

Thanet District Council Local Impact Report

Thanet District Council IP Reference: F1614503C

Sea Link Development Consent Order – EN020026

November 2025

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1 TERMS OF REFERENCE

1.1 INTRODUCTION

- 1.1.1 This Report comprises the Local Impact Report (LIR) of Thanet District Council (TDC). TDC has prepared this LIR in accordance with the Planning Act 2008 (PA2008) and the Planning Inspectorate guidance: Nationally Significant Infrastructure Projects: Advice for Local Authorities.

1.2 PURPOSE OF LIR

- 1.2.1 The LIR sets out the local knowledge and evidence on local issues that could be affected by the proposed development. In accordance with relevant advice the LIR should cover any topics which are relevant to the impact of the proposed development in their area. This document does not seek to replicate any assessments or reports that have been provided or due to be undertaken as part of the application process nor does it seek to repeat the representations already made by TDC.
- 1.2.2 The LIR will provide a description of the site, details of the proposal, any relevant planning history and provide the relevant Development Plan Policies before reviewing each topic the Council considers relevant to the proposed development.
- 1.2.3 Each topic will be considered against the policies of the adopted Thanet Local Plan 2020. The key issues relating to the topic are evaluated and determined and whether the impacts would be positive, negative or neutral. Finally, the draft Development Consent Order (dCO) articles, requirements and obligations are reviewed to determine if they adequately address the local impacts identified.

2 SUMMARY OF THE PROPOSED DEVELOPMENT

- 2.1.1 The Proposed Project involves the reinforcement of the electricity transmission system in the South East of England and East Anglia. The Proposed Project comprises three elements: the Suffolk Onshore Scheme, the Kent Onshore Scheme and the Offshore Scheme.
- 2.1.2 The Kent Onshore Scheme element is where the proposed development will affect Thanet District Council and is the subject of this LIR. This comprises:
- A landfall point on the Kent coast at Pegwell Bay.
 - A transition joint bay (TJB) approximately 800 m inshore to transition from offshore HVDC (high voltage direct current) cable to onshore HVDC cable, before continuing underground for approximately 1.7 km to a new converter station (below).
 - A 2 GW HVDC converter station (including a new permanent access off the A256), up to 28 m high plus external equipment (such as lightning protection, safety rails for maintenance works, ventilation equipment, aerials, and similar small scale operational plant), near Minster. A new substation would be located immediately adjacent.
 - Removal of approximately 2.2 km of existing HVAC (high voltage alternating current) overhead line, and installation of two sections of new HVAC overhead line, together totalling approximately 3.5 km, each connecting from the substation near Minster and the existing Richborough to Canterbury overhead line.

3 SITE DESCRIPTION AND CONSTRAINTS

3.1 INTRODUCTION

- 3.1.1 The “Order Limits” as identified in this dDCO lie partially within the administrative area of Thanet District Council. The Order Limits comprise the terrestrial and marine environments. There are elements of the proposed development which are beyond the jurisdiction of TDC but local knowledge regarding the impact of the elements may exist.

3.2 SITE DESCRIPTION

- 3.2.1 The site lies to the south and southeast of Minster, south and southwest of Cliffsend and to the north of Richborough. The site is bisected by the A256.
- 3.2.2 The HVDC cable makes landfall in Kent within the Thanet District area at Pegwell Bay where the proposed development transitions from a marine to a terrestrial context. The HVDC cable passes through Pegwell Bay, Stonelees Golf Club, St Augustines Golf Club before surfacing at the Joint Transition Bay in an agricultural field to the east of the A256. The underground cable then crosses the A256 towards the proposed Kent Substation and Kent Converter Station which is located within agricultural fields to the west.
- 3.2.3 The majority of the land within the Order limits comprises agricultural land. However, there are a number of sensitive receptors and designated sites within the Order limits or adjacent and in close proximity to the Order limits.
- 3.2.4 The Order limits include land within Flood Zones 1, 2 and 3 with the Kent Substation and Kent Converter Station and access road located in Flood Zone 1. The majority of the Order limits within the District lie within Flood Zone 1. There are small areas within the Order limits which include Flood Zones 2, 3a and 3b. The northeastern part of the Order limits to the south of the Lord of the Manor Roundabout (A299/Sandwich Road/Canterbury Road West) is located within Groundwater Source Protection Zone 1. The Minster Marshes is a low-lying area comprising a network of streams, brooks, ditches and other small watercourses.
- 3.2.5 There are number of ecological designations within the Order limits as follows:

Designation	Level
Sandwich Bay to Hacklinge Marshes SSSI	National
Thanet Coast & Sandwich Bay SPA	International
Sandwich Bay SAC	International
Thanet Coast & Sandwich Bay RAMSAR	International
Sandwich & Pegwell Bay National Nature Reserve	National
Sandwich and Pegwell Bay Kent Wildlife Trust Reserve	Local
Ash Level and South Richborough Pasture Local Wildlife Site	Local

Woods and Grassland Minster Marshes Local Wildlife Site	Local
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- 3.2.6 The Order limits include the Pegwell Bay Country Park and also lie within the North Kent Plain National Character Area and straddle the Thanet and the Wantsum and Lower Stour Marshes Kent Character Areas. The Order limits cross a number of Thanet District Council Landscape Character Areas (LCA) including B1: Wantsum North Slopes, E1: Stour Marshes, F1: Pegwell Bay as well as passing close to the G1: Ramsgate and Broadstairs Cliffs LCA.
- 3.2.7 The Order limits also include a number of Public Rights of Way (TR15, TR33, TE26, TE35, TE36, TE37, TE39) and includes the Viking Coastal Trail - Sandwich to Reculver, Contra Trail, England Coast Path and National Cycle Route 15. There is a Tree Preservation Order within the Order limits (ref. TH/TPO/10(1984)) at the junction between Ebbsfleet Lane and Ramsgate Road/Sandwich Road.
- 3.2.8 Within close proximity of the Order limits are a number of Public Rights of Way (TR11, TR12, TE32, TE38, TE40). The nearest heritage assets to the Order limits are the Grade II listed World War II anti-tank pimples and cylinders and associated pillbox at Pegwell Bay and Saint Augustine's Cross. There are Conservation Areas within the villages of Minster and Cliffsend with Minster also comprising a large number of Grade II listed buildings and two Grade I listed buildings.
- 3.2.9 There are also a number of Scheduled Ancient Monuments with close proximity including the Monastic grange and pre-Conquest nunnery at Minster Abbey in Minster, Enclosure and ring ditches 200yds (180m) ENE of Minster Laundry to the north east of Minster and Anglo-Saxon cemetery S of Ozengell Grange to the north/north east of the Lord of the Manor Roundabout.
- 3.2.10 Western Undercliff Beach is an identified intermediate holiday beach and lies to the east of the cable landfall point adjacent to the Port of Ramsgate. Pegwell Bay is identified as an undeveloped beach and lies partly within the Order limits.

3.3 PLANNING HISTORY

- 3.3.1 Appendix A sets out all relevant planning history for land within and adjacent to the Order limits, including any relevant development proposals under consideration or granted permission, but not commenced or completed.

4 PLANNING POLICY CONTEXT

4.1 NATIONAL PLANNING POLICY

- 4.1.1 The Energy NPSs were first designated on 19 July 2011 but have since been revised for the first time, with the current versions designated on 17th January 2024. They set out matters, principles and impacts that will form the basis of the SoS's decision on DCO applications for Energy NSIPs. The relevant NPSs to this NSIP are EN-1 Overarching National Policy Statement for Energy, EN-3 Renewable Energy Infrastructure, EN-5 Electricity Networks Infrastructure.

Overarching National Policy Statement for Energy EN-1 (NPS EN-1) (2024)

- 4.1.2 The Energy NPSs were first designated on 19 July 2011 but have since been revised for the first time, with the current versions designated on 17th January 2024. They set out matters, principles and impacts that will form the basis of the SoS's decision on DCO applications for Energy NSIPs. The relevant NPSs to this NSIP are EN-1 Overarching National Policy Statement for Energy, EN-3 Renewable Energy Infrastructure, EN-5 Electricity Networks Infrastructure. NPS EN-1 sets out general principles, processes and impacts to be taken into account for all types of energy NSIP development covered by the Energy NPSs. Parts 1 to 4 of EN-1 set out a number of introductory themes, the Government's general policy on energy and energy infrastructure, the need for new nationally significant infrastructure projects and assessment principles. Part 5 then sets out a number of generic impacts of energy NSIP development.
- 4.1.3 It is noted at paragraph 1.3.10 that EN-1, in conjunction with any relevant technology specific NPS, will be the primary policy for Secretary of State decision making on projects in the field of energy for which a direction has been given under section 35.
- 4.1.4 EN-1 confirms that energy infrastructure which are directed into the NSIP regime under section 35 of the Planning Act 2008, and fit within the normal definition of "low carbon", such as interconnectors, Multi-Purpose Interconnectors, or 'bootstraps' to support the onshore network which are routed offshore fall within the definition of the critical national priority (CNP) in which there is an urgent need for CNP Infrastructure. It is acknowledged that the proposed project falls within the definition of CNP Infrastructure.
- 4.1.5 Paragraph 4.1.7 confirms that for projects which qualify as CNP Infrastructure, it is likely that the need case will outweigh the residual effects in all but the most exceptional cases.

National Policy Statement for Renewable Energy Infrastructure EN-3 (NPS EN-3) (2024)

- 4.1.6 NPS EN-3 sets out planning policy for renewable energy generating NSIPs. This includes offshore transmission infrastructure projects in English waters which are directed into the NSIP regime under section 35 of the Planning Act 2008 such as 'bootstraps' to support the onshore network which are routed offshore. The Proposed Project is a 'bootstrap' of the type covered by NPS EN-3.

National Policy Statement for Electricity Networks Infrastructure EN-5 (NPS EN-5) (2024)

- 4.1.7 NPS EN-5 sets out the policies relating to high voltage long distance transmission and distribution infrastructure. It recognises there is a critical national priority (CNP) for the provision of nationally significant low carbon infrastructure. This includes: for electricity grid infrastructure, all power lines in scope of EN-5 including network reinforcement and upgrade works, and associated infrastructure such as substations. Section 1.6 confirms that NPS EN-5 applies to the Proposed Development including where the Secretary of State gives a direction under Section 35 of the 2008 Act for a project to be treated as an NSIP.

4.2 OTHER IMPORTANT AND RELEVANT INFORMATION

- 4.2.1 National and local planning policy is likely to be considered ‘important and relevant’ to the decision-making process. This comprises the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG) along with local planning documents including the adopted and draft Local Plans, Spatial Planning Guidance and Supplementary Planning Documents among others.

National Planning Policy Framework

- 4.2.2 It is acknowledged that the NPPF states that it does not contain specific policies for developments requiring development consent and that applications in relation to developments requiring development consent are to be determined in accordance with the decision-making framework set out in the PA 2008. However, there may be elements of the Framework which are important and relevant.

Statutory Development Plan

- 4.2.3 The Planning and Compulsory Purchase Act 2004 section 38 (3)(b) (as amended) describes the development plan as the development plan documents which have been adopted or approved in relation to that area.
- 4.2.4 For the purpose of this LIR the development plan comprises Thanet Local Plan adopted 9 July 2020.
- 4.2.5 The Local Plan is supported by a number of adopted Supplementary Planning Documents (SPD) listed as follows:
- Landscape Character Assessment SPD – adopted 9th July 2020;
 - Planning Obligations and Developer Contributions SPD – adopted in April 2010;
 - Kent Design Guide – Adopted 14th December 2006; and
 - Planning Guidance Leaflet No. 3 – Conservation Areas – Adopted April 2002.
- 4.2.6 It is noted there are other Planning Guidance leaflets but these are not considered important or relevant to the proposed development.

Other Legislation, Policy and Documents

- 4.2.7 It is acknowledged that there are other legislation, policy and documents which may be considered important and relevant to the proposed development, some of which are not directly related to planning.

5 ASSESSMENT OF LOCAL IMPACTS

5.1 THANET DISTRICT COUNCIL POSITION STATEMENT

5.1.1 Thanet District Council represents all stakeholders within the district as part of the process and will follow the duties and responsibilities as both District Council and the Local Planning Authority.

5.1.2 Thanet District Council adopted the following motion at a full Council on the 8th December 2023:

“Council acknowledges the considerable public concern over the impacts of National Grid’s Sea Link project, which is currently the subject of a statutory consultation process. We share this concern, and wish to reassure residents that their views are heard and understood. We recognise the need to adapt the electricity transmission network in order to respond to rising demand and the move to sustainable generation methods in new locations. We welcome the extensive engagement by National Grid with both elected members and the communities in Thanet most affected. Council agrees that it does have major concerns regarding the proposed location on Minster Marshes; the scale of the converter building, as well as the effects of the associated infrastructure; the significant impact on protected wildlife and species habitat both during construction and afterwards; and the potential change to the character of the landscape.”

5.1.3 The Council is supportive of the aims of the Project to reinforce the existing transmission network and build new electricity infrastructure to support new sources of renewable and low-carbon energy, providing a national benefit to energy security and net zero targets in the long term. However, the Council has specific concerns in relation to the impact on the environment from the Project at the local and regional level.

5.2 PRINCIPLE OF DEVELOPMENT

Thanet Local Plan (2020)

5.2.1 The Thanet Local Plan (TLP) does not contain a specific policy regarding the proposed development. The relevant policy in this instance is SP24 (Development in the Countryside) in which the proposed development lies entirely within the countryside and outside of any defined built confines/urban areas. Policy SP24 allows development in the countryside which either supports the expansion of an existing rural business; relates to rural tourism and leisure; provides retention and/or development of accessible local services and community facilities; or involves redevelopment of a brownfield site for a use that is compatible with its countryside setting and its surroundings.

5.2.2 It requires all qualifying development to be of a form, scale and size which is compatible with, and respects the character of, the local area and the surrounding countryside and its defining characteristics and that any environmental impact should be avoided or appropriately mitigated.

5.2.3 Policy E13 (Development for new business in the countryside) is also of relevance stating that well-designed new development for economic development purposes for

new businesses will be permitted in sustainable locations, at a scale and form compatible with their rural location.

- 5.2.4 In addition, Policy SP26 (Landscape Character Areas) seeks to direct development away from the Stour Marshes (E1), Wade Marshes (E2) and Pegwell Bay (F1) character areas (as detailed in the LCA), as these are largely undeveloped and key to retaining the island character of Thanet. The proposed development is located within the Stour Marshes (E1), and Pegwell Bay (F1) character areas with the substation and converter located within the Stour Marshes (E1).
- 5.2.5 Policy SP26 concludes in stating development proposals that conflict with the above principles will only be permitted where it can be demonstrated that they are essential for the economic or social well-being of the area. In such cases, landscape impacts should be minimised and mitigated as far as possible.

