

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 6: PORT OF LONDON
AUTHORITY'S COMMENTS ON SUBMISSIONS
RECEIVED AT DEADLINE 5**

1. Introduction

1.1 This is a written submission made on behalf of the Port of London Authority (“**PLA**”) in respect of comments on deadline 5 submissions.

1.2 Documents referred to in this submission are:

1.2.1 Draft Development Consent Order [REP5-006]

1.2.2 Environmental Statement Part 4 Marine Chapter 1 Physical Environment [REP5-020]

1.2.3 Environmental Statement Part 4 Marine Chapter 7 Shipping and Navigation [REP5-026]

1.2.4 Environmental Statement Appendix 4.7.A Navigational Risk Assessment [REP5-031]

1.2.5 Outline Offshore Construction Environmental Management Plan [REP5-067]

1.2.6 Register of Environmental Actions and Commitments [REP5-116]

1.2.7 Outline Cable Specification and Installation Plan [REP5-118]

1.2.8 Water Depth Baseline Study – Shipping and Navigation Technical Note [REP5-121]

1.2.9 Applicant’s Comments on Other Submissions Received at Deadline 4 [REP5-132]

1.2.10 Applicant’s response to Second Written Questions [REP5-135]

1.2.11 Areas of Safeguarded Water Depth - Consideration of Additional Installation Requirements [REP5-139]

1.3 Whilst an updated version of the outline Navigation and Installation Plan (“**oNIP**”) was not submitted at deadline 5, for completeness the PLA has included within this written submission its outstanding comments on the oNIP [REP4-076] to enable the Examining Authority to have the PLA’s comments on this key document alongside the PLA’s comments on other key shipping and navigation documents.

2. Draft Development Consent Order (“**dDCO**”) [REP5-006]

2.1 Updates have been made to the dDCO at deadline 5 including the addition of protective provisions for the PLA. Whilst the inclusion of protective provisions for the PLA is welcomed, the PLA are still in discussions with the Applicant and further amendments are expected to be submitted at deadline 6, including the addition of a remediation clause. Any final comments on the PLA’s protective provisions will therefore be provided at deadline 7. Other updates of relevance to the PLA are:

- Article 2 – Interpretation. Two new definitions have been included “*areas of interest*” and “*areas of safeguarded depth plan*.” The PLA is supportive of both these additions but has several minor points regarding consistency between the definitions in the dDCO and the Areas of Safeguarded Water Depth Plan [REP4-098]. The PLA understands that the Applicant will be making amendments at deadline 6 to resolve the inconsistencies.

- Article 2 – Interpretation – the activities that are carved out of the definition of commence have been amended to remove the reference to offshore preparation works and to now include trial trenching. The Schedule of Changes to the dDCO [REP5-107] advise that this is to “*better reflect the activities that will take place pre-commencement*” but there is no reference to trial trenching in the outline Navigation and Installation Plan (“**oNIP**”) [REP4-076], the outline Cable Specification and Installation Plan (“**oCSIP**”) [REP5-118], the Navigational Risk Assessment (“**NRA**”) [REP5-031] or in other documents such as the outline offshore Construction Environmental Management Plan [REP5-069]. Either further information should be provided about where this trial trenching may take place, what it may involve and how it will be controlled or such activity should not be carved out of the definition.
- Article 2 – Interpretation – a definition of the GridLink Interconnector project has been included. This is welcomed.
- Schedule 1, Part 1 – The description of Work No. 6 marine electric line cables has been amended so that it now includes at (b) reference to burying cables. The PLA supports this amendment.
- Schedule 3, Requirement (17) “Depth Protection” has been added. The PLA is supportive of this addition but would reiterate the comment above about ensuring the drafting is consistent with the Plan. It is understood that there will also be an update to the Areas of Safeguarded Water Depth Plan at deadline 6 to include on the Plan areas of shallower water depth where the Sea Link and GridLink cables would not cross. This must be secured in the dDCO.
- Schedule 16 – Deemed Marine Licence (“**DML**”). Amendments have been made to the DML including the same change to the definition of commence and to the definition of Work No. 6.
 - At Part 2 Conditions, a new condition (3) has been included which prohibits various activities within the Areas of Interest including wet storage; exclusion zones (but recommended Restricted Zones are permitted) and planned cable joints. Drafting also deals with the crossing of GridLink and existing cabling. Condition (3) is welcomed.
 - At Part 2 condition (4) the PLA is included as a consultee to plans. This is welcomed. Plans such as the CSIP now must be in substantial accordance with the outline plan. The PLA set out in its deadline 5 response [REP5-177] its concerns about the use of the word substantial as the wording is very weak and could result in final plans being different from the outline plans. The final plans should simply be in accordance with the principles in the outline plans. The update to 4(a) which makes it clear that the CSIP is to be informed by a CBRA is welcomed. Condition 4(1) is also clear that trial trenching can be undertaken before plans such as the NIP are submitted. This is concerning. As set out above, more detail is needed on where the trial trenching may take place and what controls will be in place.

