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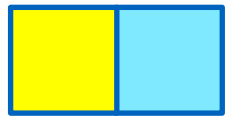
East Anglia ONE North and East Anglia TWO Offshore Windfarms

Applicants' Comments on SASES' Deadline 5 Submissions

Applicant: East Anglia TWO and East Anglia ONE North Limited
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Applicable to **East Anglia ONE North** and **East Anglia TWO**



Revision Summary

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001	24/02/2021	Paolo Pizzolla	Ian MacKay/ Lesley Jamieson	Rich Morris

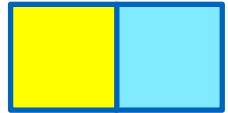
Description of Revisions

Rev	Page	Section	Description
001	n/a	n/a	Final for submission at Deadline 6



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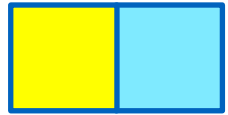
Glossary of Acronyms

AONB	Area of Outstanding Natural Beauty
CfD	Contracts for Difference
CION	Connections and Infrastructure Options Note
DCO	Development Consent Order
dDCO	Draft Development Consent Order
EA1N	East Anglia ONE North
EA2	East Anglia TWO
EIA	Environmental Impact Assessment
ES	Environmental Statement
ESC	East Suffolk Council
ExA	Examining Authority
FoS	Factor of Safety
GIS	Gas-Insulated Switchgear
HGV	Heavy Goods Vehicle
HSE	Health and Safety Executive
HVAC	High Voltage Alternating Current
ISH	Issue Specific Hearing
LLFA	Lead Local Flood Authority
LVIA	Landscape and Visual Impact Assessment
NG-ESO	National Grid Electricity System Operator
NPS	National Policy Statement
NSIP	Nationally Significant Infrastructures Projects
OCTMP	Outline Construction Traffic Management Plan
OFGEM	Office of Gas and Electricity Markets
OLEMS	Outline Landscape Mitigation Plan
OODMP	Outline Operational Drainage Management Plan
Q _{BAR}	Mean Annual Flood
Rag	Red Amber Green
SASES	Suffolk Action Group Save East Suffolk
SCC	Suffolk County Council
SoCG	Statement of Common Ground
SPR	ScottishPower Renewables
SuDS	Sustainable Drainage Systems
WSI	Written Scheme of Investigation



Glossary of Terminology

Applicants	East Anglia TWO Limited / East Anglia ONE North Limited
East Anglia ONE North project	The proposed project consisting of up to 67 wind turbines, up to four offshore electrical platforms, up to one construction, operation and maintenance platform, inter-array cables, platform link cables, up to one operational meteorological mast, up to two offshore export cables, fibre optic cables, landfall infrastructure, onshore cables and ducts, onshore substation, and National Grid infrastructure.
East Anglia TWO project	The proposed project consisting of up to 75 wind turbines, up to four offshore electrical platforms, up to one construction, operation and maintenance platform, inter-array cables, platform link cables, up to one operational meteorological mast, up to two offshore export cables, fibre optic cables, landfall infrastructure, onshore cables and ducts, onshore substation, and National Grid infrastructure.
Onshore infrastructure	The combined name for all of the onshore infrastructure associated with the proposed East Anglia TWO / East Anglia ONE North project from landfall to the connection to the national electricity grid.
Onshore substation	The East Anglia TWO / East Anglia ONE North substation and all of the electrical equipment within the onshore substation and connecting to the National Grid infrastructure.
Q _{BAR}	Mean annual flood, the value of the average annual flood event recorded in a river.



1 Introduction

1. The responses of East Anglia TWO Limited and East Anglia ONE North Limited (the Applicants) to the Substation Action Save East Suffolk's (SASES) Deadline 5 submissions for the East Anglia ONE North project and the East Anglia TWO project ('the Projects') are provided in **section 2** for the following documents:
 - Comments on Applicants Deadline 4 Submissions (REP5-097);
 - Responses to the Applicants' Comments at Deadline 4 on SASES Written Representations submitted at Deadline 1 (REP5-096);
 - Further Comments On Applicants' Outline Watercourse Crossing Method Statement (REP5-098); and
 - Comments on Post Hearing Submission (Issue Specific Hearing 6) (REP5-102).
2. The Applicants note further submissions made by SASES at Deadline 5 and will respond to relevant material at Deadline 7.
3. This document is applicable to both the East Anglia ONE North and East Anglia TWO applications, and therefore is endorsed with the yellow and blue icon used to identify materially identical documentation in accordance with the Examining Authority's (ExA) procedural decisions on document management of 23rd December 2019. Whilst for completeness of the record this document has been submitted to both Examinations, if it is read for one project submission there is no need to read it again for the other project.



2 Comments on SASES' Deadline 5 Submissions

2.1 Comments on Applicants D4 Submissions [REP5-097]

ID	Written Representation	Applicants' Comments
EA1N SUBSTATION DESIGN PRINCIPLES STATEMENT		
2	<p>Introduction</p> <p>2. SASES makes the following responses to the Applicants 'Substations Design Principles Statement' [REP4-029] submitted at Deadline 4.</p>	Noted.
3	<p>National Policy Statements</p> <p>3. Page 4 para 12 reiterates the National Infrastructure Commissions objectives to 'improve our environment' and 'solve problems well'. SASES disputes that the current proposals meet either of these objectives due to choice of a completely unsuitable site and an unsatisfactory proposed implementation.</p>	<p>The Applicants disagree with the SASES comments on site selection and proposed implementation and consider the Projects are compliant with National Policy Statement EN-1.</p> <p>The Applicants have followed NPS EN-1, NPS EN-3, NPS EN-5 the Electricity Act 1989 and National Grid's Guidelines on Substation Siting and Design (Horlock Rules) with the following aims:</p> <ul style="list-style-type: none"> Onshore substation to be positioned as close to the existing National Grid overhead lines as possible to reduce the requirement for cabling; and Onshore substation and National Grid substation to be positioned to deliver an efficient and economic system. <p>Paragraph 2.6.34 of EN-3 makes it clear that Applicants must work within the regulatory regime for offshore transmission networks established by Ofgem. The Applicants have done this and have</p>



ID	Written Representation	Applicants' Comments
		<p>gone through the appropriate processes for the siting of the grid connection in line with the regulatory framework.</p> <p>Chapter 4 Site Selection and Assessment of Alternatives (APP-052) describes in detail the process which led to the final selection of the onshore substation sites. Upon selection of the proposed sites, the Applicants undertook comprehensive receptor topic assessments and where appropriate proposed mitigation and enhancement measures as secured through the various plans submitted with the application and throughout the Examination process to ensure impacts are minimised or enhanced (where impacts are beneficial) as far as possible. The Architectural Framework and Landscaping Masterplan described within the Substations Design Principles Statement (REP4-029) will ensure that the substations and required landscaping are designed in a suitable manner.</p>
4	<p>Design Principles Adopted (page 6, para 18 and Table 5.1)</p> <p>4. SASES view is that the Design Council's capabilities are greatest in the area of aesthetic design, and do not extend to Power Engineering design, although it is the latter which determines the size and disposition of the apparatus to be installed. SASES therefore strongly emphasises the request made in its Written Representations for independent Power Engineering oversight of the implementation of the project, in a manner analogous to that of the Design Council's involvement. This is a critical opportunity to 'solve problems well'</p>	<p>The Applicants are committed to the design extents and principles secured within Requirement 12 of the draft DCO (REP5-004). As previously described in the Applicants' Comments on SASES' Deadline 1 Submissions (REP3-072) and in the Project Update Note (REP2-007) submitted at Deadline 2 and the Project Update Note for Deadline 3 (ExA.AS-6.D3.V1), the Applicants will continue to refine the design as appropriate. Post-consent, the Applicants would design the onshore substation to the capacity of electricity required to be converted and to accommodate the technology at that time which is influenced through the design process and is economically available from the supply chain.</p> <p>The Applicants consider it to be wholly inappropriate and unfeasible for a power engineering oversight to be undertaken given the</p>



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		<p>engineering and electrical safety standards and procurement processes that are involved in the delivery of nationally significant infrastructure projects.</p>
5	<p>Onshore Substation Design Envelope (page 9 para 28)</p> <p>5. SASES does not accept that 170m x 190m (3.23ha) is the smallest substation footprint that can be achieved and refers the Applicant to its Deadline 4 representations [REP4-104] which cross-refer to a 2.1ha benchmark footprint for an 800MW HVAC substation as advised by NGENSO in their report for the BEIS OTNR. Also a comparator may be made to the 3.22ha footprint of the 1200MW Hornsea One HVAC substation which is 50% more powerful than the proposed EA1N substation and yet has a smaller footprint. The current SPR proposal cannot be optimum on this basis.</p>	<p>As stated in the Applicants' response to (REP4-104) in the Applicants' Comments on SASES Deadline 4 Submissions (REP5-017), the information (benchmark footprint for an 800MW High Voltage Alternating Current (HVAC) substation) in the DNV GL report, carried out on behalf of National Grid Electricity System Operator (NG-ESO), is based on a scaled down Hornsea One project (1200MW), and as such it is addressed below.</p> <p>Meaningful comparisons cannot currently be drawn between Hornsea and the Projects, mainly because:</p> <ul style="list-style-type: none"> • The Projects' substation design envelopes (footprints) are the result of the conceptual design system studies and are formed by early information obtained from the supply chain, whereas Hornsea reflects that of a final (as-built) and hence fully optimised design envelope specific to the Hornsea project; • The design of the Hornsea project is quite different from EA1N and EA2, for example the scheme includes options for interim reactive compensation stations (which can potentially reduce the onshore substation footprint by reducing the size of RPC onshore). In addition, the scheme is connected to a different part of the Grid where requirements for voltage and frequency control, or power quality, could be less onerous, and this can result in an entirely different (and less demanding in terms of size) substation design; and • Substation design is subject to a number of standards on safety, security of supply (reliability) and efficiency. The



ID	Written Representation	Applicants' Comments
		Applicants are confident that these standards will be met through the design process being applied.
6	<p>Onshore Substation Design Envelope (page 9 para 28)</p> <p>6. Further, SASES notes that the current proposals reserve some 7ha of land for use by the initial or expanded NGET substation, when the Application makes no justification for the taking of such a large area of land out of agricultural or recreational use. If such a requirement exists it should be clearly explained and justified.</p>	<p>The Applicants confirm that the area of the Order limits at the onshore substation locations has been sized according to the needs of the Projects. The area has been calculated to provide sufficient space to accommodate the construction works required to install the onshore substations and National Grid substation (the worst-case in terms of land-take being the use of Air-Insulated Switchgear (AIS) technology), the associated cable sealing end compounds and the necessary realignment of the existing overhead lines. Calculation of the area required also had regard for the planting associated with the landscaping scheme and the basins associated with the operational drainage scheme.</p> <p>The updated Outline Landscape Mitigation Plan, provided in Annex 2 of the Outline Landscape and Ecological Management Plan (OLEMS) (an updated version has been submitted at Deadline 6, document reference 8.7), illustrates the planting arrangements for both an AIS National Grid substation and a Gas-Insulated Switchgear (GIS) National Grid substation. It is recognised that should a GIS technology be adopted for the National Grid substation, land which would otherwise be built upon may be used for additional planting which could offer ecological enhancement opportunities and potential screening of views from specific viewpoints.</p>
7	<p>Onshore Substation Design Envelope (page 9 para 28)</p> <p>7. It may further be noted that a project comprising two 2.1ha wind farm substations (NGESO metric) and the GIS version of NGET substation (1.7ha) would require no more than half the land currently</p>	<p>The Substations Design Principles Statement (REP4-029) submitted at Deadline 4 states “<i>With regards to the onshore substation layout design, more space efficient solutions have been identified by the Applicant within the preferred arrangement, with a</i></p>



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	reserved in Application for substation construction. How in that case can the current application be described as 'space efficient' (para 28 line 2)?	<p><i>reduced onshore substation footprint of 170x190m being confirmed by the Applicant at Deadline 2 (Project Update Note (REP2-007))".</i></p> <p>The phrase '<i>more space efficient</i>' reflects the reduction in the size of the substation footprint from that originally assessed within the ES. The refined parameters have sought to reduce the potential impacts of the proposals whilst still providing flexibility in the consent to ensure that the necessary design requirements, which will be finalised post consent, can be achieved (see ID5).</p>
8	<p>Design Champion (page 14 para 34)</p> <p>8. SASES notes the National Infrastructure Commission's recommendation that a 'board level design champion' be appointed but requests sight of the proposed organisation structure in order to allow confirmation that the 'senior business representative' will indeed be a member of a relevant Board, and in a role whose competences are appropriate to the task of Design Champion.</p>	<p>The Applicants direct SASES to the specific text (section 5.2) in the Substations Design Principles Statement (REP4-029) that addresses design champion matters.</p>
9	<p>Onshore Substation Height (page 16 para 40)</p> <p>9. SASES has previously referred to the use of low profile electrical equipment to reduce the height of substation equipment and buildings, citing the comparator site of the Rampion wind farm substation ([REP1-227] p165). The currently proposed reductions in structure height are welcomed but would still be highly visually intrusive in the landscape.</p>	<p>The Applicants' refer to responses ID6 and ID7 within section 2.6 of the Applicants' Comments on SASES' D4 Submissions (REP5-017) regarding the comparisons with the Rampion onshore substation design.</p>
10	<p>Onshore Substation Height (page 16 para 40)</p>	<p>See the Applicants' response at ID4.</p>



