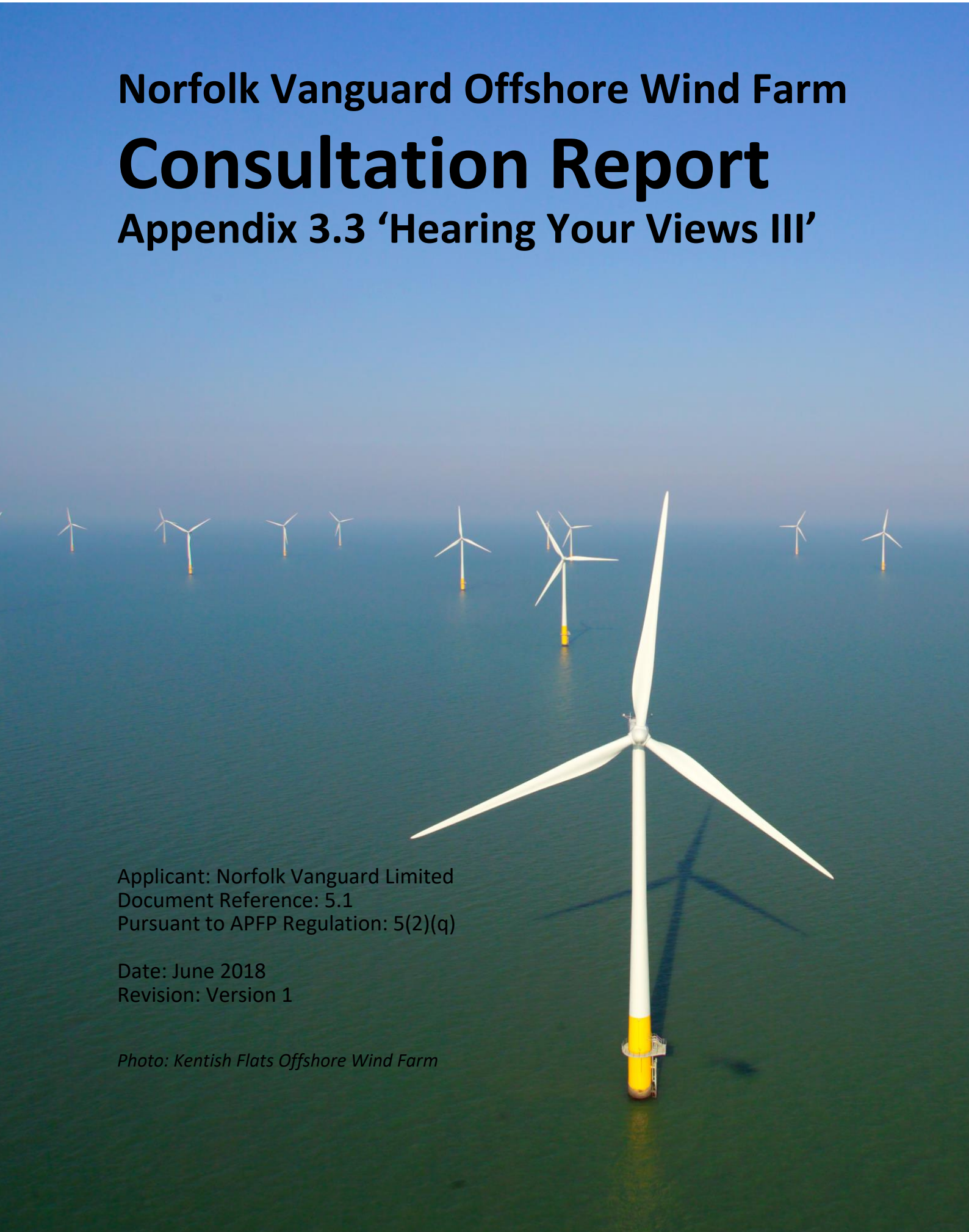
Norfolk Vanguard Offshore Wind Farm

Consultation Report

Appendix 3.3 'Hearing Your Views III'



Applicant: Norfolk Vanguard Limited
Document Reference: 5.1
Pursuant to APFP Regulation: 5(2)(q)

Date: June 2018
Revision: Version 1

Photo: Kentish Flats Offshore Wind Farm

This page is intentionally blank.

HEARING YOUR VIEWS III FULL REPORT

NORFOLK VANGUARD OFFSHORE WIND FARM STATUTORY CONSULTATION PERIOD

7TH NOVEMBER TO 11TH DECEMBER 2017

CONTENTS

EXECUTIVE SUMMARY

Statutory Consultation for Norfolk Vanguard Offshore Wind Farm (the Project) took place between 7th November and 11th December 2017.

This report provides a summary of the Statutory Consultation – from how we advertised opportunities to get involved, to how people chose to take part, to the feedback received and how we have responded to the views we have gathered. The Consultation Report – submitted to the Planning Inspectorate with our application for Development Consent (DCO application) in summer 2018 – will detail all responses from our informal and formal engagement events. The Planning Inspectorate display DCO documents on their website.