- Condition 4(6) is now clear that water depths between KP 33 and KP 38 must not be reduced unless otherwise agreed with MMO in consultation with MCA and Trinity house. The PLA welcomes this amendment.
- The PLA has marked up a copy of the DML at Appendix 1 with the outstanding changes that it considers are required to the DML.

3. Environmental Statement Part 4 Marine Chapter 1 Physical Environment [REP5-020]

3.1 Whilst updates have been made to Marine Chapter 1 Physical Environment [REP5-020], table 1.19 (page 85) still 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], deadline 4 response [REP4-198] and deadline 5 response [REP5-177] that it was disappointing that the Applicant had not taken the opportunity to commit to no relocation of boulders to or within the Areas of Interest i.e. the Areas of Safeguarded Water Depth. Table 1.19 should be updated to include this commitment.

4. Environmental Statement Part 4 Marine Chapter 7 Shipping and Navigation [REP5-026]

4.1 Whilst various changes have been made to the Shipping and Navigation Chapter, to avoid repetition the PLA would direct the Examining Authority to section 5 of its deadline 5 response [REP5-177] where, apart from bullet point 1, the PLA's comments remain outstanding. Deadline 5 changes of relevance to the PLA include:

- Changes to distances for example, at para 7.7.3 the PLA has been amended from being 9km to the west of the Offshore scheme to now being 8.9km to the west of the Offshore scheme. Whilst the PLA has no objections to these changes, most of which appear to be minor, it is noted that para 7.7.20 amends the distance from the Offshore Scheme and the Tongue pilot station from 80m to 200m. The Applicant provides no reason for this change in distance.
- Changes to KP's for example in relation to the Sunk Pilot Station, the KP reference has been amended from 37 to 37.5. Again, there is no objection to what appear to be minor changes.
- At 7.8.3 the text in relation to rolling 500m recommended restricted zones has been updated to remove the reason for the zones and to remove the provision in relation to advanced notice, replacing it with liaison with Interested Parties ‘to establish communication protocols regarding the safety zones’. The oNIP [REP4-076] provides more detail on how this could be achieved with the NIP being updated accordingly.

- Amendments to section 7.10 (additional mitigation and enhancement measures) See comments below on the REAC in section 7 below.

5. Environmental Statement Appendix 4.7.A Navigational Risk Assessment [REP5-031]

5.1 In line with the changes to the Environmental Statement Part 4 Marine Chapter 7 Shipping and Navigation [REP5-026] amendments have been made to the NRA to amend distances, KP's, the text in relation to rolling 500m recommended restricted zones and the text in relation to additional mitigation measures. To avoid repetition, see the PLA's comments on these matters in section 4 above.

5.2 Additionally, to avoid repetition the PLA would direct the Examining Authority to section 6 of its deadline 5 response [REP5-177] which set out the PLA's extant comments on the NRA.

6. Outline Offshore Construction Environmental Management Plan [REP5-067]

6.1 Please see section 7 below in relation to commitments GM04, MPE05 and SN12.

6.2 To avoid repetition, the PLA would also direct the Examining Authority to para's 13.3 to 13.5 of its deadline 5 response [REP5-177] which remain outstanding.

7. Register of Environmental Commitments ("REAC") [REP5-116]

Section 1

7.1 Section 1 contains actions and commitments that the undertaker will comply with during the construction, operation or decommissioning of the Proposed Project. There is no reference to compliance during maintenance. The addition of a reference to maintenance would be consistent with the terminology used in Requirement 17 of the dDCO which requires Work No. 6 including any associated development or ancillary works, located within the Areas of Interest to be "designed, installed, operated and maintained" at a level.

7.2 It is stated that the measures are secured by Requirement 5 in the DCO and that the REAC "*has been developed to provide firm, precise commitments for measures that are not subject to amendment*" however Requirement 5(1) of the dDCO allows for the relevant planning authority or other discharging authority to allow the works to be carried out not in compliance with the approved plan. This is concerning, particularly as it is not clear who would approve non-compliance with the offshore elements of the proposed Scheme or whether any consultation would take place before non-compliance was permitted or refused. The commitments provided for in the REAC and the requirement to carry out the works in

accordance with the REAC should be absolute and Requirement 5 should be amended accordingly.