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	<p>10. It is precisely with regard to issues such as these, and the trade-offs involved, that SASES wishes independent Power Engineering advice to be engaged.</p>	
11	<p>Finished Ground Levels (page 16 para 42)</p> <p>11. SASES is extremely concerned that the Applicant has yet to undertake sufficient investigations to allow the final finished ground levels to be established as these are fundamental to achievement of an adequate flood remediation plan. The stated current position demonstrates that the project is insufficiently defined to be consented.</p>	<p>The Applicants note that it is standard practice in nationally significant infrastructure projects applications for detailed design investigations such as those to determine finished ground levels to be conducted post-consent.</p> <p>The Applicants have taken on board stakeholder considerations to increase the level of certainty in establishing the maximum visual envelope of the Projects, however have required to balance the uncertainty and necessary flexibility in the design of the onshore substations and National Grid substation with certainty with regards to their maximum visual envelope.</p> <p>Flood risk to the onshore substations and National Grid site was assessed and various mitigation measures proposed within Chapter 20 of the ES, Water Resources and Flood Risk (APP-068). A Flood Risk Assessment (APP-496) was also undertaken to assess the risk of flooding to Friston. Both concluded the risk from flooding to be low. In addition, a Surface Water and Drainage Management Plan will be developed post consent, in line with Requirement 22(1) of the DCO, to ensure that there is no increase in surface water flood risk and that the Q_{BAR} rate remains at pre-construction levels.</p> <p>In light of the above, the Applicant considers that at this stage sufficient flood risk assessments have been undertaken, and that the requirement in place is appropriate to ensure that there will be no increase in flood risk.</p>



ID	Written Representation	Applicants' Comments
12	<p>Engagement Strategy (page 21 para 8)</p> <p>12. SASES maintains that in the interests of transparency and democracy all engagement with ESC to progress the Landscape Masterplan and Architectural Framework must be in public, with a reasonable number of community representatives present as observers, and subject to agreement, contributors. Otherwise community stakeholders may again be presented with a fait accompli with no opportunity to influence critical decisions or understanding of how they were determined.</p>	<p>The Applicants refer SASES to Appendix 1 Engagement Strategy of the Substations Design Principles Statement (REP4-029) which details the consultation that will be undertaken during creation of the Landscape Masterplan and Architectural Framework. Within this, the scope and boundaries of community engagement are set out.</p>
13	<p>Engagement Strategy (page 21 para 8)</p> <p>13. The full Minutes of all such engagement meetings shall in any case be made public as promptly as reasonably possible.</p>	
14	<p>Architectural Framework (page 22) 14. Para 17:</p> <p>The reference to design engineer should include independent design engineer for the reasons stated in 5 above.</p>	<p>See the Applicants' response at ID5.</p>
15	<p>Architectural Framework (page 22) 14. Para 17:</p> <p>15. Para 18: The reference to the East Anglia ONE North project would appear to be incorrect, it should presumably be East Anglia TWO.</p>	<p>Yes, the Applicants confirm the first reference to 'East Anglia ONE North project' in paragraph 17 on page 22 should be to the 'East Anglia TWO project'.</p>
16	<p>Engagement Stage 1 (page 23 para 22)</p> <p>16. SASES welcomes an Independent Design Review but reiterates that this must allow informed discussion of architectural, landscaping and Engineering decisions leading to the proposed project design, including comparison with other project implementations.</p>	<p>See the Applicants' response at ID12.</p>



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17	<p>Parish Council and Local Resident Engagement (page 24 para 26)</p> <p>17. The wording 'pre-defined topics' is not acceptable and should be changed to 'pre-agreed topics' to avoid concern that 'difficult' topics may be avoided.</p>	<p>The Substation Design Principles Statement (REP4-029) clearly sets out the scope and boundaries of community engagement and such engagement will be set out in accordance with the substation design principles statement.</p>
18	<p>Timescales (page 25 para 34) 18.</p> <p>Please refer to 8 above regarding engagement 'Prior to Granting of Development Consent Order'.</p>	<p>The Applicants note that there is no reference to 'Prior to Granting of Development Consent Order' at ID8.</p>
CLARIFICATION NOTE NOISE MODELLING – Appendix 1		
19	<p>Introduction</p> <p>The applicants have produced the documents "Deadline 4 Project Update Note" and "Clarification Note Noise Modelling" dated 13th January 2021.</p> <p>This supplementary report by Rupert Thornely-Taylor addresses issues that arise with respect to the content of the Clarification Note</p>	<p>Noted.</p>
20	<p>DCO Noise Limits</p> <p>The two documents present new information summarised in the Introduction to the Clarification Note as <i>"This Clarification Note also reflects ongoing engagement with the supply chain and designers regarding the mitigation of noise emissions from operational substation equipment, as described in the Deadline 4 Project Update Note (document reference ExA.AS2.D4.V1). This has allowed a reduction of the maximum received operational noise rating levels secured within the draft DCO (REP3011) from 34dBA to 32dBA at</i></p>	<p>The Applicants note the need for the Projects to be deliverable within the parameters set out within the Applications. Whilst the Applicants note it is not usual practice to compare external and internal noise levels, the Applicants wish to emphasise that the maximum operational phase noise rating levels specified within Requirements 26 and 27 of the draft DCO (REP5-003) apply to a free-field location (i.e. outside). Noise attenuation afforded by the walls and windows of a building envelope typically reduces received noise levels from external noise sources indoors by 10-15dB accounting for a partially open window (as per BS8233:2014 and</p>



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	<p><i>any time at a free field location immediately adjacent to noise receptors SSR2 and SSR5 NEW"</i></p> <p>This indicates that the degree of mitigation is being dictated by engineering considerations and not primarily by the need to achieve the requirements of EN-1 with regard to adverse effects due to noise.</p>	<p>World Health Organisation guidelines (WHO, 1999)¹. Compliance with the maximum operational noise rating levels specified within the draft DCO (REP5-003) would therefore result in a received internal noise level at each of the noise sensitive receptors specified within the draft DCO below 30dB, which is recognised as the 'desirable' night time noise level within a bedroom by WHO¹.</p> <p>For wider context, the Night Noise Guidelines for Europe (WHO, 2009) state: '<i>There is no sufficient evidence that biological effects observed at the level below 40 dB L_{night,outside} are harmful to health.....40 dB L_{night,outside} is equivalent to the lowest observed adverse effect level (LOAEL) for night noise</i>'.</p> <p>The Applicants have made such reductions in the maximum operational noise rating level following discussions with the supply chain and designers to address representations regarding operational noise raised by Interested Parties and believe this commitment demonstrates their efforts to minimise potential adverse environmental impacts where practicable.</p> <p>With regard to EN-1, the Applicants note that this also requires projects to be 'deliverable' which the Applicants have sought to achieve through significant early engagement with the supply chain to establish a solution that minimises environmental impact whilst ensuring the deliverability of the Projects.</p>
21	Updated Noise Modelling	<p>The Applicants note that the onshore substation site is located approximately 6km inland from the nearest stretch of coastline. The Applicants note that to model every single permutation of noise</p>

¹ WHO (1999) Guidelines for Community Noise. Available at file:///C:/Users/304876/Downloads/a68672.pdf



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	<p>The updated noise modelling takes account of matters set out in 4.1 of the Clarification Note, including meteorologically dry conditions. Meteorology requires further detailed consideration, particularly with regard to (1) the relationship between onshore and offshore windspeeds, (2) the relationship between source sound levels and offshore windspeeds, (3) the relationship between offshore and onshore windspeeds and background noise levels and (4) the relationship between onshore windspeeds and sound velocity inversions, either due to wind gradients or temperature gradients. Velocity gradients have the effect of negating much or all of the substantial soft ground attenuation included in the model.</p>	<p>associated with variable meteorological conditions would be untenable and impractical. The modelling undertaken follows the standard approach for the modelling of sound propagation as set out in ISO9613.</p> <p>It is noted that ISO9613-2 provides a calculation method for predicting sound levels under meteorological conditions most favourable for the propagation of sound, namely mild downwind or temperature inversions. In this way, the ISO9613 method is regarded as a reasonably conservative method. In addition, the method is validated up to 1km from the source.</p> <p>Within the ISO9613-2 calculation method the amount of attenuation due to the presence of soft ground is inherently accounted for in the calculation method.</p>
22	<p>Data Sources and Characteristics</p> <p>Updated source noise levels are presented. While these data are limited to 1/1 octave bands and are not provided as 1/3 octave band spectra, the fact that the 125Hz octave band levels (which include the 100Hz 1/3 octave band) for the STATCOM Air Core Reactor, STATCOM Filter Capacitor Bank and Harmonic Filter are 35 dB or more greater than the adjacent 63Hz and 250Hz 1/1 octave bands is a clear indication that there is a strong likelihood of tonality, which should be further considered in order to ensure the feasibility of the additional mitigation which its presence would dictate.</p>	<p>The Applicants reiterate that once 1/3 Octave spectral data becomes available an assessment of tonality will be undertaken.</p> <p>Irrespective of whether tonality or other such acoustic corrections are identified or not, as per the wording of Requirement 26 and Requirement 27 of the draft DCO (REP5-003), the Applicants must ensure that the operation of the onshore substations does not exceed the maximum operational noise rating limits at the specified receptors (i.e. the maximum operational noise rating limit is inclusive of any acoustic corrections such as tonal elements).</p> <p>At Deadline 4, the Applicants revised the maximum operational noise rating limit to 32dBA (reduced from 34dBA) at any time at a free field location immediately adjacent to SSR2 and SSR5 NEW. In addition, the draft DCO (REP5-003) has been updated at Deadline 5 to include an additional noise sensitive location within</p>



ID	Written Representation	Applicants' Comments
		the vicinity of SSR3 (Little Moor Farm), within Requirement 26 and 27. The maximum operational noise rating limit applied to SSR3 is 31dBA.
23	<p>National Grid Infrastructure</p> <p>This section introduces a completely new assessment methodology which is not part of BS 4142 or any other standard method, comparing Switchgear LAMax with a “Measured Representative Maximum Level”. If this event could occur at night specific consideration of sleep disturbance due to LAMax events is required</p>	<p>The Applicants note that this was undertaken as a comparative assessment given there was no alternative assessment methodology available for the data available. Whilst it is recognised this methodology does not form part of BS4142, the Applicants do not consider it to be a non-standard assessment methodology.</p> <p>The Applicants clarify that the assessment presented within Section 4.3 the Noise Modelling Clarification Note (REP4-043) (specifically the last three columns in Table 6) was compared against existing night-time LAMax noise levels.</p>
24	<p>Revised Operational Noise Assessment</p> <p>The revised predictions that are presented continue to be based on background noise levels which show the environment to have a higher baseline noise background than is the case, resulting in incorrect conclusions about the effects of the noise.</p>	<p>In the absence of any baseline noise survey data of the onshore substation site provided by Interested Parties claiming that the representative background noise level established by the Applicants does not reflect the background noise levels at the onshore substation location, the Applicants do not accept such assertions.</p> <p>The Applicants maintain that an extensive, compliant and robust baseline noise monitoring survey was undertaken to inform the assessment of operation phase noise presented within the ES (APP-524). The ensuing comprehensive dataset was rigorously analysed in accordance with BS4142 to establish a background noise level representative of the onshore substation study area.</p>
25	Of particular relevance is the contrast between the background assumed for SSR9 and the measurement results presented for this location in the ES Appendix 25.3. At the noise session in ISH4, the	The Applicants note that the position of SSR9 was not recorded at the location agreed with ESC due to the resident not permitting access to their property at the time of the baseline noise monitoring



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	<p>applicant's expert witness did not agree that Friston is an exceptionally quiet area. Yet Appendix 25.3 shows that, using the methodology strongly relied on by the applicants, the mode of the LA90 results at SSR 9 was 18 dBA. In the ES, this result was discounted for the following stated reason:</p> <p><i>A review of the measurement location chosen to represent SSR9 (as land access was not available) during the June to July 2018 baseline noise survey was undertaken. It was concluded that the measurement position was not representative of the soundscape at the residential dwelling(s) at SSR9 intended as the noise sensitive receptor. The following points were considered to justify this conclusion:</i></p> <ul style="list-style-type: none"> <i>The survey measurement location is approximately 350m further north than the most exposed façade of the residential receptor at SSR9 to the proposed onshore substation infrastructure;</i> <i>The survey equipment was installed on the opposite side of the residential receptor at SSR9 to the proposed onshore substation infrastructure; therefore, the amenity space and most exposed façade at SSR9 is located on the opposite side of the building to the measurement position; and</i> <i>The survey location does not take into account the total effect from any at receptor background noise emanating from the existing overhead lines.</i> <p>None of these points justifies rejecting the SSR9 result, and substituting a value of 29 dB, 11dB greater than the measured figure of 18 dBA.</p>	<p>survey. Consequently, the baseline noise measurements for SSR9 were recorded approximately 350m away from the property façade facing the onshore substations and approximately 750m away from the proposed footprint of the National Grid substation. Given that the distance of the as-monitored location was almost double that of the façade of the property, the Applicants did not consider this to be an accurate representation of the baseline noise levels at the receptor location.</p> <p>The Applicants did however collect extensive high quality data from nine other baseline noise monitoring locations, including at SSR3, and consider this suitable for the purposes of characterising the baseline noise climate within the onshore substation study area.</p>



