

**PLANNING ACT 2008**

**THE INFRASTRUCTURE PLANNING (EXAMINATIONS PROCEDURE) RULES 2010**

**APPLICATION BY NATIONAL GRID ELECTRICITY TRANSMISSION**

**FOR AN ORDER GRANTING DEVELOPMENT CONSENT  
FOR THE SEA LINK PROJECT**

**(REF: EN020026)**

---

**DEADLINE 4: PORT OF LONDON  
AUTHORITY'S COMMENTS ON SUBMISSIONS  
RECEIVED AT DEADLINE 3**

---

## **1.0 Introduction**

1.1 This is a written submission made on behalf of the Port of London Authority (“**PLA**”) in respect of comments on deadline 3 submissions. For the avoidance of doubt, the PLA has no comments to make on the change request application so will not be providing comments at the change request deadlines.

1.2 Documents referred to in this submission are:

1.2.1 Draft Development Consent Order [REP3-007]

1.2.2 Part 4 Marine Chapter 1 – Physical Environment [REP3-021]

1.2.3 Applicant’s Comments on Other Submissions Received at Deadline 2 [REP3-064]

1.2.4 Applicant’s Responses to First Written Questions [REP3-069]

1.2.5 Outline Code of Construction Practice [REP3-077]

1.2.6 Register of Environmental Actions and Commitments [REP3-079]

## **2.0 Draft Development Consent Order(“dDCO”) [REP3-007]**

2.1 Various updates have been made to the dDCO at deadline 3, of relevance to the PLA are:

- Article 2 – Interpretation - Further amendments to the definition of commence. Whilst the PLA has no objection to these changes, which seek to streamline the wording in the definition to avoid duplication, attention is drawn to the PLA’s deadline 2 response [REP2-060] where the PLA set out its concerns about the definition of commence and highlighted that it had suggested an alternative definition of commence for its protective provisions which would satisfactorily address its concerns and would allow the Applicant’s amendment to remain as set out in Article 2.
- Article 2 – Interpretation – The PLA welcomes the amendments to the definition of maintain to make it clear that the definition of maintain does not permit the whole of the authorised development to be reconstructed or replaced using maintenance powers.
- Schedule 1, Part 1 – The list of associated development has been expanded to include at (k) reference to surveys. The PLA has no objection to this, but surveys must be included within the scope of the PLA’s protective provisions. Survey activities could be disruptive if a survey vessel is passing slowly or needs to stop within the Areas of Interest and impact larger vessels trying to enter or exit the Port (as highlighted by the Applicant in their response to ExAWQ 1ECOL55).

- Schedule 3, Requirement 6 – Now includes a requirement for the Register of Environmental Actions and Commitments (“**REAC**”) to be submitted to and approved by the relevant planning authority or other discharging authority.
  - As highlighted during Issue Specific Hearing 2, the REAC does not secure any mitigations it is merely a register of commitments. It will be documents such as the Navigation and Installation Plan (“**NIP**”) and Cable Specification and Installation Plan (“**CSIP**”) that will secure the mitigations.
  - The REAC contains both onshore and offshore commitments and it is unclear who would approve the REAC. The PLA raised this issue in its deadline 1 response [REP1-156] (see paragraph 10.8) highlighting that it is unclear whether any Ports would be consulted and provided with the opportunity to provide comments, particularly given that they are not a named body in the Requirement. It would also not be appropriate for example for the local planning authority to approve the offshore commitments as their jurisdiction extends to Mean Low Water Springs and many of the offshore commitments relate to activities taking place outside of their jurisdiction.
  - As raised in ISH2 on 30 January 2026 the reference to the REAC in Schedule 3, Requirement 6 does not reference the version of the REAC that has been submitted during the examination nor provide a requirement for the final version of the REAC to be in accordance with the current version. If the commitments in the REAC are to be relied upon in the decision making process, it is imperative that the document that is produced post consent does not remove or alter those commitments, with only new commitments being added.
  - The REAC suggests that the Shipping and Navigation commitments are secured through Requirement 6 and the Offshore Construction and Environment Management Plan (“**offshore CEMP**”) which is not listed.
- Schedule 16 – Deemed Marine Licence (“**DML**”) various amendments have been made to the DML including a definition of the outline cable specification and installation plan (“**oCSIP**”); outline offshore construction and environmental management plan (“**outline offshore CEMP**”) and a definition and contact details for the PLA. All of these amendments are welcomed. Some of the amendments that the PLA requested in its deadline 1 response [REP1-156] have been included by the Applicant but not all of them. The PLA has reviewed its deadline 1 response in the light of the Five Estuaries decision and would highlight the following omissions. NB This list is provided in the absence of, and on the understanding that, a Design Requirement will be agreed by the Applicant and included in Schedule 3 of the dDCO with an accompanying Certified Plan. The PLA will require further amendments to the DML if the absence of these matters being agreed and set out during ISH2 why protective provisions are not the

appropriate place for these matters to be addressed. This list is also provided on the basis that the drafting in the PLA's protective provisions that has been agreed remains:

- Part 2 Condition 4 sub-paragraph (1) naming the PLA as a consultee on the pre-construction plans and documentation
- Part 2 Condition 4 sub-paragraph (1) (a) (b) and (g) requires the CSIP, offshore CEMP and NIP to be "*in general accordance with the principles*" of their respective outline plans. The PLA has concerns about this wording which is very weak and could result in final plans being substantially different from the outline plans. The PLA considers that the final plans need to be in accordance with the principle of the outline plans.
- Part 2 Condition 4 sub-paragraph (5) needs to be amended to require the MMO to consult where a licensed activity is permitted to be carried out without complying with an approved plan.
- Part 2 Condition 4 sub-paragraph (6) now includes reference to not reducing water depth by more than 5% unless agreed with the MMO in writing however there will be areas where there can be no reduction in water depth so the Areas of Interest must be carved out of Condition 4(6) and Condition 12(3).
- A remediation clause that clearly sets out the approach to be taken if the cable is installed or not maintained in accordance with the Design Requirement.

2.2 A mark-up of the DML showing the changes is appended to this submission.

2.3 The PLA would also emphasise that whilst good progress has been made with the protective provisions they have not yet been agreed and there is still no Requirement within the dDCO or plan to be certified showing the Areas of Interest and the depths that must be safeguarded. These matters must be addressed at deadline 4 to enable interested parties to have sufficient time to review the requirement and plan and make any comments.

### **3.0 Part 4 Marine Chapter 1 – Physical Environment [REP3-021]**

3.1 Table 1.18 (page 81) advises that "*At present, no expected boulder removal is anticipated to be required along the route. However, should boulders be identified that are considered an impediment to the construction during the pre-installation survey, these would be removed by either a subsea grab or a displacement plough.*" The PLA set out in its deadline 2 response [REP2-060] that it was disappointing that the Applicant had not taken the opportunity to commit to no relocation of boulder to or within the Areas of Interest. The PLA expects this matter to be addressed in the oCSIP which is due to be submitted at deadline 4.

3.2 Table 1.18 (page 82) provides information on the volume of pre-sweeping and advises that "*there is no designated disposal area, the sand will be deposited within the Order Limits for the area of pre-sweeping.*" The PLA set out in its deadline 1 response the need for a outline

sediment disposal management plan (“oSDMP”) which sets out the key constraints and measures proposed in relation to the management and disposal of dredged material that may be produced during the construction of the offshore elements of Sea Link to ensure that the Areas of Interest are not detrimentally impacted. It is understood that an oSDMP is to be submitted at deadline 4 as part of the oCSIP.

#### **4.0 Applicant’s Comments on Other Submissions Received at Deadline 2 [REP3-064]**

4.1 The Applicant’s comments on the PLA’s Deadline 2 submission are set out on pages 66-75. The Applicant largely notes the PLA’s comments and where the Applicant provides a more substantive response this is to:

- reiterate that the Applicant agrees in principle with the need to safeguard water depths and that the Applicant’s commitments need to be secured through an appropriate mechanism
- signpost to the Shipping and Navigation Under-Keel Clearance Marine Engineering Technical Note [REP1A-038]
- advise that a further update will be provided at deadline 4 (and that further work may be required beyond this)
- advise that the oNIP, Marine Chapter 7 - Shipping and Navigation and the Navigational Risk Assessment will all be updated at deadline 4 and the oCSIP will be submitted at deadline 4 that will include the oSDMP

4.2 In relation to wet storage, the Applicant has confirmed that there are in fact plans for wet storage but that this will not occur within the Areas of Interest – this needs to be secured.

4.3 In relation to planned cable joints the Applicant has confirmed that there are no planned cable joints within the Areas of Interest – this needs to be secured.

4.4 In relation to rock emplacement, the Applicant agrees “*in principle that rock emplacement should not overtop the top of trenches where used as backfill*” and advises that this will be confirmed after the full CBRA has been completed. This does not provide the PLA with the certainty that it requires. Rock emplacement is proposed at the most sensitive navigational areas: the Areas of Interest and therefore should the full CBRA conclude that rock emplacement should overtop the trenches then this could impact on the water depths that must be safeguarded.

## **5.0 Applicant's Responses to First Written Questions [REP3-069]**

5.1 In response to 1GEN61 and the Examining Authority asking whether documents should be substantially in accordance with the outline version of a document the Applicant states that they will amend the wording of Schedule 16 Part 2 Condition 4 to expressly require that the pre-construction plans and documents should be substantially in accordance with the principles set out in the outline version. The PLA has set out in its Response to Supplemental Agenda Questions Raised at ISH2 how the final plans should be in accordance with the principles in the relevant outline plans.

5.2 Table 20.1 sets out the Applicant's response to the Examining Authority's shipping and navigation questions. At this stage the PLA does not respond to each of the Applicant's responses, but notes that the Applicant is to provide new and amended documents and further information at deadline 4 and that many of the responses (for example ISN3) reiterate the work that has already been done and the discussions that are being had. The PLA will therefore wait and comment on the new or amended documents that are being produced and anticipate being submitted at deadline 4. The PLA considers it helpful to provide a response at this time to the following questions:

- ISN3 - The PLA and the Applicant are discussing protective provisions and these discussions are progressing well however, in relation to the wording that the Applicant has set out in response to ISN3, this wording would not address the issue of Gridlink and Sea Link crossing. As drafted, Sea Link would simply need to install the cable to ensure that they safeguarded the required depth and take no account of Gridlink crossing them at a later date with the resultant reduction in water depth that would occur from this cable crossing. The effect of which could be to stop the GridLink project from going ahead. The PLA has emphasised the need for projects to work together to enable all projects to proceed and set out in its deadline 3 response suggested wording that would ensure that whichever scheme was constructed first it would not prejudice the ability of the other scheme to come forward whilst safeguarding water depths.
- ISN8 – Whilst the PLA notes that re-routing around boulders and archaeological finds is the Applicant's primary solution, it cannot rule out re-positioning these features within the Order Limits. It is stated that this will be undertaken in consultation with the PLA and considering Areas of Safeguarded Water Depth. Whilst the PLA welcomes the consultation, it should be confirmed how this is going to be secured and would emphasise the need to ensure that these items are not relocated within the Areas of Interest. The PLA would expect the Applicant to make a commitment similar to that provided for wet storage (see the Applicant's response to ISN9) and for the commitments relating to boulders, archaeological finds and wet storage to be secured.

- ISN11 – The PLA welcomes the confirmation that there are no planned cable joints within the Areas of Interest. This must be secured.

## **6.0 Outline Code of Construction Practice [REP3-077]**

6.1 The outline Code of Construction Practice (“**oCoCP**”) outlines the environmental control and management measures to be implemented through the construction period of the delivery of the proposed development. It includes at table 1.2 offshore control and management measures. The list of control and management measures needs to be checked for consistency. For example:

- GM02 states that as-built locations of cable and external protection will be supplied to UKHO, The Crown Estate and Kingfisher. The Applicant had also agreed to provide them to the PLA.
- SN01 sets out minimum and target depth of lowering – this may require an update once the Applicant has completed assessing the engineering implications of the additional cable depth of lowering that may be required in areas of the Sunk Pilot Boarding areas (which may result in the depth of lowering increasing from 2.5m to approximately 4.5m in the shallowest sections of the route).

## **7.0 Register of Environmental Actions and Commitments [REP3-079]**

7.1 The REAC was updated at deadline 3 and it became a free standing document rather than being an appendix to the onshore CEMP. This change is welcomed.

7.2 The purpose of the REAC is to record commitments made by the Applicant including embedded measures, good practice measures and additional mitigation measures. Importantly it does not secure any commitments but will assist the applicant and their contractor in achieving compliance.

7.3 The PLA has set out elsewhere in this document (see section 2 above) its concerns about who approves the document so does not repeat them here.

7.4 Table 1.4 sets out the offshore actions and commitments. The table needs a general update to reflect progress during the examination. For example, GM02 states that “*As-built locations of cable and external protection will be supplied to UKHO (Admiralty), The Crown Estate and Kingfisher (KIS-ORCA).*” The Applicant has also agreed to provide them to the PLA. It is also surprising that the CSIP and NIP are not the securing mechanism for many of the actions and commitments – instead the Code of Construction Practice is repeatedly referenced. Entries also need to be checked to make sure that they apply over the correct periods of the project. For example as currently drafted MPE02 (which relates to the depth of lowering of the cable) only relates to construction but it should apply over the lifetime of the project. Other comments

based on the documents submitted to date and noting that a number of documents are due to be updated or submitted at deadline 4 include:

- Entry GM04 proposes sensitive routeing and siting of infrastructure and temporary works. It is stated that this is secured through DCO Schedule 1 and 16. How do these schedules result in sensitive routing and siting of infrastructure? The PLA would have expected much more specific commitments for example signposting to a Requirement which provides specific commitments on seabed levels where these need to be safeguarded over the lifetime of the project. Instead the Applicant signposts to Schedule 1 the Authorised Development i.e. the whole route, not even just the offshore element of Schedule 1 and to the whole of the DML at Schedule 16.
- GM05 refers to early and continued stakeholder engagement. It is stated that this is secured through the outline offshore construction environmental management plan. The outline plan refers to external notifications, but notification is very different from the level of engagement that would be required with the Port of London Authority and others on this project.
- SN01 – See 6.1 bullet 2 above. In addition, SN01 needs to be clear what happens when cable burial is unsuccessful (either to full depth or to minimum depth of lowering) in the Areas of Interest and link back to the remediation clause in the PLA's draft protective provisions. It is surprising that the CoCP is the securing mechanism – the PLA would have also expected the CSIP (and the associated CBRA) to be the securing mechanism.
- SN08 refers to special attention being given to the routing through the Sunk TSS and when in proximity to the Sunk Deep Water anchorage area and Sunk pilot station, as well as when routeing in proximity to the Tongue anchorages and pilot station. The PLA has set out the Areas of Interest all of which it requires special attention to be given to. It is also noted that Harwich and Sandwich Port and Haven authorities are referenced but not the PLA. It is questioned why the NIP is not the securing mechanism.
- SN11 - the need to co-ordinate planned operations within the Sunk region are highlighted but the NIP is not identified as the mechanism to do this. The PLA would also recommend that SN11 is amended so that there is a clear commitment and applies to all three Areas of Interest rather than the current wording which gives no certainty and only applies to the Sunk. *"SN11 Coordination of planned operations within the Areas of Interest, so that there are at no time concurrent Restricted Ability to Manoeuvre (RAM) operations (such as cable lay and burial) with other projects in the Areas of Interest, including the North Falls and Five Estuaries Wind Farm projects"*.

