

From: [Panton, Chris](#)
To: [Triton Knoll Electrical System](#)
Subject: 151124 EN020019 East Lindsey DC - oral case at ISH 17 November
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Attachments: [Triton Knoll Viking Link November 2015.doc](#)

Dear Sirs

I wish to submit as a Deadline 3 submission a written summary of the case put forward by myself, on behalf on East Lindsey District Council, at the Issue Specific Hearing on 17th November 2015, relating to onshore issues and in particular the Viking Link interconnector project.

Please see the attached document

Thank you

Chris Panton
Team Leader Planning
East Lindsey District Council

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As you are aware from the Council's written representations, and indeed from a letter dated 11th February 2015 sent by the Council to Viking Link Project, East Lindsey are sending out a strong message that they wish the applicants and Viking Link to work together to coordinate the work onshore, if both are approved. The letter dated 11th February has been submitted to Mrs King as part of the Deadline 3 Submission.

Whilst the Council fully understand that there will not be a planning application for Viking Link made before the determination of this NSIP project, it is nevertheless the case that there is a likelihood, with the willingness of both parties, the work can be co-ordinated to work concurrently for the following reasons.

Turning to the route selection first, it was confirmed by Evershed's acting on behalf of Viking Link in a letter dated 08/10/2015, that a license has been granted to connect at Bicker Fen. At a meeting with Viking Link Project Officers on 06/11/2015 East Lindsey and other attendees were advised that the precise connection point at Bicker Fen has yet to be determined but it is now narrowed down to 12 micro locations. Clearly the eventual end point will be the same as Triton Knoll and it stands to reason that at some point the same cable route as Triton Knoll will be used to the North of Bicker, given the current applicants in their view have chosen the optimum route. The southern end of the cable routes will inevitably therefore resemble the Triton Knoll route.

In other words there is an inevitability that the two cable routes will merge as they enter Bicker Fen substation area.

Turning to the landfall sites, Viking Link published a document dated July 2015 which you have a copy of from the County Council submission dated 27/10/2015. This identified 4 possible landfall sites on the maps, namely north and south of Anderby Creek, between Chapel St. Leonards and Ingoldmells, and Winthorpe, Skegness, plus others in a landings list.

I don't think Winthorpe can be taken seriously at all because it would lead to cables going through a built up area and it is totally unrealistic to go through mainly residential, but also some caravan sites.

The Chapel St. Leonards/Ingoldmells site was discounted by Triton Knoll, I suspect because of caravan development in the area.

With regard to the site south side of Anderby Creek this is not very likely because of wildlife considerations and technical problems. It was discounted by Triton Knoll and clearly there is a likelihood Viking Link will come to the same view.

North of Anderby Creek is all we are left with as most appropriate, which is next to Triton Knoll and seen as the optimum landfall site by them so there is every likelihood it will be considered the same by Viking Link, because the others as mentioned above are likely to be ruled out. Also it may be seen as beneficial because the parties can share some environmental information.

Even if one of the four options for landfall was not chosen then the onshore cable route for Viking Link is bound to join Triton Knoll at some point because the latter have found the optimum cable corridor, taking into account all constraints, and if not then it seriously calls into question their research and surveys. In other words on the balance of probability it is highly likely that the route of Viking Link will follow the same route as that for Triton Knoll.

Turning to the work programme, I note Evershed's in their letter to PINS dated 08/10/2015, advised on behalf of Viking Link that the route selection process would be completed later in 2016. This ties in with the timetable set out in the July 2015 document which stated 'submit planning application 2016/17' although letter from Evershed's is saying 2017. Maybe sharing environmental information, which must be likely for some or all of the route as mentioned above, would bring those dates forward. Given a 13 week determination period (not EIA development in the opinion of ELDC) then a decision from East Lindsey is possible in early-mid 2017 which again ties in with the timetable published in July to receive consent and award contracts. That document goes on to advise completion of and enter operation in 2020 i.e. around about a 3 year construction programme.

That 3 year period should not be lost sight of and is important when you look at the timetabling for Triton Knoll. Clearly if approved by the Secretary of State then it would be say 6 months from March 2016 i.e. the conclusion of the examination, which takes the final determination of the project to September 2016.

The applicants in their non technical summary (page 3) go on to advise that construction will start in 2017. Now by the time they get conditions discharged, contracts approved and I am sure that it will in all likelihood take it to late 2017, around the time that you have already heard Viking Link are awarding contracts. The time difference in terms of implementation will therefore be very similar even though Viking Link will be behind in terms of consenting

To add weight to my argument the two can and should work concurrently. I would say it wouldn't be very difficult for both or one to change their on shore build stages to ensure they did co-ordinate, particularly in terms of Triton Knoll where at the accompanied site visits it was confirmed no timetabling of the different stages of the works had been finalised. Overall I think the possibility that the same cable route (not cable corridor) will be used is very likely and the works can with the right cooperation and willingness, be coordinated without significant detriment to either party.