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26	The reference to existing overhead lines supports the concern expressed by East Suffolk District Council's consultants, Adrian James Acoustics, and goes against SPR's rebuttal that the baseline measurements were affected by overhead line noise.	The Applicants refer to their response to ID8, regarding the revision of conclusions presented within the Noise Modelling Clarification Note (REP4-043).
27	SSR9 is not far from SSR3, which is proposed as an additional control location in DCO Requirements 26 and 27.	The Applicants note that the proximity of SSR9 to SSR3, albeit being further away from the footprints of the onshore substations, provides confidence in that the maximum operational noise rating levels specified within the draft DCO (REP5-003) for monitoring location SSR3 will provide appropriate control of operational noise. By default, SSR9 will therefore benefit from the controls provided in the DCO at SSR3.
28	If the BS4142 background was measured as 18 dB(A) in some of the most sensitive locations, it is now acknowledged by the applicants that this figure is below the measurement range of the instruments used so the true result is several dB lower after instrument self-noise is removed.	<p>The Applicants reiterate that the data collected at SSR9 was shown in the ES for transparency purposes only and has not been included within the analysis and determination of the overall representative background noise level or within the assessment (due to the proxy measurements being assessed in its place). As such, the Applicants consider SASES comment to be moot.</p> <p>The Applicants note their precautionary approach in the first instance in not omitting the baseline noise measurement data below the noise floor of the noise monitoring equipment within the analysis of the survey data and establishing the representative background noise. The Applicants note that SASES neglect to consider the absolute sound levels in their comments, which is not in accordance with BS4142. Section 11 (1) of BS4142 states:</p> <p><i>"Where background sound levels and rating levels are low, absolute levels might be as, or more, relevant than the margin by which the</i></p>



ID	Written Representation	Applicants' Comments
		<p><i>rating level exceeds the background. This is especially true at night."</i></p> <p>In essence, where background noise levels are low the absolute levels are considered important.</p>
29	<p>The material submitted by the applicants at deadline 4 leaves the noise assessment and proposed controls in an unsatisfactory state because (a) insufficient data are provided on the matter of tonal content of the noise sources, which may attract a 6dB penalty and threaten the achievability of the noise requirements, and (b) the noise assessments, and the proposed DCO noise limit requirements are not in all cases based on correct background noise levels.</p>	<p>In response to a) the Applicants reiterate that when the requisite 1/3 Octave band spectral data becomes available an assessment for tonality will be undertaken.</p> <p>In response to b) SASES assertion that the background noise levels presented by the Applicants are incorrect is completely false and unsubstantiated when no data or statistical analysis supporting this allegation has been presented. The Applicants cannot continue to accept this accusation without a constructive, evidence-based argument put forward by Interested Parties making such claims. The Applicants continue to maintain that the long term background noise levels presented within the ES are representative given that these are based upon rigorous analysis of a comprehensive dataset of baseline noise measures taken during an extensive, compliant and robust baseline noise monitoring in accordance with BS4142.</p>
<p>CLARIFICATION NOTE SUDS INFILTRATION NOTE AND OUTLINE OPERATIONAL DRAINAGE MANAGEMENT PLAN – Appendix 2</p>		
30	<p>SPR Deadline 4 Submissions relating to Flood Risk at Friston</p> <p>The Applicant submitted two new documents prior to the Deadline 4 hearing. These were:</p> <ul style="list-style-type: none"> i) Clarification Note on the SUDS Infiltration Note (10 pages); and an ii) Outline Operational Drainage Management Plan (OODMP). 	<p>The Applicants would confirm that the Clarification Note SuDS Infiltration Note (REP4-044) has now been incorporated within the updated Outline Operational Drainage Management Plan (OODMP), which has been submitted at Deadline 6 (ExA.AS-1.D6.V3). The calculations informing the viability of an infiltration scheme have been reviewed and updated within the OODMP. The</p>



ID	Written Representation	Applicants' Comments
	<p>These two documents were referred to extensively by the Applicant in previous submissions and responses to earlier Deadlines and were clearly considered to be critical documents for the Applicant on the issue of on-site water management and off-site flood risk.</p> <p>In reality neither document contains any substantive more detail, other than the Infiltration Clarification Note concluding an infiltration only scheme is unviable. The OODMP contains insufficient details to confirm the viability of the scheme, and in fact presents a design which is clearly inadequate, requiring the use of the freeboard volume and landscaping areas to work.</p> <p>Neither document does anything to address the more fundamental issues of:</p> <ul style="list-style-type: none"> i) Failure to adequately define baseline (pre-development) on-site and off-site storm run-off hydrology; ii) Failure to adequately assess flood risk to Friston Village; iii) Failure to demonstrate viable flood mitigation from the operational site; iv) Failure to adequately consider flood risk and mitigation from the construction phase of the development. 	<p>Applicants can confirm that the freeboard volume and landscaping areas are not included within the updated calculations.</p> <p>Regarding the 'fundamental issues' stated by SASES:</p> <ul style="list-style-type: none"> i) The pre-development baseline will be determined during detailed design. The Applicants do not deem it appropriate to undertake detailed ground investigation works / percolation testing at this stage, which is the usual process for pre-consent stage for such nationally significant infrastructure projects. ii) The flood risk to Friston Village has been assessed, please see Appendix 20.3 Flood Risk Assessment (APP-496). iii) The Applicants have presented a series of flood mitigation measures within Chapter 20, Water Resources and Flood Risk of the Environmental Statement (ES) (APP-068), namely section 20.3.3 and section 20.6. Table 20.27 also provides an overview of potential impacts identified and all mitigation measures proposed. iv) Please see response to iii).
31	<p>Applicants' Clarification Note on SUDS Infiltration Note</p> <p>The Note commences by stating the scheme design is for the attenuation ponds to discharge to Friston watercourse – ie without infiltration – stating this is a reasonable design. Consistent with SCC, we GWP advise this is not a reasonable design, it does not follow SUDS hierarchy.</p>	<p>Clarification Note SuDS Infiltration Note (REP4-044) has now been incorporated within the updated OODMP which has been submitted at Deadline 6 (ExA.AS-1.D6.V3). The updated OODMP incorporates a Factor of Safety (FoS) of 10 throughout, provides updated calculations, updated drawings of the infiltration / attenuation ponds and commits the Projects to not exceeding the pre-development discharge rate of the site.</p>



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	<p>The design parameters still use a Factor of Safety (FoS) of 1, but the document includes a sensitivity analysis using an FoS of 10. The consequence of this work is the Applicant now concludes they cannot achieve an infiltration only drainage design due to long storage retention times – so will have to now use a combined infiltration & attenuation design.</p> <p>The provided calculations are consistent with this conclusion that an infiltration only scheme is unworkable. Nonetheless the calculations do not use appropriate input parameters, factors of safety nor provide sufficient details on design. The Applicant still refuses to undertake pre-consent infiltration testing. This means the uncertainty over the infiltration rate (which could vary over at least 4 orders of magnitude) remains considerable and the scheme viability therefore unproven.</p> <p>The attenuation ponds on the provided drawings appear to show a 5m fall on the surrounding topography – resulting in the ponds being above ground surface on their down-slope side. This risk of above ground storage retention and bund failure has not been assessed at all.</p> <p>Importantly, there are no calculations showing resulting Peak and Total Flows having to be discharged to the Friston Watercourse – ie for a combined infiltration and surface water discharge system, nor comparison with pre-development Peak and Total Flows.</p>	<p>Therefore, the Clarification Note SuDS Infiltration Note (REP4-044) has now been superseded.</p> <p>The updated OODMP, which has been submitted at Deadline 6 (ExA.AS-1.D6.V3), incorporates SCC's SuDS hierarchy throughout by considering the viability of both an infiltration and an attenuation design. As concluded within the updated OODMP, an infiltration only design is currently proving unviable with the infiltration rate adopted, hence why an attenuation scheme is presented. This is wholly compliant with SCC's SuDS hierarchy. The Applicants note that the application of the SuDS hierarchy is an iterative process and is dependent upon site-specific conditions which will be applied to identify an optimal drainage solution.</p>
32	<p>Applicants' Outline Operational Drainage Management Plan</p> <p>The OODMP is largely limited to general drainage principles and options, with summary tables on calculated required volumes to achieve certain off-site discharge rates.</p>	<p>The OODMP has been updated and submitted at Deadline 6 (ExA.AS-1.D6.V3).</p> <p>The sustainable drainage system (SuDS) proposed in the updated OODMP has been designed to cope with all storm events up to and including a 1 in 100 year storm event (plus a 40% allowance for</p>



ID	Written Representation	Applicants' Comments
	<p>The OODMP does use the climate change allowance requested by SCC. There is no detail on the scheme design working for smaller events – it has to work for all events, not just the large storms. There are no details of sizing of the oil interceptors. This is important as the interceptors are up-gradient of the storm water attenuation ponds.</p> <p>The OODMP states the existing Greenfield (ie pre-development) Run-off Rate (GRR) will be confirmed during detailed design. This being the case, how can the Applicant state the outline scheme can reduce off-site flow rates to < GRR, which is a statutory requirement ?</p> <p>Reported design discharge at Q_{bar} (7 & 5 l/s) have no details as to which storm events have been considered, nor what assumptions have been made regarding what infiltration and floor area, with what FoS, nor whether the emptying times meet SCC requirements.</p> <p>As throughout all the documentation to date, the Applicant focuses only on Peak Flows. There is no consideration of Total Flows – which is inconsistent with national and local flood policy.</p> <p>There are no hydraulic model (MicroDrainage) calculations provided – note they were provided for the Infiltration Note. These results are therefore unsubstantiated. The summary details provided however show that the required design storage is exceeded, and actually requires the emergency freeboard and perimeter track to be available. That is not an acceptable design – and does not meet acceptable UK practise - freeboard cannot be used as part of the operational storage! The calculations show the design fails.</p> <p>Lastly, and obviously the OODMP does not consider Construction Phase drainage – which remains essentially absent from the Applicant's submissions.</p>	<p>climate change). The Applicants have presented this worst case design, as per industry best practice, so that any smaller storm event can be infiltrated / attenuated.</p> <p>The Applicants confirm that the OODMP has been drafted to accord with all relevant and applicable industry guidance, as presented in Section 3.3. The Environment Agency guidance on oil separators has been incorporated within the OODMP, as stated in section 3.3.4, and the sizing details of these will be confirmed during detailed design.</p> <p>The Applicants have committed to ensuring that the pre-development Q_{BAR} rate is not exceeded post-development. The exact Q_{BAR} rate of the site will be determined through detailed ground investigation works and percolation testing post consent. The Q_{BAR} rates presented within the updated OODMP have been updated and all assumptions made can be found within section 8.1. Full calculations can be found within Appendix 4 of the updated OODMP.</p> <p>All MicroDrainage calculations have also been provided within Appendix 2 and Appendix 4 of the updated OODMP. The calculations and therefore summary details have been revised within and the freeboard and perimeter track are not included within the updated calculations.</p>



ID	Written Representation	Applicants' Comments
33	<p>Comment on Lead Local Flood Authority Mandate</p> <p>The Lead Local Flood Authority (LLFA) is Suffolk County Council. The LLFA is responsible for the management of pluvial (surface water) run-off risk and its mitigation using the planning and permitting processes. Pluvial risk management is not the responsibility of the Environment Agency.</p> <p>There may well be other issues which influence and constrain the options for on-site drainage schemes, for example the footprint available may be constrained by biodiversity and ecology habitat protection, landscape and visual concerns, or even traffic and noise limits which constrain road locations. However, irrespective of these influences and constraints on the surface water management schemes, the schemes themselves have to fundamentally ensure no increase in flood risk due to the development and ideally a reduction in flood risk – and this remains solely the responsibility of the LLFA.</p>	<p>The Applicants have been liaising with Suffolk County Council (SCC), as the Lead Local Flood Authority (LLFA), through the Statement of Common Ground (SoCG) process.</p> <p>The Applicants are committed to ensuring that there is no increase in flood risk due to the onshore substations and National Grid infrastructure, as stated within the updated OODMP submitted at Deadline 6 (ExA.AS-1.D6.V3).</p>
LANDSCAPE AND VISUAL IMPACT ASSESSMENT ADDENDA – Appendix 3		
34	<p>It is welcomed that the revised photomontages in the Appendices to the Landscape and Visual Impact Assessment Addendum now include an existing image that can easily be compared to the photomontages and that the overly optimistically 'early' planting has been omitted. It is a shame that the opportunity was not taken to revise the smooth green field with the newly planted whips/transplants in Vp 1 which, as pointed out at the ISH2, is quite unrealistic. Creating a more realistic image which acknowledged the likely soil conditions around the planting would not have been difficult. Vp 1 is also a very clear example of the limitation of the approach to showing just Yr 1 and Yr 15. The Yr 1 image is quite unrealistic and there is no real</p>	<p>The Applicants consider that the rendering of soil conditions around the newly planted trees in Viewpoint 1 would make no material difference to the visibility of the onshore substations or the assessment of effects arising in this view.</p>