- SN12 – Again there is no reference to the NIP as the securing mechanism and the use of the wording “where practicable” means that RAM operations could occur when visibility is below 2 nautical miles. SN12 also needs to apply to all three Areas of Interest. The PLA recommends the following wording for SN12: *“Restricted Ability to Manoeuvre operations in the Areas of Interest will be avoided in visibilities of below 2 nautical miles.”*
- SN19 – does not provide a clear commitment to no planned cable joints in the Sunk – a clear commitment must be provided and apply to all 3 Areas of Interest.
- SN20 – requires a re-write to reflect the commitments made by the Applicant in terms of safeguarded depths and must apply to all three Areas of Interest. The reference to the location of cable joints must also be explicit that there will be no planned cable joints in the Areas of Interest.
- SN22 worryingly refers to anticipated reductions in water depth greater than 5%. A specific requirement is needed which sets out the riverbed depths that must be maintained and where there can be no reductions in water depth.
- SN32 will need to reflect any clear commitments in relation to no concurrent RAM vessels
- SN33 – will need to be linked back to a requirement and plan to safeguarded water depths in all three Areas of Interest.
- SN34 simultaneous operations, the NIP will be the mechanism to manage these.
- The usual suite of mitigations for cable schemes are not identified in relation to archaeological finds wet storage, freespan clearance, planned cable joints etc. The approach to cable protection and cable crossings (and in particular areas to avoid) are not set out. As highlighted above, these should all be set out in an oCSIP and included in the REAC.
- The PLA has also set out in its deadline 3 response [REP3-096] that the applicant’s confirmation that no exclusions zones would be sought should be captured in the REAC.

**ANNEX**

**Mark-up of Schedule 16 Deemed Marine Licence**

## DEEMED MARINE LICENCE UNDER THE 2009 ACT

## PART 1

## LICENSED MARINE ACTIVITIES

## 1. \_\_\_ (1) In this licence

“the 2009 Act” means the Marine and Coastal Access Act 2009<sup>1</sup>;

“the 2017 Offshore Regulations” means the Conservation of Offshore Marine Habitats and Species Regulations 2017<sup>2</sup>;

“the 2017 Regulations” means the Conservation of Habitats and Species Regulations 2017<sup>3</sup>;

“areas of interest” means [the areas labelled “Sunk Pilot Boarding area” “Long Sand Head Two-Way Route crossing” and “North East Spit area” and coloured [ ] respectively on [refer to title of Certified Plan]

“authorised deposits” means the substances and articles specified in paragraph 6 of Part 1 of this licence;

“authorised scheme” means Work Nos. 6 and 12 described in paragraph 3 of Part 1 of this licence or any part of that work;

“red-throated diver protocol” means the document certified as the red-throated diver protocol by the Secretary of State for the purposes of the Order under article 60;

“buoys” means any floating device used for navigational purposes or measurement purposes, including LiDAR buoys, wave buoys and guard buoys;

“cable crossing” means the crossing of existing sub-sea cables authorised by the Order together with physical protection measures including cable protection;

“cable protection” means measures to protect cables from physical damage and including, but not limited to, the use of bagged solutions filled with grout or other materials, protective aprons or coverings, mattresses, flow energy dissipation devices or rock and gravel burial;

“Cefas” means the Centre for Environment, Fisheries and Aquaculture Science or any successor body to its function;

“Coastal Office” means the offices listed in Part 1, paragraph 4 (b) and (c) of this schedule;

“commence” means the first carrying out of any licensed marine activities authorised by this licence, save for operations consisting of offshore preparation works or pre-construction surveys and monitoring approved under this licence and the words “commencement” and “commenced” must be construed accordingly;

“condition” means a condition in Part 2 of this licence;

“enforcement officer” means a person authorised to carry out enforcement duties under Chapter 3 of Part 4 (marine licensing) of the 2009 Act;

---

(a) 2009 c. 23

(b) S.I. 2017/1013

(c) S.I. 2017/1012

“environmental statement” means the document certified as the environmental statement by the Secretary of State for the purposes of the Order under article 60;

“European offshore marine site” has the meaning given in regulation 18 of the 2017 Offshore Regulations;

“European site” has the meaning given in regulation 27 of the 2017 Offshore Regulations;

“Historic England” means the Historic Buildings and Monuments Commission for England, or its successor in function

“intertidal area” means the area between MHWS and MLWS;

“Kingfisher Bulletin” means the bulletin published by the Humber Seafood Institute or such other alternative publication approved in writing by the MMO for the purposes of this licence;

“licensed activities” means the activities specified in Part 1 of this licence;

“maintain” includes inspect, upkeep, repair, adjust, and alter and further includes remove, reconstruct and replace any part of the authorised development, provided such works do not give rise to any materially new or materially different environmental effects to those identified in the environmental statement; and “maintenance” must be construed accordingly;

“mean high water springs” or “MHWS” means the highest level which spring tides reach on average over a period of time;

“mean low water springs” or “MLWS” means the lowest level which spring tides reach on average over a period of time;

“Marine Management Organisation” or “MMO” means the body created under the 2009 Act which is responsible for the monitoring and enforcement of this licence;

“MCA” means the Maritime and Coastguard Agency;

“offshore Order limits” means the limits shown on the works plans within which the authorised scheme may be carried out;

“offshore preparation works” means surveying and monitoring activities seaward of MHWS undertaken prior to the commencement of construction to prepare for construction, including pre-lay grapnel run;

“the Order” means the National Grid (Sea Link) Order 202[xx];

“outline cable specification and installation plan” means the document certified as the outline cable specification and installation plan by the Secretary of State for the purposes of this Order under article 60;

“outline marine mammal mitigation plan” means the document certified as the outline marine mammal mitigation plan by the Secretary of State for the purposes of this Order under article 60;

“outline offshore construction and environmental management plan” means the document certified as the outline offshore construction and environmental management plan by the Secretary of State for the purposes of this Order under article 60;

“outline invasive non-native species management plan” means the document certified as the outline invasive non-native species management plan by the Secretary of State for the purposes of this Order under article 60;

“outline navigation installation plan” means the document certified as the outline navigation installation plan by the Secretary of State for the purposes of the Order under article 60;

“outline offshore written scheme of investigation” means the document certified as the outline offshore written scheme of investigation by the Secretary of State for the purposes of the Order under article 60;

“PLA” means the Port of London Authority;

“relevant site” means a European offshore marine site or a European site;

“SAC” means special area of conservation;

“safeguarded dredging depths” means within the area labelled “Sunk Pilot Boarding area” and coloured [ ] on the [certified plan reference] to a level of 22 metres below chart datum; and in the area labelled “Long Sand Head Two-Way Route crossing” and coloured [ ] on the [certified plan reference] to a level of 12.5 metres below chart datum and in the area labelled “North East Spit area” and coloured [ ] on the [certified plan reference] to a level of 12.5 metres below chart datum and in each case making an allowance for an ‘over-dredge’ tolerance of 0.5 metres in addition to the stated depths attributable to standard dredging methodology;

the at following the installation or maintenance special area of conservation;

“SPA” means special protection area

“Trinity House” means the Corporation of Trinity House of Deptford Strond;

“Trenchless landfall techniques” means cable installation techniques at a landfall which do not involve a trench and which may include Horizontal Directional Drilling (HDD), Microtunnelling or DirectPipe;

“undertaker” means National Grid Electricity Transmission plc (registered company number 2366977)

“vessel” means every description of vessel, however propelled or moved, and includes a non-displacement craft, a personal watercraft, a seaplane on the surface of the water, a hydrofoil vessel, a hovercraft or any other amphibious vehicle and any other thing constructed or

adapted for movement through, in, on or over water and which is at the time in, on or over water;

“UK Hydrographic Office” means the UK Hydrographic Office of Admiralty Way, Taunton, Somerset, TA1 2DN;

“UK Standard Marking Schedule for Offshore Installations” means the Standard Marking Schedule for Offshore Installations published by the Department of Energy & Climate Change with reference DECC 04/11; and

“works plans” means the plans certified as the works plans by the Secretary of State for the purposes of the Order.

(2) A reference to any statute, order, regulation or similar instrument is construed as a reference to a statute, order, regulation or instrument as amended by any subsequent statute, order, regulation or instrument or as contained in any subsequent re-enactment.

(3) Unless otherwise indicated

- (a) all times are taken to be Greenwich Mean Time (GMT);
- (b) all coordinates are taken to be latitude and longitude degrees, minutes and seconds to three decimal places in WGS84 Datum.

(4) Except where otherwise notified in writing by the relevant organisation, the primary point of contact with the organisations listed below and the address for returns and correspondence are

- (a) Marine Management Organisation  
Marine Licensing Team  
Lancaster House  
Hampshire Court  
Newcastle Business Park  
Newcastle upon Tyne  
NE4 7YH  
Tel: 0300 123 1032;

- (b) Marine Management Organisation (Lowestoft office)  
Pakefield Road  
Lowestoft  
Suffolk  
NR33 0HT  
Tel: 0208 026 6094;
- (c) Marine Management Organisation (Hastings office)  
Muriel Matters House  
Breeds Place  
Hastings  
East Sussex  
TN34 3UY  
Tel: 0208 026 9180
- (d) Trinity House  
Tower Hill  
London  
EC3N 4DH  
Tel: 020 7481 6900;
- (e) Maritime and Coastguard Agency  
Admiralty Way  
Taunton  
Somerset  
TA1 2DN  
Tel: 01823 337 900;
- (f) Maritime and Coastguard Agency  
Navigation Safety Branch  
Bay 2/20 Spring Place  
105 Commercial Road  
Southampton  
SO15 1EG  
Tel: 020 3817 2426;
- (g) Natural England  
Navigation Safety Branch  
Bay 2/20 Spring Place  
105 Commercial Road  
Southampton  
SO15 1EG  
Tel: 020 3817 2426;
- (h) Historic England  
Brooklands  
24 Brooklands Avenue  
Cambridge  
CB2 8BU  
Tel: 01223 582749.
- (i) Port of London Authority  
London River House  
Royal Pier Road  
Gravesend  
Kent  
DA12 2BG  
Tel: 01474 562200

(5) Unless otherwise advised in writing by the MMO, the address for electronic communication with the MMO for the purposes of this licence is [marine.consent@marinemangement.org.uk](mailto:marine.consent@marinemangement.org.uk), or where contact to the Local Office of the MMO is required, [hastings@marinemangement.org.uk](mailto:hastings@marinemangement.org.uk) and [lowestoft@marine.management.org.uk](mailto:lowestoft@marine.management.org.uk).

(6) Unless otherwise advised in writing by the MMO, the Marine Case Management System ("MCMS") must be used for all licence returns or applications to vary this licence. The MCMS address is: <https://marinelicensing.marinemangement.org.uk/>.

#### Details of licensed marine activities

**2.** Subject to the licence conditions, this licence authorises the undertaker (and any agent or contractor acting on their behalf) to carry out the following licensable marine activities under Section 66(1) (licensable marine activities) of the 2009 Act

(a) the deposit at sea within the Order limits seaward of MHWS of the substances and articles specified in paragraph 5 below and within

(i) the cable corridor disposal site of up 250,000 cubic metres (being a maximum, not an approximate upper figure) of inert material of natural origin produced during construction drilling or seabed preparation for cable installation preparation and excavation of trenchless entry/exit pits works within Work No. 6;

(b) the construction of works in or over the sea or on or under the sea bed;

(c) dredging for the purposes of seabed preparation for cable laying through sandwave clearance and removal of material from the seabed required for the construction of Work No. 6;

(d) debris clearance works;

(e) boulder clearance works either by displacement ploughing or subsea grab technique or other equivalent method;

(f) the removal of out of service cables;

(g) pre-lay grapnel run;

(h) the removal of sediment samples for the purposes of informing environmental monitoring under this licence during pre-construction, construction and operation; and

(i) removal of static fishing equipment; and

(j) site preparation works.

**3.** Such activities are authorised in relation to the construction, maintenance and operation of Work No. 6, 12.

#### *Work No. 6 – marine electric line works –*

Works seaward of MHWS comprising the laying of a marine electric cable, which may include

(a) temporary work areas and laydown areas associated with the installation and pulling of the cables;

(b) works to lay marine electric cables and a fibre optic cable within the Order limits seaward of MHWS between Work No. 5 and Work No.7 within the area shown on Sheet 6 of the Works Plans – Suffolk, Sheets 1, 2 and 3 of the Works Plans – Offshore and Sheets 3, 4 and 5 of the Works Plans, Kent;

(c) trenchless entry/exit pits and associated temporary construction compounds in the Suffolk landfall; and

(d) trenchless entry/exit pits and associated temporary construction compounds in the Kent landfall;

(e) temporary work areas for vessels to carry out intrusive and non-intrusive activities; and

(f) marine cable protection works.

*Work No. 12- Kent Overhead Line Works –*

Works oversailing MHWS comprising removal and modification works to existing overhead electric line, and the construction and installation of new overhead electric line from Work No.11 near Minster and the existing Richborough to Canterbury overhead electric line, which may include

- (a) temporary culverts and/or bridges over other water courses;
- (b) drainage works;
- (c) removal of and modification works to the existing overhead electric line; and
- (d) installation of overhead electric line between Work No. 11 and the existing Richborough to Canterbury overhead electric line.

**4.** In connection with such Work No. 6 and Work No.12 and to the extent that they do not otherwise form part of any such work, further associated development comprising such other works seaward or oversailing MHWS as may be necessary or expedient for the purposes of or in connection with the relevant part of the authorised scheme and which fall within the scope of the work assessed by the environmental statement, including but not limited to

- (a) cable protection measures such as rock placement, including rock bags, and the placement of concrete mattresses and frond mattresses;
- (b) temporary diversion of existing overhead electric line and associated works;
- (c) the removal of material from the seabed required for the construction of Work No. 6 and the disposal of seabed sediments produced during construction drilling and seabed preparation for cable laying; and
- (d) temporary landing places, moorings or other means of accommodating vessels in the construction and/or maintenance of the authorised development.

**5.** In connection with such Work No. 6 and Work No. 12, ancillary works within the Order limits and below MHWS which have been subject to an environmental impact assessment recorded in the environmental statement comprising

- (a) temporary landing places, moorings, anchoring or other means of accommodating vessels or construction material used in the construction and/ or maintenance of the authorised scheme; and
- (b) marking buoys, beacons, fenders and other navigational warning or ship impact protection works.

**6.** The substances or articles authorised for deposit at sea are

- (a) iron, steel, copper and aluminium;
- (b) stone and rock;
- (c) concrete and grout;
- (d) sand and gravel;
- (e) plastic and synthetics;
- (f) bentonite drilling mud;
- (g) anchors and weights used for the calibration of vessels, consisting of a hessian sack, metal shackles or chains;
- (h) material extracted from within the offshore Order limits during construction, drilling and seabed preparation for the Works; and
- (i) marine coatings, other chemicals and timber; and
- (j) any other substance or article to the extent that the effects of its deposit at sea will not give rise to any materially new or materially different environmental effects from those assessed in the Environmental Statement.

