

Sea Link

Volume 7: Other Documents

Document 7.4.5: ~~Draft~~ Statement of Common Ground Between National Grid Electricity Transmission and Thanet District Council.

Planning Inspectorate Reference: EN020026

Version ~~DE~~
~~March~~April 2026

Infrastructure Planning (Applications: Prescribed Forms and Procedure)
Regulations 2009 Regulation 5(2)(q)

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Version

Date	Version	Status	Description / Changes
March 2025	A	DRAFT	Issued with DCO application
November 2025	B	DRAFT	Issued to PINS for Deadline 1
January 2026	C	DRAFT	Issued to PINS for Deadline 3
March 2026	D	DRAFT	Issued to PINS for Deadline 5
<u>April 2026</u>	<u>E</u>	<u>FINAL</u>	<u>Issued to PINS for Deadline 7</u>

1. Introduction

1.1 Overview

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared to support the application (“The Application”) for the Sea Link Project (“Proposed Project”) made by National Grid Electricity Transmission Ltd (“the Applicant”). The Application was submitted to the Secretary of State for a Development Consent Order (DCO) and accepted for examination on the 23 April 2025.
- 1.1.2 A Statement of Common Ground (SoCG) is an established means in the planning process of allowing all parties to identify and focus on specific issues that may need to be addressed during Examination. It is prepared jointly between the Applicant and another party(s) and sets out matters of agreement between both parties, as well as matters where there is not an agreement. It also details matters that are under discussion.
- 1.1.3 The aim of a SoCG is to help the Examining Authority manage the Examination Phase of a DCO application. Understanding the status of the matters at hand will allow the Examining Authority to focus their questioning and provide greater predictability for all participants in Examination. A SoCG may be submitted prior to the start of or during Examination and then updated as necessary or as requested during the Examination Phase.

1.2 This Statement of Common Ground

- 1.2.1 This SoCG has been prepared between the Applicant and Thanet District Council (TDC). It has been prepared in accordance with the guidance published by the Ministry of Housing, Communities and local Government (Ministry of Housing, Communities and Local Government, 2024).
- 1.2.2 An early draft (version A) of the SoCG was prepared by the Applicant to submit with the Application, based on engagement with TDC throughout development of the Proposed Project. Since the submission of the Application, the Applicant has continued to work with TDC to resolve issues as the Proposed Project ~~progresses~~has progressed through the Pre-Examination and Examination phases. The SoCG was further shared with TDC during the Pre-Examination phase to enable them to review and update their position. The Applicant addressed points raised in that review and also incorporated and responded to matters raised in TDC’s Principal Areas of Disagreement Summary Statement (PADSS) as well as issues from the Relevant Representations and discussed during ongoing thematic meetings, ahead of Deadline 1. As mentioned in a previous version of this SoCG (**Application Document 7.4.5 (BD) Draft Statement of Common Ground Thanet District Council [REP1-077REP5-046]**), there was not time to share the version of the SoCG that was submitted at Deadline 1 with TDC before the deadline. The SoCG was instead shared with TDC following Deadline 1 for their review and the SoCG submitted at Deadline 3 (Version C) included their updated position. The ~~current~~ Deadline 5 (Version D) SoCG ~~has been~~was updated further following collaboration with TDC. ~~This version~~It was shared with TDC on 27 February 2026 and TDC returned their updated position on 9 March 2026. Due to the limited time before Deadline 5, the Applicant ~~has~~was not ~~been~~ able to consider further TDC comments. ~~Nevertheless, before submitting the SoCG is submitted at Deadline 5 as it reflects the latest position of both TDC and.~~ Since Deadline 5, the Applicant has considered TDC’s

further comments and engagement has been ongoing to agree the final positions that are presented in this SoCG for Deadline 7.

~~1.2.3 This SoCG will be progressed further during the Examination period to reach a final position between the Applicant and TDC and to clarify if any issues remain unresolved. This SoCG will be revised and updated as appropriate and/or required by the Examining Authority at relevant examination deadlines.~~

~~1.2.4.1.2.3~~ For the purpose of this SoCG, the Applicant and TDC are jointly referred to as the “Parties”.

1.3 Role of Thanet District Council in the DCO Process.

1.3.1 TDC is a local authority for the purposes of section 42(1)(b) of the Planning Act 2008 as some of the land within the Order limits for the project is within its local authority area. Pursuant to Section 42 of the Planning Act 2008, The Applicant must consult local authorities if the project is in a local authority’s area.

1.3.2 The Planning Inspectorate sets out the role of local authorities in the DCO process in Advice Note 2: The role of local authorities in the development consent process (The Planning Inspectorate, 2015). The role and responsibilities of TDC, and local authorities in general, extend throughout the DCO process from pre-application to post decision as set out in the PINS Advice Note 2 and can include:

- Providing the local perspective at the pre-application stage, in addition to any views expressed directly to the developer by residents, groups and businesses.
- Preparing written representations, SoCGs and Local Impact Reports ready for examination.
- Attending and participating in hearings and/or accompanied site visits.
- Discharging many of the requirements associated with a DCO if consent is granted.
- Monitoring and enforcing many of the DCO provisions and requirements.

1.4 Description of the Proposed Project

1.4.1 The Proposed Project is a proposal by The Applicant to reinforce the transmission network in the Southeast and East Anglia. The Proposed Project is required to accommodate additional power flows generated from renewable and low carbon generation, as well as accommodating additional new interconnection with mainland Europe.

1.4.2 The Applicant owns, builds and maintains the electricity transmission network in England and Wales. Under the Electricity Act 1989, The Applicant holds a transmission licence under which it is required to develop and maintain an efficient, coordinated, and economic electricity transmission system.

1.4.3 This would be achieved by reinforcing the network with a High Voltage Direct Current (HVDC) Link between the proposed Friston substation in the Sizewell area of Suffolk and the existing Richborough to Canterbury 400 kV overhead line close to Richborough in Kent.

- 1.4.4 The Applicant is also required, under Section 38 of the Electricity Act 1989, to comply with the provisions of Schedule 9 of the Act. Schedule 9 requires licence holders, in the formulation of proposals to transmit electricity, to:
- 1.4.5 Schedule 9(1)(a) ‘...have regard to the desirability of preserving natural beauty, of conserving flora, fauna and geological or physiographical features of special interest and of protecting sites, buildings and objects of architectural, historic or archaeological interest;’ and
- 1.4.6 Schedule 9(1)(b) ‘...do what [it] reasonably can to mitigate any effect which the proposals would have on the natural beauty of the countryside or on any such flora, fauna, features, sites, buildings or objects’.
- 1.4.7 The Proposed Project would comprise the following elements:

The Suffolk Onshore Scheme

- A connection from the existing transmission network via Friston Substation, including the substation itself. Friston Substation already has development consent as part of other third-party projects. If Friston Substation has already been constructed under another consent, only a connection into the substation would be constructed as part of the Proposed Project.
- A high voltage alternating current (HVAC) underground cable of approximately 1.9 km in length between the proposed Friston Substation and a proposed converter station (below).
- A 2 GW high voltage direct current (HVDC) converter station (including permanent access from the B1121 and a new bridge over the River Fromus) up to 26 m high plus external equipment (such as lightning protection, safety rails for maintenance works, ventilation equipment, aerials, similar small scale operational plant, or other roof treatment) near Saxmundham.
- A HVDC underground cable connection of approximately 10 km in length between the proposed converter station near Saxmundham, and a transition joint bay (TJB) approximately 900 m inshore from a landfall point (below) where the cable transitions from onshore to offshore technology.
- A landfall on the Suffolk coast (between Aldeburgh and Thorpeness).

The Offshore Scheme

- Approximately 122 km of subsea HVDC cable, running between the Suffolk landfall location (between Aldeburgh and Thorpeness), and the Kent landfall location at Pegwell Bay.

The Kent Onshore Scheme

- A landfall point on the Kent coast at Pegwell Bay.
- A TJB approximately 800 m inshore to transition from offshore HVDC cable to onshore HVDC cable, before continuing underground for approximately 1.7 km to a new converter station (below).
- A 2 GW HVDC converter station (including a new permanent access off the A256), up to 28 m high plus external equipment such as lightning protection, safety rails for

maintenance works, ventilation equipment, aerials, and similar small scale operational plant near Minster. A new substation would be located immediately adjacent.

- Removal of approximately 2.2 km of existing HVAC overhead line, and installation of two sections of new HVAC overhead line, together totalling approximately 3.5 km, each connecting from the substation near Minster and the existing Richborough to Canterbury overhead line.

1.4.8 The Proposed Project also includes modifications to sections of existing overhead lines in Suffolk (only if Friston Substation is not built pursuant to another consent) and Kent, diversions of third-party assets, and land drainage from the construction and operational footprint. It also includes opportunities for environmental mitigation and compensation. The construction phase will involve various temporary construction activities including overhead line diversions, use of temporary towers or masts, working areas for construction equipment and machinery, site offices, parking spaces, storage, accesses, bellmouths, and haul roads, as well as watercourse crossings and the diversion of public rights of way (PROWs) and other ancillary operations.

1.5 Format of Document and Terminology

1.5.1 Section 2 of this SoCG summarises the engagement the Parties have had with regard to the Proposed Project.

1.5.2 Section 3 of this SoCG summarises the issues that are ‘agreed’, ~~or~~ ‘not agreed’ ~~or are~~ ~~‘under discussion’~~. ‘Not agreed’ indicates a final position where the Parties have agreed to disagree, whilst ‘Agreed’ indicates where the issue has been resolved. Where parts have been greyed out, this means the Consultee is not responsible for that matter or was not involved in discussions on that matter.

1.5.3 Abbreviations used within the SoCG are provided in Table 1.1 below.

Table 1.1 Abbreviations

Abbreviation/Term	Definition
BMV	Best <u>and</u> Most Valuable <u>Versatile</u> Land
BTNO	Bramford to Twinstead Reinforcement Project
CEA	Cumulative Effects Assessment
CEMP	Construction Environmental Management Plan
CIRIA	Construction Industry Research and Information Association
CNP	Critical National Priority
CRTN	Calculation of Road Traffic Noise

Abbreviation/Term	Definition
DCO	Development Consent Order
DDC	Dover District Council
DMRB	Design Manual for Roads and Bridges
EIA	Environmental Impact Assessment
EH	Environmental Health
ES	Environmental Statement
FEED	Front-End Engineering Design
FRA	Flood Risk Assessment
FRAP	Flood Risk Activity Permit
GLVIA	Guidelines on Landscape and Visual Impact Assessment
HDD	Horizontal Direct Drilling
HRA	Habitats Regulations Assessment
HVAC	High Voltage Alternating Current
HVDC	High Voltage Direct Current
IDB	Internal Drainage Board
KCC	Kent County Council
LCA	Landscape Character Area
LDC	Land Drainage Consent
LEMP	Landscape and Ecology Management Plan
LLFA	Lead Local Flood Authority
LPA	Local Planning Authority
LVIA	Landscape and Visual Impact Assessment
NE	Natural England
NPS	National Policy Statement

Abbreviation/Term	Definition
OHL	Overhead Line
PCZ	Preliminary Consultation Zones
PEIR	Preliminary Environmental Information Report
PINS	Planning Inspectorate
PPA	Planning Performance Agreement
PRoW	Public Right of Way
PRoW MP	Public Rights of Way Management Plan
REAC	Register of Environmental Actions and Commitments
RSA	Road Safety Audit
SCZ	Secondary Consultation Zones
SoCC	Statement of Community Consultation
SoCG	Statement of Common Ground
SoS	Secretary of State
SuDS	Sustainable Drainage Systems
TDC	Thanet District Council
VP	Viewpoint

2. Record of Engagement

2.1 Summary of ~~pre-application~~ discussions

- 2.1.1 ~~Table 2.1~~ Appendix A summarises the consultation and engagement that has taken place between the Parties ~~prior to submission of the DCO application~~.

3. Areas of Discussion Between the Parties

3.1 Policy, consenting route, coordination and site selection

Table 3.1 Policy, consenting route, coordination and site selection

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>Applicant Current Position</u>	<u>Status</u>
<u>3.1.1</u>	<u>N/A</u>	<u>DCO consenting route</u>	<u>TDC agrees with the approach to the DCO consenting route.</u>	<u>The Secretary of State has confirmed that the Proposed Project is nationally significant.</u>	<u>Agreed</u>
<u>3.1.2</u>	<u>N/A</u>	<u>National Policy Statements for Energy</u>	<u>TDC agrees that the Proposed Project is to be determined in accordance with the NPSs referred to in the Applicant position.</u>	<u>Section 104 of the Planning Act 2008 requires that the SoS decides the application in accordance with National Policy Statement (NPS) EN-1, NPS EN-3, and NPS EN-5.</u>	<u>Agreed</u>
<u>3.1.3</u>	<u>N/A</u>	<u>Status of Development Plan policy</u>	<u>TDC agrees that the relevant local policy is the currently adopted development plan policy relevant to the Proposed Project's location in Thanet is the Thanet Local Plan, July 2020.</u>	<u>The Applicant agrees that the currently adopted Thanet Local Plan is the relevant local policy for the Proposed Project.</u>	<u>Agreed</u>
<u>3.1.4</u>	<u>N/A</u>	<u>Development Plan allocations</u>	<u>Development in the Countryside/Urban boundary & village confines.</u> <u>NB – although not Development Plan allocations, national and international ecological designations are noted.</u>	<u>The Development Plan allocations are relevant to the Proposed Project and have been considered within the draft Order Limits.</u>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>Applicant Current Position</u>	<u>Status</u>
3.1.5	<u>N/A</u>	<u>Need for the project</u>	<u>The principle of network reinforcement is agreed. However, it is noted that various concerns have been raised with regard to the need of the development which TDC do not seek to add to . The determination on the need for the Proposed Project will be a matter for the Secretary of State (SoS).</u>	<u>The need for the Proposed Project is set out in Section 1.2 of Application Document 7.1 (D) Planning Statement [REP6-054]. The Applicant and the Consultee agree that the determination of the Proposed Project is a matter for the SoS.</u>	<u>Agreed</u>
3.1.6	<u>Application Document 8.3 Strategic Options Report (October 2023) [APP-370]</u> <u>Application Document 7.2 Strategic Options Back Check Report [APP-320]</u>	<u>Strategic Options</u>	<u>TDC does not agree to the strategic options set out by the Applicant and requires further justification on these from the Applicant.</u>	<u>The process, methodology and outcome of the strategic options appraisal is presented in Application Document 8.3 Strategic Options Report (October 2023) [APP-370].</u>	<u>Not Agreed</u>
3.1.7	<u>Application Document 8.2 Options</u>	<u>Site Selection</u>	<u>TDC does not agree to the site selection set out by the Applicant</u>	<u>The methodology and outcome of the site and route selection are presented in Application Document 8.2 Options Selection and Design</u>	<u>Not Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>Applicant Current Position</u>	<u>Status</u>
	<u>Selection and Design Evolution Report (October 2023) [APP-369]</u>		<u>and requires further justification on this from the Applicant.</u>	<u>Evolution Report (October 2023) [APP-369]. Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered [APP-044] provides further details of the site selection process and the main alternative considered for the Proposed Project.</u>	
<u>3.1.8</u>	<u>N/A</u>	<u>Land Ownership</u>	<p><u>The Council notes the rights sought by the Applicant for the compulsory acquisition of rights over Council owned land. This is subject to separate discussion with the Council's Assets Team and the Applicant.</u></p> <p><u>It is noted the submission of the Detailed Land and Rights Negotiations Tracker.</u></p> <p><u>It is noted that the Book of Reference does not outline the compulsory acquisition of any land of the District Council outright. Negotiations remain ongoing with the Applicant and therefore agreement cannot be achieved at time of writing.</u></p>	<p><u>The Applicant will continue to engage with Thanet District Council to seek the land rights necessary for the Proposed Project by voluntary agreement and thanks Thanet District Council (Head of Property – Asset Management) for its engagement to date and going forward.</u></p> <p><u>The Applicant is seeking acquisition of rights only, in Thanet District Council land, not outright acquisition of land. The Applicant believes the rights sought are adequate and proportionate for the Proposed Project's needs and does not believe the Book of Reference needs to be updated to increase the Class of Rights being sought.</u></p> <p><u>Thanet District Council's agent has confirmed the Heads of Terms are still with the Council for review and legal consideration of a number of points including the drafting around use of compulsory powers and contamination. The commercial terms are still under discussion and the Applicant's Agent awaits more comparable evidence from the landowner's agent. A further meeting has been requested by the Applicant's</u></p>	<u>Not Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>Applicant Current Position</u>	<u>Status</u>
				<u>Agent. It is anticipated that an agreement can be reached prior to the close of Examination.</u>	

3.2 Order Limits

Table 3.2 Order Limits

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
<u>3.2.1</u>	<u>N/A</u>	<u>Order Limits</u>	<p><u>It was considered that the works plans/parameter plans lacked detail of where works will take place and it was therefore difficult to assess the overall impact of the proposed works. TDC acknowledges that the works plans have since been updated and now provide greater clarity of the works and works areas.</u></p>	<p><u>As highlighted in note 2 on the Application Document 2.5.2 (C) Work Plans – Kent [REP4-007], the works plans show the Order Limits and potential locations for the works. These were updated to provide more detail of where works will take place.</u></p> <p><u>To assist reviewers Application Document 2.14.2 Indicative General Arrangements Plans – Kent [CR1-025] are provided to show greater detail on what the land within the Order Limits will be used for and Application Document 2.3 (G) Land Plans [REP6-002] also identifies the proposed use of the land within the Order Limits through the assignment of classes of rights.</u></p>	<u>Agreed</u>
<u>3.2.2</u>	<u>N/A</u>	<u>Order Limits - Construction compounds</u>	<p><u>The Council previously considered that the extent and number of construction compounds seemed excessive, but has since acknowledged the justification from the Applicant.</u></p> <p><u>It was subsequently requested that the Applicant provide a construction programme/timeline for the use of the</u></p>	<p><u>Further information was provided in terms of the extent and number of required compounds, which has since been acknowledged by the Consultee.</u></p> <p><u>An indicative construction programme is included in Appendix A of Application Document 7.5.1.1 (F) Construction Traffic Management and Travel Plan Suffolk and Application Document 7.5.1.2 (C) Outline</u></p>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
		<p><u>construction compounds as part of the CEMP/CTMP which has since been provided.</u></p> <p><u>Further details were requested with regards to the proposed use of the Hoverport for access given the recent proposed alteration to the order limits, for both construction of the project and maintenance of the cable. Further details have been provided and the use of the Hoverport is discussed at point 3.6.4.</u></p>		<p><u>Construction Traffic Management and Travel Plan – Kent</u> both submitted at Deadline 7.</p> <p><u>Details with regards to the proposed use of the hoverport for access are provided as part of the Change Request, see Application Document 9.76.2 (A) Change Request Report [CR1-052].</u></p>	

3.3 Draft DCO

Table 3.2 Draft DCO

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
<u>3.3.1</u>	<u>Application Document 3.1 (J) draft Development Consent Order submitted at Deadline 7</u> <u>Application Document 7.12.2 (D) Design Principles – Kent submitted at Deadline 7</u>	<u>Schedule 3: Requirements</u>	<u>Requirement 3, as originally worded provides too much flexibility in seeking the details of the layout, scale and external appearance of the above ground elements. The detailed design should accord with the design parameters, Site Location Plan, works plan and design principles rather than just be in general accordance. The requirement should also be clearer in stating that approval from the relevant planning authority is required.</u> <u>TDC acknowledges that amended</u>	<u>The Kent Converter Station and Substation are located on the same site and have been treated as a single site by the Applicant for design and environmental mitigation purposes. The Kent Substation has therefore been incorporated into Requirement 3 in the same way as the Kent Converter Station, with the same design controls applying.</u> <u>The Applicant notes and welcomes Thanet District Council’s support for the inclusion of the Kent Substation</u>	<u>Not Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p>wording of Requirement 3 has been provided throughout the examination process but there remain areas of disagreement in this wording. TDC submitted preferred wording for Requirement 3 (from a Kent perspective) at Appendix A to the Response to the ExA's Third Written Questions at Deadline 6 [REP6-274]. It is acknowledged that following Deadline 6, the ExA have issued their Schedule of ExA's recommended amendments to the Applicant's dDCO submitted at deadline 6 [REP6-004]. Point 8 sets out the ExAs preferred wording for this Requirement. The Applicant has</p>	<p>within Requirement 3.</p> <p>Design parameters are firmly secured in Article 5 of the draft DCO and the authorised development must accord with these parameters. The Location Plan defines the Order Limits and there is no scope to amend those limits without formal change processes. Accordingly, the authorised development must be delivered wholly within the Order limits shown on the Location Plan.</p> <p>The Works Plans are also firmly secured by the Order. Article 3(4) provides that the authorised works may only be carried out within the lines</p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p><u>provided revised wording for the Requirement in light of the ExAs recommendations and following review of this wording TDC still has concerns. Therefore, TDC fully supports the ExAs preferred wording for Requirement 3 set out in REP6-274.</u></p>	<p><u>and situations shown on the Works Plans. There is therefore no flexibility to locate works outside those parameters.</u></p> <p><u>In response to concerns raised regarding operational lighting, the Applicant submitted an Outline Operational Lighting Management Plan at Deadline 6 and has amended Requirement 3 to require the submission and approval of a detailed Operational Lighting Management Plan by the relevant planning authority prior to lighting being installed. The Applicant hopes this resolves concerns on lighting design.</u></p> <p><u>The Applicant has amended</u></p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				<p><u>Requirement 3 and acknowledges further amendments recommended by the Examining Authority [REP6-004], accepting the change of wording from 'design' to 'details of the design, scale, layout and external appearance'. The Applicant agrees that the suggested clarification provides clear and robust control.</u></p>	
				<p><u>Likewise, the Applicant accepts the Examining Authority's recommendation of the requirement for an independent design review panel (new 3(1)(d)) and the deletion of the following text: "...and that the undertaker may have limited choice over many aspects of the</u></p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				<p><u>design and that the design must in the first instance be safe and secure, as recognised by EN-1 Paragraph 4.7.6 and EN-5 paragraph 2.4.3. The aspects where more flexibility may be available include the external colour, surface profile and finish of cladding and the roofline of the permanent buildings, although aspects of these elements will be fixed through technical requirements.”</u></p> <p><u>However, the Applicant maintains its stance that the wording of Requirement 3 should apply only to the approval of buildings and not be extended to approval</u></p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				<p>of all ‘above ground works’ since there would be no meaningful scope for local planning authorities to influence the design of the Converter Station platform. Outside the buildings, authorised development would comprise standard electrical equipment contained within a secure fenced compound. The scale, layout, appearance and sequencing of this equipment is functionally driven, highly standardised and not capable of design variation. The Applicant also maintains that aspects of development should be ‘substantially’ in accordance with Key Design Principles to</p>	

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				<p><u>allow flexibility for local planning authorities and the Applicant to work together towards the best outcome.</u></p> <p><u>The Applicant considers that, taken together, these amendments represent significant concessions and provide the relevant planning authorities with appropriate control over the detailed design of the Kent Converter Station and Substation buildings, while recognising the very limited design flexibility inherent in nationally significant electrical infrastructure.</u></p> <p><u>The Applicant is grateful to Thanet District Council for</u></p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				<u>continuing to engage constructively on Requirement 3 and design matters more generally.</u>	
<u>3.3.2</u>	<u>Application Document 3.1 (J) draft Development Consent Order submitted at Deadline 7</u>	<u>Schedule 3: Requirements</u>	<u>TDC welcomes the inclusion of the public rights of way management plan Kent, as with the other document cited and awaits copies of the document as soon as these can be shared.</u>	<u>Noted.</u>	<u>Agreed</u>
<u>3.3.3</u>	<u>Application Document 3.1 (J) draft Development Consent Order submitted at Deadline 7</u>	<u>Schedule 3: Requirements</u>	<u>TDC welcomes the amended wording for the construction hours however, the commitment appears to be superficial in having no real effect with no working on bank holidays (and preceding Saturday and Sunday) for operations associated with works No. 9B and 11</u>	<u>The Applicant has considered programme implications and risk for the Proposed Project, and has concluded that it can accommodate the exclusion of bank holidays from the core working hours at the converter station site in Suffolk and the converter and substation site in</u>	<u>Not Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p><u>(converter and substation).</u> <u>Requirement 7 then includes a long list of works and caveats where these restrictions do not apply.</u> <u>TDC maintains that there should be no construction works at all on Sundays and Bank Holidays for all work no.s and not just the converter and substation unless otherwise approved by the relevant planning authority.</u> <u>It is acknowledged that there may be exemptions but the current list in Requirement 7(4) is too broad.</u> <u>The addition of no HGV deliveries on Sundays is welcomed.</u></p>	<p><u>Kent (except by agreement with the local planning authorities), without prejudicing its ability to accelerate the project in accordance with the NESO Clean Power 2030 objectives.</u> <u>Furthermore, and recognising the desirability of this outcome to stakeholders and communities, the Applicant is also able to agree that for the bank holiday Mondays that form part of a 'bank holiday weekend' (meaning Easter Monday, the early May bank holiday, the Spring bank holiday, and the summer bank holiday) the associated (preceding) Saturday and Sunday are also</u></p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p><u>Requirement 7 should be worded to prohibit all construction work on Sundays and Bank Holidays.</u></p> <p><u>TDC supports the ExAs preferred wording for Requirement 7 in their Schedule of ExA's recommended amendments to the Applicant's dDCO submitted at deadline 6 [REP6-004].</u></p>	<p><u>not worked. This is facilitated by the likely implications of the exclusion of the bank holiday Mondays on contractor shift patterns, and also reflects the fact that the Applicant does not anticipate working every weekend in all areas of the project at all times in any case. On this basis, the Applicant is comfortable reducing its flexibility in the manner proposed at the converter station sites, although further limitations would introduce unacceptable risks to the ability to programme and deliver the works in a sufficiently timely manner. This reduction in flexibility is proposed</u></p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				<p>specifically at the converter station site in Suffolk and the converter and substation site in Kent, because it is acknowledged that these are large static construction sites where work will be being undertaken for 4-5 years (as opposed to smaller single site works such as individual substations, or works with shorter construction periods). Notwithstanding this, the reducing in flexibility on bank holidays and the bank holiday weekends set out above is not for the purpose of mitigating effects (the ES identifies no impacts that would require this mitigation) but is proposed following a project-specific</p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				<p><u>review in the context of ongoing discussions with stakeholders. The possibility of working on bank holidays is retained for those works which are likely to be more transient, for example the cable sections, where construction activity will be undertaken at each location for shorter periods of time in any case. The possibility of working on bank holidays is also retained for any railway works, where possessions may be dictated by third parties and where bank holiday work may be a necessity.</u></p>	
<u>3.3.4</u>	<u>Application Document 3.1 (J) draft Development Consent Order</u>	<u>Schedule 3: Requirements</u>	<u>It is an expectation that this requirement will be updated to refer to the outline landscaping strategy</u>	<u>Former Requirement 8 has been removed from the draft DCO because the LEMP and Construction</u>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
	<u>submitted at Deadline 7</u>		<u>currently being formulated by the Applicant, to ensure that the detailed planting scheme accords with that document (which should be submitted with the DCO if not before for comment).</u>	<u>Environmental Management Plan (CEMP) are now to be provided in final versions for approval pursuant to Requirement 6. The outline landscaping strategy will be provided as part of LEMP with the application, and the final landscaping strategy provided as part of the final LEMP for approval by the local planning authority. Therefore, there is now no need for the separate Requirement on mitigation planting included previously.</u>	
<u>3.3.5</u>	<u>Application Document 3.1 (J) draft Development Consent Order submitted at Deadline 7</u>	<u>Schedule 3: Requirements</u>	<u>TDC maintains the position that an Outline Operational Environmental Management Plan (OOEMP) should be provided to cover matters relating to</u>	<u>The REAC is a certified document as listed in Schedule 19 of the draft DCO. Operation and maintenance related measures are clearly identified within</u>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p><u>operational mitigation.</u></p> <p><u>Without an OOEMP the ability to monitor and enforce the commitments becomes difficult and it is unclear as to the Applicant's commitments and responsibilities beyond construction. However, it is recognised that Requirements 5 and 6 have been amended to refer to 'management plans' including operational management plans where relevant. It is also recognised that the Register of Environmental Actions and Commitments (REAC) [REP6-134] is now a certified document in the DCO and TDC acknowledges that</u></p>	<p><u>Application Document 9.84 (E) Register of Environmental Actions and Commitments (REAC) submitted at Deadline 7 (refer to column (6) Project Phase within REAC Tables 1.1. to 1.4). This REAC forms Appendix B of the Application Document 7.5.3 (E) Outline Onshore Construction Environmental Management Plan submitted at Deadline 7 and compliance with the measures set out in the REAC, including those relevant to the operation and maintenance phase, is secured through DCO Schedule 3 Requirement 6 as set out in Application Document 3.1 (J)</u></p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p><u>operational elements and mitigation is secured through the DCO.</u></p>	<p><u>draft Development Consent Order</u> submitted at Deadline 7. In some instances, specific <u>operational measures, such as habitat creation, are additionally secured through other management plans such as Application Document 7.5.7.1 (E) Outline Landscape and Ecological Management Plan – Suffolk submitted at Deadline 7 and Application Document 7.5.7.2 (E) Outline Landscape and Ecological Management Plan – Kent submitted at Deadline 7.</u></p> <p><u>It is not considered necessary to produce a separate operational</u></p>	

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				<p><u>management plan as this would likely lead to unnecessary duplication of information already contained within relevant control documents (i.e. REAC, LEMP) and potentially lead to contradictory securing mechanisms. The Applicant has amended the wording of the DCO at Requirements 5 and 6 to clarify that the requirements and the management plans do not apply just to construction, but to operation and maintenance.</u></p>	
<u>3.3.6</u>	<u>Application Document 3.1 (J) draft Development Consent Order submitted at Deadline 7.</u>	<u>Schedule 4: Discharge of requirements</u>	<u>Discharge of Conditions – 1.(1) TDC is unable to commit to discharging the Requirements within 35 days particularly</u>	<u>The Applicant agreed to elongate the period for discharge of requirements from 28 days to 35 days prior to submission. This reflects a</u>	<u>Not Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p><u>given the amount of detail to be included and reviewed as part of a Requirement.</u></p> <p><u>TDC's position is that the period should be 8 weeks (56 days) to align with the national requirement for planning applications. TDC may be amenable to entering into a PPA to reduce the time period for issuing a decision where possible. The Bramford to Twinstead DCO is an exception made for this specific NSIP and does not represent a precedent to place undue pressure on LPAs to review details for complex infrastructure projects.</u></p> <p><u>TDC maintains this position and supports</u></p>	<p><u>compromise position between the parties and also reflects the wording in the Bramford to Twinstead DCO that was made in September 2024.</u></p> <p><u>This was amended in paragraph 1 of Schedule 4. The Applicant has maintained throughout the examination process that it considers the timescales are necessary and proportionate. The Applicant is happy to discuss a PPA to contribute towards costs associated with the discharge of requirements.</u></p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			the ExAs preferred wording of Schedule 4 at point 22 in their Schedule of ExA's recommended amendments to the Applicant's dDCO submitted at Deadline 6 [REP6-004].		
<u>3.3.7</u>	<u>Application Document 3.1 (J) draft Development Consent Order submitted at Deadline 7</u>	<u>Schedule 4: Discharge of requirements</u>	<p><u>2.(2) requires the relevant authority to provide notification within 7 days, this should be ten business days.</u></p> <p><u>2.(3) requires the relevant authority to issue a consultation and to notify the undertaker of any further requests as a result of a consultation within 5 days. This should state within seven business days.</u></p> <p><u>TDC would be amenable to entering into a PPA to reduce</u></p>	<p><u>The drafting in Schedule 4 was increased to elongate the timescale for discharge in paragraph 1 from 28 days to 35 days, and the timescale for requesting further information from 2 to 7 days, prior to submission. The current wording is reflected in previous DCOs submitted by the Applicant.</u></p> <p><u>The Applicant has maintained throughout the examination process</u></p>	<u>Not Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p><u>the time period for issuing a decision where possible. TDC maintains this position.</u></p>	<p><u>that it considers the timescales are necessary and proportionate. The Applicant is happy to discuss a PPA to contribute towards costs associated with the discharge of requirements.</u></p>	
<u>3.3.8</u>		<p><u>Draft DCO – Part 2 – Limits of Deviation</u></p>	<p><u>Article 5(1)(a) indicates that pylons in Kent would be 54m above finished ground level with a vertical limit of deviation of 6 m. This takes the height to 60 m. The Design and Layout Plans [APP-037] Design Approach Document – Kent [APP-365] and Design Principles – Kent [APP-367] proposed standard height pylons in Kent of c. 46 m.</u></p>	<p><u>Article 5(1)b notes the pylons deviate vertically from the levels of the authorised project, which is 51 m above finished ground level in Kent, not 54 m which applies to Suffolk.</u></p> <p><u>As referred to in Table 4.7 of Application Document 6.2.1.4 (E) Part 1 Introduction Chapter 4 Description of the Proposed Project submitted at Deadline 7, the</u></p>	<p><u>Agreed</u></p>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p><u>Amend the pylon heights in Kent from 54 m to 46 m.</u></p> <p><u>The comment from the Applicant confirms that pylons in Kent could have a maximum height of 57 m.</u></p>	<p><u>typical pylon height is 46.5 m. However, there are higher pylon heights in Table 4.7 of up to 50.089 m. With an assumed vertical above ground LoD of 6 m on top of each of these.</u></p>	
<u>3.3.9</u>		<p><u>Draft DCO – Part 2 – Limits of Deviation</u></p>	<p><u>A vertical limit of deviation of 6 m is a significant variation in height from the assessed 46 m allowing pylons up to 52 m. The ES has currently only assessed the pylons at a height of 46 m as set out in the design documents and not a worst case scenario of 52 m. This could result in an effect becoming significant and/or more adverse.</u></p> <p><u>Confirm the ES has correctly assessed the correct parameters in a worst</u></p>	<p><u>The principles and assumptions in respect of the LoD, in ensuring that the assessment is robust and considers a realistic worst case for the final built Proposed Project are set out in Application Document 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology [APP-046] and the heights of the pylons in Kent and the assumed vertical LoD are explained in Section</u></p>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p><u>case-scenario and revise the assessment if not.</u> <u>TDC acknowledges the explanation from the Applicant.</u></p>	<p><u>4.3 of Application Document 6.2.1.4 (E) Part 1 Introduction Chapter 4 Description of the Proposed Project</u> <u>submitted at Deadline 7. This sets out a typical pylon height of 46.5 m, but all indicative pylon types and heights (including one pylon with an indicative height of 50.089 m) are detailed in Table 4.7, which would be subject to a vertical LoD of 6 m.</u> <u>In order to assess the reasonable worst-case scenario, the maximum potential height of the OHL have been selected to inform the assessment. The ES has correctly assessed the parameters of the</u></p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				worst case-scenario, taking into account the vertical LoD of 6 m. Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual [APP-061] states within the 'Flexibility assumptions' table (Table 1.8 on page 44) that the maximum flexibility of the vertical LoD has been assessed.	
<u>3.3.10</u>		<u>Draft DCO – Requirement 7</u>	<u>7(4) there is an extensive list of construction activities listed that can occur outside the core construction hours which appears excessive.</u> <u>7(5) allows start up and close down activities up to 1 hour either side of the core working hours. These activities can still be noisy and generate a</u>	The Applicant has considered programme implications and risk for the Proposed Project and has updated the wording of Requirement 7 in Application Document 3.1 (J) draft Development Consent Order submitted at <u>Deadline 7</u> as set out	<u>Not Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p>high level of activity within the construction compounds. However, it is acknowledged that suitable controls are secured via the DCO.</p> <p>TDC maintains its position but acknowledges the position of the Applicant and the ExA will need to consider both positions.</p> <p>TDC has set out its response to Schedule 3 Requirements in 3.3.3 of this SoCG in terms of construction hours.</p>	<p>in matter 3.3.3 of this SoCG.</p> <p>Construction work would be suitably controlled by (for example) Application Document 7.5.3 (E) Outline Onshore Construction Environmental Management Plan submitted at Deadline 7 and Application Document 9.84 (E) Register of Environmental Actions and Commitments (REAC) submitted at Deadline 7.</p>	

3.4 Consultation

Table 3.3 Consultation

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
<u>3.4.1</u>	<u>N/A</u>	<u>Consultation Strategy</u>	<u>TDC agreed with the Consultation Strategy provided on 20 October 2022.</u>	<u>The Consultation Strategy was prepared taking account of input from the Consultee. The final version was issued to the Consultee on 20 October 2022. The approach and content are agreed to be adequate and represent a satisfactory approach to consultation.</u>	<u>Agreed</u>
<u>3.4.2</u>	<u>N/A</u>	<u>Consultation Zones</u>	<u>TDC agreed to the Consultation Zones set out in the Consultation Strategy.</u>	<u>Primary Consultation Zones (PCZ) and Secondary Consultation Zones (SCZ) identified for the purpose of non-statutory consultation were adequate and satisfactory.</u>	<u>Agreed</u>