ID	Written Representation	Applicants' Comments
	<p>indication of how that viewpoint will look over the period that it will take for the planting to establish.</p>	
35	<p>As previously stated, the loss of the open view across the landscape from Vp 1 has not been recognised in the assessment as an adverse impact. I do not agree with the conclusion that the magnitude of change on visual amenity at Yr 15 years is negligible and not significant.</p>	<p>The open view across the landscape will be maintained during the construction and early operational period, and will only gradually become less open as the foreground planting grows over-time, to gradually provide a greater degree of enclosure in the view. The change from open view across the landscape at Year 1 to the more enclosed view at Year 15 will not occur suddenly, as may be read when viewing the visualisations, but will in fact occur gradually over the 15 year period, such that the gradual change over time will not be experienced to a significant degree.</p> <p>The Applicants' assessment is that the magnitude of change derives primarily from the visibility, size and scale of the substation infrastructure, which has a reduced height, scale and visibility as a result of the design refinements; and that the screening provided by the foreground woodland in Viewpoint 1 will result in the substation infrastructure having a negligible and not significant effect at Year 15. The addition of a woodland in the foreground of a view is not considered to have a significant environmental effect in this context.</p>
36	<p>The revised photomontages from Vp 5 which is presented on two frames now illustrates more clearly the impact of the development on the distinctive character of the landscape to the north of the village in which the presence of the church makes a significant contribution. The revised photomontages from Vp 5 illustrates how the landscape to the north of the substations will be severed from the village and there will be a total loss of the current relationship between this landscape and the village. The Landscape and Visual Impact Assessment Addendum accepts that the changes made during the</p>	<p>The Applicants note the visual effects shown in Viewpoint 5 and the presence of the substation infrastructure in the view towards Friston village. The Applicants note that the majority of the substations are not directly within the view towards Friston village, but primarily to the east of it, with the sealing end compound and re-aligned pylon forming the main elements in the view towards the village, through which it is possible still to see St Mary's Church. The Applicants would note that the openness of the wider view over the landscape would be retained, even in the presence of the substation</p>



ID	Written Representation	Applicants' Comments
	<p>examination process will not reduce the visual impact from this viewpoint or other viewpoints to the north. From Vp 5 the effect will remain significant, adverse and permanent.</p>	<p>infrastructure. The landscape proposals will also reduce the visual impact of the substation infrastructure and re-instated hedgerows and tree lines will contribute towards a network of re-instated historic field boundaries in the view. The Applicants note and agree that the residual effect on people experiencing the view from Viewpoint 5 will remain significant.</p>
37	<p>In Applicants' Comments on SASES' Deadline 1 Submissions the applicants lists in a number of places (e.g. Page 148) the factors that they consider have reduced the visual impact of the development. Not listed is the rearrangement of elements within the substations. As set out in EN010077-003522-sases deadline 4 Submission - Appendix 1 to Comments on Applicants' Deadline 3 Submissions this accounts for some of the reduction in visual intrusion between the original photomontages and the revised photomontages in Vps 2 and 9. As the layout of the substations is not currently a controlled element of the DCO any improvement as a result of the rearrangement of equipment cannot be relied upon. If a specific arrangement is being relied upon to reduce visual intrusiveness there needs to be a specific requirement with regard to the layout.</p>	<p>The final layout of the onshore substations will be confirmed as part of the detailed design phase, which is undertaken post consent. Where possible, and in accordance with electrical safety requirements, the Applicants will explore with the supply chain further opportunities to reduce the impacts.</p>
38	<p>Conclusion</p> <p>Some of the Applicants' Comments on SASES' Deadline 1 Submissions relate to changes that have been made during the examination which have already been addressed in subsequent SASES submissions. It is not considered helpful to reiterate the points that have already been made but it is important to note that:</p> <ul style="list-style-type: none"> I do not consider that the issues raised with the site selection process have been adequately answered and that I remain of the view that the RAG process which informed the choice of 	<p>The Applicants note that they have provided comments on these matters in their <i>EA1N&EA2 Applicants' Comments on SASES Deadline 1 Submission</i> (REP4-023) as follows (with <u>emphasis</u> added for cross reference to each bullet point):</p> <ul style="list-style-type: none"> <u>Site selection process</u> – the Applicants consider that issues raised with the site selection process are adequately answered within REP4-023, in Table 2.7 and Table 2.8 (pages 196 to 231).



ID	Written Representation	Applicants' Comments
	<p>the site in Friston was misleading and failed to identify the key sensitivities of the landscape.</p> <ul style="list-style-type: none"> I remain of the view that the LVIA is unhelpful in not identifying the level of adverse effects and relying simply on effects being significant or not significant. The reduction in footprint and a commitment to reduce the height of the equipment is welcomed, however the development would remain incongruous and out of scale with the receiving landscape. <p>The changes would not be enough to significantly reduce the magnitude of change for either landscape or visual effects. Those effects which will remain as major adverse during construction and through Year 1 (potentially a six-year period or longer) only reducing to moderate/major at year 15, based on optimistic assumptions with regard to tree growth rates.</p>	<ul style="list-style-type: none"> <u>Level of adverse and significant effects</u> – the Applicants consider that the approach to 'levels' of significance is adequately answered within REP4-023, at ID77 page 174-175. <p><u>The receiving landscape</u> – the Applicants consider that effects on local landscape character and reductions arising from the Projects' design refinements are adequately answered within REP4-023, at ID90 page 183-184. Reductions in visual effects are described in the EA1N&EA2 Landscape and Visual Impact Assessment Addendum (REP4-031), section 3.5 (pages 27-29).</p>
TRAFFIC AND TRANSPORT CLARIFICATION NOTE		
39	<p>23. As will have been apparent from various submissions made at ISH5 and open floor hearings, there is and remains a great deal of concern that HGVs and other construction traffic turning right off the A12 and left onto the A12 at the Friday Street junction will cause significant congestion and thereby cause further safety and congestion issues elsewhere. Suffolk County Council, quite rightly, are concerned primarily about safety issues at Friday Street. However there does not seem to be an appreciation or any analysis of the real risk particularly at peak holiday times that this will cause congestion and safety issues elsewhere.</p>	<p>The assessments contained in Chapter 26 Traffic and Transport of the ES (APP-074) and Appendix 26.2 (APP-528), as well as the subsequent modelling of Friday Street junction (Deadline 4 Traffic and Transport Clarification Note (REP4-027)) have been undertaken in accordance with current Department for Transport assessment guidance² which directs that the assessment should be based on normal conditions (i.e. not during school holidays).</p>

² <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements#transport-assessments-and-statements>



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		<p>This is in keeping with highway network management practice across the UK and was confirmed by SCC during their verbal representation at Issue Specific Hearing (ISH) 4.</p> <p>From an Environmental Impact Assessment (EIA) perspective, normal ('neutral') conditions represent a robust baseline as they provide a better indicator of the magnitude of effect of the Projects' traffic, whereas an elevated baseline would inadvertently reduce the magnitude of effect based on the percentage increase in traffic.</p> <p>(Neutral) baseline traffic conditions were discussed and agreed with SCC and Highways England during pre-application scoping and are confirmed as acceptable in the respective SoCG submissions (ExA.SoCG-2.D1.V2).</p> <p>Section 2.2.7 of the Outline Construction Traffic Management Plan (OCTMP) (document reference 8.9) contains measures for the management of the Projects' Heavy Goods Vehicle (HGV) traffic during peak holiday periods and events.</p>
40	<p>24. The introduction of traffic signals for right turning traffic may well address safety issues. However notwithstanding Suffolk County Council's desk based calculations of capacity based on average volumes, there remains a very significant concern, particularly in peak holiday periods, that the introduction of signals will cause congestion. Further in trying to address a safety issue at Friday Street this will cause (or rather exacerbate) an existing safety issue of traffic turning right off the A12 before the Friday Street junction and using the narrow and twisty country lanes to seek access to the B1069 which runs past Snape Maltings and through Snape village (including the</p>	<p>With regard to traffic diverting off the A12, Table 26.25 of the ES (APP-074) details for a 2023 baseline without the Projects, there would be a delay of 21 seconds for the right turn onto the A1094, and there would be spare capacity on that arm. The Traffic and Transport Clarification Note, Appendix B, Table 2.3 (REP4-027) details that for a 2023 scenario with the Projects traffic and a traffic signal solution for the same manoeuvre there would be a delay of 41 seconds, and there would be spare capacity on that arm. In simple terms, any queuing would clear comfortably within a single traffic signal cycle.</p>



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	primary school). These country lanes are used by walkers, cyclists, horses and agricultural equipment.	This magnitude of effect (change) is negligible and would not induce traffic to reassign to other routes.
41	25. It should be noted that the peak hours used in the modelling are non-standard at 07:30- 08:30 and 16:30-17:30 and this is not explained.	The peak network periods have been derived from the neutral weekday turning count surveys that have informed the individual junction assessments.
Key Omissions		
42	<p>26. The current desk-based modelling (which appears to suggest a signalised junction in this location would operate within theoretical capacity) has the following omissions.</p> <p>a. Introducing signals where they are currently none will delay traffic overall compared to the existing situation. This does not appear to have been modelled, therefore it is not possible to accurately compare exactly how much traffic will be delayed in the future compared to the existing situation.</p> <p>b. Many concerns have been expressed over the capacity of this junction and a knockon effect particularly at Snape crossroads during peak seasons. Our concerns over impacts during the holiday season are well founded. In the Transport Assessment submitted as part of the DCO for the Wylfa Newydd Power Station, a sensitivity analysis was undertaken to assess the impacts of DCO traffic in the month of August at a key section of the construction traffic route to/from the development site. Why has there been no such analysis in this case?</p> <p>c. No account seems to have been taken of the new development near the Friday Street junction of an agricultural potato processing plant and weighbridge, nor of the ever increasing popularity of the Friday Street retail operation. Both of these destinations are close to</p>	<p>a) Table 26.25 of the ES (APP-074) details the junction's performance for a 2023 baseline year applying factors that reflect the localised growth in housing and employment. This enables a direct comparison with the earliest start of the Projects' peak construction traffic demand to understand the magnitude of effect.</p> <p>b) Please refer to Applicants' response to ID41 regarding the peak season. The Applicants' detailed response to Snape Cross Roads can be viewed in the Applicants' comments on SASES Deadline 1 submission, ID6 (REP4-023). This assessment approach was confirmed as acceptable by SCC during their verbal representation at ISH4.</p> <p>c) As stated in response a), baseline traffic conditions have been derived by applying factors that reflect the localised growth in housing and employment. These factors were supplied by SCC. More details can be found at 26.5.7 Anticipated Trends in Baseline Condition of the ES (APP-074).</p> <p>d) Traffic and Transport Clarification Note, Appendix B, Paragraph 2.6.6 (REP4-027) confirms the junction has been assessed for a Scenario 1 (concurrent) worst case scenario.</p>



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	<p>the Friday Street junction and will generate increasing amounts of traffic.</p> <p>d. It is unclear whether traffic has been assessed at the peak of construction movements with concurrent construction of EA1N and EA2.</p> <p>e. The peak hours used are non-standard at 07:30-08:30 and 16:30-17:30. It should be clarified that these are in fact the peak hours and that they are also peak hours during the peak holiday season.</p> <p>f. It is unclear whether the modelling undertaken by the Applicants has been independently audited.</p>	<p>e) The Applicants' response at ID39 confirms the junction has been designed in accordance with Department for Transport guidance utilising neutral traffic flows. The Applicants' response at ID41 confirms how the peak hours have been derived.</p> <p>Outside of normal traffic conditions Section 2.2.7 of the OCTMP submitted at Deadline 6 (document reference 8.9) contains measures for the management of the Projects' HGV traffic during peak holiday periods and events.</p> <p>f) The traffic signal concept design has been subject to the scrutiny of SCC's traffic engineers, who have confirmed that they are satisfied with the 'concept' design (Comments as Local Highways Authority (REP5-055)).</p>
<p>The Consequences of Inaccurate or Incomplete Traffic Assessment</p>		
<p>43</p>	<p>27. These concerns and omissions are not minor in themselves. However they also need to be considered of in the context of the consequences if the desk based assessments prove to be incorrect. Some of these will be as follows.</p> <p>a) Congestion on the A12 running back from the Friday Street junction, particularly in peak holiday period with events at Snape Maltings and in Suffolk Coastal area which are accessed by the A12. This could be a significant detractor to the Suffolk Heritage Coast as a holiday destination</p> <p>b) Safety - rat running on the country lane network to the B1069 due to congestion on the A12. This is a significant safety issue both on the country lane network and on the B1069</p> <p>c) Congestion on the B1069 running back from Snape crossroads</p>	<p>Please see responses at ID39, 40, 41 and 42.</p>