Since October 2016 when we began sharing very early project information and preliminary ideas and scoping with the public and with statutory consultees, we have enjoyed great levels of interest in the project. Interest and engagement has grown and grown and this has translated into valuable feedback received during the consultation period – with more than 780 written responses received during the Statutory Consultation period. We're also grateful to have received significant feedback from people who might not always get involved with consultations, including younger people.

Key themes you have highlighted include:

The transmission system – we did not ask a question directly about the transmission system in our consultation materials and questionnaire, but did describe the implications associated with deploying either HVAC or HVDC technology. The decision on whether to deploy HVAC or HVDC equipment is in large part related to the availability of appropriate technology, that can provide a resilient and reliable transmission solution within the development timeframe of the project, at a competitive cost which enables energy generation at a keen price for the UK consumer. Nevertheless, this was the single most commented upon topic among respondents.

Visual, environmental and amenity impact of onshore infrastructure

Many people described their concerns regarding visual, environmental and amenity impacts of proposed onshore infrastructure, and the impacts on the communities living closest to proposed locations for siting project infrastructure.

Landfall

The next most commented on topic was the siting of landfall – where offshore transmission cables from the windfarm turbines come ashore and connect with onshore transmission cables - and expressions of concern regarding any associated impacts during construction.

Construction and traffic impacts

People stressed to us the nature of many local roads and their concern that the road system in parts of rural Norfolk will not accommodate large HGV's and construction traffic. We also heard fears about increased traffic being detrimental to the rural way of life, rural environment and local tourism businesses and interests.

Supply chain, employment, skills, education and training

Some respondents noted the opportunities the Project could create for local businesses and the wider supply chain. Younger participants and others sometimes considered "harder to

reach" highlighted their interest and support for developing routes into high quality employment, skills development, education and training opportunities.

The consultation process

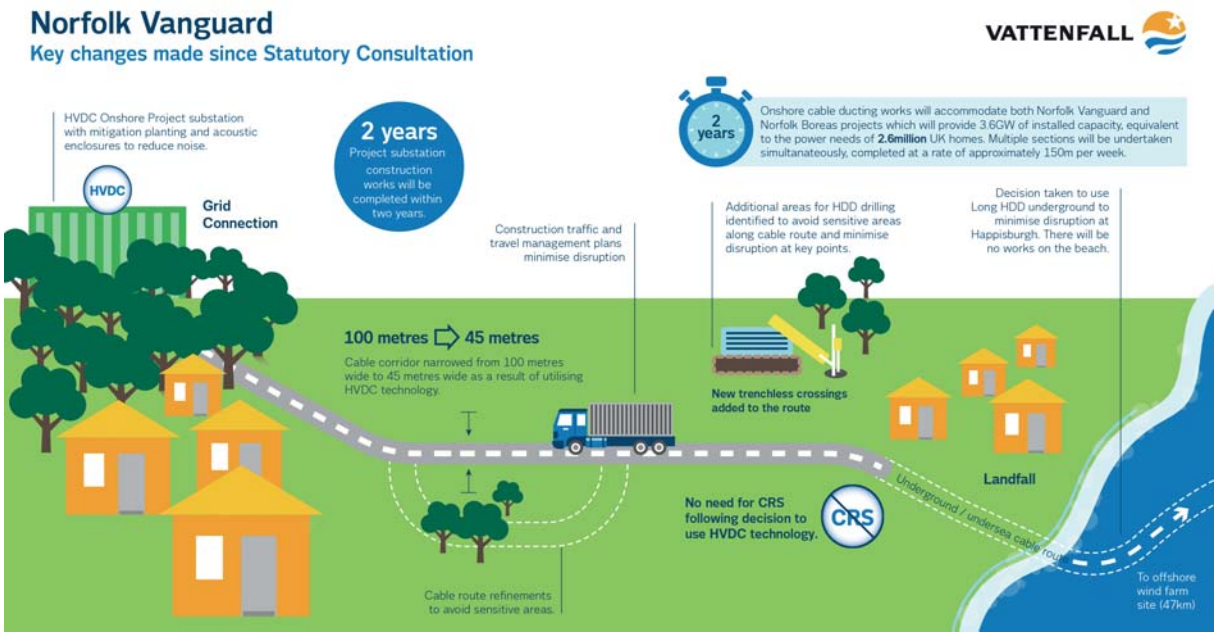
Some respondents chose to highlight issues they felt may have discouraged wider involvement of local people in shaping the project through formal and informal consultation.

Other comments

Very many other ideas and topics were discussed and explored by participants, and we are also grateful for these. Though they may be less numerous, and do not therefore feature in the summary of key themes, they are nonetheless valued as they contribute to our understanding of the area and influence our evolving project proposals. In among such comments are positive ideas and opportunities for mitigation or local enhancement.

How we are responding to the feedback provided during the Statutory Consultation

The infographic illustrates how we are responding to several of the key themes identified by Statutory Consultation participants. For more information please see section 4 of this report.



Thank you

Readers and others who have been engaging with to shape the Norfolk Vanguard offshore Wind Farm Project will have seen how it has evolved, and how much of your feedback has influenced our thinking. We'd like to thank you again for your input.