3.5 Landscape and Visual

Table 3.4 Landscape and Visual

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
<u>3.5.1</u>	<u>Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape & Visual [APP-061]</u>	<u>Landscape Character baseline</u>	<u>TDC raised no concerns on the basis of the landscape assessment set out in the PEIR (agreed in meeting on 16 April 2024). It is acknowledged that the ES has provided further information.</u>	<u>The Landscape Character Areas (LCAs) were set out in the baseline section of the PEIR. Further detail of the key characteristics of the LCAs are included within Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape & Visual [APP-061] and Application Document 6.3.3.1.B ES Appendix 3.1.B Landscape Baseline [APP-144]).</u>	<u>Agreed</u>
<u>3.5.2</u>	<u>Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape & Visual [APP-061]</u>	<u>Visual Amenity baseline</u>	<u>TDC raised no concerns of the representative viewpoint selection as set out in the PEIR and confirmed</u>	<u>The representative viewpoints were set out in the baseline section of the PEIR and are included in Application</u>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<u>agreement confirmed on the approach within 16 April 2024 meeting.</u>	<u>Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape & Visual [APP-061].</u>	
<u>3.5.3</u>	<u>Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape & Visual [APP-061]</u>	<u>Assessment of effects</u>	<u>TDC acknowledged and agreed the approach to the assessment of effects within 20 February 2024 meeting.</u>	<u>The assessment of effects on landscape character and visual amenity is set out in Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape & Visual [APP-061]. This includes an assessment of effects at operation year 15.</u>	<u>Agreed</u>
<u>3.5.4</u>	<u>Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape & Visual [APP-061]</u>	<u>Study Area</u>	<u>TDC agreed the study area within 16 April 2024 meeting.</u>	<u>The Study Area was set out within the PEIR and has remained the same for the assessment. The study area is set out in Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape & Visual [APP-061].</u>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
<u>3.5.5</u>	<u>Application Document 6.2.3.1 Part 3 Kent Chapter1 Landscape & Visual [APP-061]</u>	<u>Growth rates of mitigation planting and photomontages</u>	<u>TDC has raised no concerns about the year 1 and year 15 photomontage approach and no further comments from the Consultee have been received at this time.</u>	<u>The Applicant has discussed the growth rates of mitigation planting with the Consultee and produced photomontages at year 1 and year 15 of operation.</u>	<u>Agreed</u>
<u>3.5.6</u>	<u>Application Document 6.3.2.1.A ES Appendix 2.1.A Landscape and Visual Impact Assessment and Photomontage Methodology [APP-095]</u>	<u>LVIA methodology</u>	<u>TDC confirmed agreement on the approach to the LVIA methodology within 16 April 2024 meeting.</u>	<u>The LVIA methodology was set out within the PEIR and is the same for the ES with minor amendments following the published Guidelines on Landscape and Visual Impact Assessment (GLVIA) 3 Clarifications Technical Guidance Note.</u>	<u>Agreed</u>
<u>3.5.7</u>	<u>Application Document 6.3.2.1.A ES Appendix 2.1.A Landscape and Visual Impact Assessment and Photomontage</u>	<u>Photomontage methodology</u>	<u>TDC confirmed agreement on the approach to the photomontage methodology within 16 April 2024 meeting.</u>	<u>The agreed photomontage methodology is the same as presented in the ES.</u>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
	<u>Methodology [APP-095]</u>				
<u>3.5.8</u>	<u>Application Document 7.11.2 (B) Design Approach Document – Kent [REP1A-031]</u> <u>Application Document 7.12.2 (D) Design Principles – Kent</u> submitted at <u>Deadline 7</u>	<u>Design principles and landscape strategy and mitigation plans</u>	<u>The Design Principles – Kent document sets out the design parameters for the converter and substation. The Design Approach Document demonstrates that the interpretation of the design principles can result in vastly differing designs of the converter and substation.</u> <u>As set out in the response to 3.3.1 TDC requests that approval is required of the whole design of the converter and substation to enable full control over the design and appearance and to ensure compliance with the design parameters. The</u>	<u>The design principles are contained within Application Document 7.12.2 (D) Design Principles – Kent submitted at Deadline 7 which applies to the Kent Converter Station and Substation. Requirement 3 has been updated within Application Document 3.1 (J) draft Development Consent Order submitted at Deadline 7 to reflect the addition of the substation and specifics around operational lighting. The outline landscape mitigation proposals are contained within Figure 1 of Application Document 7.5.7.2</u>	<u>Not Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p><u>current wording of Requirement 3 does not give TDC sufficient scope to achieve this. TDC supports the ExA's preferred wording for Requirement 3 as set out at point 8 Schedule of ExA's recommended amendments to the Applicant's dDCO submitted at deadline 6 [REP6-004].</u></p>	<p><u>(E) Outline Landscape and Ecological Management Plan – Kent submitted at Deadline 7. The outline landscape mitigation includes treatment of the access road between the junction with the A256 and the converter station platform.</u></p> <p><u>For further detail, please refer to the Applicant's response to 3GEN12 in Application Document 9.136 Applicant's Response to Third Written Questions [REP6-111].</u></p>	
<u>3.5.9</u>	<u>Application Document 7.5.7.2 (E) Outline Landscape and Ecological Management Plan –</u>	<u>Outline Landscape and Ecology Management Plan</u>	<u>TDC was made aware of the progress on the Outline Landscape and Ecology Management Plan (LEMP) and updates</u>	<u>Application Document 7.5.7.2 (E) Outline Landscape and Ecological Management Plan – Kent submitted at</u>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
	<u>Kent submitted at Deadline 7.</u>		<u>have been communicated to the Consultee in thematic meetings that have been ongoing. The structure has been shared with the Consultee and the Consultee has agreed to the approach to separate outline LEMP reports for Suffolk and Kent.</u>	<u>Deadline 7 has been submitted with the DCO application and has been updated throughout Examination.</u>	
<u>3.5.10</u>	<u>Application Document 7.5.7.2 (E) Outline Landscape and Ecological Management Plan – Kent submitted at Deadline 7.</u>	<u>Indicative Species Mixes</u>	<u>TDC previously raised questions on the indicative species mix and confirmed that agreement could not be reached at this time. TDC has since accepted that the species mix will be confirmed as part of the detailed LEMP.</u>	<u>The indicative species mixes are detailed within Application Document 7.5.7.2 (E) Outline Landscape and Ecological Management Plan – Kent submitted at Deadline 7). The species mixes include a variable distribution across the species to increase future resilience. The species mix can be</u>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				agreed at the detailed design stage as part of approval of the detailed LEMP under Requirement 6, Schedule 3 of Application Document 3.1 (J) draft Development Consent Order submitted at Deadline 7.	
<u>3.5.11</u>	<u>Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual [APP-061]</u>	<u>Policy SP26</u>	<u>The development would be in direct conflict with Policy SP26 of the Thanet Local Plan (Landscape Character Areas), meaning that the development should only be permitted if it can be demonstrated that the development is essential for the economic or social well-being of the area.</u> <u>TDC is aware of the decision-making process for NSIPs</u>	<u>Policy SP24 of the Thanet Local Plan only supports new development in the countryside in a limited set of circumstances, which do not include infrastructure proposals such as the Proposed Project.</u> However, as acknowledged by TDC, the Proposed Project is nationally significant and falls under the definition of <u>Critical National Priority (CNP)</u>	<u>Not A</u> <u>greed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p><u>under Section 104 of the Planning Act 2008 in which the Secretary of State must have regard to among other points, any Local Impact Report and any other matters considered to be both important and relevant. This includes Local Plan Policies. Given the size and scale of the proposed development and the effect on the landscape, Policy LP26 is both important and relevant.</u></p> <p><u>TDC acknowledges the efforts made to minimise the impact on the landscape and visual amenity but there are ultimately residual adverse effects which are significant and permanent.</u></p>	<p><u>infrastructure in NPS EN-1.</u></p> <p><u>It is acknowledged that the Proposed Project would conflict with the principles set out in Policy SP26 – Landscape Character Areas, by locating permanent operational infrastructure (Minster Converter Station and Substation) within the Stour Marshes (Landscape Character Area E1).</u></p> <p><u>The Proposed Project was designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce landscape and visual impacts and effects through the process of design development and by</u></p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p><u>TDC concludes that there would be significant adverse effects on the LCA E1: Stour Marshes.</u></p> <p><u>The conflicts with Policy SP26 are unlikely to be overcome as it cannot be demonstrated that they are essential for the economic or social well-being of the area.</u></p>	<p><u>embedding measures into the design of the Proposed Project.</u></p> <p><u>Further details should be referred to within Application Document 9.35.4 Applicant's Comments on Local Impact Report from Thanet District Council [REP2-029] at 5.3.24.</u></p> <p><u>Paragraph 4.1.15 NPS EN-1 makes it clear that in the event of a conflict between a development plan and an NPS, "the NPS prevails for the purpose of Secretary of State decision making given the national significance of the infrastructure".</u></p> <p><u>NPS EN-1 recognises that 'virtually all nationally significant energy infrastructure projects will have adverse</u></p>	

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				<i>effects on the landscape” (paragraph 5.10.5). NPS EN-1 also clarifies that local character assessments used in local development plans should be “paid particular attention” but that “locally valued landscapes should not be used in themselves to refuse consent, as this may unduly restrict acceptable development”.</i>	
<u>3.5.12</u>	<u>Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual [APP-061]</u>	<u>Visual impacts</u>	<u>The Council notes that a greater number of viewpoints have been determined as experiencing significant adverse effects compared to the Preliminary Environmental Information Report (now includes Viewpoints 3, 4, 5, 6 and 11). Viewpoint 4</u>	<u>The Applicant acknowledges that there are a greater number of viewpoints with the potential to experience residual significant adverse visual effects as reported within Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and</u>	<u>Not Agreed</u>

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			<p>is the only one assessed as major adverse whilst the remaining viewpoints (highlighted above) have been assessed as moderate adverse. The Council considers that the sensitivity of some of the viewpoints (specifically those looking across the Minster Marshes) have been undervalued and the adverse visual effects identified would be greater than the assessed level. In addition, Viewpoint 13 does not appear to capture the construction compound to the north which has been added to the proposed development at a later date.</p>	<p>Visual [APP-061] than in the Preliminary Environmental Information Report (PEIR). This is a result of increased survey and assessment work that has been undertaken as well as design development since the PEIR was produced. Following the implementation of the embedded mitigation measures it is considered that the remaining significant residual adverse effects at year 15 would be limited to four representative viewpoints (viewpoints 4, 5, 6 and 11) in close proximity to the north and north west of Minster Converter</p>	

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			<p><u>TDC maintains this position.</u></p> <p><u>The magnitude of effect on viewpoint 4 is identified as very large whereas the magnitude of effect on viewpoints 3, 5, 6 and 11 is identified as medium.</u></p> <p><u>However, given the context of these views which primarily provide expansion views across the Stour Marshes looking down on to the site which give the impression of tranquillity and remoteness, the introduction of built form within these viewpoints will substantially change this interpretation and appreciation of the viewpoints.</u></p> <p><u>Whilst it is noted these viewpoints are</u></p>	<p><u>Station and Minster Substation and no significant residual adverse effects at year 15 on the assessed landscape or seascape receptors.</u></p> <p><u>The Council queries the sensitivity of viewpoints looking across the Minster Marshes which are considered to include viewpoints 4, 5, 6, 10 and 11. The value of these viewpoints are reported within</u></p> <p><u>Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual [APP-061] to be 'medium'. These are not views across a locally or nationally designated landscape and are likely to be valued by the local community. Scenic qualities are</u></p>	

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			<p>at an increased distance than viewpoint 4 the wide, expansive and open views across the valley make these views more susceptible to change.</p> <p>It is acknowledged that [REP4-086] the applicant has found that additional landscape planting and mitigation is not possible because the wider marshland area is characterised by being less vegetated and more open. This would indicate that the introduction of the converter station and substation would have a significant impact on the marshland and its openness and therefore views across the marshland which are</p>	<p>typically noted in the views, however with existing influence from energy infrastructure and tall vertical features which reduce the scenic quality and therefore visual value. Even if it were deemed that the value should be higher as suggested by TDC, which is not considered to be the case by the Applicant, the overall sensitivity of the receptors is reported as being higher than 'medium' for all five viewpoints due to the higher reported susceptibility of receptors. Therefore, it is not considered that a higher value rating for the viewpoints would alter the overall conclusions relating to the significance of</p>	

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			<p><u>characterised by openness, limited vegetation and no built form.</u></p> <p><u>The methodology limits the ability for context to be considered where only views of the proposed development in the foreground can have a magnitude of large or very large.</u></p> <p><u>Notwithstanding this, the EIA matrix shown in Plate 5.2 of 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology [APP-046] confirms that receptors of high sensitivity that experience a medium magnitude of effect can result in major adverse effects on this receptor.</u></p>	<p><u>the effect as the sensitivity of the receptors is likely to remain the same.</u></p> <p><u>The assessment of the potential effects arising from the Kent Onshore Scheme are detailed within Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment [APP-146] which sets out the construction stage assessment with specific reference to the construction compound (page 35).</u></p> <p><u>Further details regarding the visual effects relating to Viewpoints 3, 4, 5, 6 and 11 are set out within Application Document 9.90 (A) Applicant's Response to Action</u></p>	

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			<p><u>Therefore, TDC confirms that viewpoints 3, 5, 6 and 11 should be assessed as experiencing a major adverse effect at year 15.</u></p>	<p><u>Points from Compulsory Acquisition Hearing 1 (CAH1) and Issue Specific Hearing 2 (ISH2) [REP4-086] at AP41.</u></p> <p><u>The Applicant disagrees that wide, expensive, and open views across the valley are more susceptible to change. The susceptibility of a view is a function of the occupation or activity of people experiencing the view. The magnitude of effect relates to the extent to which the Project would alter the existing view and is primarily an expression of the size or scale of change and degree of contrast in the view.</u></p>	

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				<p>Paragraph 1.1.1 within <u>Application Document 6.3.3.1.A ES Appendix 3.1.A Landscape and Visual Impact Assessment and Photomontage Methodology [APP-143]</u> sets out that the methodology for the LVIA does not use the standard significance matrix set out within <u>Application Document 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology [APP-046]</u> as the approach to determining significance is based on professional judgement supported by explanatory narrative.</p> <p>The openness, limited vegetation and no built form</p>	

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				<p><u>within part of the former marshland is not disputed however the Minster Converter Station and Substation would be in the eastern and less sensitive part of LCA E1: Stour Marshes where existing context of containment, vegetation and built form prevails. The comments regarding additional mitigation in the surrounding landscape refer to the wider former marshland to the west, where such characteristics are present.</u></p>	
<u>3.5.13</u>	<u>Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual [APP-061]</u>	<u>Stour Marshes Landscape Character Area</u>	<u>The Stour Marshes Landscape Character Area (E1) has been determined as experiencing significant adverse effects during construction and year</u>	<u>The Applicant has fully assessed the effects of the Kent Onshore Scheme on landscape character in accordance with the agreed methodology which is</u>	<u>Not Agreed</u>

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		<p><u>1 of operation, however the Council considers that the impact would be significant adverse for the full duration of the project given the location, scale of development (in particular the conversion stations and substations) and the limitations of the mitigation proposed (as accepted by the Applicant).</u></p> <p><u>E1 is a low-lying, vast flat open landscape on the Thanet Sands. It historically represents a former sea channel, the Wantsum Channel.</u></p> <p><u>As a marsh, there are wide views and vistas across the landscape both looking into and out of the character area. The open character allows for</u></p>	<p><u>presented in</u></p> <p><u>Application Document 6.3.3.1.A ES Appendix 3.1.A Landscape and Visual Impact Assessment and Photomontage Methodology [APP-143].</u> The full assessment including descriptive text for the reported effect is set out within</p> <p><u>Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment [APP-145].</u> This explains that although the direct effects of the new infrastructure would remain within the LCA, the establishment of the proposed landscape planting would lessen the alteration of the</p>		

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			<p><u>long uninterrupted views across the marshes with big skies which continue southwards into the corresponding marshes within Canterbury and Dover Districts. It is largely undeveloped with settlements located along the former channel sides that would have originally been port villages. Tree cover is generally restricted to field boundaries and a number of small copse.</u></p> <p><u>The proposed development will introduce significantly tall infrastructure that would be seen throughout much of the local area well beyond the site. The existing energy and infrastructure development to the</u></p>	<p><u>key characteristics experienced at year 1 in the context of the more vegetated part of the LCA and proximity to existing road and energy infrastructure which the Proposed Project is located within.</u></p> <p><u>Regarding the limitations of the mitigation proposed, the year 15 assessment notes that the landscape planting around the Minster Converter Station and Substation would have matured and would contribute to reducing perceptual changes arising from the Kent Onshore Scheme and would provide a degree of containment. The assessment therefore does not attempt to portray that the landscape planting</u></p>	

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			<p>south of the site is generally lower in scale and mass which has a lesser impact on wider landscape character and visual amenity compared to the converter, substation and pylons.</p> <p>There is clearly at least a large alteration to the landscape that is a distinct departure from the defined characteristic of the landscape (E1 – Stour Marshes) resulting in a permanent long-term change. Therefore, it must be considered a major adverse effect that is significant.</p> <p>The sensitivity of the landscape character and the overall significance of the effects should be reviewed and</p>	<p>would fully enclose the Proposed Project, rather would contribute to the containment and reducing perceptual changes which would ultimately result in there not being a residual significant adverse effect at year 15.</p> <p>A key characteristic of LCA E1 is the “long uninterrupted views across the marshes and Pegwell Bay and into marshes of neighbouring districts” and for LCA B1 the “long views over the marshes into Dover and Canterbury Districts as well as sea views from the elevated ground and cliff tops over Pegwell Bay and the English Channel”. As noted in</p>	

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			<p><u>reconsidered, particularly considering there is an acceptance that landscape and visual impacts cannot be mitigated as set out by the NPS'.</u></p> <p><u>TDC maintains the position that there would still be residual major (significant) adverse effects at year 15. The ExA will need to consider both positions.</u></p>	<p><u>the assessment (Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment [APP-145]), the long views across the landscape, including across the former marshes, would have a limited influence due to the siting of the proposed Minster Converter Station and Minster Substation in part of the landscape where mature vegetation cover is a prominent characteristic and proximity to existing built form at Richborough Energy Park which prevents views to Pegwell Bay. The low-lying former marsh landscape does not</u></p>	

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				<p><u>afford long uninterrupted views to Pegwell Bay and elevation is required to gain views to Pegwell Bay and the English Channel. Within this context in LCA E1, the Proposed Project would not interrupt views to Pegwell Bay, the English Channel or into neighbouring districts where long open views would remain across the Ash Levels (Dover District) and west along the Stour valley towards Canterbury District.</u></p> <p><u>The Applicant therefore disagrees with the TDC conclusion that the effects on LCA E1 at year 15 of operation would be significant adverse due to</u></p>	

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				reasoning set out in <u>Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment [APP-145]</u> and in response to 2LVIA9 in <u>Application Document 9.123.1 (B) Applicant's Responses to Second Written Question [REP6-102]</u> .	
<u>3.5.14</u>		<u>Visual Impact of the Converter Station and Substation</u>	<u>Having regard to the Design Principles Guide it is clear that due to the number of options presented for the design of the converter station and substation, the final visual impact of the scheme remains unclear. It is also noted that the examination</u>	<u>The design principles are contained within Application Document 7.12.2 (D) Design Principles – Kent submitted at Deadline 7 (Table 3.1). Requirement 3 was updated within Application Document 3.1 (J) draft Development Consent Order</u>	<u>Agreed</u>

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			<p><u>documents confirm that the buildings will comprise a 2 metre high platform with total heights of 28 metres (converter station) and 20 metres (substation) with roof height infrastructure above. The concrete platforms are omitted from the plan (7.11.2 Design Approach Document Kent) and as such are misleading.</u></p> <p><u>TDC acknowledges that the applicant has confirmed that the maximum height parameters includes the 2m platform if required and depending on the final design option.</u></p> <p><u>TDC acknowledges the changes to Requirement 3 and refers to the</u></p>	<p><u>submitted at Deadline 7 to reflect the addition of the substation and specifics around operational lighting. The Key Design Principles define the design outcomes and embedded mitigation measures that are required to ensure that the visual impact of the final proposals are in line with the Landscape and Visual Impact Assessment (LVIA). Depending on the selected equipment provider, and subject to detailed design, the disposition of buildings and equipment within the Minster Converter Station and Substation may vary. This requirement for design flexibility has been allowed for in the Limits of</u></p>	

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			<u>response set out in 3.3.1 of this SoCG.</u>	<u>Deviation and Height Parameters.</u> <u>Application Document 7.11.2 Design Approach Document (DAD) - Kent [REP1A-031]</u> <u>shows illustrations of four different design options of how the Key Design Principles could be met. Depending on the final layouts certain options may be more applicable than others, or they could be used in combination. Table 3.1 of the Design Principles also includes a column of Potential Associated Activities setting out guidance to clarify the information that could be associated with each Key Design Principle.</u> <u>Section 3.0 Generic Design Parameters in</u>	

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				<p>the DAD has been provided to assist with visualisation of how the indicative design layouts fit within the parameters defined in the draft DCO, in which the Table of Parameters states that Work No. 9B (converter station) has a height parameter of "28 m above existing ground level (not including roof mounted equipment)" and that Work No. 11 (substation) has a height parameter of "20 m above existing ground level". The note on page 48 of the DAD states that the "current engineering assumption is that the ground will need to be built up by approximately 2 m."</p>	

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				<p><u>The maximum height parameters include the platform. This is the worst case height that has been used to assess the combined height of the converter station and associated land raising in the illustrations provided within Section 6.0 Design Response to Design Principles in the DAD. The DAD was recently updated, see Application Document 7.11.2 (B) Design Approach Document – Kent [REP1A-031].</u></p>	
<u>3.5.15</u>		<u>Construction Compounds</u>	<p><u>There have been a number of temporary construction compounds identified within the Thanet District as the Project has developed. In addition to these the Examination</u></p>	<p><u>The different elements of the Kent Onshore Scheme, including the temporary construction compounds, are taken into consideration in the</u></p>	<u>Agreed</u>

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			<p><u>Documents include a number of construction areas. Having regard to the example design outlined within 2.13 Design and Layout Plans and the infrastructure these areas are likely to accommodate, this element of the proposal would result in an even greater visual impact. In cases where the construction areas are sited a considerable distance from the main buildings (Converter and Substation) such as the construction area proposed towards the Lord of the Manor roundabout, these are likely to have a more significant visual impact still as they will not be viewed in the context</u></p>	<p><u>assessment of effects on both landscape and visual receptors within</u> <u>Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment [APP-145]</u> <u>and</u> <u>Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment [APP-146]</u>. For example, on page 37 for the construction phase assessment of viewpoint 14, the views towards the construction compounds and occasional movement along access tracks associated with the landfall is</p>	

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			<p><u>of the ongoing construction of the main site.</u> <u>Ensure the ES adequately assessed the visual impact of the additional construction compounds.</u> <u>TDC acknowledges the justification from the Applicant.</u></p>	<p><u>acknowledged and factored into the overall assessment on this receptor.</u></p>	
<u>3.5.16</u>		<u>Lighting</u>	<p><u>Lighting during construction and operation has not been fully assessed in terms of the landscape and visual impact and the relevant mitigation secured given the sensitivity of the landscape and visual amenity.</u> <u>Assumptions have been made that lighting will be required (as necessary) during low levels of light</u></p>	<p><u>The assessment sets out for every landscape and visual receptor at construction and operation the consideration of lighting on the receptor, as detailed within Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment [APP-145] and</u></p>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p>particularly during winter. During the operation lighting will be on 8m columns or mounted on the building at an unspecified height. Whilst manually controlled, the operational work hours are not stated and therefore the lighting could be required overnight and for extended periods overnight. Furthermore, the assessment of lighting excludes any maintenance lighting and the frequency and length of maintenance events is not specified although it is acknowledged that this may be difficult to predict accurately. The Lux levels are also only provided as an average maintained level with</p>	<p><u>Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment [APP-146]</u>. Assumptions within the landscape and visual impact assessment regarding lighting have been set out in <u>Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual [APP-061]</u> on pages 61 and 62. As TDC identify, it is not possible to determine the exact length or duration of task lighting for maintenance tasks at this stage. The Applicant is committed to conserving and enhancing the natural beauty of the landscape, including a dark skies policy</p>	

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			<p><u>no detail of maximum lux levels.</u></p> <p><u>TDC acknowledges the justification from the Applicant. It is noted in the REAC that operational lighting will be installed to minimise disturbance to bats but there is no commitment to minimise operational lighting impacts from a landscape and visual amenity perspective. This emphasises a need for an Operational Environmental Management Plan to secure the operational lighting. Requirement 3 only secures the details of operational lighting for the permanent buildings and not the whole operational development such as</u></p>	<p><u>pertaining to use of lighting on the new infrastructure. The design principle for the Minster Converter Station and Substation is that a dark skies strategy will be followed to minimise light spill with reference to wildlife and visual amenity (contained within Application Document 7.12.2 (D) Design Principles – Kent submitted at Deadline 7). The design principles are secured by Schedule 3 Requirement 3 within the draft DCO (Application Document 3.1(J) draft Development Consent Order submitted at Deadline 7). Maintenance activities are usually planned and</u></p>	

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			<p>the access road, and non-buildings.</p> <p>TDC acknowledges that an Outline Operational Lighting Management Plan was submitted at Deadline 6 and is secured via Requirement 3 with the full Lighting Management Plan to be submitted for approval. It is also accepted that the 8m is a maximum height parameter for the proposed lighting.</p>	<p>delivered during day light hours when no additional lighting is required, and task lighting would only be used in emergency situations or for tasks that need to be continuous. This would be infrequent. From a construction point of view, there are some 24-hour activities associated with the Proposed Project, including marine cable laying (including near shore), cable jointing and trenchless drilling so lighting at these locations would be continuous for safety reasons during those activities. The selection and positioning of luminaires shall be managed by the site maintenance team to adhere to the lighting philosophy applied to</p>	

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				<p><u>the fixed lighting installation discussed in the Proposed Project description. Given the core working hours it would be expected that compounds would be lit between dusk and 7pm during the winter months. Lighting requirements would be designed to relevant guidance and standards, including the two CIE guidance documents to minimise sky glow and effects of obtrusive light, the ILP guidance note and the National Grid site lighting document. This would include detailed calculations to reduce light pollution including reviewing the upward light output ratio and the intention to have any perimeter lighting</u></p>	

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				<p><u>aiming inwards towards the compound. If there is light spillage then louvres and cowls would be employed to shield the light distribution.</u></p> <p><u>Requirement 3 was updated within Application Document 3.1 (J) draft Development Consent Order submitted at Deadline 7 to reflect the addition of the substation and specifics around operational lighting. A nighttime lighting assessment was submitted at Deadline 5, refer to Application Document 9.124 Landscape and Visual Nighttime Assessment [REP5-137].</u></p>	

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				<p>The 8 m tall lighting columns are a maximum height and are not a target height for detailed design. The building mounted lights would also be limited to a maximum of 8 m. Lighting columns at a lower height would require more columns to be installed to enable the required light levels for safe access. This can have the impact of increasing lux levels overall and would also increase the number of structures within the site which given the various safety clearances required and access requirements, could make it challenging to fit additional structures in.</p>	

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				<p><u>An Outline Operational Lighting Management Plan was submitted at Deadline 6 (Application Document 9.147 (A) Outline Operational Lighting Management Plan [REP6-122]). The plan has also been secured in Requirement 3, with a further requirement to submit a final Operational Lighting Management Plan to local planning authorities for approval prior to installation of operational lighting. The outline plan has also been added to the list of certified documents in the draft DCO.</u></p>	
<u>3.5.17</u>	<u>Application Document 6.2.3.1 Part 3 Kent Chapter</u>	<u>Security Fencing</u>	<u>There is a lack of detail on the maximum height of</u>	<u>The security fence around the Minster Converter Station</u>	<u>Agreed</u>

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	<u>1 Landscape and Visual [APP-061]</u>		<p><u>the security fencing at the access and around the converter station and substation once completed. It is noted that no fencing is proposed along the permanent access route.</u></p>	<p><u>and Substation would be a maximum 4 m, this would be an electric fence, the palisade or mesh fence would be 3 m. The fence at the access off the A256 would be standard highways post and rail fencing to prevent unauthorised access to Ebbsfleet Lane North, this would tie in with the proposed gate to the existing highway boundary.</u></p>	

3.6 Ecology and Biodiversity

Table 3.5 Ecology and Biodiversity

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
3.6.1	<u>Application Document 6.2.3.2 (H) Part 3 Kent Chapter 2 Ecology & Biodiversity</u> submitted at <u>Deadline 7</u>	<u>Use of trenchless solution for Thanet Coast & Sandwich Bay Special Protection Area (SPA)</u>	<u>The use of a trenchless solution for Thanet Coast and Sandwich Bay SPA at Pegwell Bay is required. This has now been secured via the dDCO and confirmed in revised application documents.</u>	<u>The trenchless solution has been confirmed as the approach to be taken by the Applicant as set out in Application Document 6.2.1.4 (E) Part 1 Introduction Chapter 4 Description of the Proposed Project submitted at <u>Deadline 7</u>. The main works contractor will confirm which specific trenchless technique will be implemented as and when required. REAC commitment GG35 explicitly states that <i>'The installation method for the Kent Landfall is a trenchless technique to minimise the loss of habitat within Sandwich Bay to Hacklinge Marshes SSSI, Thanet Coast & Sandwich Bay SPA/Ramsar and Sandwich Bay SAC and avoid any loss of saltmarsh'</i>. <u>It should be noted that whilst the trenchless solution will completely avoid saltmarsh</u></u>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				<p><u>habitat, exiting approximately 105 - 140 m down shore of this habitat, it will exit within intertidal mudflats within the Thanet Coast and Sandwich Bay SPA, as addressed within Application Document 6.6 (I) Habitats Regulations Assessment Report submitted at Deadline 7.</u></p> <p><u>The Applicant provided further information in the Application Document 9.13 (E) Pegwell Bay Construction Method Technical Note submitted at Deadline 7.</u></p>	
<u>3.6.2</u>	<u>Application Document 6.2.3.2 (H) Part 3 Kent Chapter 2 Ecology & Biodiversity submitted at Deadline 7</u> <u>Application Document 6.6 (I) Habitats Regulations Assessment Report submitted at Deadline 7.</u>	<u>Offsetting loss of fields used by golden plover</u>	<u>TDC notes the strategy has been discussed with Natural England and agreed in principle with them. The Consultee notes Natural England have primacy on this issue since it is an HRA matter.</u>	<u>The Consultee's position is noted. For further detail on the strategy, refer to Application Document 6.2.3.2 (H) Part 3 Kent Chapter 2 Ecology and Biodiversity submitted at Deadline 7 and Application Document 6.6 (I) Habitats Regulations Assessment Report submitted at Deadline 7.</u>	<u>Agreed</u>
<u>3.6.3</u>	<u>Application Document 6.2.3.2 (H) Part 3 Kent Chapter 2 Ecology &</u>	<u>Collision risk from new overhead line</u>	<u>TDC agreed with the approach to collision risk, by using hanging bird diverters, from the new overhead line and defer to</u>	<u>The Applicant notes TDC agrees with the approach for collision risk and that this matter is deferred to Natural England.</u>	<u>N/A – deferred to Natural England</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
	<u>Biodiversity submitted at Deadline 7</u>		<u>Natural England on this matter and will review their response accordingly.</u>		
3.6.4	<u>Application Document 6.2.3.2 (H) Part 3 Kent Chapter 2 Ecology & Biodiversity submitted at Deadline 7</u>	<u>Recovery of mudflats</u>	<p><u>TDC states that the Applicant needs to ensure recovery of the mudflats in the intertidal zone from the HDD connection works. The Council maintains their opposition to the use of the mudflats via the Hoverport and are engaging directly with the Applicant in relation to these concerns.</u></p> <p><u>TDC is currently reviewing this document [REP4-230] in greater detail and will respond accordingly.</u></p> <p><u>TDC is satisfied with the proposed pre-construction surveys of the stability of the hoverport hardstanding and condition monitoring plan post consent to monitor the condition of the hoverport during construction.</u></p> <p><u>The matting has not been specified, therefore the land owner cannot comment on the suitability of the</u></p>	<p><u>The Applicant has provided details on mudflat recovery in the ES (Application Document 6.2.3.2 (H) Part 3 Kent Chapter 2 Ecology & Biodiversity submitted at Deadline 7). The ES states that whilst there would be disturbance to the mudflats from the excavator and concrete bags, this would only be temporary and would be localised to a small area of the mudflats. Therefore, it is expected that the mudflat would experience rapid recovery.</u></p> <p><u>See Application Document 9.13 (E) Pegwell Bay Construction Method Technical Note submitted at Deadline 7 of the Examination.</u></p> <p><u>With regard to use of the former hoverport, it is very likely that reptiles are present at the former hoverport. They will be found in vegetated areas where they have sufficient cover. While reptiles will bask in open areas</u></p>	<u>Not Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p><u>“matting/tracking” to transfer load to stable ground.</u></p> <p><u>TDC states that the Applicant needs to ensure recovery of the mudflats in the intertidal zone from the HDD connection works. The Council maintains their opposition to the use of the mudflats via the Hoverport.</u></p> <p><u>TDC would like to clarify that the potential instability of the hoverport has the potential to have an adverse effect on ecology (reptiles). This structural instability could lead to further degradation and there is a risk of contamination leaching into the environment through the hoverport.</u></p>	<p><u>on hardstanding and may seek temporary refuge in crevices in hardstanding if these exist, they will generally avoid crossing large unvegetated areas due to the increased risk of predation, preferring to remain near cover. This is relevant because no vegetation removal (i.e. height reduction including clearance to ground level) is proposed at the former hoverport. A small number of vehicles (low dozens even at peak times) will traverse the hoverport for short periods in the year. An unvegetated sufficiently wide route through the hoverport has been identified to avoid vegetation removal, other than possible cutting back of lateral seasonal growth of bushes. For the first stretch this will be via the intact tarmac roads, after which low ground pressure vehicles will be used to traverse the open concrete of the former hoverport itself. Therefore, any risk of killing and injury of reptiles on the hoverport is considered negligible.</u></p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				<p>The former hoverport is also known to support populations of fiery clearwing moth and Sussex emerald moth, both of which are legally protected from killing and injury, or from disturbance while using their places of shelter or protection, under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended). In the case of these two species of insect their places of shelter or protection are their foodplants where their eggs and larvae can be found. The foodplant for the fiery clearwing is the dock, while that for the Sussex emerald is the wild carrot, although they will also feed on ragwort. No vegetation removal (i.e. height reduction including clearance to ground level) is proposed at the former hoverport and a REAC commitment exists (B66) to ensure that a route through the hoverport is marked out and (B70) shared with key stakeholders, which avoids tracking over vegetation and particularly the foodplants of the two Schedule 5 species. A</p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				<p><u>small number of vehicles (low dozens even at peak times) will traverse the hoverport for short periods in the year. An unvegetated sufficiently wide route through the hoverport has been identified to avoid vegetation removal, other than possible cutting back of lateral seasonal growth of bushes. For the first stretch this will be via the intact tarmac roads, after which low ground pressure vehicles will be used to traverse the open concrete of the former hoverport itself.</u></p> <p><u>Regarding contaminant mobilisation, the trafficking of plant and machinery across the hardstanding at the hoverport does not constitute a significant risk of creating contamination from heavy metals. Where the hardstanding is intact there is no mechanism for oxidative weathering. Where the hardstanding at the former hoverport is already degraded sufficiently to expose any colliery spoil, there is a risk of oxidative weathering of the</u></p>	

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				<p><u>material and therefore a risk of mobilisation of heavy metals. It is possible that this is already occurring at the former Hoverport to some extent given the degree to which the hoverport concrete edges have been allowed to degrade.</u></p> <p><u>However, any risk of increased mobilisation of contamination due to tracking over the hoverport any mobilisation of contamination will be avoided by:</u></p> <ol style="list-style-type: none"> <u>1. The suitability and integrity of the hardstanding at the former Hoverport will be assessed through a pre-construction survey (visual inspection then bearing test), a commitment to which is included in the Construction Traffic Management Plan.</u> <u>2. Related to this, REAC commitment W37 states that the Applicant will prepare a hoverport condition monitoring plan post consent to monitor the condition of the hoverport during construction. This will include measures for identifying and</u> 	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				<p><u>managing any potential contamination risk and will be prepared in consultation with the Environment Agency, Natural England, Kent Wildlife Trust and Thanet District Council for approval by Thanet District Council.</u></p> <p><u>Where any broken concrete with risk of contaminant mobilisation is identified it will be avoided so that vehicles do not track over it or repaired and trackway or other methods will be used to ensure its integrity is not damaged. The applicant regularly uses methods to track vehicles and equipment over sensitive ground, using metal or plastic trackway, bog mats or low-pressure vehicles with rubber tracks and/or balloon tyres. On the Stalybridge to Woodhead tower replacement scheme the Applicant used plastic trackway to site 150 – 250 tonne cranes on 2m deep peat bogs without damage.</u></p>	
<u>3.6.5</u>	<u>Application Document 9.84 (E) Register of Environmental Actions</u>	<u>Riparian mammal habitat continuity</u>	<u>TDC previously stated that the Applicant needed to provide details of the type of culvert to</u>	<u>The Applicant sets out the type of culvert in the Register of Environmental Actions and</u>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
	<u>and Commitments (REAC) submitted at Deadline 7</u>		<u>be used to ensure no disruption of connectivity in ditches. TDC acknowledges the additional explanation and is satisfied that any further concerns will be addressed through engagement with the relevant statutory bodies.</u>	<u>Commitments (Application Document 9.84 (E) Register of Environmental Actions and Commitments (REAC) submitted at Deadline 7). This has been designed to preserve the bed of the ditch and allow connectivity for riparian mammals. Regular engagement has been undertaken with the Environment Agency, Lead Local Flood Authority (LLFA) and the Internal Drainage Board (IDB) on key design principles.</u>	
<u>3.6.6</u>	<u>N/A</u>	<u>General comment raised in the Relevant Representation</u>	<u>The Council has significant concern in relation to the impact the Proposed Project will have on the habitat of protected and notable species. The Council will defer to Kent County Council and other statutory bodies with regard to ecology matters. However, TDC notes the relevant representation of Kent Wildlife Trust and the response from the Applicant.</u>	<u>The Applicant notes TDC's position of deferring to KCC and other statutory bodies on ecology matters. Full responses to the comments raised in the relevant representations from Kent Wildlife Trust are provided in the Applicant's Response to Relevant Representations: Kent Wildlife Trust provided at Deadline 1.</u>	<u>No further comments to be made – deferred to KCC and statutory bodies</u>

3.7 Cultural Heritage

Table 3.6 Cultural Heritage

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
<u>3.7.1</u>	<u>N/A</u>	<u>County Council and Historic England – responsibility for cultural heritage</u>	<u>TDC agrees with the approach that Kent County Council and Historic England have the primary responsibility on cultural heritage matters, so TDC defers all matters to them and will review their response accordingly.</u>	<u>The Applicant notes that matters relating to cultural heritage and archaeology are deferred to Kent County Council and Historic England and confirms ongoing discussions with them, including the Consultee’s involvement.</u>	<u>N/A – deferred to KCC and Historic England</u>

3.8 Water Environment and Flood Risk

Table 3.7 Water Environment and Flood Risk

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
3.8.1	<u>N/A</u>	<u>Project responses to statutory consultation comments</u>	<u>TDC agreed that responses to statutory consultation comments were appropriate.</u>	<u>The Consultee noted that matters should be deferred to KCC as the Lead Local Flood Authority (LLFA). The Applicant confirmed that the Applicant responses were presented to all the Kent LPAs at the same time, with agreement on this approach being obtained from the Consultee.</u>	<u>Agreed</u>
3.8.2	<u>Application Document 6.8 (B) Flood Risk Assessment [REP6-052]</u>	<u>Flood Risk Assessment (FRA) approach</u>	<u>TDC agreed that the proposed scope of the FRA is suitable but will defer to Kent County Council and other statutory bodies with regard to Flood Risk matters and will review their response accordingly.</u>	<u>The scope of the FRA is agreed and is shown in Application Document 6.8 (B) Flood Risk Assessment [REP6-052].</u>	<u>Agreed</u>
3.8.3	<u>Application Document 6.8 (B) Flood Risk Assessment [REP6-052] and Application Document 6.2.3.4 Part 3 Kent Chapter 4 Water Environment [APP-064]</u>	<u>Groundwater flood risk at Kent converter station site</u>	<u>TDC agreed to the conclusions relating to groundwater flood risk at the Kent converter station site and approach to drainage as set out within Application Document 6.8 (B) Flood Risk Assessment [REP6-052] and Application Document 6.2.3.4 Part 3 Kent Chapter 4 Water Environment [APP-064]. TDC will defer to Kent</u>	<u>Conclusions of the groundwater monitoring and flood risk assessment at the converter station site show an overall low risk of groundwater emergence at the site. Due to the poor infiltration, drainage solutions relying on infiltration during construction and operation will not be suitable or practical. The groundwater flood risk and</u>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<u>County Council and other statutory bodies with regard to Water Environment and Flood Risk matters and will review their response accordingly.</u>	<u>approach to this is presented in Application Document 6.8 (B) Flood Risk Assessment [REP6-052] and Application Document 6.2.3.4 Part 3 Kent Chapter 4 Water Environment [APP-064].</u>	
3.8.4	<u>Application Document 6.2.3.4 Part 3 Kent Chapter 4 Water Environment [APP-064]</u>	<u>Dewatering requirements</u>	<u>TDC has agreed, in principle, to dewatering requirements, as set out in the Applicant position but will defer to Kent County Council and other statutory bodies with regard to Water Environment and Flood Risk matters and will review their response accordingly.</u>	<u>Permits that might potentially be required if dewatering is required: discharge consent, abstraction licence, flood risk activity permit (FRAP)/land drainage consent (LDC) (for IDB watercourse-related activities).</u>	<u>Agreed</u>
3.8.5	<u>Application Document 9.84 (E) Register of Environmental Actions and Commitments (REAC) submitted at Deadline 7</u>	<u>Proposed drainage designs</u>	<u>TDC has no comments on the approach to proposed drainage designs but will defer to Kent County Council and other statutory bodies with regard to Water Environment and Flood Risk matters and will review their response accordingly.</u>	<u>The Applicant notes that this matter is deferred to Kent County Council and other statutory bodies.</u>	<u>N/A – deferred to others</u>

3.9 Geology and Hydrogeology

Table 3.8 Geology and Hydrogeology

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
<u>3.9.1</u>	<u>Application Document 6.2.3.5 Part 3 Kent Chapter 5 Geology & Hydrogeology [APP-065]</u>	<u>Assessment methodology presented in the ES</u>	<u>TDC has no comments on the methodology but will defer to the relevant statutory bodies with regard to Geology and Hydrogeology matters and will review their response accordingly.</u>	<u>The Applicant notes that this matter is deferred to the relevant statutory bodies.</u>	<u>N/A – deferred to others</u>
<u>3.9.2</u>	<u>Application Document 6.2.3.5 Part 3 Kent Chapter 5 Geology & Hydrogeology [APP-065]</u>	<u>Mitigation presented in the ES and Outline CEMP (Application Document 7.5.3 (E) Outline Onshore Construction Environmental Management Plan submitted at Deadline 7)</u>	<u>TDC has no comments on the proposed mitigation but will defer to the relevant statutory bodies about Geology and Hydrogeology matters and will review their response accordingly.</u>	<u>The Applicant notes that this matter is deferred to the relevant statutory bodies.</u>	<u>N/A – deferred to others</u>
<u>3.9.3</u>	<u>Application Document 6.2.3.5 Part 3 Kent Chapter 5 Geology &</u>	<u>Assessment conclusions presented in the ES.</u>	<u>TDC has no comments on the assessment conclusions but will</u>	<u>The Applicant notes that this matter is deferred to the</u>	<u>N/A – deferred to others</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
	<u>Hydrogeology [APP-065]</u>		<u>defer to the relevant statutory bodies with regard to Geology and Hydrogeology matters and will review their response accordingly.</u>	<u>relevant statutory bodies.</u>	
<u>3.9.4</u>	<u>Application Document 6.2.3.5 Part 3 Kent Chapter 5 Geology & Hydrogeology [APP-065]</u>	<u>Construction Compound within SPZ1</u>	<u>It was not initially clear how the mitigation for the construction compound would be secured, assessed or presented to ensure the impact of the construction compound is adequately assessed and mitigation applied where necessary.</u> <u>TDC acknowledges the additional information and detail. This is now agreed.</u>	<u>A control and management measure (GH11) is included in Application Document 9.84 (E) Register of Environmental Actions and Commitments (REAC) submitted at Deadline 7 to ensure the impact of the construction compound is adequately assessed and mitigated. This measure is secured by Application Document 7.5.3 (E) Outline Onshore Construction Environmental Management Plan</u>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				submitted at Deadline 7.	