7. The grid coordinates for the authorised scheme are specified below

**Table 1: Limits of deviation for marine cable area**

Point	Latitude (DMS)	Longitude (DMS)	Point	Latitude (DMS)	Longitude (DMS)
1	52°9' 51.024"	1°36' 28.212"	386	51°19' 2.627"	1°22' 13.756"
2	52°9' 51.022"	1°36' 28.216"	387	51°19' 2.181"	1°22' 15.344"
3	52°9' 50.697"	1°36' 28.959"	388	51°18' 56.818"	1°22' 34.474"
4	52°9' 46.458"	1°36' 27.018"	389	51°18' 49.449"	1°23' 1.778"
5	52°9' 45.864"	1°36' 29.353"	390	51°18' 49.422"	1°23' 1.877"
6	52°9' 44.063"	1°36' 35.823"	391	51°18' 42.071"	1°23' 29.111"
7	52°9' 42.206"	1°36' 42.495"	392	51°18' 26.101"	1°24' 31.213"
8	52°9' 37.403"	1°36' 59.746"	393	51°18' 10.122"	1°25' 33.304"
9	52°9' 10.971"	1°38' 34.634"	394	51°18' 9.106"	1°25' 37.004"
10	52°9' 9.934"	1°38' 35.579"	395	51°18' 8.090"	1°25' 40.704"
11	52°9' 9.080"	1°38' 36.358"	396	51°18' 7.108"	1°25' 44.133"
12	52°8' 54.481"	1°38' 49.671"	397	51°18' 6.125"	1°25' 47.561"
13	52°8' 54.129"	1°38' 50.011"	398	51°18' 5.649"	1°25' 49.217"
14	52°8' 25.709"	1°39' 19.082"	399	51°18' 5.173"	1°25' 50.872"
15	52°8' 17.615"	1°39' 25.616"	400	51°18' 4.772"	1°25' 52.300"
16	52°7' 52.944"	1°39' 45.935"	401	51°18' 4.371"	1°25' 53.727"
17	52°7' 38.010"	1°39' 57.401"	402	51°18' 3.998"	1°25' 55.126"
18	52°7' 26.814"	1°40' 4.575"	403	51°18' 3.651"	1°25' 56.435"
19	52°7' 16.168"	1°40' 5.285"	404	51°18' 3.472"	1°25' 57.133"
20	52°7' 4.369"	1°40' 3.703"	405	51°18' 3.376"	1°25' 57.519"
21	52°7' 2.877"	1°40' 4.411"	406	51°18' 3.036"	1°25' 58.904"
22	52°7' 0.826"	1°40' 3.228"	407	51°18' 2.860"	1°25' 59.658"
23	52°6' 55.845"	1°40' 2.560"	408	51°18' 2.554"	1°26' 1.034"
24	52°6' 42.749"	1°39' 57.501"	409	51°18' 2.385"	1°26' 1.834"
25	52°6' 42.564"	1°39' 57.437"	410	51°18' 2.212"	1°26' 2.702"
26	52°6' 42.378"	1°39' 57.373"	411	51°18' 2.078"	1°26' 3.405"
27	52°6' 42.024"	1°39' 57.264"	412	51°18' 1.905"	1°26' 4.366"
28	52°6' 41.935"	1°39' 57.236"	413	51°18' 1.832"	1°26' 4.786"
29	52°6' 41.845"	1°39' 57.209"	414	51°18' 1.737"	1°26' 5.345"
30	52°6' 32.654"	1°39' 55.091"	415	51°18' 1.694"	1°26' 5.605"
31	52°6' 9.412"	1°39' 49.072"	416	51°18' 1.496"	1°26' 6.828"
32	52°5' 45.382"	1°39' 43.448"	417	51°18' 1.391"	1°26' 7.490"
33	52°5' 31.011"	1°39' 40.928"	418	51°18' 1.309"	1°26' 8.011"
34	52°5' 18.712"	1°39' 39.029"	419	51°18' 1.230"	1°26' 8.518"
35	52°5' 17.738"	1°39' 38.850"	420	51°18' 1.078"	1°26' 9.502"
36	52°5' 17.215"	1°39' 38.823"	421	51°18' 0.908"	1°26' 10.610"
37	52°5' 17.066"	1°39' 38.793"	422	51°18' 0.734"	1°26' 11.758"
38	52°5' 9.519"	1°39' 38.487"	423	51°18' 0.560"	1°26' 12.921"
39	52°4' 35.492"	1°39' 33.308"	424	51°18' 0.389"	1°26' 14.078"
40	52°4' 34.155"	1°39' 33.285"	425	51°18' 0.225"	1°26' 15.209"
41	52°4' 29.622"	1°39' 33.815"	426	51°18' 0.072"	1°26' 16.298"
42	52°4' 27.020"	1°39' 34.841"	427	51°17' 59.930"	1°26' 17.340"
43	52°3' 59.170"	1°39' 54.185"	428	51°17' 59.800"	1°26' 18.331"
44	52°3' 57.758"	1°39' 54.643"	429	51°17' 59.683"	1°26' 19.277"
45	52°3' 57.592"	1°39' 54.385"	430	51°17' 59.650"	1°26' 19.551"
46	52°3' 55.391"	1°39' 51.057"	431	51°17' 59.576"	1°26' 20.183"
47	52°3' 52.934"	1°39' 48.506"	432	51°17' 59.545"	1°26' 20.458"

Point	Latitude (DMS)	Longitude (DMS)	Point	Latitude (DMS)	Longitude (DMS)
48	52°3' 51.513"	1°39' 47.565"	433	51°17' 59.481"	1°26' 21.049"
49	52°3' 50.091"	1°39' 46.623"	434	51°17' 59.443"	1°26' 21.404"
50	52°3' 49.427"	1°39' 46.288"	435	51°17' 59.331"	1°26' 22.524"
51	52°3' 48.762"	1°39' 45.952"	436	51°17' 59.198"	1°26' 23.940"
52	52°3' 43.605"	1°39' 44.121"	437	51°17' 59.079"	1°26' 25.259"
53	52°3' 38.448"	1°39' 42.290"	438	51°17' 59.017"	1°26' 25.962"
54	52°3' 36.882"	1°39' 41.989"	439	51°17' 58.908"	1°26' 27.254"
55	52°3' 28.413"	1°39' 41.712"	440	51°17' 58.806"	1°26' 28.555"
56	52°3' 19.879"	1°39' 41.433"	441	51°17' 58.715"	1°26' 29.843"
57	52°3' 19.815"	1°39' 41.431"	442	51°17' 58.635"	1°26' 31.140"
58	52°3' 7.962"	1°39' 41.347"	443	51°17' 58.616"	1°26' 31.495"
59	52°2' 56.109"	1°39' 41.263"	444	51°17' 58.569"	1°26' 32.416"
60	52°2' 24.763"	1°39' 42.407"	445	51°17' 58.507"	1°26' 33.760"
61	52°2' 11.143"	1°39' 37.346"	446	51°17' 58.450"	1°26' 35.058"
62	52°1' 52.773"	1°39' 30.312"	447	51°17' 58.420"	1°26' 35.759"
63	52°1' 52.107"	1°39' 30.107"	448	51°17' 58.355"	1°26' 37.353"
64	52°0' 43.431"	1°39' 13.834"	449	51°17' 58.285"	1°26' 39.138"
65	52°0' 43.058"	1°39' 13.760"	450	51°17' 58.177"	1°26' 42.077"
66	52°0' 38.767"	1°39' 13.072"	451	51°17' 58.065"	1°26' 45.410"
67	52°0' 1.481"	1°39' 7.093"	452	51°17' 57.994"	1°26' 47.682"
68	51°59' 8.364"	1°38' 58.579"	453	51°17' 57.888"	1°26' 51.346"
69	51°58' 4.958"	1°38' 45.835"	454	51°17' 57.839"	1°26' 53.211"
70	51°57' 24.627"	1°38' 37.734"	455	51°17' 57.769"	1°26' 56.251"
71	51°56' 55.039"	1°38' 31.793"	456	51°18' 10.936"	1°26' 58.247"
72	51°55' 54.858"	1°38' 19.433"	457	51°18' 11.214"	1°27' 6.328"
73	51°55' 9.629"	1°38' 10.150"	458	51°18' 11.599"	1°27' 17.568"
74	51°54' 45.460"	1°38' 5.191"	459	51°18' 12.089"	1°27' 34.435"
75	51°54' 35.061"	1°38' 2.794"	460	51°18' 12.579"	1°27' 51.301"
76	51°54' 24.662"	1°38' 0.397"	461	51°18' 12.855"	1°28' 0.526"
77	51°54' 23.031"	1°38' 0.290"	462	51°18' 13.131"	1°28' 9.752"
78	51°54' 1.179"	1°38' 2.430"	463	51°18' 18.656"	1°28' 17.405"
79	51°53' 39.328"	1°38' 4.570"	464	51°18' 21.391"	1°28' 49.685"
80	51°53' 26.614"	1°38' 4.349"	465	51°18' 22.379"	1°29' 6.535"
81	51°53' 14.807"	1°38' 4.143"	466	51°18' 24.798"	1°29' 18.412"
82	51°53' 14.411"	1°38' 4.136"	467	51°18' 27.551"	1°29' 36.768"
83	51°53' 13.521"	1°38' 4.270"	468	51°18' 30.024"	1°29' 54.112"
84	51°53' 12.067"	1°38' 4.385"	469	51°18' 34.672"	1°30' 10.865"
85	51°53' 10.321"	1°38' 4.755"	470	51°18' 51.465"	1°30' 29.126"
86	51°53' 9.467"	1°38' 4.936"	471	51°19' 59.009"	1°31' 42.633"
87	51°53' 7.970"	1°38' 5.253"	472	51°20' 1.800"	1°31' 42.227"
88	51°53' 6.984"	1°38' 5.591"	473	51°20' 5.721"	1°31' 40.284"
89	51°53' 1.870"	1°38' 7.648"	474	51°20' 7.341"	1°31' 39.982"
90	51°52' 56.393"	1°38' 10.111"	475	51°20' 10.522"	1°31' 40.953"
91	51°52' 50.684"	1°38' 12.197"	476	51°20' 14.056"	1°31' 43.686"
92	51°52' 47.941"	1°38' 13.434"	477	51°20' 24.559"	1°31' 47.656"
93	51°52' 46.758"	1°38' 13.985"	478	51°20' 25.970"	1°31' 49.039"
94	51°52' 45.677"	1°38' 14.534"	479	51°20' 29.181"	1°31' 52.187"
95	51°52' 41.604"	1°38' 15.590"	480	51°20' 39.200"	1°32' 8.762"
96	51°52' 39.995"	1°38' 16.285"	481	51°20' 51.259"	1°32' 31.175"
97	51°52' 39.076"	1°38' 16.904"	482	51°20' 56.034"	1°32' 39.915"

Point	Latitude (DMS)	Longitude (DMS)	Point	Latitude (DMS)	Longitude (DMS)
98	51°52' 36.891"	1°38' 19.129"	483	51°20' 58.908"	1°32' 43.274"
99	51°52' 36.674"	1°38' 19.508"	484	51°21' 20.733"	1°32' 58.413"
100	51°52' 36.237"	1°38' 20.421"	485	51°21' 21.727"	1°32' 58.982"
101	51°52' 34.299"	1°38' 24.224"	486	51°21' 31.250"	1°33' 3.342"
102	51°52' 32.174"	1°38' 28.241"	487	51°22' 8.898"	1°33' 31.804"
103	51°52' 29.497"	1°38' 41.918"	488	51°22' 40.774"	1°34' 21.429"
104	51°52' 29.254"	1°38' 43.497"	489	51°22' 44.516"	1°34' 25.729"
105	51°52' 27.087"	1°39' 2.546"	490	51°22' 44.650"	1°34' 25.880"
106	51°52' 26.984"	1°39' 6.026"	491	51°22' 45.035"	1°34' 26.278"
107	51°52' 29.576"	1°39' 54.917"	492	51°22' 45.433"	1°34' 26.641"
108	51°52' 32.703"	1°40' 27.274"	493	51°22' 45.843"	1°34' 26.967"
109	51°52' 34.415"	1°40' 42.540"	494	51°22' 46.263"	1°34' 27.255"
110	51°52' 36.330"	1°40' 57.465"	495	51°22' 46.694"	1°34' 27.505"
111	51°52' 37.081"	1°41' 6.346"	496	51°22' 47.133"	1°34' 27.715"
112	51°52' 37.046"	1°41' 8.500"	497	51°22' 47.578"	1°34' 27.886"
113	51°52' 21.894"	1°42' 0.486"	498	51°22' 47.756"	1°34' 27.942"
114	51°52' 6.716"	1°42' 47.929"	499	51°22' 53.988"	1°34' 29.802"
115	51°51' 52.313"	1°43' 21.776"	500	51°22' 54.261"	1°34' 29.876"
116	51°51' 46.345"	1°43' 35.425"	501	51°22' 54.716"	1°34' 29.965"
117	51°51' 37.930"	1°43' 58.087"	502	51°22' 55.173"	1°34' 30.013"
118	51°51' 29.513"	1°44' 20.747"	503	51°22' 55.631"	1°34' 30.019"
119	51°51' 22.397"	1°44' 33.340"	504	51°22' 56.088"	1°34' 29.984"
120	51°51' 14.299"	1°44' 43.322"	505	51°22' 56.544"	1°34' 29.908"
121	51°50' 39.589"	1°45' 4.974"	506	51°22' 56.996"	1°34' 29.791"
122	51°50' 26.046"	1°45' 14.228"	507	51°22' 57.443"	1°34' 29.633"
123	51°50' 12.743"	1°45' 23.323"	508	51°22' 57.884"	1°34' 29.435"
124	51°50' 12.417"	1°45' 23.560"	509	51°22' 58.317"	1°34' 29.197"
125	51°49' 58.283"	1°45' 34.437"	510	51°22' 58.741"	1°34' 28.920"
126	51°49' 28.626"	1°45' 54.953"	511	51°22' 59.154"	1°34' 28.606"
127	51°49' 13.775"	1°46' 5.085"	512	51°22' 59.556"	1°34' 28.255"
128	51°48' 44.008"	1°46' 25.320"	513	51°22' 59.737"	1°34' 28.081"
129	51°48' 23.543"	1°46' 39.181"	514	51°23' 5.870"	1°34' 22.005"
130	51°48' 10.890"	1°46' 44.167"	515	51°23' 28.073"	1°34' 11.377"
131	51°48' 1.426"	1°46' 46.114"	516	51°23' 43.030"	1°34' 6.548"
132	51°47' 56.726"	1°46' 45.005"	517	51°23' 58.269"	1°34' 1.047"
133	51°47' 50.929"	1°46' 42.666"	518	51°24' 18.161"	1°33' 54.554"
134	51°47' 48.489"	1°46' 41.646"	519	51°24' 26.552"	1°33' 51.311"
135	51°47' 45.780"	1°46' 40.523"	520	51°24' 41.830"	1°33' 46.508"
136	51°47' 35.887"	1°46' 36.968"	521	51°24' 57.605"	1°33' 41.976"
137	51°47' 6.370"	1°46' 28.380"	522	51°25' 10.378"	1°33' 39.373"
138	51°46' 38.729"	1°46' 20.351"	523	51°25' 19.738"	1°33' 37.151"
139	51°46' 37.060"	1°46' 19.868"	524	51°25' 25.834"	1°33' 35.498"
140	51°46' 34.877"	1°46' 19.287"	525	51°25' 36.822"	1°33' 32.411"
141	51°46' 34.582"	1°46' 19.229"	526	51°25' 48.880"	1°33' 29.644"
142	51°46' 34.146"	1°46' 19.093"	527	51°25' 54.674"	1°33' 28.861"
143	51°46' 33.557"	1°46' 18.936"	528	51°26' 0.014"	1°33' 29.534"
144	51°46' 30.748"	1°46' 18.189"	529	51°26' 17.234"	1°33' 31.144"
145	51°46' 30.664"	1°46' 18.167"	530	51°26' 34.360"	1°33' 32.308"
146	51°46' 30.536"	1°46' 18.133"	531	51°26' 35.658"	1°33' 32.229"
147	51°46' 30.501"	1°46' 18.124"	532	51°26' 42.032"	1°33' 31.017"