For some the process to date has been interesting and exciting, while for others it has been more challenging, even frustrating. Some people have expressed their disappointment because we haven't had all the answers at our finger tips. Our ethos has been one of meaningful engagement – an open dialogue before we make decisions. Listening to ideas, issues and concerns raised by people and organisations with myriad perspectives, we believe has helped us to make more robust and sustainable decisions for a better Project that will work for and with Norfolk and East Anglia.

INTRODUCTION

This is a record of the responses received during the statutory public consultation period which took place between 7th November and 11th December 2017. As with previous 'Hearing your views' reports, it is designed to provide an overview of the consultation undertaken, top level statistics and information about the level of response, as well as a summary of the key issues that were raised by respondents. This document covers all responses received during the Statutory period from online and offline methods. The purpose of this document is to acknowledge the responses and the key issues raised during the consultation. A record of responses raised throughout the consultation process, will be recorded in the 'Consultation Report', which is currently being prepared for submission to the Planning Inspectorate during the summer of 2018. The Consultation Report will accompany the Development Consent Order (DCO) application and will represent the statutory record of all engagement, consultation (formal and informal) that has taken place since the project's inception.

During the statutory consultation period, eight participatory exhibitions, staffed by ten to twelve members of the Norfolk Vanguard and Norfolk Boreas project teams, were held at locations across Norfolk, namely, Dereham, Reepham, Aylsham, Necton, Happisburgh, North Walsham, Norwich, and Great Yarmouth. In addition, a number of 'pop up' information events were arranged at North Walsham (Market Place), Norwich (The Forum) and Great Yarmouth (Market Gates Shopping Centre) to help make the consultation as accessible to as many people as possible.

Several of the exhibitions were at the same locations as were visited during the previous drop-in exhibitions. Locations were chosen in order to make it easy and convenient for those living within the Primary Consultation Zone (PCZ), defined in our Statement of Community Consultation (SoCC)[1] and closest to the onshore project proposals to be involved in the next stage of project-shaping and decision-making.

The SoCC is a requirement of all applications for development consent process for Nationally Significant Infrastructure Projects. It sets out how and when the applicant will consult on their proposals. In this case, the SoCC for the Norfolk Vanguard project was completed following consultation with the relevant local authorities and published online on the project website, and in print at nine locations across Norfolk, on 16th October 2017.

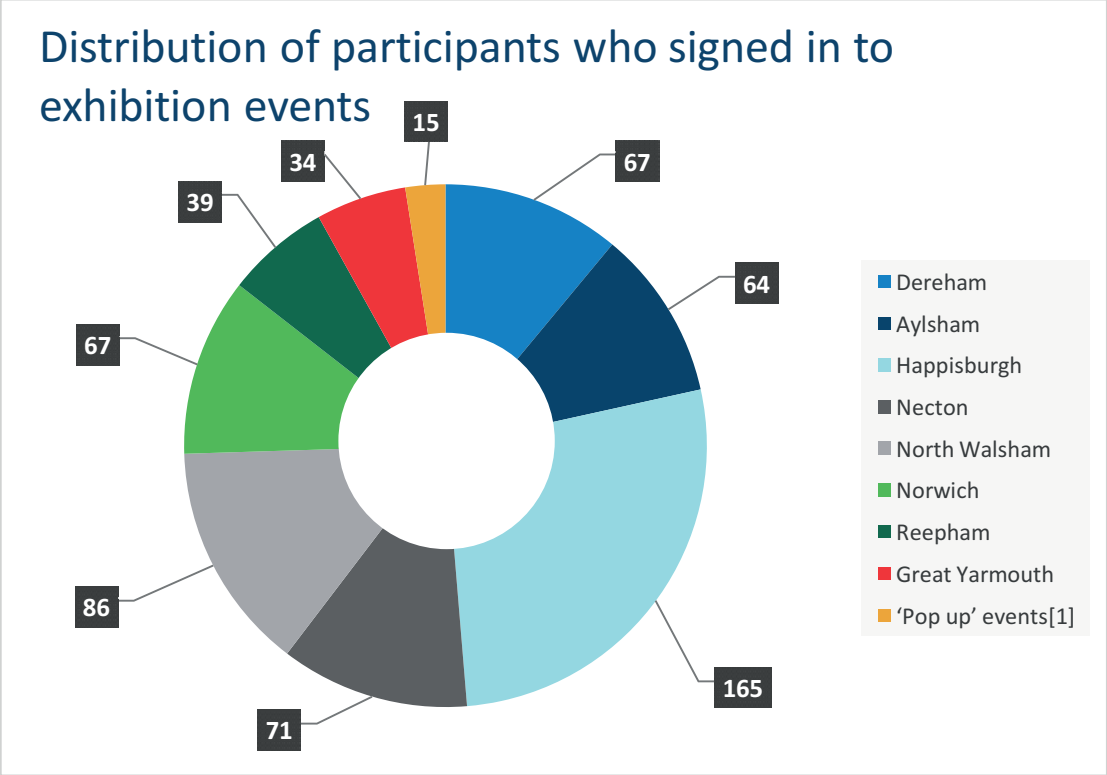
Based on the postcodes of properties that fell within the PCZ, approximately 30,000 newsletters advertising the public exhibitions were posted to local residents across Norfolk. This was supplemented by additional specific emails, eshots, direct letters and newspaper and online advertising to inform local communities about the consultation.