7.3 Commitments relating to the offshore scheme start on page 18. Comments on the commitments are set out in the table below. The PLA would note that many of these points have been made previously:

MPE05	<p>In the REAC It is stated that depth of burial monitoring surveys are to be undertaken by the undertaker post installation during the construction phase. Part 4, Chapters 1 and 4 of the Environmental Statement are then referenced.</p> <p>However, the outline offshore Construction Environmental Management Plan (“outline offshore CEMP”) [REP5-067] includes at table 1.6 reference to MPE05 and it states there that the oCSIP and outline offshore CEMP are the relevant plans.</p> <p>No timescale is provided on when the survey(s) will take place and therefore this could presumably be undertaken at any point during the construction phase. The outline offshore CEMP also gives the impression of a further survey that is proposed 12 months after commissioning would also be secured through MPE05 along with the targeted surveys of areas where DoL hotspots are detected. However, it is not clear how MPE05 as currently drafted secures these additional surveys.</p>
SN11	SN11 must be amended so that the commitment applies to all three Areas of Safeguarded Water Depth rather than just the Sunk.
SN12	SN12 must be amended to remove the wording ‘where practical’ and so that it applies to all three Areas of Safeguarded Water Depth. The commitment must apply for all project phases.
SN14	The commitment must apply for all project phases.
SN19	The measure should be split so that it (1) commits to minimising disruption to the Sunk anchorage and Sunk Pilot boarding area during all phases (2) commits in line with the DML to no planned cable joints in all three Areas of Safeguarded Water Depth.
SN20	SN20 requires a re-write to reflect the commitments made by the Applicant in terms of safeguarded water depths and it must apply to all three Areas of Safeguarded Water Depth. The reference to the location of cable joints must also be explicit that there will be no planned cable joints in the Areas of Safeguarded Water Depth.

SN22	This commitment needs to carve out the areas where there must be no reduction in water depth, set out the areas where depths must be safeguarded and then apply the MCA's 5% reduction in water depths everywhere else. There must be no reductions in water depth that exceed 5%.
------	--

Section 2

7.4 Section 2 provides a mitigation route map and it states at para 1.1.5 that its production reduces the risk of any commitments being missed at a later date. With that in mind it is surprising that the usual suite of mitigations for cable schemes are not identified such as boulder relocation, archaeological finds etc.

7.5 Commitments relating to the offshore scheme start on page 95. Comments on the commitments are set out in the table below. The PLA would note that many of these points have been made previously:

GM01	The commitment must apply to all project phases.
GM02	The proposed measure only references that the UKHO, the Crown Estate and Kingfisher will be provided as-built locations of the cable and external protection, but others such as the PLA will also be given this detail. It is recommended that a reference to other interested parties is included in the measures proposed and that the protective provisions are referenced in the securing mechanism.
GM04	The sensitive routeing and siting of infrastructure and temporary works is proposed and Schedule 1 of the DCO is referenced. This is the whole of the authorised development. It is unclear how Schedule 1 results in sensitive routeing or siting. This is also at odds with the outline offshore CEMP which states in Table 1.5 that the oCSIP and outline offshore CEMP are the relevant plans to secure this commitment.
GM05	Refers to early and continued stakeholder engagement. It is stated that this is secured through the outline offshore CEMP. The outline plan refers to external notifications and it would appear from para 1.6.7 that authorisation is required from National Grid for stakeholder liaison with statutory authorities and other stakeholders. It might be more appropriate to refer to the oNIP.
MPE02	The commitment should apply to all project phases.
SN01	SN01 needs to be clear what happens when cable burial is unsuccessful (either to full depth or to minimum DoL) in the Areas of Safeguarded Water Depth and link back to the remediation clause in the PLA's protective provisions. It should also apply to all project phases.
SN02	The commitment should apply to all project phases.

SN03	The commitment should apply to all project phases.
SN04	Any commitment should apply to all project phases. The PLA notes that in the Statement of Common Ground with Trinity House [REP5-059] entry 3.3.9 states that they do not always consider buoys suitable mitigation for exposed cables as they would need to be placed very close to the cable to be effective and could create an additional hazard for surface navigation so discussions on this matter will be required.
SN08	The commitment should apply to all project phases and to all three Areas of Safeguarded Water Depth. The reference to 'any expected change in under keel clearance or anticipated introduction of seabed hazards' is concerning.
SN29	The PLA still has outstanding concerns about the NIP which is the securing mechanism for SN29 and has highlighted that the size of the recommended restricted zones may need to be reduced in order for port operations not to be significantly disrupted at certain times, in areas such as the Sunk boarding and landing area (see section 7 of REP5-177).
SN32	This will need to reflect any clear commitments in relation to no concurrent RAM vessels.

8. Outline Cable Specification and Installation Plan [REP5-118]

- 8.1 The PLA and the Applicant have been discussing the content of the oCSIP and because of this, the PLA has no substantive comments on the deadline 5 oCSIP [REP5-118] other than to emphasise it is not appropriate for final documents such as the CSIP to be in substantial accordance with the outline document. The PLA will review and provide any final comments on the oCSIP at deadline 7.

9 Water Depth Baseline Study – Shipping and Navigation Technical Note [REP5-121]

- 9.1 Whilst an updated Technical Note has been submitted, the version history of the document advises that it is updating errata. The PLA's suggestion therefore remains that the maximum 5% limit on water depth reduction as proposed by the MCA, is extended to include the NE Spit Area of Safeguarded Depth to approximately KP105. This would be consistent with the approach taken at the other two areas of absolute safeguarded depth to ensure areas currently deeper than the safeguarded depths are also not subject to significant reductions.