ID	Written Representation	Applicants' Comments
	d) Safety at the Snape crossroads exacerbated by a busier A1094 with delayed and frustrated motorists trying to join the a 1094 from the B1069.	
44	28. These are not imaginary issues. Local residents already live with them and they will get worse. Are Scottish Power and Suffolk County Council really sure that these safety and congestion issues will not arise?	<p>The Applicants have undertaken a robust assessment with independent experts following recognised and industry standard guidance. In addition, the Applicants will manage construction transport through the production of a final CTMP and a final Travel Plan (in accordance with the outline plans) for the Projects.</p> <p>Both these documents are required to be approved by SCC.</p>
Highway Works Timing		
45	29. It seems to have been agreed between the Applicants and Suffolk County Council that the scheme is constructed before commencement of the projects. This should be included in the Requirements. Furthermore any construction works at this junction should be timed to avoid peak holiday season to reduce the impact on the local economy.	The Applicants direct SASES to the OCTMP updated at Deadline 6 (document reference ExA.AS-9.D6.V2) sets out and controls the timing for the delivery of the traffic signal solution at Friday Street junction. The final CTMP is to be approved pursuant to Requirement 28 of the DCO.
APPLICANTS' COMMENTS ON SASES' DEADLINE 3 SUBMISSIONS		
Application and relevance of Schedule 9 Electricity Act 1989		
46	1. The applicants contend that Schedule 9 is not relevant to the determination of the application. The applicants seem to focus on the duty under paragraph 1(2) of Schedule 9, which applies to the appropriate authority in determining applications for consent under s 36 or 37 Electricity Act 1989.	SASES continue to misunderstand the Regulation of the Electricity system in Great Britain. As has been set out in previous submission, 'National Grid' is made up of a number of different legal entities that are subject to differing regulatory requirements. It is unclear as to which entity is being referred to. National Grid ESO



ID	Written Representation	Applicants' Comments
47	<p>2. However, that ignores the duty on the licence holder imposed by paragraph 1(1) of Schedule 9. The licence holder (here, National Grid) in formulating its proposals “</p> <p>(a) shall 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 archeological interest; and</p> <p>(b) shall do what he 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”</p>	<p>does not formulate proposals and discharges its functions through licence obligations as System Operator. The Connections and Infrastructure Options Note (CION) process does not formulate a proposal it identifies a connection option.</p> <p>The proposals are only formulated after the completion of the CION process.</p>
48	<p>3. The question which arises is what assessment was carried out to justify the selection of the Leiston area as the grid connection location. The answer is that there was no such consideration, or none which has been shared with the examination. Schedule 9 matters should have been considered prior to the selection of the Leiston area.</p>	<p>The CION process identified the Leiston area as the connection option. Alternative options were fully considered through that process. The ExA has been provided with both a summary of the process and a redacted version of the CION documentation. In addition, the ExA has been provided with the written submission of oral case for ISH 2 (REP3-085) on Onshore Siting, Design and Construction which includes information on the grid selection process.</p>
49	<p>4. It appears from the applicants' response that, in fact, there was no consideration of alternatives in relation to the selection of the Leiston area.</p>	<p>The CION process did evaluate a range of options including technology and a wide range of connection options.</p>
50	<p>5. The applicants now claim that Schedule 9 matters were addressed in the ES. However, none of those matters informed the selection of the Leiston area for the new national grid connection hub. Whilst there is passing reference to Schedule 9 in paragraph 17 of Chapter 4 of the ES, the applicants have not referred to any statement in the ES</p>	<p>Chapter 4 Site Selection and Assessment of Alternatives (APP-052) set out in full the range of options considered as part of the site selection process. This demonstrates that all the matters listed in Schedule 9 1(1) have been fully considered in the ES. Regard has been given to every factor listed. The ES has also demonstrated how reasonable mitigation has been put forward in</p>



ID	Written Representation	Applicants' Comments
	to the effect that the Schedule 9 requirements have been complied with.	relation to the effects identified. This has been based on extensive review, field work and assessment. Furthermore, extensive consideration has been given to mitigation and commitments have been proposed.
51	<p>6. Accordingly:</p> <p>a. The applicants are wrong to assume that Schedule 9 has no relevance, since the identification of the Leiston area for the grid connection was the formulation of a proposal caught by paragraph 1(1) of Schedule 9, even though the infrastructure is not being consented under the 1989 Act;</p> <p>b. Even if the Schedule 9 requirements are addressed in the ES, that is only in respect of the location of the infrastructure within the Leiston area. It does not assist on the question of whether the statutory duty has been met in respect of the selection of the Leiston area (as opposed to another area in East Anglia).</p>	<p>a) Schedule 9 1(1) applies at the stage of formulating an actual proposal. SASES misinterpret the scope and application of the provision.</p> <p>b) See above.</p>
52	7. This matter is plainly relevant to the Secretary of State and thus the ExA. The lawfulness of National Grid's site selection process could warrant refusal of development consent under s 104(5) or (5) Planning Act 2008, regardless of any conclusions reached in respect of NPS compliance.	<p>Section 105(5) relates to the Secretary of State being in breach of a duty. Schedule 9 to the Electricity Act does not impose any duties on the Secretary of State in determining an application under the Planning Act 2008.</p> <p>It is presumed that the second statutory reference is to Section 104(6). The submission would appear to be premised on the argument that a failure to comply with Schedule 9 means that an application has to be refused. Whether the duties have been complied with is a consideration which requires to be taken into account in the context of decision making in terms of applications made in terms of Sections 36 and 37 of the Act. Even where the</p>



ID	Written Representation	Applicants' Comments
		duty to take compliance into account applies, there is no requirement to decide the application in a particular way.
Section 9 Electricity Act 1989		
53	<p>8. The applicants seem to have misunderstood SASES's submissions on this point. They are that in the absence of any scrutiny of the CION process by Ofgem, the matter should be considered as relevant and important to the examination and to the Secretary of State's determination. The decision-maker on the application for development consent should scrutinise whether the proposal for a connection in the Leiston area is justified by reference to the need "to develop and maintain an efficient, co-ordinated and economical system of electricity distribution". EN-5 specifically requires this duty to be taken into account. It should be noted that the need for a "coordinated" system appears to be omitted from paragraph 2.3.5 of EN-5 and from the applicants' commentary on it, but clearly is relevant on the facts of the present applications.</p>	<p>The Regulatory framework comprises statutory duties imposed on both the Secretary of State and OFGEM. These are discharged through the creation of the regulatory framework and the imposition of licence obligations. This is a framework against which the CION process has been created. These statutory duties include protecting consumers and facilitating access to new electricity generation and in particular removing barriers for renewable energy (see pages 15 and 16 of the Regulatory Context Note (REP2-003)). The statutory duties imposed on the transmission licence holder have to be understood within the wider statutory and regulatory framework. The statutory objective of delivering a coordinated system is delivered through a number of licence requirements imposed on NGENSO. These include the requirement to identify Future Energy Scenarios (usually published in July) and to publish a rolling Ten Year Statement. These are in turn supported by an obligation to carry out The Network Options Assessment process (NOA). Further details regarding these processes are set out within pages 24 to 29 of the Regulatory Context Note.</p> <p>In addition, there is the additional scrutiny by OFGEM through the Offshore Transmission process. Through this process, the Applicants will have to submit all their transmission decisions and costs to the full scrutiny of OFGEM. This includes a review of the overall design of the Transmission Assets and this includes the technology options evaluated. It is then subject to further evaluation to test that the option selected is economic and efficient.</p>



ID	Written Representation	Applicants' Comments
		Paragraph 2.3.5 of EN-5 summarises the above and specifically identifies that it should be taken into account. The Applicants have followed the regulatory requirements.
Alternatives		
54	9. SASES refers to its previous submissions on alternatives and does not repeat them. The ExA is reminded that development consent is sought for National Grid. The argument that the applicants' consideration of alternatives can lawfully be constrained by a prior decision by National Grid to locate the grid connection infrastructure in the Leiston area is flawed and unlawful for the reasons previously set out.	The Applicants have set out the regulatory framework established through the Electricity Act. These set out the process for establishing the grid connection for offshore windfarms. The grid decisions relating to the proposals derive from applications for connection made by the Applicants. These have been made having regard to the requirements established by the legal framework.



2.2 Responses to the Applicants' Comments at Deadline 4 on SASES D1 Submissions [REP5-096]

ID	Written Representation	Applicants' Comments
Safety		
55	Applicant continues to evade the point that no reference to discussion of safety issues with HSE was presented within the EIA.	<p>The Applicants have not evaded the point. The Applicants response provided in REP4-024 repeated in the following paragraphs is unambiguous and demonstrates that health and safety matters were discussed as appropriate with Health and Safety Executive (HSE) in the lead up to and post submission of the Applications:</p> <p><i>"The Applicants have undertaken consultation with the Health and Safety Executive (HSE) at both Section 42 (Phase 4 Public Consultation) and Section 56, where the full Application was submitted to the Planning Inspectorate. At Section 42 the HSE made no comments on electrical safety or explosives.</i></p> <p><i>Furthermore, the HSE advised that there were currently no major accident hazard sites or pipelines within the onshore development area.</i></p> <p><i>The HSE provided commentary in relation to Hazardous Substances Consent and its application, which is not applicable to the Projects. At Section 56 the HSE made no comments."</i></p>
56	SASES had acknowledged that COMAH regulations as referred to in EN-1 were not really applicable to this programme, but were seeking some evidence that all risks to public safety during the operational phase of the programme had been addressed. The Applicant still fails to accept that the design cycle is already underway and has not published even an outline risk assessment and mitigation paper. SASES notes the Applicant's response now includes the verb form "shall" – generally interpreted as a 'mandatory' provision.	The Applicants note that direct interaction between members of the public and the Projects during its operation will be limited to the perimeter fence around the onshore substations, given that the electrical cables at the landfall and across the length of the cable route will be buried (i.e. below ground). No unauthorised access will be permitted to the onshore substations, which includes members of the public. Given the limited interaction, the Applicants consider there to be minimal risk posed to the general public by the onshore components of the Projects.



ID	Written Representation	Applicants' Comments
57	These documents will be scrutinised to determine whether SASES concerns regarding the adverse effect upon residents safety as a consequence of increased HGV and LGV movement has been adequately addressed.	Noted.
58	States that final CTMP and Travel Plan will ensure there is "...no significant adverse impact on road users..." when SASES comment is that the real requirement should be: ..no adverse impact on road users.	Through the OCTMP (an updated version of this document has been submitted at Deadline 6, document reference 8.9) the Applicants have sought to reduce traffic impacts as far as practicable. However, the Applicants recognise that there is likely to be some level of traffic disruption in the delivery of these nationally significant infrastructure projects. The term 'significant impact' in EIA relates to an impact being of moderate or major adverse significance and this is what the Applicants have sought to avoid through implementation of traffic mitigation.
59	The Applicant seems to have forgotten that the subterranean cable sealing ends require circuit breakers and conductors to interface with the Overhead Transmission lines. Is this part of the enterprise fully sealed?	The new substations will connect into the existing 400kV overhead transmission line between Sizewell and Bramford. As part of this work, minor modification works, to tie the overhead Bramford-Sizewell 400kV line into a new NGET substation at Friston, will be required. All transmission of power downstream of this new NGET substation between all substations will be done through underground cables. The connection from the NGET Friston substation to the EA1N and EA2 onshore substations will be via cable. These cables will terminate onto AIS equipment at 400kV, which will pass through a transformer to 275kV level via GIS. The 400kV equipment within the EA1N and EA2 substations will be an exposed conductor arrangement (i.e. overhead busbars), with the 275kV being enclosed through GIS. The decision on the new NGET substation at Friston being either AIS or GIS has not been taken, as a result we cannot comment on the proposed arrangements. The final design of the National Grid substation and cable sealing end compounds will meet the various electrical safety standards and be grid code compliant.