Point	Latitude (DMS)	Longitude (DMS)	Point	Latitude (DMS)	Longitude (DMS)
148	51°46' 28.142"	1°46' 17.525"	533	51°26' 47.025"	1°33' 31.165"
149	51°46' 27.956"	1°46' 17.447"	534	51°26' 53.928"	1°33' 35.160"
150	51°46' 27.448"	1°46' 17.312"	535	51°26' 56.736"	1°33' 37.342"
151	51°46' 26.251"	1°46' 17.006"	536	51°26' 59.235"	1°33' 38.527"
152	51°46' 22.962"	1°46' 16.182"	537	51°27' 7.621"	1°33' 39.115"
153	51°46' 22.287"	1°46' 16.013"	538	51°27' 8.932"	1°33' 38.837"
154	51°46' 21.238"	1°46' 15.750"	539	51°27' 13.492"	1°33' 38.292"
155	51°46' 20.357"	1°46' 15.530"	540	51°27' 18.401"	1°33' 37.329"
156	51°46' 19.283"	1°46' 15.261"	541	51°27' 19.041"	1°33' 37.160"
157	51°46' 10.789"	1°46' 13.134"	542	51°27' 21.415"	1°33' 36.373"
158	51°45' 54.419"	1°46' 4.742"	543	51°27' 33.297"	1°33' 36.969"
159	51°45' 24.692"	1°45' 25.913"	544	51°27' 40.117"	1°33' 37.858"
160	51°45' 11.957"	1°45' 5.743"	545	51°27' 54.386"	1°33' 39.701"
161	51°45' 3.605"	1°44' 36.083"	546	51°28' 29.484"	1°33' 45.871"
162	51°44' 53.281"	1°43' 45.786"	547	51°28' 32.134"	1°33' 46.316"
163	51°44' 53.017"	1°43' 44.673"	548	51°29' 9.371"	1°33' 49.500"
164	51°44' 49.372"	1°43' 31.199"	549	51°29' 44.103"	1°33' 52.073"
165	51°44' 47.930"	1°43' 27.618"	550	51°29' 51.013"	1°33' 52.676"
166	51°44' 44.251"	1°43' 21.127"	551	51°30' 9.571"	1°33' 54.294"
167	51°44' 40.002"	1°43' 13.725"	552	51°30' 11.388"	1°33' 53.781"
168	51°44' 36.327"	1°43' 8.412"	553	51°30' 13.454"	1°33' 53.547"
169	51°43' 35.773"	1°42' 17.154"	554	51°30' 14.764"	1°33' 52.897"
170	51°42' 46.697"	1°41' 31.855"	555	51°30' 17.325"	1°33' 51.626"
171	51°42' 28.054"	1°41' 14.537"	556	51°30' 19.323"	1°33' 50.132"
172	51°42' 9.950"	1°40' 57.649"	557	51°30' 23.299"	1°33' 45.878"
173	51°41' 53.621"	1°40' 39.411"	558	51°30' 25.782"	1°33' 42.380"
174	51°41' 19.604"	1°40' 2.227"	559	51°30' 27.737"	1°33' 39.973"
175	51°41' 18.929"	1°40' 1.564"	560	51°30' 29.882"	1°33' 37.406"
176	51°41' 18.221"	1°40' 0.943"	561	51°30' 33.266"	1°33' 33.733"
177	51°41' 13.774"	1°39' 57.045"	562	51°30' 36.580"	1°33' 31.977"
178	51°40' 57.238"	1°39' 42.551"	563	51°30' 41.702"	1°33' 34.284"
179	51°40' 56.015"	1°39' 41.682"	564	51°30' 58.032"	1°33' 46.372"
180	51°40' 2.639"	1°39' 11.953"	565	51°31' 43.901"	1°34' 20.979"
181	51°40' 2.134"	1°39' 11.701"	566	51°31' 43.993"	1°34' 21.047"
182	51°39' 7.005"	1°38' 47.364"	567	51°32' 15.637"	1°34' 44.162"
183	51°38' 13.821"	1°38' 24.719"	568	51°32' 55.621"	1°35' 14.279"
184	51°36' 19.016"	1°37' 22.343"	569	51°33' 35.602"	1°35' 44.411"
185	51°35' 30.657"	1°36' 46.420"	570	51°34' 27.414"	1°36' 23.011"
186	51°34' 59.611"	1°36' 20.335"	571	51°34' 41.157"	1°36' 34.329"
187	51°34' 34.660"	1°35' 59.787"	572	51°34' 58.260"	1°36' 48.519"
188	51°33' 42.466"	1°35' 20.899"	573	51°35' 15.398"	1°37' 1.171"
189	51°33' 2.471"	1°34' 50.763"	574	51°35' 26.171"	1°37' 9.240"
190	51°32' 22.389"	1°34' 20.578"	575	51°35' 50.996"	1°37' 27.791"
191	51°31' 50.747"	1°33' 57.469"	576	51°36' 15.600"	1°37' 46.179"
192	51°31' 4.896"	1°33' 22.882"	577	51°36' 19.402"	1°37' 49.987"
193	51°30' 47.902"	1°33' 10.306"	578	51°38' 8.892"	1°38' 49.494"
194	51°30' 46.699"	1°33' 9.595"	579	51°39' 2.755"	1°39' 12.466"
195	51°30' 38.576"	1°33' 5.937"	580	51°39' 57.593"	1°39' 36.683"
196	51°30' 36.203"	1°33' 5.457"	581	51°40' 27.351"	1°39' 53.259"
197	51°30' 33.846"	1°33' 6.110"	582	51°40' 36.339"	1°39' 58.267"

Point	Latitude (DMS)	Longitude (DMS)	Point	Latitude (DMS)	Longitude (DMS)
198	51°30' 26.878"	1°33' 9.804"	583	51°40' 44.731"	1°40' 1.916"
199	51°30' 24.482"	1°33' 11.841"	584	51°40' 46.746"	1°40' 4.067"
200	51°30' 14.034"	1°33' 24.734"	585	51°40' 50.084"	1°40' 5.927"
201	51°30' 11.475"	1°33' 27.384"	586	51°41' 10.838"	1°40' 24.122"
202	51°30' 9.575"	1°33' 28.326"	587	51°41' 44.427"	1°41' 0.842"
203	51°29' 44.883"	1°33' 26.177"	588	51°42' 0.993"	1°41' 19.347"
204	51°29' 10.204"	1°33' 23.614"	589	51°42' 19.958"	1°41' 37.090"
205	51°28' 33.222"	1°33' 20.457"	590	51°42' 38.830"	1°41' 54.623"
206	51°27' 55.804"	1°33' 13.891"	591	51°42' 39.282"	1°41' 55.013"
207	51°27' 35.191"	1°33' 11.224"	592	51°43' 14.418"	1°42' 28.213"
208	51°27' 34.005"	1°33' 11.086"	593	51°43' 49.825"	1°42' 57.731"
209	51°27' 20.964"	1°33' 10.434"	594	51°44' 12.510"	1°43' 16.691"
210	51°27' 19.070"	1°33' 10.697"	595	51°44' 23.970"	1°43' 25.574"
211	51°27' 16.077"	1°33' 11.689"	596	51°44' 31.855"	1°43' 33.447"
212	51°27' 12.087"	1°33' 12.486"	597	51°44' 35.073"	1°43' 43.597"
213	51°27' 7.037"	1°33' 13.111"	598	51°44' 44.830"	1°44' 20.916"
214	51°27' 4.772"	1°33' 13.591"	599	51°45' 0.786"	1°45' 24.613"
215	51°27' 2.568"	1°33' 13.113"	600	51°45' 6.581"	1°45' 33.791"
216	51°27' 0.726"	1°33' 11.644"	601	51°45' 14.201"	1°45' 45.777"
217	51°27' 0.083"	1°33' 11.203"	602	51°45' 45.415"	1°46' 26.552"
218	51°26' 59.869"	1°33' 11.057"	603	51°45' 48.072"	1°46' 28.793"
219	51°26' 52.636"	1°33' 6.873"	604	51°45' 49.501"	1°46' 29.593"
220	51°26' 47.656"	1°33' 6.547"	605	51°46' 6.477"	1°46' 38.294"
221	51°26' 39.535"	1°33' 5.836"	606	51°46' 7.688"	1°46' 38.754"
222	51°26' 37.534"	1°33' 5.793"	607	51°46' 16.083"	1°46' 40.857"
223	51°26' 35.785"	1°33' 6.465"	608	51°46' 24.477"	1°46' 42.961"
224	51°26' 32.255"	1°33' 6.245"	609	51°46' 34.366"	1°46' 45.592"
225	51°26' 17.984"	1°33' 5.278"	610	51°47' 3.447"	1°46' 54.044"
226	51°26' 3.627"	1°33' 3.939"	611	51°47' 32.528"	1°47' 2.499"
227	51°25' 53.970"	1°33' 2.974"	612	51°47' 42.125"	1°47' 5.948"
228	51°25' 47.145"	1°33' 4.442"	613	51°47' 46.568"	1°47' 7.805"
229	51°25' 25.893"	1°33' 10.216"	614	51°47' 46.903"	1°47' 7.945"
230	51°25' 11.657"	1°33' 14.009"	615	51°47' 46.968"	1°47' 7.971"
231	51°24' 50.218"	1°33' 19.871"	616	51°47' 50.078"	1°47' 9.227"
232	51°24' 34.276"	1°33' 24.120"	617	51°47' 50.937"	1°47' 9.574"
233	51°24' 17.499"	1°33' 28.685"	618	51°47' 52.471"	1°47' 9.464"
234	51°24' 11.596"	1°33' 30.058"	619	51°47' 52.960"	1°47' 9.533"
235	51°24' 10.391"	1°33' 30.136"	620	51°47' 53.458"	1°47' 9.521"
236	51°23' 25.342"	1°33' 21.829"	621	51°47' 54.029"	1°47' 9.420"
237	51°22' 5.760"	1°33' 6.941"	622	51°47' 55.904"	1°47' 9.085"
238	51°22' 0.566"	1°33' 2.152"	623	51°48' 0.768"	1°47' 8.141"
239	51°21' 46.470"	1°32' 48.623"	624	51°48' 4.663"	1°47' 7.799"
240	51°21' 40.758"	1°32' 42.650"	625	51°48' 12.188"	1°47' 6.569"
241	51°21' 38.222"	1°32' 40.217"	626	51°48' 15.112"	1°47' 6.057"
242	51°21' 37.528"	1°32' 39.498"	627	51°48' 18.538"	1°47' 6.022"
243	51°21' 36.343"	1°32' 38.784"	628	51°48' 20.556"	1°47' 5.568"
244	51°21' 26.694"	1°32' 34.368"	629	51°48' 21.825"	1°47' 5.049"
245	51°21' 25.238"	1°32' 33.358"	630	51°48' 22.775"	1°47' 4.510"
246	51°21' 7.029"	1°32' 20.730"	631	51°48' 24.034"	1°47' 3.686"
247	51°21' 3.475"	1°32' 14.223"	632	51°48' 25.492"	1°47' 2.667"

Point	Latitude (DMS)	Longitude (DMS)	Point	Latitude (DMS)	Longitude (DMS)
248	51°20' 51.007"	1°31' 51.084"	633	51°48' 26.464"	1°47' 1.918"
249	51°20' 40.112"	1°31' 33.062"	634	51°48' 27.326"	1°47' 1.438"
250	51°20' 38.524"	1°31' 31.025"	635	51°48' 40.720"	1°46' 52.723"
251	51°20' 31.921"	1°31' 24.551"	636	51°48' 43.979"	1°46' 50.817"
252	51°20' 29.550"	1°31' 22.989"	637	51°48' 54.507"	1°46' 43.701"
253	51°20' 10.305"	1°31' 15.718"	638	51°48' 57.044"	1°46' 42.048"
254	51°20' 7.707"	1°31' 15.425"	639	51°49' 1.912"	1°46' 38.847"
255	51°19' 56.877"	1°31' 17.002"	640	51°49' 6.370"	1°46' 35.928"
256	51°19' 54.143"	1°31' 14.414"	641	51°49' 10.004"	1°46' 33.590"
257	51°19' 44.221"	1°31' 2.941"	642	51°49' 12.834"	1°46' 31.843"
258	51°19' 22.248"	1°30' 37.476"	643	51°49' 16.873"	1°46' 29.085"
259	51°19' 21.878"	1°30' 37.071"	644	51°49' 21.772"	1°46' 25.496"
260	51°19' 17.489"	1°30' 32.556"	645	51°49' 24.406"	1°46' 23.459"
261	51°19' 16.621"	1°30' 29.330"	646	51°49' 26.555"	1°46' 21.854"
262	51°19' 12.226"	1°30' 8.241"	647	51°49' 29.325"	1°46' 19.779"
263	51°19' 1.695"	1°29' 13.708"	648	51°49' 29.559"	1°46' 19.610"
264	51°18' 43.443"	1°27' 41.147"	649	51°49' 31.217"	1°46' 18.481"
265	51°18' 40.537"	1°27' 26.469"	650	51°49' 31.437"	1°46' 18.271"
266	51°18' 38.361"	1°27' 15.755"	651	51°49' 31.862"	1°46' 17.852"
267	51°18' 32.698"	1°27' 5.361"	652	51°49' 32.358"	1°46' 17.408"
268	51°18' 30.084"	1°27' 0.160"	653	51°49' 32.932"	1°46' 16.938"
269	51°18' 30.118"	1°26' 57.986"	654	51°49' 33.571"	1°46' 16.448"
270	51°18' 30.181"	1°26' 55.230"	655	51°49' 34.341"	1°46' 15.980"
271	51°18' 30.225"	1°26' 53.549"	656	51°49' 35.765"	1°46' 15.044"
272	51°18' 30.290"	1°26' 51.267"	657	51°49' 36.855"	1°46' 14.279"
273	51°18' 30.323"	1°26' 50.175"	658	51°49' 37.455"	1°46' 13.868"
274	51°18' 30.390"	1°26' 48.030"	659	51°49' 53.229"	1°46' 3.357"
275	51°18' 30.491"	1°26' 45.023"	660	51°50' 3.386"	1°45' 57.066"
276	51°18' 30.590"	1°26' 42.309"	661	51°50' 14.644"	1°45' 50.122"
277	51°18' 30.653"	1°26' 40.695"	662	51°50' 17.898"	1°45' 48.283"
278	51°18' 30.714"	1°26' 39.222"	663	51°50' 19.219"	1°45' 47.266"
279	51°18' 30.742"	1°26' 38.573"	664	51°50' 32.380"	1°45' 38.269"
280	51°18' 30.793"	1°26' 37.391"	665	51°50' 45.540"	1°45' 29.271"
281	51°18' 30.834"	1°26' 36.490"	666	51°51' 3.374"	1°45' 18.151"
282	51°18' 30.867"	1°26' 35.852"	667	51°51' 21.207"	1°45' 7.028"
283	51°18' 30.897"	1°26' 35.349"	668	51°51' 23.200"	1°45' 5.226"
284	51°18' 30.936"	1°26' 34.783"	669	51°51' 27.997"	1°44' 59.315"
285	51°18' 30.997"	1°26' 34.003"	670	51°51' 32.793"	1°44' 53.403"
286	51°18' 31.080"	1°26' 33.025"	671	51°51' 33.327"	1°44' 52.613"
287	51°18' 31.121"	1°26' 32.549"	672	51°51' 33.861"	1°44' 51.824"
288	51°18' 31.218"	1°26' 31.480"	673	51°51' 42.012"	1°44' 37.399"
289	51°18' 31.305"	1°26' 30.548"	674	51°51' 42.973"	1°44' 35.314"
290	51°18' 31.385"	1°26' 29.745"	675	51°51' 50.568"	1°44' 14.870"
291	51°18' 31.415"	1°26' 29.468"	676	51°51' 53.048"	1°43' 57.342"
292	51°18' 31.457"	1°26' 29.110"	677	51°51' 55.350"	1°43' 54.404"
293	51°18' 31.509"	1°26' 28.685"	678	51°52' 19.004"	1°43' 5.199"
294	51°18' 31.577"	1°26' 28.165"	679	51°52' 19.469"	1°43' 4.305"
295	51°18' 31.664"	1°26' 27.524"	680	51°52' 50.135"	1°41' 19.585"
296	51°18' 31.774"	1°26' 26.743"	681	51°52' 54.614"	1°40' 13.491"
297	51°18' 31.904"	1°26' 25.844"	682	51°52' 59.084"	1°39' 7.393"