10. Applicants Comments on Other Submissions Received at Deadline 4 [REP5-132]

- 10.1 Table 8.1 summarises the Applicant's comments on Port of London Authority Deadline 4 Response [REP4-141]. Table 8.2 summarises the Applicant's comments on Port of London Authority Deadline 4 Response [REP4-198].

- 10.2 The Applicant advises in relation to RAM operations that the oNIP was updated at deadline 4 to extend its remit to other Areas of Interest, but the PLA comments on the deadline 4 oNIP highlight that concurrent RAM Operations should also not be permitted to occur in the IMO Routeing Measures AOI and the Princes Channel Approaches AOI. The Applicant also has not addressed the PLA's comment regarding RAM operations in visibilities of below 2 nautical miles.
- 10.3 The PLA notes the Applicant's response to the PLA's concerns regarding the use of the term 'substantial accordance' is to direct the PLA to the deadline 5 version of the DML which has updated the requirement for plans and now requires them to be in substantial accordance with the outline version. No reason is given for this approach or why the concerns of the PLA and others (see for example the MMO) have not been addressed.
- 10.4 A similar response is provided in respect of the changes to the DML that the PLA has sought. There is no explanation as to why the MMO is able to agree that licensable activities can be carried out not in accordance with the submitted plans etc and no mechanism to ensure that the MMO consults on any proposals for non compliance before making their decision.

11. Applicant's Responses to Second Written Questions [REP5-135]

- 11.1 The Applicant's responses regarding the Shipping and Navigation questions are set out in table 20.1 (starting on page 90). The PLA does not comment on every response but would highlight:
- 2SN2 – Whilst the Applicant correctly identifies that the PLA requested clarification regarding freespan clearance in its Written Representation [REP2-034] the PLA's understanding of freespan clearance is different from that of the Applicant. The PLA considers freespan to be sections of the cable that are not touching the seabed rather than the Applicant's interpretation that they are sections of cable laid on the seabed uncovered by protection.
 - 2SN3 – The PLA would question why key documents will be updated post consent based on the additional requirements for deeper burial.
 - 2SN4 – The PLA set out in its response to Second Written Questions [REP5-177] the concerns about the suitability of the NIP to effectively cover vessel operation movements and communications. The PLA's response also set out how the PLA's concerns could be overcome. This matter remains outstanding.

12. Areas of Safeguarded Water Depth - Consideration of Additional Installation Requirements [REP5-139]

- 12.1 The PLA welcomes the production of this Report which advises that further engineering work has been completed to establish the most appropriate method of installation for achieving the required Safeguard Water Depths. This relates to additional pre-sweeping requirements in the Sunk Pilot Boarding Area and the use of additional cable burial techniques within the NE Spit area.

- 12.2 The Report identifies that at the Sunk Pilot Boarding Area pre-sweeping will also be required between KP38.7 and KP44.4 at an average depth of 1.5m with the material being re-distributed within the pre-swept area of the Order Limits This is in addition to the previously assessed application parameters of pre-sweeping KP96.32 to KP113.883 at an average depth of 2m.
- 12.3 At the North East Spit the creation of a trench by backhoe is the preferred option between KP102.4 to KP104.4.
- 12.4 The Applicant has confirmed to the PLA that this additional pre-sweeping means that the subsequent cable lowering “*remains 2.0m-2.5m below 22.5m CD*”. As a result of this confirmation, the PLA is content that the DoL information in the oCSIP and CBRA are consistent and that application documents do not require an update in respect of DoL

13. Outline Navigation and Installation Plan [REP4-076]

- 13.1 The PLA has reviewed its comments on the oNIP and sets out below the comments which it considers are outstanding and still need to be satisfactorily addressed by the Applicant:
- The temporal scope of this and all documents that relate to shipping and navigation, need to be clear and consistent. For example, the oNIP has references to the oNIP applying to the construction and operational phase (para’s 1.1.1 and 1.1.2) but there are also references to the operation and maintenance phases (para 1.1.3) and this implies that the operational phase is therefore different to the maintenance phase. The PLA considers that as Requirement 17 refers to both operation and maintenance that all shipping and navigation documents need to be clear that they relate to operation and maintenance.
 - It also needs to be clear when each document comes into force and what controls are in place prior to a document coming into force. For example, para 1.2.18 of the oNIP states that the oNIP comes into force once construction begins. That would mean that activities such as trial trenching which is carved out of the definition of construction would not be controlled by the oNIP. This is concerning.
 - At para 1.2.22 the list of Interested Parties still does not include the Port of Tilbury.
 - It needs to be clear in the oNIP and all other relevant Shipping and Navigation Documents (e.g. the oCSIP) when Interested Parties will be consulted and when documents will be updated. Given the complex issues that the NIP is covering it is not appropriate simply for Sea Link to update the document and provide it to Interested Parties at ‘regular intervals’ (para 1.3.2). Para 2.4.2 refers to possible updates to the NRA, post consent, if routeing has changed significantly prior to construction. There is no reference to further consultation with IPs, which will be required prior to installation activities commencing (See Five Estuaries oNIP para’s 3.3.2-3.3.3)
 - Freespan Clearance – at Para 3.12 the first sentence should make it clear that the primary cable protection strategy is via cable lowering below the seabed.
 - Para 2.3.3 it is concerning that the oNIP states the cable will be buried where practicable.
 - It is also concerning that there is single sentence stating what might happen where target depth of lowering cannot be achieved: rock backfill may be installed. This takes no account of section