Key Local Issues

- 5.2.6 The primary issue with the location of the proposed development, and specifically the substation and converter station, is that it is located in an area of the District that is largely undeveloped. Built form and urban areas in Thanet are generally concentrated along the north coast and in the east of the District.
- 5.2.7 In recent years, a number of energy and infrastructure developments have come forward to the south of the converter and substation around Richborough Port and the former Richborough Power Station (now demolished) which have largely been driven by the Nemo-Link project which is another National Grid NSIP that is now complete. This has led to incremental energy related development spreading north from Richborough Port including multiple Battery Energy Storage Systems and a new National Grid grid stability facility, adjacent to the existing Weatherlees Hill WWTW, and the relatively small Ebbsfleet Farm solar farm.
- 5.2.8 In determining the application for the grid stability facility, TDC recognised the need for this infrastructure to facilitate the use of renewable energy sources and provide flexibility and stability to the grid as well as the requirement to be located close to the National Grid Substation at Richborough. A key factor in allowing the grid stability facility was balancing the need for the impact against the harm to the landscape with a view that the site is relatively enclosed, with low lying built form and separated from the land to the north particularly by existing landscaping and streams, therefore forming a distinct edge and separation point from the existing infrastructure development and the open farmland to the north. The proposed development would extend well beyond the distinct line and would be sited in an area which is far more exposed.
- 5.2.9 Concerns are raised that in allowing the proposed development, it would put TDC in a difficult position to prevent further energy and infrastructure related development from encroaching into the surrounding countryside and significantly changing the landscape from undeveloped to developed.

Adequacy of Application/draft DCO

- 5.2.10 The proposed development conflicts with both policies SP24 and SP26 in terms of the principle of the development. Policy SP24 does not provide any route for exemptions whereas Policy SP26 allows development to be permitted if it can be

demonstrated that the development is essential for the economic or social well-being of the area.

- 5.2.11 It is acknowledged that the proposed development falls within the definition of Critical National Priority (CNP) Infrastructure as set out in National Policy Statement (NPS) for Energy (EN-1), in which there is an urgent need. The Planning Statement **[AS-057]** does not set out why the development is acceptable in principle on the basis that NPS EN-1 does not require the need for CNP infrastructure to be demonstrated. Consequentially the application does not discuss the principle of the development *per se* but does set out the need and the site selection process undertaken.
- 5.2.12 However, it is essential for the applicant to demonstrate an overriding need for the development that will contribute to the economic or social well-being of the area. It is noted that there will be some limited local economic benefits in terms of temporary construction jobs (15 FTE per annum) and a contribution of £1.1 million to the local economy but these benefits are distributed throughout the affected Districts and Boroughs in Kent. Furthermore, concerns are raised with regard to the negative impact on the tourism and recreation sector in Thanet which forms a key part of the local economy as a coastal district which may counter the limited economic benefits. This is discussed in further detail in section 5.4.
- 5.2.13 The comments and concerns raised in TDCs Relevant Representation **[RR-5372]**, Principal Areas of Disagreement Summary Statements (PADSS) **[AS-079]** and Statement of Common Ground **[APP-326]** remain relevant.

Conclusion

- 5.2.14 The proposed development would have a negative local impact on the basis of the conflict with the TLP and the risk of further development encroaching into the countryside.

5.3 LANDSCAPE AND VISUAL IMPACT

Thanet Local Plan (2020)

- 5.3.1 Policy SP26 (Landscape Character Areas) seeks to conserve and enhance Thanet's landscape character and local distinctiveness. The Policy is detailed and specific in the requirements for development and applications to demonstrate and has been provided in full below for ease.
- 5.3.2 "The Council will identify and support opportunities to conserve and enhance Thanet's landscape character and local distinctiveness.
- 5.3.3 Development proposals should demonstrate how their location, scale, design and materials will conserve and enhance Thanet's local distinctiveness, in particular:
- 1) Its island quality surrounded by the silted marshes of the former Wantsum Channel and the sea;
 - 2) A sense of openness and 'big skies', particularly in the central part of the District;

- 3) Its long, low chalk cliffs and the sense of 'wildness' experienced at the coast and on the marshes;
 - 4) Gaps between Thanet's towns and villages, particularly those areas designated as Green Wedges;
 - 5) Long-distance, open views, particularly across the Dover Strait and English Channel, North Sea and across adjacent lowland landscapes; and
 - 6) Subtle skylines and ridges which are prominent from lower lying landscape both within and beyond the District.
- 5.3.4 Development proposals should demonstrate how they respect and respond to the character, key sensitivities, qualities and guidelines of the relevant landscape character areas, as detailed in the Landscape Character Assessment (LCA) and summarised below.
- 5.3.5 All development should seek to avoid skyline intrusion and the loss or interruption of long views of the coast and the sea, and proposals should demonstrate how the development will take advantage of and engage with these views.
- 5.3.6 Development should generally be directed away from the Stour Marshes (E1), Wade Marshes (E2) and Pegwell Bay (F1) character areas (as detailed in the LCA), as these are largely undeveloped and key to retaining the island character of Thanet. The undeveloped character of Landscape Character Type F: Undeveloped Coast should also be maintained.
- 5.3.7 Proposals on the coast (within landscape character types F: Undeveloped Coast and G: Developed Coast and the surrounding area) should respect the traditional seafront architecture of the area, maintain existing open spaces and should ensure that recreational and wildlife opportunities are not compromised by development. Proposals should maintain and enhance the setting of sandy bays, low chalk cliffs and associated grassland and long sweeping views of the coastline.
- 5.3.8 The rural-urban boundary is distinctive in some parts of Thanet, particularly where there is an abrupt urban edge and where the countryside extends into the urban areas as Green Wedges. The distinction between town and countryside should be retained.
- 5.3.9 Development proposals that conflict with the above principles will only be permitted where it can be demonstrated that they are essential for the economic or social well-being of the area. In such cases, landscape impacts should be minimised and mitigated as far as possible."
- 5.3.10 In addition, Policy SE08 (light pollution) sets out the requirements for development proposals that include the provision of new outdoor lighting or require specific lighting in connection with the operation of the proposed development
- 5.3.11 Policy GI06 (Landscaping and Green Infrastructure) is also relevant, requiring major development to be supported by a landscape survey. The landscape survey should describe the current landscape features on the application site, and demonstrate how the proposed development will provide landscaping and Green Infrastructure to enhance the setting of the development.

Key Local Issues

- 5.3.12 The Landscape Character Assessment SPD (LCA) provides further detailed guidance to support the TLP policies that promote local distinctiveness through appropriate land management in association with future changes to the landscape.

The LCA divides Thanet into seven broad Landscape Character Types which are then divided into specific landscape character areas. TDC notes that the proposed development will directly impact the following Landscape Character Areas: B1 - Wantsum North Slopes, E1 - Stour Marshes and F1 - Pegwell Bay and indirectly affect G1 - Ramsgate and Broadstairs Cliffs.

- 5.3.13 Areas B1, F1 and G1 will largely be subject to effects during construction with the above ground operational parts of the development (access road, converter, substation and pylons) directly affecting area E1.
- 5.3.14 E1 is a low-lying, vast flat open landscape on the Thanet Sands. It historically represents a former sea channel, the Wantsum Channel, which separated the Isle of Thanet from mainland Kent. Its past strategic importance as a point of defence and invasion to the mainland is marked by the Romans forts located at either end of the channel (not in this character area). The channel silted up over several centuries despite attempts to keep it open during the Middle Ages evidenced in the form of Abbots Wall and Sarre Wall. By 16th Century, The Channel had completely silted up, and the Isle of Thanet was no longer an island. The silted marshes of the former Wantsum Channel create a remarkable low-lying landscape encircling the main part of Thanet – and so retaining its island quality and sense of separateness.
- 5.3.15 As a marsh, there are wide views and vistas across the landscape both looking into and out of the character area. The open character allows for long uninterrupted views across the marshes with big skies which continue southwards into the corresponding marshes within Canterbury and Dover Districts. It is largely undeveloped with settlements located along the former channel sides that would have originally been port villages. Tree cover is generally restricted to field boundaries and a number of small copse.
- 5.3.16 LCA continues to add that E1 has a sense of remoteness and tranquillity in which Figure 3.9 of the LCA shows its night sky is generally the darkest in Thanet and Figure 3.10 shows that it scores high for tranquillity relative to the whole of the UK. Therefore, the introduction of new built form, light sources and general activity would have an adverse effect on the tranquillity of the area and the darkness of the night sky.
- 5.3.17 It is largely an area absent of development with small, isolated areas of flood plain grazing marsh. It is defined by a network of reed lined drainage ditches and channels with views to the rising valley slopes to the north (LCA B1) and the sensitive undeveloped crest line which provides a rural setting that contains and provides a backdrop to the marshes.
- 5.3.18 More locally, the site in and around the Order limits has significant local value and is referred to as the Minster Marshes. The Minster Marshes generally comprises the land to the south of the Wantsum North Slopes (LCA – B1) and north of the Ash Levels located in the District of Dover and the River Stour and Marsh Farm Road in the west to Pegwell Bay in the east. It comprises a network of streams, brooks and ditches. As the Wantsum Channel silted up it became marshland before further land draining for use as agricultural land after the 16th Century.
- 5.3.19 The proposed development will introduce significantly tall infrastructure that would be seen throughout much of the local area well beyond the site. The existing energy and infrastructure development to the south of the site is generally lower in scale and mass which has a lesser impact on wider landscape character and visual amenity compared to the converter, substation and pylons.

Adequacy of Application/draft DCO

- 5.3.20 A number of issues and concerns have been raised in TDCs Relevant Representation **[RR-5372]**, Principal Areas of Disagreement Summary Statements (PADSS) **[AS-079]** and Statement of Common Ground **[APP-326]** and these remain relevant.
- 5.3.21 In summary, TDC has concerns with the conclusions, assessments and assumptions set out in 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual **[APP-061]**. TDC remains concerned that the design principles are too vague and allow too much flexibility that has not been properly assessed. Given the size and scale of the proposed development there is an agreement between TDC and the Applicant that the landscape impacts cannot be mitigated. Therefore, TDC fundamentally disagrees with the conclusions of the 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual **[APP-061]** in that there are no residual significant adverse effects expected at Year 15 of operation across the landscape and seascape receptors and there are a number of viewpoints that would be significantly affected throughout the lifetime of the proposed development. TDC are of the view that the effect of the landscape mitigation has been overstated as there is only a limited effect landscape planting can have in mitigating the mass of a 28m tall building.
- 5.3.22 Another key concern is whether the Environmental Statement (ES) has assessed the full worst case scenarios set out in the parameters for the proposed development particularly as the height parameters set out in Article 5 differ from the heights set out in the description of development in the ES. Clarity is needed with regard to the full extent of the design parameters and confirmation as to whether all assessments have been undertaken based on the maximum extent of the parameters.
- 5.3.23 It is also not clear from the application documents as to whether a lighting assessment has been undertaken. It is noted that average lux levels have been set but given the sensitive location a full lighting assessment should be undertaken in accordance with Policy SE08 to assess the max light levels and proposed appropriate lighting mitigation. No clear operational lighting mitigation has been proposed in the CEMP Appendix B Register of Environmental Actions and Commitments (REAC) **[APP-342]**.
- 5.3.24 The proposed development would be in direct conflict with Policy SP26 meaning that the development should only be permitted if it can be demonstrated that the development is essential for the economic or social well-being of the area. As discussed in sections 5.2 and 5.4, TDC are of the view that there are limited beneficial effects to the economy of Thanet as a result of the proposed development.
- 5.3.25 In terms of the Development Consent Order (DCO) itself Requirement 3 secures that the details of the converter station are to be approved by the relevant planning authority and must be in general accordance with the Key Design Principles set out in the Converter Station Design Principles. This wording is currently too vague and allows too much flexibility. Rather it should require accordance with the relevant design principles document for Kent or Suffolk. The Design Principles – Kent (and Design Principles – Suffolk) should then be a certified document to provide assurance that the converter station will be constructed in accordance with the design parameters.
- 5.3.26 In addition, the DCO does not currently require details of the substation or pylons to be approved by the relevant planning authority. TDC requests that a requirement similar to Requirement 3 is added to the DCO to provide assurance that the substation and pylons will be constructed in accordance with the design parameters.

- 5.3.27 Alternatively, Requirement 3 should be replaced with a site wide detailed design approval that requires details of the design of all elements in accordance with the design principles/parameters for avoidance of doubt.
- 5.3.28 Article 5(1)(a) indicates that pylons in Kent would be 54m above finished ground level with a vertical limit of deviation of 6m. This takes the height to 60m. The Design and Layout Plans **[APP-037]** Design Approach Document – Kent **[APP-365]** and Design Principles – Kent **[APP-367]** proposes standard height pylons in Kent of c. 46m.
- 5.3.29 A vertical limit of deviation of 6m is a significant variation in height from the assessed 46m allowing pylons up to 52m. The ES has currently only assessed the pylons at a height of 46m as set out in the design documents and not a worst-case scenario of 52m. This could result in an effect becoming significant and/or more adverse.

Conclusion

- 5.3.30 The proposed development would have a negative local impact due to the conflict with the TLP and significant change to landscape and adverse impacts on the visual amenity particularly given that due to size and scale of the proposed development that the landscape impacts cannot be mitigated.

5.4 SOCIO-ECONOMIC IMPACTS AND TOURISM

Thanet Local Plan (2020)

- 5.4.1 The TLP recognises that tourism is a key part of the local economy and forms key objectives to meet Strategic Priority 1 (Create additional employment and training opportunities, to strengthen and diversify the local economy and improve local earning power and employability) and Strategic Priority 2 (Facilitate the continued regeneration of the coastal town centres, developing their individual niche roles, while also consolidating the role and function of Westwood as Thanet's primary retail centre, ensuring retail expenditure is retained in the district) of the TLP. Specifically, it seeks to support the existing tourist economy and attract inward investment. Policy SP04 seeks to create a minimum of 5,000 additional jobs by 2031.
- 5.4.2 Policy E10 (Thanet's Beaches) identifies major, intermediate and undeveloped beaches. No major beaches are affected by the proposed development. The policy allows for small-scale tourism and leisure development within intermediate beaches. For undeveloped beaches, priority will be given to the maintenance and enhancement of their natural, remote and undeveloped character at sites on, or adjacent to undeveloped beaches. New development is not permitted unless there is an overriding need for development/necessary infrastructure that cannot be met or located elsewhere, such proposals must avoid or fully mitigate against any impact upon the designated nature conservation sites, and will be subject to the Habitats Regulations.

Key Local Issues

- 5.4.3 The tourism sector has grown substantially over the last few years, compared to other parts of the South East and England, and there has also been significant growth in

the creative sector. Thanet has a diverse economy which is currently strong in the education and health sectors and traditionally has seen above average representation of retail and public administration. Evidence shows that tourism is doing very well and is gaining momentum year on year with Margate being one of the top five tourist destinations in Kent.