3.10 Agriculture and Soils

Table 3.9 Agriculture and Soils

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
<u>3.10.1</u>	<u>Application Document 6.2.3.6 (B) Part 3 Kent Chapter 6 Agriculture & Soils</u> submitted at <u>Deadline 7</u>	<u>Assessment methodology presented in the ES</u>	<u>TDC does not have any concerns with the general assessment methodology following the submission of the DCO application.</u>	<u>The agriculture and soils assessment methodology is set out in Application Document 6.2.3.6 (B) Part 3 Kent Chapter 6 Agriculture and Soils [PDA-023].</u>	<u>Agreed</u>
<u>3.10.2</u>	<u>Application Document 6.2.3.6 (B) Part 3 Kent Chapter 6 Agriculture & Soils</u> submitted at <u>Deadline 7</u>	<u>BMV land – permanent loss</u>	<u>There are concerns with regards to the scale of loss of BMV land in this sensitive area and it is considered that the cumulative impact of</u>	<u>The outcome of the final agriculture and soils assessment is set out in Application Document 6.2.3.6 (B) Part 3 Kent</u>	<u>Not Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p>buildings (converter station and substation), areas for parking and access roads, would result in large scale BMV losses. The Applicant accepts there is the permanent loss of BMV land which is a significant adverse residual effect with no further mitigation available.</p> <p>TDC maintains this position. The use of the BMV soils for landscape and ecological areas results in a permanent loss of the BMV Land and removes it from agricultural use.</p>	<p>Chapter 6 Agriculture and Soils [PDA-023]. This states there would be a significant adverse effect in relation to the permanent loss of BMV land. Whilst it is not possible to create new agricultural land, it is also stated that soil stripped from the footprint of permanent infrastructure would be re-used within the Proposed Project, enabling these soils to continue to provide a range of soil functions (likely to be associated with landscape and ecological areas) and thus continue to deliver soil ecosystem services.</p> <p>Whilst the extent of land available for</p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				agricultural use is important (as set out in the assessment), all other functions of soil, and the services these provide, should also be an important consideration.	
<u>3.10.3</u>	<u>Application Document 6.2.3.6 (B) Part 3 Kent Chapter 6 Agriculture & Soils submitted at Deadline 7</u>	<u>Soils – temporary impacts</u>	<u>The Applicant accepts there are temporary impacts to soil function and disruption to soil ecosystem services during construction which is a significant adverse residual effect with no further mitigation available. TDC acknowledges that following updates from the Applicant the re-instated soils will be returned to the pre-construction grade/condition or better and to agricultural use.</u>	<u>The outcome of the final agriculture and soils assessment is set out in Application Document 6.2.3.6 (B) Part 3 Kent Chapter 6 Agriculture and Soils [PDA-023]. This states there would be a significant adverse effect in relation to the soils. Whilst there would be disruption to soil function during construction, there is a commitment to reinstate soils affected temporarily and to re-use surplus soils which would be</u>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				<p>undertaken in accordance with <u>Application Document 7.5.10.2 (B) Outline Soil Management Plan – Kent [REP6-068]</u> to ensure restoration of soils to their pre-construction condition or a condition suitable for their intended use (where surplus soils are being re-used). Where land has been used temporarily for construction the assessment in <u>Application Document 6.2.3.6 (B) Part 3 Kent Chapter 6 Agriculture and Soils [PDA-023]</u> assumes that this land is to be reinstated to its pre-construction condition and</p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
3.10.4	<u>Application Document 6.2.3.6 (B) Part 3 Kent Chapter 6 Agriculture & Soils submitted at Deadline 7</u>	<u>BMV land – temporary impacts</u>	<u>The construction phase of the Proposed Project will have the greatest effect on BMV land and robust soil management plans will be essential to ensure that the quality of the stockpiled soils is maintained or enhanced in order that, once the land is returned to agricultural use, the soil quality is equal to or better than before. The Deadline 6 updates confirms that re-instated soils will be returned to the pre-construction grade/condition or better agricultural land use.</u>	<u>returned to agricultural use.</u> <u>There is a commitment to reinstate soils affected temporarily and to re-use surplus soils which would be undertaken in accordance with Application Document 7.5.10.2 (B) Outline Soil Management Plan – Kent [REP6-068] to ensure restoration of soils to their pre-construction condition or a condition suitable for their intended use (where surplus soils are being re-used). Where land has been used temporarily for construction the assessment in Application Document 6.2.3.6 (B) Part 3 Kent Chapter 6</u>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				<p><u>Agriculture and Soils [PDA-023]</u> <u>assumes that this land is to be reinstated to its pre-construction condition and returned to agricultural use. The Outline Soil Management Plan has been updated to include more detail in relation to the commitment for the preparation of an Aftercare Management Plan ensuring that any issues, such as compaction, drainage or inadequate soil depths are identified and rectified during the establishment period. The Outline Soil Management Plan has accounted for the ALC Grade distribution and soil types identified during the site-</u></p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				specific surveys and would be updated prior to construction commencing to allow further design development to be taken into account.	
<u>3.10.5</u>	<u>Application Document 6.2.3.6 (B) Part 3 Kent Chapter 6 Agriculture & Soils</u> submitted at <u>Deadline 7</u>	<u>Agricultural holdings</u>	There is an additional concern that the land required for the proposed highway access during the construction period (and in turn a permanent access for the operational period of the project) has the potential to impact on agricultural holdings as a result of land separation. TDC acknowledges the comments from the Applicant.	<u>Application Document 6.2.3.6 (B) Part 3 Kent Chapter 6 Agriculture and Soils [PDA-023]</u> explains that, in agreement with the Planning Inspectorate (PINS), the temporary and permanent removal of land from agricultural production can be scoped out from the assessment.	<u>Agreed</u>
<u>3.10.6</u>	<u>Application Document 6.2.3.6 (B) Part 3 Kent Chapter 6 Agriculture & Soils</u>	<u>Soil Quality - Decommissioning</u>	The Applicant has assumed the permanent reinstatement of BMV land after decommissioning will	<u>Application Document 6.2.3.6 (B) Part 3 Kent Chapter 6 Agriculture and Soils [PDA-023]</u>	<u>Not Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
	<u>submitted at Deadline 7</u>		<p><u>result in a likely significant beneficial effect assuming it is reinstated at an improved quality. It is noted that elements of the proposed development will be decommissioned, for example the proposed temporary roads and compounds, however there are no plans to decommission the Project as it is expected the 40 year life span can be extended through maintenance and refurbishment. As such there will be a permanent loss of BMV land within the District. It is not clear as to whether soils can be adequately maintained and enhanced in condition prior to reinstatement for</u></p>	<p><u>assesses the potential effects should the Proposed Project be decommissioned. The reinstatement of BMV land to pre-construction grades is considered a significant beneficial effect, which would only arise if the Proposed Project is decommissioned. The assessment is undertaken against that baseline. The chapter makes it clear that if the Proposed Project be decommissioned any soil handling works would be undertaken following good practice in place at the time of the decommissioning.</u></p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p><u>such extended periods of time.</u></p> <p><u>The reinstatement of BMV land to the baseline cannot be considered a beneficial effect.</u></p>		
<u>3.10.7</u>	<p><u>Application Document 6.2.3.6 (B) Part 3 Kent Chapter 6 Agriculture & Soils submitted at Deadline 7</u></p>	<p><u>ALC Grading - Decommissioning</u></p>	<p><u>The ES identifies that following decommissioning the land would be returned to its pre-decommissioning ALC grade which is assumed to mean the ALC grade prior to the development. In addition, Chapter 4 states that the access road is to be left in situ. This is then found to be a moderate to major beneficial effect that is significant. However, this does not represent a beneficial effect as with or without the development the ALC grading remains the</u></p>	<p><u>Application Document 6.2.3.6 (B) Part 3 Kent Chapter 6 Agriculture and Soils [PDA-023] assesses the potential effects should the Proposed Project be decommissioned. There are no plans to decommission the Proposed Project; however, in the event that any decommissioning is undertaken it will all be done in accordance with soil handling good practice in place at</u></p>	<p><u>Not Agreed</u></p>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p>same but the land is unable to be used for agriculture. Therefore, the effect is negligible as it would be no better or potentially worse than the 'do nothing' scenario.</p> <p>The reinstatement of BMV land to the baseline cannot be considered a beneficial effect. The decommissioning element remains part of the same project and development.</p>	<p>the time of the decommissioning. The beneficial impact for BMV agricultural land is assessed against that baseline and will only be realised in the event that the Proposed Project is decommissioned and the land reinstated.</p>	

3.11 Traffic and Transport

Table 3.10 Traffic and Transport

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
3.11.1	<u>Application Document 6.2.3.7 ES Part 3 Kent Chapter 7 Traffic and Transport [APP-067]</u>	<u>Traffic and Transport</u>	<p>TDC defers to KCC Highways for matters relating to Traffic and Transport, including to review the impact of the development on the highway network and will review their response accordingly.</p> <p>However, the Council considers that given the number and type of vehicle movements and hours of use, traffic associated with construction is likely to have a significant impact on the local highway network. The Council defers to the Local Highway authority on this issue as to whether the <u>Outline Construction Traffic Management and Travel Plan – Kent</u> is sufficient to manage the increased vehicle movements.</p>	<p>The Applicant has consulted KCC Highways accordingly and an assessment of the potential impact of the Proposed Project on the highway network is set out in <u>Application Document 6.2.3.7 ES Part 3 Chapter 7 Traffic and Transport [APP-067]</u>.</p> <p>The Applicant disagrees with the Consultee’s conclusion as the traffic and transport assessment within <u>Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport [APP-067]</u> does not identify any significant effects on the highway network during the peak construction phase with the proposed embedded mitigation and control and management measures in place. This includes the proposed management and mitigation relating to construction traffic as set out within <u>Application Document 7.5.1.2 (C) Outline Construction Traffic Management and Travel Plan – Kent</u> submitted at Deadline 7</p>	<u>N/A – Deferred to KCC</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				which is secured through Requirement 6 of Schedule 3 of <u>Application Document 3.1 (J) draft Development Consent Order</u> submitted at Deadline 7.	
3.11.2	<u>Application Document 7.5.9.2 (B) Outline Public Rights of Way Management Plan – Kent [REP6-088]</u> <u>Application Document 6.2.3.7 ES Part 3 Kent Chapter 7 Traffic and Transport [APP-067]</u>	<u>Public Rights of Way (PRoW)</u>	<p>TDC expects the proposals (construction phase) to adversely impact PRoW users, due to construction traffic, new pylons, PRoW crossings and temporary diversions.</p> <p>TDC acknowledges that appropriate mitigation has been secured via the DCO and the Outline Public Rights of Way Management Plan – Kent [REP6-088].</p>	<p>The assessment of PRoW Diversions and Closures within <u>Application Document 6.2.3.7 ES Part 3 Chapter 7 Traffic and Transport [APP-067]</u> has been reviewed based on the feedback received from KCC. The traffic and transport assessment does not identify any significant effects on PRoW in terms of diversions and closures, with the proposed embedded mitigation and control and management measures in place, including that set out within <u>Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent [REP6-088]</u>.</p>	<u>Agreed</u>
			<p>TDC acknowledges the Outline PRoW MP provided as part of the DCO submission, has been prepared in consultation with the KCC PRoW team.</p>	<p>The Applicant has submitted <u>Application Document 7.5.9.2 (B) Outline Public Rights of Way Management Plan – Kent [REP6-088]</u>, which is secured by Requirement 6 of Schedule 3 of <u>Application Document 3.1 (J) draft</u></p>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				<u>Development Consent Order submitted at Deadline 7.</u>	
3.11.3	<u>Application Document 7.5.1.2 (C) Outline Construction Traffic Management and Travel Plan – Kent submitted at Deadline 7</u> <u>Application Document 6.2.3.7 ES Part 3 Kent Chapter 7 Traffic and Transport [APP-067]</u>	<u>Local Highway Network</u>	<u>TDC expects construction traffic to adversely impact the local highway network, particularly if construction access is taken via Tothill Street or Ebbsfleet Lane North.</u> <u>TDC raises a concern that Minster should not be used for any construction traffic (even as secondary access).</u> <u>TDC acknowledges the additional engagement undertaken with KCC Highways and details submitted at Deadline 6 and accepts the proposed mitigation.</u>	<u>The construction vehicle routing has been designed to minimise impacts across the highway network, as set out within Application Document 7.5.1.2 (C) Outline Construction Traffic Management and Travel Plan – Kent submitted at Deadline 7 and secured by Requirement 6 of Schedule 3 of Application Document 3.1 (J) draft Development Consent Order submitted at Deadline 7.</u> <u>The traffic and transport assessment within Application Document 6.2.3.7 ES Part 3 Kent Chapter 7 Traffic and Transport [APP-067] does not identify any significant effects on the highway network during the construction phase with the proposed embedded mitigation and control and management measures in place.</u> <u>With respect to Ebbsfleet Lane North, this will be a secondary access used for approximately six months during construction for vegetation clearance works, utility diversion works of the OHL, survey works and limited</u>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				<p><u>mobilisation movements associated with the construction of the A256 access. Following further consultation with KCC Highways, a daily cap of ten HGV movements will be imposed on Ebbsfleet Lane North, to minimise potential impacts of construction traffic through access point K-AP-6 (K-BM06). This commitment is included within Application Document 7.5.1.2 (C) Outline Construction Traffic Management and Travel Plan – Kent submitted at Deadline 7.</u></p> <p><u>With regard to Minster, local roads including Tothill Street, High Street and Marsh Farm Road will only be used to undertake temporary diversion works to the OHL, including constructing a temporary structure, realigning conductors and building scaffold protection towers. Such activities are considered to be equivalent to maintenance of OHL that are already in place. Following further consultation with KCC Highways, a daily cap of ten HGV movements will be imposed on Marsh Farm Road, to minimise potential impacts of construction traffic through access point K-AP-8</u></p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				(K-BM04). In addition, construction traffic HGVs through Minster will be controlled such that construction HGVs will not pass two-way (in both directions) at the same time. These commitments are included within <u>Application Document 7.5.1.2 (C) Outline Construction Traffic Management and Travel Plan – Kent</u> submitted at Deadline 7.	
		<u>Construction Access</u>	<p>Significant concern remains with any construction access via Minster and Marsh Farm Road and Ebbsfleet Lane North, even as a secondary means of access, as these roads are not suitable for construction access. There is an opportunity to route construction vehicles through the order limits from the A256.</p> <p>All HGV vehicles and other construction vehicles should be routed within the order limits via the main access (K-BM02) from the A256.</p> <p>TDC acknowledges the additional engagement undertaken with KCC Highways and details submitted at Deadline 6 and accepts the proposed mitigation.</p>	<p>The proposed site access (K-BM02) on the A256 will be used as the main access during both construction (for mobilisation/trenchless work and the haul road to the west of the A256) and operation (permanent access/field access). The access will be used throughout the construction programme to accommodate circa 91% of all construction vehicle trips. Therefore, the A256 access will be used to accommodate the vast majority of construction vehicles. Alternative access points will only be used where necessary to access other parts of the Order Limits, or to carry out other works that subsequently allow the A256 access to be used.</p> <p>The only construction vehicles to pass through Minster and use Marsh</p>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				<p>Farm Road will be associated with access K-BM04, to undertake temporary diversion works to the Over-Head Lines (OHL), including constructing a temporary structure, realigning conductors and building scaffold protection towers. Vegetation clearance and survey works will also be undertaken at this access. Construction traffic is only forecast to use Marsh Farm Road for a period of six weeks, with a maximum of 29 daily vehicles including seven HGVs. This represents 0.4% of total construction vehicle trips associated with the Kent Onshore Scheme. As shown on Application Document 6.3.3.7.G ES Appendix 3.7.G Traffic Flow Diagrams [APP-181], no construction vehicles are expected to travel through Minster or along Marsh Farm Road during the peak construction phase. As shown on the HGV Routing Plan within Application Document 6.4.3.7 ES Figures Kent Traffic and Transport [APP-266], the route through Minster and along Marsh Farm Road does not form a primary construction traffic route. Therefore, it is not forecast that these limited vehicle trips (both</p>	

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				<p><u>in quantity and in duration) will result in any impacts through Minster or on Marsh Farm Road.</u></p> <p><u>In addition and following further consultation with KCC Highways, a daily cap of ten HGV movements will be imposed on Marsh Farm Road, to minimise potential impacts of construction traffic through access point K-AP-8 (K-BM04). In addition, construction traffic HGVs through Minster will be controlled such that construction HGVs will not pass two-way (in both directions) at the same time. These commitments are included within Application Document 7.5.1.2 (C) Outline Construction Traffic Management and Travel Plan – Kent submitted at Deadline 7.</u></p> <p><u>Ebbsfleet Lane North will only be used as a secondary access (K-BM06) for approximately six months during construction to carry out vegetation clearance works, utility diversion works for the overhead lines, survey works, and limited mobilisation movements associated with the construction of the A256 access. As shown in Application Document 6.2.3.7 Part 3 Kent</u></p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				<p><u>Chapter 7 Traffic and Transport [APP-067]</u>, a maximum of 28 daily vehicles including four HGVs are expected to use access K-BM06 on Ebbsfleet Lane North. This access is also only expected to accommodate 2% of total construction vehicle trips associated with the Kent Onshore Scheme. Therefore, it is not forecast that these limited vehicle trips (both in quantity and in duration) will result in any impacts on Ebbsfleet Lane North.</p> <p><u>In addition, and following further consultation with KCC Highways, a daily cap of ten HGV movements will be imposed on Ebbsfleet Lane North, to minimise potential impacts of construction traffic through access point K-AP-6 (K-BM06). This commitment is included within Application Document 7.5.1.2 (C) Outline Construction Traffic Management and Travel Plan – Kent submitted at Deadline 7.</u></p> <p><u>In view of the above, the identified parts of the local highway network will only be used to access localised works and to enable the wider works to subsequently be accessed via the main site access (K-BM02) on the</u></p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				<u>A256 Richborough Road. Otherwise, the main site access (K-BM02) on the A256 will be used and is expected to accommodate the vast majority of construction vehicles across the construction programme.</u>	
		<u>Access (K-BM02)</u>	<p><u>TDC states that there should be no ability for vehicles to access Ebbsfleet Lane North from K-BM02 (A256 access).</u></p> <p><u>The proposed action/mitigation to prevent traffic accessing/exiting Ebbsfleet Lane North from/to the A256 during construction and operation needs to be explicitly secured. This should be a measure recorded in Document 7.5.3.1 Register of Environmental Actions and Commitments (REAC).</u></p>	<p><u>The new access point from the A256 shall have fencing and gates to prevent unauthorised access. There will be no connection to Ebbsfleet Lane North from the proposed access road other than the cycle/ pedestrian crossing point. It is considered that the proposed design shall provide greater security than the existing arrangement in this area.</u></p> <p><u>A suitable measure TT10 has been added to Application Document 9.84 (E) Register of Environmental Actions and Commitments (REAC) submitted at Deadline 7 : “No public vehicles will be able to access/exit Ebbsfleet Lane North from the new A256 junction (K-BM02), during construction or operation, with fencing and gates used to prevent unauthorised access”.</u></p>	<u>Agreed</u>
			<u>TDC requests that the potential implications of the new construction</u>	<u>Noted, this has been assessed within Application Document 6.2.3.7 ES</u>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<u>compound on Sandwich Road is assessed.</u>	<u>Part 3 Kent Chapter 7 Traffic and Transport [APP-067].</u>	
3.11.4	<u>Application Document 2.14.2 Design and Layout Drawing – Kent [APP-039]</u>	<u>Access</u>	<p><u>TDC considers K-BM02 (A256 access) to be inadequate due to the national speed limit and limited filter lanes for slow traffic to join.</u></p> <p><u>Can the Applicant provide the RSA and Designer's Response or indicate where this can be found in the application.</u></p> <p><u>The Road Safety Audits form part of the Transport Assessment and the overall application. These must be made publicly available.</u></p>	<p><u>The junction has been designed to be fully compliant with Design Manual for Roads and Bridges (DMRB) and a Designer's Response to the Road Safety Audit (RSA) Stage 1 has been produced outlining the changes made in response to the RSA's comments.</u></p> <p><u>The Stage 1 RSA has been shared with the Consultee and KCC Highways.</u></p>	<u>Agreed</u>
			<u>TDC acknowledges that a Stage 1 RSA has been carried out and advice has been taken from KCC Highways to determine the approach to access. The proposed layout of the access from the A256 should be updated once the RSA has been undertaken.</u>	<u>The proposed design/layout of the A256 access has been revised to consider any recommendations where necessary.</u>	<u>Agreed</u>
			<u>The Consultee welcomes the removal of the Jutes Lane construction access (except for during utility connection works).</u>	<u>This has been noted by the Applicant.</u>	<u>Agreed</u>
3.11.5	<u>N/A</u>	<u>Consultation</u>	<u>TDC requests to be kept informed as surveys are completed, outstanding data becomes available, final</u>	<u>The Consultee was invited to transport thematic meetings, which covered the Consultee's comments</u>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p><u>options/access routes are selected and mitigation/environmental commitments are identified, to resolve concerns (highway network impacts) prior to DCO submission. TDC requests an invitation to attend the meetings where ongoing discussions with KCC Highways and PRoW Officers will take place.</u></p>	<p><u>and the Consultee has agreed to the approach to thematic meetings and information sharing once it was available. The meetings attended by the Consultee included those held on 16 April 2024, 2 May 2024 and 23 July 2024 with KCC Highways and PRoW Officers. The Consultee's officers attended two of these meetings (apologies were sent for the meeting on 2nd May 2024).</u></p>	
3.11.6	<p><u>Application Document 2.12: Trees and Important Hedgerows to be Removed or Managed Plans [CR1-023]</u> <u>Application Document 6.4.3.7.2 HGV Routing Plan Kent Onshore Scheme [APP-266]</u> <u>Application Document 6.4.3.7.3 Abnormal Load Routing Plan – Kent [APP-266]</u></p>	<p><u>Access K-BM01</u></p>	<p><u>The order limits include part of a TPO (TH/TPO/10 (1984)) at the junction (K-RJ6) between Sandwich Road and Ebbsfleet Lane which forms part of the access route to K-BM01. Reference is made to abnormal loads and swept path analysis but details of this is not clear in the ES and application documents which keep cross referencing each other with no details provided. Currently it is unclear if the abnormal loads can access the site via the routes shown, whether the TPO will be affected at junction K-RJ16 and if the TPO needs including within the order limits. TDC are satisfied with the additional information provided.</u></p>	<p><u>These trees have been committed to being retained within Application Document 2.12 Trees and Important Hedgerows to be Removed or Managed Plans [CR1-023]. Swept path analysis has been undertaken and no junction widening is required. Kent County Council highways have asked for any trees overhanging the carriageway to be retained in the DCO application so that the Applicant can undertake any potential works to manage overhanging trees required to keep the road box clear for the movement of the Applicant's vehicles. Swept path details have been provided to TDC for the junction in question.</u></p>	<p><u>— Agreed</u></p>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
3.11.7	<u>Application Document 9.84 (E) Register of Environmental Actions and Commitments (REAC) submitted at Deadline 7</u>	TT09	<p>The securing mechanism for mitigating the impact on the highway network previously referred to DCO Schedule 3, Requirement 6 Public Rights of Way (PRoW) Management Plan – Kent which was incorrect.</p> <p>TDC notes that the wording has been amended.</p>	<p>Noted, this should reference DCO Schedule 3, Requirement 6 Construction Traffic Management and Travel Plan – Kent.</p> <p>The wording of TT09 has now been amended, see Application Document 9.84 (E) Register of Environmental Actions and Commitments (REAC) submitted at Deadline 7.</p>	Agreed
3.11.8	<p><u>Application Document 7.5.1.2 (C) Outline Construction Traffic Management and Travel Plan – Kent submitted at Deadline 7</u></p> <p><u>Application Document 6.2.3.7 ES Part 3 Kent Chapter 7 Traffic and Transport [APP-067]</u></p>	Construction Traffic	<p>Thanet is a seaside/coastal area which relies heavily on tourism and recreation with the summer months providing much of the trade for these businesses in addition to weekend and Bank Holiday trade. The applicant proposes construction hours every day of the week with a limit of 30 HGVs on Sundays and Bank Holidays. Whilst the Traffic and Transport Chapter of the Environmental Statement states that it is not anticipated that the Proposed Project would have any traffic and transport impacts on Sundays/Bank Holidays (with the restrictions identified in the Outline CTMTP - Kent). There has been no assessment of the impact of</p>	<p>Application Document 6.2.3.10 (B) Part 3 Kent Chapter 10 Socio-Economics Recreation and Tourism [REP1A-007] has considered construction activities taking place on Sundays and Bank Holidays, informed by the findings of Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport [APP-067].</p> <p>The Applicant has proposed core construction working hours of 07:00 to 19:00hrs Monday to Friday, and 07:00 to 17:00hrs on Saturdays, Sundays, and Bank Holidays. While this includes weekends and holidays, the application clarifies that construction activity is not expected to occur on every Sunday or Bank Holiday. Importantly, restrictions are</p>	Not Agreed

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			<p>construction during Sundays and Bank Holidays.</p> <p>The ES must consider the impacts on the road network beyond the standard peak hours due to the Thanet economy being heavily reliant on tourism in which significant traffic will occur on Sundays and Bank Holidays.</p> <p>TDC acknowledges the Applicant's comments but maintains its position. The Applicant appears to be making a case that the more traffic and congestion already present on the network/baseline then the less impact the proposed development would have. However, this would mean that a smaller increase could have a greater and significant effect particularly if the network is near or over capacity.</p> <p>TDC supports the ExAs preferred wording for Requirement 7 in their Schedule of ExA's recommended amendments to the Applicant's dDCO submitted at Deadline 6 [REP6-004].</p>	<p>in place to limit the type and scale of activity during these periods, including a cap of 30 HGV movements per day on Sundays and Bank Holidays and limitations on percussive piling. These restrictions are further detailed in Application Document 9.84 (E) Register of Environmental Actions and Commitments (REAC) submitted at Deadline 7. This low level of vehicle activity is not expected to be perceptible and is unlikely to deter or disrupt local business activity. As a result, the assessment concludes that there would be no significant socio-economic effects arising from construction activities specifically taking place on Sundays and Bank Holidays.</p> <p>Further to the above, Application Document 7.5.1.2 (C) Outline Construction Traffic Management and Travel Plan – Kent submitted at Deadline 7 includes the commitment that no HGVs will arrive or depart site on Sundays or public holidays except for a specified list of exceptions (see paragraph 7.4.4), when they will be limited to a maximum of 30 HGVs per day on Sundays and public holidays.</p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				<p>The Applicant has justified the inclusion of extended working hours as necessary to maintain programme flexibility and meet the Government's Clean Energy Action Plan targets. The inclusion of limiting HGV movements on Sundays and Bank Holidays is not intended to contradict the general restriction but rather to allow for essential, low-impact activities that support the overall delivery schedule. The Traffic and Transport assessments, including those in Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport [APP-067], have considered these extended hours and associated vehicle movements. This includes an assessment of the Saturday lunchtime period (12 pm to 1 pm) based on forecast construction traffic movements during the peak period of construction. The assessments conclude that, with the proposed mitigation, no significant adverse effects are anticipated. Nonetheless, the Applicant has committed to ongoing dialogue with the Local Highway Authority to ensure that any concerns are addressed through</p>	

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				<p><u>detailed construction planning and coordination.</u></p> <p><u>In terms of the assessment itself, this includes worst-case assumptions for construction traffic volumes, which provides a robust basis for impact evaluation by considering the busiest day of the construction programme. Therefore, whilst seasonal and weekly fluctuations in baseline traffic levels are acknowledged, the methodology adopted for the assessment work is considered to be robust by adopting peak construction traffic levels, rather than average or seasonal construction traffic levels which would be lower. Furthermore, had higher baseline traffic flows been adopted to consider seasonal fluctuations during the summer (including Sundays and Bank Holidays for example), then the percentage increases as a result of forecast construction traffic associated with the Proposed Project would have been lower than what was reported and assessed for the majority of the assessment criteria in Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport [APP-067], resulting in</u></p>	

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				<p><u>fewer potential impacts being identified. In terms of road congestion and junction performance, the assessment of Driver Delay was informed by queue length surveys, and the proposed working hours are designed to minimise additional construction worker vehicle trips on the surrounding highway network during the network peak hours. In addition, the majority of seasonal traffic is likely to be less peaked, but instead expected to be spread across the day and to be less impactful during the typical network and shoulder peak hours.</u></p> <p><u>Lastly in terms of the capacity of the highway network, the Applicant submitted junction modelling within Kent at Deadline 5 within</u> <u>Application Document 6.3.3.7.A (B) Environmental Statement Appendix 3.7.A Transport Assessment Note [REP5-029].</u></p> <p><u>The analysis consists of junction modelling for three junctions within the Kent study area, comprising the Sevenscore, Ebbsfleet and Minster roundabouts and provided a summary of the junction modelling</u></p>	

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				<p><u>scope, methodology and results based on the agreed scope and methodology for the junction modelling, as discussed and agreed with Kent County Council (KCC) Highways on 15 January 2026.</u></p> <p><u>The Applicant has since held a further meeting with KCC Highways on 31 March 2026 to review KCC's feedback on the junction modelling and their request for additional measures for inclusion within</u><u>Application Document 7.5.1.2 (C) Outline Construction Traffic Management and Travel Plan – Kent</u><u> submitted at Deadline 7.</u></p> <p><u>Following this meeting, additional measures have been included within an updated version of</u><u>Application Document 7.5.1.2 (C) Outline Construction Traffic Management and Travel Plan – Kent</u><u> submitted at Deadline 7 as agreed during the meeting.</u></p>	

3.12 Air Quality

Table 3.11 Air Quality

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
<u>3.12.1</u>	<u>Application Document 7.5.6.2 (D) Outline Air Quality Management Plan – Kent submitted at Deadline 7</u>	<u>Air Quality Monitoring</u>	<p><u>There are two possible construction traffic routes currently under consideration; if the one nearest the school and dwelling on Jutes Lane is selected, the TDC Environmental Health (EH) team would request that real time air quality sensors are installed to ensure action is taken to avoid episodes of significant dust and included within the dust management plan and CEMP.</u></p> <p><u>TDC notes that the option to use Jutes Lane for construction traffic (other than utility connections)</u></p>	<u>The proposed monitoring locations were agreed and are set out in Application Document 7.5.6.2 (D) Outline Air Quality Management Plan – Kent submitted at Deadline 7.</u>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<u>was removed and this is welcomed.</u>		
<u>3.12.2</u>	<u>Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality [APP-068]</u>	<u>Air Quality Monitoring</u>	<u>TDC confirms that no concerns are raised regarding the air quality monitoring and the locations.</u>	<u>Specific monitoring locations have been agreed with the Consultee as the Proposed Project has progressed.</u>	<u>Agreed</u>
<u>3.12.3</u>	<u>Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality [APP-068]</u>	<u>Ecology</u>	<u>TDC agrees that ecological receptors have been appropriately assessed in the ES with regard to air quality.</u>	<u>Ecological receptors have been considered in the assessment. Details of which are set out in Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality [APP-068].</u>	<u>Agreed</u>

3.13 Noise and Vibration

Table 3.12 Noise and Vibration

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
<u>3.13.1</u>	<u>Application Document 6.2.3.9 (B) Part 3 Kent Chapter 9 Noise & Vibration [AS-111]</u>	<u>Construction noise and vibration</u>	<u>TDC agreed the approach to construction noise and vibration on 27 April 2023 meeting and then further in the follow up meeting on 12 January 2024</u>	<u>The construction noise and vibration assessment methodology is set out in Application Document 6.2.3.9 (B) Part 3 Kent Chapter 9 Noise & Vibration [AS-111]. The Applicant confirms that special consideration has been given to the potential sensitivity to noise of the Great Oaks Small School.</u>	<u>Agreed</u>
<u>3.13.2</u>	<u>Application Document 6.2.3.9 (B) Part 3 Kent Chapter 9 Noise & Vibration [AS-111]</u>	<u>Noise survey data</u>	<u>TDC agreed to the approach to the noise survey data in a meeting on 27 April 2023 and then agreed to the approach to background noise levels in July 2023.</u>	<u>The Applicant set out the baseline noise survey methodology and resultant typical background noise levels for use in the operational noise assessment, which was agreed by the</u>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				<u>Consultee. This has been set out in Application Document 6.2.3.9 (B)Part 3 Kent Chapter 9 Noise & Vibration [AS-111].</u>	
<u>3.13.3</u>	<u>Application Document 6.3.3.9.D ES Appendix 3.9.D Kent Operational Noise Assessment [AS-123]</u>	<u>Operational noise</u>	<u>TDC agreed to the approach to operational noise in a meeting on 27 April 2023 and further in a follow up meeting on 12 January 2024.</u>	<u>The Applicant confirms that the Consultee agrees to the assessment methodology and criteria for operational noise assessment, with the assessment set out within Application Document 6.3.3.9.D ES Appendix 3.9.D Kent Operational Noise Assessment [AS-123].</u>	<u>Agreed</u>
<u>3.13.4</u>	<u>Application Document 6.2.3.9 (B) Part 3 Kent Chapter 9 Noise & Vibration [AS-111]</u>	<u>Construction traffic noise</u>	<u>TDC agreed to the approach to the construction noise traffic in a meeting on 27 April 2023 and the further agreement in a follow up meeting on 12 January 2024.</u>	<u>The Applicant confirms that the Consultee has agreed to the assessment methodology for construction noise assessment which is</u>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				set out in <u>Application Document 6.2.3.9 (B) Part 3 Kent Chapter 9 Noise & Vibration [AS-111]</u> .	