3.9 and in particular the Areas of Safeguarded Water Depth or the Areas of Reduction in Water Depth and the requirements set out in para 3.9.2.

- Whilst para 3.3.6 has been updated to be clear that simultaneous RAM operations are not permitted to occur. This is limited to the Sunk – as set out above in relation to SN11 it needs to apply to all three Areas of Safeguarded Water Depth.

14. Concluding Remarks

14.1 The PLA remain in discussion with the Applicant as to how mitigations to a number of technical issues are secured. Other projects such as Five Estuaries and North Falls have already set precedents as to how these standard mitigations are secured. The PLA believes these outstanding issues, based on the detailed feedback presented here, can be resolved by the close of the examination, provided the Applicant does not attempt to progress novel alternatives.

14.2 At deadline 1 the PLA included a table at paragraph 13.5 of its Written Representation [REP1-156] setting out how the PLA's concerns regarding the Sea Link application needed to be addressed. At Deadline 5 [REP5-177] a further update to the table was provided. With one deadline remaining, the PLA has updated the table to show progress in relation to the various activities.

Activity	Summary of PLA's Position	Securing Mechanism	Status
Cable installation, maintenance, operation and decommissioning	<p>Safeguarding of current and future depths: 22m Sunk Pilot Boarding Area 12.5m Long Sand Head 12.5m North East Spit</p> <p>And in all cases making allowance for an over-dredge tolerance of 0.5m</p>	<p>Design Requirement</p> <p>Protective Provisions for the PLA</p> <p>Certified Plan</p>	<p>Agreed</p> <p>In discussion – currently with Applicant</p> <p>Understood Plan to be updated at deadline 6 to include areas of shallower water depth where Sea Link will not cross GridLink. This will need to be secured in the DCO</p>
Cable installation and maintenance	<p>The most effective method of cable laying in terms of speed and ability to achieve the required cable burial depth must be used</p>	<p>oNIP</p> <p>REAC</p>	<p>Updated version provided by applicant</p> <p>Need to secure the most effective method of cable laying outstanding. Necessity for reduced RRZ at times and no RAM operations when visibility less than 2NM remain outstanding</p>
Cable Crossings	<p>Safeguarding of current and future depths: 22m Sunk Pilot Boarding Area 12.5m Long Sand Head 12.5m North East Spit</p> <p>And in all cases making allowance for an over-dredge tolerance of 0.5m</p> <p>Further information and controls required in relation to the Sea Link - GridLink crossing point to ensure that if Sea Link is installed first, Grid Link can still be brought forward and water depths safeguarded</p>	<p>Design Requirement</p> <p>Protective Provisions for the PLA</p> <p>Certified Plan</p>	<p>Agreed</p> <p>In discussion – currently with Applicant</p> <p>Understood Plan to be updated at deadline 6 to include areas of shallower water depth where Sea Link will not cross GridLink. This will need to be secured in the DCO</p>

Activity	Summary of PLA's Position	Securing Mechanism	Status
Use of cable protection	Safeguarding of current and future depths: 22m Sunk Pilot Boarding Area 12.5m Long Sand Head 12.5m North East Spit And in all cases making allowance for an over-dredge tolerance of 0.5m	Design Requirement Protective Provisions for the PLA Certified Plan	Agreed In discussion – currently with Applicant Understood Plan to be updated at deadline 6 to include areas of shallower water depth where Sea Link will not cross GridLink. This will need to be secured in the DCO
Surveys and Monitoring Trial Trenching	Consultation with the PLA prior to any surveys or monitoring taking place	Protective Provisions for the PLA DML oNIP	Survey and monitoring provisions agreed in protective provisions. Trial trenching included in dDCO at deadline 5 – protective provisions need to be updated to reflect this Excludes pre-construction surveys, trial trenching and monitoring from the definition of commence. How are these activities controlled. Deadline 4 oNIP contains no reference to trial trenching. Pre-commencement activities can take place before NIP has been approved.
Boulder relocation	Boulders / Debris cannot be displaced within or to the Areas of Interest and must be removed	oCSIP REAC	Understood update to be made to oCSIP at deadline 6 Commitment required in REAC
Archaeology relocation	Archaeological relocation cannot occur within or to the Areas of Interest and must be removed	oCSIP REAC	Understood update to be made to oCSIP at deadline 6 Commitment required in REAC
UXO relocation	The PLA must be consulted on any application for marine licensing for	oCSIP	Agreed Agreed