- 5.4.4 Tourism has historically been at the heart of Thanet's economy and continues to be a vitally important component of Thanet's economy along with retail and leisure sectors. Thanet's strength in the visitor economy stems from the attractive sandy beaches in close proximity to London, the established successful tourist destination of Broadstairs, the development of the Turner Contemporary Gallery and the strong character of Thanet as a traditional tourist destination. Thanet also contains a wealth of heritage assets which are attractive to visitors with around 2,000 listed buildings. As set out in TDCs Relevant Representation, Thanet hosts a number of local, regional, national and international events as well as Ramsgate being named in Time Out's 'The 15 best places to visit in the UK in 2024' and is the only Royal Harbour in the UK.
- 5.4.5 The Thanet Destination Management Framework (DMF) (January 2020), commissioned by TDC, sets out priorities for the next 5 years to strengthen and grow the visitor economy. It provides three headline priorities for the District as follows:
- Vibrant Towns – making Thanet's town centres more attractive for visitors and providing more of the right kind of accommodation
 - Coastline Focus – focusing on providing year-round experiences, activities and facilities at key sites along the coast
 - The Isle of Thanet Promise – using the strong themes from Thanet's Shared Story to develop brilliant experiences and a brilliant welcome.
- 5.4.6 The DMF found that nearly 90% of visitors to Thanet are day visitors with around 30% of visitors coming in June, July and August. The most recent tourism research commissioned by Visit Kent shows tourism in Thanet generated £349 million in 2023 with 4.6million visitors resulting in over 8,257 jobs, meaning that at least 1 in 5 jobs in Thanet is in tourism and tourism also supports the wider economy through indirect and induced employment. A good visitor economy can also provide benefits for Thanet residents in terms of leisure facilities, attractive public realm and quality of life which in turn attract business to the area. It is therefore of primary importance to support the tourism economy.
- 5.4.7 TDC are in the process of preparing the Thanet Visitor Survey 2025 which is to inform a new five year DMF in which 1,200 visitors to Thanet were interviewed across Ramsgate, Broadstairs and Margate. 73% of visitors were recurring visitors with leisure being the primary reason for visiting. The coastline and beaches were the strongest influence on choice of destination and reason for coming to Thanet and 61% of visitors travelled by car. Overcrowding, traffic and parking were issues raised during the survey.
- 5.4.8 Western Undercliff Beach is an identified Intermediate holiday beach and lies to the east of the cable landfall point adjacent to the Port of Ramsgate. Pegwell Bay is identified as an undeveloped beach and lies partly within the Order limits. Pegwell Bay Country Park lies adjacent to the Order limits and is managed by Kent County Council. The Country Park lies on a former landfill site that was capped and landscaped before opening as a picnic site in 1983. It hosts a number of events

including a weekly park run and is a popular destination for visitors. The Order limits also includes two golf courses (St Augustine's Golf Club and Stonelees Golf Centre).

- 5.4.9 Pegwell Bay is well used green space in Thanet for multiple recreational, health and well-being reasons particularly the Country Park as well as the numerous Public Rights of Way (PRoW) within Pegwell Bay, Minster Marshes and surrounding area. This includes the Pegwell Bay Park Run (a free, community event where you can walk, jog, run 5km and/or volunteer or spectate) and access to tranquil landscapes and environments which provide benefits for mental health and is a location often used by the NHS and other practitioners.

Adequacy of Application/draft DCO

- 5.4.10 A number of issues have been raised in TDCs Relevant Representation **[RR-5372]**, Principal Areas of Disagreement Summary Statements (PADSS) **[AS-079]** and Statement of Common Ground **[APP-326]** and these remain relevant.
- 5.4.11 In summary, TDC are concerned that the application has not adequately considered the impacts of the scheme on tourism within Thanet which, as a seaside/coastal District, relies heavily on tourism particularly during the summer months, weekends and bank holidays. During the construction period, there will be significant impacts on the visitor economy in terms of impact on the highway network and recreational infrastructure in the area affecting the long-term perception of Thanet as an attractive place to visit.
- 5.4.12 As set out in Thanet Visitor Survey 2025, the majority of visitors are returning visitors to Thanet and will likely have good knowledge of the District. The proposed construction of the proposed development will significantly affect whether returning visitors would choose to return to Thanet or seek alternative destinations given the disruption caused by the proposed development both individually and cumulatively.
- 5.4.13 Construction vehicles are predicted every day of the week with a limit of 30 HGVs on Sundays and Bank Holidays. Whilst the Traffic and Transport Chapter of the Environmental Statement states that it is not anticipated that the Proposed Project would have any traffic and transport impacts on Sundays/Bank Holidays (with the restrictions identified in the Outline CTMTP - Kent). There has been no assessment of the impact of construction during Sundays and Bank Holidays in which traffic congestion can be a significant issue. As set out in the Thanet Visitor Survey 2025, traffic is a key issue of concern and any increase in traffic would reduce the attractiveness of visiting Thanet.
- 5.4.14 The operational element of the proposed development creates a further negative connotation and experience when visiting Thanet by introducing significant energy infrastructure to an undeveloped site, adversely changing the perception of the area as being remote and tranquil. This would be particularly evident for users of the public right of way network and other recreational routes and would be viewed from key gateways into the District.
- 5.4.15 It is acknowledged that there would be some limited local economic benefits in terms of temporary construction jobs (15 FTE per annum for local residents within 60 minute drive) and a contribution of £1.1 million to the local economy but these benefits are distributed throughout the Districts and Boroughs in Kent and would not be fully attributed to Thanet. In addition, once operational, the proposed development is not anticipated to generate any local employment or contribute to the local economy but will significantly change the landscape and visual amenity of the area and the

attractiveness for visitors and residents who will also be negatively impacted in terms of leisure and recreation.

- 5.4.16 There are a number of other local businesses in the area that would experience significant disruption and harm particularly during construction that could have long-lasting effects once operational. This includes tourist and leisure uses in which Pegwell Bay and the views across the bay are key features that attract visitors such as The Lookout Café, Bell Vue Tavern, Sir Stanley Gray pub, Pegwell Bay Hotel, Nord Café, The Viking Shop Café and Dog Walkers Rest and Cycle Café. In addition, the construction period would severely disrupt other local businesses and services in the area including the Great Oaks Small School which is a small independent school for neurodiverse students aged 11 – 19 and the two golf courses (Stoneless and St Augustine's). The Great Oaks Small School benefits from the natural environment and local wildlife and is likely to be significantly disrupted by the construction of the proposed development.
- 5.4.17 The disturbance to the recreational infrastructure (Pegwell Bay, Pegwell Bay Country Park, PRow and other recreational routes) will have a significant impact on the ability for visitors and local residents to enjoy the tranquillity and openness of the landscape and to view the wildlife which is a key attraction. The applicant does not fully consider the impact on the mental health and well-being that the construction period will have on the ability to use the area for recreational and health activities.
- 5.4.18 The construction activities will have both a direct and indirect effect on recreation and health. Whilst a number of routes will be diverted or managed to maintain access, the indirect effects of perception and level of activity will adversely affect the ability to enjoy the recreational routes and activities. The extensive construction activity and period will have a negative effect on the mental health and well-being of local residents that use the recreational infrastructure for exercise, escapism and relaxing.
- 5.4.19 Once operational, the presence of the converter station, substation and pylons in the Minster Marshes will permanently change the context and connotations associated with the Minster Marshes which is one of remoteness, tranquillity and openness. Therefore, the ability to enjoy the recreational routes for exercise and mental health reasons will be adversely affected by the proposed development.

Conclusion

- 5.4.20 The proposed development would have an overall negative local impact on socioeconomic and tourism due to the conflict with the TLP, significant change to landscape, adverse impacts on the visual amenity and the attractiveness and perception of Thanet as a visitor and tourist destination. The long-term economic benefits of the proposed development are very limited and the short-term construction benefits are minimal once disrupted within the study area.

5.5 TRAFFIC AND TRANSPORT

Thanet Local Plan (2020)

- 5.5.1 Policy SP43 (Safe and Sustainable Travel) requires developments to take account of the need to promote safe and sustainable travel. Policy SP44 (Accessible locations) sets out that developments generating a significant number of trips will be expected to be located where a range of services are or will be conveniently accessible on foot, by cycle or public transport.
- 5.5.2 Policy SP45 (Transport Infrastructure) outlines that development proposals will be assessed in terms of the type and level of travel demand likely to be generated. Development will be permitted only at such time as proper provision is made to ensure delivery of relevant transport infrastructure. Where appropriate, development will be expected to make a proportionate contribution to the provision, extension or improvement, of walking and cycling routes and facilities and to highway improvements.
- 5.5.3 Policy TP01 (Transport Assessments and Travel Plans) requires development proposals that would have significant transport implications to be supported by a Transport Assessment and where applicable a Travel Plan. These should show how multi-modal access travel options will be achieved, and how transport infrastructure needs arising from the expected demand will be provided.
- 5.5.4 Policy TP02 (Walking) expects new development to be designed to facilitate safe and convenient movement by pedestrians and Policy TP03 (Cycling) adds that development that would prejudice the safety of existing or implementation of proposed cycle routes will not be permitted. New development will be expected to consider the need for the safety of cyclists and incorporate facilities for cyclists into the design of new and improved roads, junction improvements and traffic management proposals.
- 5.5.5 Policy TP04 (Public Transport) requires development proposals to take account of the need to facilitate use of public transport. Policy TP06 (Car Parking) sets out that developments will be expected to make provision for the parking of vehicles, including disabled parking in accordance with the guidance provided by Kent County Council.

Key Local Issues

- 5.5.6 It is acknowledged that once operational the proposed development would generate a very low level of vehicle movements. Therefore, the primary concerns relate to the construction traffic associated with the proposed development.
- 5.5.7 The A256 and A299 are dual carriageways which provide strategic routes into and out of Thanet. As a coastal district and tourist destination, traffic levels over Bank Holidays, weekends and school holidays often result in the public highways reaching capacity throughout the District.
- 5.5.8 Minster is a historic village with small roads which narrows from the north to south as from the A299 to Marsh Farm Road via Tothill Street and High Street. The route through Minster becomes tight due to on street parking meaning it is not possible for two vehicles to pass. Marsh Farm Road becomes a single track road south of the railway.

- 5.5.9 There are a number of public rights of way within the Order limits and in close proximity as set out in section 3.2 of the LIR.

Adequacy of Application/draft DCO

- 5.5.10 Whilst TDC defers to Kent County Council as the Highway Authority, a number of issues have been raised in TDCs Relevant Representation **[RR-5372]**, Principal Areas of Disagreement Summary Statements (PADSS) **[AS-079]** and Statement of Common Ground **[APP-326]** and these remain relevant.
- 5.5.11 Direct access to the primary road network during construction and operation is welcomed. However, significant concern remains with any construction access via Minster and Marsh Farm Road and Ebbsfleet Lane North, even as a secondary means of access, as these roads are not suitable for construction access. There is an opportunity to route construction vehicles through the Order limits from the A256.
- 5.5.12 As stated in section 5.4, the effect on traffic during Sundays and Bank Holidays has not been fully assessed and remains a key concern particularly as Thanet is reliant on tourism with a significant uplift in visitors throughout the summer months. This also causes inconvenience, congestion and time-delay for local residents and businesses within the District with construction proposed for 7 days a week across a five year period. This is a significant disruption to the local highway network which already experiences significant traffic congestion during the school holidays and weekends. It is noted that the traffic data (automatic traffic counts and manual classified counts) were obtained in January 2024 which is the month with the lowest number of visits to Thanet. This is demonstrated in the 'Economic Impact of Tourism Thanet-2023 Results' which shows only 69% occupancy of serviced accommodation rooms in the southeast which is 10% below the yearly average of 79%. This excludes any self-catering units or day trips. This confirms that January is generally the quietest period for tourism and therefore the traffic data collected in January 2025 skews the assessment so it appears more favourable towards the proposed development.
- 5.5.13 It is acknowledged that the proposed development will require the temporary closure and diversion of a number of short sections of the PRowS that cross the Order limits and the management of the PRow is set out in the Outline Public Rights of Way Management Plan – Kent **[APP-353]** secured via Requirement 6 of the draft DCO.
- 5.5.14 However, there are numerous PRowS which will be disrupted during the five-year construction period both within the Order Limits and within proximity which will negatively impact the users of the PRow discouraging use of these routes. Furthermore, once operational the experience of the users of the PRow and other routes will be significantly altered by the presence of the converter, substation and additional pylons.
- 5.5.15 It is recognised that the draft DCO secures the provision of a Construction Traffic Management and Travel Plan – Kent via Requirement 6 (d) subject to agreement with the relevant statutory bodies. The draft DCO also requires details to be approved prior to commencement for any highway works as secured by Requirement 12 of the draft DCO subject to agreement with the relevant statutory bodies.

Conclusion

- 5.5.16 Given the number and type of vehicle movements and hours of use, traffic associated with construction is likely to have a significant impact on the local highway network.

The proposed development would have an overall negative local impact on traffic and transport, the PRoW network and the attractiveness and perception of Thanet as a visitor and tourist destination.

5.6 ECOLOGY AND BIODIVERSITY NET GAIN

Thanet Local Plan (2020)

- 5.6.1 Policy SP30 (Biodiversity and Geodiversity Assets) requires developments to make a positive contribution to the conservation, enhancement and management of biodiversity and geodiversity assets resulting in a net gain for biodiversity assets. Sites should be assessed for the potential presence of biodiversity assets and protected species. Planning permission will not be granted for development if it results in significant harm to biodiversity and geodiversity assets, which cannot be adequately mitigated or as a last resort compensated for, to the satisfaction of the appropriate authority.
- 5.6.2 Policy SP31 (Biodiversity Opportunity Areas) sets out TDC will support proposals that enhance, maintain and protect the identified Biodiversity Opportunity Areas, particularly where proposals increase the biodiversity value of the site.
- 5.6.3 Policy GI01 (Protection of Nationally Designated Sites (SSSI) and Marine Conservation Zones (MCZ)) protects the designations (SSSI, MCZ and National Nature Reserves) from development which would materially harm either directly, indirectly or cumulatively, or detract from the scientific or nature conservation interest of a site. Exceptionally, where it can be demonstrated that the need for the proposed development is compelling and overrides the national importance of the site, and it has been demonstrated that no suitable alternative site exists, mitigating measures will be required to maintain the integrity of the site, to the satisfaction of the appropriate authority.
- 5.6.4 Policy GI02 (Locally Designated Wildlife Sites) states that development which would have a detrimental impact on locally designated wildlife sites will not be permitted unless suitable mitigation can be provided either on or off site within Thanet unless there is an exceptional need for the proposed development which outweighs the impact on the locally designated site.