In total 608 people attended statutory consultation events. The figures are based on signatures to the sign in book, so would not have recorded attendees who did not wish to sign in.

Event	Numbers participating
Dereham	67
Aylsham	64
Happisburgh	165

[1] The SoCC can be downloaded from the project website www.vattenfall.co.uk/norfolkvanguard

Necton	71
North Walsham	86
Norwich	67
Reepham	39
Great Yarmouth	34
'Pop up' events[2]	15
Total	608



[2] Due to the nature of the pop up events very few attendees signed in

Part One of this report includes some explanation of the process and an analysis of the comments made. There are several sub-sections covering information about the process undertaken, the publicity and summary statistics about the participants who took part in the consultation.

The analyses presented here summarise key issues raised during the statutory consultation period. It provides information on how the project team will respond – through making a change to the proposals, reviewing an issue in more detail or whether explaining reasons why a suggestion or idea flagged within the feedback cannot be absorbed into project proposals.

The responses received reflect a wide range of views and ideas that people fed back to us. We are grateful to all participants who came to speak with us, and particularly to those who provided us with written feedback. We have listened to and reflected on all comments received and they have been important in shaping the project design as it is being refined.

Some aspects of the project design still remain within a design envelope (the basic concept of this is described in the Consultation Summary Document (view it here: http://bit.ly/2ESA83m) and will be refined during the detailed design phase of project development, post consent. However, conscious of a widely shared desire from a number of respondents, including Statutory Consultees, we have reduced our design envelope significantly. The project design is now very close to the design we shall submit as part of our DCO application this summer.

Part Two provides analysis of feedback received during the statutory consultation period. Top line statistical analysis has been provided, alongside a summary of the key themes and issues raised by respondents. All data is anonymised.

The display materials, which were designed to stimulate and inform our conversations with local people attending the drop-ins, are available online at http://bit.ly/2svaUVQ.

Photograph of Vattenfall Norfolk Vanguard and Norfolk Boreas Offshore Wind Farm public drop in at Necton 10th November 2017

Part One: The Statutory Consultation Process

1.1 Process

This period of consultation differed to previous informal consultation as it formed the 'statutory' requirement for consultation that has to be completed prior to submission of an application for Development Consent. Therefore, a number of additional processes had to be completed in the lead up to and during the statutory consultation period, which took place between the 7th November and 11th December 2017. These processes are summarised below, and will be fully recorded in the 'Consultation Report' which will be submitted alongside the other formal application documents later this year.

The Statement of Community Consultation (SoCC)

A requirement of the Planning Act 2008, the Statement of Community Consultation (SoCC) sets out how, where and when the local community and statutory consultees will be consulted during the formal consultation period.

This document is drawn up in consultation with the relevant local authorities and has to be published prior to the beginning of the statutory consultation period. This document and the consultation process it sets out has to be advertised accordingly in local newspapers.

Once the SoCC has been published, the developer has to then carry out the consultation in accordance with how it has been set out in that document. The formal (statutory) consultation period can only begin once the applicant has notified the Secretary of State (via the Planning Inspectorate) of its intention to begin the formal process. This then needs to be followed by formal notifications to all statutory consultees (including technical on and offshore stakeholders, local authorities, national bodies with an interest in the proposals, landowners and foreign stakeholders with an interest in the construction or operation of the scheme).

A Preliminary Environmental Information Report (PEIR) has to be produced and this is the primary information that is being consulted upon during the statutory consultation period. Copies of the PEIR have to be made available to all affected parties and information about how to view this information has to be made available via letter and through notices in local and national newspapers. The statutory consultation period begins the day after these notifications are issued/appear.

Our statutory consultation process followed a similar format to the previous rounds of informal consultation that we have undertaken. We held eight public exhibitions at key points and population centres along the cable route corridor within the PCZ. In addition to this, we produced a number of documents – such as a Consultation Summary Document – and placed all relevant information in nine 'drop in' locations within the PCZ. These drop in locations also contained copies of the PEIR on USB, hard copies of questionnaires and freepost envelopes, and copies of the Non-Technical Summary of the PEIR.