3.14 Socioeconomics, Recreation and Tourism

Table 3.13 Socio-economic, Recreation and Tourism

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
3.14.1	<u>Application Document 7.5.9.2 (B) Outline Public Rights of Way Management Plan – Kent [REP6-088]</u>	<u>Public Rights of Way</u>	<u>The Consultee commented in the consultation in August 2024 that this is a matter for KCC. However, TDC has concerns that the construction period of the Project which would result in disruption, noise and visual impacts to the PRow network and coastal paths is likely to impact on tourism and the enjoyment of this area for recreation. There is also a concern that due to the length of the construction period</u>	<u>The Applicant notes the local concerns set out by the Council regarding the impact of the construction period on the local PRow network and recreational routes and the concerns regarding the impact of extending working hours to Sundays and Bank Holidays. Section 10.9 of Application Document 6.2.3.10 (B) Part 3 Kent Chapter 10 Socio-economics, Recreation and Tourism [REP1A-007] assesses the potential</u>	<u>Not agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p><u>opportunities for exercise and use of these routes for leisure would be affected leading to avoidance which has the potential to negatively impact use of these routes in the longer term.</u></p> <p><u>Specifically, TDC considers that the proposed working hours to include Sundays and Bank Holidays has the potential to impact on the enjoyment of the PRoW, recreation routes and spaces in the vicinity of the application site. This is due to Sundays and Bank Holidays being the most likely times when local residents and visitors to the District would enjoy recreation in this area. Therefore, this would have a significant effect on receptors and as such construction work on Sundays and Bank Holidays is not considered acceptable by the Council.</u></p> <p><u>TDC welcomes the additional commitment, but concerns remain regarding this commitment and the need to avoid construction works on Sunday as set out in TDC’s response at 3.3.3.</u></p> <p><u>TDC remains concerned that cumulative impact of the construction activities over a prolonged period of time will deter visitors whether the impacts are perceived or actual. Therefore, this would have a negative effect on the tourism economy which is a key part of the Thanet economy</u></p>	<p><u>effects of the Proposed Project on disruption to the use of PRoW and recreational routes. Appropriate route diversions, closures and management measures are proposed as embedded mitigation and outlined in Section 10.8.</u></p> <p><u>Application Document 7.5.9.2 (B) Outline Public Rights of Way Management Plan – Kent [REP6-088]</u></p> <p><u>has been prepared in consultation with KCC to provide details on PRoW diversions, closures and management during the construction, operation and decommissioning phases, as well as details on the roles and responsibilities of the contractor and the Applicant relating to PRoW. The diversions provided have been assessed as equivalent and comparable alternatives in terms of length, nature and connectivity.</u></p> <p><u>Overall, it is concluded that no significant socio-economic, recreation and tourism effects are anticipated even with the inclusion of working hours on Sundays and Bank Holidays.</u></p> <p><u>Nevertheless, The Applicant has considered programme implications and risk for the Proposed Project, and has concluded that it can accommodate the exclusion of bank holidays from the core</u></p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p>particularly as the site lies on the key route into and out of Thanet for tourists.</p> <p>TDC supports the ExAs preferred wording for Requirement 7 in their Schedule of ExA's recommended amendments to the Applicant's dDCO submitted at Deadline 6 [REP6-004].</p>	<p>working hours at the converter and substation site in Kent (except by agreement with the local planning authorities), without prejudicing its ability to accelerate the project in accordance with the NESO Clean Power 2030 objectives. Furthermore, and recognising the desirability of this outcome to stakeholders and communities, the Applicant is also able to agree that for the bank holiday Mondays that form part of a 'bank holiday weekend' (meaning Easter Monday, the early May bank holiday, the Spring bank holiday, and the summer bank holiday) the associated (preceding) Saturday and Sunday are also not worked. This is facilitated by the likely implications of the exclusion of the bank holiday Mondays on contractor shift patterns, and also reflects the fact that the Applicant does not anticipate working every weekend in all areas of the project at all times in any case. On this basis, the Applicant is comfortable reducing its flexibility in the manner proposed at the converter station sites, although further limitations would introduce unacceptable risks to the ability to programme and deliver the works in a sufficiently timely manner. This reduction in flexibility is proposed</p>	

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				<p><u>specifically at the converter and substation site in Kent, because it is acknowledged that these are large static construction sites where work will be being undertaken for 4-5 years (as opposed to smaller single site works such as individual substations, or works with shorter construction periods).</u></p> <p><u>Notwithstanding this, the reducing in flexibility on bank holidays and the bank holiday weekends set out above is not for the purpose of mitigating effects (the ES identifies no impacts that would require this mitigation) but is proposed following a project-specific review in the context of ongoing discussions with stakeholders. The possibility of working on bank holidays is retained for those works which are likely to be more transient, for example the cable sections, where construction activity will be undertaken at each location for shorter periods of time in any case. The possibility of working on bank holidays is also retained for any railway works, where possessions may be dictated by third parties and where bank holiday work may be a necessity. Wording reflecting the above has been added to Requirement 7 (see Appendix C 'Revised dDCO Requirements')</u></p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
3.14.2	<u>Application Document 7.5.9.2 (B) Outline Public Rights of Way Management Plan – Kent [REP6-088]</u>	<u>Study Area</u>	<u>TDC does not have any concerns with the general study area following the submission of the DCO application but will defer to Kent County Council and other statutory bodies with regard to PRow matters where necessary and will review their response accordingly.</u>	<u>Noted. The study area has been set out within the ES chapter (<u>Application Document 6.2.3.10 (B) Part 3 Kent Chapter 10 Socio-Economics, Recreation, and Tourism [REP1A-007]</u>) and the outline PRow Management Plan (<u>Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent) [REP6-088]</u>).</u>	<u>N/A – Deferred to KCC</u>

3.14.3 Application Document 6.2.3.10 (B) Part 3 Kent Chapter 10 Socio-Economics Recreation and Tourism [REP1A-007]

Community Benefit

The application does not appear to identify any provision of community funds to be made available by the Applicant through the NSIP process (including requirements in the DCO securing the process outlined in “Community funds for transmission infrastructure” (Department for Energy Security & Net Zero, April 2025).

It is the Council’s view that there is an opportunity for the project to provide educational benefits were it to be approved. We would welcome a program involving local schools and colleges during survey works and the construction phase (as appropriate) similar to those that have been employed for other energy projects in the District. In terms of tourism, information boards (sensitively designed and located) providing detail on the project would be welcomed.

TDC is concerned by the lack of commitment to delivering any educational benefits to the local community it is affecting.

We note that the Department for Energy Security and Net Zero published guidance in relation to community funds for transmission infrastructure in April 2025 (<https://www.gov.uk/government/publications/electricity-transmission-network-infrastructure-community-funds/community-funds-for-transmission-infrastructure-accessible-webpage>). We are keen to understand how the Applicant intends to comply with the guidance and

As set out in Application Document 9.73 Applicant’s Response to First Written Questions, response 1GEN1 [REP3-069], the Applicant will follow government guidance which sets expectations for how community benefit funds should be delivered for transmission infrastructure projects.

Government guidance states that community benefit funding is “separate from and not a material planning consideration in England, Wales or Scotland”.

Community benefit funding for the Proposed Project will be legally secured through a modification of the Applicant’s Electricity Transmission Licence with Ofgem.

Separate to, and outside of the planning process, the Applicant will engage with local communities and stakeholders in the near future to understand what is important to them. This engagement will inform the development of the community benefit programme for the Proposed Project. Thanet District will be invited to partake in this engagement.

The Applicant welcomes suggestions for the potential delivery of community benefits and would be happy to discuss the feasibility of these ideas during the forthcoming community benefit engagement.

Agreed

how this will be secured either through the DCO or by way of a legal agreement. We look forward to working with the Applicant to highlight local needs and priorities within the Thanet District.

TDC acknowledges the commitment to a community benefit fund and that it lies outside of the DCO regime. TDC would like to be part of any discussions for how the community benefit can be used locally.

TDC welcomes the provision of a Skills, Supply Chain and Employment Plan [REP6-101] and provides further comments at 3.14.8.

The Applicant has also submitted **Application Document 9.120 Detailed Skills, Supply Chain and Employment Plan [REP6-101]** into the examination, which was discussed with the Consultee in advance. This includes consideration of education.

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
3.14.4	<u>6.2.3.10 (B) Part 3 Kent Chapter 10 Socio-Economics Recreation and Tourism [REP1A-007]</u>	<u>Construction Impacts on tourism</u>	<p><u>TDC has significant concerns with regards to the negative impact construction and associated traffic will have on both residents and visitors which will in turn discourage people from visiting the District. Thanet also hosts a number of events throughout the year with many taking place over the summer months.</u></p> <p><u>TDC acknowledges the Applicants additional comments. The comparison with Sizewell C does not reflect the position of the Sea Link Project which is located on the Primary Road Network and one of the main routes into and out of Thanet and its main tourist destinations. This has the potential to deter visitors and create a negative perception of Thanet as a tourist destination particularly combined with additional construction traffic which may be actual or perceived.</u></p> <p><u>TDC welcomes the commitment to monitor the potential impact on tourism should consent be granted.</u></p> <p><u>The engagement with local tourism businesses is welcomed albeit very late in the examination process to assess the impact. TDC recommends engaging with the local tourism boards as well.</u></p>	<p><u>The Applicant recognises this concern for local tourism. To address this concern, the Applicant has undertaken a comprehensive and robust EIA, through which no residual significant effects have been identified from a socio-economics, recreation and tourism perspective following the application of appropriate mitigation.</u></p> <p><u>Section 10.9 of Application Document 6.2.3.10 (B) Part 3 Kent Chapter 10 Socio-economics, Recreation and Tourism [REP1A-007] assesses potential effects of the Proposed Project on private and community assets, recreation and tourism. The assessment concludes that there are no recreational assets or visitor attractions within the Study Area which would be affected by the land take required for the Kent Onshore Scheme or to which access would be required. Additionally, Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport [APP-067] concludes there are no roads assessed that would experience significant severance effects during construction. Section 7 of Application Document 7.5.1.2 (C) Outline Construction Traffic Management and Travel Plan – Kent submitted at</u></p>	<u>Not a greed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p><u>As tourism represents around a fifth of the local economy of Thanet, TDC still retains concerns regarding the prolonged effect from the construction and operation of the proposed development on tourism in Thanet particular given its prominent position at a key gateway to the District.</u></p>	<p><u>Deadline 7 includes construction traffic management measures that will be implemented in support of the Proposed Project, to avoid any adverse impacts on the surrounding networks during the construction phase. Therefore, there are no significant severance effects identified between residents, visitors and local assets, even on Bank Holidays and Weekends.</u></p> <p><u>The Applicant recognises that there is potential for noise, air quality, visual and traffic effects arising from construction of the Kent Onshore Scheme to impact on the amenity of residents, businesses, development sites, and users of open spaces and community facilities within 500 m of the Order Limits. This is assessed in Application Document 6.2.3.11 (B) Part 3 Kent Chapter 11 Health and Wellbeing [AS-003]. In light of the topic-specific conclusions identified and mitigation in place, no significant adverse effects on human health and wellbeing are identified. This includes no significant effects arising from construction in relation to community severance, air quality, landscape and visual or noise that would materially</u></p>	

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				<p><u>affect amenity and health and wellbeing outcomes.</u></p> <p><u>Additionally, Application Document 9.41 Visitor and Tourism Assessment Technical Notes – Kent [REP3-066] was submitted at Deadline 3 to support the assessment of visitor and tourism impacts associated with the Proposed Project and in response to concerns raised regarding potential adverse effects on visitor numbers, spending, and perception.</u></p> <p><u>The Applicant has undertaken a review of other Nationally Significant Infrastructure Projects (NSIPs) and their potential effects on tourism and visitor activity since the DCO submission. Sizewell C, Bramford to Twinstead, and East Anglia ONE North, each adopted methodologies comparable to those used for the Proposed Project, and all concluded that the developments would not result in significant effects on tourism or visitor numbers. Sizewell C's visitor perception survey indicated that 39% of respondents may be discouraged from visiting the local area during the construction phase. However, a review of published monitoring reports of actual impacts observed from Sizewell B and Hinkley</u></p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				<p><u>Point C found that initial concerns observed in surveys have not translated into measurable reductions in visitor numbers or tourism-related employment. On the contrary, the local tourism sector remained confident and continued to grow during the construction period. Whilst these projects are based in East Anglia, on the basis of these there is limited robust evidence to suggest that negative visitor perception identified / observed in surveys prior to construction will result in material adverse effects on tourism. Therefore, the evidence suggests that there will be no significant adverse effects on visitors or tourism as a result of the Kent Onshore Scheme, as concluded within Application Document 6.2.3.10 (B) Part 3 Kent Chapter 10 Socio-economics, Recreation and Tourism [REP1A-007].</u></p> <p><u>It would not be appropriate for the Applicant to commit to broader monitoring of tourism impacts beyond the specific monitoring of worker and tourism accommodation as described in commitment SE05. The EIA for the Proposed Project has robustly assessed all potential socio-economic and tourism</u></p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				<p><u>effects and concludes that no significant residual effects are anticipated. In this context, wider tourism monitoring is neither proportionate nor methodologically robust.</u></p> <p><u>Additionally, through commitment SE04 the Applicant has committed to further liaison with local planning authorities and tourism organisations during construction to discuss how potential impacts on tourism could be minimised and benefits be maximised. Liaison, where practical, will be ongoing through existing working groups which were established for the Sizewell C project.</u></p>	
<u>3.14.5</u>	<u>Application Document 6.2.3.10 (B) Part 3 Kent Chapter 10 Socio-Economics Recreation and Tourism [REP1A-007]</u>	<u>PRoW, coastal paths and recreation</u>	<u>TDC has concerns that the construction period of the Project which would result in disruption, noise and visual impacts to the PRoW network and coastal paths is likely to impact on tourism and the enjoyment of this area for recreation. There is also a concern that due to the length of the construction period opportunities for exercise and use of these routes for leisure would be affected leading to avoidance which has the potential to negatively impact use of these routes in the longer term. There is no assessment of the cumulative effect of the disruption to</u>	<u>The Applicant notes the local concerns set out by the Council regarding the impact of the Kent Onshore Scheme on PRoW and recreational routes. Section 10.9 of Application Document 6.2.3.10 (B) Part 3 Kent Chapter 10 Socio-economics, Recreation and Tourism [REP1A-007] assesses the potential effects of the Proposed Project on disruption to the use of PRoW and recreational routes. Appropriate route diversions, closures and management measures are proposed as embedded mitigation and outlined in Section 10.8. The criteria for determining the sensitivity of users of PRoW and</u>	<u>Not a greed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
		<p><u>the PRow network with multiple routes being affected.</u></p> <p><u>TDC acknowledges the Applicants explanation but remains concerned that the proposed construction period will deter and discourage use of the PRow. However, it may not be considered a significant effect with the EIA.</u></p> <p><u>The ES does not consider the impact of the disruption to multiple PRowS and other routes which serves to discourage the use of the area for recreation and tourism in the long term and affects the sense of place. In addition, consideration should be given to the introduction of significant energy infrastructure to the local area which will generate a negative perception of the local area as being suitable for recreation and tourism.</u></p>		<p><u>recreational trails and the magnitude of impact of disruption is outlined in Section 10.4. For example, recreational routes' sensitivity criteria considered several factors, including:</u></p> <ul style="list-style-type: none"> <u>the quality of user experience;</u> <u>quality of the route;</u> <u>purpose of usage; and</u> <u>potential for substitution.</u> <p><u>Application Document 7.5.9.2 (B) Outline Public Rights of Way Management Plan – Kent [REP6-088]</u> has been prepared in consultation with <u>KCC to provide details on PRow diversions, closures and management during the construction, operation and decommissioning phases, as well as details on the roles and responsibilities of the contractor and the Applicant relating to PRow. The diversions provided have been assessed as equivalent and comparable alternatives in terms of length, nature and connectivity.</u></p> <p><u>Overall, it is concluded that no significant socio-economic, recreation and tourism effects are anticipated.</u></p> <p><u>Amenity impacts on PRow are assessed in Application Document 6.2.3.11 (B) Part 3 Kent Chapter 11</u></p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				<p><u>Health and Wellbeing [AS-003]</u>. For PRow, amenity impacts are assessed under the determinant 'Social Cohesion and Community Identity'. As defined in <u>Application Document 6.2.3.11 (B) Part 3 Kent Chapter 11 Health and Wellbeing [AS-003]</u>, this considers the <i>"potential adverse impacts on health and wellbeing resulting from disruption to community connectivity and potential changes to landscape and visual amenity, which could impact mental health"</i>. This assessment draws on evidence across multiple environmental disciplines to provide a comprehensive assessment, including the landscape and visual, socio-economics, and traffic and transport effects. Drawing on this evidence, and applying professional judgement, the assessment concludes that there would be no significant effects on social cohesion and community identity, including amenity impacts on PRow and other recreational receptors. An assessment of the impact on the PRow network as a whole is considered unnecessary. The proposals only require short temporary diversions of four PRow and one cycle lane in Kent. Where accesses cross PRow priority will be given to PRow users and</p>	

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				<p>disruption is therefore likely to be very limited. Although there will be some significant visual effects these will be very localised and it is considered highly unlikely that there could a resulting cumulative effect on the entire PRow network in the Thanet district.</p>	
3.14.6	<u>6.2.3.10 (B) Part 3 Kent Chapter 10 Socio-Economics Recreation and Tourism [REP1A-007]</u>	<u>PRow, coastal paths and recreation – sense of place</u>	<p>TDC acknowledges the Applicant's additional comments. The comparison with Sizewell C does not reflect the position of the Sea Link Project which is located on the Primary Road Network and one of the main routes into and out of Thanet and its main tourist destinations. This has the potential to deter visitors and create a negative perception of Thanet as a tourist destination particularly combined with additional construction traffic which may be actual or perceived.</p> <p>TDC are concerned that this additional and substantial infrastructure will significantly change the perception of the area from one that is tranquil and remote to an area that is industrial and thus less attractive for visitors and users of the PRow.</p>	<p><u>Application Document 6.2.3.10 (B) Part 3 Kent Chapter 10 Socio-economics, Recreation and Tourism [REP1A-007]</u> assesses the impact of the Kent Onshore Scheme on PRow and recreational routes. Overall, it is concluded that no significant socio-economic, recreation and tourism effects are anticipated.</p> <p>Paragraph 10.9.74 of <u>Application Document 6.2.3.10 (B) Part 3 Kent Chapter 10 Socio-economics, Recreation and Tourism [REP1A-007]</u> notes that there is potential for noise, air quality, visual and traffic effects arising from construction of the Kent Onshore Scheme to impact on the amenity of private, community, recreational and tourism assets within 500 m of the Order Limits. Amenity impacts on these receptors are assessed in <u>Application Document 6.2.3.11 (B) Part 3 Kent Chapter 11 Health and Wellbeing [AS-003]</u>. For PRow, amenity impacts</p>	Not a greed

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				<p>are assessed under the determinant 'Social Cohesion and Community Identity'. As defined in in Application Document 6.2.3.11 (B) Part 3 Kent Chapter 11 Health and Wellbeing [AS-003], this considers the <i>“potential adverse impacts on health and wellbeing resulting from disruption to community connectivity and potential changes to landscape and visual amenity, which could impact mental health”</i>. This assessment draws on evidence across multiple environmental disciplines to provide a comprehensive assessment, including the landscape and visual, socio-economics, and traffic and transport effects. Drawing on this evidence, and applying professional judgement, the assessment concludes that there would be no significant effects on social cohesion and community identity, including amenity impacts on PRow and other recreational receptors. Additionally, the Applicant notes concerns about the potential impact of the Proposed Project on visitor perceptions of the local area. The Applicant has undertaken a review of other Nationally Significant Infrastructure Projects (NSIPs) and their potential effects on tourism and visitor</p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				<p><u>activity since the DCO submission. Sizewell C, Bramford to Twinstead, and East Anglia ONE North, each adopted methodologies comparable to those used for the Proposed Project, and all concluded that the developments would not result in significant effects on tourism or visitor numbers. Sizewell C's visitor perception survey indicated that 39% of respondents may be discouraged from visiting the local area during the construction phase. However, a review of published monitoring reports of actual impacts observed from Sizewell B and Hinkley Point C found that initial concerns observed in surveys have not translated into measurable reductions in visitor numbers or tourism-related employment. On the contrary, the local tourism sector remained confident and continued to grow during the construction period Whilst these projects are based in East Anglia, on this basis there is limited robust evidence to suggest that negative visitor perception identified / observed in surveys prior to construction will result in material adverse effects on tourism. Therefore, the evidence suggests that there will be no significant adverse effects on visitors or tourism as a result</u></p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				of the Kent Onshore Scheme, as concluded within <u>Application Document 6.2.3.10 (B) Part 3 Kent Chapter 10 Socio-economics, Recreation and Tourism [REP1A-007]</u> .	
3.14.7	<u>6.2.3.10 (B) Part 3 Kent Chapter 10 Socio-Economics Recreation and Tourism [REP1A-007]</u>	<u>Construction Impacts - accommodation</u>	<p>The tourism capacity analysis from the Applicant lacks the detail to sufficiently inform the potential impact of the proposed development as it did not include the type or cost of rooms available for potential construction workers.</p> <p>Further detailed analysis and surveying is required.</p> <p>TDC acknowledges that further analysis has been provided but remains too broad. A 60 minute drive covers the whole county of Kent and beyond when in reality those visiting Thanet are likely to stay overnight in Thanet or close by. It is very unlikely that overnight visitors in Tunbridge Wells will visit Thanet. Therefore, the baseline of the accommodation is too large and disproportionate. The same conclusions can be drawn from proposed workers in that construction workers are unlikely to stay in Tunbridge Wells when the construction site is in Thanet unless that is their permanent residence.</p>	The Applicant has provided a detailed response to this matter within Table 11.1 of <u>Application Document 9.123.1 Applicant's Responses to Second Written Question [REP6-102]</u> . Refer to 2SERT2 and 2SERT3.	<u>Not a greed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
3.14.8	<u>N/A</u>	<u>Skills and Employment Plan</u>	<p><u>TDC would welcome a skills and employment plan but request the inclusion of a local education strategy and engagement with local education providers. This has been demonstrated in the Skills, Supply Chain and Employment Plan. It would be a good opportunity to capture these potential benefits and the site would provide considerable educational opportunities beyond the employment elements.</u></p> <p><u>Applicant to provide an outline Skills and Employment Plan and/or secure a commitment to submit a Skills and Employment Plan.</u></p> <p><u>TDC supports the ExA's recommendation at point 14 in the Schedule of ExA's recommended amendments to the applicant's dDCO submitted at deadline 6 [REP6-004] for the Skills, Supply Chain and Employment Plan particularly as this is the first time TDC have seen the document.</u></p>	<p><u>The Applicant has also submitted Application Document 9.120 Detailed Skills, Supply Chain and Employment Plan [REP6-101] into the examination, which was discussed with the Consultee in advance.</u></p> <p><u>In addition to this, the Applicant has provided detailed response and further commentary in relation to the SSCEP within Application Document 9.136 Applicant's Responses to Third Written Questions (refer to 3SERT1), and within Application Document 9.153 Applicant's Response to the ExA's Rule 17 Letter submitted at Deadline 7 (refer to Ref 9.4).</u></p>	<u>Not agreed</u>

3.15 Health and Wellbeing

Table 3.14 Health and Wellbeing

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
<u>3.15.1</u>		<u>Health and wellbeing assessment</u>	<u>TDC does not have any specific comments on the health and wellbeing assessment and defers this to Kent County Council. TDC will review their response accordingly.</u>	<u>The Applicant notes that this matter is deferred to Kent County Council.</u>	<u>N/A – deferred to KCC</u>
<u>3.15.2</u>	<u>Application Document 6.2.3.11 Part 3 Kent Chapter 11 Health & Wellbeing [AS-003]</u>	<u>Study Area</u>	<u>TDC has raised no concerns regarding the study area during statutory consultation or thematic meetings to date and agrees to the study area as set out in Application Document 6.2.3.11 Part 3 Kent Chapter 11 Health & Wellbeing [AS-003].</u>	<u>The Applicant sets out the Study Area, in Application Document 6.2.3.11 Part 3 Kent Chapter 11 Health and Wellbeing [AS-003].</u>	<u>Agreed</u>

3.16 Cumulative Effects

Table 3.15 Cumulative Effects

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
<u>3.16.1</u>	<u>Application Document 6.3.1.5.A ES Appendix 1.5.A Cumulative Effects Assessment Methodologies [APP-091]</u>	<u>Cumulative Effects - assessment methodology</u>	<u>A meeting was held with the Consultee on 12 November 2024, where the cumulative assessment methodology was presented. The Consultee agreed to the methodology presented in the meeting. Subsequent comments on the methodology since DCO submission, specifically in terms of the Zone of Influence (ZOI), have since been agreed with the Applicant.</u>	<u>The Applicant submitted Application Document 6.3.1.5.A ES Appendix 1.5.A Cumulative Effects Assessment Methodologies [APP-091] with the DCO application. This describes how the ZOI has been defined. The various stages of the Cumulative Effects Assessment are clearly set out in Section 13.2 of Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects [APP-073], including a sub-</u>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				section on Review of the Zone of Influence (ZOI).	
<u>3.16.2</u>	<u>Application Document 6.3.1.5.B ES Appendix 1.5.B Inter-Project Cumulative Effects Long List [APP-092] and Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List [APP-093]</u>	<u>Cumulative Schemes – short list and long list</u>	<u>A meeting was held with the Consultee on 12 November 2024, where the Short List and Long Lists were presented, with any comments requested to be provided to the Applicant within 3 days post this meeting. TDC raised an additional 10 developments to be added to the short list. The Applicant confirmed that these have been added to the short list. As such, the Consultee agreed to the short list and long list at this stage in the process. The Consultee subsequently reviewed the short list and long list following submission</u>	<u>The long list and short list are provided within Application Document 6.3.1.5.B ES Appendix 1.5.B Inter-Project Cumulative Effects Long List [APP-092] and Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List [APP-093] submitted with the DCO application and include the additional 10 developments raised by the Kent LPAs. In regard the new sites requested for consideration in the cumulative assessment, the Applicant has provided an update to the assessment at</u>	<u>Not Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p><u>of the DCO application. This set out that the long list and short lists should set out the extent and amount of development. The reason for including or excluding a site is vague and did not appear site specific. For example, application F/TH/23/1689 (40 Dwellings) has been excluded from the cumulative assessment however given the context and location of the site this should be included.</u></p> <p><u>There also appeared to be a number of applications not included on the long or short lists which have commenced but have not been completed including large scale</u></p>	<p><u>deadline 6 of the Examination in Application Document 9.110 Inter-Project Cumulative Effects Assessment Update - Technical Note [REP6-098] to consider any new developments that have come forward since the undertaking of the assessment that supported the DCO application.</u></p> <p><u>Regarding the projects cited it is not considered likely that any significant cumulative effects could occur for various reasons. In some cases, the development is too remote from the Proposed Project for significant cumulative effects to be likely to occur (for example R/TH/23/0156). In</u></p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p>developments that are phased, and therefore this should be taken into account particularly for impacts on the highway network. One example is OL/TH/14/0050. In addition, some developments have not made the short list but TDC believes they may have cumulative effects such as R/TH/23/0156 for 250 dwellings as they are not picked up in the baseline. TDC would like to bring to the attention of the Applicant a number of new sites for consideration in the cumulative assessment since it was last updated: OL/TH/25/0524 - Outline application (with all matters</p>	<p>other cases, the developments are closer but are of a type or scale that that are unlikely to have significant cumulative effects with the Proposed Project (for example OL/TH/25/0524). Most of the development identified have received negative screening opinions or else have not been supported by an Environmental Statement, and are not therefore considered to be EIA development. In addition, given that point 1(b) of the Schedule 3 selection criteria for screening schedule 2 development, as set out in the Town and Country Planning (Environmental Impact Assessment)</p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p><u>reserved except for access) the erection of up to 135 dwellings together with shop, with access onto Manston Road and Preston Road – Awaiting Decision</u></p> <p><u>F/TH/24/1185 - Change of use of land to form an extension of existing caravan park to accommodate 110 caravans and associated parking, bin stores, hardscaping, landscaping and formation of 1.5m bund – Allowed at appeal</u></p> <p><u>F/TH/25/0278 - Erection of a three storey 66 bed care home (Use Class C2) with parking, access, landscaping and associated works. Approved</u></p>	<p><u>Regulations 2017, requires consideration of the potential “cumulation with other existing development and/or approved development”, it is assumed that the position taken was that no such cumulative effects were likely with the Proposed Project.</u></p>	

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p><u>F/TH/25/0372 - Erection of 5no four storey buildings to provide 56no 2-bed self-contained flats, 25no three storey dwellings and 10no two storey dwellings (7no 2-bed, 16no 3-bed and 12 4-bed) together with associated access, landscaping and parking. Awaiting decision</u></p> <p><u>F/TH/24/0575 - Erection of a 22 MW Battery Energy Storage System (BESS) together with access, hard and soft landscaping and associated infrastructure. Approved at appeal.</u></p> <p><u>F/TH/25/0162 - Construction of a renewable energy generating solar farm (2.678 ha) together with substations,</u></p>		

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p><u>security measures, associated infrastructure and works, and landscaping</u></p> <p><u>The above list is not exhaustive and it is requested that the applicant updates the list of cumulative sites.</u></p> <p><u>TDC requires further justification and assessment on cumulative effects particularly given our concerns around traffic and transport and socio-economic effects that would be affected by a number of developments omitted from the cumulative effects assessment.</u></p> <p><u>TDC acknowledges that the cumulative assessment has been updated but there remains concerns that</u></p>		

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p>developments have been omitted from the short list of sites without clear justification. The cumulative assessment appears to assume that if a development is not EIA development then it cannot have a cumulative effect with Sea Link. This approach is not robust. TDC has highlighted to the Applicant a number of developments within 4km of the site which when taken together are likely to generate cumulative impacts in relation to traffic and transport and landscape and visual effects.</p>		
<u>3.16.3</u>	<u>Application Document 6.2.3.12 Part 3 Kent Chapter 12 Kent Onshore Scheme Intra-</u>	<u>Conclusions of the Cumulative Effects Assessments in terms of Manston Airport DCO</u>	<u>TDC had previously considered that the assessment in relation to cumulative effects had not given</u>	<u>The cumulative impacts of the Proposed Project together with other projects have been</u>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
	<p><u>Project Cumulative Effects [APP-072], Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects [APP-073], Application Document 6.2.4.10 Part 4 Marine Chapter 10 Intra-Project Cumulative Effects [APP-083]</u></p>		<p>sufficient weight to the impact of the construction period of Manston Airport DCO, in close proximity to the north, coinciding with the construction period for the Project alongside a number of other developments within the District.</p> <p>TDC has since acknowledged the Applicant's response and is in agreement with them on this matter.</p>	<p>assessed and reported in <u>Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects [APP-073]</u>. The Manston Airport DCO and other developments have been considered appropriately as part of this assessment.</p>	
<u>3.16.4</u>	<p><u>Application Document 6.3.2.13.A Appendix 2.13.A Descriptions of Other Developments [APP-141], Application Document 6.3.3.13.A Appendix 3.13.A Descriptions of Other</u></p>	<u>Descriptions</u>	<p>TDC acknowledges that descriptions of the cumulative sites have been provided.</p>	<p>The descriptions of the cumulative sites are provided in <u>Application Document 6.3.3.13.A Appendix 3.13.A Descriptions of Other Developments [APP-141]</u>. The description provides</p>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
	<u>Developments [APP-193] and Application Document 6.3.4.11.A Appendix 4.11.A Descriptions of Other Developments [APP-205].</u>			<u>more than just the site area.</u>	
<u>3.16.5</u>	<u>Application Document 6.2.3.12 Part 3 Kent Chapter 12 Kent Onshore Scheme Intra-Project Cumulative Effects [APP-072]</u>	<u>Construction (intra project effects)</u>	<u>Concern is raised that the Applicant is unable to understand and identify a level of impact assessment to an effect and therefore it is unclear as to how they have determined whether or not an effect is significant and whether this is a negligible, slight, minor or major adverse effect. Consequently, an effect may not be considered significant by the Applicant when it is. Further to discussion at ISH2, TDC would like to</u>	<u>The Applicant can confirm that a robust and appropriate intra-project cumulative effects assessment has been undertaken. The Applicant has also submitted Application Document 9.141 Intra Project Cumulative Effect Significance - Technical Note [REP6-117] which provides further detail regarding intra project cumulative effects. For residential amenity this has helped to</u>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<p><u>seek clarification as to whether a robust and appropriate cumulative assessment has been undertaken.</u></p> <p><u>TDC recognises the Applicant's commitment to monitor the intra-cumulative effects and provide mitigation measures where appropriate.</u></p>	<p><u>demonstrate that significant effects are unlikely, but that if they were to occur, they would be moderate at most.</u></p>	

3.17 Other Matters

Table 3.16 Other Matters

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
<u>3.17.1</u>	<u>Application Document 6.2.1.4 (E) Part 1 Introduction Chapter 4 Description of the Proposed Project submitted at Deadline 7</u>	<u>Decommissioning</u>	<u>TDC notes this is a permanent project and any decommissioning would need to be assessed at the time of the decommissioning. It is understood that the site should be returned to its existing or better condition prior to the development.</u>	<u>Details associated with decommissioning are provided in Application Document 6.2.1.4 (E) Part 1 Introduction Chapter 4 Description of the Proposed Project submitted at Deadline 7 of the ES. There are no plans to decommission the Proposed Project. In the event it is to be decommissioned, a written scheme of decommissioning would be submitted to the relevant planning authority at least six months prior to any</u>	<u>Agreed</u>

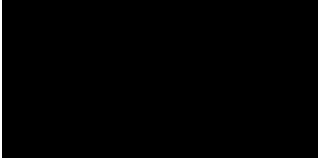
<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
				<u>decommissioning works.</u> <u>All decommissioning works would be undertaken in accordance with good practice at the time of decommissioning and detailed in the Outline Soil Management Plan (Application Document 7.5.10.1 (B) Outline Soil Management Plan – Suffolk [REP6-066]).</u>	
<u>3.17.2</u>	<u>Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change [APP-085]</u>	<u>Greenhouse Gas Emissions</u>	<u>TDC recognises the negative effect the proposed development will have on carbon emissions and GHGs within the District and the Council's ability to meet the targets set out in Thanet's Net Zero Strategy. However, it is recognised that the Applicant is</u>	<u>The effect of GHG emissions associated with the Proposed Project are not significant as set out in Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change [APP-085]. To manage greenhouse gas emissions from the Proposed Project the</u>	<u>Not Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<u>committed to reducing GHG emissions where possible.</u>	<u>applicant has developed a Greenhouse Gas (GHG) Reduction Strategy. The document sets out how the GHG emissions associated with the Proposed Project should be managed and reduced, in accordance with Overarching National Policy Statement for Energy (NPS-EN1) requirements.</u>	
<u>3.17.3</u>	<u>Application Document 2.12: Trees and Important Hedgerows to be Removed or Managed Plans [CR1-023]</u>	<u>TPO</u>	<u>The Order Limits include part of a TPO (TH/TPO/10 (1984)) at the junction (K-RJ6) between Sandwich Road and Ebbsfleet Lane. It was unclear why this is included in the Order Limits when document 6.10 states that no trees in the TPO are to be removed and that no</u>	<u>This is addressed above under 3.11.6. As stated there, Kent County Council highways have asked for any trees overhanging the carriageway to be included in the DCO application so that the Applicant can undertake any potential works to</u>	<u>Agreed</u>

<u>Ref</u>	<u>Relevant Application Document</u>	<u>Summary of Description of Matter</u>	<u>TDC Current Position</u>	<u>The Applicant Current Position</u>	<u>Status</u>
			<u>works are required to the trees to facilitate the proposed project.</u> <u>The comments in 3.11.6 confirms works to the TPO'd trees may be required.</u>	<u>manage overhanging trees.</u>	

4. Approvals

Signed



On Behalf of

National Grid

Name



Position

Senior Project Manager (Consents)

Date

29.04.2026

Signed

A handwritten signature in black ink, appearing to read 'Ian Longman', written over a red horizontal line.

On Behalf of

Thanet District Council

Name



Position

Planning Applications Manager

Date

29.04.2026

5. References

Ministry of Housing, Communities and Local Government. (2024). *Planning Act 2008: Examination stage for Nationally Significant Infrastructure Projects*. Retrieved from <https://www.gov.uk/guidance/planning-act-2008-examination-stage-for-nationally-significant-infrastructure-projects>

The Planning Inspectorate. (2015). *Advice Note two: The role of local authorities in the development consent process*. Retrieved from https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010019/TR010019-Advice-00006-2-Advice_note_2_The%20role%20of%20local%20authorities%20in%20the%20development%20consent%20process.pdf#:~:text=The%20Planning%20Act%202008%20

Table 2.1 Pre-application discussions

Appendix A Record of Engagement

Date	Topic	Discussion points
10 November 2021	Thanet District Council (TDC), Dover District Council (DDC) & Kent County Council (KCC) Meeting	Need case, Sea Link project, consenting strategy, emerging preference, routing and siting update, consultation strategy
19 May 2022	TDC and The Applicant – Project Briefing	Need case, Sea Link project, consenting strategy, emerging preference, routing and siting update, consultation strategy
09 June 2022	TDC, DDC, KCC and The Applicant Meeting	Project and timeline, feedback on draft non-statutory consultation strategy, emerging preference update
11 July 2022	TDC, DDC, KCC and The Applicant Meeting	Project and timeline, project update, non-statutory consultation strategy
11 August 2022	TDC, DDC, KCC and The Applicant Meeting	Project and timeline, project update, non-statutory consultation, EIA scoping, survey access, ground investigation
08 September 2022	TDC, DDC, KCC and The Applicant Meeting	Project and timeline, project update, non-statutory consultation, ground investigation locations
13 October 2022	TDC, DDC, KCC and The Applicant Meeting	Project update and timeline, non-statutory consultation, survey access, ground investigation locations
14 December 2022	TDC, DDC, KCC and The Applicant Meeting	Project update and timeline, non-statutory consultation, ground investigation
14 February 2023	TDC, DDC, KCC and The Applicant Meeting	Project update and timeline, ground investigation works, approach to coordination (in accordance with Planning Inspectorate (PINS) guidance), non-statutory consultation, site visits
14 March 2023	TDC, DDC, KCC and The Applicant Meeting	Project update and timeline, planning performance agreement (PPA) and host authority engagement plan

Date	Topic	Discussion points
18 April 2023	TDC, DDC, KCC and The Applicant Meeting	Project update and timeline, thematic meetings, PPA and host authority engagement plan
27 April 2023	TDC, DDC, KCC and The Applicant Noise and Vibration Meeting	Discussion relating to the noise and vibration assessment methodology, and baseline noise surveys.
10 May 2023	TDC, DDC and The Applicant Meeting – Landscape and Visual	Project update and timeline, viewpoints, study area and photomontages, landscape mitigation strategy and questions/AOB
13 June 2023	TDC, DDC, KCC and The Applicant Meeting	Project update and timeline, landscape design, thematic meetings, PPA and host authority engagement plan, statement of community consultation
11 July 2023	TDC, DDC, KCC and The Applicant Meeting	Project update and timeline, PPA, host authority engagement plan and cost schedule, ground investigation programme, site notices
12 September 2023	TDC, DDC, KCC and The Applicant Meeting	Project update and timeline, PPA progress SoCC feedback
16 October 2023	TDC, DDC, KCC and The Applicant – Health and Wellbeing	Consultation relating to the PEIR – covered a high-level project overview, scope, methodology, baseline sources, sensitive receptors.
18 December 2023	TDC Statutory Consultation Response - Letter	Consultation response which set out the main concerns TDC had in respect of the Proposed Project. The main concerns were the visual impact on the Landscape Character Area from the converter station, substation and pylons, the design of the converter station and associated structures, impact on Public Rights of Way (PRoWs), scale of loss of Best Most Valuable (BMV) Land, impact on protected and notable species at a local level, harm to archaeology and heritage, impact on local highway network and impact on local infrastructure.
12 January 2024	TDC and The Applicant - Noise and Vibration	Engagement relating to the PEIR outcomes for noise and vibration and next steps.