Key Local Issues

- 5.6.5 The Order limits contain a range of ecological designations from local to national to international as set out in Section 3.2 of the LIR. The special qualities of these ecological designations provide value to both the flora and fauna that inhabit them and the attractiveness of the District as a place to experience the wide biodiversity it offers.
- 5.6.6 Pegwell Bay is a significantly important site for ecology that requires protection. Specifically, it is an important site for Wintering Birds recognised in its international and national designations. The land around the ecological designations can also form functionally linked land which can support wintering bird populations providing additional habitat. Pegwell Bay supports Kent's largest grey seal population, which

is protected under the Conservation of Seals Act 1970 and the Marine and Coastal Access Act 2009. Seals are highly sensitive to visual and acoustic disturbance. The additional overhead power lines increases the potential risk of bird strike already present in the area due to the existing overhead power lines.

- 5.6.7 The land within the Order limits is known to support a range of breeding birds including Skylarks and is known to support reptiles. Riparian mammals are also known to be present within the Minster Marshes including water voles, minks, otters and potentially beavers. Bats are also present in the area using it for roosting and foraging and commuting. The former hoverport closed to passengers in 1982 and following various other uses has been disused since 1995. It has since been reclaimed by nature and forms a key habitat within Pegwell Bay supporting a number of species including rare species of invertebrates.
- 5.6.8 As one of the darkest areas within Thanet the proposed development has the potential to increase significant levels of artificial lighting which could have the potential to disturb a number of protected species, primarily bats.
- 5.6.9 It is acknowledged that the preferred method of cable installation would be via a trenchless solution such as Horizontal Directional Drilling (HDD) beneath Pegwell Bay to minimise impacts on the ecological designations. The cabling through Pegwell Bay is a key concern given the potential significant impact on the ecological designation. Previous experience from Nemo Link has highlighted this particularly given that a trenchless solution was proposed for the interconnector but it was found not to be possible at the detailed design stage. Nemo Link 'scar' remains readily visible in the landscape and the ecological effects of its installation have still not yet recovered. In addition, the land within the Order limits around the ecological designations also form vital areas of habitat and refuge for the protected species and other fauna and flora.

Adequacy of Application/draft DCO

- 5.6.10 Whilst TDC defers to Kent County Council and other statutory bodies on matters relating to ecology and biodiversity, a number of issues have been raised in TDCs Relevant Representation **[RR-5372]**, Principal Areas of Disagreement Summary Statements (PADSS) **[AS-079]** and Statement of Common Ground **[APP-326]** and these remain relevant. However, TDC would like to raise specific concerns regarding a number of matters related to ecology.
- 5.6.11 In terms of the riparian mammal surveys, there is insufficient coverage of the surveys to confirm the full impact of the proposed development on riparian mammals with surveys largely confined to the Order limits with some ditches and riparian features not surveyed for mammals because no direct works were proposed there. However, disturbance of the riparian mammals can still occur and may enter the Order limits without being recorded. In addition, American Mink has been recorded within the site which is an invasive non-native species. American Mink are a threat to native species such as water voles and breeding waders however the proposed water vole mitigation does not appear to consider this. Currently, there is no proposed active management or control of American Mink as part of the mitigation measure and this may undermine long-term mitigation measures for other species such as water voles.
- 5.6.12 The Order limits contain land which is important for wintering and breeding birds. In addition, the farmland outside of the RAMSAR and SPA ecological designations, such as the location of the converter station and substation, may form functionally linked land which supports wintering and breeding bird populations. However, the

results of the wintering bird surveys have not been submitted particularly for the compensation land within Dover District.

- 5.6.13 With regard to skylarks (red-listed bird) and the proposed mitigation, there is concern that the skylarks may not colonise new habitat if absent currently. There is also concern that there is no contingency plan should the skylarks fail to occupy new plots. The effectiveness of arable habitat management (e.g. reduced pesticides, stubble retention) depends on consistent delivery but mechanisms to secure and monitor this over 40–80 years remain unclear.
- 5.6.14 Currently Pegwell Bay Hoverport and the Pegwell Bay Country Park, provide key dog-walking areas that help reduce recreational pressure and disturbance across the rest of the ecologically designated areas but it is unclear whether any mitigation measures are proposed to accommodate the disruption and potential displacement of recreational users to other areas within the ecological designations.
- 5.6.15 As a result of the 5 year construction period and the operational period of the project, the long-term disturbance could lead to species permanently abandoning the site. Without an adequate alternative location that matches the habitat quality and capacity of the existing area, the displacement pressure could result in reduced survival rates and a long-term decline in site usage, causing a significant ecological impact.
- 5.6.16 The scale of the proposed development poses a serious risk to a vital migratory route used by birds that either depend on these sites or migrate through the Stour Estuary corridor. The introduction of large pylons and associated infrastructure could make the site less frequently used, forcing many species to travel greater distances to find suitable alternative routes or habitats. There is also a heightened risk of bird strikes, particularly given historical evidence of such incidents occurring with the smaller and fewer pylons already crossing the River Stour. The proposed larger structures are therefore likely to exacerbate this existing risk.
- 5.6.17 With regard to reptiles, whilst the proposed methods of mitigation are acceptable, the commitment to exclusion timing, receptor habitat, or monitoring, particularly post-construction, remains unclear.
- 5.6.18 Both seal species (grey and harbour seals) found in Pegwell Bay are protected under the Conservation of Seals Act 1970 and are listed as Priority Species under the UK Post-2010 Biodiversity Framework. With Grey Seals breeding between October and March and Harbour Seals breeding between June and August it is unclear how the proposed development will avoid disturbance during the breeding season of both seal species particularly as a result of drilling and piling. It also remains unclear as to how the project will mitigate the combined disturbance to seal and bird breeding seasons and overwintering birds which overlaps through the course of the year.
- 5.6.19 The proposed development intends to deliver a minimum of 10% biodiversity net gain (BNG) however the Biodiversity Net Gain Feasibility Report [AS-055] states a net loss across all three habitat types. Therefore, insufficient information has been submitted to understand how this has been calculated and whether a minimum 10% BNG can be achieved either onsite or offsite. There is no habitat condition assessment of BNG metric submitted and it is unclear how the BNG will be secured through the DCO. The Kent and Medway Local Nature Recovery Strategy is due to be published before the end of 2025 and any BNG should seek to align with the strategy.
- 5.6.20 It is acknowledged that the applicant has committed to a trenchless solution such as HDD (Horizontal Directional Drilling) under saltmarsh confirmed with no open

trenching planned and has reiterated that an amendment to the DCO would be required should open trenching be needed. Given the significant impacts from the previous open trenching and other methods used for the installation of Nemo Link, TDC fundamentally opposes any open trenching within Pegwell Bay and surrounding areas as this will cause significant damage and disturbance to the saltmarsh and ecological designations. Whilst the applicant is adamant that HDD will be used, this was the same approach put forward by the developers of Nemo Link who encountered issues at the detailed design stage when attempting to use HDD. TDC are concerned that the same issues will arise as part of this proposed development and therefore full assurance is required that HDD in this area is feasible. If HDD cannot be implemented, then the project cannot be delivered.

- 5.6.21 It is acknowledged that Schedule 16, Part 2, Article 10(1) does set out that landfall installation must only use trenchless landfall techniques and (2) No exit to trenchless landfall techniques must occur within 50m of saltmarsh habitat within Pegwell Bay. However, TDC questions whether this fully secures the protection of the ecological designations where they do not fall within the Marine Management Organisations jurisdiction thus allowing non-trenchless techniques within the ecological designations. It is also unclear as to the extent of the saltmarsh and what areas are included within this. The saltmarsh or appropriate area needs to be defined and justification of a 50m offset is required.
- 5.6.22 Details of the trenchless techniques are still to be confirmed with the preferred method being HDD. Further details are required regarding HDD exit points, compound activities, and accidental fluid release risks (e.g. drilling mud). Concerns are raised regarding impacts and contingency for fluid releases from HDD which could smother mudflat fauna and no detailed plume monitoring plan is provided.
- 5.6.23 TDC acknowledges that appropriate lighting of the proposed development is proposed to minimise the impact on ecological receptors as set out in the CEMP Appendix B Register of Environmental Actions and Commitments **[APP-342]**. However, the potential impacts on sensitive nocturnal or wetland species particularly given lux levels are provided at averages and not maximum levels.
- 5.6.24 As highlighted above, a range of species are likely to experience noise disturbance particularly during the construction period. The Natural England Commissioned Report NECR570 (September 2024) - Noise Disturbance – Baseline Level Monitoring in the Solent found that birds will be disturbed where there are changes in 20dB compared to the background noise levels. A maximum threshold of 60dB has been set following discussions with Natural England but given the background noise in the area is 35 dB during the day and 29 dB at night as set out in ES Chapter 9 Noise and Vibration **[AS-011]** a change in noise to 60dB would be a significant change particularly when the ES chapter 2 Ecology and Biodiversity **[PDA-021]** confirms that change above 3 dB is required for the difference to be perceptible. It is also clear that the 60dB is exceeded multiple times during construction through the use of different plant and construction activities.
- 5.6.25 It is also acknowledged that a number of ecological mitigation measures are secured in the CEMP Appendix B Register of Environmental Actions and Commitments **[APP-342]**.

- 5.6.26 It is recognised that the draft DCO secures the provision of a Landscape and Ecological Management Plan (LEMP) – Kent via Requirement 6 (h) subject to agreement with the relevant statutory bodies.

Conclusion

- 5.6.27 The proposed development would have an overall negative local impact on ecology.

5.7 AGRICULTURAL LAND AND SOILS

Thanet Local Plan (2020)

- 5.7.1 Policy E16 (Best and Most Versatile Agricultural Land) states that planning permission will not be granted for significant development which would result in the irreversible loss of best and most versatile agricultural land unless it can be clearly demonstrated that:
- 1) the benefits of the proposed development outweigh the harm resulting from the loss of agricultural land,
 - 2) there are no otherwise suitable sites of poorer agricultural quality that can accommodate the development, and
 - 3) the development will not result in the remainder of the agricultural holding becoming not viable or lead to likely accumulated and significant losses of high-quality agricultural land.

Key Local Issues

- 5.7.2 The majority of land within the Order limits comprises Best and Most Versatile agricultural land (BMV land) and specifically Grade 2. This reflects the fact that the site lies within the former Wantsum Channel which eventually silted up to provide fertile agricultural land and marshes.

Adequacy of Application/draft DCO

- 5.7.3 A number of issues have been raised in TDCs Relevant Representation **[RR-5372]**, Principal Areas of Disagreement Summary Statements (PADSS) **[AS-079]** and Statement of Common Ground **[APP-326]** and these remain relevant.
- 5.7.4 In summary, there are concerns with regard to the scale of loss of BMV land in this sensitive area and within the District and it is considered that the cumulative impact of buildings (Converter Station and Substation), areas for parking and access roads, would result in large scale BMV losses. The Applicant accepts there is the permanent loss of BMV land which is a significant adverse residual effect with no further mitigation available.
- 5.7.5 It is acknowledged that no physical sampling has been conducted to confirm the extent and type of BMV throughout the Order limits. Therefore, it is unclear the extent of the impacts and whether the proposed mitigation is appropriate.

- 5.7.6 It is also acknowledged that the proposed development could be extended beyond the 40 year life span and therefore the temporary loss of BMV land should be considered as permanent.
- 5.7.7 It is recognised that the draft DCO secures the provision of a Soil Management Plan – Kent via Requirement 6 (m) subject to agreement with the relevant statutory bodies.

Conclusion

- 5.7.8 The proposed development would have a negative local impact due to the conflict with the TLP and result in significant loss and impact on agricultural BMV land and soils.

5.8 NOISE AND VIBRATION

Thanet Local Plan (2020)

- 5.8.1 Policy SE06 (Noise Pollution) states development proposals that generate significant levels of noise must be accompanied by a scheme to mitigate such effects, bearing in mind the nature of surrounding uses. Proposals that would have an unacceptable impact on noise-sensitive areas or uses will not be permitted.

Key Local Issues

- 5.8.2 The site is located in the countryside and is relatively tranquil with lower ambient noise levels. There are a number of sensitive receptors in close proximity to the Order limits that may be adversely affected by the proposed development particularly during construction, including residential properties around Ebbsfleet Cliffsend and Minster.
- 5.8.3 In addition, there are a number of non-residential receptors also in close proximity including the Great Oaks Small School which is of high sensitivity.

Adequacy of Application/draft DCO

- 5.8.4 TDC is content that noise impacts on human receptors have been assessed in accordance with relevant guidance, assessment methodology and impact criteria and that assessments have been informed by local baseline data.
- 5.8.5 TDC is content that the Outline Onshore Construction Environment Management Plan **[AS-127]** and Outline Construction Noise and Vibration Management Plan - Kent **[AS-133]** provide suitable mitigation with regard to noise and vibration. It is recognised that prior to the commencement of the development an updated noise impact assessment will be undertaken and there are measures where upon commencement of the development, the developer shall ensure the contractor complies with the approved scheme.
- 5.8.6 It is recognised that the draft DCO secures the provision of a Construction Noise and Vibration Management Plan (NVMP) – Kent via Requirement 6 (j) subject to agreement with the relevant statutory bodies.

- 5.8.7 However, Requirement 2 of Schedule 3 of the draft DCO should include provisions within this Requirement that ensure embedded noise mitigation is included as part of the design of the proposed development. It is unclear how operational noise mitigation has or will be secured. It is requested that an operational noise management plan is prepared to ensure the noise rating level (LA,T) emitted from the plant at the site shall not exceed a level that is 5dB below the background noise level (LA90,T) at the nearest [residential facade]. All measurements shall be defined and derived in accordance with BS4142: 2014 + A1:2019 'Method for rating and assessing industrial and commercial sound'.

Conclusion

- 5.8.8 The proposed development would have an overall neutral local impact on Noise as all potential effects can be adequately mitigated.

5.9 AIR QUALITY

Thanet Local Plan (2020)

- 5.9.1 Policy SE05 (Air Quality) sets out the requirements for all major development schemes that they should promote a shift to the use of sustainable low emission transport to minimise the impact of vehicle emissions on air quality. All developments which either individually or cumulatively are likely to have a detrimental impact on air quality, will be required to submit an Air Quality and/or Emissions Mitigation Assessment, in line with the Air Quality Technical Planning Guidance 2016 and any subsequent revisions.

Key Local Issues

- 5.9.2 Thanet does not have any Air Quality Management Areas as pollution levels have consistently been well within guideline levels. Ramsgate Air Quality Management Area was revoked in Sept 2024. Despite not having any exceedance areas, monitoring continues across the district.
- 5.9.3 There are a number of sensitive receptors in close proximity to the Order limits that may be adversely affected by the proposed development particularly during construction, including residential properties.