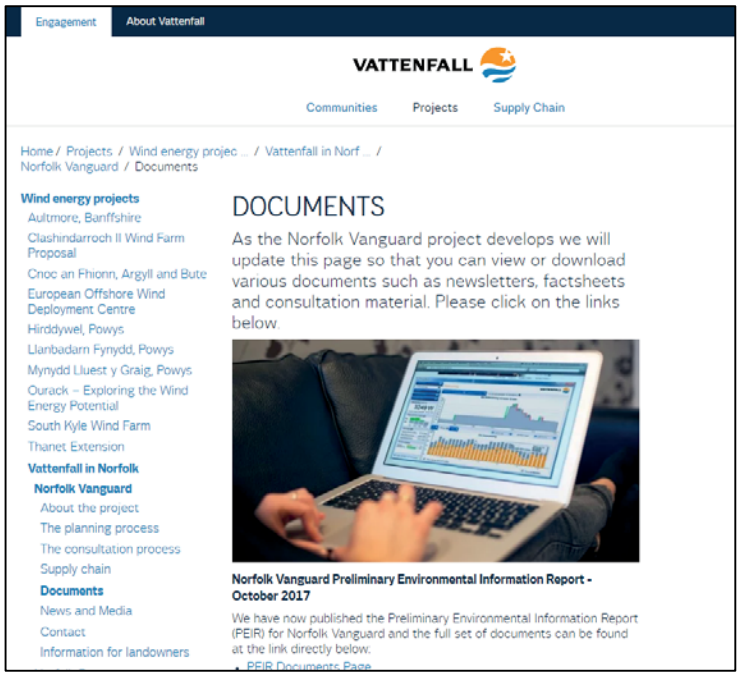
As with previous rounds of consultation, all information displayed at public exhibitions or at the drop in locations was also available on the project website: www.vattenfall.co.uk/norfolkvanguard.

Venue Address	Opening Times
Aylsham Library 7 Hungate St, Aylsham, Norwich, NR11 6AA	Mon and Fri: 9.30am-12.30pm; 1.30 - 7:00pm Tues and Thurs: 9.30am-12.30pm; 1.30-5:00pm Wed: 1.30-7:00pm Sat: 9.30am-4:00pm Sun: 11:00am-2:00pm
Dereham Library* 59 High St, Dereham, NR19 1DZ	Mon, Wed and Thurs: 9.15am-5:00pm Tues and Fri: 9.15am-7:00pm Sat: 9.15am-4:00pm
Norwich Millennium Library The Forum, Millennium Plain, Norwich, NR2 1AW	Mon-Fri: 10:00am-7:00pm Sat: 9:00am-5:00pm
North Walsham Library* New Rd, North Walsham, NR28 9DE	Mon and Thurs: 9:30am-7:30pm Tues and Fri: 9:30am-5:00pm Wed and Sat: 9:30am-1:00pm
North Norfolk District Council Council Offices, Holt Road, Cromer, NR27 9EN	Mon, Tues and Thurs: 8:30am-5:00pm Wed: 10:00am-5:00pm Fri: 8:30am-4:30pm
Broadland District Council Thorpe Lodge, 1 Yarmouth Road, Norwich, NR7 0DU	Mon-Fri: 8:30am-5:00pm
Breckland District Council Elizabeth House, Walpole Loke, Dereham, NR19 1EE	Mon-Fri: 9:00am-5:00pm
Norwich City Council St Peters Street, Norwich, NR2 1NH	Mon-Fri: 8:45am-5:00pm
Great Yarmouth Borough Council Town Hall, Hall Plain, Great Yarmouth, NR30 2QF	Mon-Fri: 9:00am-5:00pm
**Hard copies of the full PEIR were available to view at Dereham and North Walsham Libraries.*	

Norfolk Vanguard Public Drop In locations and opening times. Information was available to view between 30th October and 12th December 2017

Location	Address	Date / time
Dereham	Dereham Sixth Form College, Crown Rd, East Dereham NR20 4AG	7th November 1pm to 7pm
Reepham	The Bircham Centre, Market Place, Reepham, NR10 4JJ	8th November 1pm to 7pm
Aylsham	Aylsham Town Hall, Town Hall, Market Place, Aylsham, Norwich NR11 6EL	9th November 1pm to 7pm
Necton	Necton Rural Community Centre, 13 Tun's Road, Necton, Swaffham, PE37 8EH	10th November 1pm to 7pm
Happisburgh	The Wenn Evans Centre, Blacksmiths Ln, Happisburgh, Norwich NR12 0QY	11th November 11am to 5.30pm
Norwich	University Technical College Norfolk, Oldhall Rd, Norwich NR4 6ES	14th November 2pm to 7pm
Great Yarmouth	East Coast College, Gt. Yarmouth Campus, Suffolk Road, Gt. Yarmouth, NR31 0ED	15th November 1pm to 7pm
North Walsham	North Walsham Community Centre, New Road, North Walsham, Norfolk, NR28 9DE	16th November 1pm to 7pm

Norfolk Vanguard Public Exhibitions venues and times. Information displayed at the events was available to download from the project website throughout the consultation period.