Point	Latitude (DMS)	Longitude (DMS)	Point	Latitude (DMS)	Longitude (DMS)
298	51°18' 32.048"	1°26' 24.868"	683	51°52' 59.571"	1°39' 1.476"
299	51°18' 32.200"	1°26' 23.855"	684	51°53' 0.058"	1°38' 55.559"
300	51°18' 32.354"	1°26' 22.839"	685	51°53' 0.134"	1°38' 54.840"
301	51°18' 32.505"	1°26' 21.853"	686	51°53' 0.271"	1°38' 54.145"
302	51°18' 32.648"	1°26' 20.930"	687	51°53' 0.467"	1°38' 53.487"
303	51°18' 32.776"	1°26' 20.106"	688	51°53' 0.717"	1°38' 52.880"
304	51°18' 32.844"	1°26' 19.678"	689	51°53' 1.017"	1°38' 52.336"
305	51°18' 33.011"	1°26' 18.651"	690	51°53' 1.427"	1°38' 51.797"
306	51°18' 33.048"	1°26' 18.432"	691	51°53' 1.743"	1°38' 51.474"
307	51°18' 33.143"	1°26' 17.916"	692	51°53' 24.971"	1°38' 32.626"
308	51°18' 33.276"	1°26' 17.317"	693	51°53' 39.441"	1°38' 30.729"
309	51°18' 33.476"	1°26' 16.500"	694	51°54' 1.604"	1°38' 28.595"
310	51°18' 33.569"	1°26' 16.139"	695	51°54' 23.190"	1°38' 26.485"
311	51°18' 33.788"	1°26' 15.314"	696	51°54' 43.236"	1°38' 31.109"
312	51°18' 34.007"	1°26' 14.490"	697	51°56' 53.011"	1°38' 57.773"
313	51°18' 34.650"	1°26' 12.200"	698	51°59' 6.470"	1°39' 24.608"
314	51°18' 35.549"	1°26' 9.073"	699	52°0' 41.276"	1°39' 39.826"
315	51°18' 37.685"	1°26' 1.611"	700	52°1' 49.429"	1°39' 55.987"
316	51°18' 39.919"	1°25' 53.476"	701	52°2' 5.757"	1°40' 2.162"
317	51°18' 47.920"	1°25' 22.394"	702	52°2' 19.229"	1°40' 7.258"
318	51°19' 11.908"	1°23' 49.130"	703	52°2' 38.252"	1°40' 7.750"
319	51°19' 22.775"	1°23' 8.870"	704	52°2' 41.321"	1°40' 8.050"
320	51°19' 26.409"	1°22' 55.404"	705	52°2' 56.146"	1°40' 7.509"
321	51°19' 30.327"	1°22' 41.426"	706	52°3' 19.680"	1°40' 7.680"
322	51°19' 31.196"	1°22' 38.329"	707	52°3' 35.762"	1°40' 8.210"
323	51°19' 32.3"N	1°22' 34.6"E	708	52°3' 44.620"	1°40' 11.357"
324	51°19' 37.1"N	1°22' 28.8"E	709	52°3' 45.442"	1°40' 11.902"
325	51°19' 37.2"N	1°22' 28.0"E	710	52°3' 46.491"	1°40' 13.489"
326	51°19' 38.3"N	1°22' 27.2"E	711	52°3' 47.702"	1°40' 15.403"
327	51°19' 38.7"N	1°22' 26.9"E	712	52°3' 48.441"	1°40' 16.329"
328	51°19' 39.1"N	1°22' 27.0"E	713	52°3' 49.181"	1°40' 17.255"
329	51°19' 38.5"N	1°22' 26.7"E	714	52°3' 50.490"	1°40' 18.532"
330	51°19' 37.9"N	1°22' 26.9"E	715	52°3' 53.685"	1°40' 20.313"
331	51°19' 37.1"N	1°22' 27.7"E	716	52°3' 57.051"	1°40' 20.975"
332	51°19' 35.8"N	1°22' 26.8"E	717	52°3' 59.607"	1°40' 20.817"
333	51°19'	1°22' 24.877"	718	52°4' 3.162"	1°40' 19.667"
334	51°19'	1°22' 24.793"	719	52°4' 4.762"	1°40' 18.862"
335	51°19'	1°22' 21.370"	720	52°4' 32.139"	1°39' 59.850"
336	51°19'	1°22' 20.388"	721	52°4' 34.649"	1°39' 59.557"
337	51°19'	1°22' 19.529"	722	52°5' 8.283"	1°40' 4.682"
338	51°19'	1°22' 19.095"	723	52°5' 33.094"	1°40' 5.721"
339	51°19'	1°22' 18.666"	724	52°5' 55.307"	1°40' 11.070"
340	51°19' 33.103"	1°22' 17.945"	725	52°6' 11.802"	1°40' 14.740"
341	51°19' 33.472"	1°22' 16.474"	726	52°6' 39.189"	1°40' 23.141"
342	51°19' 33.505"	1°22' 16.107"	727	52°6' 52.695"	1°40' 28.361"
343	51°19' 33.460"	1°22' 15.813"	728	52°6' 53.902"	1°40' 28.673"
344	51°19' 33.360"	1°22' 15.595"	729	52°7' 15.334"	1°40' 31.551"
345	51°19' 32.982"	1°22' 15.022"	730	52°7' 28.843"	1°40' 30.751"
346	51°19' 32.919"	1°22' 14.885"	731	52°7' 31.480"	1°40' 29.846"
347	51°19' 31.947"	1°22' 13.479"	732	52°7' 37.837"	1°40' 25.774"

Point	Latitude (DMS)	Longitude (DMS)	Point	Latitude (DMS)	Longitude (DMS)
348	51°19' 31.554"	1°22' 13.299"	733	52°7' 40.081"	1°40' 22.840"
349	51°19' 31.424"	1°22' 13.172"	734	52°7' 46.142"	1°40' 18.870"
350	51°19' 31.330"	1°22' 13.012"	735	52°7' 54.029"	1°40' 14.183"
351	51°19' 31.267"	1°22' 12.781"	736	52°7' 59.972"	1°40' 9.621"
352	51°19' 31.259"	1°22' 12.516"	737	52°8' 0.202"	1°40' 9.437"
353	51°19' 31.264"	1°22' 12.493"	738	52°8' 8.481"	1°40' 2.552"
354	51°19' 26.603"	1°22' 5.757"	739	52°8' 16.761"	1°39' 55.667"
355	51°19' 25.258"	1°22' 3.868"	740	52°8' 33.272"	1°39' 42.342"
356	51°19' 25.167"	1°22' 3.741"	741	52°8' 33.982"	1°39' 41.695"
357	51°19' 25.085"	1°22' 3.626"	742	52°9' 2.575"	1°39' 12.451"
358	51°19' 24.808"	1°22' 3.225"	743	52°9' 19.621"	1°38' 58.526"
359	51°19' 24.883"	1°22' 0.411"	744	52°9' 20.639"	1°38' 57.375"
360	51°19' 24.852"	1°22' 0.351"	745	52°9' 21.536"	1°38' 55.985"
361	51°19' 24.512"	1°21' 59.398"	746	52°9' 40.583"	1°38' 21.585"
362	51°19' 24.380"	1°21' 59.113"	747	52°9' 41.245"	1°38' 20.216"
363	51°19' 24.199"	1°21' 58.859"	748	52°9' 41.790"	1°38' 18.717"
364	51°19' 23.707"	1°21' 58.339"	749	52°9' 42.478"	1°38' 16.503"
365	51°19' 23.518"	1°21' 58.053"	750	52°9' 59.120"	1°37' 15.816"
366	51°19' 23.115"	1°21' 56.959"	751	52°10' 5.676"	1°36' 51.897"
367	51°19' 22.453"	1°21' 55.626"	752	52°10' 6.497"	1°36' 48.902"
368	51°19' 22.187"	1°21' 55.159"	753	52°10' 6.936"	1°36' 47.300"
369	51°19' 21.940"	1°21' 54.813"	754	52°10' 7.674"	1°36' 44.608"
370	51°19' 21.329"	1°21' 54.081"	755	52°10' 7.699"	1°36' 44.514"
371	51°19' 20.728"	1°21' 53.247"	756	52°10' 8.210"	1°36' 42.649"
372	51°19' 19.742"	1°21' 52.317"	757	52°10' 8.650"	1°36' 41.044"
373	51°19' 19.145"	1°21' 51.535"	758	52°10' 8.864"	1°36' 40.262"
374	51°19' 18.944"	1°21' 51.363"	759	52°10'	1°36' 38.739"
375	51°19' 18.360"	1°21' 50.981"	760	52°10'	1°36' 38.664"
376	51°19' 17.711"	1°21' 50.413"	761	52°10'	1°36' 38.074"
377	51°19' 14.953"	1°22' 1.124"	762	52°10'	1°36' 35.840"
378	51°19' 13.936"	1°22' 0.539"	764	52°10'	1°36' 34.433"
379	51°19' 12.275"	1°21' 59.585"	764	52°10'	1°36' 33.128"
380	51°19' 7.341"	1°21' 56.750"	765	52°10'	1°36' 32.950"
381	51°19' 4.216"	1°22' 8.087"	766	52°10'	1°36' 32.072"
382	51°19' 4.096"	1°22' 8.515"	767	52°9'	1°36' 31.526"
383	51°19' 3.671"	1°22' 10.031"	768	52°9' 57.364"	1°36' 30.852"
384	51°19' 3.594"	1°22' 10.305"	769	52°9'	1°36' 29.252"
385	51°19' 3.380"	1°22' 11.069"	770	52°9'	1°36' 28.212"

**Table 2: Limits of deviation for access bridge and overhead cables over the River Stour**

Point	Latitude (DMS)	Longitude (DMS)	Point	Latitude (DMS)	Longitude (DMS)
1	51° 18' 58.905"	001° 19' 35.189"	292	51° 19' 1.006"	001° 18' 38.515"
2	51° 18' 58.742"	001° 19' 34.839"	293	51° 19' 1.018"	001° 18' 38.646"
3	51° 18' 59.071"	001° 19' 34.295"	294	51° 19' 1.038"	001° 18' 38.869"
4	51° 18' 59.187"	001° 19' 34.118"	295	51° 19' 1.061"	001° 18' 39.093"
5	51° 18' 59.370"	001° 19' 33.816"	296	51° 19' 1.090"	001° 18' 39.312"
6	51° 18' 59.513"	001° 19' 33.568"	297	51° 19' 1.121"	001° 18' 39.485"
7	51° 18' 59.615"	001° 19' 33.384"	298	51° 19' 1.155"	001° 18' 39.658"
8	51° 18' 59.726"	001° 19' 33.133"	299	51° 19' 1.195"	001° 18' 39.831"

<i>Point</i>	<i>Latitude (DMS)</i>	<i>Longitude (DMS)</i>	<i>Point</i>	<i>Latitude (DMS)</i>	<i>Longitude (DMS)</i>
9	51° 18' 59.825"	001° 19' 32.944"	300	51° 19' 1.242"	001° 18' 40.016"
10	51° 18' 59.880"	001° 19' 32.845"	301	51° 19' 1.292"	001° 18' 40.195"
11	51° 18' 59.965"	001° 19' 32.603"	302	51° 19' 1.345"	001° 18' 40.374"
12	51° 19' 0.084"	001° 19' 32.286"	303	51° 19' 1.381"	001° 18' 40.491"
13	51° 19' 0.266"	001° 19' 31.783"	304	51° 19' 1.435"	001° 18' 40.663"
14	51° 19' 0.343"	001° 19' 31.581"	305	51° 19' 1.490"	001° 18' 40.755"
15	51° 19' 0.393"	001° 19' 31.425"	306	51° 19' 1.639"	001° 18' 40.908"
16	51° 19' 0.509"	001° 19' 30.984"	307	51° 19' 1.696"	001° 18' 40.969"
17	51° 19' 0.546"	001° 19' 30.842"	308	51° 19' 1.756"	001° 18' 41.004"
18	51° 19' 0.602"	001° 19' 30.458"	309	51° 19' 1.792"	001° 18' 41.007"
19	51° 19' 0.638"	001° 19' 30.109"	310	51° 19' 1.824"	001° 18' 41.004"
20	51° 19' 0.666"	001° 19' 29.905"	311	51° 19' 1.857"	001° 18' 40.996"
21	51° 19' 0.663"	001° 19' 29.889"	312	51° 19' 1.876"	001° 18' 40.992"
22	51° 19' 0.658"	001° 19' 29.868"	313	51° 19' 1.896"	001° 18' 40.983"
23	51° 19' 0.651"	001° 19' 29.857"	314	51° 19' 1.915"	001° 18' 40.980"
24	51° 19' 0.642"	001° 19' 29.851"	315	51° 19' 1.936"	001° 18' 41.069"
25	51° 19' 0.603"	001° 19' 29.848"	316	51° 19' 1.847"	001° 18' 41.104"
26	51° 19' 0.590"	001° 19' 29.853"	317	51° 19' 1.821"	001° 18' 41.107"
27	51° 19' 0.577"	001° 19' 29.852"	318	51° 19' 1.798"	001° 18' 41.116"
28	51° 19' 0.548"	001° 19' 29.865"	319	51° 19' 1.778"	001° 18' 41.135"
29	51° 19' 0.521"	001° 19' 29.879"	320	51° 19' 1.768"	001° 18' 41.155"
30	51° 19' 0.492"	001° 19' 29.887"	321	51° 19' 1.764"	001° 18' 41.186"
31	51° 19' 0.440"	001° 19' 29.894"	322	51° 19' 1.760"	001° 18' 41.211"
32	51° 19' 0.411"	001° 19' 29.886"	323	51° 19' 1.753"	001° 18' 41.302"
33	51° 19' 0.376"	001° 19' 29.879"	324	51° 19' 1.757"	001° 18' 41.372"
34	51° 19' 0.346"	001° 19' 29.887"	325	51° 19' 1.773"	001° 18' 41.416"
35	51° 19' 0.298"	001° 19' 29.883"	326	51° 19' 1.895"	001° 18' 41.670"
36	51° 19' 0.272"	001° 19' 29.876"	327	51° 19' 2.223"	001° 18' 42.312"
37	51° 19' 0.243"	001° 19' 29.869"	328	51° 19' 2.364"	001° 18' 42.570"
38	51° 19' 0.218"	001° 19' 29.852"	329	51° 19' 2.435"	001° 18' 42.704"
39	51° 19' 0.196"	001° 19' 29.829"	330	51° 19' 2.505"	001° 18' 42.849"
40	51° 19' 0.174"	001° 19' 29.802"	331	51° 19' 2.576"	001° 18' 42.999"
41	51° 19' 0.159"	001° 19' 29.765"	332	51° 19' 2.643"	001° 18' 43.148"
42	51° 19' 0.147"	001° 19' 29.728"	333	51° 19' 2.698"	001° 18' 43.266"
43	51° 19' 0.142"	001° 19' 29.665"	334	51° 19' 2.749"	001° 18' 43.383"
44	51° 19' 0.146"	001° 19' 29.640"	335	51° 19' 2.804"	001° 18' 43.496"
45	51° 19' 0.153"	001° 19' 29.614"	336	51° 19' 2.940"	001° 18' 43.743"
46	51° 19' 0.167"	001° 19' 29.590"	337	51° 19' 3.075"	001° 18' 44.006"
47	51° 19' 0.177"	001° 19' 29.570"	338	51° 19' 3.207"	001° 18' 44.264"
48	51° 19' 0.194"	001° 19' 29.550"	339	51° 19' 3.311"	001° 18' 44.488"
49	51° 19' 0.207"	001° 19' 29.530"	340	51° 19' 3.415"	001° 18' 44.707"
50	51° 19' 0.224"	001° 19' 29.511"	341	51° 19' 3.518"	001° 18' 44.932"
51	51° 19' 0.254"	001° 19' 29.498"	342	51° 19' 3.634"	001° 18' 45.178"
52	51° 19' 0.312"	001° 19' 29.492"	343	51° 19' 3.747"	001° 18' 45.419"
53	51° 19' 0.396"	001° 19' 29.508"	344	51° 19' 3.863"	001° 18' 45.670"
54	51° 19' 0.437"	001° 19' 29.526"	345	51° 19' 3.955"	001° 18' 45.873"
55	51° 19' 0.476"	001° 19' 29.550"	346	51° 19' 4.049"	001° 18' 46.076"
56	51° 19' 0.514"	001° 19' 29.578"	347	51° 19' 4.134"	001° 18' 46.294"
57	51° 19' 0.551"	001° 19' 29.617"	348	51° 19' 4.224"	001° 18' 46.559"