Date	Topic	Discussion points
05 February 2024	TDC, DDC, KCC and The Applicant Meeting	Project update and timeline, statutory consultation, terrestrial ecology thematic meeting, PPA progress
06 February 2024	TDC, DDC, KCC and The Applicant Meeting – Water Environment	Project update and timeline, engagement to date, FRA approach, converter station flood risk note update
07 February 2024	TDC, DDC, KCC and The Applicant Meeting – Air Quality	Project update and timeline, air quality assessment methodology and statutory consultation feedback responses.
07 February 2024	TDC, DDC, KCC and The Applicant Meeting – Arboriculture	Project update and arboriculturally meeting.
13 February 2024	TDC, DDC, KCC and The Applicant Meeting	Project update and timeline, thematic meetings, PPA progress, statements of common ground (SoCG)
14 February 2024	The Applicant, KCC and TDC, DDC– Geology and Hydrogeology Thematic Meeting.	Project update and timelines, statutory consultation overview, geology and hydrogeology updates, thematic meetings, AOB.
19 February 2024	TDC, DDC, KCC and The Applicant Meeting – Socioeconomics, Recreation and Tourism	Project update and timeline, socio-economic statutory consultation feedback and responses (PRoW, study area), discussion, next steps.
20 February 2024	KCC, DDC, TDC and The Applicant Meeting – Landscape and Visual	Project update and timeline, interface with other disciplines, statutory consultation feedback, predicted significant effects on landscape character and visual amenity, design principles and landscape strategy, outline landscape and ecology management plan and questions / AOB

Date	Topic	Discussion points
February 2024	TDC and The Applicant – Ecology Information Shared	The Kent Vantage Point Survey and collision risk assessment was shared with TDC for information only by The Applicant.
04 March 2024	KCC, DDC, TDC and the Applicant Meeting –Health and Wellbeing	Project update and timeline, health and wellbeing update and timeline, statutory consultation feedback (PRoW and construction traffic feedback), discussion, next steps and AOB
12 March 2024	TDC, DDC, KCC and the Applicant Meeting	Project update and timeline, PPA progress, thematic updates, ongoing decision-making, community benefit
02 April 2024	TDC, DDC, EA and the Applicant Meeting – Water Environment	Review of actions from last thematic meeting, groundwater monitoring and flood risk assessment at Kent converter station site, drainage design updates, construction phase dewatering and permitting requirements
16 April 2024	TDC, DDC, KCC, the Applicant and SE England Coast Path National Trail Officer Meeting – Landscape and Visual	Project update and timeline, discussion relating to aspects of the LVIA, Approach to outline landscape and ecology management plan, Mitigation Design Concepts and questions/AOB
16 April 2024	KCC, TDC, DDC and the Applicant Transport Meeting	Transport meeting to provide a project update, review stat. con. and PEIR feedback and the transport deliverables including the Outline PRoW MP
17 April 2024	TDC, DDC, KCC and the Applicant Meeting	Project update and timeline, PPA progress, thematic updates, ongoing decision-making
April 2024	TDC and the Applicant – Ecology Information Shared	The First Season (2022-2023) Breeding and Wintering bird reports for Kent was shared with TDC for information by the Applicant.
02 May 2024	KCC, TDC, DDC and the Applicant – Transport (PRoW) Thematic Meeting	Outline PRoW Management Plan Discussion, PRoW Feedback/Considerations, AOB

Date	Topic	Discussion points
14 May 2024	TDC, DDC, KCC and the Applicant Meeting	Project update and timeline, PPA progress, thematic updates, ongoing decision-making
24 May 2024	TDC, DDC, KCC and the Applicant Meeting - Ecology	Ecology Thematic Meeting
28 May 2024	TDC, DDC, KCC, EA and the Applicant Meeting – Hydrology/flood risk	Previous meeting actions, update on general survey progress, details on ecological mitigation land area (plover), additional consents and licences to DCO, drainage updates, works within River Stour floodplain/riparian zone and AOB.
May 2024	TDC and the Applicant – Ecology Information Shared	A preliminary noise assessment (contour maps only) for Kent, but not part of the DCO Documentation, were shared with TDC for information only by the Applicant.
04 June 2024	TDC and the Applicant – Landscape and Visual Information Shared	The Sea Link Provisional Growth Rates, the Kent Indicative Species Mix and the outline LEMP Draft Structure was shared with TDC for agreement.
11 June 2024	TDC, DDC, KCC and the Applicant Meeting	Project update and timeline, PPA progress, thematic updates, ongoing decision-making
18 June 2024	KCC, DDC, TDC and the Applicant Meeting – Landscape and Visual	Project update and timeline, interface with other disciplines, statutory consultation feedback, predicted significant effects on landscape character and visual amenity, design principles and landscape strategy, outline landscape and ecology management plan and questions / AOB
19 June 2024	TDC, DDC, KCC and the Applicant Meeting – Socio-economics, Recreation and Tourism	Project update and timeline, socio-economic statutory consultation feedback and responses (PRoW, study area), discussion, next steps.
03 July 2024	TDC, DDC, KCC and the Applicant	Project update and timeline, proposed Air Quality Management Plan, proposed air quality monitoring

Date	Topic	Discussion points
	<i>Meeting – Air Quality</i>	<i>locations during construction and unclosed statutory consultation topics.</i>
<i>23 July 2024</i>	<i>TDC, DDC, KCC and the Applicant Meeting - Transport</i>	<i>Targeted consultation – design changes, additional PEI (Traffic and Transport), Core Working Hours, Public Rights of Way – PEIR Findings (Traffic and Transport), Emerging Design, Statutory Consultation Feedback – AOB.</i>
<i>July 2024</i>	<i>TDC and the Applicant – Ecology Information Shared</i>	<i>A note on the creation of wet grassland for golden plover in Kent (now superseded and not a part of the DCO Application) was shared with TDC for information only by the Applicant.</i>
<i>02 August 2024</i>	<i>TDC and the Applicant – Landscape and Visual Information Shared</i>	<i>the Applicant -shared the Sea Link Growth Rates and Photosheet VP Template was shared with TDC for agreement.</i>
<i>06 August 2024</i>	<i>TDC and the Applicant – Ecology Thematic Meeting</i>	<i>Ecology thematic Meeting</i>
<i>13 August 2025</i>	<i>TDC, DDC, KCC and the Applicant – Monthly progress meeting.</i>	<i>Joint authority meeting to provide an update on progress and timeline.</i>
<i>14 August 2024</i>	<i>TDC and the Applicant – Socio-economic, Recreation and Tourism Thematic Meeting</i>	<i>Socio-economic, Recreation and Tourism Meeting</i>
<i>20 August 2024</i>	<i>TDC, DDC, KCC, East Suffolk Council (ESC) and the Applicant – Landscape and Visual Thematic Meeting</i>	<i>Project update and timeline, discussion related to material issued on 4 June 2024 and 2 August 2024 regarding growth rates now superseded, indicative species mix, and outline LEMP, additional LVIA updates, AOB.</i>
<i>28 August 2024</i>	<i>TDC and the Applicant – Landscape and</i>	<i>The Applicant- shared the Sea Link Kent Landscape and Visual Value, outline LEMP Draft Structure, Sensitivity Ratings and Sequential Cumulative Visual Assessment</i>

Date	Topic	Discussion points
	<i>Visual Information Shared</i>	<i>with TDC for agreement and the Visual Appendix Structure Example – Bramford to Twinstead Reinforcement Project (BTNO) BTNO1 and 2 for comment.</i>
<i>10 September 2024</i>	<i>TDC, DDC, KCC and the Applicant – Monthly progress meeting.</i>	<i>Joint authority meeting to provide an update on progress and timeline.</i>
<i>17 September 2024</i>	<i>TDC, DDC, KCC, EA and the Applicant Meeting – Kent Hydrology EIA</i>	<i>Project update and timeline, progress on Water Framework Directive, project activities on River Stour floodplain, discussions, next steps and AOB.</i>
<i>18 September 2024</i>	<i>TDC and the Applicant – Ecology Thematic Meeting</i>	<i>Ecology Thematic Meeting</i>
<i>08 October 2024</i>	<i>TDC, DDC, KCC and the Applicant – Monthly progress meeting.</i>	<i>Joint authority meeting to provide an update on progress and timeline.</i>
<i>14 October 2024</i>	<i>TDC and the Applicant – Landscape and Visual Information Shared</i>	<i>The Applicant- shared the Kent Indicative Species Mix with TDC for agreement and the Draft Mitigation Design package for comment.</i>
<i>15 October 2024</i>	<i>TDC, DDC, KCC, AECOM and the Applicant – Landscape and Visual Thematic Meetings</i>	<i>Project update and timeline, discussion on materials on growth rates now superseded, indicative species mix and outline LEMP, issued to stakeholders, mitigation plans, landscape mitigation function, targeted consultation comments, AOB.</i>
<i>16 October 2024</i>	<i>TDC and the Applicant – Air Quality Information Shared</i>	<i>The Applicant- shared the air quality assessment methodology with TDC to confirm and the construction monitoring locations to be agreed.</i>
<i>16 October 2024</i>	<i>TDC and The Applicant – Landscape and</i>	<i>The Applicant -shared the Kent Table of Agreement with TDC for comment.</i>

Date	Topic	Discussion points
	<i>Visual Information Shared</i>	
<i>12 November 2025</i>	<i>TDC, DDC, KCC and the Applicant – Monthly progress meeting.</i>	<i>Joint authority meeting to provide an update on progress and timeline.</i>
<i>12 November 2024</i>	<i>TDC and the Applicant – Cumulative Effects Information Shared</i>	<i>The Cumulative Effects Long List and Short List was shared with TDC by the Applicant for comment and feedback, with comments requested to be provided within 3 days of the date the long and short lists were shared.</i>
<i>27 November 2024</i>	<i>TDC and the Applicant – Socioeconomics, Recreation and Tourism Information Shared.</i>	<i>The PRow Technical Note on the approach to assessing the PRow was shared with TDC by the Applicant- for comment. A response was received by TDC which stated that there were no specific comments to be made on the methodology technical note.</i>
<i>November 2024</i>	<i>TDC and the Applicant – Ecology Information Shared</i>	<i>The Kent Vantage Point Survey and collision risk assessment and a summary of the impact assessment and proposed mitigation for Kent (not a part of the DCO documentation, but used as the basis for the Kent ES Chapters) was shared with TDC for information only by the Applicant.</i>
<i>November 2024</i>	<i>TDC and the Applicant – Ecology Information Shared</i>	<i>The draft Habitat Regulations Assessment (HRA) was shared with TDC for comment by the Applicant.</i>
<i>10 December 2024</i>	<i>TDC, DDC, KCC and the Applicant – Monthly progress meeting.</i>	<i>Joint authority meeting to provide an update on progress and timeline.</i>
<i>10 December 2024</i>	<i>TDC, DDC, KCC Natural England (NE) and the Applicant Terrestrial Ecology Thematic</i>	<i>Approach to Biodiversity Net Gain</i>

Date	Topic	Discussion points
	<i>Meeting (Kent proposals)</i>	
<i>7 January 2025</i>	<i>TDC, DDC, KCC, AECOM and the Applicant – Landscape and Visual Thematic Meetings</i>	<i>Project update and timeline, discussion relating to table of agreement, discussion relating to landscape mitigation plans, AOB.</i>
<i>14 January 2025</i>	<i>TDC, DDC, KCC and the Applicant</i>	<i>Project update on progress and timeline., thematic updates, ongoing decision-making.</i>
<i>21 January 2025</i>	<i>TDC, DCC, KCC and the Applicant Meeting – Air quality thematic meeting</i>	<i>Air quality thematic meeting to provide a project update, to discuss the assessment findings, and to agree the air quality monitoring locations proposed for the construction phase.</i>
<i>21 January 2025</i>	<i>TDC, DDC, KCC, NE and the Applicant Terrestrial Ecology Thematic Meeting (Kent proposals)</i>	<i>Discussion of golden plover mitigation parcel, including the fact wintering bird surveys are being undertaken and have confirmed presence of golden plover, and that lighting only affects the eastern boundary. Confirmation that Natural England consider the updated collision risk assessment addresses their main concerns, with only some limited further comments. Confirmation Natural England have no specific comments on the type of deflector chosen for the new section of overhead line. Confirmation there will be a stand-by generator as part of operation of development. Confirmation there will be scrapes created along the River Stour as long-term enhancement within South Richborough Pasture Local Wildlife Site. Use of instant hedges for closing temporary gaps.</i>
<i>11 February 2025</i>	<i>TDC, DDC, KCC and the Applicant</i>	<i>Project update on progress and timeline., thematic updates, ongoing decision-making</i>
<i>11 March 2025</i>	<i>TDC, DDC, KCC and the Applicant</i>	<i>Project update on progress and timeline., thematic updates, ongoing decision-making</i>
<i>08 April 2025</i>	<i>TDC, DDC, KCC and the Applicant</i>	<i>Project update on progress and timeline., thematic updates, ongoing decision-making</i>
<i>19 May 2025</i>	<i>TDC, DDC, KCC and the Applicant</i>	<i>Project update on progress and timeline., thematic updates, ongoing decision-making</i>
<i>10 June 2025</i>	<i>TDC, DDC, KCC and the Applicant</i>	<i>Project update on progress and timeline., thematic updates, ongoing decision-making</i>

Date	Topic	Discussion points
8 July 2025	TDC, DDC, KCC and the Applicant	Project update on progress and timeline., thematic updates, ongoing decision-making
21 July 2025	TDC, DDC, KCC and the Applicant	Landscape and Visual thematic meeting to discuss the points raised in the TDC, DDC and KCC Relevant Representations.
6 August 2025	TDC, DDC, KCC and the Applicant	Ecology thematic meeting to discuss the points raised in the TDC, DDC and KCC Relevant Representations.
12 August 2025	TDC, DDC, KCC and the Applicant	Project update on progress and timeline., thematic updates, ongoing decision-making.
09 September 2025	TDC, DDC, KCC and the Applicant	Project update on progress and timeline., thematic updates, ongoing decision-making.
14 October 2025	TDC, DDC, KCC and the Applicant	Ecology thematic meeting to discuss the points raised in the TDC, DDC and KCC Principal Areas of Disagreement Summary Statements.
14 October 2025	TDC, DDC, KCC and the Applicant	Project update and timeline, thematic updates, ongoing decision-making.
18 November 2025	TDC, DDC and KCC Meeting	Project update and timeline, thematic updates, ongoing decision-making
9 December 2025	TDC, DDC and KCC Meeting	Project update and timeline, thematic updates, ongoing decision-making
13 January 2026	TDC, DDC and KCC Meeting	Project update and timeline, thematic updates, ongoing decision-making
4 February 2026	TDC and National Grid	A meeting to discuss the matters marked as 'under discussion' in the SoCG and to discuss potential future thematic meetings.
<u>17 March 2026</u>	<u>TDC, DDC, KCC and National Grid Meeting</u>	<u>Project update and timeline, thematic updates, ongoing decision-making.</u>

~~3.1. Areas of Discussion Between the Parties~~

~~3.11.1 Policy, consenting route, coordination and site selection~~

~~Table 3.1 Policy, consenting route, coordination and site selection~~

Ref	Relevant Application Document	Summary of Description of Matter	TDC Current Position	Applicant Current Position	Status
3.1.1	N/A	DCO consenting route	TDC agrees with the approach to the DCO consenting route.	On 31 March 2022, the Secretary of State (SoS) issued a direction under Section 35 of the Planning Act that the Proposed Project is to be treated as a proposed application for which development consent is required. In making the direction, the SoS is of the view that the Proposed Project is nationally significant.	Agreed
3.1.2	N/A	National Policy Statements for Energy	TDC agrees that the Proposed Project is to be determined in accordance with the NPSs referred to in the Applicant position.	Section 104 of the Planning Act 2008 requires that the SoS decides the application in accordance with National Policy Statement (NPS) for Energy (EN-1) (NPS EN-1), National Policy Statement for Renewable Energy Infrastructure (NPS EN-3), and National Policy Statement for Electricity Networks Infrastructure (EN-5) (NPS EN-5).	Agreed

3.1.3	N/A	Status of Development Plan policy	TDC agrees that the relevant local policy is the currently adopted development plan policy relevant to the Proposed Project's location in Thanet is the Thanet Local Plan, July 2020.	While the assessment of the application for development consent for the Proposed Project should be made against the NPSs referred to above, the Development Plan for each Local Authority is likely to be an important and relevant consideration. The Applicant agrees that the currently adopted Thanet Local Plan is the relevant local policy for the Proposed Project.	Agreed
3.1.4	N/A	Development Plan allocations	Development in the Countryside/Urban boundary & village confines. NB—although not Development Plan allocations, national and international ecological designations are noted.	The Development Plan allocations in the column to the right are relevant to the Proposed Project and have been considered within the draft Order Limits.	Agreed
3.1.5	N/A	Need for the project	The principle of network reinforcement is agreed, however, TDC cannot agree to the individual statements made, as set out in the Applicant position, without additional information about the performance of the existing network, quantum of electricity generated by different sources onshore/offshore, up to date forecasting information on 2050 demand, and further information on sensitivity testing/option scoping about upgrading the existing	The network in and between East Anglia and the south-east of England needs reinforcing for four main reasons: the existing transmission network was not designed to transport electricity from where we increasingly now generate it (largely offshore); the growth in offshore wind, interconnectors and nuclear power means that more electricity will be generated in the years ahead than the	Agreed

			<p>network (whether this is technically possible or cost prohibitive). The determination on the need for the Proposed Project will be a matter for the Secretary of State (SoS).</p>	<p>current network is able to securely and reliably transport;</p> <p>as a country, electricity demand is forecasted to at least double by 2050, increasing the amount of energy we need to transport to homes and businesses; and</p> <p>upgrading the existing network as it is today (such as through replacing cables to carry more power) will not be enough to carry the amount of future power whilst operating to required standards.</p> <p>The Proposed Project is just one of several electricity network reinforcements that are needed to ensure the electricity transmission network is fit for the future and the Proposed Project is considered as a critical national priority (CNP) in accordance with NPS EN-1 paragraph 3.2.8. The Applicant confirm that there is no update on the positions of both The Applicant and the Consultee to date and agree that the determination of the Proposed Project is a matter for the SoS.</p>	
3.1.6	<p>Application Document 8.3 Strategic Options Report (October 2023) [APP-370]</p>	Strategic Options	<p>TDC does not agree to the strategic options set out by the Applicant at this time and require ongoing justification on these from the Applicant.</p> <p>TDC maintains this position.</p>	<p>The process, methodology and outcome of the strategic options appraisal presented in Strategic Option Report (Application Document 8.3 Strategic Options Report (October 2023) [APP-370]), version A, October</p>	Under discussion

	Application Document 7.2 Strategic Options Back Check Report [APP-320]			2023, included as part of Statutory Consultation, is under discussion with the Consultee.	
3.1.7	Application Document 8.2 Options Selection and Design Evolution Report (October 2023) [APP-369]	Site Selection	TDC does not agree to the site selection set out by the Applicant at this time and requires ongoing justification on this from the Applicant. TDC maintains this position.	The methodology and outcome of the site and route selection was presented in the Option Selection and Design Evolution Report, Version A, October 2023 (Application Document 8.2 Options Selection and Design Evolution Report (October 2023) [APP-369]), included as part of Statutory Consultation. Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered [APP-044] provides further details of the site selection process and the main alternative considered for the Proposed Project.	Under discussion
3.1.8		Land Ownership	The Council notes the rights sought by the Applicant for the compulsory acquisition of rights over Council owned land. This is subject to separate discussion with the Council's Assets Team and the Applicant. We note the submission of the Detailed Land and Rights Negotiations Tracker.	Noted. The Applicant will continue to engage with Thanet District Council to seek the land rights necessary for the Proposed Project by voluntary agreement and thanks Thanet District Council (Head of Property – Asset Management) for its engagement to date and going forward.	Under discussion

			<p>We note that the Book of Reference does not outline the compulsory acquisition of any land of the District Council outright.</p> <p>Further engagement with Thanet District Council is required and the Book of Reference must be updated.</p>		
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3.21.1 Order Limits

~~Table 3.2 Order Limits~~

Ref	Relevant Application Document	Summary of Description of Matter	TDC Current Position	The Applicant Current Position	Status
3.2.1		Order Limits	<p>It was considered that the works plans/parameter plans lacked detail of where works will take place and it was therefore difficult to assess the overall impact of the proposed works. In addition, the extent of the works within the order limits was unclear with a lack of clarity as to the type of works that would be carried out within the order limits. Some works plans comprise an extensive list of works varying in type, effect and impact. For example, there are various access points and parts of the order limits outside the limits of deviation and it was unclear the extent of works being undertaken here or why it is within the order limits.</p> <p>TDC acknowledges that the works plans have since been updated and now provide greater clarity of the works and works areas.</p>	<p>As highlighted in note 2 on the Application Document 2.5.2 (B) Work Plans – Kent [CR1-008], the works plans show the Order Limits and potential locations for the works. Due to the need for future flexibility, National Grid are applying for Order Limits and Limits of Deviation within its Development Consent Order (DCO), within which any final alignment would lie. For clarity, only the principal elements of the works as scheduled within the DCO are shown. As highlighted in note 4 on the plans all areas within the Order Limits not identified as a Work No. are required for other elements of the authorised project as listed within Schedule 1 of Application Document 3.1 draft Development Consent Order (DCO) [CR1-027]. Updated works plans were submitted at Deadline 1 to provide more detail of where works</p>	Agreed

				<p>will take place. See Application Document 2.5.2 (B) Work Plans – Kent [CR1-008].</p> <p>To assist reviewers Application Document 2.14.2 Indicative General Arrangements Plans – Kent [CR1-025] are provided to show greater detail on what the land within the Order Limits will be used for and Application Document 2.3 Land Plans [CR1-005] also identifies the proposed use of the land within the Order Limits through the assignment of classes of rights.</p>	
3.2.2		Order Limits	<p>We note that there are six construction compounds proposed within the order limits in Kent. The Council considers that the extent and number of construction compounds seems excessive, particularly given the large area of some of the proposed compounds. This raises the question whether more land is included within the order limits than is necessary to deliver the DCO.</p> <p>TDC acknowledges the justification from the Applicant. It is requested that the Applicant provide a construction programme/timeline for the use of the construction compounds as part of the CEMP/CTMP.</p>	<p>The locations of construction compounds have been selected to minimise the impact on the environment wherever possible. For instance, various construction compounds and access routes have been moved or removed to reduce archaeological impacts and avoid other utilities.</p> <p>The size of construction compounds depends on the specific construction needs and plant machinery required in a given location. The areas shown allow for top-soil and sub-soil stockpiles, aggregate stores and drainage along with the fenced compound area for welfare and</p>	— Under discussion

			<p>We would welcome further details with regards to the proposed use of the Hoverport for access given the recent proposed alteration to the order limits, for both construction of the project and maintenance of the cable.</p>	<p>laydown purposes. The compounds also reflect a need for a mobilisation compound near the A256 area which will be used to set up the main compounds and access to them and trenchless crossing compounds that have specific purposes and locations, increasing the overall number of compounds required. The three compound locations near the Converter Station enable the converter station contractor, cable contractor and OHL contractor to work simultaneously from separate GDM areas, this is a worst case assessment and should the overall programme of works allow then opportunities to share compound areas will be considered.</p> <p>Construction vehicle and worker forecasts have been derived by the Front-End Engineering Design team based on the anticipated construction programme and construction compounds/ activities at each access point. When appointed, the corresponding contractor will specify more accurately vehicle and worker numbers.</p> <p>During construction, contractors will be required to adhere to Application Document 9.83 Code of</p>	
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				<p>Construction Practice submitted at Deadline 3 and develop their own task-specific management plans.</p> <p>Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project [REP1A-003] outlines information on the proposed construction compounds and Proposed Project drawings indicate where construction compounds will be located, including typical compound layouts. Compound site restoration will follow a standard method that has successfully been implemented in numerous other sites, which have reverted to previous uses with no lasting adverse impacts.</p> <p>Compounds are all identified on the documents for the works, but not all compounds will be fully utilised throughout the programme, and the number of compounds also reflects the areas required for use by the different contractors to build the Proposed Project. The compound areas allow for the storage of stripped topsoil and for the installation of drainage, which given the relatively high ground water level, are likely to require wide shallow swales which have an increased footprint.</p> <p>The Applicant is reviewing the comment in terms of providing a construction programme/timeline for</p>	
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				<p>the use of the construction compounds as part of the CEMP and/or CTMTP.</p> <p>Details with regards to the proposed use of the hoverport for access are provided as part of the Change Request, see Application Document 9.76.2 (A) Change Request Report [CR1-052].</p>	
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3.31.1 Draft DCO

Table 3.3 Draft DCO

Ref	Application Document	Relevant Application Document	Summary of Description of Matter	TDC Current Position	The Applicant Current Position	Status
3.3.1	<p>Application Document 3.1 (E) draft</p> <p>Development Consent Order [CR1-027]</p> <p>Application Document 7.12.2 Design Principles – Kent [APP-367]</p>	Schedule 3: Requirements	<p>Requirement 3 provides too much flexibility in seeking the details of the layout, scale and external appearance of the above ground elements. The detailed design should accord with the design parameters, Site Location Plan, works plan and design principles rather than just be in general accordance. The requirement should also be clearer in stating that approval from the relevant planning authority is required.</p> <p>TDC acknowledges the amended wording of Requirement 3 but requests that reference to ‘general accordance’ is replaced with ‘accordance’ as the Key Design Principles already contain embedded flexibility.</p> <p>TDC welcomes the revised wording to Requirement 3 to include the substation and require details to be submitted for approval of the</p>	<p>Requirement 3 provides too much flexibility in seeking the details of the layout, scale and external appearance of the above ground elements. The detailed design should accord with the design parameters, Site Location Plan, works plan and design principles rather than just be in general accordance. The requirement should also be clearer in stating that approval from the relevant planning authority is required.</p> <p>TDC acknowledges the amended wording of Requirement 3 but requests that reference to ‘general accordance’ is replaced with ‘accordance’ as the Key Design Principles already contain embedded flexibility.</p> <p>TDC welcomes the revised wording to Requirement 3 to include the substation and require details to be submitted for approval of the</p>	<p>The Kent Converter Station and Kent Substation are located on the same site and have been treated as a single site by the Applicant for design and environmental mitigation purposes. The Kent Substation has therefore been incorporated into requirement 3 in the same way as the Kent Converter Station, with all the same design criteria. The Applicant has also amended the wording to state that the external colour and surface finish of the buildings at the Converter Stations and Kent Substation will be approved by the relevant planning authority. As discussed above, there is very limited flexibility in the layout and scale of substations and converter stations, with these elements being very heavily driven by the electrical design. It is therefore not considered appropriate or necessary for these details to be approved by the relevant planning authority as this creates a false impression that the relevant</p>	Under discussion

			<p>detailed design of the converter and substation.</p> <p>However, the wording of Requirement remains incomplete and limits the ability for the TDC to control the full design of the converter and substation and to ensure the development is built fully within the defined design parameters and design principles.</p> <p>The current wording only restricts some details of the permanent buildings to be approved by TDC which excludes many elements of the converter and substation. Whilst it is acknowledged that some elements of the converter and substation have limited design flexibility due to functionality and technical aspects, however, there remains some flexibility and a need to control the detailed designs of the whole converter and substation.</p> <p>Furthermore, the Design Principles document commits to exploring more design elements beyond just permanent buildings and those listed in Requirement 3 and does not capture all works set out in the works plan 9B and 11 such as</p>	<p>planning authority can influence these elements of design. However, the Applicant has retained the provision for information on the scale and layout to be submitted to the relevant planning authority, for confirmation that the Key Design Principles have been followed, whilst being cognisant of the Critical Design Constraints. This provision now also applies to Kent Substation. The Key Design Principles (Application Document 7.12.2 Design Principles – Kent [APP-367]) were provided to LPAs for comments, and comments taken into account in the finalisation of the document which was submitted with the DCO Application. The Applicant is considering the request to further amend the wording of Requirement 3.</p>	
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			<p>fencing and hardstanding which is not a permanent building.</p> <p>For example, design principle N.2 makes provision for potential for planting within the converter station compound and N.3 makes provision for Potential for blue roofs as part of a SuDS strategy but Requirement 3 does not allow these details to be reviewed or approved by the LPA strategy but Requirement 3 does not allow these details to be reviewed or approved by the LPA</p> <p>In addition, the form and style of the buildings is excluded from Requirement 3.</p> <p>Based on the Design Approach Document — Kent [REP1A-031] there are four distinct approaches to how the converter and substation could be delivered in accordance with the design principles which goes beyond. The revised wording would only allow TDC to control the external colour, surface finishes, layout, scale and operational lighting of just permanent buildings with no control over the final design approach taken by the Applicant.</p>		
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			TDC provided alternative wording for Requirement 3 in the response to Issue Specific Hearing 2 (ISH2) action points [REP4-162].		
3.3.2	Application Document 3.1 (E) draft Development Consent Order [CR1-027]	Schedule 3: Requirements	TDC welcomes the inclusion of the public rights of way management plan Kent, as with the other document cited and awaits copies of the document as soon as these can be shared.	Noted with thanks.	Agreed
3.3.3	Application Document 3.1 (E) draft Development Consent Order [CR1-027]	Schedule 3: Requirements	<p>————</p> <p>TDC welcomes the amended wording for the construction hours however, the commitment appears to be superficial in having no ——— real effect with no working on bank holidays (and preceding Saturday and Sunday) for operations associated with works No. 9B and 11 (converter ——— and substation).</p> <p>Requirement 7 then includes a long list of works and caveats where these restrictions do not apply.</p> <p>TDC maintains that there should be no construction works at all on</p>	<p>————</p> <p>The Applicant has considered programme implications and risk for the Proposed Project, and has concluded that it can accommodate the exclusion of bank holidays from the core working hours at the converter station site in Suffolk and the converter and substation site in Kent (except by agreement with the local planning authorities), without prejudicing its ability to accelerate the project in accordance with the NESO Clean Power 2030 objectives. Furthermore, and recognising the desirability of this outcome to stakeholders and communities, the Applicant is also able to agree that for the bank holiday Mondays that form part of a</p>	Under discussion

			<p>Sundays and Bank Holidays for all work no.s and not just the converter—and substation unless otherwise approved by the relevant planning authority.</p> <p>It is acknowledged that there may be exemptions but the current list in Requirement 7(4) is too broad.</p> <p>The addition of no HGV deliveries on Sundays is welcomed.</p>	<p>'bank holiday weekend' (meaning Easter Monday, the early May bank holiday, the Spring bank holiday, and the summer bank holiday) the associated (preceding) Saturday and Sunday are also not worked. This is facilitated by the likely implications of the exclusion of the bank holiday Mondays on contractor shift patterns, and also reflects the fact that the Applicant does not anticipate working every weekend in all areas of the project at all times in any case. On this basis, the Applicant is comfortable reducing its flexibility in the manner proposed at the converter station sites, although further limitations would introduce unacceptable risks to the ability to programme and deliver the works in a sufficiently timely manner. This reduction in flexibility is proposed specifically at the converter station site in Suffolk and the converter and substation site in Kent, because it is acknowledged that these are large static construction sites where work will be being undertaken for 4-5 years (as opposed to smaller single site works such as individual substations, or works with shorter construction periods). Notwithstanding this, the reducing in flexibility on bank holidays and</p>	
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				<p>the bank holiday weekends set out above is not for the purpose of mitigating effects (the ES identifies no impacts that would require this mitigation) but is proposed following a project-specific review in the context of ongoing discussions with stakeholders. The possibility of working on bank holidays is retained for those works which are likely to be more transient, for example the cable sections, where construction activity will be undertaken at each location for shorter periods of time in any case. The possibility of working on bank holidays is also retained for any railway works, where possessions may be dictated by third parties and where bank holiday work may be a necessity.</p>	
3.3.4	<p>Application Document 3.1 (E) draft Development Consent Order [CR1-027]</p>	<p>Schedule 3: Requirements</p>	<p>It is an expectation that this requirement will be updated to refer to the outline landscaping strategy currently being formulated by the Applicant, to ensure that the detailed planting scheme accords with that document (which should be submitted with the DCO if not before for comment).</p>	<p>Former Requirement 8 has been removed from the draft DCO because the LEMP and Construction Environmental Management Plan (CEMP) are now to be provided in final versions for approval pursuant to Requirement 6. The outline landscaping strategy will be provided as part of LEMP with the application, and the final landscaping strategy provided as part of the final LEMP for approval</p>	<p>Agreed</p>

				by the local planning authority. Therefore, there is now no need for the separate Requirement on mitigation planting included previously.	
3.3.5	Application Document 3.1 (E) draft Development Consent Order [CR1-027]	Schedule 3: Requirements	<p>There are no standalone management plans that address operational and decommissioning impacts and effects. Some operational mitigation is provided within the construction management plans within Requirement 6 but this makes it unclear as to how operational and decommissioning mitigation is secured and monitored beyond construction.</p> <p>TDC maintains the position that an Outline Operational Environmental Management Plan (OOEMP) should be provided to cover matters unrelated to construction. The REAC is not a certified document and therefore cannot be relied upon.</p> <p>Without an OOEMP the ability to monitor and enforce the commitments becomes difficult and it is unclear as to the Applicant's commitments and responsibilities beyond construction.</p>	<p>Operation and maintenance related measures are clearly identified within Application Document 9.84 Register of Environmental Actions and Commitments (REAC) submitted at Deadline 3 (refer to column (6) Project Phase within REAC Tables 1.1. to 1.4). This REAC forms Appendix B of the Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan [AS-127] and compliance with the measures set out in the REAC, including those relevant to the operation and maintenance phase, is secured through DCO Schedule 3 Requirement 6 as set out in Application Document 3.1 (E) draft Development Consent Order [CR1-027]. In some instances, specific operational measures, such as habitat creation, are additionally secured through other management plans such as Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk [CR1-045] and</p>	Under discussion

				<p>Application Document 7.5.7.2 (B) Outline Landscape and Ecological Management Plan – Kent [PDA-035].</p> <p>It is not considered necessary to produce a separate operational management plan as this would likely lead to unnecessary duplication of information already contained within relevant control documents (i.e. REAC, LEMP) and potentially lead to contradictory securing mechanisms.</p> <p>There are no plans to decommission the Proposed Project. In the event it is to be decommissioned, a written scheme of decommissioning would be submitted to the relevant planning authority at least six months prior to any decommissioning works. The decommissioning works would follow National Grid's processes at that point in time, for assessing and mitigating any environmental impacts.</p>	
3.3.6	<p>Application Document 3.1 (E) draft Development Consent Order [CR1-027]</p>	<p>Schedule 4: Discharge of requirements</p>	<p>Discharge of Conditions – 1.(1) TDC is unable to commit to discharging the Requirements within 35 days particularly given the amount of detail to be included and reviewed as part of a Requirement.</p>	<p>The Applicant has agreed to elongate the period for discharge of requirements from 28 days to 35 days. This reflects a compromise position between the parties and also reflects the wording in the Bramford to Twinstead DCO that</p>	<p>Under Discussion</p>

			<p>TDC's position is that the period should be 8 weeks to align with the national requirement for planning applications. TDC may be amenable to entering into a PPA to reduce the time period for issuing a decision where possible. The Bramford to Twinstead DCO is an exception made for this specific NSIP and does not represent a precedent to place undue pressure on LPAs to review details for complex infrastructure projects. TDC maintains this position.</p>	<p>was made in September 2024. This has been amended in paragraph 1 of Schedule 4. The Applicant is happy to discuss a PPA to contribute towards costs associated with the discharge of requirements.</p>	
3.3.7	<p>Application Document 3.1 (E) draft Development Consent Order [CR1-027]</p>	<p>Schedule 4: Discharge of requirements</p>	<p>2.(2) requires the relevant authority to provide notification within 7 days, this should be ten business days.</p> <p>2.(3) requires the relevant authority to issue a consultation and to notify the undertaker of any further requests as a result of a consultation within 5 days. This should state within five business days.</p> <p>TDC would be amenable to entering into a PPA to reduce the time period for issuing a decision where possible.</p> <p>TDC maintains this position.</p>	<p>The drafting in Schedule 4 has been increased to elongate the timescale for discharge in paragraph 1 from 28 days to 35 days, and the timescale for requesting further information from 2 to 7 days. The current wording is reflected in previous DCOs submitted by the Applicant.</p> <p>The Applicant is happy to discuss a PPA to contribute towards costs associated with the discharge of requirements.</p>	<p>Under discussion</p>