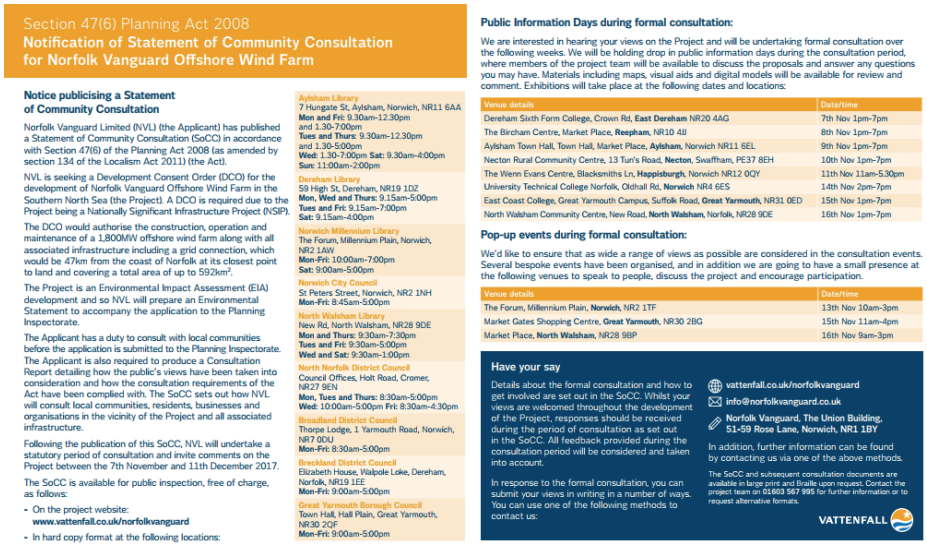


The Norfolk Vanguard project website was kept up to date with all consultation material.

1.2 Publicity

In total 29,351 newsletters were issued to local communities within the Primary Consultation Zone (PCZ) providing an update on the project, informing residents of the publication of the SoCC and highlighting the statutory consultation period and public exhibitions. In addition to the newsletters we also notified all those who had attended the previous round of events in October 2016 and provided an email address and other parties who had expressed an interest in the project, of the statutory consultation via an e-newsletter.

An advert was also placed in the Eastern Daily Press on 16th October 2017, which set out where and when the SoCC could be viewed, alongside key information about the statutory consultation process.



Section 47(6) Planning Act 2008

Notification of Statement of Community Consultation for Norfolk Vanguard Offshore Wind Farm

Notice publicising a Statement of Community Consultation

Norfolk Vanguard Limited (NVL) (the Applicant) has published a Statement of Community Consultation (SoCC) in accordance with Section 47(6) of the Planning Act 2008 (as amended by section 134 of the Localism Act 2011) (the Act).

NVL is seeking a Development Consent Order (DCO) for the development of Norfolk Vanguard Offshore Wind Farm in the Southern North Sea (the Project). A DCO is required due to the Project being a Nationally Significant Infrastructure Project (NSIP).

The DCO would authorise the construction, operation and maintenance of a 1,800MW offshore wind farm along with all associated infrastructure including a grid connection, which would be 47km from the coast of Norfolk at its closest point to land and covering a total area of up to 592km².

The Project is an Environmental Impact Assessment (EIA) development and so NVL will prepare an Environmental Statement to accompany the application to the Planning Inspectorate.

The Applicant has a duty to consult with local communities before the application is submitted to the Planning Inspectorate. The Applicant is also required to produce a Consultation Report detailing how the public's views have been taken into consideration and how the consultation requirements of the Act have been complied with. The SoCC sets out how NVL will consult local communities, residents, businesses and organisations in the vicinity of the Project and all associated infrastructure.

Following the publication of this SoCC, NVL will undertake a statutory period of consultation and invite comments on the Project between the 7th November and 11th December 2017.

The SoCC is available for public inspection, free of charge, as follows:

- On the project website: **www.vattenfall.co.uk/norfolkvanguard**
- In hard copy format at the following locations:

Aylsham Library
7 Hungate St, Aylsham, Norwich, NR11 6AA
Mon and Fri: 9.30am-12.30pm and 1.30-7.00pm
Tues and Thurs: 9.30am-12.30pm and 1.30-5.00pm
Wed: 1.30-7.00pm **Sat:** 9.30am-4.00pm
Sun: 11.00am-2.00pm

Dereham Library
59 High St, Dereham, NR19 1DZ
Mon, Wed and Thurs: 9.15am-5.00pm
Tues and Fri: 9.15am-7.00pm
Sat: 9.15am-4.00pm

Norwich Millennium Library
The Forum, Millennium Plain, Norwich, NR2 1AW
Mon-Fri: 10.00am-7.00pm
Sat: 9.00am-5.00pm

Norwich City Council
St Peters Street, Norwich, NR2 1NH
Mon-Fri: 8.45am-5.00pm

North Walsham Library
New Rd, North Walsham, NR28 9DE
Mon and Thurs: 9.30am-7.30pm
Tues and Fri: 9.30am-5.00pm
Wed and Sat: 9.30am-1.00pm

North Norfolk District Council
Council Offices, Holt Road, Cromer, NR27 9EN
Mon, Tues and Thurs: 8.30am-5.00pm
Wed: 10.00am-5.00pm **Fri:** 8.30am-4.30pm

Broadland District Council
Thorpe Lodge, 1 Yarmouth Road, Norwich, NR7 0DU
Mon-Fri: 8.30am-5.00pm

Breckland District Council
Elizabeth House, Walpole Loke, Dereham, Norfolk, NR19 1EE
Mon-Fri: 9.00am-5.00pm