Adequacy of Application/draft DCO

- 5.9.4 TDC is content that air quality impacts on human receptors have been assessed in accordance with relevant guidance, assessment methodology and impact criteria and that assessments have been informed by local baseline data.
- 5.9.5 TDC is content that the outline Construction Environmental Management Plan **[AS-127]** and Air Quality Management Plan **[APP-347]** provides suitable mitigation with regard to air quality.

- 5.9.6 It is recognised that the draft DCO secures the provision of an Air Quality Management Plan – Kent via Requirement 6 (f) subject to agreement with the relevant statutory bodies.

Conclusion

- 5.9.7 The proposed development would have an overall neutral local impact on air quality as all potential effects can be adequately mitigated.

5.10 HISTORIC ENVIRONMENT

Thanet Local Plan (2020)

- 5.10.1 Policy HE01 (Archaeology) sets out the requirements for development affecting archaeology and requires appropriate detail, information and assessments in support of applications. Proposals adversely affecting the integrity or setting of Scheduled Monuments or other heritage assets of comparable significance will normally be refused. Where the case for development which would affect an archaeological site is accepted by the Council, preservation in situ of archaeological remains will normally be sought.
- 5.10.2 Policy HE03 (Heritage Assets) states that proposals that affect both designated and non-designated heritage assets, will be assessed by reference to the scale of harm, both direct and indirect, or loss to, the significance of the heritage asset in accordance with the criteria in the NPPF.

Key Local Issues

- 5.10.3 Thanet has a long and rich history particularly given its proximity to mainland Europe with the Romans landing in Thanet at Richborough and traveling along the Wantsum Channel. Thanet is also the place where the Jutes, Hengist and Horsa, invaded Britain at Ebbsfleet and forged the Kingdom of Kent with part of the A299 named Hengist Way in recognition of this. Ebbsfleet is a known landing place of the Saxons (449BC) and St Augustine (597BC). Later, the Normans arrived and built a number of churches across Thanet with many still surviving. Minster and Monkton are former port villages that sat on the banks of the Wantsum Channel which finally silted up by 16th Century.
- 5.10.4 As set out in section 3.2, a number of scheduled ancient monuments and listed buildings particularly focused around Minster and emphasise the importance of the local area in terms both above and below heritage assets.

Adequacy of Application/draft DCO

- 5.10.5 TDC defers to Kent County Council and Historic England as the relevant statutory bodies and supports their assessment of the application.
- 5.10.6 It is acknowledged that the proposed development has assessed the impact on the Ebbsfleet Peninsula Complex and sought to avoid impacts where possible but there remains some potential loss to a non-designated heritage of national significance and

key part of Thanet's history therefore additional options are required to minimise the harm further.

- 5.10.7 TDC are of the view that the introduction of significant infrastructure will adversely affect the historic landscape which is detrimental to its appreciation as a key historic landing point for numerous historical periods.
- 5.10.8 It is recognised that the draft DCO secures archaeology mitigation via Requirement 14 subject to agreement with the relevant statutory bodies.

Conclusion

- 5.10.9 The proposed development would have an overall negative local impact on cultural heritage.

5.11 FLOOD RISK AND DRAINAGE

Thanet Local Plan (2020)

- 5.11.1 Policy CC01 (Fluvial and Tidal Flooding) New development in an area identified as being at risk of flooding and falling within Flood Zones 2 and 3, will only be permitted if it can be demonstrated that it satisfies the Sequential Test and, where required, the Exception Test as set out in the NPPF. Development proposals in these areas shall be accompanied by a Flood Risk Assessment, including developments over 1 hectare in Flood Zone 1, which should address flood risk from all sources of flooding including surface and groundwater flooding. Any development that takes place in a flood risk area will be expected to incorporate flood resilient measures.
- 5.11.2 Policy CC02 (Surface Water Management) ensures that new developments manage surface water resulting from the development using sustainable drainage systems (SuDs) wherever possible. When preparing SuDs schemes developers should fully consider the potential impact on the historic environment and ensure that any damage is mitigated. Proposals for SuDs at sites within the Groundwater Source Protection Zone as shown on the Policies Map, or sites near the Groundwater Source Protection Zone, must demonstrate that the methods used will not cause detriment to the quality of the groundwater.

Key Local Issues

- 5.11.3 The majority of the Order limits within the District lie within Flood Zone 1. There are small areas within the Order limits which include Flood Zones 2, 3a and 3b. The northeastern part of the Order limits to the south of the Lord of the Manor Roundabout (A299/Sandwich Road/Canterbury Road West) is located within Groundwater Source Protection Zone 1.
- 5.11.4 The Minster Marshes is a low-lying area comprising a network of streams, brooks, ditches and other small watercourses. As a marsh area and former water channel it is generally a wet area.

- 5.11.5 Another key issue relates to the presence of a tidal flood defence bund extending from the Pegwell Bay Service Station to Pegwell Bay Country Park.

Adequacy of Application/draft DCO

- 5.11.6 TDC defers to Kent County Council, Environment Agency and other relevant statutory bodies and supports their assessment of the application. It is acknowledged that the converter and substation are sited within Flood Zone 1 with other essential infrastructure located in Flood Zones 2 and 3.
- 5.11.7 It is recognised that the draft DCO secures the provision of an Onshore Construction Environmental Management Plan, Construction Drainage Management Plan and Flood Management Plan (FMP); via Requirement 6 (a, r and s) subject to agreement with the relevant statutory bodies. Measures should be included to protect the flood defence bund during all construction.

Conclusion

- 5.11.8 TDC defers to Kent County Council, Environment Agency and other relevant statutory bodies and supports their assessment of the application.

5.12 CLIMATE CHANGE

Thanet Local Plan (2020)

- 5.12.1 Policy SP37 (Climate Change) requires new development to take account of the need to respond to climate change:
- 1) by minimising vulnerability and providing resilience to the impacts of climate change through the use of up to date technologies, efficient design and appropriate siting and positioning of buildings;
 - 2) mitigating against climate change by reducing emissions and energy demands through the use of up to date technologies;
 - 3) realise and make best use of available opportunities to reduce the impact of climate change on biodiversity and the natural environment by providing space for habitats and species to move through the landscape and for the operation of natural processes, particularly at the coast.

Key Local Issues

- 5.12.2 TDC has significant concerns regarding the levels of embodied carbon associated with the construction of the Project. The Council has committed to work towards carbon neutrality by 2030 within the published Net Zero Strategy, with the aim of net-zero on Thanet wide emissions by 2050. The Proposed Project would have the potential to affect the Council's ability to meet this target and the implications of the construction project on district-wide targets should be fully appraised.

Adequacy of Application/draft DCO

- 5.12.3 A number of issues have been raised in TDCs Relevant Representation **[RR-5372]**, Principal Areas of Disagreement Summary Statements (PADSS) **[AS-079]** and Statement of Common Ground **[APP-326]** and these remain relevant.
- 5.12.4 Recent research (collaboration between UK Centre for Ecology and Hydrology, World Wildlife Federation and RSPB) published in May 2025 has identified saltmarshes as being key habitats and carbon sinks for capturing and storing carbon. Similarly it is known that mudflats perform similarly to a carbon sink. It is unclear from the application whether the impact of the proposed development on the saltmarsh (and potentially other marshland) and the potential carbon emissions and impact on carbon storage has been fully considered in the Climate Change and Greenhouse Gas submission.
- 5.12.5 It is recognised that the draft DCO secures the provision of a Greenhouse Gas Reduction Strategy and a Material and Waste Management Plan via Requirements 5 and 6 (q) respectively subject to agreement with the relevant statutory bodies.

Conclusion

- 5.12.6 The proposed development would have an overall negative local impact on climate change and the ability for Thanet to achieve net zero.

5.13 OTHER MATTERS

Major Accident and Disasters

- 5.13.1 Thanet was heavily bombed during World War II given the proximity to occupied Europe with RAF Manston Airport being a key target. Therefore, the risk of unexploded ordnance is a significant prospect for the site. It is understood that unexploded ordnance surveys are in the process of being carried out.
- 5.13.2 Given the coalescence of infrastructure in this area which includes the landfall of Nemo Link, Richborough substation, wastewater treatment works, battery energy storage systems and a solar park, there is a real prospect of the site and surrounding area being target for acts of terrorism and other forms of sabotage. There appears to be no consideration of this within the application.

Cumulative Impacts

- 5.13.3 There are a number of other major developments within Thanet District that need to be considered as part of the cumulative assessment as set out in the Statement of Common Ground **[APP-326]**, TDC has concerns regarding the methodology for including cumulative sites as well as a need to update the list of cumulative sites. Given the five year construction period of the proposed development the construction activities are likely to coincide with numerous other developments including the Manston Airport DCO.

- 5.13.4 There are also concerns that in allowing the proposed development, it further adds to the existing energy and infrastructure development that is encroaching northwards from Richborough and significantly adversely affecting the landscape.

Development Consent Order

- 5.13.5 TDC have made a number of comments on the draft DCO throughout its representations and would like to reiterate the following.
- 5.13.6 TDC are of the view that there should be a distinction between the Construction Environmental Management Plans and Operational Environmental Management Plans. Currently, the operational mitigation is to be included in the construction management plans under Requirement 6 but this makes it difficult to separate the construction commitments and mitigation from the ongoing operational commitments and mitigation. For example, the Landscape and Ecological Management Plan (LEMP) is an operational management plan and the operational elements of the Soil Management Plan (SMP) will differ from the construction elements but the SMP is listed as a construction management plan only.
- 5.13.7 Separating the construction and operational commitments and mitigation ensures transparency, accountability and ease of monitoring.
- 5.13.8 In addition, it is requested that an Outline Decommissioning Environmental Management Plan is submitted as part of the application and Requirement 13 should be amended to ensure compliance with this. It is noted there is no timescale for decommissioning indicating that the proposed development is a permanent installation. However, the general lifespan is given as 40 years. Requirement 13 should require notification to be given to the relevant planning authority that proposed development is not to be decommissioned at the point it reaches 39.5 years from the date of completion.
- 5.13.9 It is requested that Requirement 7 is amended so that construction hours for Saturdays should be reduced to 0800 to 1700 and no construction activities should occur on Sundays and Bank Holidays. TDC is concerned that Requirement 7 also provides a wide range of activities that can occur outside of the core hours. This list of activities is extensive and provides significant flexibility for construction activities to occur during unsocial hours.
- 5.13.10 With regard to discharge the Requirements, the draft DCO will place a significant burden on TDC to manage a range of detailed information. Schedule 4 article 1.(1) requires TDC to discharge Requirements within 35 days but this is unachievable and should be amended to state 'within eight weeks'. TDC would be amenable to entering a PPA to reduce the time period for issuing a decision where possible. TDC does not agree to part 1.(2) that provides deemed consent should TDC not determine the application to discharge a Requirement within the set period. It is expected that detailed information will be submitted that will require appropriate scrutiny and assessment from TDC and the current wording disadvantages TDC in being able to undertake their statutory duty.
- 5.13.11 In addition, Article 2.(2) requires the relevant authority to provide notification within 7 days, this should be ten business days and 2.(3) requires the relevant authority to issue a consultation and notify the undertaker of any further requests as a result of a consultation within 5 days. This should state within five business days.

Community Benefits

- 5.13.12 TDC has been engaging with the Applicant to understand if any community benefits can be gained from the proposed development given the local community will need to accommodate the burden of this nationally significant infrastructure project. However, it remains unclear as to the potential community benefits being offered by the Applicant. Currently, no community benefits have been identified by the Applicant.
- 5.13.13 The Department for Energy Security and Net Zero published guidance in relation to community funds for transmission infrastructure in April 2025. TDC would like to understand how National Grid intends to comply with the guidance and how this will be secured for the lifetime of the proposed development either through the DCO or by way of a legal agreement. We look forward to working with National Grid to highlight local needs and priorities within the Thanet District.
- 5.13.14 The proposed development creates an opportunity to provide educational benefits were it to be approved. TDC would welcome a program involving local schools and colleges during survey works and the construction phase (as appropriate) similar to those that have been employed for other energy projects in the District. In terms of tourism, information boards (sensitively designed and located) providing detail on the project would be welcomed.
- 5.13.15 TDC would also welcome assistance from the Applicant in circumstances where property needs to be sold quickly due to particular circumstances. During the construction period it may prove difficult to sell property due to the ongoing disruption but there are circumstances where this is needed due to the welfare of the local community.

6 SUMMARY

- 6.1.1 TDC has reviewed the application and proposed DCO and has concluded whilst there is a benefit at a national level, at a local level the proposed development would only have negative or neutral impacts.
- 6.1.2 This LIR should be read in conjunction with TDCs Relevant Representation **[RR-5372]**, Principal Areas of Disagreement Summary Statements (PADSS) **[AS-079]** and Statement of Common Ground **[APP-326]** and these remain relevant. The LIR has not sought to repeat any representations already made but sets out the local context and cross-references where appropriate.

