

Response for deadline 7 – Cumulative Effects

Planning Inspectorate ref: EN020026



I would like to draw attention to projects that should be considered in terms of cumulative effect that do not appear to have been given sufficient consideration by the Applicant.

1) Kulizumbo Interconnector

In APP-320 Table 3.4 the Applicant lists the Planned Generation for the SC2 group and it includes the Kulizumbo Interconnector with a 2027 completion date. According to the LTMR website (ltmr.uk) the Kulizumbo Interconnector is:

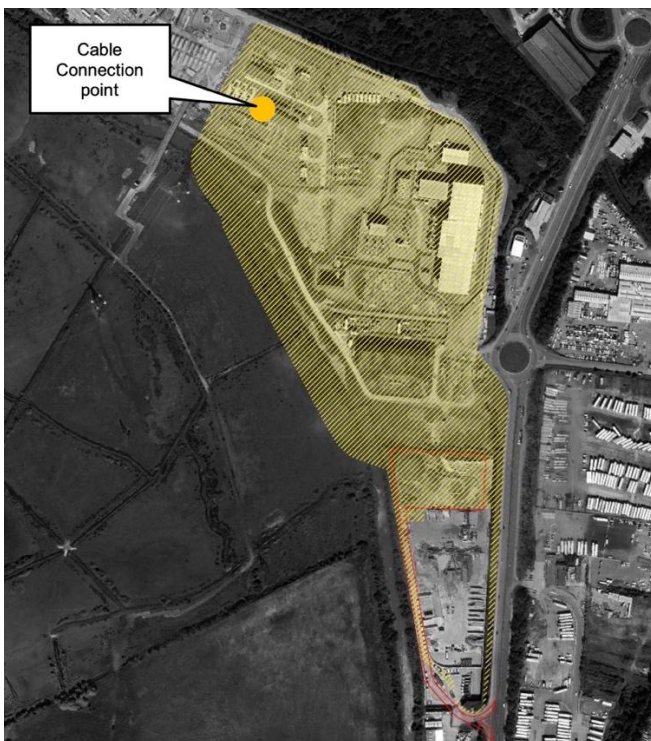
“..... a major 700MWp solar energy project across 250 acres of land next to Richborough Energy Park in Sandwich, Kent”.

I am surprised that the Applicant has not raised this as potentially having an inter-project cumulative effect because:

- It has completion date within the window for construction of the Sea Link.
- The site chosen is in proximity to the Sea Link Converter Station.
- The high likelihood that the Kulizumbo Interconnector would need to make landfall at Pegwell Bay.

2) Dover District Council Planning Application 25/01399

This application is for the “Construction and Operation of a Greener Grid Park Comprising Synchronous Compensators, Transformers, Ancillary Plant, Underground Electricity Ducting and Cabling to Connect to Existing Substation and Associated Hard and Soft Landscaping”. The Applicant has responded in REP6-121 to RR-5075 from Eversheds Sutherland acting on behalf of Statkraft, but the emphasis is on land rights rather than on the likely cumulative effect of both projects.



The map to the left shows the location of the development and its proximity to the Richborough substation. The plans from Statkraft include building a new access route, a hard surface yard, a generator circuit breaker and auxiliary transformer and 5.7m high transformers as well as numerous buildings.

All of this will involve traffic movement including AILs. Although the number of movements is relatively small, have these movements will involve the same roads and junctions?

This planning application (25/01399) only makes the "Long List" in REP-098 Appendix B line 600 because, in isolation, the effect of this development on the traffic flows is minimal. However, taken with the other developments that are happening in the same vicinity at the same time I do not feel that this application should be discounted.

3) TR020002 – Manston Airport

Although this has been considered by the Applicant, I am not sure that the cumulative effect has been fully appreciated. The development will also involve large quantities of "fill" to level the site to make it compliant with CAA regulations. Has the Applicant taken these HGV movements into account?

David Stevens.