

I object to these new proposals for the hoverport site. The impacts remain the same- damage to a local walking and wildlife amenity, and to the social and business elements in the area. There is very little response to concerns about the impact on an SSSR site and any flexibility mentioned seems to come at National Grid's discretion. There is still a lack of research with the assessment of structural integrity still to come relating to the site and its construction. Salt marsh is "avoided" only and there is no clarity regarding what is significant and what minor impact. Possible closures, both temporary and permanent, to public rights of way do not show what might be damaged or destroyed in terms of habitat and hedgerow.

Worst case scenarios for the construction are outlined but with no indication of when it will be known if these are needed and how that would happen. Ongoing access of large vehicles across a lengthy period, the use of pile drivers including vibro pilers, Road plates and bog mats are worrying in terms of the local environment and surrounding areas. Further impact on the sea bed is indicated by the use of platforms elevated above the sea bed and the use of duct rollers.

Coffer dams alone might take a month to construct and although intended to contain drilling fluids may in fact create further pollution. The photos in the appendix really say and show it all. With up to 40 movements a day of heavy vehicles ongoing potentially until 2031 or 2032 at least and with possible need for operation maintenance and repairs access the long term damage to this special and locally vital site is clear.

It is an unacceptable proposal.