<i>Point</i>	<i>Latitude (DMS)</i>	<i>Longitude (DMS)</i>	<i>Point</i>	<i>Latitude (DMS)</i>	<i>Longitude (DMS)</i>
58	51° 19' 0.618"	001° 19' 29.664"	349	51° 19' 4.268"	001° 18' 46.696"
59	51° 19' 0.646"	001° 19' 29.702"	350	51° 19' 4.325"	001° 18' 46.876"
60	51° 19' 0.662"	001° 19' 29.713"	351	51° 19' 4.384"	001° 18' 47.061"
61	51° 19' 0.678"	001° 19' 29.720"	352	51° 19' 4.444"	001° 18' 47.241"
62	51° 19' 0.694"	001° 19' 29.710"	353	51° 19' 4.488"	001° 18' 47.389"
63	51° 19' 0.705"	001° 19' 29.696"	354	51° 19' 4.533"	001° 18' 47.532"
64	51° 19' 0.705"	001° 19' 29.680"	355	51° 19' 4.577"	001° 18' 47.680"
65	51° 19' 0.742"	001° 19' 29.414"	356	51° 19' 4.621"	001° 18' 47.859"
66	51° 19' 0.802"	001° 19' 29.010"	357	51° 19' 4.658"	001° 18' 48.037"
67	51° 19' 0.852"	001° 19' 28.709"	358	51° 19' 4.675"	001° 18' 48.124"
68	51° 19' 0.890"	001° 19' 28.428"	359	51° 19' 4.680"	001° 18' 48.146"
69	51° 19' 0.929"	001° 19' 28.167"	360	51° 19' 4.695"	001° 18' 48.221"
70	51° 19' 0.948"	001° 19' 27.838"	361	51° 19' 4.729"	001° 18' 48.378"
71	51° 19' 0.980"	001° 19' 27.411"	362	51° 19' 4.763"	001° 18' 48.541"
72	51° 19' 1.003"	001° 19' 26.932"	363	51° 19' 4.794"	001° 18' 48.698"
73	51° 19' 1.023"	001° 19' 26.572"	364	51° 19' 4.845"	001° 18' 48.970"
74	51° 19' 1.030"	001° 19' 26.324"	365	51° 19' 4.867"	001° 18' 49.106"
75	51° 19' 1.061"	001° 19' 25.701"	366	51° 19' 4.896"	001° 18' 49.260"
76	51° 19' 1.085"	001° 19' 25.197"	367	51° 19' 4.911"	001° 18' 49.383"
77	51° 19' 1.092"	001° 19' 25.052"	368	51° 19' 4.920"	001° 18' 49.410"
78	51° 19' 1.138"	001° 19' 24.353"	369	51° 19' 4.926"	001° 18' 49.431"
79	51° 19' 1.155"	001° 19' 24.080"	370	51° 19' 4.938"	001° 18' 49.458"
80	51° 19' 1.220"	001° 19' 22.834"	371	51° 19' 4.953"	001° 18' 49.485"
81	51° 19' 1.271"	001° 19' 21.831"	372	51° 19' 4.972"	001° 18' 49.502"
82	51° 19' 1.305"	001° 19' 21.306"	373	51° 19' 5.017"	001° 18' 49.536"
83	51° 19' 1.365"	001° 19' 20.349"	374	51° 19' 5.042"	001° 18' 49.543"
84	51° 19' 1.390"	001° 19' 19.932"	375	51° 19' 5.065"	001° 18' 49.539"
85	51° 19' 1.401"	001° 19' 19.664"	376	51° 19' 5.269"	001° 18' 49.544"
86	51° 19' 1.440"	001° 19' 18.846"	377	51° 19' 5.418"	001° 18' 49.548"
87	51° 19' 1.467"	001° 19' 17.782"	378	51° 19' 5.477"	001° 18' 49.548"
88	51° 19' 1.147"	001° 19' 17.704"	379	51° 19' 5.473"	001° 18' 49.745"
89	51° 19' 1.168"	001° 19' 17.552"	380	51° 19' 5.415"	001° 18' 49.745"
90	51° 19' 1.488"	001° 19' 17.639"	381	51° 19' 5.264"	001° 18' 49.734"
91	51° 19' 1.534"	001° 19' 17.116"	382	51° 19' 5.183"	001° 18' 49.734"
92	51° 19' 1.564"	001° 19' 16.860"	383	51° 19' 5.154"	001° 18' 49.726"
93	51° 19' 1.636"	001° 19' 16.152"	384	51° 19' 5.122"	001° 18' 49.724"
94	51° 19' 1.899"	001° 19' 13.758"	385	51° 19' 5.095"	001° 18' 49.738"
95	51° 19' 1.984"	001° 19' 12.927"	386	51° 19' 5.069"	001° 18' 49.762"
96	51° 19' 2.126"	001° 19' 12.033"	387	51° 19' 5.048"	001° 18' 49.791"
97	51° 19' 2.262"	001° 19' 11.206"	388	51° 19' 5.031"	001° 18' 49.831"
98	51° 19' 2.297"	001° 19' 10.996"	389	51° 19' 5.017"	001° 18' 49.866"
99	51° 19' 2.444"	001° 19' 10.056"	390	51° 19' 5.010"	001° 18' 49.902"
100	51° 19' 2.526"	001° 19' 9.571"	391	51° 19' 5.005"	001° 18' 49.938"
101	51° 19' 2.572"	001° 19' 9.306"	392	51° 19' 5.000"	001° 18' 50.005"
102	51° 19' 2.661"	001° 19' 8.780"	393	51° 19' 5.005"	001° 18' 50.072"
103	51° 19' 2.711"	001° 19' 8.499"	394	51° 19' 5.016"	001° 18' 50.140"
104	51° 19' 2.756"	001° 19' 8.192"	395	51° 19' 5.041"	001° 18' 50.509"
105	51° 19' 2.803"	001° 19' 7.912"	396	51° 19' 5.070"	001° 18' 50.847"
106	51° 19' 2.911"	001° 19' 7.256"	397	51° 19' 5.079"	001° 18' 50.992"

<i>Point</i>	<i>Latitude (DMS)</i>	<i>Longitude (DMS)</i>	<i>Point</i>	<i>Latitude (DMS)</i>	<i>Longitude (DMS)</i>
107	51° 19' 2.931"	001° 19' 7.136"	398	51° 19' 5.077"	001° 18' 51.085"
108	51° 19' 2.710"	001° 19' 7.058"	399	51° 19' 5.089"	001° 18' 51.319"
109	51° 19' 2.581"	001° 19' 7.038"	400	51° 19' 5.090"	001° 18' 51.629"
110	51° 19' 2.451"	001° 19' 7.019"	401	51° 19' 5.099"	001° 18' 51.888"
111	51° 19' 2.451"	001° 19' 7.000"	402	51° 19' 5.098"	001° 18' 52.167"
112	51° 19' 2.478"	001° 19' 6.872"	403	51° 19' 5.094"	001° 18' 52.290"
113	51° 19' 2.498"	001° 19' 6.875"	404	51° 19' 5.082"	001° 18' 52.481"
114	51° 19' 2.591"	001° 19' 6.892"	405	51° 19' 5.073"	001° 18' 52.682"
115	51° 19' 2.692"	001° 19' 6.912"	406	51° 19' 5.058"	001° 18' 52.985"
116	51° 19' 2.955"	001° 19' 6.987"	407	51° 19' 5.053"	001° 18' 53.068"
117	51° 19' 2.968"	001° 19' 6.865"	408	51° 19' 5.027"	001° 18' 53.407"
118	51° 19' 2.982"	001° 19' 6.721"	409	51° 19' 4.990"	001° 18' 53.911"
119	51° 19' 3.015"	001° 19' 6.465"	410	51° 19' 4.975"	001° 18' 54.085"
120	51° 19' 3.043"	001° 19' 6.188"	411	51° 19' 4.954"	001° 18' 54.368"
121	51° 19' 3.138"	001° 19' 5.331"	412	51° 19' 4.926"	001° 18' 54.686"
122	51° 19' 3.228"	001° 19' 4.568"	413	51° 19' 4.848"	001° 18' 55.399"
123	51° 19' 3.259"	001° 19' 4.250"	414	51° 19' 4.809"	001° 18' 55.727"
124	51° 19' 3.394"	001° 19' 2.937"	415	51° 19' 4.551"	001° 18' 57.967"
125	51° 19' 3.441"	001° 19' 2.516"	416	51° 19' 4.482"	001° 18' 58.592"
126	51° 19' 3.502"	001° 19' 1.973"	417	51° 19' 4.461"	001° 18' 58.761"
127	51° 19' 3.565"	001° 19' 1.358"	418	51° 19' 4.310"	001° 19' 0.305"
128	51° 19' 3.616"	001° 19' 0.912"	419	51° 19' 4.219"	001° 19' 1.229"
129	51° 19' 3.655"	001° 19' 0.568"	420	51° 19' 4.109"	001° 19' 2.280"
130	51° 19' 3.685"	001° 19' 0.312"	421	51° 19' 4.055"	001° 19' 2.793"
131	51° 19' 3.911"	001° 18' 58.297"	422	51° 19' 3.947"	001° 19' 3.762"
132	51° 19' 3.950"	001° 18' 57.928"	423	51° 19' 3.859"	001° 19' 4.557"
133	51° 19' 4.016"	001° 18' 57.303"	424	51° 19' 3.794"	001° 19' 5.167"
134	51° 19' 4.099"	001° 18' 56.570"	425	51° 19' 3.751"	001° 19' 5.515"
135	51° 19' 4.207"	001° 18' 55.621"	426	51° 19' 3.729"	001° 19' 5.741"
136	51° 19' 4.252"	001° 18' 55.284"	427	51° 19' 3.688"	001° 19' 6.136"
137	51° 19' 4.333"	001° 18' 54.463"	428	51° 19' 3.671"	001° 19' 6.285"
138	51° 19' 4.343"	001° 18' 54.334"	429	51° 19' 3.696"	001° 19' 6.312"
139	51° 19' 4.365"	001° 18' 54.150"	430	51° 19' 3.770"	001° 19' 6.343"
140	51° 19' 4.379"	001° 18' 53.991"	431	51° 19' 3.886"	001° 19' 6.367"
141	51° 19' 4.393"	001° 18' 53.847"	432	51° 19' 3.872"	001° 19' 6.501"
142	51° 19' 4.400"	001° 18' 53.698"	433	51° 19' 3.785"	001° 19' 6.510"
143	51° 19' 4.418"	001° 18' 53.410"	434	51° 19' 3.756"	001° 19' 6.503"
144	51° 19' 4.423"	001° 18' 53.244"	435	51° 19' 3.733"	001° 19' 6.491"
145	51° 19' 4.436"	001° 18' 53.013"	436	51° 19' 3.711"	001° 19' 6.489"
146	51° 19' 4.446"	001° 18' 52.895"	437	51° 19' 3.688"	001° 19' 6.498"
147	51° 19' 4.445"	001° 18' 52.791"	438	51° 19' 3.668"	001° 19' 6.512"
148	51° 19' 4.450"	001° 18' 52.048"	439	51° 19' 3.651"	001° 19' 6.536"
149	51° 19' 4.451"	001° 18' 51.918"	440	51° 19' 3.637"	001° 19' 6.566"
150	51° 19' 4.454"	001° 18' 51.691"	441	51° 19' 3.626"	001° 19' 6.607"
151	51° 19' 4.443"	001° 18' 51.375"	442	51° 19' 3.619"	001° 19' 6.653"
152	51° 19' 4.445"	001° 18' 51.205"	443	51° 19' 3.614"	001° 19' 6.694"
153	51° 19' 4.442"	001° 18' 51.091"	444	51° 19' 3.598"	001° 19' 6.812"
154	51° 19' 4.436"	001° 18' 50.961"	445	51° 19' 3.582"	001° 19' 7.048"
155	51° 19' 4.429"	001° 18' 50.847"	446	51° 19' 3.561"	001° 19' 7.202"

<i>Point</i>	<i>Latitude (DMS)</i>	<i>Longitude (DMS)</i>	<i>Point</i>	<i>Latitude (DMS)</i>	<i>Longitude (DMS)</i>
156	51° 19' 4.423"	001° 18' 50.619"	447	51° 19' 3.533"	001° 19' 7.499"
157	51° 19' 4.419"	001° 18' 50.536"	448	51° 19' 3.497"	001° 19' 7.864"
158	51° 19' 4.386"	001° 18' 50.090"	449	51° 19' 3.472"	001° 19' 8.063"
159	51° 19' 4.353"	001° 18' 49.757"	450	51° 19' 3.459"	001° 19' 8.176"
160	51° 19' 4.343"	001° 18' 49.673"	451	51° 19' 3.378"	001° 19' 8.744"
161	51° 19' 4.336"	001° 18' 49.564"	452	51° 19' 3.341"	001° 19' 9.015"
162	51° 19' 4.327"	001° 18' 49.522"	453	51° 19' 3.293"	001° 19' 9.353"
163	51° 19' 4.303"	001° 18' 49.371"	454	51° 19' 3.260"	001° 19' 9.609"
164	51° 19' 4.280"	001° 18' 49.215"	455	51° 19' 3.230"	001° 19' 9.756"
165	51° 19' 4.270"	001° 18' 49.151"	456	51° 19' 3.041"	001° 19' 10.823"
166	51° 19' 4.237"	001° 18' 48.952"	457	51° 19' 2.753"	001° 19' 12.414"
167	51° 19' 4.208"	001° 18' 48.826"	458	51° 19' 2.678"	001° 19' 13.101"
168	51° 19' 4.182"	001° 18' 48.695"	459	51° 19' 2.547"	001° 19' 14.079"
169	51° 19' 4.154"	001° 18' 48.569"	460	51° 19' 2.389"	001° 19' 15.292"
170	51° 19' 4.098"	001° 18' 48.353"	461	51° 19' 2.254"	001° 19' 16.424"
171	51° 19' 4.043"	001° 18' 48.143"	462	51° 19' 2.187"	001° 19' 17.215"
172	51° 19' 3.984"	001° 18' 47.932"	463	51° 19' 2.146"	001° 19' 17.698"
173	51° 19' 3.928"	001° 18' 47.736"	464	51° 19' 2.063"	001° 19' 18.699"
174	51° 19' 3.869"	001° 18' 47.541"	465	51° 19' 2.025"	001° 19' 19.332"
175	51° 19' 3.806"	001° 18' 47.350"	466	51° 19' 2.015"	001° 19' 19.456"
176	51° 19' 3.737"	001° 18' 47.149"	467	51° 19' 2.009"	001° 19' 19.569"
177	51° 19' 3.665"	001° 18' 46.948"	468	51° 19' 1.986"	001° 19' 19.702"
178	51° 19' 3.586"	001° 18' 46.756"	469	51° 19' 1.930"	001° 19' 20.194"
179	51° 19' 3.502"	001° 18' 46.553"	470	51° 19' 1.914"	001° 19' 20.626"
180	51° 19' 3.410"	001° 18' 46.350"	471	51° 19' 1.913"	001° 19' 20.668"
181	51° 19' 3.319"	001° 18' 46.153"	472	51° 19' 1.890"	001° 19' 20.888"
182	51° 19' 3.193"	001° 18' 45.885"	473	51° 19' 1.879"	001° 19' 21.058"
183	51° 19' 2.936"	001° 18' 45.360"	474	51° 19' 1.867"	001° 19' 21.160"
184	51° 19' 2.878"	001° 18' 45.248"	475	51° 19' 1.845"	001° 19' 21.335"
185	51° 19' 2.820"	001° 18' 45.130"	476	51° 19' 1.840"	001° 19' 21.401"
186	51° 19' 2.659"	001° 18' 44.849"	477	51° 19' 1.836"	001° 19' 21.453"
187	51° 19' 2.564"	001° 18' 44.657"	478	51° 19' 1.831"	001° 19' 21.509"
188	51° 19' 2.362"	001° 18' 44.244"	479	51° 19' 1.833"	001° 19' 21.561"
189	51° 19' 2.255"	001° 18' 44.025"	480	51° 19' 1.831"	001° 19' 21.597"
190	51° 19' 2.148"	001° 18' 43.800"	481	51° 19' 1.834"	001° 19' 21.639"
191	51° 19' 2.066"	001° 18' 43.628"	482	51° 19' 1.839"	001° 19' 21.675"
192	51° 19' 1.983"	001° 18' 43.452"	483	51° 19' 1.854"	001° 19' 21.718"
193	51° 19' 1.901"	001° 18' 43.281"	484	51° 19' 1.876"	001° 19' 21.755"
194	51° 19' 1.827"	001° 18' 43.136"	485	51° 19' 1.897"	001° 19' 21.788"
195	51° 19' 1.750"	001° 18' 42.991"	486	51° 19' 1.922"	001° 19' 21.826"
196	51° 19' 1.416"	001° 18' 42.348"	487	51° 19' 1.947"	001° 19' 21.859"
197	51° 19' 1.302"	001° 18' 42.118"	488	51° 19' 1.975"	001° 19' 21.887"
198	51° 19' 1.232"	001° 18' 41.978"	489	51° 19' 2.001"	001° 19' 21.899"
199	51° 19' 1.161"	001° 18' 41.844"	490	51° 19' 2.027"	001° 19' 21.906"
200	51° 19' 1.113"	001° 18' 41.745"	491	51° 19' 2.053"	001° 19' 21.903"
201	51° 19' 1.080"	001° 18' 41.676"	492	51° 19' 2.308"	001° 19' 21.921"
202	51° 19' 0.986"	001° 18' 41.464"	493	51° 19' 2.336"	001° 19' 21.930"
203	51° 19' 0.856"	001° 18' 41.592"	494	51° 19' 2.395"	001° 19' 21.948"
204	51° 19' 0.659"	001° 18' 41.678"	495	51° 19' 2.430"	001° 19' 21.950"