Activity	Summary of PLA's Position	Securing Mechanism	Status
	the clearance of UXO within or which may affect the Areas of Interest before such applications are submitted to the MMO. With regard being had to any request made by the PLA for reasonable amendment to the proposed application. The PLA must be notified of the final programme for any clearance of UXO within the Areas of Interest	Protective Provisions for the PLA	
Dredging / Disposal of sediment	Dredging cannot lead to a reduction in navigable depth within the Areas of Interest as a result of dredged material being placed directly into these areas of migrating into these areas from disposal sites	oSDMP Design Requirement Certified Plan	Agreed Agreed Understood Plan to be updated at deadline 6 to include areas of shallower water depth where Sea Link will not cross GridLink. This will need to be secured in the DCO
Wet storage	Wet Storage of materials and/or equipment cannot occur within the Areas of Interest	oCSIP DML REAC	Agreed Agreed Commitment required in REAC
Field joints	Planned field joints should not be located in the Areas of Interest	oCSIP DML REAC	Agreed Agreed Commitment required in REAC
Freespan Clearance	There must be a clear commitment to no freespans over the Areas of Interest	oNIP and/or Design Requirement	Different interpretation of what freespan clearance is. oNIP needs to provide a clear commitment to no freespans over the Areas of Safeguarded Water Depth

Activity	Summary of PLA's Position	Securing Mechanism	Status
Remediation	It needs to be clear what will happen if cable burial depths are not achieved during installation or maintenance.	REAC Protective Provisions for the PLA DML	Commitment required in REAC Remediation paragraph being discussed with a view to it being included within the PLA's protective provisions.

APPENDIX 1

Mark-Up of Schedule 16 Deemed Marine Licence

SCHEDULE 16

Article 47

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⁽¹⁾;

"the 2017 Offshore Regulations" means the Conservation of Offshore Marine Habitats and Species Regulations 2017⁽²⁾;

"the 2017 Regulations" means the Conservation of Habitats and Species Regulations 2017⁽³⁾;

"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; [\[PLA note: the licence uses the terms authorised project in parts\]](#)

"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 pre—construction surveys, [\[trial trenching\]](#) and monitoring approved under this licence and the words "commencement" and "commenced" must be construed accordingly; [\[PLA note: the PLA have queried reference to trial trenching\]](#)

"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;

⁽¹⁾ 2009 c.23

⁽²⁾ S.I. 2017/1013

⁽³⁾ 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 project 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 fisheries liaison and co-existence plan" means the document certified as the outline fisheries liaison and co-existence 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 and 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; [PLA note: REP4-075 is titled "Outline Navigation and Installation Plan"]

"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;

"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
Tyneside House

Skinnerburn Road
Newcastle Business Park
Newcastle upon Tyne
NE4 7AT
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) The United Kingdom Hydrographic Office
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
navigationsafety@mca.gov.uk
- (g) Natural England
Guildboume House
Chatsworth Road
Worthing
B11 1LD
Tel: 0300 060 4911;
- (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.consents@marinemanagement.org.uk, or where contact to the Local Office of the MMO is required, hastings@marinemanagement.org.uk and 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.marinemanagement.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 6 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 and bury 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 in the Suffolk landfall; and
- (d) trenchless entry/exit pits 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 part of Work No. 6 and Work No.12 as specified below 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 project and which fall within the scope of the work assessed by the environmental statement, including but not limited to

- (a) In respect of Work No.6, cable protection measures such as rock placement, including rock bags, and the placement of concrete mattresses and frond mattresses;
- (b) In respect of Work No.12, temporary diversion of existing overhead electric line and associated works;
- (c) In respect of Work No.6, 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) In respect of Work No.6, 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 project; 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 project are specified below—