ID	Written Representation	Applicants' Comments
60	It should be noted that the Applicant considers just two paragraphs (in a document spanning nearly 600 paragraphs) to be an adequate response to safety concerns.	The Applicants refer to their response at ID56 in which they provide further clarification on their position with regard to public safety.
61	The Applicant again fails provide any indication of the response time to safely detect cable fault/failure. Further , the Applicant states that HVAC cables systems are designed to fault to earth. In practice, a short circuit to earth is not a design feature but the likely outcome of an insulation failure.	The maximum permitted total fault clearance time in the UK for 275 kV system voltage level to detect and isolate a faulty cable feeder is 300milliseconds. The cables are designed to accommodate a nominal value of short circuit fault current, usually for up to 1 second at 275kV during a fault scenario.
62	SASES notes acceptance by the Applicant that it shall rigorously assess assess hazard, risks etc. Use of the verb form is taken to mean acceptance of a mandatory requirement.	The Applicants note that they will assess hazards, risk and any mentioned consequences associated with a fault within the detailed design stage.
63	While “ prevention ” rather than “ mitigation ” is to be commended, some explanation of what constitutes passive and active mitigation is required. The Applicant’s response still fails to address what response would be required of the local volunteer Fire Service in the case of a fire in any part of the operational substation(s) and cable corridor.	<p>The Emergency response philosophy relating to fire is to prioritise measures to protect human life adhering to the General Principles of Prevention. As such, removing and reducing the risk is the focus. This is achieved by passive/preventative measures such as reducing occupancy, Passive Fire Protection/use of non-flammable materials/fluids, Equipment separation, HV Protection and Control Systems, etc. In the event of a Fire/Explosion event, the primary focus is on safety of people and prevention of further escalation; removal of pathways to harm personnel and escalate an event is the most effective way to reduce risk, achieved by the aforementioned measures. In the event that active intervention is required (to be determined during detailed design), automated systems may be utilised to extinguish any fire. The Primary objective of these systems is to contain an incident to allow evacuation/escape of personnel and to prevent further escalation. Asset integrity is a secondary objective.</p> <p>The Applicants note that, given the nature of the infrastructure, in the event a fire develops at the onshore substations that cannot be extinguished by</p>



ID	Written Representation	Applicants' Comments
		the passive mitigation, a response from the emergency services may be required.
64	<p>The Applicant notes that “Repair/maintenance – task related flood lighting will be necessary. Attention is drawn to para 548 of Chapter 06, Project Description, where as exceptions to the agreed working hours, lists:</p> <p>Activity necessary in the instance of an emergency where there is risk to person, delivery of electricity or property” Para 30 of Chapter 25 refers to an emergency generator but not the nature of the emergency for which the generator is required. The need for emergency lighting is viewed a reasonably foreseeable.</p>	Provision of an emergency generator is common place on such infrastructure and provides for the safe shut down and running of essential systems within the onshore substations in the event of a loss of power.
65	Applicant evades the concerns raised by SASES that there appears to be no water reservoir on site for fire fighting as is in other similar substations: no explanation is given of any other firefighting measures to be resident at the substation site.	Water based systems are not considered as a solution for any Active Fire Extinguishing System. Therefore, there is no requirement for a Firewater Reservoir.
66	Reasons for using SF6 is not contested by SASES. SASES pleased to see that the Applicant now accepts that a leak management and reporting system shall be included and detailed within project specific plans and procedures.	Noted.
67	Applicant still fails to provide any numerical or anecdotal evidence to support the claim that “... the risk of major accident and/or disasters occurring associated with any aspect of the project during construction , operation and decommissioning phases is negligible.... ” SASES has always accepted that COMAH provisions are largely inappropriate to this undertaking, but have the view that the transmission of high voltage / high current was not without risk, however small. What is missing in the Applicant’s response is some indication of	The Applicants have considered the response to potential major accidents and disasters within section 6.13 of Chapter 6 Project Description (APP-054).



ID	Written Representation	Applicants' Comments
	how small is “negligible” from the Applicant’s perspective. The Applicant could easily have cited experience gained on EA1 construction.	
Landscape and Visual – Landscape Briefing Note, Pages 1&2		
Implications for landscape and visual impacts of the length of construction period		
68	1. In response to the issues that were raised with regard to the uncertainty of the length of the construction period should the two SPR substations be built consecutively, the Applicants' Comments on SASES' Deadline 1 Submissions refers (page 125) to EN010077-001534-6.3.29.5 EA1N ES Appendix 29.5 LVIA Cumulative Assessment. However that appendix which does not provide any detailed information about how the individual elements of the proposals would be scheduled. It merely states the adverse effects should the two substations be built consecutively would be medium term (5-10 years) rather than short term (1-4 years) if they were built concurrently.	As per section 6.9.4, Chapter 6 of the ES (APP-052), the construction of each Projects' onshore substations will last approximately 30 months. Appendix 6.4 of the ES (REP3-020) provides a cumulative project description, and for scenario 2 (in which the Projects are construction sequentially) assumes the first project is fully reinstated prior to commencement of construction of the second project's onshore substation. It is noted that, in line with Requirement 1 of the draft DCO (REP5-003), construction of each project must commence within five years of the date that the DCO comes into force.
69	2. It does not answer the following questions: • Is there a commitment (rather than just an assumption) that the construction of the NG substation (48 months) is concurrent with the SPR substation? If not the construction of just one SPR substation could result in medium term adverse impacts. • Is there any commitment to no delay between commencing construction on the first SPR substation and commencing construction on the 2nd?	<ul style="list-style-type: none"> Given the construction durations for the onshore substations and National Grid substation presented within Chapter 6 of the Environmental Statement (ES) (APP-054), the Applicants expect the National Grid substation to be constructed in parallel with one or both of the onshore substation(s). This has been assessed within the Environmental Statement. In response to the second bullet point, Requirement 1 of the draft DCO (REP5-003) provides that the construction of each project must commence within five years of the date that the DCO comes into force. The EIA has assessed both a parallel construction and a sequential construction of the Projects
70	3. Even if the construction of the 2nd SPR substation begins immediately the first one is completed the construction period and associated adverse	The Applicants cannot commit to no delay between construction of the onshore substations because in order for each project to go ahead they will



ID	Written Representation	Applicants' Comments
	<p>impacts would be 5 years with a consequent five-year delay in the implementation of the bulk of the mitigation measures. If there is no commitment that there will be no delay between the construction of the two substations the construction period could theoretically be extended for 7½ years or more years. Effectively this means Yr 15 when planting is assumed to have established may be 22½ years after the start of construction</p>	<p>each have to be successful in a Contracts for Difference (CFD) auction. Separate CFD applications will be required for each project and both projects may not be successful in the same auction round. Therefore, a degree of flexibility is required between onshore construction start dates for the Projects if they are to be constructed sequentially.</p> <p>The EIA has considered both simultaneous construction and sequential construction of the Projects.</p> <p>The Applicants note that strategic landscape planting will be delivered during construction of the first project.</p> <p>The approach taken to ensure that the Outline Landscape Mitigation Plans provided in the OLEMS (an updated version has been submitted at Deadline 6, document reference 8.7) applies to the build-out of both projects will, over time, provide effective screening of views for a single onshore substation, the detail of which will be confirmed within the final landscape management plan.</p>
71	<p>4. As noted in EN010077-003208-sases deadline 3 mb 1080 BN04 Landscape 151220 whilst the commitment to install the ducting for both projects at once along the cable route is welcomed no such commitment has been given with regard to the substations although it would clearly be a potential mitigation measure with regard to the adverse landscape and visual impacts at Friston. As a consequence, the uncertainty over both the length of the construction period and the date on which the vast majority of the mitigation planting can be implemented remains.</p>	<p>The Applicants cannot make a commitment to construct both onshore substations at the same time if they are to be constructed sequentially for the reasons set out at ID70.</p> <p>The EIA has considered both simultaneous construction and sequential construction of the Projects.</p>
RAG Assessment		
72	<p>5. Throughout the Applicants' Comments on SASES' Deadline 1 Submissions there is an insistence that 'The RAG assessment does not,</p>	<p>The Red Amber Green (RAG) assessment was undertaken to identify general zones within which the onshore substations could be located. Once</p>



ID	Written Representation	Applicants' Comments
	<p>however, in itself identify the chosen onshore substation site. It was a tool that allowed sites to be compared and progressed to further assessment stages and considered holistically in terms of all environmental criteria.' It is unclear on what basis the site selection was made if it was not based on the RAG assessment. The Connection and Infrastructure Options Note (CION) process does not include an adequate assessment of landscape and visual factors. The RAG assessment concluded the Friston site was less environmentally sensitive than the other sites considered and so it was chosen. As has been set out previously, that assessment was flawed.</p>	<p>a preferred zone was identified (Zone 7), the siting of the specific onshore substation locations within the chosen zone was considered through a co-location and micrositing exercise as described within section 4.9.1.4 of Chapter 4 Site Selection and Assessment of Alternatives (APP-052).</p> <p>The main driver for extending the site search exercise westwards was the avoidance of impacts upon the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB). Appendix 4.3 Suffolk Coasts and Heaths AONB Impact Appraisal (APP-444) sets out the detailed appraisal of the eight zones considered for locating the onshore substations and National Grid substation. This appraisal concludes that the development of substations within any of the eastern zones (zones 1 - 4 and zone 8), which are located within or on the edge of the AONB, would be likely to result in significant effects on some of the special qualities of the AONB.</p> <p>'Exceptional circumstances' and 'public interest' in line with paragraph 5.9.10 of the NPS EN-1 would need to be demonstrated if the substations were to be sited within the AONB or in locations that can be considered as forming parts of the 'setting' of the AONB. Development at Grove Wood is unlikely to have any significant effects on the special quality of the nationally protected AONB landscape.</p>
<p>Influence of the existing transmission lines</p>		
73	<p>6. In Applicants' Comments on SASES' Deadline 1 Submissions there is a repeated insistence that the overhead transmission lines 'exert an important influence on the way that the landscape is experienced' This was not the conclusion of the LVIA. The LVIA describes the pylons as 'notable visual elements' that 'tend to distort the sense of scale' but nowhere does it suggest that they are the key characteristic exerting an important influence on the way that the landscape is experienced, of greater importance than other distinctive characteristics. Rather the LVIA</p>	<p>The Applicants note that p36-37 Chapter 29 Landscape and Visual Impact Assessment (LVIA) (APP-077) identify the overhead lines as one of a number of "key characteristics that are locally distinctive in the Friston area (in the area around the onshore substations)", describing them as a "double row of overhead pylons and electrical lines crosses the landscape between the village of Friston and Fristonmoor, form notable visual elements in the local setting and due to their larger vertical scale and form tend to distort the sense of scale in the landscape". The LVIA therefore</p>



ID	Written Representation	Applicants' Comments
	<p>describes the landscape as 'Quiet farmland, with a simple, rural character but a strong sense of agri-business land use evident amongst the medium to large fields towards Fristonmoor and Little Moor Farm.'</p>	<p>does note that they are a key characteristic of the local landscape. There are further references to the overhead line as a characterising element, including with reference to the Ancient Estate Claylands Landscape Character Type (p71) that <i>"some of its scenic qualities have been influenced by considerable change"</i>... including <i>"overhead electrical infrastructure"</i>. Their influence on the way that the landscape is experienced is also noted in the assessments of sensitivity (p72) <i>"susceptibility is reduced where the landscape is influenced by the presence of the double row of high-voltage overhead transmission lines, with changes experienced in the context of existing electrical infrastructure and large-scale elements"</i>.</p> <p>The influence of the overhead transmission lines as a key characteristic in views is also noted in the baseline description of many of the viewpoints in the Applicants' visual assessment in Appendix 29.4 (APP-568), including views from the PRow network (VP1 and VP5) and farms at Fristonmoor (VP5), as well as views from Friston (VP2) and approaches to the village (VP8 and VP9), which are described as follows:</p> <p><i>VP1 – "The skyline of the view is traversed by the National Grid high voltage overhead transmission line and double row of electrical pylons, with electrical lines strung across the skyline of the view"</i>.</p> <p><i>VP2 – "Rural setting with perceived timeless quality of rural elements, interrupted only by the modern overhead pylons on the skyline. Juxtaposition of strongly rural landscape elements/character in the foreground with the modern influence of energy transmission in the backdrop". "The skyline of the view is traversed by the National Grid high voltage overhead transmission line and double row of electrical pylons, with electrical lines strung across the skyline of the view"</i>.</p>



ID	Written Representation	Applicants' Comments
		<p>VP5 - <i>“Although the view is fundamentally rural in character, it is dominated by the National Grid high voltage overhead transmission line and double row of electrical pylons, with electrical lines strung across the view”.</i></p> <p>VP8 - <i>“Although the view is fundamentally rural in character, it is dominated by the National Grid high voltage overhead transmission line and double row of electrical pylons, with electrical lines extending into the distance in the view. The large scale and visual complexity of these features is stark compared to the generally small scale elements of the rural landscape in the view”.</i></p> <p>VP9 - <i>“The skyline backdrop to the village of Friston in the view is traversed by the National Grid high voltage overhead transmission line and double row of electrical pylons, with electrical lines strung across the skyline behind the housing and church in Friston, and passing behind Grove Wood”.</i></p>