Appendix A: Planning History

Address	Application Reference	Description	Status	Date
Abbey Farm Bedlam Court Lane Ramsgate Kent CT12 4HQ	L/TH/22/0917	Internal alterations to provide an additional bathroom	Permitted	11.10.2025
	F/TH/99/0534	Change of use of agricultural building to welding workshop	Permitted	09.09.2025
	AG/TH/11/0732	Application for the determination as to the need for prior approval for the formation of reservoir	Prior Approval NOT Required	13.10.2011
Marsh Farm, Marsh Farm Road, Minster, Ramsgate, CT12 4DD	F/TH/05/1300	Erection of a two storey extension to the north elevation and the erection of a single storey extension with a roof terrace to the south west elevation	Permitted	14.12.2005
Land At Marsh Farm Road RAMSGATE Kent	CD/TH/25/0960	Application for a Certificate of Lawful Development for the proposed temporary ground investigation works with associated temporary welfare facilities and access	Permitted	06.10.2025
Ground Investigation Off Brook Lane Minster Kent	F/TH/23/1679	Retention of ground monitoring equipment for a temporary period until 30 January 2025	Permitted	05.03.2024
	F/TH/23/1682	Retention of ground monitoring equipment for a temporary period until 30 January 2025	Permitted	05.03.2024
Southern Water Waste Water Treatment Site Jutes Lane Ramsgate Kent CT12 5FH	M/TH/04/0893	Works to Margate headworks	Penidng	
	M/TH/04/0895	Construction of new wastewater treatment works	Pending	
	F/TH/24/0604	Variation of condition 2 and 19 of planning permission F/TH/23/0170 for the "Installation of a grid stability facility consisting of synchronous compensators and associated electrical infrastructure, underground cabling, access tracks, drainage, and ancillary infrastructure" to allow alterations to site layout, size of amenity and GIS buildings, cable routes and erection of portable relay room cabins and gas insulated electrical equipment	Permitted	26.09.2025
	F/TH/23/0170	Installation of a grid stability facility consisting of synchronous compensators and associated electrical infrastructure, underground cabling, access tracks, drainage, and ancillary infrastructure.	Permitted	11.08.2025
	M/TH/04/0894	Construction of twin wastewater and treated effluent pipeline between the Margate headworks and Weatherlees Wastewater treatment works	Permitted	12.08.2024
	CON/TH/24/0263	Application for approval of Conditions 6 (Archaeology), 15 (Noise Impact Assessment) and 16 (Air Quality) attached to Planning Permission F/TH/23/0170 for the installation of a grid stability facility consisting of synchronous compensators and associated electrical infrastructure, underground cabling, access tracks, drainage, and ancillary infrastructure	Permitted	18.06.2024
	TL/TH/01/0492	ERECTION OF 1 NO. 10 METRE HIGH TELECOMMUNICATIONS POLEMAST TOGETHER WITH ASSOCIATED EQUIPMENT	No objection	13.07.2001
	M/TH/01/0054	AMENDMENT TO ALIGNMENT OF PERMITTED SLUDGE TRANSFER PIPELINE BETWEEN FORENESS POINT AND WEATHERLEES	No objection	13.02.2001
	M/TH/00/0180	VARIATION OF CONDITION 21 OF PLANNING PERMISSION TH/98/0758 FOR SLUDGE TREATMENT CENTRE	Withdrawn	26.04.2000
	M/TH/98/0758	ERECTION OF SLUDGE TREATMENT CENTRE	No objection	01.02.2000
	M/TH/99/0362	VARIATION OF CONDITION 4 OF PLANNING PERMISSION REFERENCE TH/98/0442 (HOURS OF WORKING DURING CONSTRUCTION	No objection	13.05.1999
	M/TH/99/0012	VARIATION OF CONDITION 4 OF PLANNING PERMISSION REF TH/98/442 FOR THE CONSTRUCTION OF A PRIMARY TANK ENCLOSURE TO PERMIT CONSTRUCTION WORK AT WEEKENDS BETWEEN 7.30AM AND 6.00PM 9 JANUARY-28 MARCH, 1999 INCLUSIVE AND OF MATERIALS CONDITION TO ENABLE USE OF AGRIGREEN COLOUR FLASHING	No objection	04.02.1999
	M/TH/98/1083	ERECTION OF SLUDGE TREATMENT CENTRE	Permitted	01.02.1999
	M/TH/98/0442	ERECTION OF ENCLOSURE BUILDING OVER EXISTING 4 No PRIMARY TREATMENT TANKS TO PERFORM ODOUR CONTROL FUNCTION	No objection	16.07.1998
	F/TH/97/1000	STORAGE AND WORKSHOP BUILDING, STORAGE COMPOUND AND HARDSTANDING	Permitted	02.02.1998
	F/TH/98/0843	ERECTION OF 10 NO 5M HIGH LAMP STANDARDS TO PROVIDE SECURITY LIGHTING	Permitted	03.11.1998

Richborough Energy Park Sandwich Road Ramsgate Kent CT13 9NL	OL/TH/89/1615	ERECTION OF A TANNERY AND CONSTRUCTION OF A SEWAGE TREATMENT WORKS (SCHEME B AMENDED)	Permitted	07.05.1998
	F/TH/96/0985	ERECTION OF A SINGLE STOREY PITCHED ROOF EXTENSION TO FORM OFFICES	Permitted	13.06.1997
	A/TH/94/0456	THE ERECTION OF A FLAG POLE AND COMPANY LOGO FLAG	Permitted	26.07.1994
	F/TH/25/0652	Variation of condition 2 and 11 of planning permission F/TH/24/0269 for the installation of an electrical battery storage facility including the installation of UKPN connection area and equipment to allow for changes to the layout of the site, the increase in floorspace of 2no. buildings, removal of secondary fence, removal of secondary water tank and alterations to surface water drainage	Pending	
	F/TH/25/0089	Erection of 1No single storey amenity block	Permitted	29.07.2025
	F/TH/24/0269	Variation of conditions 2, 3, 5, 6 and 11 of approved permission of F/TH/22/1245 ' Installation of an electrical battery storage facility including the installation of UKPN connection area and equipment ' to allow alterations to the layout of the site together with amendments to the wording of conditions	Permitted	12.11.2024
	F/TH/24/0034	Construction of a 99.99MW battery storage scheme and associated development (Retrospective)	Permitted	19.09.2024
	CD/TH/24/0477	Application for a Certificate of Lawful Development for the proposed installation of electrical lines under land including excavating a cable corridor, installing the cable ducting, cabling jointing, cabling and reinstating the ground	Permitted	01.07.2024
	CON/TH/23/1455	Application for approval of Condition 6 (Verification Report) attached to Planning Permission F/TH/20/1467 for the development of an electrical battery storage facility with 49.9MW capacity including the installation of 23 batteries, electrical plant and equipment, alterations to land levels, landscaping and associated works	Withdrawn	29.01.2024
	CON/TH/23/1456	Application for approval of Condition 6 (Verification Report) attached to Planning Permission F/TH/21/0305 for the development of an electrical battery storage facility with 71.6MW capacity including the installation of 33 batteries, electrical plant and equipment, alterations to land levels, landscaping and associated works	Withdrawn	29.01.2024
	F/TH/23/1216	Variation of condition 2 of planning permission F/TH/22/0579 for the "Extension of electricity battery storage facility to provide additional 249mw capacity including electrical plant and equipment, alterations to land levels, landscaping and associated works, following removal of existing wind turbine, site clearance and levelling" to allow amendments to the approved layout of the battery storage scheme and land levels	Permitted	12.12.2023
	PN12/TH/23/1104	Application to apply for a determination as to whether the prior approval of the local planning authority is required in respect of installation of solar panels	Prior Approval Permitted	22.09.2023
	CON/TH/23/0447	Application for approval of Condition 8 (Contamination) attached to Planning Permission F/TH/22/0579 for the extension of electricity battery storage facility to provide additional 249mw capacity including electrical plant and equipment, alterations to land levels, landscaping and associated works, following removal of existing wind turbine, site clearance and levelling	Withdrawn	25.05.2023
	CON/TH/23/0285	Application for approval of Conditions 3 (Construction Management Plan) attached to Planning Permission F/TH/22/0579 for the Extension of electricity battery storage facility to provide additional 249mw capacity including electrical plant and equipment, alterations to land levels, landscaping and associated works, following removal of existing wind turbine, site clearance and levelling	Permitted	25.05.2023
	F/TH/23/0093	Demolition and removal of 1.no existing mast structure and associated works	Permitted	14.03.2023
	F/TH/22/1245	Installation of an electrical battery storage facility including the installation of UKPN connection area and equipment, ground raising, landscaping and associated works	Permitted	06.12.2022
	F/TH/22/0579	Extension of electricity battery storage facility to provide additional 249mw capacity including electrical plant and equipment, alterations to land levels, landscaping and associated works, following removal of existing wind turbine, site clearance and levelling	Permitted	22.09.2022
	F/TH/21/1811	Variation of condition 2 and removal of condition 4 of planning consent F/TH/21/0831 Extension of the existing 400kV substation to remove restriction and allow alterations to boundary fence and use of 4t Telehandler October to March.	Permitted	06.06.2022
	CON/TH/21/1812	Application for approval of condition 3 (Construction Management Plan) attached to planning permission F/TH/21/0831 for the Extension of the existing 400kV substation	Permitted	24.05.2022
	CON/TH/22/0437	Application for approval of conditions 3 (Landscaping), 5 (Surface Water Drainage), 7 (Construction Management Plan) and 9 (Noise Mitigation) attached to Planning Permission F/TH/20/1467 for the development of an electrical battery storage facility with 49.9MW capacity including the installation of 23 batteries, electrical plant and equipment, alterations to land levels, landscaping and associated works.	Permitted	19.05.2022

	CON/TH/22/0438	Application for approval of conditions 3 (Landscaping), 5 (Surface Water Drainage), 7 (Construction Management Plan) and 9 (Noise Mitigation) attached to Planning Permission F/TH/21/0305 for the development of an electrical battery storage facility with 71.6MW capacity including the installation of 33 batteries, electrical plant and equipment, alterations to land levels, landscaping and associated works.	Permitted	19.05.2022
	F/TH/21/0831	Extension of the existing 400kV substation	Permitted	15.09.2021
	F/TH/21/0305	Development of an electrical battery storage facility with 71.6MW capacity including the installation of 33 batteries, electrical plant and equipment, alterations to land levels, landscaping and associated works	Permitted	30.04.2021
	F/TH/20/1467	Development of an electrical battery storage facility with 49.9MW capacity including the installation of 23 batteries, electrical plant and equipment, alterations to land levels, landscaping and associated works	Permitted	09.02.2021
	M/TH/10/0348	The removal of 7 spans of high voltage overhead line. The re-alignment of 1 span of high voltage overhead line. The diversion is to facilitate the construction of the East Kent Access Road.	No objection	17.05.2010
Richborough Power Station Sandwich Road Ramsgate Kent CT12 5DH	F/TH/13/0760	Installation of 5.1km underground high voltage direct current (HVDC) cable from Pegwell Bay to former Richborough Power Station, being part of a 130km HVDC electrical interconnector with an approximate capacity of 1000 megawatts (MW) extending from Zebbrugge (Belgium) to the former Richborough Power Station site, together with outline application for the erection of converter station building (max height 30.8m), substation building (max height 15m), outdoor electrical equipment	Permitted	19.12.2023
	REQ/TH/20/1591	Application for details submitted pursuant to requirement 8 (Mitigation Planting) and 9 (Implementation of Mitigation Planting) for stages 5 of the Development Consent Order 2017 No. 817 for high voltage electricity connection between Richborough and Canterbury	Permitted	02.02.2021
	F/TH/21/0831	Extension of the existing 400kV substation	Permitted	15.09.2021
	REQ/TH/21/1777	Application for details submitted pursuant to requirement 12 (Reinstatement Scheme) for stages 5 of the Development Consent Order 2017 No. 817 for high voltage electricity connection between Richborough and Canterbury	Permitted	17.12.2021
	REQ/TH/19/1686	Application for details submitted pursuant to requirement 13 Contaminated Land Controlled Waters for stages 4 and 5 of the Development Consent Order 2017 No. 817 for high voltage electricity connection between Richborough and Canterbury	Permitted	15.01.2020
	REQ/TH/19/1774	Application for details submitted pursuant to requirement 6 (g) Tree and Hedgerow Protection Strategy for stages 4 and 5 of the Development Consent Order 2017 No. 817 for high voltage electricity connection between Richborough and Canterbury	Permitted	18.02.2020
	REQ/TH/20/1469	Application for details submitted pursuant to requirement 4 (1) (Stage Plan) of the Development Consent Order 2017 No. 817 for high voltage electricity connection between Richborough and Canterbury	Permitted	18.11.2020
	REQ/TH/19/1619	Application for details submitted pursuant to requirement 6 (f) Site Waste Management Plan for stages 4 and 5 of the Development Consent Order 2017 No. 817 for high voltage electricity connection between Richborough and Canterbury	Permitted	15.01.2020
	REQ/TH/19/1620	Application for details submitted pursuant to requirement 6 (c) Pollution Incident Control Plan for stages 4 and 5 of the Development Consent Order 2017 No. 817 for high voltage electricity connection between Richborough and Canterbury	Permitted	15.01.2020
	REQ/TH/19/1566	Application for details submitted pursuant to requirement 6 (d) Lighting Scheme for stages 4 and 5 of the Development Consent Order 2017 No. 817 for high voltage electricity connection between Richborough and Canterbury	Permitted	11.12.2019
	REQ/TH/19/1567	Application for details submitted pursuant to requirement 6 (h) Travel Plan for stages 4 and 5 of the Development Consent Order 2017 No. 817 for high voltage electricity connection between Richborough and Canterbury	Permitted	11.12.2019
	REQ/TH/19/1568	Application for details submitted pursuant to requirement 6 (a) Soil and Aftercare Management Plan for stages 4 and 5 of the Development Consent Order 2017 No. 817 for high voltage electricity connection between Richborough and Canterbury	Permitted	11.12.2019
	REQ/TH/19/1569	Application for details submitted pursuant to requirement 6 (b) Drainage Management Plan for stages 4 and 5 of the Development Consent Order 2017 No. 817 for high voltage electricity connection between Richborough and Canterbury	Permitted	11.12.2019
	REQ/TH/19/1565	Application for details submitted pursuant to requirement 14 Scheme for Inspection of Temporary Watercourses for stages 4 and 5 of the Development Consent Order 2017 No. 817 for high voltage electricity connection between Richborough and Canterbury	Permitted	18.12.2019
	REQ/TH/19/1564	Application for details submitted pursuant to requirement 6 (e) Emergency Response Plan for Flood Events for stages 4 and 5 of the Development Consent Order 2017 No. 817 for high voltage electricity connection between Richborough and Canterbury	Permitted	11.12.2019
	REQ/TH/19/1265	Application for details submitted pursuant to requirement 4 (1) (Stage Plan) for stages 4 and 5 of the Development Consent Order 2017 No. 817 for high voltage electricity connection between Richborough and Canterbury	Permitted	10.10.2019

