

I believe that National Grid have seriously understated the impact to the Hoverport area in their consultation feedback. I understood that access to this area was denied by Thanet District Council but National Grid are saying this was in the original DCO. NG state that use of the Hoverport is preferable to use of the salt marsh, but the point is that neither is suitable environmentally.

As an extremely concerned member of the public I need to see that NG are actively researching the stability of the Hoverport apron and it's ability to withstand heavy plant and machinery. I believe that as a so-called responsible constructor, NG must investigate fully any contaminants that could be released into the Bay as a result of the surface of the apron being damaged by their activity. To dismiss this risk as insignificant is irresponsible. I am concerned for the wildlife and flora of the area. Mapping of a route through will not mitigate the harm caused by their access and who will ensure that this will be adhered to?

The area is a valued local amenity, which will see footpaths closed and indeed the apron made off limits during set up and cable laying and removal. This is likely to take longer than anticipated due to tides and weather, so worst case up to a year. A huge loss to the community and visitors alike and will most definitely impact on the Viking cafe and leisure area around the Viking ship. It will certainly not be the peaceful place overlooking the bay that it is known for. National Grid are comparing the change to their original DCO which has not yet been accepted. The impact of this proposed use of the Hoverport, when compared to no Sealink at Pegwell, is a disaster, only marginally less damaging than access through the salt marshes.