Great Yarmouth Borough Council
Town Hall, Hall Plain, Great Yarmouth, NR30 2QF
Mon-Fri: 9.00am-5.00pm

Public Information Days during formal consultation:

We are interested in hearing your views on the Project and will be undertaking formal consultation over the following weeks. We will be holding drop in public information days during the consultation period, where members of the project team will be available to discuss the proposals and answer any questions you may have. Materials including maps, visual aids and digital models will be available for review and comment. Exhibitions will take place at the following dates and locations:

Venue details	Date/time
Dereham Sixth Form College, Crown Rd, **East Dereham** NR20 4AG	7th Nov 1pm-7pm
The Bircham Centre, Market Place, **Reepham**, NR10 4JJ	8th Nov 1pm-7pm
Aylsham Town Hall, Town Hall, Market Place, **Aylsham**, Norwich NR11 6EL	9th Nov 1pm-7pm
Necton Rural Community Centre, 13 Tun's Road, **Necton**, Swaffham, PE37 8EH	10th Nov 1pm-7pm
The Wenn Evans Centre, Blacksmiths Ln, **Happisburgh**, Norwich NR12 0QY	11th Nov 11am-5.30pm
University Technical College Norfolk, Oldhall Rd, **Norwich** NR4 6ES	14th Nov 2pm-7pm
East Coast College, Great Yarmouth Campus, Suffolk Road, **Great Yarmouth**, NR31 0ED	15th Nov 1pm-7pm
North Walsham Community Centre, New Road, **North Walsham**, Norfolk, NR28 9DE	16th Nov 1pm-7pm

Pop-up events during formal consultation:

We'd like to ensure that as wide a range of views as possible are considered in the consultation events. Several bespoke events have been organised, and in addition we are going to have a small presence at the following venues to speak to people, discuss the project and encourage participation.

Venue details	Date/time
The Forum, Millennium Plain, **Norwich**, NR2 1TF	13th Nov 10am-3pm
Market Gates Shopping Centre, **Great Yarmouth**, NR30 2BG	15th Nov 11am-4pm
Market Place, **North Walsham**, NR28 9BP	16th Nov 9am-3pm

Have your say

Details about the formal consultation and how to get involved are set out in the SoCC. Whilst your views are welcomed throughout the development of the Project, responses should be received during the period of consultation as set out in the SoCC. All feedback provided during the consultation period will be considered and taken into account.

In response to the formal consultation, you can submit your views in writing in a number of ways. You can use one of the following methods to contact us:

vattenfall.co.uk/norfolkvanguard
info@norfolkvanguard.co.uk
Norfolk Vanguard, The Union Building, 51-59 Rose Lane, Norwich, NR1 1BY

In addition, further information can be found by contacting us via one of the above methods.

The SoCC and subsequent consultation documents are available in large print and Braille upon request. Contact the project team on **01603 567 995** for further information or to request alternative formats.

VATTENFALL

S47 'SoCC' advert placed in the EDP on 16th October 2017 on page 4

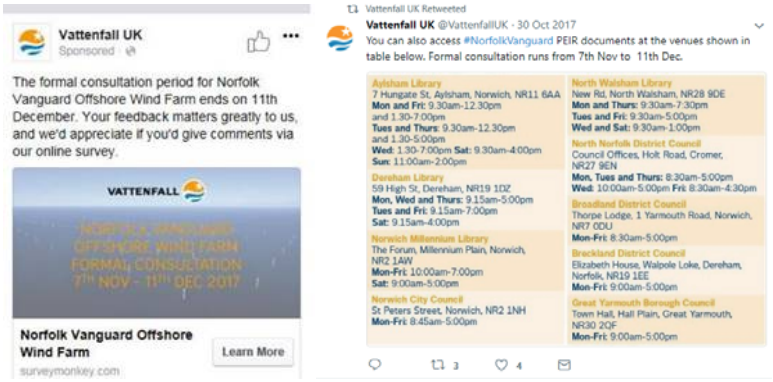
Following this, formal notifications (called Section 48 Notices) of the start of the statutory consultation process appeared in the following publications on the following dates:

Publication	Date Published
The Times	30th October 2017
The London Gazette	30th October 2017
Lloyds List	30th October 2017
Fishing News	1st November 2017
Eastern Daily Press	30th October 2017 & 6th November 2017

These newspaper adverts were followed by direct letters to key consultees notifying them of the process and the beginning of the statutory consultation period. These letters contained a USB device containing a copy of the Section 48 Notice, the PEIR and all associated information relating to the project, as well as a copy of the questionnaire to provide feedback.