F/TH/19/1094	Installation of 4No. 1.8m antennae dishes on existing tower and 2No equipment cabinets together with associated works	Permitted	23.09.2019
REQ/TH/18/1711	Application for details submitted pursuant to requirements 8 and 9 (Detailed Mitigation Planting Scheme) for stage 3b of the Development Consent Order 2017 No. 817 for high voltage electricity connection between Richborough and Canterbury	Permitted	31.01.2019
CON/TH/18/1708	Application for approval of condition 26 (Landscape Management Plan) of planning permission F/TH/13/0760 for the installation of 3.1km underground high voltage direct current (HVDC) cable from Pegwell Bay to former Richborough Power Station, being part of a 130km HVDC electrical interconnector with an approximate capacity of 1000 megawatts (MW) extending from Zbrugge (Belgium) to the former Richborough Power Station site, together with outline application for the erection of converter station building (max height 30.8m), substation building (max height 15m) outdoor electrical equipment for substation (max height 12.7m) and for converter station (max height 11.8m), underground cables from substation and converter station and construction of internal roads, including access and landscaping. together with associated temporary construction compounds.	Permitted	09.01.2019
REQ/TH/18/1327	Application for details submitted pursuant to requirement 8 (Detailed Mitigation Planting Scheme) for stage 3a of the Development Consent Order 2017 No. 817 for high voltage electricity connection between Richborough and Canterbury	Permitted	18.10.2018
REQ/TH/17/1265	Details submitted pursuant to requirements 6g (Tree and Hedgerow Protection Strategy) and 10 (Retention and Protection of Existing Trees and Hedgerows) for stage 1 of Development Consent Order 2017 No. 817 for the high voltage electricity connection between Richborough and Canterbury	Permitted	02.10.2017
REQ/TH/17/1269	Details submitted pursuant to requirement 14 (Inspection of Temporary Watercourses) for stages 1, 2 and 3 of Development Consent Order 2017 No. 817 for the high voltage electricity connection between Richborough and Canterbury	Permitted	28.09.2017
REQ/TH/18/0041	Details submitted pursuant to requirements 6 (1) (g) (Tree and Hedgerow Protection Strategy) and 10 (1) (Retention and Protection of Existing Trees and Hedgerows) for stage 2 of Development Consent Order 2017 No. 817 for the high voltage electricity connection between Richborough and Canterbury	Permitted	09.02.2018
REQ/TH/18/1010	Application for details submitted pursuant to requirement 4 (Stage Plan) of the Development Consent Order 2017 No. 817 for high voltage electricity connection between Richborough and Canterbury	Permitted	14.08.2018
REQ/TH/17/1266	Details submitted pursuant to requirement 6h (Travel Plan) for stages 1, 2 and 3 of Development Consent Order 2017 No. 817 for the high voltage electricity connection between Richborough and Canterbury	Permitted	28.09.2017
REQ/TH/17/1267	Details submitted pursuant to requirement 8 (Detailed Mitigation Planting) for stages 1 and 2 of Development Consent Order 2017 No. 817 for the high voltage electricity connection between Richborough and Canterbury	Permitted	29.09.2017
REQ/TH/17/1258	Application for details submitted pursuant to requirement 4 (Stage Plan) of the Development Consent Order 2017 No. 817 for high voltage electricity connection between Richborough and Canterbury	Permitted	28.09.2017
REQ/TH/17/1259	Details submitted pursuant to requirement 6a (Soil and Aftercare Management Plan) for stages 1, 2 and 3 of Development Consent Order 2017 No. 817 for the high voltage electricity connection between Richborough and Canterbury	Permitted	28.09.2017
REQ/TH/17/1260	Details submitted pursuant to requirement 6b (Drainage Management Plan) for stages 1, 2 and 3 of Development Consent Order 2017 No. 817 for the high voltage electricity connection between Richborough and Canterbury	Permitted	28.09.2017
REQ/TH/17/1261	Details submitted pursuant to requirement 6c (Pollution Incident Control Plan) for stages 1, 2 and 3 of Development Consent Order 2017 No. 817 for the high voltage electricity connection between Richborough and Canterbury	Permitted	28.09.2017
REQ/TH/17/1262	Details submitted pursuant to requirement 6d (Lighting Scheme) for stages 1, 2 and 3 of Development Consent Order 2017 No. 817 for the high voltage electricity connection between Richborough and Canterbury	Permitted	28.09.2017
REQ/TH/17/1263	Details submitted pursuant to requirement 6e (Emergency Response Plan for Flood Events) for stages 1, 2 and 3 of Development Consent Order 2017 No. 817 for the high voltage electricity connection between Richborough and Canterbury dated	Permitted	28.09.2017
REQ/TH/17/1264	Details submitted pursuant to requirement 6f (Site Waste Management Plan) for stages 1, 2 and 3 of Development Consent Order 2017 No. 817 for the high voltage electricity connection between Richborough and Canterbury	Permitted	28.09.2017
REQ/TH/17/1268	Details submitted pursuant to requirement 13 (Contamination of Land or Groundwater and Controlled Waters) for stages 1, 2 and 3 of Development Consent Order 2017 No. 817 for the high voltage electricity connection between Richborough and Canterbury	Permitted	24.08.2017

CON/TH/17/0319	Application for approval of condition 17 (Foundation Designs) of planning permission F/TH/13/0760 for the Installation of 3.1km underground high voltage direct current (HVDC) cable from Pegwell Bay to former Richborough Power Station, being part of a 130km HVDC electrical interconnector with an approximate capacity of 1000 megawatts (MW) extending from Zebrugge (Belgium) to the former Richborough Power Station site, together with outline application for the erection of converter station building (max height 30.8m), substation building (max height 15m), outdoor electrical equipment for substation (max height 12.7m) and for converter station (max height 11.8m) construction of internal roads, including access and landscaping, together with associated temporary construction compounds.	Permitted	04.05.2017
CON/TH/16/1567	Application for approval of condition 6 (Peregrine Falcon Nesting) of planning permission F/TH/15/1245 for the erection of a 67m high wind turbine following removal of existing	Permitted	15.12.2016
CON/TH/16/1159	Application for approval of condition 17 (Piling or other foundations) of planning permission F/TH/13/0760 for the installation of 3.1km underground high voltage direct current (HVDC) cable from Pegwell Bay to former Richborough Power Station, being part of a 130km HVDC electrical interconnector with an approximate capacity of 1000 megawatts (MW) extending from Zebrugge (Belgium) to the former Richborough Power Station site, together with outline application for the erection of converter station building (max height 30.8m), substation building (max height 15m), outdoor electrical equipment for substation (max height 12.7m) and for converter station (max height 11.8m) construction of internal roads, including access and landscaping, together with associated temporary construction compounds.	Permitted	14.10.2016
CON/TH/16/0836	Application for approval of condition 31 (Method Statement) of planning permission F/TH/13/0760 for the installation of 3.1km underground high voltage direct current (HVDC) cable from Pegwell Bay to former Richborough Power Station, being part of a 130km HVDC electrical interconnector with an approximate capacity of 1000 megawatts (MW) extending from Zebrugge (Belgium) to the former Richborough Power Station site, together with outline application for the erection of converter station building (max height 30.8m), substation building (max height 15m), outdoor electrical equipment for substation (max height 12.7m) and for converter station (max height 11.8m) construction of internal roads, including access and landscaping, together with associated temporary construction compounds.	Permitted	12.09.2016
CON/TH/16/0808	Application for approval of conditions 7 (Archaeology), 9 (Contaminated Land), 15 (Drainage), 18 (Environmental Management Plan), 23 (Site Waste Management), 24 (Incident Management Plan), 25 (Landscaping), 30 (Breeding Birds), 34 (Natterjack Toads), 37 (Cable Burial Management Plan), 44 (Works within 3m of Public Sewer) and 45 (Water Vole Survey) of planning permission F/TH/13/0760 for the installation of 3.1km underground high voltage direct current (HVDC) cable from Pegwell Bay to former Richborough Power Station, being part of a 130km HVDC electrical interconnector with an approximate capacity of 1000 megawatts (MW) extending from Zebrugge (Belgium) to the former Richborough Power Station site, together with outline application for the erection of converter station building (max height 30.8m), substation building (max height 15m), outdoor electrical equipment for substation (max height 12.7m) and for converter station (max height 11.8m) construction of internal roads, including access and landscaping, together with associated temporary construction compounds.	Part approved part refused	12.09.2016
CON/TH/16/0334	Application for approval of conditions 21(oil storage), 29(site access), 33(external lighting) and 44(construction, drawings and methodology statement) of planning permission F/TH/13/0760 for installation of 3.1km underground high voltage direct current (HVDC) cable from Pegwell Bay to former Richborough Power Station, being part of a 130km HVDC electrical interconnector with an approximate capacity of 1000 megawatts (MW) extending from Zebrugge (Belgium) to the former Richborough Power Station site, together with outline application for the erection of converter station building (max height 30.8m), substation building (max height 15m), outdoor electrical equipment for substation (max height 12.7m) and for converter station (max height 11.8m) construction of internal roads, including access and landscaping, together with associated temporary construction compounds.	Permitted	08.08.2016
CON/TH/16/0237	Application for approval of condition 18 (Environmental Management Plan) of planning permission F/TH/12/1015 for the redevelopment of a 1.22 ha (3.02 acre) part of the Richborough Power Station site to create a 42.4 MW capacity sui generis Peaking Plant Facility with associated areas for parking, access, landscaping and associated works, including 4 x 35 metres high exhaust stacks	Permitted	01.06.2016
CON/TH/16/0238	Application for approval of condition 22 (Construction Management Plan) of planning permission F/TH/12/1015 for the redevelopment of a 1.22 ha (3.02 acre) part of the Richborough Power Station site to create a 42.4 MW capacity sui generis Peaking Plant Facility with associated areas for parking, access, landscaping and associated works, including 4 x 35 metres high exhaust stacks	Permitted	01.06.2016

CON/TH/16/0239	Application for approval of condition 16 (Construction Management Plan) for planning permission F/TH/12/1016 for the formation of internal road network, erection of weighbridge and office building together with associated landscaping	Permitted	26.05.2016
R/TH/16/0128	Application for the approval of appearance, layout and scale pursuant to condition 1 of planning permission reference F/TH/13/0760 for the installation of 3.1km underground high voltage DC cable from Pegwell Bay to Former Richborough Power Station, together with erection of converter station building, substation building, spare parts building, storage unit, outdoor electrical equipment for substation and for converter station, associated temporary construction compounds, and fence to boundary of substation and converter station	Permitted	24.05.2016
CON/TH/16/0249	Application for approval of condition 13 (Ecology) of planning permission F/TH/12/1016 for the formation of internal road network, erection of weighbridge and office building together with associated landscaping	Permitted	11.05.2016
CON/TH/16/0291	Application for approval of condition 3 of planning Permission F/TH/12/1016 for the formation of internal road network, erection of weighbridge and office building together with associated landscaping	Permitted	06.05.2016
CON/TH/16/0318	Application for approval of condition 7 (Surface Water Drainage) of planning permission F/TH/12/1016 for the formation of internal road network, erection of weighbridge and office building together with associated landscaping	Permitted	06.05.2016
F/TH/15/1245	Erection of a 67m high wind turbine following removal of existing	Permitted	19.02.2016
CON/TH/15/0601	Application for the approval of conditions 10 (External Lighting) and 14 (Public Water Supply Mains) of planning permission F/TH/15/0380 for the formation of internal access road.	Permitted	17.09.2015
F/TH/15/0380	Formation of internal access road	Permitted	05.08.2015
F/TH/14/0388	Installation of 0.45m razor wire to existing perimeter fence	Permitted	17.06.2014
F/TH/12/1015	Redevelopment of a 1.22 ha (3.02 acre) part of the Richborough Power Station site to create a 42.4 MW capacity sui generis Peaking Plant Facility with associated areas for parking, access, landscaping and associated works, including 4 x 35 metres high exhaust stacks (Duplicate of application submitted to Dover District Council, as the majority of the site falls within the district of Dover)	Permitted	13.06.2013
F/TH/12/1016	Formation of internal road network, erection of weighbridge and office building together with associated landscaping	Permitted	13.06.2013
F/TH/13/0144	Installation of 3.1km underground high voltage direct current (HVDC) cable from Pegwell Bay to former Richborough Power Station, being part of a 130km HVDC electrical interconnector with an approximate capacity of 1000 megawatts (MW) extending from Zebrugge (Belgium) to the former Richborough Power Station site, together with outline application for the erection of converter station building (max height 30.8m), substation building (max height 15m) outdoor electrical equipment for substation (max height 12.7m) and for converter station (max height 11.8m), underground cables from substation and converter station and construction of internal roads, including access and landscaping.	Withdrawn	12.09.2013
F/TH/11/0727	Demolition of the 3 no. cooling towers and 1 no. Chimney, creation of a site compound and associated works.	Permitted	28.02.2012
DM/TH/11/0403	Application for prior notification of demolition of 3no. Cooling towers and 1no. Chimney	Prior Approval Required and Granted	14.06.2011
DM/TH/11/0404	Application for prior notification of demolition of 16no. Buildings	Prior Approval Required and Granted	14.06.2011
M/TH/02/1258	Research and development facility for waste management and materials recycling	Withdrawn	07.05.2003
M/TH/03/0436	Use of land and erection of buildings as integrated waste management centre including separation and transfer of category A, B and C wastes and processing and storage of category A materials, with provision of new access and landscaping etc. (Resubmission)	No objection	12.11.2003
M/TH/02/0713	Not available	No objection	13.09.2002
M/TH/01/0216	ERECTION OF ENERGY FROM WASTE FACILITY TO INCINERATE DOMESTIC, COMMERCIAL AND INDUSTRIAL WASTE	Refused	25.07.2001
F/TH/99/1088	TEMPORARY CHANGE OF USE OF BUILDINGS FOR EMPLOYMENT PURPOSES (CLASSES B1, B2 AND B8)	Permitted	25.05.2000
M/TH/97/0438	CREATION OF A WASTE DISPOSAL FACILITY FOR HOUSEHOLD WASTE ASH RESIDUE LANDFILL	No objection	19.09.1997
F/TH/97/0682	ERECTION OF 2.5 METRE HIGH GALVANISED STEEL PERIMETER FENCE TO SWITCH HOUSE	Permitted	15.10.1997