<i>Point</i>	<i>Latitude (DMS)</i>	<i>Longitude (DMS)</i>	<i>Point</i>	<i>Latitude (DMS)</i>	<i>Longitude (DMS)</i>
205	51° 19' 0.656"	001° 18' 41.609"	496	51° 19' 2.469"	001° 19' 21.964"
206	51° 19' 0.654"	001° 18' 41.517"	497	51° 19' 2.507"	001° 19' 21.987"
207	51° 19' 0.862"	001° 18' 41.444"	498	51° 19' 2.542"	001° 19' 22.005"
208	51° 19' 0.956"	001° 18' 41.350"	499	51° 19' 2.586"	001° 19' 22.044"
209	51° 19' 0.859"	001° 18' 40.954"	500	51° 19' 2.630"	001° 19' 22.089"
210	51° 19' 0.738"	001° 18' 40.429"	501	51° 19' 2.674"	001° 19' 22.139"
211	51° 19' 0.684"	001° 18' 40.167"	502	51° 19' 2.749"	001° 19' 22.253"
212	51° 19' 0.644"	001° 18' 39.978"	503	51° 19' 2.846"	001° 19' 22.378"
213	51° 19' 0.607"	001° 18' 39.789"	504	51° 19' 2.807"	001° 19' 22.474"
214	51° 19' 0.574"	001° 18' 39.600"	505	51° 19' 2.757"	001° 19' 22.424"
215	51° 19' 0.547"	001° 18' 39.407"	506	51° 19' 2.710"	001° 19' 22.353"
216	51° 19' 0.523"	001° 18' 39.220"	507	51° 19' 2.679"	001° 19' 22.304"
217	51° 19' 0.503"	001° 18' 39.027"	508	51° 19' 2.651"	001° 19' 22.261"
218	51° 19' 0.472"	001° 18' 38.746"	509	51° 19' 2.623"	001° 19' 22.228"
219	51° 19' 0.450"	001° 18' 38.491"	510	51° 19' 2.592"	001° 19' 22.195"
220	51° 19' 0.443"	001° 18' 38.377"	511	51° 19' 2.566"	001° 19' 22.172"
221	51° 19' 0.437"	001° 18' 38.268"	512	51° 19' 2.538"	001° 19' 22.149"
222	51° 19' 0.426"	001° 18' 38.081"	513	51° 19' 2.509"	001° 19' 22.137"
223	51° 19' 0.426"	001° 18' 38.071"	514	51° 19' 2.458"	001° 19' 22.108"
224	51° 19' 0.413"	001° 18' 37.951"	515	51° 19' 2.394"	001° 19' 22.077"
225	51° 19' 0.407"	001° 18' 37.837"	516	51° 19' 2.366"	001° 19' 22.060"
226	51° 19' 0.400"	001° 18' 37.717"	517	51° 19' 2.337"	001° 19' 22.047"
227	51° 19' 0.394"	001° 18' 37.593"	518	51° 19' 2.305"	001° 19' 22.040"
228	51° 19' 0.395"	001° 18' 37.345"	519	51° 19' 2.276"	001° 19' 22.032"
229	51° 19' 0.393"	001° 18' 37.278"	520	51° 19' 2.250"	001° 19' 22.036"
230	51° 19' 0.395"	001° 18' 37.211"	521	51° 19' 2.221"	001° 19' 22.039"
231	51° 19' 0.394"	001° 18' 37.138"	522	51° 19' 2.143"	001° 19' 22.038"
232	51° 19' 0.400"	001° 18' 37.040"	523	51° 19' 2.065"	001° 19' 22.043"
233	51° 19' 0.409"	001° 18' 36.943"	524	51° 19' 2.013"	001° 19' 22.039"
234	51° 19' 0.415"	001° 18' 36.840"	525	51° 19' 1.961"	001° 19' 22.051"
235	51° 19' 0.421"	001° 18' 36.773"	526	51° 19' 1.912"	001° 19' 22.084"
236	51° 19' 0.426"	001° 18' 36.701"	527	51° 19' 1.875"	001° 19' 22.127"
237	51° 19' 0.428"	001° 18' 36.634"	528	51° 19' 1.847"	001° 19' 22.182"
238	51° 19' 0.434"	001° 18' 36.542"	529	51° 19' 1.823"	001° 19' 22.242"
239	51° 19' 0.443"	001° 18' 36.454"	530	51° 19' 1.805"	001° 19' 22.288"
240	51° 19' 0.448"	001° 18' 36.362"	531	51° 19' 1.794"	001° 19' 22.333"
241	51° 19' 0.458"	001° 18' 36.233"	532	51° 19' 1.771"	001° 19' 22.487"
242	51° 19' 0.468"	001° 18' 36.110"	533	51° 19' 1.743"	001° 19' 22.676"
243	51° 19' 0.479"	001° 18' 35.982"	534	51° 19' 1.722"	001° 19' 23.057"
244	51° 19' 0.502"	001° 18' 35.725"	535	51° 19' 1.596"	001° 19' 25.347"
245	51° 19' 0.555"	001° 18' 35.212"	536	51° 19' 1.575"	001° 19' 25.966"
246	51° 19' 0.616"	001° 18' 34.669"	537	51° 19' 1.539"	001° 19' 26.532"
247	51° 19' 0.647"	001° 18' 34.392"	538	51° 19' 1.510"	001° 19' 26.995"
248	51° 19' 0.713"	001° 18' 33.870"	539	51° 19' 1.493"	001° 19' 27.247"
249	51° 19' 0.351"	001° 18' 33.740"	540	51° 19' 1.459"	001° 19' 27.771"
250	51° 19' 0.371"	001° 18' 33.595"	541	51° 19' 1.433"	001° 19' 28.100"
251	51° 19' 0.375"	001° 18' 33.561"	542	51° 19' 1.425"	001° 19' 28.270"
252	51° 19' 0.728"	001° 18' 33.700"	543	51° 19' 1.357"	001° 19' 28.963"
253	51° 19' 0.786"	001° 18' 33.353"	544	51° 19' 1.318"	001° 19' 29.409"

<i>Point</i>	<i>Latitude (DMS)</i>	<i>Longitude (DMS)</i>	<i>Point</i>	<i>Latitude (DMS)</i>	<i>Longitude (DMS)</i>
254	51° 19' 0.903"	001° 18' 32.669"	545	51° 19' 1.293"	001° 19' 29.630"
255	51° 19' 0.945"	001° 18' 32.414"	546	51° 19' 1.258"	001° 19' 29.942"
256	51° 19' 0.991"	001° 18' 32.164"	547	51° 19' 1.248"	001° 19' 30.045"
257	51° 19' 1.037"	001° 18' 31.909"	548	51° 19' 1.225"	001° 19' 30.183"
258	51° 19' 1.083"	001° 18' 31.659"	549	51° 19' 1.181"	001° 19' 30.469"
259	51° 19' 1.132"	001° 18' 31.414"	550	51° 19' 1.162"	001° 19' 30.581"
260	51° 19' 1.164"	001° 18' 31.254"	551	51° 19' 1.077"	001° 19' 31.061"
261	51° 19' 1.679"	001° 18' 31.537"	552	51° 19' 1.019"	001° 19' 31.393"
262	51° 19' 1.603"	001° 18' 31.929"	553	51° 19' 0.986"	001° 19' 31.540"
263	51° 19' 1.557"	001° 18' 32.194"	554	51° 19' 0.953"	001° 19' 31.682"
264	51° 19' 1.465"	001° 18' 32.715"	555	51° 19' 0.916"	001° 19' 31.830"
265	51° 19' 1.407"	001° 18' 33.051"	556	51° 19' 0.890"	001° 19' 31.931"
266	51° 19' 1.345"	001° 18' 33.393"	557	51° 19' 0.865"	001° 19' 32.027"
267	51° 19' 1.290"	001° 18' 33.735"	558	51° 19' 0.836"	001° 19' 32.124"
268	51° 19' 1.274"	001° 18' 33.853"	559	51° 19' 0.825"	001° 19' 32.169"
269	51° 19' 1.254"	001° 18' 33.971"	560	51° 19' 0.811"	001° 19' 32.210"
270	51° 19' 1.238"	001° 18' 34.088"	561	51° 19' 0.800"	001° 19' 32.250"
271	51° 19' 1.205"	001° 18' 34.344"	562	51° 19' 0.716"	001° 19' 32.502"
272	51° 19' 1.152"	001° 18' 34.857"	563	51° 19' 0.663"	001° 19' 32.643"
273	51° 19' 1.138"	001° 18' 34.975"	564	51° 19' 0.603"	001° 19' 32.799"
274	51° 19' 1.125"	001° 18' 35.098"	565	51° 19' 0.530"	001° 19' 32.995"
275	51° 19' 1.115"	001° 18' 35.216"	566	51° 19' 0.492"	001° 19' 33.075"
276	51° 19' 1.088"	001° 18' 35.504"	567	51° 19' 0.405"	001° 19' 33.276"
277	51° 19' 1.061"	001° 18' 35.786"	568	51° 19' 0.315"	001° 19' 33.481"
278	51° 19' 1.036"	001° 18' 36.073"	569	51° 19' 0.190"	001° 19' 33.777"
279	51° 19' 1.009"	001° 18' 36.345"	570	51° 19' 0.119"	001° 19' 33.911"
280	51° 19' 0.985"	001° 18' 36.623"	571	51° 19' 0.012"	001° 19' 34.126"
281	51° 19' 0.971"	001° 18' 36.896"	572	51° 18' 59.923"	001° 19' 34.310"
282	51° 19' 0.972"	001° 18' 36.973"	573	51° 18' 59.861"	001° 19' 34.420"
283	51° 19' 0.970"	001° 18' 37.050"	574	51° 18' 59.786"	001° 19' 34.564"
284	51° 19' 0.971"	001° 18' 37.128"	575	51° 18' 59.739"	001° 19' 34.633"
285	51° 19' 0.970"	001° 18' 37.262"	576	51° 18' 59.667"	001° 19' 34.752"
286	51° 19' 0.976"	001° 18' 37.531"	577	51° 18' 59.478"	001° 19' 35.022"
287	51° 19' 0.978"	001° 18' 37.671"	578	51° 18' 59.229"	001° 19' 35.350"
288	51° 19' 0.984"	001° 18' 37.816"	579	51° 18' 59.076"	001° 19' 35.558"
289	51° 19' 0.989"	001° 18' 37.956"	580	51° 18' 58.915"	001° 19' 35.211"
290	51° 19' 0.990"	001° 18' 38.153"	581	51° 18' 58.905"	001° 19' 35.189"
291	51° 19' 0.994"	001° 18' 38.256"			

8. This licence remains in force until the authorised scheme has been decommissioned in accordance with a methodology and programme approved by the MMO and the completion of such programme has been confirmed by the MMO in writing.

9. The provisions of section 72 (variation, suspension, revocation and transfer) of the 2009 Act apply to this licence except that the provisions of section 72(7) and (8) relating to the transfer of the licence only apply to a transfer not falling within article 6 (benefit of the Order).

10. With respect to any condition which requires the licensed activities be carried out in accordance with the plans, protocols or statements approved under this licence, the approved details, plan or

scheme are taken to include any amendments that may subsequently be approved in writing by the MMO.

11. Any amendments to the details, plan or scheme must be in accordance with the principles and assessments set out in the environmental statement, and approval for an amendment may be given only where it has been demonstrated to the satisfaction of the MMO that the amendment is unlikely to give rise to any materially new or materially different environmental effects from those assessed in the environmental statement.

## PART 2 CONDITIONS

### Design parameters

1. (1) The total length of the marine cables, volume and area of cable protection areas (including cable crossings) between the respective MHWS at each of the Suffolk and Kent landfall for Work No. 6 must not exceed the following

**Table 2. Design parameters**

<i>Length of cable (km)</i>	<i>Area of cable protection (m<sup>2</sup>)</i>	<i>Volume of cable protection (m<sup>3</sup>)</i>
122	196,100	582,200

(2) The total pre-sweeping volume must not exceed 250,000 cubic metres.

### Extension of time periods

2. Any time period given in this licence given to either the undertaker or the MMO may be extended with the agreement of the other party in writing such agreement not to be unreasonably withheld or delayed.

### Notifications and inspections

3. (1) The undertaker must ensure that

- (a) a copy of this licence (issued as part of the grant of the Order) and any subsequent amendments or revisions to it is provided to
  - (i) all agents and contractors notified to the MMO in accordance with condition 5; and
  - (ii) the masters and transport managers responsible for the vessels notified to the MMO in accordance with condition 5;
- (b) within 28 days of receipt of a copy of this licence and any subsequent amendments or revisions those persons referred to in (a) above must confirm receipt of this licence in writing to the MMO.

(2) Only those persons and vessels notified to the MMO in accordance with condition 5 are permitted to carry out the licensed activities.