Table 1: Limits of deviation for marine cable area

<i>Point</i>	<i>Latitude (DMS)</i>	<i>Longitude (DMS)</i>	<i>Point</i>	<i>Latitude (DMS)</i>	<i>Longitude (DMS)</i>
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' 46A58"	1°36' 27.018"	389	51°18' 49A49"	1°23' 1.778"
5	52°9' 45.864"	1°36' 29.353"	390	51°18' 49A22"	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' 54A81"	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' 9A12"	1°39' 49.072"	416	51°18' 1A96"	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' 35A92"	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"
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' 59A43"	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' 38A48"	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' 43A31"	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' 51A65"	1°30' 29.126"
86	51°53' 9A67"	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"
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' 12A17"	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"
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' 21A15"	1°33' 36.373"
158	51°45' 54A19"	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' 27A14"	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' 19A02"	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"
198	51°30' 26.878"	1°33' 9.804"	583	51°40' 44.731"	1°40' 1.916"
199	51°30' 24A82"	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' 14A18"	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' 6A77"	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' 17A99"	1°33' 28.685"	618	51°47' 52A71"	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' 46A70"	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' 3A75"	1°32' 14.223"	632	51°48' 25A92"	1°47'2.667"
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' 17A89"	1°30' 32.556"	645	51°49' 24A06"	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' 31A37"	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' 37A55"	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' 31A57"	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' 19A69"	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"
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' 1A27"	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' 6A70"	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' 26A09"	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' 46A91"	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' 48A41"	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' 34.829"	1°22'24.877"	718	52°4' 3.162"	1°40' 19.667"
334	51°19' 34.802"	1°22' 24.793"	719	52°4' 4.762"	1°40' 18.862"
335	51°19' 33A82"	1°22' 21.370"	720	52°4' 32.139"	1°39'59.850"
336	51°19' 33.191"	1°22' 20.388"	721	52°4' 34.649"	1°39' 59.557"
337	51°19' 32.987"	1°22' 19.529"	722	52°5' 8.283"	1°40' 4.682"
338	51°19' 32.941"	1°22' 19.095"	723	52°5'33.094"	1°40'5.721"
339	51°19' 32.964"	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' 33A72"	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' 31A80"	1°40'29.846"
347	51°19' 31.947"	1°22'13.479"	732	52°7' 37.837"	1°40' 25.774"
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' 8A81"	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' 22A53"	1°21' 55.626"	752	52°10' 6A97"	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°10'9.282"	1°36' 38.739"
375	51°19' 18.360"	1°21' 50.981"	760	52°10' 9.302"	1°36' 38.664"
376	51°19' 17.711"	1°21' 50.413"	761	52°10' 8.161"	1°36' 38.074"
377	51°19' 14.953"	1°22'1.124"	762	52°10' 3.687"	1°36' 35.840"
378	51°19' 13.936"	1°22' 0.539"	764	52°10' 1.232"	1°36' 34.433"
379	51°19' 12.275"	1°21' 59.585"	764	52°10' 1.671"	1°36' 33.128"
380	51°19' 7.341"	1°21' 56.750"	765	52°10' 1.719"	1°36' 32.950"
381	51°19' 4.216"	1°22' 8.087"	766	52°10' 0.186"	1°36' 32.072"
382	51°19' 4.096"	1°22'8.515"	767	52°9' 59.073"	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°9'53.755"	1°36' 29.252"
385	51°19' 3.380"	1°22' 11.069"	770	52°9' 51.024"	1°36' 28.212"

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

<i>Point</i>	<i>Latitude (DMS)</i>	<i>Longitude (DMS)</i>	<i>Point</i>	<i>Latitude (DMS)</i>	<i>Longitude (DMS)</i>
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' 39A85"
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"
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' 31A25"	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' 44A88"
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' 29A92"	343	51° 19' 3.747"	001° 18' 45A19"
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"

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' 29A14"	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' 27A11"	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' 49A31"
79	51° 19' 1.155"	001° 19' 24.080"	370	51° 19' 4.938"	001° 18' 49A58"
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' 8A99"	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"
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' 6A65"	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' 53A10"	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' 6A98"
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"
156	51° 19' 4.423"	001° 18' 50.619"	447	51° 19' 3.533"	001° 19' 7A99"
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' 21A01"
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"
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' 22A74"
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' 22A87"
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' 29A09"
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' 30A69"
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' 34A20"
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 project 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 (m2)</i>	<i>Volume of cable protection (m3)</i>
122	196,100	582,200

- (2) The total pre-sweeping volume must not exceed 325,000 cubic metres.
- (3) In the Areas of Interest:
- (a) no wet storage activities are to be carried out by the undertaker as part of the licensed activities in respect of Work No.6;
 - (b) no exclusion zones will be implemented as part of the licenced activities but this does not prevent any Recommended Restricted Zones required by and within the meaning of the Convention on the International Regulations for Preventing Collisions at Sea 1972 as implemented by the Merchant Shipping (Distress Signals and Prevention of Collisions) Regulations 1996 (S.I.1996/75);
 - (c) there are to be no cable joints as part of the construction or maintenance of Work No. 6 (unless necessitated by emergency maintenance works);
 - (d) In the event that a cable crossing is reasonably necessary in the North East Spit Area due to the proposed GridLink Interconnector Project:
 - (i) If Work No.6 is installed first, the undertaker must install Work No. 6 at a depth that provides sufficient vertical clearance for the GridLink Interconnector Project cable(s) to be laid so that subsequent installation would not preclude or impede the dredging of those parts of the Areas of Interest to the depth specified in Requirement 17 of Schedule 3 and the undertaker is not responsible for any failure to meet the required depth protection caused by the subsequent installation of the GridLink Interconnector Project cable(s); and
 - (ii) If the GridLink Interconnector Project cable(s) are installed first, the undertaker must use reasonable endeavours to ensure that the GridLink Interconnector Project cable(s) are installed with sufficient vertical clearance to allow the subsequent installation of Work No. 6 to a depth which would not preclude or impede the dredging of those parts of the Areas of Interest to the depth specified in Requirement 17 of Schedule 3; PLA note: the PLA would expect wording to be included at (d) that links back to the Areas of Safeguarded Water Depth Plan and the exclusion area for the Sea Link crossing with GridLink

- (e) Where there are existing cables installed in the Areas of Interest that are to be crossed by Work No.6 the undertaker must install Work No.6 so as to achieve the required depth protection specified in Requirement 17 of Schedule 3.