3.3.8		Draft DCO— Part 2—Limits of Deviation	<p>Article 5(1)(a) indicates that pylons in Kent would be 54m above finished ground level with a vertical limit of deviation of 6 m. This takes the height to 60 m. The Design and Layout Plans [APP-037] Design Approach Document – Kent [APP-365] and Design Principles – Kent [APP-367] propose standard height pylons in Kent of c. 46m.</p> <p>Amend the pylon heights in Kent from 54m to 46m.</p> <p>The comment from the Applicant confirms that pylons in Kent could have a maximum height of 57m.</p>	<p>Article 5(1)b notes the pylons deviate vertically from the levels of the authorised project, which is 51 m above finished ground level in Kent, not 54 m which applies to Suffolk.</p> <p>As referred to in Table 4.7 of Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project [REP1A-003], the typical pylon height is 46.5 m. However, there are higher pylon heights in Table 4.7 of up to 50.089 m. With an assumed vertical above ground LoD of 6 m on top of each of these.</p>	Agreed
3.3.9		Draft DCO— Part 2—Limits of Deviation	<p>A vertical limit of deviation of 6 m is a significant variation in height from the assessed 46 m allowing pylons up to 52 m. The ES has currently only assessed the pylons at a height of 46 m as set out in the design documents and not a worst case scenario of 52 m. This could result in an effect becoming significant and/or more adverse.</p> <p>Confirm the ES has correctly assessed the correct parameters in a worst case scenario and revise the assessment if not.</p>	<p>The principles and assumptions in respect of the LoD, in ensuring that the assessment is robust and considers a realistic worst case for the final built Proposed Project are set out in Application Document 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology [APP-046] and the heights of the pylons in Kent and the assumed vertical LoD are explained in Section 4.3 of Application Document 6.2.1.4 (D) Part 1 Introduction Chapter 4 Description of the Proposed Project [REP1A-003] This sets out</p>	Agreed

			<p>TDC acknowledges the explanation from the Applicant.</p>	<p>a typical pylon height of 46.5m, but all indicative pylon types and heights (including one pylon with an indicative height of 50.089 m) are detailed in Table 4.7, which would be subject to a vertical LoD of 6 m.</p> <p>In order to assess the reasonable worst case scenario, the maximum potential height of the OHL have been selected to inform the assessment. The ES has correctly assessed the parameters of the worst case scenario, taking into account the vertical LoD of 6 m.</p> <p>Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual [APP-061] states within the 'Flexibility assumptions' table (Table 1.8 on page 44) that the maximum flexibility of the vertical LoD has been assessed.</p>	
3.3.10		Draft DCO— Requirement 7	<p>7(1) The proposed construction hours are too broad and allow for construction to occur on Saturdays, Sundays and bank holidays (although the Applicant's proposal to remove Bank Holidays is noted) between 0700 and 1700.</p> <p>7(4) there is an extensive list of construction activities listed that</p>	<p>———The Applicant has considered programme implications and risk for the Proposed Project and has updated the wording of Requirement 7 in Application Document - 3.1 (G) draft Development Consent Order [REP4-217] as set out in matter 3.3.3 of this SoCG.</p>	Under discussion

			<p>can occur outside the core construction hours</p> <p>7(5) allows start up and close down activities up to 1 hour either side of the core working hours. These activities can still be noisy and generate a high level of activity within the construction compounds.</p> <p>Requirement 7 should be amended as follows:</p> <p>7(1) Prohibit construction on Sunday and Bank Holidays</p> <p>7(4) Justification should be provided to ensure where works are required to be undertaken outside the core construction hours works as the list of exempt works is extensive.</p> <p>7(5) the construction hours should accommodate start up and close down activity which form part of the overall construction works.</p> <p>TDC maintains its position but acknowledges the position of the Applicant and the ExA will need to consider both positions.</p>	<p>Construction work—would be suitably controlled by (for example) Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan [AS-127], Application Document 9.84 Register of Environmental Actions and Commitments (REAC) submitted at Deadline 3 and Application Document 9.83 Code of Construction Practice submitted at Deadline 3—.</p>	
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			TDC has set out its response to Schedule 3 Requirements in 3.3.3 of this SoCG.		
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3.4 — Consultation

Table 3.4 Consultation

Ref	Relevant Application Document	Summary of Description of Matter	TDC Current Position	The Applicant Current Position	Status
3.4.1	Consultation Strategy	TDC agreed with the Consultation Strategy provided on 20 October 2022.	The Consultation Strategy has been prepared taking account of input from the Consultee. The final version was issued to the Consultee on 20 October 2022. The approach and content are agreed to be adequate and represent a satisfactory approach to consultation.		Agreed
3.4.2	Consultation Zones	TDC agrees to the Consultation Zones set out in the Consultation Strategy.	Primary Consultation Zones (PCZ) and Secondary Consultation Zones (SCZ) identified for the purpose of non-statutory consultation are adequate and satisfactory.		Agreed

3.5 — Landscape and Visual

1.1 — Table 3.5 Landscape and Visual

Ref	Relevant Application Document	Summary of Description of Matter	TDC Current Position	The Applicant Current Position	Status
3.5.1	Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape & Visual [APP-061]	Landscape Character baseline	TDC raised no concerns on the basis of the landscape assessment set out in the PEIR and acknowledged that the ES will provide further information. Agreement confirmed on the approach within 16 April 2024 meeting.	The Landscape Character Areas (LCAs) were set out in the baseline section of the PEIR. The Statutory Consultation response from the Consultee requested further detail of the key characteristics of the LCAs which have been included within the ES (see Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape & Visual [APP-061] and Application Document 6.3.3.1.B ES Appendix 3.1.B Landscape Baseline [APP-144]).	Agreed
3.5.2	Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape & Visual [APP-061]	Visual Amenity baseline	TDC raised no concerns of the representative viewpoint selection as set out in the PEIR and confirmed agreement confirmed on the approach within 16 April 2024 meeting.	The representative viewpoints were set out in the baseline section of the PEIR and are within the ES in Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape & Visual [APP-061] .	Agreed
3.5.3	Application Document 6.2.3.1	Assessment of effects	TDC acknowledged and agreed the approach to the	The assessment of effects on landscape character and visual	Agreed

	Part 3 Kent Chapter 1 Landscape & Visual [APP-061]		assessment of effects within 20 February 2024 meeting.	amenity were presented within the PEIR. The PEIR is a preliminary assessment and effects on landscape character and visual amenity have been further assessed with more detail within the ES in Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape & Visual [APP-061] in line with the methodology and professional judgement. This has also included an assessment of effects at operation year 15.	
3.5.4	Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape & Visual [APP-061]	Study Area	TDC agreed the study area within 16 April 2024 meeting.	The Study Area, which comprises an area 3 km from the Order Limits, including the Minster Converter Station, Minster Substation, HVAC overhead line and from the proposed landfall, was set out within the PEIR and has remained the same for the assessment presented in the ES (see Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape & Visual [APP-061]).	Agreed
3.5.5	Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape & Visual [APP-061]	Growth rates of mitigation planting and photomontages	TDC has raised no concerns about the year 1 and year 15 photomontage approach and no further comments from the Consultee have been received at this time.	The Applicant has discussed the growth rates of mitigation planting with the Consultee and the photomontages have been produced for the ES at year 1 and year 15 of operation.	Agreed

3.5.6	Application Document 6.3.2.1.A ES Appendix 2.1.A Landscape and Visual Impact Assessment and Photomontage Methodology [APP-095]	LVIA methodology	TDC confirmed agreement on the approach to the LVIA methodology within 16 April 2024 meeting.	The LVIA methodology was set out within the PEIR and is the same for the ES with minor amendments following the published Guidelines on Landscape and Visual Impact Assessment (GLVIA) 3 Clarifications Technical Guidance Note.	Agreed
3.5.7	Application Document 6.3.2.1.A ES Appendix 2.1.A Landscape and Visual Impact Assessment and Photomontage Methodology [APP-095]	Photomontage methodology	TDC confirmed agreement on the approach to the photomontage methodology within 16 April 2024 meeting.	The Photomontage methodology was updated following the PEIR and is the same as presented in the ES.	Agreed
3.5.8	Application Document 7.11.2 (B) Design Approach Document – Kent [REP1A-031] Application Document 7.12.2 Design Principles – Kent [APP-367]	Design principles and landscape strategy and mitigation plans	The Design Principles – Kent document sets out the design parameters for the converter and substation. The Design Approach Document demonstrates that the interpretation of the design principles can result in vastly differing designs of the converter and substation.	The design principles are contained within Application Document 7.12.2 Design Principles – Kent [REP4-225] which applies to the Kent Converter Station and Substation. Requirement 3 has been updated within Application Document 3.1 (G) draft Development Consent Order [REP4-217] to reflect the	Under discussion

			<p>As set out in the response to 3.3.1 TDC requests that approval is required of the whole design of the converter and substation to enable full control over the design and appearance and to ensure compliance with the design parameters. The current wording of Requirement 3 does not give TDC sufficient scope to achieve this.</p> <p>It is acknowledged that the full LEMP is secured via Requirement 6. It is noted that the Outline LEMP excludes hard and soft landscaping within the converter, substation and access roads. Therefore, it is essential that Requirement 3 includes the hard and soft landscaping details and details of the access road which extends beyond the limit of current wording which only allows limited details of permanent buildings to be submitted for approval.</p> <hr/>	<p>addition of the substation and specifics around operational lighting. The outline landscape mitigation proposals are contained within Figure 1 of Application Document 7.5.7.2 (C) Outline Landscape and Ecological Management Plan – Kent [REP4-067].</p>	
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3.5.9	Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan – Kent [PDA-035]	Outline Landscape and Ecology Management Plan	TDC was made aware of the progress on the Outline Landscape and Ecology Management Plan (LEMP) and updates have been communicated to the Consultee in thematic meetings that have been ongoing. The structure has been shared with the Consultee and the Consultee has agreed to the approach to separate outline LEMP reports for Suffolk and Kent.	Application Document 7.5.7.2 (B) Outline Landscape and Ecological Management Plan – Kent [PDA-035] has been submitted with the DCO application. The latest version of this document should be referred to at Application Document 7.5.7.2 (C) Outline Landscape and Ecological Management Plan – Kent [REP4-067] .	Agreed
3.5.10		Indicative Species Mixes	<p>TDC raised questions on the indicative species mix and confirmed that agreement could not be reached at this time. No response from the Consultee has been received yet from information reissued by the Applicant on 8 January 2025.</p> <p>TDC accepts that the species mix will be confirmed as part of the detailed LEMP.</p>	The Applicant require agreement from the Consultee on the indicative species mixes (detailed within Application Document 7.5.7.2 (C) Outline Landscape and Ecological Management Plan – Kent [REP4-067]). This includes the proposed mix % distribution and range of heights to be used in the year 15 visualisations (where relevant) (detailed within Application Document 6.3.3.1.A ES Appendix 3.1.A Landscape and Visual Impact Assessment and Photomontage Methodology [APP-143]). The species mixes include a variable distribution across the species to increase future resilience.	Agreed

				The Applicant agree that the species mix can be agreed at the detailed design stage as part of approval of the detailed LEMP under Requirement 6, Schedule 3 of the draft DCO (Application Document 3.1 (E) draft DCO [CR1-027]).	
3.5.11	Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual [APP-061]	Policy SP26	<p>The development would be in direct conflict with Policy SP26 of the Thanet Local Plan (Landscape Character Areas), meaning that the development should only be permitted if it can be demonstrated that the development is essential for the economic or social well-being of the area.</p> <p>TDC is aware of the decision-making process for NSIPs under Section 104 of the Planning Act 2008 in which the Secretary of State must have regard to among other points, any Local Impact Report and any other matters considered to be both important and relevant. This includes Local Plan Policies. Given the size and scale of the proposed development and the effect on</p>	<p>Following a direction from the Secretary of State under Section 35(1) of the Planning Act 2008, Sea Link (the 'Proposed Project') is to be treated as development of national significance for which development consent is required. As such, Section 104 of the Planning Act 2008 provides that the Secretary of State must decide such applications in accordance with the relevant National Planning Policy Statements (NPS), which are: Overarching National Policy Statement for Energy (NPS EN-1), National Policy Statement for Renewable Energy Infrastructure (NPS EN-3) and National Policy Statement for Electricity Networks Infrastructure (NPS EN-5). Therefore, Section 38(6) of the Planning and Compulsory Purchase Act 2004, which requires proposals to be decided in accordance with the</p>	Under discussion

			<p>the landscape, Policy LP26 is both important and relevant.</p> <p>TDC acknowledges the efforts made to minimise the impact on the landscape and visual amenity but there are ultimately residual adverse effects which are significant and permanent.</p> <p>TDC concludes that there would be significant adverse effects on the LCA E1: Stour Marshes.</p>	<p>Development Plan, does not apply to the Proposed Project.</p> <p>Policy SP24 of the Thanet Local Plan only supports new development in the countryside in a limited set of circumstances, which do not include infrastructure proposals such as the Proposed Project. However, as acknowledged by Thanet District Council (TDC), the Proposed Project is nationally significant and falls under the definition of Critical National Priority (GNP) infrastructure in NPS EN 1.</p> <p>It is acknowledged that the Proposed Project would conflict with the principles set out in Policy SP26—Landscape Character Areas, by locating permanent operational infrastructure (Minster Converter Station and Substation) within the Stour Marshes (Landscape Character Area E1).</p> <p>The Proposed Project was designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce landscape and visual impacts and effects through the process of design</p>	
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~~development and by embedding measures into the design of the Proposed Project. Policy SP26—Landscape Character Areas specifically mentions LCA E1 as one that should be generally kept free of development, as it is “largely undeveloped and key to retaining the island character of Thanet”. The routeing and siting of the Kent Onshore Scheme has been informed by landscape and visual considerations to minimise effects on LCA E1 (as explained in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered [APP-044]**).~~

~~Embedded measures that have been integral in reducing, and where possible avoiding, the landscape and visual effects of the Proposed Project include the principles of the landscape strategy for the converter station and substation site (**Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan – Kent [PDA-035]**) and the design of the converter station and substation, in terms of their building form and external materials (**Application Document 7.11.2 Design**~~

~~Approach Document – Kent [APP-365] and Application Document 7.12.2 Design Principles – Kent [APP-367]).~~

~~The outline landscape strategy seeks to respond to both the immediate landscape pattern of the site as well as the wider landscape character. The strategy proposes to use native woodland planting to provide structural screening to the Minster Converter Station and Substation in views from the north and northwest whilst providing containment to the Minster Converter Station and Substation site so that it appears as visually connected to the Richborough Energy Park, rather than the wider marsh landscape.~~

~~It is also noted that the Minster Converter Station and Substation would be located near to the edge of the Landscape Character Area (LCA) E1: Stour Marshes. This part of the LCA exhibits some differing characteristics to the wider marshland further to the west, reducing the alteration to the key characteristics of the LCA. Due to the location on the edge of the marshes, the operational infrastructure is considered to~~

				<p>impact the key characteristics at a local level, including localised increase in development. The majority of key characteristics would remain largely unaffected as they are either not present in the baseline or are conserved. The Applicant considers that there would be no residual significant effects on LCA E1. In conclusion, landscape impacts have been mitigated as far as possible.</p> <p>Further details should be referred to within Application Document 9.35.4 Applicant's Comments on Local Impact Report from Thanet District Council [REP2-029] at 5.3.24.</p>	
3.5.12	Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual [APP-061]	Visual impacts	<p>The Council notes that a greater number of viewpoints have been determined as experiencing significant adverse effects compared to the Preliminary Environmental Information Report (now includes Viewpoints 3, 4, 5, 6 and 11). Viewpoint 4 is the only one assessed as major adverse whilst the remaining viewpoints (highlighted above) have been assessed as moderate adverse. The Council</p>	<p>The Applicant acknowledges that there are a greater number of viewpoints with the potential to experience residual significant adverse visual effects as reported within Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual [APP-061] than in the Preliminary Environmental Information Report (PEIR). This is a result of increased survey and assessment work that has been undertaken as</p>	Under discussion

			<p>considers that the sensitivity of some of the viewpoints (specifically those looking across the Minster Marshes) have been undervalued and the adverse visual effects identified would be greater than the assessed level. In addition, Viewpoint 13 does not appear to capture the construction compound to the north which has been added to the proposed development at a later date.</p> <p>TDC maintains this position.</p> <p>The magnitude of effect on viewpoint 4 is identified as very large whereas the magnitude of effect on viewpoints 3, 5, 6 and 11 is identified as medium. However, given the context of these views which primarily provide expansion views across the Stour Marshes looking down on to the site which give the impression of tranquillity and remoteness, the introduction of built form within these viewpoints will substantially change this interpretation and appreciation of the viewpoints.</p>	<p>well as design development since the PEIR was produced. Following the implementation of the embedded mitigation measures it is considered that the remaining significant residual adverse effects at year 15 would be limited to four representative viewpoints (viewpoints 4, 5, 6 and 11) in close proximity to the north and north west of Minster Converter Station and Minster Substation and no significant residual adverse effects at year 15 on the assessed landscape or seascape receptors.</p> <p>The Council queries the sensitivity of viewpoints looking across the Minster Marshes which are considered to include viewpoints 4, 5, 6, 10 and 11. The value of these viewpoints are reported within Application Document 6.2.3.1 Part 3 Kent Chapter 4 Landscape and Visual [APP-061] to be 'medium'. These are not views across a locally or nationally designated landscape and are likely to be valued by the local community. Scenic qualities are typically noted in the views, however with existing influence from energy infrastructure and tall</p>	
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			<p>Whilst it is noted these viewpoints are at an increased distance than viewpoint 4 the wide, expansive and open views across the valley make these views more susceptible to change.</p> <p>It is acknowledged that [REP4-086] the applicant has found that additional landscape planting and mitigation is not possible because the wider marshland area is characterised by being less vegetated and more open. This would indicate that the introduction of the converter station and substation would have a significant impact on the marshland and its openness and therefore views across the marshland which are characterised by openness, limited vegetation and no built form.</p> <p>The methodology limits the ability for context to be considered — where only views of the proposed development in the foreground</p>	<p>vertical features which reduce the scenic quality and therefore visual value. Even if it were deemed that the value should be higher as suggested by TDC, which is not considered to be the case by the Applicant, the overall sensitivity of the receptors is reported as being higher than ‘medium’ for all five viewpoints due to the higher reported susceptibility of receptors. Therefore, it is not considered that a higher value rating for the viewpoints would alter the overall conclusions relating to the significance of the effect as the sensitivity of the receptors is likely to remain the same.</p> <p>The assessment of the potential effects arising from the Kent Onshore Scheme are detailed within Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment [APP-146] which sets out the construction stage assessment with specific reference to the construction compound (page 35).</p> <p>Further details regarding the visual effects relating to</p>	
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			<p>can have a magnitude of large or very large.</p> <p>Notwithstanding this, the EIA matrix shown in Plate 5.2 of 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology [APP-046] confirms that receptors of high sensitivity that experience a medium magnitude of effect can result in major adverse effects on this receptor.</p> <p>Therefore, TDC confirms that viewpoints 3, 5, 6 and 11 should be assessed as experiencing a major adverse effect at year 15.</p>	<p>Viewpoints 3, 4, 5, 6 and 11 should be referred to within Application Document 9.90 (A) Applicant's Response to Action Points from Compulsory Acquisition Hearing 1 (CAH1) and Issue Specific Hearing 2 (ISH2) [REP4-086] at AP41.</p>	
3.5.13	Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual [APP-061]	Stour Marshes Landscape Character Area	<p>The Stour Marshes Landscape Character Area (E1) has been determined as experiencing significant adverse effects during construction and year 1 of operation, however the Council considers that the impact would be significant adverse for the full duration of the project given the location, scale of development (in particular the Converter Station and Substation) and the limitations of the mitigation</p>	<p>The Applicant has fully assessed the effects of the Kent Onshore Scheme on landscape character in accordance with the agreed methodology which is presented in Application Document 6.3.3.1.A ES Appendix 3.1.A Landscape and Visual Impact Assessment and Photomontage Methodology [APP-143]. The full assessment including descriptive text for the reported effect is set out within Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and</p>	Under discussion

			<p>proposed (as accepted by the Applicant):</p> <p>TDC maintains the position that there would still be residual major (significant) adverse effects at year 15. The ExA will need to consider both positions.</p>	<p>Landscape Character Assessment [APP-145]. This explains that although the direct effects of the new infrastructure would remain within the LCA, the establishment of the proposed landscape planting would lessen the alteration of the key characteristics experienced at year 1 in the context of the more vegetated part of the LCA and proximity to existing road and energy infrastructure which the Proposed Project is located within. Regarding the limitations of the mitigation proposed, the year 15 assessment notes that the landscape planting around the Minster Converter Station and Substation would have matured and would contribute to reducing perceptual changes arising from the Kent Onshore Scheme and would provide a degree of containment. The assessment therefore does not attempt to portray that the landscape planting would fully enclose the Proposed Project, rather would contribute to the containment and reducing perceptual changes which would ultimately result in there not being a residual significant adverse effect at year 15.</p>	
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3.5.14	Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual [APP-061]	Landscape Character Areas –sensitivity discrepancy	In relation to Landscape Character Areas, the Council notes that the Landscape Character Areas: B1–Wantsum North Slopes, E1–Stour Marshes, F1–Pegwell Bay and G1–Ramsgate and Broadstairs Cliffs have all been assigned a ‘high’ sensitivity, however Landscape Character Areas F1 and G1 are assessed as ‘very high’ within Table 1.11 which differs from the assessment outlined within the text of the documents.	This discrepancy cannot be found in the application documentation relating to the Kent Landscape and Visual chapter (Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual [APP-061]) or the detailed landscape assessment appendix (Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment [APP-145]). Further clarification of the exact location of the suggested discrepancy is requested.	Under discussion
3.5.15		Visual Impact of the Converter Station and Substation	Having regard to the Design Principles Guide it is clear that due to the number of options presented for the design of the Converter Station and Substation, the final visual impact of the scheme remains unclear. It is also noted that the examination documents confirm that the buildings will comprise a 2 metre high platform with total heights of 28 metres (Converter Station) and 20 metres (Substation) with roof height infrastructure above. The concrete platforms	The design principles are contained within Application Document 7.12.2 Design Principles – Kent [REP4-225] which applies to the Kent Converter Station and Substation (Table 3.1). Requirement 3 has been updated within Application Document 3.1 (G) draft Development Consent Order [REP4-217] to reflect the addition of the substation and specifics around operational lighting. The Key Design Principles define the design outcomes and embedded mitigation measures	Under discussion

			<p>are omitted from the plan (7.11.2 Design Approach Document Kent) and as such are misleading.</p> <p>TDC acknowledges the comments from the Applicant. Can the Applicant confirm for clarity that the max height parameters therefore include the potential 2m high platform?</p> <p>TDC acknowledges the changes to Requirement 3 and refers to the response set out 3.3.1 of this SoCG.</p> <p>TDC acknowledges the Applicant's comments regarding maximum height parameters. It remains unclear if the development platform of the converter station and substation is included within the overall limits of deviation in terms of height.</p>	<p>that are required to ensure that the visual impact of the final proposals are in line with the Landscape and Visual Impact Assessment (LVIA). Depending on the selected equipment provider, and subject to detailed design, the disposition of buildings and equipment within the Minster Converter Station and Substation may vary. This requirement for design flexibility has been allowed for in the Limits of Deviation and Height Parameters. Application Document 7.11.2 Design Approach Document (DAD) - Kent [REP1A-031] shows illustrations of four different design options of how the Key Design Principles could be met. Depending on the final layouts certain options may be more applicable than others, or they could be used in combination. Table 3.1 of the Design Principles also includes a column of Potential Associated Activities setting out guidance to clarify the information that could be associated with each Key Design Principle.</p> <p>Section 3.0 Generic Design Parameters in the DAD has been provided to assist with</p>	
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				<p>visualisation of how the indicative design layouts fit within the parameters defined in the draft DCO, in which the Table of Parameters states that Work No. 9B (converter station) has a height parameter of "28 m above existing ground level (not including roof mounted equipment)" and that Work No. 11 (substation) has a height parameter of "20 m above existing ground level". The note on page 48 of the DAD states that the "current engineering assumption is that the ground will need to be built up by approximately 2 m."</p> <p>The maximum height parameters include the platform. This is the worst case height that has been used to assess the combined height of the converter station and associated land raising in the illustrations provided within Section 6.0 Design Response to Design Principles in the DAD. The DAD was recently updated, see Application Document 7.11.2 (B) Design Approach Document – Kent [REP1A-031].</p>	
3.5.16		Construction Compounds	There have been a number of temporary construction compounds identified within the Thanet District as the Project	The concern around the visual impact of the construction works associated with the Kent Onshore Scheme is acknowledged. The	Under discussion

			<p>has developed. In addition to these the Examination Documents include a number of construction areas. Having regard to the example design outlined within 2.13 Design and Layout Plans and the infrastructure these areas are likely to accommodate, this element of the proposal would result in an even greater visual impact. In cases where the construction areas are sited a considerable distance from the main buildings (Converter and Substation) such as the construction area proposed towards the Lord of the Manor roundabout, these are likely to have a more significant visual impact still as they will not be viewed in the context of the ongoing construction of the main site.</p> <p>Ensure the ES adequately assessed the visual impact of the additional construction compounds. Provide justification for the number and extent of the construction compounds and whether these are expected to be in use at the same time.</p>	<p>different elements of the Kent Onshore Scheme, including the temporary construction compounds, are taken into consideration in the assessment of effects on both landscape and visual receptors within Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment [APP-145] and Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment [APP-146]. For example, on page 37 for the construction phase assessment of viewpoint 14, the views towards the construction compounds and occasional movement along access tracks associated with the landfall is acknowledged and factored into the overall assessment on this receptor.</p> <p>In terms of the justification for the number and extent of compounds, see the response to Ref 3.2.2 above.</p>	
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			TDC acknowledges the justification from the Applicant.		
3.5.17		Lighting	<p>Lighting during construction and operation has not been fully assessed in terms of the landscape and visual impact and the relevant mitigation secured given the sensitivity of the landscape and visual amenity. Assumptions have been made that lighting will be required (as necessary) during low levels of light particularly during winter. During the operation lighting will be on 8m columns or mounted on the building at an unspecified height. Whilst manually controlled, the operational work hours are not stated and therefore the lighting could be required overnight and for extended periods overnight. Furthermore, the assessment of lighting excludes any maintenance lighting and the frequency and length of maintenance events is not specified although it is acknowledged that this may be difficult to predict accurately. The Lux levels are also only provided as an average</p>	<p>The concerns around the assessment of lighting on landscape and visual receptors at construction and operation are acknowledged. The assessment sets out for every landscape and visual receptor at construction and operation the consideration of lighting on the receptor, as detailed within Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment [APP-145] and Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment [APP-146]. Assumptions within the landscape and visual impact assessment regarding lighting have been set out in Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual [APP-061] on pages 61 and 62. As TDC identify, it is not possible to determine the exact length or duration of task lighting for maintenance tasks at this stage. The Applicant is committed to conserving and enhancing the natural beauty of the landscape,</p>	Under discussion

			<p>maintained level with no detail of maximum lux levels.</p> <p>TDC acknowledges the justification from the Applicant. It is noted in the REAC that operational lighting will be installed to minimise disturbance to bats but there is no commitment to minimise operational lighting impacts from a landscape and visual amenity perspective. This emphasises a need for an Operational Environmental Management Plan to secure the operational lighting.</p> <p>Requirement 3 only secures the details of operational lighting for the permanent buildings and not the whole operational development such as the access road, and non-buildings.</p> <p>A full operation lighting scheme/plan must be submitted to TDC for approval.</p>	<p>including a dark skies policy pertaining to use of lighting on the new infrastructure. The design principle for the Minster Converter Station and Substation is that a dark skies strategy will be followed to minimise light spill with reference to wildlife and visual amenity (contained within Application Document 7.12.2 Design Principles – Kent [APP-367]). The design principles are secured by Schedule 3 Requirement 3 within the draft DCO (Application Document 3.1(E) (Version 2, Change Request) draft Development Consent Order [CR1-027]). Maintenance activities are usually planned and delivered during day light hours when no additional lighting is required, and task lighting would only be used in emergency situations or for tasks that need to be continuous. This would be infrequent. From a construction point of view, there are some 24-hour activities associated with the Proposed Project, including marine cable laying (including near shore), cable jointing and trenchless drilling so lighting at these locations would be continuous for safety reasons during those</p>	
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~~activities. The selection and positioning of luminaires shall be managed by the site maintenance team to adhere to the lighting philosophy applied to the fixed lighting installation discussed in the Proposed Project description. Given the core working hours it would be expected that compounds would be lit between dusk and 7pm during the winter months. Lighting requirements would be designed to relevant guidance and standards, including the two CIE guidance documents to minimise sky glow and effects of obtrusive light, the ILP guidance note and the National Grid site lighting document. This would include detailed calculations to reduce light pollution including reviewing the upward light output ratio and the intention to have any perimeter lighting aiming inwards towards the compound. If there is light spillage then louvres and cowls would be employed to shield the light distribution.~~

Requirement 3 has been updated within **Application Document 3.1 (G) draft Development Consent Order [REP4-217]** to reflect the addition of the substation and

				<p>specifics around operational lighting. Further details on the effects of operational lighting on landscape and visual receptors is to be submitted at Deadline 5.</p>	
3.5.18	<p>Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual [APP-061]</p>	<p>Security Fencing</p>	<p>There is a lack of detail on the maximum height of the security fencing at the access and around the Converter Station and Substation once completed. It is noted that no fencing is proposed along the permanent access route.</p>	<p>The security fence around the Minster Converter Station and Substation would be a maximum 4 m, this would be an electric fence, the palisade or mesh fence would be 3 m. The fence at the access off the A256 would be standard highways post and rail fencing to prevent unauthorised access to Ebbsfleet Lane North, this would tie in with the proposed gate to the existing highway boundary.</p>	<p>Under discussion</p>

3.61.1 Ecology and Biodiversity

Table 3.6 Ecology and Biodiversity

Ref	Relevant Application Document	Summary of Description of Matter	TDC Current Position	The Applicant Current Position	Status
3.6.1	Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology & Biodiversity [AS-047]	Use of trenchless solution for Thanet Coast & Sandwich Bay Special Protection Area (SPA)	<p>The use of a trenchless solution for Thanet Coast and Sandwich Bay SPA is still under discussion with the Applicant. TDC requires further information on the trenchless methodologies from the Applicant.</p> <p>Having regards to REP4-230 TDC considers that trenchless techniques should be secured definitively through the DCO (TDC comments for ExQ2 Question 2GEN17.)</p> <p>TDC is currently reviewing this document [REP4-230] in greater detail and will respond accordingly.</p>	<p>The trenchless solution has been confirmed as the approach to be taken by the Applicant as set out in Application Document 6.2.1.4 (D) Part 1 Introduction Chapter 4 Description of the Proposed Project [REP1A-003]. The main works contractor will confirm which specific trenchless technique will be implemented as and when required.</p> <p>The Applicant provided further information in the Application Document 9.13 Pegwell Bay Construction Method Technical Note [REP2-011] at Deadline 2 during the Examination.</p>	Under discussion
3.6.2	Application Document 6.2.3.2 Part 3 Kent	Offsetting loss of fields used by golden plover	TDC notes the strategy has been discussed with Natural England and agreed in	The Applicant considered options, including identifying an area of farmland in the lower	Agreed

	<p>Chapter 2 Ecology & Biodiversity [AS-047] Application Document 6.6 (E) Habitats Regulations Assessment Report submitted at Deadline 3.</p>		<p>principle with them. The Consultee notes Natural England have primacy on this issue since it is an HRA matter.</p>	<p>Stour Valley, larger than the area of arable land to be permanently lost, and convert it to grazing marsh/damp grassland. This has been deemed acceptable offsetting to Natural England for other DCOs and gives The Applicant the potential to provide a net ecological benefit over arable land. The ES sets out that any temporary displacement of the golden plover during construction would be offset in the long term through the creation of woody and wetland habitat around the Minster Converter Station and Substation.</p> <p>The Applicant have noted that the Consultee has asked for confirmation that lighting proposed is not inappropriate. The Applicant confirmed that the golden plover mitigation area has been subject to wintering bird survey which has recorded use by golden plover. This has been covered in the Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology & Biodiversity [REP1-049] and Application Document 6.6 (E) Habitats Regulations Assessment</p>	
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				Report submitted at Deadline 3.	
3.6.3	Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology & Biodiversity [AS-047] Application Document 9.84 Register of Environmental Actions and Commitments (REAC) submitted at Deadline 3 Application Document 7.5.2 Outline Offshore Construction Environmental Management Plan [APP-339]	HVDC cable crossing of Thanet Coast & Sandwich Bay (SPA) and Ramsar site	<p>The HVDC cable crossing of Thanet Coast and Sandwich Bay (SPA) and Ramsar site is still under discussion between TDC and the Applicant as insufficient information to the offsetting of the habitat loss has been provided.</p> <p>TDC considers that trenchless techniques should be secured definitively through the DCO (TDC comments for ExQ2 Question 2GEN17.)</p>	<p>The Applicant confirmed that they would not be following the trenched installation method implemented by Nemo Link and that the intention is to use trenchless techniques. The Applicant confirmed that trenchless methods will be possible and has been committed to in the DCO application under Application Document 9.84 Register of Environmental Actions and Commitments (REAC) submitted at Deadline 3 and Application Document 7.5.2 Outline Offshore Construction Environmental Management Plan [APP-339], such that there will be no surface excavation of saltmarsh. Risk of 'frac out' is also considered in the ES (Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology & Biodiversity [REP1-049]). The Applicant has not considered a significant risk of 'frac out' as part of the Proposed Project works. Geotechnical studies confirming HDD is possible forms part of the DCO</p>	Under discussion

				documents (Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology & Biodiversity [REP1-049], Application Document 7.5.2 Outline Offshore Construction Environmental Management Plan [APP-339] and Application Document 9.84 Register of Environmental Actions and Commitments (REAC) submitted at Deadline 3.	
3.6.4	Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology & Biodiversity	Horizontal Direct Drilling (HDD)	<p>The matter of horizontal direct drilling (HDD) is still under discussion with TDC and the Applicant as further information on the location and impacts of HDD is required by the Consultee.</p> <p>TDC considers that trenchless techniques should be secured definitively through the DCO (TDC comments for ExQ2 Question 2GEN17).</p>	The Applicant provided further information on the location and impacts of the use of a jack up barge at Deadline 1 during the Examination. The information is included in Application Document 9.13: Pegwell Bay Construction Method Technical Note [REP2-011] .	Under discussion
3.6.5	Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology & Biodiversity [AS-047]	Collision risk from new overhead line	TDC agreed with the approach to collision risk, by using hanging bird diverters, from the new overhead line and defer to Natural England on this matter and will review their response accordingly.	The Applicant confirmed collision risk assessment has concluded no significant collision risk to birds and has been supported by 12 months of vantage point surveys of the line location, and carcass searches of the existing Overhead Line (OHL). Mitigation has been included in	N/A—deferred to others

				the form of hanging bird diverters, which have been set out in Application Document 9.84 Register of Environmental Actions and Commitments (REAC) submitted at Deadline 3. A collision risk assessment has been reviewed by Natural England who agree with its basic conclusion.	
3.6.6	Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology & Biodiversity [REP1-049]	Recovery of mudflats	TDC states that the Applicant needs to ensure recovery of the mudflats in the intertidal zone from the HDD connection works. The Council maintains their opposition to the use of the mudflats via the Hoverport and are engaging directly with the Applicant in relation to these concerns. TDC is currently reviewing this document [REP4-230] in greater detail and will respond accordingly.	The Applicant has provided details on mudflat recovery in the ES (Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity [REP1-049]). The ES states that whilst there would be disturbance to the mudflats from the excavator and concrete bags, this would only be temporary and would be localised to a small area of the mudflats. Therefore, it is expected that the mudflat would experience rapid recovery. Application Document 9.13 Pegwell Bay Construction Method Technical Note [REP2-011] was submitted at Deadline 2 of the Examination.	Under Discussion
3.6.7	Application Document 9.84 Register of Environmental Actions	Riparian mammal habitat continuity	TDC states that the Applicant needs to provide details of the type of culvert to be used to	The Applicant confirms that the type of culvert has been set in DCO and Register of	Agreed

	and Commitments (REAC) submitted at Deadline 3		ensure no disruption of connectivity in ditches. TDC has reviewed the information submitted but defers to Natural England and other statutory bodies on this matter and will review their response. TDC acknowledges the additional explanation and is satisfied that any further concerns will be addressed through engagement with the relevant statutory bodies.	Environmental Actions and Commitments (Application Document 9.84 Register of Environmental Actions and Commitments (REAC) submitted at Deadline 3). This has been designed to preserve the bed of the ditch and allow connectivity for riparian mammals. Where ditches retaining seasonal flows are crossed, culverts in waterbodies will either preserve the natural bed or be box culverts with invert sunk a minimum of 300 mm below the hard bed of the watercourse and natural / existing bed material placed across the inside of the culvert, to maintain existing channel gradients and habitat for aquatic invertebrates, as well as to ensure continued passage for in-channel species. Regular engagement has been undertaken with the Environment Agency, Lead Local Flood Authority (LLFA) and the Internal Drainage Board (IDB) on key design principles.	
3.6.8		General comment raised in the	The Council has significant concern in relation to the impact the Project will have on	The Applicant notes TDC's position of deferring to KCC and other statutory bodies on	No further comments to be

		<p>Relevant Representation</p>	<p>the habitat of protected and notable species which, it appears, will result in significant harm to ecology at the local level. These concerns include: construction timing, tunnelling and potential habitat destruction, habitat loss, noise pollution, light pollution, bird strikes and infrastructure hazards, carbon footprint and flood risks, inadequate mitigation measures, water runoff and pollution, seal population disturbance.</p> <p>The Council will defer to Kent County Council and other statutory bodies with regard to ecology matters. However, TDC notes the relevant representation of Kent Wildlife Trust and the response from the applicant.</p> <p>TDC has no further comment to make and would defer to the statutory bodies.</p>	<p>ecology matters. Full responses to the comments raised in the relevant representations from Kent Wildlife Trust are provided in the Applicant's Response to Relevant Representations: Kent Wildlife Trust being provided at Deadline 1 during the Examination period.</p> <p>Regarding seasonal work bans, it should be noted that the terrestrial (onshore) parts of the Proposed Project also supports a significant wintering bird interest rather than a purely breeding bird interest. Therefore, phasing of construction to either avoid the peak breeding season or peak wintering season is not a solution by itself. Rather Instead, the Proposed Project will utilise noise reduction techniques to reduce noise to an acceptable level over as much of the site as possible, with the following seasonal restrictions:</p> <p>Programming the overhead line pylon base installation to avoid the core wintering period of October to February, thus considerably reducing the extent of disturbance and</p>	<p>made— deferred to statutory bodies</p>
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				<p>displacement of wintering birds south of the River Stour, on the basis that this area is of greatest importance for non-breeding birds.</p> <p>Programming works that would increase noise levels at Sandwich Bay to Hacklinge Marshes SSSI (Weather Lees Hill) above 60 dB to avoid March to June 2028</p> <p>Ensuring disturbing works commence in an area prior to the start of the Cetti warbler nesting season where possible. A 20 m buffer will be implemented during construction around any Cetti's warbler nests that do establish within the construction area in each nesting season. A specific decision will then be undertaken in discussion with the ecological clerk of works over the construction activities that can take place in that area while the nest is active.</p> <p>The use of best practicable methods to reduce noise is commitment B44 in Application Document 9.84 Register of Environmental Actions and Commitments (REAC) submitted at Deadline 3 while a commitment to a</p>	
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				<p>seasonal restriction, as identified above, is in commitments B48, B50 and B51 of the same document.</p> <p>There are no proposals in the DCO to allow open cut trenching across the saltmarsh even as a fallback position. Ground Investigations have confirmed that HDD is feasible and therefore the DCO only seeks consent for HDD. If any proposals did come forward for open trenching instead, this would require a formal amendment to the DCO.</p> <p>The deployment of bird deflectors on the new section of overhead line is already a commitment in the DCO and is secured through Appendix B of the Outline CEMP: Application Document 9.84 Register of Environmental Actions and Commitments (REAC) submitted at Deadline 3</p> <p>Habitat restoration requirements are set out in Section 4 of the Kent oLEMP Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan – Kent [PDA-035]. Once the detailed LEMP is produced post-DCO this would be</p>	
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				<p>binding. Flood modelling has been undertaken for the DCO, and on-site SUDS are included, such as those around the proposed converter station and substation as discussed and depicted in Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan – Kent [CR1-043] the Kent oLEMP.</p>	
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3.7—Cultural Heritage