Anerobic Digester Plan Ebbsfleet Farm Yard Jutes Lane Ramsgate Kent CT12 5FH	F/TH/21/0307	Installation of a 20m high communications tower supporting a 600mm dishes; installation and associated works	Permitted	14.05.2021
	F/TH/15/0773	Erection of single storey building, storage tank, feeder unit and associated hard standing	Permitted	03.11.2015
	F/TH/13/0829	Erection of plant equipment for combined heat and power generation	Permitted	20.01.2014
	F/TH/12/0144	Erection of an anaerobic digestion plant, silage clamp building, bund, two drainage ponds and associated hardstanding and landscaping	Permitted	21.06.2012
	AG/TH/12/0175	Application for prior notification of agricultural development for the erection of a hay barn	Prior Approval NOT Required	28.03.2012
	F/TH/11/0759	Change of use of land as a solar park including the retention of associated solar panels, equipment without compliance with conditions 1 and 3 of planning permission F/TH/11/0421 to omit bund to the southern part of the site	Permitted	30.11.2011
	F/TH/11/0421	Change of use of land as a solar park including the retention of associated solar panels, equipment and erection of a bund	Permitted	21.07.2011
	F/TH/11/0029	Change of use of land for use as a solar park including the installation of associated solar panels (approximately 2.7 metres high), inverter, sub stations, security fencing and erection of bridge	Permitted	18.03.2011
	F/TH/04/1268	Installation of a 20 metre lattice tower with three antennae and one 300mm transmission dish and associated equipment cabinets bounded by 2 metre high compound	Permitted	19.11.2004
	F/TH/04/0960	Change of use and conversion of two existing farm barns, including alterations to the window and door patterns, to form five, self-contained, holiday cottages	Permitted	05.04.2005
	F/TH/03/0411	Change of use and conversion of redundant agricultural buildings to Use Class B1 (Light Industrial) and Use Class B8 (Storage).	Permitted	06.06.2003
	AG/TH/95/0870	APPLICATION FOR PRIOR DETERMINATION FOR THE CREATION OF TWO RESERVOIRS	Prior Approval is Not Required	01.12.1995
	F/TH/95/0334	CHANGE OF USE OF AGRICULTURAL BUILDING TO THE PROCESSING OF ANIMAL HIDES	Refused	10.08.1995
Stone Lees Farm Shop Sandwich Road Ramsgate Kent CT12 5DH	F/TH/12/0777	Change of use of land to car sales	Refused	20.12.2012
Stonelees Golf Course Ebbsfleet Lane Ramsgate Kent CT12 5DJ	F/TH/24/1065	variation of condition 2 of planning permission F/TH/20/0648 for the "Erection of 10 No. detached and 10 No. semi-detached 2-storey holiday homes together with single storey site office/reception building, parking and landscaping." to allow alterations to design and layout, including increase in sizing of plots 1-5 with repositioning of decking areas to plots 4, 5 and 7	Withdrawn	14.03.2025
	F/TH/20/0648	Erection of 10 No. detached and 10 No. semi-detached 2-storey holiday homes together with single storey site office/reception building, parking and landscaping	Permitted	24.04.2024
	F/TH/17/0410	Erection of a single storey rear extension, enlargement of existing front dormer and insertion of dormer to rear	Permitted	22.05.2017
	F/TH/08/0920	Change of use from Agricultural land to a 9 hole Pitch and Putt course	Permitted	09.06.2010
	F/TH/09/0506	Erection of a 2-storey extension to existing Clubhouse, with an external staircase and balcony	Permitted	14.08.2009
	F/TH/09/0068	Erection of a 2-storey extension to existing Clubhouse	Permitted	17.03.2009
	F/TH/08/0067	Change of use from Agricultural land to a 9 hole Pitch and Putt course	Refused	27.03.2008
	M/TH/05/1262	Terminate existing overhead lines, erection of additional poles, diversion of overhead lines and laying of underground cables (DOE Circular 14/90)	No objection	29.11.2005
	F/TH/24/1303	Erection of a single storey detached machinery storage building	Permitted	21.08.2005
	F/TH/04/0369	Erection of a single storey, pitched roof, side extension to existing clubhouse building incorporating two, pitched roof dormer windows to front elevation, to provide additional bar, restaurant, stores and w.c. facilities on the ground floor and meeting room and office within extended roof space	Permitted	18.05.2004
	RN/TH/02/1185	Renewal of planning consent reference number F/TH/99/1029 for the continued use of land for the recycling of materials (category A waste, soils, hardcore, and broken concrete) in association with the golf course under construction	Permitted	14.02.2003
	F/TH/99/1029	USE OF LAND FOR PROCESSING AND RECYCLING OF CATEGORY A WASTE (SOILS, HARDCORE, BROKEN CONCRETE) IN ASSOCIATION WITH GOLF COURSE CONSTRUCTION GRANTED UNDER REFERENCE TH/93/120 (95% OF WASTE) AND FOR EXPORT TO OTHER SITES (5% OF WASTE)	Permitted	16.11.2000
	F/TH/00/0576	CONSTRUCTION OF A GOLF PUTTING COURSE	Permitted	13.11.2000

	F/TH/00/0546	ERECTION OF SINGLE STOREY SHED FOR STORAGE OF GOLF CENTRE EQUIPMENT BEING AMENDMENT OF PLANNING PERMISSION TH/99/1029	Permitted	15.08.2000
	F/TH/99/0516	ERECTION OF A MAINTENANCE SHED AND HARDSTAND TOGETHER WITH INSTALLATION OF A 36,000 LITRE CESSPIT/SEPTIC TANK	Permitted	19.11.1999
	OL/TH/99/0235	ERECTION OF TWO STOREY EXTENSION TO CLUBHOUSE	Permitted	26.07.1999
	F/TH/96/0812	ERECTION OF AN EXTENSION TO DRIVING RANGE TO HOUSE GOLF SIMULATOR AND TEACHING AID	Permitted	16.12.1996
	F/TH/94/0897	ERECTION OF A DETACHED TWO STOREY CLUB HOUSE WITH FIRST FLOOR LIVING ACCOMMODATION.	Permitted	23.03.1995
	F/TH/94/0606	CHANGE OF USE TO A GOLF DRIVING RANGE AND CONSTRUCTION OF BOOTHS AND 9 HOLE PAR 3 GOLF COURSE	Permitted	20.10.1994
	F/TH/93/0120	CHANGE OF USE OF LAND TO CREATE A 9 HOLE GOLF COURSE BY THE IMPORTATION OF CATEGORY A INERT FILL MATERIAL TO RAISE THE LEVEL OF THE LAND TOGETHER WITH CONSTRUCTION OF AN ADDITIONAL 9 HOLE PAR 3 GOLF COURSE	Permitted	16.04.1993
	F/TH/92/0398	CHANGE OF USE OF LAND TO CREATE A NINE HOLE GOLF COURSE BY THE IMPORTATION OF CATEGORY A INERT FILL MATERIAL TO RAISE THE LEVEL OF THE LAND AS INDICATED ON THE SUBMITTED PLAN	Permitted	18.08.1992
	91/0266	RELAXATION OF CONDITION (ii) ATTACHED TO CONSENT REF: TH/90/50 TO ALLOW INDEPENDANT ACCESS TO THE GOLF COURSE FROM EBBSFLEET LAND WITH ASSOCIATED CAR PARKING AND THE BUILDING OF AN OFFICE AND EQUIPMENT STORE	Permitted	31.07.1991
	F/TH/90/0050	CHANGE OF USE FROM AGRICULTURAL LAND TO 9 HOLE GOLF COURSE	Permitted	07.09.1990
Stonelees Farm Bungalow Sandwich Road Ramsgate Kent CT12 5DH	FH/TH/19/0184	Erection of single storey side extension together with alterations to roof to facilitate loft conversion following demolition of existing extension	Permitted	15.04.2019
	OL/TH/06/0960	Outline application for the erection of language school and 30 bedroom hotel.	Refused	05.10.2006
3 Ebbsfleet Farm Cottages, Ebbsfleet Lane, Minster, Ramsgate, CT12 5DL	F/TH/05/1060	Erection of a 2-storey gable roofed extension to side elevation.	Refused	08.11.2005
	OL/TH/04/0018	Outline application for 1No three-bedroomed dwellinghouse with associated garage.	Refused	03.03.2004
	OL/TH/02/1054	Residential development comprising the erection of 5 no. dwellings (outline application)	Refused	20.12.2002
St. Augustines Golf Club, Cottingham Road, Cliffsend, Ramsgate, CT12 5JN	F/TH/09/0067	Erection of shelter to rear of clubhouse building	Permitted	11.03.2009
	F/TH/07/1578	Formation of two No. ponds and associated drainage ditches	Permitted	17.01.2008
	F/TH/03/0121	Erection of a single-storey, pitched roof, administration building including conference room, buggy store, offices and workshop, following demolition of existing store fronting Cottingham Road, together with the erection of a single-storey, false-hipped roof, rear extension and terrace to existing clubhouse with external staircase leading to first floor veranda	Permitted	15.04.2003
	F/TH/01/0164	RAISING OF GROUND LEVEL TO 6TH AND 15TH HOLES AND CREATION OF TEMPORARY CONSTRUCTION ACCESS	Permitted	19.04.2001
	F/TH/97/0849	ERECTION OF A TOILET BLOCK	Permitted	11.02.1998
	F/TH/96/0277	ERECTION OF A SINGLE STOREY PITCHED ROOF SIDE EXTENSION TO EXISTING CHANGING ROOM.	Permitted	31.05.1996
	F/TH/96/0053	PROVISION OF FOUL DRAINS PUMPING STATION AND RISING MAIN TO CONNECT TO MAIN DRAINAGE SYSTEM	Permitted	23.02.1996
	F/TH/92/0707	ERECTION OF A SAFETY FENCE ALONG SANDWICH ROAD FRONTAGE	Permitted	25.05.1994
	F/TH/91/0807	CHANGE OF USE OF LAND FROM AGRICULTURE TO EXTENSION OF GOLF COURSE	Permitted	15.01.1992
Little Cliffsend Farm Chalk Hill RAMSGATE Kent CT12 5HP	F/TH/24/1146	Formation of earth bunds and increase in land levels to southeastern field (retrospective)	Pending	
	F/TH/24/1167	Formation of internal access roads (part-retrospective)	Pending	
	F/TH/23/0850	Change of use of land from agricultural to the keeping of horses; formation of access routes for horses and agricultural vehicles, sand school, lunge, vehicle parking area and bunds	Permitted	21.12.2023
	F/TH/23/0235	Change of use of the land to the siting and storage of containers, materials, plant and machinery and for the parking of vehicles (Retrospective)	Permitted	03.05.2023
	F/TH/20/0876	Retrospective application for the change of use of agricultural land to land for the keeping of horses	Permitted	21.06.2021

	F/TH/16/1417	Erection of 2 new Industrial Units for B8 use for Storage and Distribution, together with creation of new access route and ground profiling to provide landscape shielding of access way and development	Permitted	20.06.2017
	F/TH/06/0370	Erection of a 17.5m high lattice tower with three antennae and 2no. 300mm transmission dishes and associated equipment, including cabinets, within a fenced compound	Permitted	15.05.2006
	F/TH/06/0013	Erection of a 28 metre high temporary lattice mast incorporating 3 No. antennae and 1 No. 300mm transmission dish and associated equipment cabinets sited within a fenced compound	Withdrawn	18.04.2006
	F/TH/05/0564	Siting of additional Portakabin to be attached to existing Unit 5 and siting of new Portakabin, both for office use with associated W.C. facilities.	Permitted	25.07.2005
	F/TH/04/1431	Installation of a 28m stayed temporary lattice tower incorporating 3No. antennae and 1No. 300mm transmission dish and associated equipment cabinets, sited within a fenced compound	Withdrawn	26.04.2005
	F/TH/04/0471	Erection of a 25m high lattice telecommunications mast, with associated antennae, equipment cabin and associated equipment, for a temporary period of 12 months	Permitted	10.06.2004
	TL/TH/03/0493	Erection of a 12metre high telecommunications lattice tower together with associated equipment cabin and compound	Prior Approval is Not Required	27.06.2003
	TL/TH/02/0795	Erection of an 8 metre high monopole tower with 1 antenna and 1 dish antenna and associated equipment cabinets	Prior Approval is Not Required	20.12.2002
	TL/TH/01/0866	ERECTION OF 15M HIGH SLIM-LINE LATTICE TELECOMMUNICATION MAST, SUPPORTING 3 NO. ANTENNAE, 2 NO. DISHES AND ASSOCIATED EQUIPMENT CABIN	Prior Approval Required and Granted	25.10.2001
	F/TH/00/0213	CHANGE OF USE OF SURPLUS FARM BUILDINGS TO LIGHT INDUSTRIAL (USE CLASS B1) TOGETHER WITH THE PROVISION OF ASSOCIATED VEHICLE PARKING	Permitted	28.09.2000
	F/TH/97/0287	FORMATION OF TWO REPLACEMENT VEHICULAR ACCESS POINTS TO AGRICULTURAL LAND ONTO CANTERBURY ROAD EAST	Permitted	26.11.1997
Site Of Former Go Kart Track Ebbsfleet Lane RAMSGATE Kent	F/TH/19/1613	Retrospective application for engineering operations to change in land levels	Permitted	09.07.2020
	F/TH/19/0600	Change of use from go-kart track (use class D2) to a stock car racing track (sui generis)	Refused	26.11.2019
	M/TH/05/0746	Siting of portable construction workers accommodation units, welfare facilities and associated lighting, power generators with acoustic screening and car parking for a temporary period until 31 December 2007, as part of the Margate and Broadstairs Urban Wastewater Treatment Scheme	Raise no objection	09.08.2005
	F/TH/99/0658	AMENDMENTS TO PLANNING PERMISSION REFERENCE TH/98/900 FOR GO KART TRACK COMPRISING EXTENSION OF SERVICE GARAGE TO PROVIDE STORE/TRADE COUNTER AND INCLUSION OF RACE CONTROL VIEWING KIOSK	Permitted	30.09.1999
	F/TH/98/0900	CHANGE OF USE OF LAND FROM AGRICULTURE TO GO KART TRACK WITH ASSOCIATED BUILDING WORKS COMPRISING CONSTRUCTION OF TRACK, CAR PARK, GARAGE BUILDING AND RACE RECEPTION ADMINISTRATION AND RESTAURANT BUILDING	Permitted	25.02.1999
	TH/91/0171	ERECTION OF A PRACTICE SHELTER AND ASSOCIATED FLOODLIGHTING	Permitted	25.02.1991
	F/TH/90/0143	CONSTRUCTION OF A 9 HOLE GOLF COURSE AND ERECTION OF A CLUB HOUSE AND ANCILLARY BUILDINGS WITH ASSOCIATED PARKING FACILITIES	Permitted	24.07.1990

Appendix B: Relevant Thanet Local Plan (2020) Policies

Policy No.	Description	Conflict?
Policy SP04	Economic Growth	Partial
Policy SP24	Development in the Countryside	Yes
Policy SP26	Landscape Character Areas	Yes
Policy SP27	Green Infrastructure	No
Policy SP28	Protection of the International and European Designated Sites	Yes
Policy SP30	Biodiversity and Geodiversity Assets	Yes
Policy SP31	Biodiversity Opportunity Areas	Yes
Policy SP35	Quality Development	No
Policy SP36	Conservation and Enhancement of Thanet's Historic Environment	Partial
Policy SP37	Climate Change	No
Policy SP38	Healthy and Inclusive Communities	No
Policy SP41	Community Infrastructure	No
Policy SP43	Safe and Sustainable Travel	Yes
Policy SP45	Transport Infrastructure	Yes
Policy E10	Thanet's Beaches	Yes
Policy E16	Best and Most Versatile Agricultural Land	Yes
Policy GI01	Protection of Nationally Designated Sites (SSSI) and Marine Conservation Zones (MCZ)	Yes
Policy GI02	Locally Designated Wildlife Sites	Yes
Policy GI03	Regionally Important Geological Sites (RIGS)	Yes
Policy GI06	Landscaping and Green Infrastructure	No
Policy QD01	Sustainable Design	Yes
Policy QD02	General Design Principles	Partial
Policy QD03	Living Conditions	Partial
Policy HE01	Archaeology	Yes
Policy HE03	Heritage Assets	No
Policy CC01	Fluvial and Tidal Flooding	No
Policy CC02	Surface Water Management	No
Policy CC03	Coastal Development	Yes
Policy SE01	Potentially Polluting Development	Partial
Policy SE04	Groundwater Protection	No
Policy SE05	Air Quality	No
Policy SE06	Noise Pollution	No
Policy SE08	Light Pollution	Yes

Policy TP01	Transport Assessments and Travel Plans	Partial
Policy TP02	Walking	Partial
Policy TP03	Cycling	No
Policy TP04	Public Transport	No
Policy TP06	Car Parking	No
Policy TP10	Traffic Management	No