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 project.

(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 of details regarding the vessel routes, timings and locations relating to the construction of the authorised project or relevant part—

- (a) at least 14 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 14 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 5 days of such notification.

(9) The undertaker must notify HM Coastguard (HMCG) (Zone10@hcmg.gov.uk, Zonell@hcmg.gov.uk, Zone13@hcmg.gov.uk and 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 project 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 Work No. 6, save for trial trenching, must not commence until the following plans in respect of those activities have been submitted to and approved in writing by the MMO, such approval to be within a period of six months from submission (in consultation with Natural England, the JNCC, MCA, the Environment Agency, PLA, Trinity House and Cefas):

- (a) a Cable Specification and Installation Plan document in respect of those licensed activities, which is in ~~substantial~~ accordance with the principles set out in the outline Cable Specification and Installation Plan and which has been informed by a cable burial risk assessment 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 which sets out for Work No. 6, including any associated development or ancillary work, in so far as it applies to the Areas of Interest demonstrating compliance with Requirement 17 of Schedule 3 and otherwise encompassing the identification of any cable protection that exceeds 5% of navigable depth referenced to Chart Datum and, in the event that any area of cable protection exceeding 5% of navigable depth is identified, details of any steps (to be determined following consultation with the MCA and Trinity House)

to be taken to ensure existing and future safe navigation is not compromised or similar such assessment to ascertain suitable burial depths and cable laying techniques, including cable protection;

- (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 ~~substantial~~ accordance with the principles set out in the outline Offshore Construction Environment Management Plan;
- (c) a Marine Mammal Mitigation Plan which is in substantial accordance with the principles set out in the outline Marine Mammal Mitigation Plan,
- (d) a Marine Non-Native Species (MNNS) Plan which is in substantial 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 substantial accordance with the principles set out in the outline Fisheries Liaison and Co-existence Plan;
- (g) a navigation ~~and~~ installation plan for the relevant stage which is in ~~substantial~~ 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.

(2) The licensed activities or any part of those activities under Work No. 6 must not commence unless a written scheme of archaeological investigation in respect of those activities has been submitted to and approved by the MMO, in consultation with the MCA and Trinity House, 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 project; 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) Except where otherwise stated or agreed with the MMO in writing, each programme, statement, plan, protocol or scheme required to be approved under condition 4 must be submitted for approval at least six months 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) 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 condition 4.

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

(6) In undertaking the licensed activities, the undertaker must not reduce existing water depths between KP 33 and KP 38 unless agreed with the MMO in writing in consultation with the MCA and Trinity House.

(7) Unless otherwise agreed with the MMO, a sediment sampling plan request must be submitted and the results submitted for analysis to the MMO prior to any pre-sweeping works at the Sunk Pilot Boarding area Area of Interest and the sediment sampling and analysis must be completed by a laboratory validated by the MMO.

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 or any part of those activities under Work No. 6, 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 within 24 hours of commencement;
 - (b) Notice of any aids to navigation being established or replaced by the undertaker within 24 hours; and
 - (c) Notice of completion of construction of the authorised development within 7 days.

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.
- (6) The undertaker must ensure that any rock material used in the construction of the authorised project is from a recognised source free from contaminants and containing minimal fines.
- (7) 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.
- (8) 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, MCA and Trinity House.

(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 between the onshore transition joint bay and the exit pits.

(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 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) cable remedial burial;
- (b) cable repairs and replacement;

- (c) 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;
- (d) cable inspection.

(3) In undertaking activities under condition 12(2)(~~d~~), other than within the Areas of Interest where navigable depth may not be reduced to any extent the undertaker must not reduce water depth by more than 5% unless agreed with the MMO in writing in consultation with the MCA.

Deployment of Cable Protection

13.(1) 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.

(2) Unless otherwise agreed by the MMO in writing, no cable protection granted by the licence may be deployed within the Sandwich Bay Special Area of Conservation (SAC) after the construction period has ended and any cable protection to be installed outside of the Sandwich Bay SAC following completion of construction in locations where cable protection was not installed during construction must be deployed within 10 years of completion of construction.

Post construction

14.(1) The undertaker must submit to the MMO and Trinity House within three months of completion of the licensed activities forming part of Work No.6 or any part of those activities under Work No.6 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 and Trinity House, 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 and Trinity House within seven days of the notification being issued.