1.1—Table 3.7 Cultural Heritage

Ref	Relevant Application Document	Summary of Description of Matter	TDC Current Position	The Applicant Current Position	Status
3.7.1	N/A	County Council and Historic England— responsibility for cultural heritage	TDC agrees with the approach that Kent County Council and Historic England have the primary responsibility on cultural heritage matters, so TDC defers all matters to them and will review their response accordingly.	The Applicant agrees that Kent County Council and Historic England are the primary stakeholders for cultural heritage and archaeological matters and have been having meetings and discussions with these parties. The Applicant notes that the Consultee has been party to these discussions.	N/A— deferred to others

3.81.1 ~~Water Environment and Flood Risk~~

Table 3.8 Water Environment and Flood Risk

Ref	Relevant Application Document	Summary of Description of Matter	TDC Current Position	The Applicant Current Position	Status
3.8.1	N/A	Project responses to statutory consultation comments	TDC agreed that responses to statutory consultation comments were appropriate.	Comments from the statutory consultation relating to flood risk, land drainage and hydrology within the Kent scheme were presented with individual responses showing how these will be addressed going forward. In the Consultee's consultation response, the Consultee primarily noted what has been proposed and set out for water environment and flood risk, but requested further information on temporary alternative drainage routes, the proposed scheme of pre-construction land drainage and the surface water runoff measures. The Consultee noted that matters should be deferred to KCC as the Lead Local Flood Authority (LLFA). The Applicant confirmed that the Applicant responses were presented to the Kent LPAs at the same time, with agreement on this approach being obtained from the Consultee.	Agreed

3.8.2	Application Document 6.8 Flood Risk Assessment [APP-292]	Flood Risk Assessment (FRA) approach	TDC agreed that the proposed scope of the FRA is suitable but will defer to Kent County Council and other statutory bodies with regard to Flood Risk matters and will review their response accordingly.	The scope of the FRA has been prepared to support the DCO application has been presented to the Consultee. The scope covered the sources of flood risk that have been assessed, the policy and guidance that has been followed and the datasets that have been referenced to inform it. The scope agreed is shown in Application Document 6.8 Flood Risk Assessment [APP-292] .	Agreed
3.8.3	Application Document 6.8 Flood Risk Assessment [APP-292] and Application Document 6.2.3.4 Part 3 Kent Chapter 4 Water Environment [APP-064]	Groundwater flood risk at Kent converter station site	TDC agreed to the conclusions relating to groundwater flood risk at the Kent converter station site and approach to drainage as set out within Application Document 6.8 Flood Risk Assessment [APP-292] and Application Document 6.2.3.4 Part 3 Kent Chapter 4 Water Environment [APP-064] . TDC will defer to Kent County Council and other statutory bodies with regard to Water Environment and Flood Risk matters and will review their response accordingly.	Conclusions of the groundwater monitoring and flood risk assessment at the converter station site show an overall low risk of groundwater emergence at the site. Due to the poor infiltration, drainage solutions relying on infiltration during construction and operation will not be suitable or practical. The Applicant have shared the groundwater flooding technical note shared with the Consultee, which is not an application document, for information only. The groundwater flood risk and approach to this is presented in Application Document 6.8 Flood Risk Assessment [APP-292] and Application Document 6.2.3.4	Agreed

				Part 3 Kent Chapter 4 Water Environment [APP-064].	
3.8.4	Application Document 6.2.3.4 Part 3 Kent Chapter 4 Water Environment [APP-064]	Dewatering requirements	TDC has agreed, in principle, to dewatering requirements, as set out in the Applicant position but will defer to Kent County Council and other statutory bodies with regard to Water Environment and Flood Risk matters and will review their response accordingly.	Permits that might potentially be required if dewatering is required: discharge consent, abstraction licence, flood risk activity permit (FRAP)/land drainage consent (LDC) (for IDB watercourse-related activities).	Agreed
3.8.5	Application Document 9.84 Register of Environmental Actions and Commitments (REAC) submitted at Deadline 3	Proposed drainage designs	TDC has no comments on the approach to proposed drainage designs but will defer to Kent County Council and other statutory bodies with regard to Water Environment and Flood Risk matters and will review their response accordingly.	A combination of filter drains, cut-off drains, and attenuation ponds are proposed to be used along cable route within construction compounds to manage drainage. All permanent and temporary drainage will be in line with Construction Industry Research and Information Association (CIRIA) Sustainable Drainage Systems (SuDS) guidance. This has been secured in the REAC (Application Document 9.84 Register of Environmental Actions and Commitments (REAC) submitted at Deadline 3.	N/A— deferred to others

3.91.1 ~~Geology and Hydrogeology~~

Table 3.9 Geology and Hydrogeology

Ref	Relevant Application Document	Summary of Description of Matter	TDC Current Position	The Applicant Current Position	Status
3.9.1	Application Document 6.2.3.5 Part 3 Kent Chapter 5 Geology & Hydrogeology [APP-065]	Assessment methodology presented in the ES	TDC has no comments on the methodology but will defer to the relevant statutory bodies with regard to Geology and Hydrogeology matters and will review their response accordingly.	The Applicant has provided the Consultees with the final geology and hydrogeology assessment methodology set out in Application Document 6.2.3.5 Part 3 Kent Chapter 5 Geology & Hydrogeology [APP-065] following submission of the DCO Application.	N/A— deferred to others
3.9.2	Application Document 6.2.3.5 Part 3 Kent Chapter 5 Geology & Hydrogeology [APP-065]	Mitigation presented in the ES and Outline CEMP (Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan [AS-127])	TDC has no comments on the proposed mitigation but will defer to the relevant statutory bodies with regard to Geology and Hydrogeology matters and will review their response accordingly.	The Applicant has provided the Consultees with the proposed mitigation for geology and hydrogeology effects set out in Application Document 6.2.3.5 Part 3 Kent Chapter 5 Geology & Hydrogeology [APP-065] following submission of the DCO Application.	N/A— deferred to others
3.9.3	Application Document 6.2.3.5 Part 3 Kent Chapter 5 Geology & Hydrogeology [APP-065]	Assessment conclusions presented in the ES.	TDC has no comments on the assessment conclusions but will defer to the relevant statutory bodies with regard to Geology and Hydrogeology matters and	The Applicant has provided the Consultees with the geology and hydrogeology assessment set out in Application Document 6.2.3.5 Part 3 Kent Chapter 5 Geology & Hydrogeology [APP-065].	N/A— deferred to others

			will review their response accordingly.		
3.9.4	Application Document 6.2.3.5 Part 3 Kent Chapter 5 Geology & Hydrogeology [APP-065]	Construction Compound within SPZ1	It was not clear how the mitigation for the construction compound would be secured, assessed or presented to ensure the impact of the construction compound is adequately assessed and mitigation applied where necessary. TDC acknowledges the additional information and detail. This is now agreed.	<p>A control and management measure (GH11) is included in Application Document 9.83 Code of Construction Practice submitted at Deadline 3 and Application Document 9.84 Register of Environmental Actions and Commitments (REAC) submitted at Deadline 3 to ensure the impact of the construction compound is adequately assessed and mitigated.</p> <p>If granted consent, this CoCP will be developed and prepared by the contractor in consultation with the Applicant and submitted to the relevant planning authority for approval as an appendix to the Onshore CEMP (which must be substantially in accordance with the outline document) prior to commencement of the relevant stage of the Proposed Project to which the CoCP relates to. Compliance with the approved CoCP (including any amendments subsequently approved), as part of the Onshore CEMP, is secured by way of Requirement 6 within Schedule 3 of the draft Development Consent Order</p>	Agreed

				(DCO) (E) (Application Document 3.1) [CR1-027]	
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3.10 Agriculture and Soils

1.1 ~~Table 3.10 Agriculture and Soils~~

Ref	Relevant Application Document	Summary of Description of Matter	TDC Current Position	The Applicant Current Position	Status
3.10.1	Application Document 6.2.3.6 Part 3 Kent Chapter 6 Agriculture & Soils [PDA-023]	Assessment methodology presented in the ES	TDC does not have any concerns with the general assessment methodology following the submission of the DCO application.	The Applicant has provided the Consultees with the final agriculture and soils assessment methodology set out in Application Document 6.2.3.6 Part 3 Kent Chapter 6 Agriculture & Soils [PDA-023] .	Agreed
3.10.2	Application Document 6.2.3.6 Part 3 Kent Chapter 6 Agriculture and Soils [PDA-023]	BMV land – permanent loss	<p>There are concerns with regards to the scale of loss of BMV land in this sensitive area and it is considered that the cumulative impact of buildings (Converter Station and Substation), areas for parking and access roads, would result in large scale BMV losses. The Applicant accepts there is the permanent loss of BMV land which is a significant adverse residual effect with no further mitigation available.</p> <p>TDC maintains this position. The use of the BMV soils for landscape and ecological areas results in a permanent loss of the BMV Land and removes it from agricultural use.</p>	The outcome of the final agriculture and soils assessment is set out in Application Document 6.2.3.6 Part 3 Kent Chapter 6 Agriculture & Soils [PDA-023] . This states there would be a significant adverse effect in relation to the permanent loss of BMV land. Whilst it is not possible to create new agricultural land, it is also stated that soil stripped from the footprint of permanent infrastructure would be re-used within the Proposed Project, enabling these soils to continue to provide a range of soil functions (likely to be associated with landscape and ecological areas)	Under discussion

				<p>and thus continue to deliver soil ecosystem services.</p> <p>Whilst the extent of land available for agricultural use is important (as set out in the assessment), all other functions of soil, and the services these provide, should also be an important consideration.</p>	
3.10.3	<p>Application Document 6.2.3.6 Part 3 Kent Chapter 6 Agriculture and Soils [PDA-023]</p>	<p>Soils—temporary impacts</p>	<p>The Applicant accepts there are temporary impacts to soil function and disruption to soil ecosystem services during construction which is a significant adverse residual effect with no further mitigation available.</p> <p>TDC acknowledges the comments from the Applicant but maintains the position above. The re-instated soils must be returned to the pre-construction grade/condition or better. The intended use should be agricultural and the DCO should not pre-empt any future use.</p>	<p>The outcome of the final agriculture and soils assessment is set out in Application Document 6.2.3.6 Part 3 Kent Chapter 6 Agriculture & Soils [PDA-023]. This states there would be a significant adverse effect in relation to the soils. Whilst there would be disruption to soil function during construction, there is a commitment to reinstate soils affected temporarily and to re-use surplus soils which would be undertaken in accordance with Application Document 7.5.10.2 Outline Soil Management Plan—Kent [APP-355] to ensure restoration of soils to their pre-construction condition or a condition suitable for their intended use (where surplus soils are being re-used).</p>	<p>Under discussion</p>
3.10.4	<p>Application Document 6.2.3.6 Part 3 Kent Chapter 6</p>	<p>BMV land—temporary impacts</p>	<p>The construction phase of the Project will have the greatest effect on BMV land and robust soil management plans will be</p>	<p>There is a commitment to reinstate soils affected temporarily and to re-use surplus soils which would be undertaken in accordance with</p>	<p>Under discussion</p>

	Agriculture and Soils [PDA-023]		<p>essential to ensure that the quality of the stockpiled soils is maintained or enhanced in order that, once the land is returned to agricultural use, the soil quality is equal to or better than before.</p> <p>The re-instated soils must be returned to the pre-construction grade/condition or better. The intended use should be agricultural and the DCO should not pre-empt any future use.</p>	Application Document 7.5.10.2 Outline Soil Management Plan – Kent [APP-355] to ensure restoration of soils to their pre-construction condition or a condition suitable for their intended use (where surplus soils are being re-used). The Outline Soil Management Plan would be updated prior to construction commencing to allow further design development and the soil/ALC survey information to be taken into account.	
3.10.5	Application Document 6.2.3.6 Part 3 Kent Chapter 6 Agriculture and Soils [PDA-023]	Agricultural holdings	<p>There is an additional concern that the land required for the proposed highway access during the construction period (and in turn a permanent access for the operational period of the project) has the potential to impact on agricultural holdings as a result of land separation.</p> <p>TDC acknowledges the comments from the Applicant.</p>	Application Document 6.2.3.6 Part 3 Kent Chapter 6 Agriculture and Soils [PDA-023] explains that, in agreement with the Planning Inspectorate (PINS), the temporary and permanent removal of land from agricultural production can be scoped out from the assessment. The assessment explains that the impact on individual agricultural businesses, which would take account of land take, fragmentation and disruption, would be mitigated through compensation agreements, which lie outside the scope of the EIA.	Agreed
3.10.6	Application Document 6.2.3.6 Part 3 Kent Chapter 6	Soil Quality – Decommissioning	The Applicant has assumed the permanent reinstatement of BMV land after decommissioning will result in a likely significant beneficial effect assuming it is	Application Document 6.2.3.6 Part 3 Kent Chapter 6 Agriculture and Soils [PDA-023] assesses the potential effects should the Proposed Project be	Under discussion

	Agriculture and Soils [PDA-023]		<p>reinstated at an improved quality. It is noted that elements of the proposed development will be decommissioned, for example the proposed temporary roads and compounds, however there are no plans to decommission the Project as it is expected the 40 year life span can be extended through maintenance and refurbishment. As such there will be a permanent loss of BMV land within the District. It is not clear as to whether soils can be adequately maintained and enhanced in condition prior to reinstatement for such extended periods of time. TDC maintains the above position. The reinstatement of BMV land to the baseline cannot be considered a beneficial effect.</p>	<p>decommissioned; the reinstatement of the 12.21ha of BMV land to pre-construction grades would result in a significant beneficial effect. The chapter makes it clear that this beneficial effect would only arise should the Proposed Project be decommissioned and any soil handling works would be undertaken following good practice in place at the time of the decommissioning.</p>	
3.10.7	Application Document 6.2.3.6 Part 3 Kent Chapter 6 Agriculture and Soils [PDA-023]	ALC Grading – Decommissioning	<p>The ES identifies that following decommissioning the land would be returned to its pre-decommissioning ALC grade which is assumed to mean the ALC grade prior to the development. In addition, Chapter 4 states that the access road is to be left in situ. This is then found to be a moderate to major beneficial effect that is significant. However, this does not represent a beneficial effect as with or without the development the ALC grading</p>	<p>Application Document 6.2.3.6 Part 3 Kent Chapter 6 Agriculture and Soils [PDA-023] assesses the potential effects should the Proposed Project be decommissioned. It is made clear in paragraph 6.11.5 that decommissioning would allow for the reinstatement of the land within the footprint of the decommissioned infrastructure, which would result in a significant beneficial effect on BMV agricultural land. As stated in</p>	Under discussion

			<p>remains the same but the land is unable to be used for agriculture. Therefore, the effect is negligible as it would be no better or potentially worse than the 'do nothing' scenario.</p> <p>TDC maintains the above position. The reinstatement of BMV land to the baseline cannot be considered a beneficial effect. The decommissioning element remains part of the same project and development.</p>	<p>Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project [REP1A-003], there are no plans to decommission the Proposed Project. Therefore, this positive impact for BMV agricultural land is assessed against that baseline and will only be realised in the event that the Proposed Project is decommissioned and the land reinstated.</p>	
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~~3.11~~ Traffic and Transport

~~1.1~~ **Table 3.11 Traffic and Transport**

Ref	Relevant Application Document	Summary of Description of Matter	TDC Current Position	The Applicant Current Position	Status
3.11.1	Application Document 6.2.3.7 ES Part 3 Kent Chapter 7 Traffic and Transport [APP-067]	Traffic and Transport	<p>TDC defers to KGC Highways for matters relating to Traffic and Transport, including to review the impact of the development on the highway network and will review their response accordingly.</p> <p>However, the Council considers that given the number and type of vehicle movements and hours of use, traffic associated with construction is likely to have a</p>	<p>The Applicant has consulted KGC Highways accordingly and an assessment of the potential impact of the Proposed Project on the highway network is set out in Application Document 6.2.3.7 ES Part 3 Chapter 7 Traffic and Transport [APP-067].</p> <p>The Applicant disagrees with this conclusion as the traffic and transport assessment within Application Document 6.2.3.7</p>	N/A—Deferred to KGC

			<p>significant impact on the local highway network. The Council defers to the Local Highway authority on this issue as to whether the Outline Construction Traffic Management and Travel Plan – Kent is sufficient to manage the increased vehicle movements.</p> <p>TDC maintains this position.</p>	<p>Part 3 Kent Chapter 7 Traffic and Transport [APP-067] does not identify any significant effects on the highway network during the peak construction phase with the proposed embedded mitigation and control and management measures in place. This includes the proposed management and mitigation relating to construction traffic as set out within Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent [APP-338] which is secured through Requirement 6 of Schedule 3 of Application Document 3.1 draft Development Consent Order.</p> <p>In addition to the above, as summarised by KCC within their Relevant Representations, as the Local Highway Authority for Kent, KCC has collaborated with the Applicant on Highways and Transportation matters and following positive engagement, all of the issues raised by KCC during the Pre-Examination stage of the DCO have been addressed by the Applicant. Thanet District Council as Local Planning Authority has been both invited to, and attended Transport thematic meetings held with KCC.</p>	
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3.11.2	Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent [APP-353] Application Document 6.2.3.7 ES Part 3 Kent Chapter 7 Traffic and Transport [APP-067]	Public Rights of Way (PRoW)	<p>TDC expects the proposals (construction phase) to adversely impact PRoW users, due to construction traffic, new pylons, PRoW crossings and temporary diversions.</p> <p>TDC acknowledges the conclusions of the assessment but maintains its position.</p>	<p>The assessment of PRoW Diversions and Closures within Application Document 6.2.3.7 ES Part 3 Chapter 7 Traffic and Transport [APP-067] has been reviewed based on the feedback received from KCC. The traffic and transport assessment does not identify any significant effects on PRoW in terms of diversions and closures, with the proposed embedded mitigation and control and management measures in place.</p>	Under Discussion
			<p>TDC acknowledges that an Outline PRoW MP will be provided as part of the DCO submission, which should be prepared in consultation with the KCC PRoW team.</p>	<p>Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent [APP-353], as secured by Requirement 6 of Schedule 3 of Application Document 3.1 (E) draft DCO [CR1-027], has been prepared in consultation with KCC to provide details on PRoW diversions, closures and management during the construction, operation and decommissioning phases, as well as details on the roles and responsibilities of the contractor and the Applicant relating to PRoW.</p>	Agreed
3.11.3	Application Document 7.5.1.2 Outline Construction Traffic	Local Highway Network	<p>TDC expects construction traffic to adversely impact the local highway network, particularly if construction access is taken via Tothill Street or Ebbsfleet Lane North.</p>	<p>The construction vehicle routing has been designed to minimise impacts across the highway network, as set out within Application Document 7.5.1.2</p>	Under discussion

	<p>Management and Travel Plan – Kent [APP-338] Application Document 6.2.3.7 ES Part 3 Kent Chapter 7 Traffic and Transport [APP-067]</p>		<p>TDC raises a concern that Minster should not be used for any construction traffic (even as secondary access).</p> <p>TDC acknowledges the conclusions of the assessment but maintains its position.</p>	<p>Outline Construction Traffic Management and Travel Plan – Kent [APP-338] and secured by Requirement 6 of Schedule 3 of Application Document 3.1 draft DCO [CR1-027]. The traffic and transport assessment within Application Document 6.2.3.7 ES Part 3 Kent Chapter 7 Traffic and Transport [APP-067] does not identify any significant effects on the highway network during the construction phase with the proposed embedded mitigation and control and management measures in place.</p> <p>With respect to Ebbsfleet Lane North, this will be a secondary access used for approximately six months during construction for vegetation clearance works, utility diversion works of the OHL, survey works and limited mobilisation movements associated with the construction of the A256 access.</p> <p>With regard to Minster, local roads including Tothill Street, High Street and Marsh Farm Road will only be used to undertake temporary diversion works to the OHL, including constructing a temporary structure, realigning conductors and building scaffold protection towers. Such activities are considered to be equivalent to</p>	
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				<p>maintenance of OHL that are already in place.</p>	
			<p>Significant concern remains with any construction access via Minster and Marsh Farm Road and Ebbsfleet Lane North, even as a secondary means of access, as these roads are not suitable for construction access. There is an opportunity to route construction vehicles through the order limits from the A256. All HGV vehicles and other construction vehicles should be routed within the order limits via the main access (K-BM02) from the A256.</p> <p>TDC maintains its position.</p>	<p>The proposed site access (K-BM02) on the A256 will be used as the main access during both construction (for mobilisation/trenchless work and the haul road to the west of the A256) and operation (permanent access/field access). The access will be used throughout the construction programme to accommodate circa 91% of all construction vehicle trips. Therefore, the A256 access will be used to accommodate the vast majority of construction vehicles. Alternative access points will only be used where necessary to access other parts of the Order Limits, or to carry out other works that subsequently allow the A256 access to be used.</p> <p>The only construction vehicles to pass through Minster and use Marsh Farm Road will be associated with access K-BM04, to undertake temporary diversion works to the Over-Head Lines (OHL), including constructing a temporary structure, realigning conductors and building scaffold protection towers. Vegetation clearance and survey works will also be undertaken at this access.</p>	Under discussion

Construction traffic is only forecast to use Marsh Farm Road for a period of six weeks, with a maximum of 29 daily vehicles including seven HGVs. This represents 0.4% of total construction vehicle trips associated with the Kent Onshore Scheme. As shown on **Application Document 6.3.3.7.G ES Appendix 3.7.G Traffic Flow Diagrams [APP-181]**, no construction vehicles are expected to travel through Minster or along Marsh Farm Road during the peak construction phase. As shown on the HGV Routing Plan within **Application Document 6.4.3.7-ES Figures Kent Traffic and Transport [APP-266]**, the route through Minster and along Marsh Farm Road does not form a primary construction traffic route. Therefore, it is not forecast that these limited vehicle trips (both in quantity and in duration) will result in any impacts through Minster or on Marsh Farm Road.

Ebbsfleet Lane North will only be used as a secondary access (K-BM06) for approximately six months during construction to carry out vegetation clearance works, utility diversion works for the overhead lines, survey works, and limited mobilisation

				<p>movements associated with the construction of the A256 access. As shown in Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport [APP-067], a maximum of 28 daily vehicles including four HGVs are expected to use access K-BM06 on Ebbsfleet Lane North. This access is also only expected to accommodate 2% of total construction vehicle trips associated with the Kent Onshore Scheme. Therefore, it is not forecast that these limited vehicle trips (both in quantity and in duration) will result in any impacts on Ebbsfleet Lane North.</p> <p>In view of the above, the identified parts of the local highway network will only be used to access localised works and to enable the wider works to subsequently be accessed via the main site access (K-BM02) on the A256 Richborough Road. Otherwise, the main site access (K-BM02) on the A256 will be used and is expected to accommodate the vast majority of construction vehicles across the construction programme.</p>	
			<p>TDC states that there should be no ability for vehicles to access Ebbsfleet Lane North from K-BM02 (A256 access).</p>	<p>The new access point from the A256 shall have fencing and gates to prevent unauthorised access. There will be no connection to</p>	Agreed

			<p>The proposed action/mitigation to prevent traffic accessing/exiting Ebbsfleet Lane North from/to the A256 during construction and operation needs to be explicitly secured. This should be a measure recorded in Document 7.5.3.1 Register of Environmental Actions and Commitments (REAC).</p>	<p>Ebbsfleet Lane North from the proposed access road other than the cycle/ pedestrian crossing point. It is considered that the proposed design shall provide greater security than the existing arrangement in this area.</p> <p>A suitable measure TT10 has been added to Application Document 9.84 Register of Environmental Actions and Commitments (REAC) submitted at Deadline 3: <i>“No public vehicles will be able to access/exit Ebbsfleet Lane North from the new A256 junction (K-BM02), during construction or operation, with fencing and gates used to prevent unauthorised access”.</i></p>	
			<p>TDC requests that the potential implications of the new construction compound on Sandwich Road is assessed.</p>	<p>Noted, this has been assessed within Application Document 6.2.3.7 ES Part 3 Kent Chapter 7 Traffic and Transport [APP-067].</p>	Agreed
3.11.4	Application Document 2. 14.2 Design and Layout Drawing – Kent [APP-039]	Access	<p>TDC considers K-BM02 (A256 access) to be inadequate due to the national speed limit and limited filter lanes for slow traffic to join.</p> <p>Can the Applicant provide the RSA and Designer's Response or indicate where this can be found in the application.</p> <p>The Road Safety Audits form part of the Transport Assessment and the</p>	<p>The junction has been designed to be fully compliant with Design Manual for Roads and Bridges (DMRB) and a Designer's Response to the Road Safety Audit (RSA) Stage 1 has been produced outlining the changes made in response to the RSA's comments.</p>	Under discussion

			<p>overall application. These must be made publicly available.</p> <p>TDC acknowledges that a Stage 1 RSA has been carried out and advice has been taken from KCC Highways to determine the approach to access. The proposed layout of the access from the A256 should be updated once the RSA has been undertaken.</p>	<p>The Applicant can share the RSA and Designers Response with the consultee.</p> <p>The Stage 1 RSA has been shared with the Consultee and KCC Highways. The proposed design/layout of the A256 access has been revised to consider any recommendations where necessary.</p>	<p>Agreed</p>
			<p>The Consultee welcomes the removal of the Jutes Lane construction access (except for during utility connection works).</p>	<p>This has been noted by the Applicant.</p>	<p>Agreed</p>
3.11.5		<p>Consultation</p>	<p>TDC requests to be kept informed as surveys are completed, outstanding data becomes available, final options/access routes are selected and mitigation/environmental commitments are identified, to resolve concerns (highway network impacts) prior to DCO submission. TDC requests an invitation to attend the meetings where ongoing discussions with KCC Highways and PRow Officers will take place.</p>	<p>The Consultee was invited to transport thematic meetings, which covered the Consultee's comments in the column to the right and the Consultee has agreed to the approach to thematic meetings and information sharing once it was available. The meetings attended by the Consultee included those held on 16 April 2024, 2 May 2024 and 23 July 2024 with KCC Highways and PRow Officers. The Consultee's officers attended two of these meetings (apologies were sent for the meeting on 2nd May 2024).</p>	<p>Agreed</p>

3.11.6	<p>Application Document 2.12: Trees and Important Hedgerows to be Removed or Managed Plans [CR1-023]</p> <p>Application Document 6.4.3.7.2 HGV Routing Plan Kent Onshore Scheme [APP-266]</p> <p>Application Document 6.4.3.7.3 Abnormal Load Routing Plan – Kent [APP-266]</p>	Access K-BM01	<p>The order limits include part of a TPO (TH/TPO/10 (1984)) at the junction (K-RJ6) between Sandwich Road and Ebbsfleet Lane which forms part of the access route to K-BM01. Reference is made to abnormal loads and swept path analysis but details of this is not clear in the ES and application documents which keep cross referencing each other with no details provided.</p> <p>Currently it is unclear if the abnormal loads can access the site via the routes shown, whether the TPO will be affected at junction K-RJ16 and if the TPO needs including within the order limits.</p> <p>Can the Applicant provide the Swept Path Analysis?</p>	<p>These trees have been committed to being retained within Application Document 2.12 Trees and Important Hedgerows to be Removed or Managed Plans [CR1-023]. Swept path analysis has been undertaken and no junction widening is required. Kent County Council highways have asked for any trees overhanging the carriageway to be retained in the DCO application so that the Applicant can undertake any potential works to manage overhanging trees required to keep the road box clear for the movement of the Applicant's vehicles.</p> <p>Swept path details will be provided to TDC for the junction in question.</p>	Under discussion
3.11.7	<p>Application Document 9.84 Register of Environmental Actions and Commitments (REAC) submitted at Deadline 3</p>	TT09	<p>The securing mechanism for mitigating the impact on the highway network refers to DCO Schedule 3, Requirement 6 Public Rights of Way (PRoW) Management Plan – Kent which is incorrect. Please can this be amended to refer to the correct securing mechanism.</p> <p>TDC notes that the wording has been amended.</p>	<p>Noted, this should reference DCO Schedule 3, Requirement 6 Construction Traffic Management and Travel Plan – Kent.</p> <p>The wording of TT09 has now been amended (see Application Document 9.84 Register of Environmental Actions and Commitments (REAC) submitted at Deadline 3)</p>	Under Discussion
3.11.8		Construction Traffic	Thanet is a seaside/coastal area which relies heavily on tourism and	Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-	Under discussion

			<p>recreation with the summer months providing much of the trade for these businesses in addition to weekend and Bank Holiday trade. The applicant proposes construction hours every day of the week with a limit of 30 HGVs on Sundays and Bank Holidays. Whilst the Traffic and Transport Chapter of the Environmental Statement states that it is not anticipated that the Proposed Project would have any traffic and transport impacts on Sundays/Bank Holidays (with the restrictions identified in the Outline CTMTP – Kent). There has been no assessment of the impact of construction during Sundays and Bank Holidays.</p> <p>The ES must consider the impacts on the road network beyond the standard peak hours due to the Thanet economy being heavily reliant on tourism in which significant traffic will occur on Sundays and Bank Holidays.</p> <p>Requirement 7 should be amended as follows:</p> <p>7(1) Prohibit construction on Sunday and Bank Holidays</p> <p>7(4) Justification should be provided to ensure where works are required to be undertaken outside the core</p>	<p>Economics Recreation and Tourism [REP1A-007] has considered construction activities taking place on Sundays and Bank Holidays, informed by the findings of Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport [APP-067].</p> <p>The Applicant has proposed core construction working hours of 07:00 to 19:00hrs Monday to Friday, and 07:00 to 17:00hrs on Saturdays, Sundays, and Bank Holidays. While this includes weekends and holidays, the application clarifies that construction activity is not expected to occur on every Sunday or Bank Holiday. Importantly, restrictions are in place to limit the type and scale of activity during these periods, including a cap of 30 HGV movements per day on Sundays and Bank Holidays and limitations on percussive piling. These restrictions are further detailed in Application Document 9.84 Register of Environmental Actions and Commitments (REAC) submitted at Deadline 3. This low level of vehicle activity is not expected to be perceptible and is unlikely to deter or disrupt local business activity. As a result, the assessment concludes that there</p>	
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			<p>construction hours works as the list of exempt works is extensive.</p> <p>7(5) the construction hours should accommodate start up and close down activity which form part of the overall construction works.</p> <p>TDC acknowledges the Applicant's comments but maintains its position. The Applicant appears to be making a case that the more traffic and congestion already present—on the network/baseline then the less impact the proposed development would have. However, this would mean that a smaller increase could have a greater and significant effect particularly if the network is near or over capacity.</p>	<p>would be no significant socio-economic effects arising from construction activities specifically taking place on Sundays and Bank Holidays.</p> <p>The Applicant has justified the inclusion of extended working hours as necessary to maintain programme flexibility and meet the Government's Clean Energy Action Plan targets. The inclusion of limiting HGV movements on Sundays and Bank Holidays is not intended to contradict the general restriction but rather to allow for essential, low-impact activities that support the overall delivery schedule. The Traffic and Transport assessments, including those in Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport [APP-067], have considered these extended hours and associated vehicle movements. The assessments conclude that, with the proposed mitigation, no significant adverse effects are anticipated. Nonetheless, the Applicant has committed to ongoing dialogue with the Local Highway Authority to ensure that any concerns are addressed through detailed construction planning and coordination.</p>	
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~~In terms of the assessment itself, this includes worst-case assumptions for construction traffic volumes, which provides a robust basis for impact evaluation by considering the busiest day of the construction programme. Therefore, whilst seasonal and weekly fluctuations in baseline traffic levels are acknowledged, the methodology adopted for the assessment work is considered to be robust by adopting peak construction traffic levels, rather than average or seasonal construction traffic levels which would be lower. Furthermore, had higher baseline traffic flows been adopted to consider seasonal fluctuations during the summer (including Sundays and Bank Holidays for example), then the percentage increases as a result of forecast construction traffic associated with the Proposed Project would have been lower than what was reported and assessed for the majority of the assessment criteria in **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport [APP-067]**, resulting in fewer potential impacts being identified. In terms of road congestion and junction performance, the assessment of Driver Delay was~~

				<p>informed by queue length surveys, and the proposed working hours are designed to minimise additional construction worker vehicle trips on the surrounding highway network during the network peak hours. In addition, the majority of seasonal traffic is likely to be less peaked, but instead expected to be spread across the day and to be less impactful during the typical network and shoulder peak hours.</p>	
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3.12—Air Quality

1.1—Table 3.12 Air Quality

Ref	Relevant Application Document	Summary of Description of Matter	TDC Current Position	The Applicant Current Position	Status
3.12.1	Application Document 7.5.6.2 Outline Air Quality Management Plan – Kent [APP-347]	Air Quality Monitoring	<p>There are two possible construction traffic routes currently under consideration; if the one nearest the school and dwelling on Jutes Lane is selected, the TDC Environmental Health (EH) team would request that real time air quality sensors are installed to ensure action is taken to avoid episodes of significant dust and included within the dust management plan and CEMP.</p> <p>TDC notes that the option to use Jutes Lane for construction traffic (other than utility connections) has been removed and this is welcomed.</p>	An outline Air Quality Management Plan (Application Document 7.5.6.2 Outline Air Quality Management Plan – Kent [APP-347]) has been prepared and secured by Requirement 6 of Schedule 3 of Application Document 3.1 (E) draft DCO [CR1-027] , detailing the proposed monitoring during the construction phase. This sets out where air quality sensors will be placed and installed, including in places where receptors are present.	Agreed
3.12.2	Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality [APP-068]	Air Quality Monitoring	TDC confirms that no concerns are raised regarding the air quality monitoring and the locations.	Specific monitoring locations have been agreed with the Consultee as the Proposed Project has progressed.	Agreed
3.12.3	Application Document 6.2.3.8	Ecology	TDC notes that the air quality chapter and noise chapters relate only to	Ecological receptors have been considered in the assessment and	Agreed

	Part 3 Kent Chapter 8 Air Quality [APP-068]		impact on human health and not the natural environment, this should be dealt with in the Ecology section of the ES.	have been added to the ES in Kent Chapter 8 (Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality [APP-068]).	
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3.13 ~~Noise and Vibration~~

~~1.1 Table 3.13 Noise and Vibration~~

Ref	Relevant Application Document	Summary of Description of Matter	TDC Current Position	The Applicant Current Position	Status
3.13.1	Application Document 6.2.3.9 (B) Part 3 Kent Chapter 9 Noise & Vibration [AS-111]	Construction noise and vibration	TDC agreed the approach to construction noise and vibration on 27 April 2023 meeting and then further in the follow up meeting on 12 January 2024	The construction noise and vibration assessment methodology is in accordance with BS 5228:2009+A1:2014. Assessment criteria are agreed based on the lower threshold for the 'ABC' method, which is the method used to decide if construction noise could cause significant effect, with 'A' being the lowest threshold and is used as the worst case scenario. The Consultee has agreed to this approach and how noise and vibration has been assessed within the DCO application (Application Document 6.2.3.9 (B) Part 3 Kent Chapter 9 Noise & Vibration [AS-111]). The Applicant confirms that special consideration has been given to the potential sensitivity to noise of the Great Oaks Small School.	Agreed
3.13.2	Application Document 6.2.3.9 (B) Part 3 Kent Chapter 9 Noise & Vibration [AS-111]	Noise survey data	TDC agreed to the approach to the noise survey data in a meeting on 27 April 2023 and then agreed to the approach to background noise levels in July 2023.	The Applicant have set out that the baseline noise survey methodology and resultant typical background noise levels for use in the operational noise assessment, which has been agreed by the Consultee. This has been set out in Application Document 6.2.3.9 (B) Part 3 Kent Chapter 9 Noise & Vibration [AS-111]	Agreed

3.13.3	Application Document 6.3.3.9.D ES Appendix 3.9.D Kent Operational Noise Assessment [AS-123]	Operational noise	TDC agreed to the approach to operational noise in a meeting on 27 April 2023 and further in a follow up meeting on 12 January 2024	The Applicant confirm that the Consultee agrees to the assessment methodology and criteria for operational noise assessment, with the assessment set out within Application Document 6.3.3.9.D ES Appendix 3.9.D Kent Operational Noise Assessment [AS-123] .	Agreed
3.13.4	Application Document 6.2.3.9 (B) Part 3 Kent Chapter 9 Noise & Vibration [AS-111]	Construction traffic noise	TDC agreed to the approach to the construction noise traffic in a meeting on 27 April 2023 and the further agreement in a follow up meeting on 12 January 2024	The Applicant confirm that the Consultee has agreed to the assessment methodology for construction noise assessment based on guidance from the DMRB LA 111 Noise and Vibration and Calculation of Road Traffic Noise (CRTN). This has been set out in Application Document 6.2.3.9 (B) Part 3 Kent Chapter 9 Noise & Vibration [AS-111]	Agreed