2.3 Further Comments On Applicants' Outline Watercourse Crossing Method Statement

ID	Written Representation	Applicants' Comments
1. Introduction		
74	SASES commented briefly on the Applicants' Outline Watercourse Crossing Method Statement at Deadline 4 on page 11 of [REP4-106] and stated an intention to respond more fully at Deadline 5.	Noted.
2. Background		
75	<p>The Local Authorities, SASES and other Interested Parties expressed concerns during earlier phases of Consultation and during these Examinations regarding the environmental impact of the Applicants' choice of a crossing place between Aldringham Court (formerly Raldsend) and the Gipsy Lane / Fitches Lane road crossing on B1122 Aldeburgh Road in Aldringham.</p> <p>A major concern has been the potential impact on the roadside landscape and the setting of Grade II listed Aldringham Court together with the damaging loss of tracts of woodland. Another has been the proximity of construction activities to residents in the close vicinity during construction phases. The Applicants have made commitments to pre-install cable ducting for the second project during construction of the first project and to reduced widths of the cable route(s) across the woodland to the west of Aldeburgh Road and on the east side up to a line 40 metres from the river.</p> <p>However, there is no commitment as yet on the positioning of the river or road crossing place within the present 93 metres order limits width between Aldringham Court and Fitches Lane. There is no clarity on how much woodland would be cleared save that only 5 metres width would be preserved between Fitches Lane and the construction activities on Work No. 20.</p>	<p>The exact positioning of the river or road crossing place between Aldringham Court and Fitches Lane will be decided post-consent once detailed ground investigations, pre-construction ecological surveys and detailed onshore cable route design are undertaken.</p> <p>Section 4 of the Outline Watercourse Crossing Method Statement (an update version has been submitted at Deadline 6, document reference ExA.AS-5.D6.V2) describes the outline mitigation measures that will be implemented by the Applicants in order to reduce the potential impacts of the crossing as far as practicable.</p>



ID	Written Representation	Applicants' Comments
	<p>The Outline Watercourse Crossing Method Statement confirms the Applicants' recent commitment to a maximum working width of the cable route from the river to within 40 metres distance of the road of 80 metres (EA1N and EA2) or 40 metres for one project. That would lead to the loss of up to one third of a hectare of important riparian wetland habitat.</p>	
<p>3. Alternatives to the Applicants' proposed Open Cut Watercrossing Methodology</p>		
76	<p>The Applicants list in Appendix 4 certain constraints they believe to be relevant to an alternative trenchless technique at this general location, including proximity to the B1122 road and nearby residential properties, geological conditions in the area (apparently as yet unknown to the Applicants) and the possible need for larger cables at this place depending on tunnel depth. The Applicants conclude that there is insufficient lateral space and that it has insufficient confidence in trenchless techniques at this location.</p> <p>However, no evidence has been presented that the Applicants have considered an alternative option of using other trenchless solutions such as 'microtunnelling' to install the six cable ducts and the associated two fibre optic cables along a single length extending from east of the River Hundred, beneath that river, under the Aldeburgh Road and its footpath and beneath woodland to east and west of the river. We estimate the length of tunnelling required might be c. 200 - 300 metres, within the range of current microtunnelling technology.</p> <p>Benefits would include reduced ecological and landscape damage together with the avoidance of traffic and services disruption along the Aldeburgh Road.</p> <p>At an earlier Public Information Day Consultation event, SPR told us that Horizontal Direct Drilling (HDD) would require large compounds, spoil</p>	<p>When accounting for the additional lateral distance required to reach sufficient depths to drill beneath the bed of the Hundred River, beneath the B1122 Aldeburgh Road and underneath the woodland west of Aldeburgh Road, the Applicants calculate a drill length of at least 500m.</p> <p>Further details on the suitability of microtunneling have been included within the updated Outline Watercourse Crossing Method Statement at Deadline 6 (document reference ExA.AS-5.D6.V2).</p>



ID	Written Representation	Applicants' Comments
	<p>heaps and generate an unacceptable level of disturbance for residents close by. 'Microtunneling' was briefly mentioned as a perhaps less impactful alternative to HDD.</p> <p>We feel this document is deficient in not including in Appendix 4 a technical comparison that addresses the spatial, environmental and residential advantages and disadvantages of the available alternative trenchless methods such as 'microtunnelling' that may (or may not) be more appropriate for this location and such a small river.</p>	
<p>4. The feasibility of a microtunnelled alternative to open cut methodology</p>		
77	<p>In view of the potential benefits to Landscape, Woodland and Ecology at, near and downstream of the crossing point, SASES suggests the Applicants are asked to provide an expert engineering report on the feasibility, benefits and dis-benefits of a comparative non-HDD trenchless crossing of River Hundred, Aldeburgh Road (B1122) and the woodland on east and west of the Aldeburgh Road.</p> <p>In preparing such a report, proper consideration must be given to potential dis-benefits from the present trenched proposal of ecological damage in at the crossing point and at the SSSI /SPA into which it feeds and construction noise impact on residents (including noise from large diesel pumps running 24/7 for up to two months).</p>	<p>The Applicants refer to their response at ID76 above.</p>



2.4 Comments on Post Hearing Submission (ISH6)

ID	Written Representation	Applicants' Comments
APPLICANTS' COMMENTS ON SASES' POST HEARING SUBMISSION (ISH6)		
Introductory Matters		
78	3. It was noted at the outset that SASES will wish to make further submissions once the revised dDCO is submitted at D5. SASES expressed concern about the use of the EA1 DCO as a precedent, because it is not accepted that it is a comparable project in terms of its onshore impacts and in particular at the substation site at Friston – see further post hearing submission in respect of ISH5.	The Applicants disagree with this comment and consider the precedent contained in made Orders , particularly Orders relating to offshore wind projects to be entirely relevant.
79	4. SASES emphasised an important preliminary point about the interaction between two projects, and the interaction between the SPR infrastructure and the National Grid infrastructure. There is an overarching structural concern about the DCOs potentially authorising the separate construction of the National Grid infrastructure. This needs to be considered. The dDCO also now recognise that the National Grid infrastructure may indeed be delivered under other cumulative schemes through the revised requirement 38, despite the applicants maintaining that other schemes at Friston do not need to be the subject of cumulative assessment. This is clear evidence of the need to consider cumulative impacts.	As noted at ISH9, the Applicants intend to include a requirement in the draft DCO which prevents the National Grid infrastructure from proceeding without the offshore wind farm. This requirement will be included within the draft DCO at Deadline 7. At Deadline 3, Requirement 38 was amended to refer to the grid connection works being constructed under “another development consent order”. The text originally referred specifically to the DCO for the other East Anglia project. This change was made following a request from National Grid Ventures. The change makes no real practical difference to the Requirement, the intention of which is to secure that the National Grid connection works will only be constructed once. It is more appropriately drafted in this way given the ownership and control of the overhead line.
80	5. There is a further concern, exposed perhaps by new requirement 42, as to the interaction between the three NSIPs and the possibility and risks associated with sequential development of the two SPR projects under the two DCOs for which consent is sought. These points require further consideration in the dDCO.	It is not clear to the Applicants what concern is being expressed here.
dDCO Articles		



ID	Written Representation	Applicants' Comments
81	<p>6. Article 2: SASES shares concerns raised by ESC as to the breadth of the definition of “onshore preparation works”. In the Friston area there are identified “pre construction” site accesses and whilst highway alterations have been excluded from the definition of onshore preparation works, the creation of site accesses has not. Those accesses are significant, as shown Works Plans. Another issue with the breadth of “onshore preparation works” is the potential for interferences with public rights of way under those works, before the CoCP or public rights of way strategy has been approved.</p>	<p>The Applicants intend to include a new requirement in the draft DCO at Deadline 7 which requires the approval of an onshore preparation works management plan which will ensure that relevant onshore preparation works are subject to approval. An outline of the information that will be included within the onshore preparation works management plan has been included in Appendix 1 of the updated Outline Code of Construction Practice submitted at Deadline 6.</p>
82	<p>7. SASES is also concerned about the scope of “maintenance” and possibility of alterations being carried out pursuant to that power, particularly where several NSIPs would be consented simultaneously with different undertakers operating the infrastructure (National Grid, and potentially two different windfarm undertakers).</p>	<p>The Applicants consider the definition of “maintain” to be entirely appropriate, justified and in accordance with existing precedent. Furthermore, the definition limits maintenance activities to what has been assessed in the environmental statement.</p>
83	<p>8. Article 7: SASES referred to its written representations on the defence to a claim for nuisance. The Article should require the undertaker to demonstrate that best practicable means have been used to avoid the nuisance. As framed, the Article sets the wrong threshold (“reasonably be avoided”). SASES has explained that there is a serious concern about the workability of the applicant’s operational noise mitigation proposals. The enforcing authority needs to have a means by which it can require the undertaker to improve its mitigation measures. The noise limits in requirements 26 and 27 are blunt tools which have workability and enforceability problems.</p>	<p>Article 7 reflects Model Provision 7 and provides that no-one shall be able to bring statutory nuisance proceedings under the Environmental Protection Act 1990 in respect of noise–</p> <ul style="list-style-type: none"> • if the noise is created in the course of constructing or maintaining the authorised project and for which a notice under section 60 or consent obtained under section 61 of the Control Pollution Act 1974; • if the noise results from the use of the authorised project whilst being used in compliance with requirement 26 (control of noise during operational phase) and requirement 27 (control of noise during operational phase cumulatively with both onshore substations); or • if the noise cannot be reasonably avoided as a consequence of the authorised project.



ID	Written Representation	Applicants' Comments
		<p>The purpose of the provision is to give immunity from nuisance except where it can be reasonably avoided. It embodies the concept of Statutory Authority for works and this was reflected in the model provisions.</p> <p>This provision has precedent in the East Anglia ONE Order, the East Anglia THREE Order and the recent Hornsea Three Offshore Wind Farm Order 2020.</p> <p>SASES has criticised this provision stating that 7(1)(a)(ii) and 7(1)(b) should be deleted stating that "the "reasonably be avoided" test is an unnecessary qualification since a defence of using "best practicable means" is in any event available. If the Article was amended in this way it would serve no purpose. It is important that NSIP projects can operate and it is considered that appropriate and specific requirements have been proposed within the draft DCO.</p>
84	<p>9. Secondly, although there is reference to s 61 consents, as noted in ISH4 this is a case where (exceptionally) the CoCP does not require the undertaker to obtain such a consent. SASES maintains that using s 61 consents is appropriate and reasonable in the circumstances, allowing detailed control of construction noise and other impacts.</p>	<p>The Applicants note that there will be choices as to how construction noise is controlled. The Outline Code of Construction Practice includes a requirement to submit a Construction Phase Noise and Vibration Management Plan and the Applicants consider that this is an appropriate mechanism to control construction noise.</p>
85	<p>10. Article 11: SASES noted that there is no provision to prevent the sequential temporary closure of public rights of way in the event that the projects proceed sequentially. This issue is addressed in requirement 42 only to a limited extent, and more extensive consideration needs to be given to the point to ensure that disruption is minimised.</p>	<p>Public rights of way (PRoW) may require to be temporarily stopped up on more than one occasion however typically, PRoW along the onshore cable route will be periodically diverted for a short period of time (a number of weeks depending on the length of PRoW being temporarily closed) to allow for the safe construction of the onshore infrastructure (including haul road construction and removal). Other diversions may be of longer duration to provide safe navigation around the onshore cable route and construction consolidation sites (CCS).</p>



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		<p>Prior to any PRoW being temporarily stopped up, a diversion will be put in place. Furthermore, Requirement 32 requires a Public Right of Way Strategy to be submitted to and approved by the relevant highway authority in consultation with the relevant planning authority prior to any works being undertaken that would affect a public right of way and details of the likely duration of each PRoW diversion will be provided in full in the final PRoW Strategy. Therefore, appropriate controls are in place in relation to the stopping up of PRoW.</p>
86	<p>11. Article 33: SASES is concerned about the scope for permitted development rights that would arise from the deeming of the development area to be “operational land” for the undertaker. Given the substantial area of land involved (and potentially excessive land take) a large amount of land could potentially become operational land. That is a particularly acute issue at the National Grid substation and related infrastructure, where it is known that further projects would come forward as part of what would be in essence a connection hub. This, together with the substantial land take at Friston, would allow potentially very extensive works. It is essential that land which is ultimately not required for the substations is not treated as “operational land”. The rights in respect of land which exceeds the ultimate requirements of <i>these</i> projects should fall away.</p>	<p>See the Applicants' response to ExQ2.0.1 in the <i>Applicants' Responses to WQ2 Volume 2 2.0 Overarching, General and Cross-topic Questions</i> (document reference ExA.WQ-2.D6.V1_02).</p>
Schedule 1		
87	<p>12. SASES emphasised its general concern about the two separate NSIPs in each DCO. If granted, the DCOs would authorise the two windfarm NSIPs and (twice) the National Grid NSIP. The concerns are about how those projects come forward, and whether they proceed sequentially, but also about whether the National Grid NSIP could proceed separately.</p>	<p>With respect to SASES' concern around whether the National Grid NSIP could proceed separately, the Applicants intend to include a requirement in the draft DCO which prevents the National Grid infrastructure from proceeding without the offshore wind farm. This requirement will be included within the draft DCO at Deadline 7.</p>
88	<p>13. SASES also explained that the absence of a “floor” on generating capacity creates a risk, which materialised at EA1, that the generating capacity which is ultimately achieved is materially less than that which was used to justify the application for development consent. Accordingly,</p>	<p>See the Applicants' response at ID5.1 of the <i>Applicants' Responses to ExA's Comments on the draft DCO</i> (document reference ExA.dDCO.D6.V1).</p>