(3) Copies of this licence must also be available for inspection at the following locations

- (a) the undertaker's registered address;
- (b) any site office located at or adjacent to the construction site and used by the undertaker or its agents and contractors responsible for the loading, transportation or deposit of the authorised deposits; and

- (c) on board each vessel or at the office of any transport manager with responsibility for vessels from which authorised deposits or removals are to be made.
- (4) The documents referred to in sub-paragraph (1) must be available for inspection by an authorised enforcement officer at the locations set out in sub-paragraph (3) above.
- (5) The undertaker must provide access, and if necessary appropriate transportation, to the offshore construction site or any other associated works or vessels to facilitate any inspection that the MMO considers necessary to inspect the works during construction and operation of the authorised scheme.
- (6) The undertaker must inform the MMO Coastal Office in writing at least seven days prior to commencement of the licensed activities or any part of them, and within fourteen days of completion of the licensed activities.
- (7) The undertaker must inform the Kingfisher Information Service of Seafish by email to [kingfisher@seafish.co.uk](mailto:kingfisher@seafish.co.uk) of details regarding the vessel routes, timings and locations relating to the construction of the authorised scheme or relevant part
- (a) at least seven days prior to the commencement of offshore activities, for inclusion in the Kingfisher Bulletin and offshore hazard awareness data; and
  - (b) as soon as reasonably practicable and no later than 24 hours after completion of construction of all offshore activities.
  - (c) Confirmation of notification must be provided to the MMO within seven days.
- (8) The undertaker must issue a notice to mariners at least seven days prior to the commencement of the licensed activities or any part of them, such notice is to include a description of the project, a description of the activity the notification relates to, start date and anticipated completion date of the activity and the expected vessel routes from the local construction ports to the relevant location(s). Copies of all notices must be provided to the MMO, MCA and UKHO within 24 hours of such notification.
- (9) The undertaker must notify HM Coastguard (HMCG) ([Zone11@hcmg.gov.uk](mailto:Zone11@hcmg.gov.uk), [Zone13@hcmg.gov.uk](mailto:Zone13@hcmg.gov.uk) and [Zone14@hcmg.gov.uk](mailto:Zone14@hcmg.gov.uk)) prior to commencement of licensed cable installation activities and the undertaker must send a copy to the MMO within seven days of the issue of such notification.
- (10) The undertaker must notify The Source Data Receipt team at the UK Hydrographic Office of commencement of the licensed activities at least seven days prior to commencement of each licensed activity, such notice is to include the start date and end date, a description of the works, the positions of the work area (WGS84) and details of any marking arrangements and the undertaker must send a copy to the MMO, MCA and PLA within seven days of the issue of such notification.
- (11) In case of damage to, or destruction or decay of, the authorised scheme seaward of MHWS or any part thereof the undertaker must as soon as possible and no later than 24 hours following the undertaker becoming aware of any such damage, destruction or decay, notify MMO, MCA, Trinity House, Kingfisher Information Service of Seafish and the UK Hydrographic Office.
- (12) In case of exposure of cables on or above the seabed, the undertaker must, within five days following identification of a cable exposure, notify mariners by issuing a notice to mariners and by informing Kingfisher Information Service of the location and extent of exposure. Copies of all notices must be provided to the MMO, MCA, Trinity House, Kingfisher Information Service of Seafish and UK Hydrographic Office within seven days of the exposure identification.

### **Pre-construction plans and documentation**

4. \_ (1) The licensed activities or any part of those activities under Works No. 6 must not commence until the following plans have been submitted to and approved in writing by the MMO, such approval to be within sixteen weeks of submission (in consultation with Natural England, the JNCC, MCA, the Environment Agency **the PLA** and Cefas):

- (a) a Cable Specification and Installation Plan document in respect of those licensed activities, which is in ~~general~~ accordance with the principles set out in the outline Cable Specification and Installation Plan which shall include details of
  - (i) a sediment disposal management plan;
  - (ii) technical specification of offshore cables below MHWS, including a desk-based assessment of attenuation of electromagnetic deviation of the high voltage cable route, shielding and cable burial depth in accordance with industry good practice;
  - (iii) location and timings;
  - (iv) timings and duration of intertidal works;
  - (v) a detailed cable laying and burial plan, incorporating a burial risk assessment to ascertain suitable burial depths and cable laying techniques;
  - (vi) a detailed cable protection plan;
  - (vii) details of intended boulder removal;
  - (viii) a marine pollution contingency plan;
  - (ix) a waste management plan;
- (b) An Offshore Construction Environment Management plan which is in ~~general~~ accordance with the principles set out in the outline Offshore Construction Environment Management Plan;
- (c) a Marine Mammal Mitigation Plan which is in general accordance with the principles set out in the outline Marine Mammal Mitigation Plan,
- (d) a Marine Non-Native Species (MNNS) Plan which is in general accordance with the principles set out in the outline Marine Non-Native Species Plan;
- (e) a marine bio-security plan;
- (f) a Fisheries Liaison and Co-existence Plan (FLCP) which is in general accordance with the principles set out in the outline Fisheries Liaison and Co-existence Plan;
- (g) a navigation installation plan for the relevant stage which is in ~~general~~ accordance with the principles set out in the outline navigation installation plan; and
- (h) details of cable protection, any obstructions in the intertidal area and any clumping of disused cables for the updating of charts. Licensed activities must not commence until written approval of the cable specification and installation plan document is provided by the MMO.

(2) The licensed activities or any part of the activities must not commence unless a written scheme of archaeological investigation has been submitted to and approved by the MMO, in accordance with the marine archaeology outline offshore written scheme of investigation, and in accordance with industry good practice and in consultation with the Historic England. The written scheme of archaeological investigation is to include –

- (a) details of responsibilities of the undertaker, archaeological consultant and contractor;
- (b) methodology for any further project investigation including specifications for geophysical, geotechnical and diver or remotely operated vehicle investigations;
- (c) archaeological analysis of survey data, and timetable for reporting, which is to be submitted to the MMO;
- (d) delivery of any mitigation including the use of archaeological construction exclusion zones in agreement with the MMO;
- (e) the preparation of a reporting and recording protocol for archaeological discoveries, including reporting of any wreck or wreck material during delivery of the authorised scheme; and

- (f) a requirement for the undertaker to ensure that a copy of any agreed archaeological report is deposited with the National Marine Heritage Record, by submitting a Historic England OASIS ('Online Access to the Index of archaeological Investigations') form with a digital copy of the relevant report within six months of completion of construction of the authorised development, and to notify the MMO that the OASIS form has been submitted to the National Marine Heritage Record within fourteen days of the submission.

(3) Each programme, statement, plan, protocol or scheme required to be approved under condition 4 must be submitted for approval at least sixteen weeks prior to the intended commencement of the part of the licensed activities to which it relates. Any programme, statement, plan, protocol or scheme can be submitted under the following phases of works

- (a) Landfall installation;
- (b) Seabed preparation;
- (c) Cable lay and burial;
- (d) Post lay cable protection.

(4) Save in respect of any plan which secures mitigation to avoid adversely affecting the integrity of a European Site, where the MMO fails to determine that application for approval under condition 4 within the period referred to in sub-paragraph (1), the programme, statement, plan, protocol or scheme is deemed to be approved by the MMO.

(5) The licensed activities must be carried out in accordance with the approved plans, protocols, statements, schemes and details approved under condition 4, unless otherwise agreed in writing by the MMO (provided that the MMO has consulted with any party that it was required to consult with in relation to a relevant plan, protocol, statement, or details pursuant to this condition 4).

(6) In undertaking the licensed activities, the undertaker must not reduce water depth by more than 5% unless agreed with the MMO in writing and within the areas of interest navigable depth may not be reduced to any extent.

### **Reporting of engaged agents, contractors and vessels**

5. (1) The undertaker must provide the following information in writing to the MMO

- (a) the name and function of any agents, contractors or sub-contractors that will carry on any licensed activity listed on behalf of the undertaker, no less than 24 hours before the commencement of the licensed activity; and
- (b) any vessel that will carry on any licensed activity listed on behalf of the undertaker, no less than 24 hours before the commencement of the licensed activity, which shall include the master's name, vessel type, vessel IMO number and vessel owner or operating company.

(2) Any changes to the supplied details must be notified to the MMO in writing prior to the agent, contractor or vessel engaging in the licensed activities.

### **Compass deviation**

6. (1) The Undertaker must undertake a desk study to establish the levels of electromagnetic deviation affecting ship compasses and other navigation systems caused by the cable which must be provided to the MMO no less than eight weeks prior to cable installation activities.

(2) There must be no more than a 3 degree electromagnetic compass deviation for 95% of the cable route and for the remaining 5% of the cable route there must be no more than a 5 degree electromagnetic compass deviation in water depths of approximately 5 m and deeper ('the MCA requirement').

(3) If the MCA requirement cannot be met, a post installation actual electromagnetic compass deviation survey should be conducted for the cable in areas where compliance has not been achieved. This data must be provided to the MCA and UK Hydrographic Office (UKHO) in order to

update Admiralty Charts accordingly, and the undertaker must send a copy of such data to the MMO within seven days.

### **Aids to navigation**

7. \_\_\_ (1) Any vessels utilised during the licensed activities, when jacked up, must exhibit signals in accordance with the UK Standard Marking Schedule for Offshore Installations;

(2) The undertaker must during the whole period from the commencement of the licensed activities to completion of decommissioning of the authorised development exhibit such lights, marks, sounds, signals and other aids to navigation, and take such other steps for the prevention of danger to navigation as Trinity House may from time to time direct.

(3) The undertaker must keep Trinity House informed of progress of the authorised development seaward of MHWS by way of issuing it with-

- (a) Notice of commencement of construction of the authorised development;
- (b) Notice of any aids to navigation being established or replaced by the undertaker; and
- (c) Notice of completion of construction of the authorised development.

### **Chemical, drilling and debris**

8. \_\_\_ (1) Unless otherwise agreed in writing by the MMO, all chemicals used in the construction of the authorised development must be selected from the List of Notified Chemicals approved for use by the offshore oil and gas industry under the Offshore Chemicals Regulations 2002 (as amended) as maintained by Cefas. .

(2) The undertaker must ensure that any coatings/treatments are suitable for use in the marine environment and are used in accordance with guidelines approved by Health and Safety Executive and the Environment Agency Pollution Prevention Control Guidelines.

(3) The storage, handling, transport and use of fuels, lubricants, chemicals and other substances must be undertaken so as to prevent releases into the marine environment, including bunding of 110% of the total volume of all reservoirs and containers.

(4) The undertaker must ensure that only inert material of natural origin, drilling mud and dredged material, produced during the landfall installation or seabed preparation works is disposed of within the disposal site reference(s) to be provided by the MMO within the extent of the Order limits seaward of MHWS.

(5) The undertaker must inform the MMO of the location and quantities of material disposed of each month under the Order, by submission of a disposal return by 15th February each year for the months August to January inclusive, and by 15th August each year for the months February to July inclusive.

The undertaker must ensure that any rock material used in the construction of the authorised scheme is from a recognised source free from contaminants and containing minimal fines.

(6) The undertaker must ensure that any oil, fuel or chemical spill within the marine environment is reported to the MMO, Marine Pollution Response Team within 12 hours.

(7) All dropped objects must be reported to the MMO using the dropped object procedure form as soon as reasonably practicable and in any event within 6 hours of the undertaker becoming aware of an incident. Immediate notification must be made to HMCG via telephone where there is a perceived danger or hazard to navigation. On receipt of the dropped object procedure form, the MMO may require relevant surveys to be carried out by the undertaker (such as side scan sonar) if reasonable to do so and the MMO may require obstructions to be removed from the seabed at the undertaker's expense if reasonable to do so.

### **Force majeure**

9. \_\_\_ (1) If, due to stress of weather or any other cause the master of a vessel determines that it is necessary to deposit the authorised deposits within or outside of the Order limits because the safety

of human life and/or of the vessel is threatened, within 48 hours full details of the circumstances of the deposit must be notified to the MMO.

(2) The unauthorised deposits must be removed at the expense of the undertaker unless written approval is obtained from the MMO.

### **Trenchless Landfall Techniques**

10. \_\_ (1) Landfall installation must only use trenchless landfall techniques.

(2) No exit to trenchless landfall techniques must occur within 50m of saltmarsh habitat within Pegwell Bay

(3) No exit to trenchless landfall techniques must occur within 50m of MLWS at Leiston to Aldeburgh SSSI.

### **Red Throated Diver**

11. \_\_ (1) Unless otherwise agreed in writing with the MMO, in consultation with Natural England and the JNCC as the relevant statutory nature conservation body (SNCB), none of the following activities relating to cable laying are permitted to take place on the seabed within the Outer Thames Estuary SPA between 1 November and 31 March inclusive

- (a) Pre-sweeping dredging;
- (b) Boulder clearance, out-of-service cable removal, and cable crossing preparation;
- (c) Cable installation (specifically mechanical ploughing or cutting and/or water jetting and post lay burial operation);
- (d) Cable protection (specifically rock placement);

(2) Unless otherwise agreed in writing with the MMO, none of the following activities relating to landfall installation are permitted to take place on or under the seabed within the Outer Thames Estuary SPA between 1 January and 31 March inclusive

- (a) Trenchless landfall techniques for landfall installation;

(3) The provisions of paragraph (1) and (2) do not apply in respect of emergency cable repair works.

(4) The undertaker will comply with the red-throated diver protocol during the construction of the authorised development.

### **Maintenance**

12. \_\_ (1) The undertaker may at any time maintain the authorised development, except to the extent that this licence or an agreement made under this licence provides otherwise.

(2) Maintenance works include but are not limited to

- (a) marine growth removal;
- (b) cable remedial burial;
- (c) cable repairs and replacement;
- (d) cable protection replenishment for areas of existing cable protection established within 10 years from the date of the grant of the order, unless otherwise agreed by the MMO in writing;
- (e) cable inspection.

(3) In undertaking activities under condition 12(2)(d), the undertaker must not reduce water depth by more than 5% unless agreed with the MMO in writing **and within the areas of interest navigable depth may not be reduced to any extent.**

## Deployment of Cable Protection

13. Any new cable protection in areas previously not subject to cable protection authorised under this licence must be deployed within 10 years from the date of the grant of the order unless otherwise agreed by the MMO in writing.

## Post construction

14. \_\_\_ (1) The undertaker must submit to the MMO within three months of completion of licensed activities, an 'as built' plan which will display

- (a) the location of the cable as laid with specific details of the achieved burial depths,
- (b) locations of buried and surface-laid cables,
- (c) the placed location and quantity of rock placement or concrete mattresses used in these licensed activities; and
- (d) final clearance depths over the protected cables and clumped disused cables.

(2) Any programme, statement, plan, protocol or scheme under part (1) may be submitted under the following phases of works

- (a) Cable lay and burial;
- (b) Post lay cable protection.

(3) Any area which is identified as a possible danger to navigation on assessment of the 'as built plan' in consultation with the MCA, may require marking with aids to navigation at the licence holder's expense, unless otherwise agreed with the MMO.

(4) A written decommissioning plan must be submitted to the MMO for approval no less than six months prior to when decommissioning is due to commence. Any cable protection located within marine protected areas must be removed upon decommissioning, unless a decision is made at the time that it is best to leave it in situ.

(5) All equipment, temporary structures, waste and/or debris associated with the licensed activities must be removed within seven days of completion of the licensed activities.

(6) The undertaker must submit to the MCA and UK Hydrographic Office the post laid cable International Hydrographic Office (IHO1A) approved sonar or Multi Beam Echo Sounder survey data and the undertaker must send a copy of such notification to the MMO within seven days.

(7) The undertaker must notify the Source Data Receipt team of the UK Hydrographic Office on completion of the licensed activities no later than fourteen days after the completion of the licensed activities, which should include latitude and longitude coordinates in WGS84 of the installed works on and or above the seabed, any changes to engineering drawings and details of new or changed aids to navigation where applicable, and the undertaker must send a copy of such notification to the MMO within seven days of the notification being issued.

## Remediation

15. (1) Where, following the installation or maintenance of cables located within the areas of interest it is identified by the undertaker (who shall notify the MMO and the PLA as soon as reasonably practicable of this fact and in any event within 2 business days) or, following inspection by the PLA (and the same is notified to the undertaker as soon as reasonably practicable), that the level of any cable is such that the safeguarded dredging depths have not been achieved or at any time following installation or maintenance the cable has moved such that the safeguarded dredging depths are no longer being achieved, then, unless otherwise agreed in writing with the MMO and the PLA, the undertaker must carry out remediation works as specified in the cable specification and installation plan subject to sub paragraph (2) below.

(2) Where remediation works are required under sub paragraph (1) above, the undertaker shall consider whether any revisions to the cable specification and installation plan are required to ensure that the safeguarded dredging depths are achieved and obtain the approval of the MMO and the PLA

on any revisions to the cable specification and installation plan. The undertaker must carry out remediation work in accordance with the cable specification and installation plan including any revisions approved by the MMO and the PLA .

(3) The requirements of this condition shall be repeated until the safeguarded dredging depths are achieved or the cable is permanently removed from the areas of interest.