~~3.141.1 Socioeconomics, Recreation and Tourism~~

Table 3.14 Socio-economic, Recreation and Tourism

Ref	Relevant Application Document	Summary of Description of Matter	TDC Current Position	The Applicant Current Position	Status
3.14.4	Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent [APP-353]	Public Rights of Way	The Consultee commented in the consultation in August 2024 that this is a matter for KCC. However, TDC has concerns that the construction period of the Project which would result in disruption, noise and visual impacts to the PRow network and coastal paths is likely to impact on tourism and the enjoyment of this area for recreation. There is also a concern that due to the length of the construction period opportunities for exercise and use of these routes for leisure would be affected leading to avoidance which has the potential to negatively impact use of these routes in the longer term. Specifically, TDC considers that the proposed working hours to include Sundays and Bank Holidays has the potential to impact on the enjoyment of the PRow, recreation routes and spaces in the vicinity of the application site. This is due to Sundays and Bank Holidays being the most likely times when local residents and visitors to the District would enjoy recreation in this area. Therefore, this would have a significant effect on receptors and as such construction work on Sundays and Bank Holidays is not considered acceptable by the Council. TDC welcomes the additional commitment, but concerns remain regarding this commitment and the	—The Applicant notes the local concerns set out by the Council regarding the impact of the construction period on the local PRow network and recreational routes and the concerns regarding the impact of extending working hours to Sundays and Bank Holidays. Section 10.9 of Application Document 6.2.3.10 (B) Part 3 Kent Chapter 10 Socio-economics, Recreation and Tourism [REP1A-007] assesses the potential effects of the Proposed Project on disruption to the use of PRow and recreational routes. Appropriate route diversions, closures and management measures are proposed as	Under Discussion

			<p>need to avoid construction works on Sunday as set out in TDC's response at 3.3.3.</p> <p>TDC remains concerned that cumulative impact of the construction activities over a prolonged period of time will deter visitors whether the impacts are perceived or actual. Therefore, this would have a negative effect on the tourism economy which is a key part of the Thanet economy particularly as the site lies on the key route into and out of Thanet for tourists.</p>	<p>embedded mitigation and outlined in Section 10.8.</p> <p>Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent [APP-353] has been prepared in consultation with KGC to provide details on PRoW diversions, closures and management during the construction, operation and decommissioning phases, as well as details on the roles and responsibilities of the contractor and the Applicant relating to PRoW. The diversions provided have been assessed as equivalent and comparable alternatives in terms of length, nature and connectivity.</p> <p>Overall, it is concluded that no significant socio-economic, recreation and tourism effects are anticipated even with the inclusion of working hours on Sundays and Bank Holidays.</p>	
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				<p>Nevertheless, The Applicant has considered programme implications and risk for the Proposed Project, and has concluded that it can accommodate the exclusion of bank holidays from the core working hours at the converter and substation site in Kent (except by agreement with the local planning authorities), without prejudicing its ability to accelerate the project in accordance with the NESO Clean Power 2030 objectives. Furthermore, and recognising the desirability of this outcome to stakeholders and communities, the Applicant is also able to agree that for the bank holiday Mondays that form part of a 'bank holiday weekend' (meaning Easter Monday, the early May bank holiday, the Spring bank holiday, and the summer bank holiday) the associated (preceding) Saturday and</p>	
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~~Sunday are also not worked. This is facilitated by the likely implications of the exclusion of the bank holiday Mondays on contractor shift patterns, and also reflects the fact that the Applicant does not anticipate working every weekend in all areas of the project at all times in any case. On this basis, the Applicant is comfortable reducing its flexibility in the manner proposed at the converter station sites, although further limitations would introduce unacceptable risks to the ability to programme and deliver the works in a sufficiently timely manner. This reduction in flexibility is proposed specifically at the converter and substation site in Kent, because it is acknowledged that these are large static construction sites where work will be being undertaken for 4-5 years (as opposed to smaller single site works such as~~

				<p>individual substations, or works with shorter construction periods). Notwithstanding this, the reducing in flexibility on bank holidays and the bank holiday weekends set out above is not for the purpose of mitigating effects (the ES identifies no impacts that would require this mitigation) but is proposed following a project specific review in the context of ongoing discussions with stakeholders. The possibility of working on bank holidays is retained for those works which are likely to be more transient, for example the cable sections, where construction activity will be undertaken at each location for shorter periods of time in any case. The possibility of working on bank holidays is also retained for any railway works, where possessions may be dictated by third parties and where bank holiday work may be a necessity. Wording reflecting the</p>	
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				above has been added to Requirement 7 (see Appendix C 'Revised dDCO Requirements')	
3.14.2	Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent [APP-353]	Study Area	TDC does not have any concerns with the general study area following the submission of the DCO application but will defer to Kent County Council and other statutory bodies with regard to PROW matters where necessary and will review their response accordingly.	Noted. The study area has been set out within the ES chapter (Application Document 6.2.3.10 (B) Part 3 Kent Chapter 10 Socio-Economics, Recreation, and Tourism [REP1A-007]) and the outline PROW Management Plan (Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent [APP-353]).	N/A – Deferred to KCC

<p>3.14.3</p>	<p>Application Document 6.2.3.10 (B) Part 3 Kent Chapter 10 Socio-Economics Recreation and Tourism [REP1A-007]</p>	<p>Community Benefit</p>	<p>The application does not appear to identify any provision of community funds to be made available by the Applicant through the NSIP process (including requirements in the DCO securing the process outlined in “Community funds for transmission infrastructure” (Department for Energy Security & Net Zero, April 2025).</p> <p>It is the Council’s view that there is an opportunity for the project to provide educational benefits were it to be approved. We would welcome a program involving local schools and colleges during survey works and the construction phase (as appropriate) similar to those that have been employed for other energy projects in the District. In terms of tourism, information boards (sensitively designed and located) providing detail on the project would be welcomed.</p> <p>TDC is concerned by the lack of commitment to delivering any educational benefits to the local community it is affecting.</p> <p>We note that the Department for Energy Security and Net Zero published guidance in relation to community funds for transmission infrastructure in April 2025 (https://www.gov.uk/government/publications/electricity-transmission-network-infrastructure-community-funds/community-funds-for-transmission-infrastructure-accessible-webpage). We are keen to understand how the Applicant intends to comply with the guidance and how this will be secured either through the DCO or by way of a legal agreement. We look forward to working with the Applicant to highlight local needs and priorities within the Thanet District.</p>	<p>The Applicant is considering the points raised by Thanet District Council and will provide a response at a later deadline.</p>	<p>Under discussion</p>
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			TDC is concerned by the lack of commitment to a community benefit fund and/or securing mechanism for this.		
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<p>3.14.5</p>	<p>6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics Recreation and Tourism</p>	<p>Construction Impacts on tourism</p>	<p>TDC has significant concerns with regards to the negative impact construction and associated traffic will have on both residents and visitors which will in turn discourage people from visiting the District. Thanet also hosts a number of events throughout the year with many taking place over the summer months.</p> <p>TDC acknowledges the Applicants additional comments. The comparison with Sizewell C does not reflect the position of the Sea Link Project which is located on the Primary Road Network and one of the main routes into and out of Thanet and its main tourist destinations. This has the potential to deter visitors and create a negative perception of Thanet as a tourist destination particularly combined with additional construction traffic which may be actual or perceived.</p> <p>TDC welcomes the commitment to monitor the potential impact on tourism should consent be granted. Can the applicant confirm how this monitoring commitment will be secured.</p> <p>The engagement with local tourism businesses is welcomed albeit very late in the examination process to assess the impact. TDC recommends engaging with the local tourism boards as well.</p>	<p>The Applicant recognises this concern for local tourism. To address this concern, the Applicant has undertaken a comprehensive and robust EIA, through which no residual significant effects have been identified from a socio-economics, recreation and tourism perspective following the application of appropriate mitigation. Section 10.9 of Application Document 6.2.3.10 (B) Part 3 Kent Chapter 10 Socio-economics, Recreation and Tourism [REP1A-007] assesses potential effects of the Proposed Project on private and community assets, recreation and tourism. The assessment concludes that there are no recreational assets or visitor attractions within the Study Area which would be affected by the land take required for the Kent Onshore Scheme or to which access would be required. Additionally,</p>	<p>Under discussion</p>
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~~Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport [APP-067] concludes there are no roads assessed that would experience significant severance effects during construction. Section 7 of Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent [APP-338] includes construction traffic management measures that will be implemented in support of the Proposed Project, to avoid any adverse impacts on the surrounding networks during the construction phase. Therefore, there are no significant severance effects identified between residents, visitors and local assets, even on Bank Holidays and Weekends.~~

~~The Applicant recognises that there is potential for noise, air quality, visual and traffic effects arising~~

				<p>from construction of the Kent Onshore Scheme to impact on the amenity of residents, businesses, development sites, and users of open spaces and community facilities within 500 m of the Order Limits. This is assessed in Application Document 6.2.3.11(B) Part 3 Kent Chapter 11 Health and Wellbeing [AS-003]. In light of the topic-specific conclusions identified and mitigation in place, no significant adverse effects on human health and wellbeing are identified. This includes no significant effects arising from construction in relation to community severance, air quality, landscape & visual or noise that would materially affect amenity and health and wellbeing outcomes.</p> <p>Additionally, the Applicant notes concerns about the potential impact of the Proposed</p>	
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				<p>Project on visitor perceptions of the local area. The Applicant has undertaken a review of other Nationally Significant Infrastructure Projects (NSIPs) and their potential effects on tourism and visitor activity since the DCO submission. Sizewell C, Bramford to Twinstead, and East Anglia ONE North, each adopted methodologies comparable to those used for the Proposed Project, and all concluded that the developments would not result in significant effects on tourism or visitor numbers. Sizewell C's visitor perception survey indicated that 39% of respondents may be discouraged from visiting the local area during the construction phase. However, a review of published monitoring reports of actual impacts observed from Sizewell B and Hinkley Point C found that initial concerns</p>	
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~~observed in surveys have not translated into measurable reductions in visitor numbers or tourism-related employment. On the contrary, the local tourism sector remained confident and continued to grow during the construction period. Whilst these projects are based in East Anglia, on the basis of these there is limited robust evidence to suggest that negative visitor perception identified / observed in surveys prior to construction will result in material adverse effects on tourism. Therefore, the evidence suggests that there will be no significant adverse effects on visitors or tourism as a result of the Kent Onshore Scheme, as concluded within **Application Document 6.2.3.10 (B) Part 3 Kent Chapter 10 Socio-economics, Recreation and Tourism [REP1A-007].**~~

				The Applicant is reviewing potential opportunities to liaise with tourism related businesses in Kent to seek their views on how tourism impacts can be minimised.	
3.14.6	Application Document 6.2.3.10 (B) Part 3 Kent Chapter 10 Socio-Economics Recreation and Tourism [REP1A-007]	PRoW, coastal paths and recreation	<p>TDC has concerns that the construction period of the Project which would result in disruption, noise and visual impacts to the PRoW network and coastal paths is likely to impact on tourism and the enjoyment of this area for recreation. There is also a concern that due to the length of the construction period opportunities for exercise and use of these routes for leisure would be affected leading to avoidance which has the potential to negatively impact use of these routes in the longer term. There is no assessment of the cumulative effect of the disruption to the PRoW network with multiple routes being affected.</p> <p>TDC acknowledges the Applicants explanation but remains concerned that the proposed construction period will deter and discourage use of the PRoW. However, it may not be considered a significant effect with the EIA.</p> <p>The ES does not consider the impact of the disruption to multiple PRoWs and other routes which serves to discourage the use of the area for recreation and tourism in the long term and affects the sense of place. In addition, consideration should be given to the introduction of significant energy infrastructure to the local area which will generate a negative perception of</p>	<p>The Applicant notes the local concerns set out by the Council regarding the impact of the Kent Onshore Scheme on PRoW and recreational routes. Section 10.9 of Application Document 6.2.3.10 (B) Part 3 Kent Chapter 10 Socio-economics, Recreation and Tourism [REP1A-007]—assesses the potential effects of the Proposed Project on disruption to the use of PRoW and recreational routes. Appropriate route diversions, closures and management measures are proposed as embedded mitigation and outlined in Section 10.8. The criteria for determining the sensitivity of users of PRoW and recreational</p>	Under discussion

			<p>the local area as being suitable for recreation and tourism.</p>	<p>trails and the magnitude of impact of disruption is outlined in Section 10.4. For example, recreational routes' sensitivity criteria considered several factors, including: the quality of user experience; quality of the route; purpose of usage; and potential for substitution.</p> <p>Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent [APP-353] has been prepared in consultation with KCC to provide details on PRow diversions, closures and management during the construction, operation and decommissioning phases, as well as details on the roles and responsibilities of the contractor and the Applicant relating to PRow. The diversions provided have been assessed as equivalent and comparable alternatives in terms of</p>	
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				<p>length, nature and connectivity.</p> <p>Overall, it is concluded that no significant socio-economic, recreation and tourism effects are anticipated.</p> <p>Amenity impacts on PRoW are assessed in Application Document 6.2.3.11 (B) Part 3 Kent Chapter 11 Health and Wellbeing [AS-003]. For PRoW, amenity impacts are assessed under the determinant 'Social Cohesion and Community Identity'. As defined in Application Document 6.2.3.11 (B) Part 3 Kent Chapter 11 Health and Wellbeing [AS-003], this considers the "<i>potential adverse impacts on health and wellbeing resulting from disruption to community connectivity and potential changes to landscape and visual amenity, which could impact mental health</i>". This assessment draws on evidence across multiple</p>	
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~~environmental disciplines to provide a comprehensive assessment, including the landscape and visual, socio-economics, and traffic and transport effects. Drawing on this evidence, and applying professional judgement, the assessment concludes that there would be no significant effects on social cohesion and community identity, including amenity impacts on PRow and other recreational receptors. An assessment of the impact on the PRow network as a whole is considered unnecessary. The proposals only require short temporary diversions of four PRow and one cycle lane in Kent. Where accesses cross PRow priority will be given to PRow users and disruption is therefore likely to be very limited. Although there will be some significant visual effects these will be very localised and it is~~

				considered highly unlikely that there could be a resulting cumulative effect on the entire PRow network in the Thanet district.	
3.14.7	6.2.3.10 (B) Part 3 Kent Chapter 10 Socio-Economics Recreation and Tourism	PRow, coastal paths and recreation—sense of place	<p>—TDC acknowledges the Applicant's additional comments. The comparison with Sizewell C does not reflect the position of the Sea Link Project which is located on the Primary Road Network and one of the main routes into and out of Thanet and its main tourist destinations. This has the potential to deter visitors and create a negative perception of Thanet as a tourist destination particularly combined with additional construction traffic which may be actual or perceived. TDC are concerned that this additional and substantial infrastructure will significantly change the perception of the area from one that is tranquil and remote to an area that is industrial and thus less attractive for visitors and users of the PRow.</p>	<p>Application Document 6.2.3.10 (B) Part 3 Kent Chapter 10 Socio-economics, Recreation and Tourism [REP1A-007] assesses the impact of the Kent Onshore Scheme on PRow and recreational routes. Overall, it is concluded that no significant socio-economic, recreation and tourism effects are anticipated.</p> <p>Paragraph 10.9.74 of Application Document 6.2.3.10 (B) Part 3 Kent Chapter 10 Socio-economics, Recreation and Tourism [REP1A-007] notes that there is potential for noise, air quality, visual and traffic effects arising from construction of the Kent Onshore Scheme to impact on the amenity of</p>	Under discussion

				<p>private, community, recreational and tourism assets within 500 m of the Order Limits. Amenity impacts on these receptors are assessed in Application Document 6.2.3.11 (B) Part 3 Kent Chapter 11 Health and Wellbeing [AS-003]. For PReW, amenity impacts are assessed under the determinant 'Social Cohesion and Community Identity'. As defined in in Application Document 6.2.3.11 (B) Part 3 Kent Chapter 11 Health and Wellbeing [AS-003], this considers the "<i>potential adverse impacts on health and wellbeing resulting from disruption to community connectivity and potential changes to landscape and visual amenity, which could impact mental health</i>". This assessment draws on evidence across multiple environmental disciplines to provide a comprehensive</p>	
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				<p>assessment, including the landscape and visual, socio-economics, and traffic and transport effects. Drawing on this evidence, and applying professional judgement, the assessment concludes that there would be no significant effects on social cohesion and community identity, including amenity impacts on PRow and other recreational receptors.</p> <p>Additionally, the Applicant notes concerns about the potential impact of the Proposed Project on visitor perceptions of the local area. The Applicant has undertaken a review of other Nationally Significant Infrastructure Projects (NSIPs) and their potential effects on tourism and visitor activity since the DCO submission. Sizewell C, Bramford to Twinstead, and East Anglia ONE North, each adopted</p>	
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methodologies comparable to those used for the Proposed Project, and all concluded that the developments would not result in significant effects on tourism or visitor numbers. Sizewell C's visitor perception survey indicated that 39% of respondents may be discouraged from visiting the local area during the construction phase. However, a review of published monitoring reports of actual impacts observed from Sizewell B and Hinkley Point C found that initial concerns observed in surveys have not translated into measurable reductions in visitor numbers or tourism-related employment. On the contrary, the local tourism sector remained confident and continued to grow during the construction period. Whilst these projects are based in East Anglia, on this basis there is limited

				<p>robust evidence to suggest that negative visitor perception identified / observed in surveys prior to construction will result in material adverse effects on tourism. Therefore, the evidence suggests that there will be no significant adverse effects on visitors or tourism as a result of the Kent Onshore Scheme, as concluded within Application Document 6.2.3.10 (B) Part 3 Kent Chapter 10 Socio-economics, Recreation and Tourism [REP1A-007].</p> <p>The Applicant is reviewing potential opportunities to liaise with tourism related businesses in Kent to seek their views on how tourism impacts can be minimised.</p>	
3.14.8	Application Document 6.2.3.10 (B) Part 3 Kent Chapter 10 Socio-	Construction impacts on recreation	TDC considers that the proposed working hours to include Sundays and Bank Holidays has the potential to impact on the enjoyment of the PRoW, recreation routes and spaces in the vicinity of the application site. This is due to Sundays and Bank Holidays being the most likely times when local residents and visitors to	Noted. This is addressed in the current positions in the comments raised in response to Reference 3.14.1 in this table.	Under discussion

	Economics Recreation and Tourism [REP1A-007]		the District would enjoy recreation in this area. Therefore, this would have a significant effect on receptors and as such construction work on Sundays and Bank Holidays is not considered acceptable by the Council. TDC maintains its position.		
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3.15—Health and Wellbeing

Table 3.15 ~~Health and Wellbeing~~

Ref	Relevant Application Document	Summary of Description of Matter	TDC Current Position	The Applicant Current Position	Status
3.15.1		Health and wellbeing assessment	TDC does not have any specific comments on the health and wellbeing assessment and defers this to Kent County Council. TDC will review their response accordingly.	The Applicant have presented the health and wellbeing assessment and methodology to the Consultee during statutory consultation. The Consultee has confirmed that they do not have any specific comments and defer all matters relating to health and wellbeing to KCC. As such, The Applicant has engaged with discussion and correspondence on health and wellbeing matters with KCC instead of the Consultee.	N/A—deferred to KCC
3.15.2	Application Document 6.2.3.11 Part 3 Kent Chapter 11 Health & Wellbeing [AS-003]	Study Area	TDC has raised no concerns regarding the study area during statutory consultation or thematic meetings to date and agrees to the study area as set out in Application Document 6.2.3.11 Part 3 Kent Chapter 11 Health & Wellbeing [AS-003] .	The Study Area, which comprises three wards within the Consultee’s boundary. These include Cliffsend and Pegwell and Thanet Villages. This study area was set out within the PEIR and is the same for the ES. This was also shown at the meeting in October 2023.	Agreed

3.16—Cumulative Effects

~~1.1—Table 3.16 Cumulative Effects~~

Ref	Relevant Application Document	Summary of Description of Matter	TDC Current Position	The Applicant Current Position	Status
3.16.1	Application Document 6.3.1.5.A ES Appendix 1.5.A Cumulative Effects Assessment Methodologies [APP-091]	Cumulative Schemes – methodology	<p>A meeting was held with the Consultee on 12 November 2024, where the cumulative assessment methodology was presented. The Consultee agreed to the methodology presented in the meeting. However, as this has not been finalised, the Consultee will review the methodology following submission of the DCO application.</p> <p>The Cumulative Effects Assessment Methodologies does not clearly set out what the ZOI is or if a ZOI has been applied to each project or if there is a specific distance from the site to be considered a cumulative site or if there is a specific threshold to be of a scale that would have cumulative effects.</p> <p>TDC acknowledges the Applicant's comments.</p>	<p>The Applicant presented the cumulative assessment methodology on 12 November 2024, and this was agreed with the Consultee.</p> <p>The Applicant submitted Application Document 6.3.1.5.A ES Appendix 1.5.A Cumulative Effects Assessment Methodologies [APP-091] with the DCO application.</p> <p>This describes how the ZOI has been defined based upon the largest study area of the Kent Onshore technical chapters (1-11) and doubling that area in order to identify a long list of 'other developments. Table 13.1 of Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects [APP-073] sets out the</p>	Agreed

Ref	Relevant Application Document	Summary of Description of Matter	TDC Current Position	The Applicant Current Position	Status
				<p>study areas for each topic. The largest of these, 10km for the Ecology and Nature Conservation, has been used. Therefore, an overall cumulative assessment ZOI of 20km has been used. The various stages of the Cumulative Effects Assessment are clearly set out in Section 13.2 of Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects [APP-073], including a sub-section on Review of the Zone of Influence (ZOI).</p>	
3.16.2	<p>Application Document 6.3.1.5.B ES Appendix 1.5.B Inter-Project Cumulative Effects Long List [APP-092] and Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List [APP-093]</p>	<p>Cumulative Schemes – short list and long list</p>	<p>A meeting was held with the Consultee on 12 November 2024, where the Short List and Long Lists were presented, with any comments requested to be provided to the Applicant – within 3 days post this meeting. TDC raised an additional 10 developments to be added to the short list.</p> <p>The Applicant confirmed that these have been added to the short list. As such, the Consultee</p>	<p>The long list and short list are provided within Application Document 6.3.1.5.B ES Appendix 1.5.B Inter-Project Cumulative Effects Long List [APP-092] and Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List [APP-093] submitted with the DCO application</p>	Under discussion

Ref	Relevant Application Document	Summary of Description of Matter	TDC Current Position	The Applicant Current Position	Status
			<p>agrees to the short list and long list. The Consultee will review the short list and long list following submission of the DCO application.</p> <p>The long list and short lists should set out the extent and amount of development. The reason for including or excluding a site is vague and does not appear site specific.</p> <p>For example, application F/TH/23/1689 (40 Dwellings) has been excluded from the cumulative assessment however given the context and location of the site this should be included.</p> <p>There appear to be a number of applications not included on the long or short lists which have commenced but have not been completed including large scale developments that are phased, and therefore this should be taken into account particularly for impacts on the highway network. One example is OL/TH/14/0050. In addition, some developments have not made the short list but TDC believes they may have cumulative effects such as R/TH/23/0156 for 250 dwellings as</p>	<p>and include the additional 10 developments raised by the Kent LPAs.</p> <p>F/TH/23/1689 and R/TH/23/0156 were considered in Application Document 6.3.1.5.B ES Appendix 1.5.B Inter-Project Cumulative Effects Long List [APP-092] given their location in proximity to the Proposed Project, but excluded from further assessment as they are regarded of a nature and scale of development that would not likely generate significant cumulative environmental effects.</p> <p>In regard the new sites requested for consideration in the cumulative assessment, the Applicant proposes to update the assessment during Examination to consider any new developments that have come forward since the undertaking of the assessment that supported the DCO application. This updated assessment would</p>	

Ref	Relevant Application Document	Summary of Description of Matter	TDC Current Position	The Applicant Current Position	Status
			<p>they are not picked up in the baseline.</p> <p>TDC would like to bring to the attention of the Applicant a number of new sites for consideration in the cumulative assessment since it was last updated:</p> <p>———OL/TH/25/0524——— Outline application (with all matters reserved except for access) the erection of up to 135 dwellings together with shop, with access onto Manston Road and Preston Road — Awaiting Decision</p> <p>F/TH/24/1185 — Change of use of land to form an extension of existing caravan park to accommodate 110 caravans and associated parking, bin stores, hardscaping, landscaping and formation of 1.5m bund — Allowed at appeal</p> <p>F/TH/25/0278 — Erection of a three storey 66 bed care home (Use Class C2) with parking, access, landscaping and associated works. Approved</p> <p>F/TH/25/0372 — Erection of 5no four storey buildings to provide 56no 2 bed self-contained flats,</p>	<p>be provided at a suitable deadline in the examination timetable and could take the form of a technical note.</p> <p>The Applicant will consider if greater clarity can be provided as to why certain schemes have been excluded.</p>	

Ref	Relevant Application Document	Summary of Description of Matter	TDC Current Position	The Applicant Current Position	Status
			<p>25no three storey dwellings and 10no two storey dwellings (7no 2-bed, 16no 3-bed and 12 4-bed) together with associated access, landscaping and parking. Awaiting decision</p> <p>F/TH/24/0575 – Erection of a 22 MW Battery Energy Storage System (BESS) together with access, hard and soft landscaping and associated infrastructure. Approved at appeal.</p> <p>F/TH/25/0162 – Construction of a renewable energy generating solar farm (2.678 ha) together with substations, security measures, associated infrastructure and works, and landscaping</p> <p>The above list is not exhaustive and it is requested that the applicant updates the list of cumulative sites.</p> <p>TDC requires further justification and assessment is made on cumulative effects particularly given our concerns around traffic and transport and socio-economic effects that would be affected by a number of developments omitted from the cumulative effects assessment.</p>		

Ref	Relevant Application Document	Summary of Description of Matter	TDC Current Position	The Applicant Current Position	Status
			TDC acknowledges the proposed update to the list of cumulative sites and would be happy to assist. TDC would also recommend the Applicant reviews its position on a number of excluded sites and provided greater clarity as to why these have been excluded particularly when TDC are of the view they should be included.		
3.16.3	Application Document 6.2.3.12 Part 3 Kent Chapter 12 Kent Onshore Scheme Intra-Project Cumulative Effects [APP-072], Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects [APP-073], Application Document 6.2.4.10 Part 4 Marine Chapter 10 Intra-Project Cumulative Effects [APP-083] and Application Document 6.2.5.2 Part 5 Combined Chapter 2 Project-wide (Combined) Effects of the Proposed Project [APP-083]	Conclusions of the Cumulative Effects Assessments	TDC considers that the assessment in relation to cumulative effects has not given sufficient weight to the impact of the construction period of Manston Airport DCO, in close proximity to the north, coinciding with the construction period for the Project alongside a number of other developments within the District. TDC acknowledges additional clarification.	The cumulative impacts of the Proposed Project together with other projects have been assessed and reported in Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects [APP-073] . The Manston Airport DCO has been considered appropriately as part of this assessment. The assessment has been undertaken in accordance with the Planning Inspectorate's 'Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment' (Planning	Agreed

Ref	Relevant Application Document	Summary of Description of Matter	TDC Current Position	The Applicant Current Position	Status
				<p>Inspectorate, 2024). There are several factors that must be considered in respect of the potential for cumulative effects.</p> <p>Although there will be temporal overlap of whole construction programmes, there will not be continuous activity in all areas at all times. The construction programme for the cable route of the Kent Onshore Scheme, for example, is much shorter than the overall construction programme. Works at the landfall are even shorter in duration. In addition, works to install the cable will proceed along the cable route, and will not typically take place in the same location for long periods.</p> <p>It is particularly important to understand that peak traffic numbers are limited in duration and that there would be no potential for significant cumulative effects from a traffic and transport perspective based on</p>	

Ref	Relevant Application Document	Summary of Description of Matter	TDC Current Position	The Applicant Current Position	Status
				<p>average construction traffic levels for the Proposed Project, given this would result in Negligible effects for the Proposed Project alone. As such, although the overarching programmes of several projects overlap, it is much less likely that the peak traffic periods will overlap.</p> <p>There is relatively limited spatial overlap between the cumulative projects.</p> <p>There is almost no spatial overlap between the Order limits of the Proposed Project and those of the other project considered.</p> <p>The Zone of Influence (Zoi) for some of the key potential amenity impacts are relatively small. Some example study areas extracted from Table 13.1 are provided below.</p> <p>Air Quality: Construction dust— 250 m from the Order Limits. Trackout— 50 m of the routes used by construction vehicles on the</p>	

Ref	Relevant Application Document	Summary of Description of Matter	TDC Current Position	The Applicant Current Position	Status
				<p>public highway, 250 m from the bellmouths.</p> <p>Construction vehicle emissions—200 m of the affected road network.</p> <p>Non-Road Mobile Machinery (NRMM) emissions—200 m of the proposed construction compounds.</p> <p>Back-up Generator Emissions—200 m from the Converter Station and Substation boundary.</p> <p>Noise:</p> <p>300 m from works locations for construction noise</p> <p>100 m from works locations for construction vibration</p> <p>1 km from sources of operational noise.</p> <p>The relative lack of spatial overlap of the various projects, and the distances at which the relevant impacts are likely to experienced, helps to explain why fewer cumulative effects have been identified than some may have anticipated.</p>	

Ref	Relevant Application Document	Summary of Description of Matter	TDC Current Position	The Applicant Current Position	Status
3.16.4	Application Document 6.3.2.13.A Appendix 2.13.A Descriptions of Other Developments [APP-141]; Application Document 6.3.3.13.A Appendix 3.13.A Descriptions of Other Developments [APP-193] and Application Document 6.3.4.11.A Appendix 4.11.A Descriptions of Other Developments [APP-205].	Descriptions	The description of the cumulative sites are not provided with only the site area please can these be provided as stated in the text. TDC acknowledges the Applicant's comment.	The description of the cumulative sites are provided in Application Document 6.3.3.13.A Appendix 3.13.A Descriptions of Other Developments [APP-141] . The description provides more than just the site area.	Agreed

3.17 Other matters

~~Table 3.17 Other Matters~~

Ref	Relevant Application Document	Summary of Description of Matter	TDC Current Position	The Applicant Current Position	Status
3.17.1	Application Document 6.2.1.4 (D) Part 1 Introduction Chapter 4 Description of the Proposed Project [REP1A-003]	Decommissioning	The definition of decommissioning is unclear. The assumption is that decommissioning would have no greater impact than construction, however, Chapter 4 of the Environmental Statement confirms that the permanent access road would be left in-situ and above ground features would be removed to a sufficient depth to allow other practices/construction to occur unhindered. This would result in permanent effects/impacts that have not been assessed as part of the construction phase and therefore the effects of decommissioning need to be assessed particularly where elements of the proposed development are to be left on or in the ground. Consequently, an Outline Decommissioning Environmental Management Plan should be submitted to secure the	Details associated with decommissioning are provided in Application Document 6.2.1.4 (D) Part 1 Introduction Chapter 4 Description of the Proposed Project [REP1A-003] of the ES. As stated in Application Document (D) 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project [REP1A-003] , there are no plans to decommission the Proposed Project. In the event it is to be decommissioned, a written scheme of decommissioning would be submitted to the relevant planning authority at least six months prior to any decommissioning works. The decommissioning works would follow National Grid's processes at that point in time, for	Agreed

			<p>relevant mitigation. If the Project is not decommissioned, the impacts of the maintenance and refurbishment of the proposed development is not clear as to the extent of the works required to enable the lifespan of the proposed development to be extended.</p> <p>TDC notes this is a permanent project and any decommissioning would need to be assessed at the time of the decommissioning. It is understood that the site should be returned to its existing or better condition prior to the development.</p>	<p>assessing and mitigating any environmental impacts. The workforce required for decommissioning would be less than the number required during construction.</p> <p>All decommissioning works would be undertaken in accordance with good practice at the time of decommissioning and detailed in the Outline Soil Management Plan (Application Document 7.5.10.1 Outline Soil Management Plan – Suffolk [APP-354]). Implementation of these measures would reduce detrimental effects on soil function and would mean that the reinstated soils are able to provide their associated ecosystem services following reinstatement (which includes productivity). As noted by the Council, above ground features would be removed to a sufficient depth to be able to allow other practices or construction to occur unhindered in these areas.</p>	
3.17.2	N/A	Operational Mitigation	The Council notes that the operational mitigation is proposed to be secured through the Construction Environmental Management Plans.	Operation and maintenance related measures are clearly identified within Application Document 9.84 Register of	Under discussion

			<p>The Council is of the view that any operational mitigation should be secured through an Operational Environmental Management Plan to provide clarity on the mitigation for the temporary and permanent effects as well as for ease of monitoring.</p> <p>TDC maintains its position that operation mitigation should be secured and set out in an Operational Environmental Management Plan.</p>	<p>Environmental Actions and Commitments (REAC) submitted at Deadline 3 (refer to column (6) Project Phase within REAC Tables 1.1. to 1.4). This REAC forms Appendix B of the Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan [AS-127] and compliance with the measures set out in the REAC, including those relevant to the operation and maintenance phase, is secured through DCO Schedule 3 Requirement 6 as set out in Application Document 3.1 (E) draft Development Consent Order [CR1-027]. In some instances, specific operational measures, such as habitat creation, are additionally secured through other management plans such as Application Document 7.5.7.1 (B) Outline Landscape and Ecological Management Plan – Suffolk [CR1-045] and Application Document 7.5.7.2 (B) Outline Landscape and Ecological Management Plan – Kent [PDA-035]. It is not considered necessary to produce a separate operational management plan as this would</p>	
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				likely lead to unnecessary duplication of information already contained within relevant control documents (i.e. REAC, LEMP) and potentially lead to contradictory securing mechanisms.	
3.17.3	Application Document 6.2.5.1 Part 5 Combined Chapter 4 Climate Change [APP-085]	Greenhouse Gas Emissions	<p>The examination documents state that the potential GHG emissions of the Proposed Project are estimated to contribute less than 0.01% of any respective UK carbon budget and the Proposed Project is part of UK policy to decarbonise the electricity grid and transition to net zero. The effect of GHG emissions associated with the Proposed Project is deemed not significant by the applicant.</p> <p>However, significant concerns are raised about the levels of embodied carbon associated with the construction of the Project. The Council has committed to work towards carbon neutrality by 2030 within our published Net Zero Strategy, with the aim of net zero on Thanet wide emissions by 2050. The Proposed Project would have the potential to affect the Council's ability to meet this target and the implications of the construction</p>	<p>To manage greenhouse gas emissions from the Proposed Project the applicant has developed a Greenhouse Gas (GHG) Reduction Strategy. This has been produced to meet the Overarching National Policy Statement for Energy (NPS-EN1) requirement for a GHG reduction strategy to accompany Development Consent Order (DCO) submission application. The document sets out how the GHG emissions associated with the Proposed Project should be managed and reduced, in accordance with NPS-EN1 requirements</p> <p>The GHG management process described in the strategy document is structured in accordance with Publicly Available Specification (PAS) 2080:2023 Carbon Management in Buildings and Infrastructure,</p>	Under discussion

			<p>project on district-wide targets should be fully appraised.</p> <p>The Thanet Net Zero Strategy covers all development within the District.</p> <p>TDC still recognises the negative effect the proposed development will have on carbon emissions and GHGs within the District. However, it is recognised that the Applicant is committed to reducing GHG emissions where possible.</p>	<p>which represents best practice for carbon management in the built environment.</p> <p>The GHG Reduction Strategy highlights that 62% of GHG emissions from the Proposed Project are due to embodied carbon in materials while 12% are due to distribution losses across the high-voltage direct current (HVDC) cable.</p> <p>As part of development of the Reduction Strategy a series of opportunities to reduce carbon emissions were identified and will be carried forward as the Proposed Project progresses.</p> <p>Requirements and responsibilities necessary for implementing the GHG Reduction Strategy should be written into contractual agreements, including suppliers and service providers.</p> <p>Reporting progress against the agreed GHG targets should be written into the contract of those responsible for delivery.</p>	
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				<p>It should be noted that Thanet District Council's net zero target covers carbon emissions from projects and operations owned or controlled by the Council. As the Proposed Project is not owned or controlled by the Council, the emissions associated with this project are not attributable to the Council and have no impact on the Council meeting their net zero target. The Proposed Project is a Nationally Significant Infrastructure Project (NSIP) and emissions associated with such projects are generally aggregated on a national level, and not attributed to the districts they pass through.</p> <p>To put the construction emissions in context, the majority of emissions associated with the construction of the Proposed Project are attributed to the embodied carbon in the materials, which accounts for approximately 73% of construction stage emissions. This refers to the carbon emissions associated with the manufacturing of the materials, which generally occurs outside of the boundaries of the Council.</p>	
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				<p>Any emissions from construction activities occurring within the Council's geographic boundaries (e.g. plant and machinery, and vehicle movements) make up only a relatively small portion of the remaining construction stage emissions. Therefore, the GHG emissions actually occurring in the Council's geographic boundaries are a minor proportion of the Proposed Project's construction stage emissions, and these emissions are not attributed to the Council as they are aggregated on a national level.</p>	
3.17.4	Application Document 2.12: Trees and Important Hedgerows to be Removed or Managed Plans	TPO	<p>The order limits include part of a TPO (TH/TPO/10 (1984)) at the junction (K-RJ6) between Sandwich Road and Ebbsfleet Lane. It is unclear why this is included in the order limits when document 6.10 states that no trees in the TPO are will be removed and that no works are required to the trees to facilitate the proposed project.</p> <p>The comments in 3.11.6 confirms works to the TPO'd trees may be required. Can it be confirmed if works are required to the TPO'd trees to facilitate access. If not, why</p>	<p>This is addressed above under 3.11.6.</p> <p>As stated there, Kent County Council highways have asked for any trees overhanging the carriageway to be included in the DCO application so that the Applicant can undertake any potential works to manage overhanging trees.</p>	Under discussion

			are these trees included in the order limits?		
3.17.5	N/A	Cumulative precedent	TDC has concerns regarding the cumulative impact of energy projects in this location and the potential need for further expansion within and potentially beyond the Draft Order Limits to satisfy future energy infrastructure demands. TDC maintains this position.	The cumulative impacts of the Proposed Project together with other projects have been assessed and reported in Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects [APP-073] in line with guidance on cumulative effects assessment published by the Planning Inspectorate.	Under discussion

4.1 Approvals

Signed

On Behalf of

~~National Grid~~

Name

Position

Date

Signed

On Behalf of

~~Thanet District Council~~

Name

Position

Date

5.1. References

- ~~Ministry of Housing, Communities and Local Government. (2024). *Planning Act 2008: Examination stage for Nationally Significant Infrastructure Projects*. Retrieved from <https://www.gov.uk/guidance/planning-act-2008-examination-stage-for-nationally-significant-infrastructure-projects>~~
- ~~The Planning Inspectorate. (2015). *Advice Note two: The role of local authorities in the development consent process*. Retrieved from https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010019/TR010019_Advice_00006_2_Advice_note_2_The%20role%20of%20local%20authorities%20in%20the%20development%20consent%20process.pdf#:~:text=The%20Planning%20Act%202008%20~~

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