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	the harm caused by the DCOs could occur without the delivery of the claimed benefits. The dDCOs need to prevent the projects from proceeding unless they will deliver energy generation at or around that proposed. The descriptions should be amended to refer to "at least..." a certain level of energy generation, with a corresponding requirement to ensure that the project does not proceed without that level of generating capacity being planned to be delivered.	
89	14. There is also a need for further coordination between the two DCOs, along the lines of requirement 42.	The Applicants do not consider this to be necessary or appropriate.
90	15. The access road is identified in the description of all three NSIPs so in essence the applicants seek authority four times over to construct the same road. It is important to understand when that access road will come forward and for what purpose. In particular there seems to be no reason why it cannot be identified as part of only one NSIP and requiring that it cannot be used for construction purposes (delivery of 4 AILS aside) either for these projects or any subsequent projects.	<p>Work No. 34 is part of the grid connection works and therefore requirement 38, which prevents any part of the grid connection works from being constructed under more than one order, would apply to Work No. 34 to prevent it from being constructed more than once.</p> <p>The Applicants will however consider this point further and, if considered necessary and appropriate, the Applicants will include some additional drafting in the next version of the draft DCO to clarify the position.</p>
Schedule 3		
91	16. Requirement 1: there needs to be a means of determining which DCO is being implemented at any particular time.	Prior to works being undertaken, it will be necessary to submit plans and documentation to the relevant planning authority and/or relevant highway authority for approval in order to discharge the requirements of the DCO. It will be clear through the discharge or requirements process which DCO is being implemented.
92	17. Requirement 12: SASES endorses the ExA's suggestion that this requirement should be broken down for the purposes of clarity and reserves its position to revisit this requirement once that point is addressed by the applicants. It was also noted that the parameters in requirement 12 have been the subject of separate representations, as	The Applicants do not agree that Requirement 12 should be split into multiple requirements (and this is consistent with East Suffolk Council's position on page 9 of <i>East Suffolk Council's Summary of Oral Case - Issue Specific Hearing 6</i> (REP5-047)). The Applicants do however



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	<p>have the design principles. These points still need to be addressed by the applicants.</p>	<p>intend to restructure the requirement in the draft DCO at Deadline 7 so that it is in a more logical order and is therefore easier to follow.</p>
93	<p>18. Requirements 14 and 15: the landscaping requirements should contain on their face an obligation to retain and maintain the landscaping which is provided in a manner which will enable the optimistic growth rates to be achieved. As drafted there is no such obligation. The same point can be made in respect of the drainage scheme. The tree and shrub replacement obligation is insufficient alone, and it is necessary to impose an obligation to retain and maintain the landscaping throughout the currency of the project and for so long as the structures remain in the landscape (whether or not they are operational) to ensure the landscaping commitments serve their purpose.</p>	<p>Requirement 14 requires the landscape management plan(s) to include details of the ongoing maintenance and management of the landscaping works and at Deadline 5 this requirement was updated to require implementation of the landscape management plan(s) as approved in order to secure commitments relating to the ongoing maintenance and management of the landscaping works. In addition, reference to maintaining landscaping works was included in requirement 15 at Deadline 5.</p> <p>Similarly, requirement 41 relating to operational drainage was updated at Deadline 5 to secure the maintenance of the operational drainage as requested by Suffolk County Council and SASES at ISH6.</p>
94	<p>19. Requirement 22: SASES has made a number of submissions on the contents of the CoCP. For the framing of requirement 22, it is important in particular that the site drainage provisions for the construction phase are addressed since at present there is no detail of how flood risk will be addressed in the construction phase. SASES referred to the evidence of Mr Carpenter given at ISH4.</p>	<p>Requirement 22 requires the Code of Construction Practice to include both a surface water and drainage management plan and a flood management plan.</p>
95	<p>20. Requirements 23 and 24: the construction hours are excessive. The works are proposed in a tranquil area, and it is obviously inappropriate for works to start at 7am. The starting point for other major projects is 8am – 6pm, and if that is suitable for e.g. HS2, then there is no reason why it cannot be followed in this case. There is no case for allowing routine Saturday morning working, particularly in a rural area close to residential receptors. Saturday morning working should be dealt with, as necessary, under the exceptions provided for in these requirements.</p>	<p>The specified construction hours are not uncommon for nationally significant infrastructure projects and are required for the Projects in order to ensure an optimum construction programme for the works. Any reduction in the start/finish time will have a consequential increase in the overall construction programme (and construction impacts) of the Projects, increased costs and a delay to the deployment of renewable energy.</p>



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96	21. Requirements 26 and 27: please see at Appendix 1 proposed amended requirements in respect of operational noise.	See below.
97	22. Requirement 32: the public rights of way strategy should be the subject of public consultation before it is approved by the relevant authority.	<p>The relevant highway authority is responsible for the approval of the PRoW strategy. In fulfilling its role it is at the discretion of the approving authority to seek input (be that views or particular expertise or information) from whomever it wishes. The final PRoW Strategy must be in accordance with the Outline PRoW Strategy, which has been subject to consultation throughout Examination. It is noted that all temporary closures will have an alternative diversion provided.</p> <p>The Applicants will clarify within the updated Substation Design Principles Statement (REP4-029) that consultation on the landscape masterplan will also include consultation on the permanent PRoW diversions.</p>
98	23. Requirement 38: the amendment to this requirement exposes the likelihood of other projects coming forward at Friston which require assessment. It also confirms the need for clarity as to the other elements of the projects which are duplicative, to ensure that they proceed under only one of the DCOs.	See response to ID79 above.
99	24. Requirement 41: there should be an obligation to retain and maintain the operational drainage infrastructure.	See response to ID93 above.
Other Schedules		
100	25. Schedule 15: SASES echoes the concern of the ExA about the suitability of arbitration provisions for a DCO. There is uncertainty as to what disputes would be referred to arbitration given that approvals are dealt with under Schedule 16, and issues relating to compensation via the Lands Tribunal. SASES is concerned about the provision in paragraph 7 of Schedule 15 which would require the arbitral proceedings to be	<p>The Applicants consider that it is sufficiently clear that the discharge of requirements are outside the scope of the arbitration provision.</p> <p>Article 37(1) states that “<i>any dispute or difference arising out of or in connection with any provision of this Order, unless otherwise provided for, must be referred to and settled in arbitration</i>” and since Article 38 and Schedule 16 apply in respect of the discharge of requirements, it is</p>



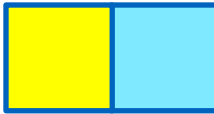
ID	Written Representation	Applicants' Comments
	<p>conducted in secret, since they would be concerned with the development of a NSIP with significant local impacts.</p>	<p>clear that another mechanism has been provided for and therefore the arbitration provision will not apply.</p> <p>The Applicants have however taken on board the comments raised by SASES at ISH6 regarding the confidentiality provision and the Applicants intend to amend paragraph 7 of Schedule 15 in the next version of the draft DCO to provide for an open arbitration procedure that is accessible to the public, subject to certain exceptions (for example, where the arbitration relates to a dispute or difference under the protective provisions).</p>
101	<p>26. Schedule 16: the omission of any obligation to consult the public on the discharge of requirements is significant and should be addressed. The documents should be made available to the public as soon as they are submitted to the approving authority and time should be allowed for consultation. That is particularly the case in respect of the major design elements such as the substations, landscaping, drainage and public amenity issues such as PRowWs.</p>	<p>The Applicants do not consider it necessary or appropriate for Schedule 16 to incorporate an obligation to consult with the public.</p> <p>In fulfilling its role it is at the discretion of the approving authority to seek input (be that views or particular expertise or information) from whomever it wishes.</p>
<p>Appendix 1 – Amended Requirements 26 and 27</p>		
102	<p>Control of noise during operational phase 26.—(1) The noise rating level for the simultaneous operation of Work Nos. 30, 38 and 41 must not exceed 30 dB L_{Ar,Tr} at any time at any residential property and at St Mary the Virgin Parish Church when such Work Nos are operating at full rated capacity. (2) The noise rating level shall be determined as defined in BS 4142:2014+A1:2019 and the noise rating level shall only apply in respect of residential properties which were constructed or were granted planning permission by no later than 31 December 2020. For the avoidance of doubt Annex D to BS 4142:2014+A1:2019 shall apply in respect of assessing tonal penalties. (3) Whether works numbers 30, 38 and 41 are operating at full rated capacity shall be assessed by reference to independently verified data for</p>	<p>The Applicants note the comments made. The Applicants consider that appropriate noise monitoring locations have been selected to measure compliance. The Applicants will consider further the comments regarding additional monitoring provisions. If any changes are considered appropriate they will be included within the revised draft DCO at deadline 7.</p>



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	<p>the periods during which monitoring is being conducted pursuant to paragraph 26(4). (4) Work Nos. 30, 38 and 41 must not begin operation until a scheme for monitoring compliance with the noise rating level set out in paragraph 26(1) above has been submitted to and approved by the relevant planning authority after consultation with Friston Parish Council. Without prejudice to the requirement that the noise rating level must not be exceeded at any time at any residential property, the scheme must include identification of suitable monitoring locations (which shall include without limitation SSR2, SSR3, SSR5 NEW and St Mary the Virgin Parish Church) which the local planning authority, acting reasonably, shall be entitled to change both in terms of number and location at any time) and times when the monitoring is to take place (which the local planning authority, acting reasonably, shall be entitled to change at any time) to demonstrate compliance with the noise rating level set out in paragraph 26(1): (a) immediately after initial commencement of operations; (b) six months after Work Nos. 30, 38 and 41 are at full operational capacity; (c) following each anniversary of the initial commencement of operations; and (d) at any other time if the local planning authority has reasonable grounds to believe that the noise rating level set out in paragraph 26(1) is not being complied with. (5) The monitoring scheme must be implemented as approved.</p>	
103	<p>Control of noise during operational phase cumulatively with East Anglia TWO onshore substation 27.—(1) The combined noise rating level for the simultaneous operation of Work Nos. 30, 38 and 41 cumulatively with the operation of the East Anglia TWO onshore substation must not exceed 30 dB LAr,Tr at any time at any residential property and at St Mary the Virgin Parish Church when such Work Nos and the East Anglia TWO onshore substation are operating at full rated capacity. (2) The noise rating level shall be determined as defined in BS 4142:2014+A1:2019 and the noise rating level shall only apply in respect of residential properties which were constructed or were granted planning</p>	<p>The Applicants note the comments made. The Applicants consider that appropriate noise monitoring locations have been selected to measure compliance. The Applicants will consider further the comments regarding additional monitoring provisions. If any changes are considered appropriate they will be included within the revised draft DCO at deadline 7.</p>



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	<p>permission by no later than 31 December 2020. For the avoidance of doubt Annex D to BS 4142:2014+A1:2019 shall apply in respect of assessing tonal penalties.</p> <p>(3) Whether works numbers 30, 38 and 41 and the East Anglia TWO onshore substation are operating at full rated capacity shall be assessed by reference to independently verified data for the periods during which monitoring is being conducted pursuant to paragraph 27(4).</p> <p>(4) Work Nos. 30, 38 and 41 must not operate at the same time as the East Anglia TWO onshore substation until a scheme for monitoring compliance with the noise rating levels set out in paragraph 27(1) above Ahas been submitted to and approved by the relevant planning authority after consultation with Friston Parish Council. Without prejudice to the requirement that the noise rating level must not be exceeded at any time at any residential property, the scheme must include identification of suitable monitoring locations (which shall include without limitation SSR2, SSR3, SSR5 NEW and St Mary the Virgin Parish Church) which the local planning authority, acting reasonably, shall be entitled to change both in terms of number and location at any time) and times when the monitoring is to take place (which the local planning authority, acting reasonably, shall be entitled to change at any time) to demonstrate compliance with the noise rating level set out in paragraph 27(1):</p> <ul style="list-style-type: none"> (a) immediately after initial commencement of operations of Work Nos. 30, 38 and 41 and the East Anglia TWO onshore substation both operating at the same time; (b) six months after both Work Nos. 30, 38 and 41 and the East Anglia TWO onshore substation have been operating cumulatively at full capacity; (c) following each anniversary of the initial commencement of operations of Work Nos. 30, 38 and 41 and the East Anglia TWO onshore substation both operating at the same time; and (d) at any other time if the local planning authority has reasonable grounds to believe that the noise rating level set out in paragraph 27(1) is not being complied with. <p>(5) The monitoring scheme must be implemented as approved.</p>	



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	(6) For the purposes of this requirement "East Anglia TWO onshore substation" means the onshore substation comprised within Work No. 30 of the East Anglia TWO Order.	