

**From:** [Nick Feltham](#)  
**To:** [Triton Knoll Electrical System](#)  
**Cc:** [Vanda Pollard](#)  
**Subject:** 160105 EN020019 North Kesteven District Council  
**Date:** 05 January 2016 14:02:30  
**Attachments:** [NSIP 5th Jan 2016.docx](#)

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Dear Sir, Madam

Please find attached the Council's response in relation to the matters highlighted as required by Deadline 4.

Regards

Nick Feltham  
Principal Planning Officer  
(01529) 414155  
[www.n-kesteven.gov.uk](http://www.n-kesteven.gov.uk)

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**NORTH KESTEVEN DISTRICT COUNCIL**

**Planning Act (2008)**

**Application by Triton Knoll Offshore Wind Farm Limited for an Order Granting  
Development Consent for the Triton Knoll Electrical System**

**Comments in relation to matters required by Deadline 4 - Representations on behalf of  
the District Planning Authority**

**5<sup>th</sup> January 2016**

**Planning Inspectorate Reference: EN020019**

**District Planning Authority Reference: 10031767 and 15/0763/NSIP**

## **1 Response to TT 2.7**

- 1.0 In its Written Representations response dated 5<sup>th</sup> October 2015, the Council raised a number of observations in relation to the proposed Requirements. The ExA has requested the further comments of the District Planning Authority in relation to draft Requirements 14 and 18, in particular whether the Traffic Management Plan would instead be better placed to address the Council's previous concerns regarding traffic routing and prohibited routes. Whilst we would defer to the professional advice of the local Highways Authority on this matter, we would advise that in principle the Traffic Management Plan would seem an appropriate method of addressing this; therefore we have no objection.

## **2 Response to TT 2.9 and 2.10**

- 2.1 The outline Traffic Management Plan provides only limited details on monitoring and enforcement; these are set out at a high level in paragraphs 3.4 to 3.6 of that document. Whilst it is noted that this document is in draft, and we support the recommendation in paragraph 3.6 that a log of vehicle movements would be maintained, we consider that additional measures may be required such as the use of tracking devices fitted to construction traffic/contractor's vehicles to ensure that movements (in particular along prohibited routes) can be more robustly monitored, and any appropriate penalty/s or corrective measures applied where necessary. Such penalties, restrictions or corrective measures should be stipulated and agreed beforehand through the discharge of the relevant Requirement, so that they can be enacted in a timely manner in the event of any subsequent breach through the course of the construction period.

## **3 Bicker Fen Extension and Reconfiguration**

- 3.1 In its formal responses to date, the Council has made no comments in relation to proposed works at the existing NGET Bicker Fen substation, to which the proposed changes relate. Therefore we have no comments in relation to the proposed changes.