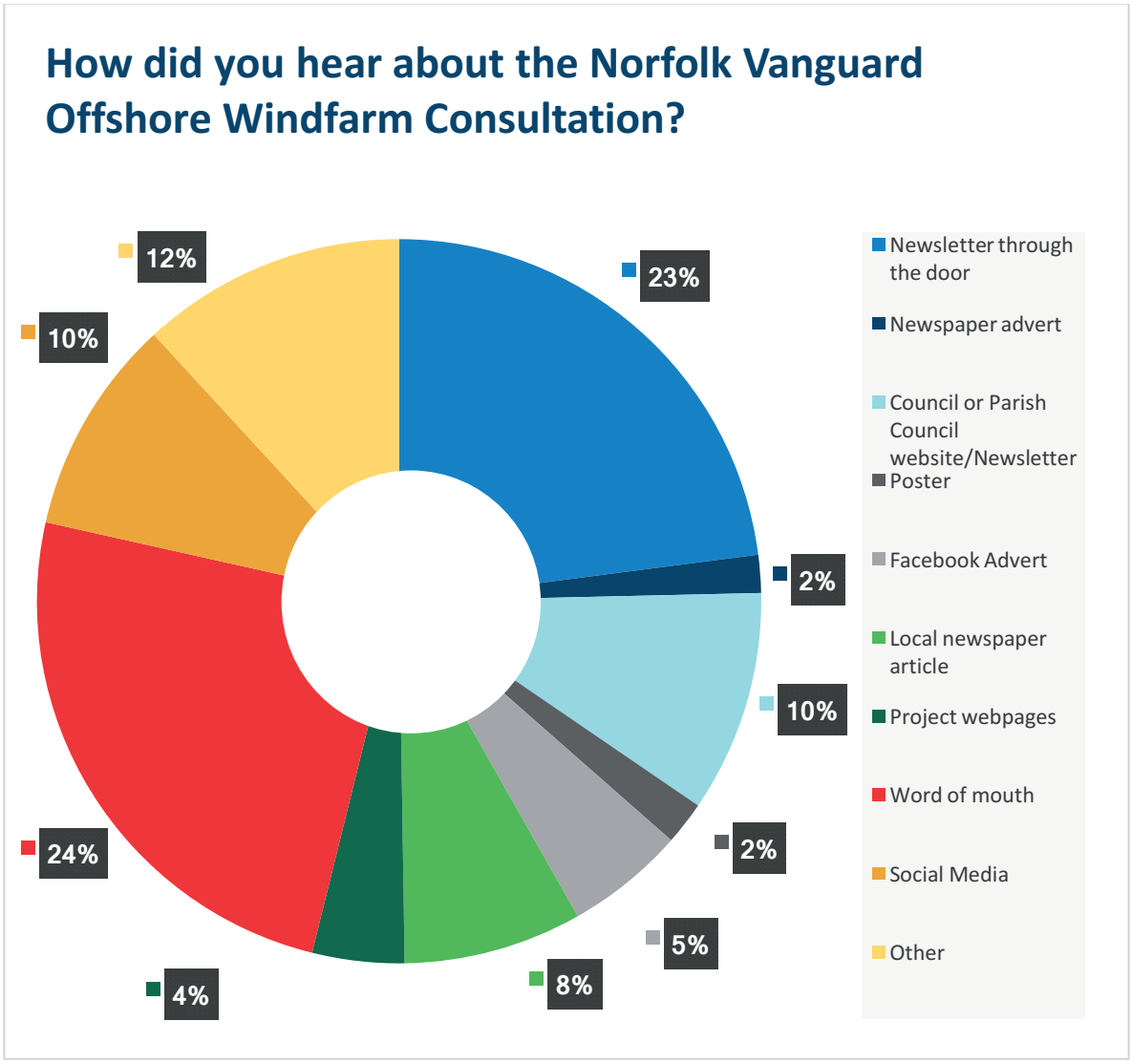
Information about how to view relevant information and where and how to provide feedback was included.

Adverts were also placed on social media channels including Facebook (paid advertising) and on the Vattenfall UK Twitter feed.



An analysis of how people learnt about the opportunity to take part in the Statutory Consultation is shown below.

All Town and Parish Councils, both within the PCZ and beyond, in the former PCZ, were also notified by e-mail (via their Parish Clerks).



In addition to these identified methods of publicity, respondents also noted that they found out about the consultation through the following means:

Education provider (28 respondents)
Direct letter/email (9 respondents)
Action/Community Group (5 respondents)
Own research (5 respondents)
Young Carers Group/organisation (4 respondents)
Walked past on the day (3 respondents)
'Numerous methods' (3 respondents)
Council meeting/documents (3 respondents)
Direct meeting (3 respondents)
Parish/Village magazine (3 respondents)
Job Centre (1 respondents)
Radio (1 respondent)
Phone (1 respondent)
Trade press (1 respondent)

1.3 Participants

We have generated a map (see overleaf) to illustrate where people attending came from - where data allows, namely participant address or post code. Following similar mapping exercises during the previous rounds of consultation, it has allowed us to check that we are engaging with relevant local communities and whether a representative cross section of the population has been involved in the process.

There are concentrations of responses from residents living along the cable route and at key points, such as Necton (Onshore Project Substation), and at Happisburgh and surrounding areas (proposed landfall and CRS locations). There was also a number in Norwich, and along the coast towards Great Yarmouth and Lowestoft.

Our aim throughout the process has been to enable broad participation, and ensure we hear the range of views encompassed in the search area, so we can be sure that we build a thorough understanding of the interests and needs of the people potentially affected by the project.

Public Information Session at University Technical College Norfolk (UTCN)

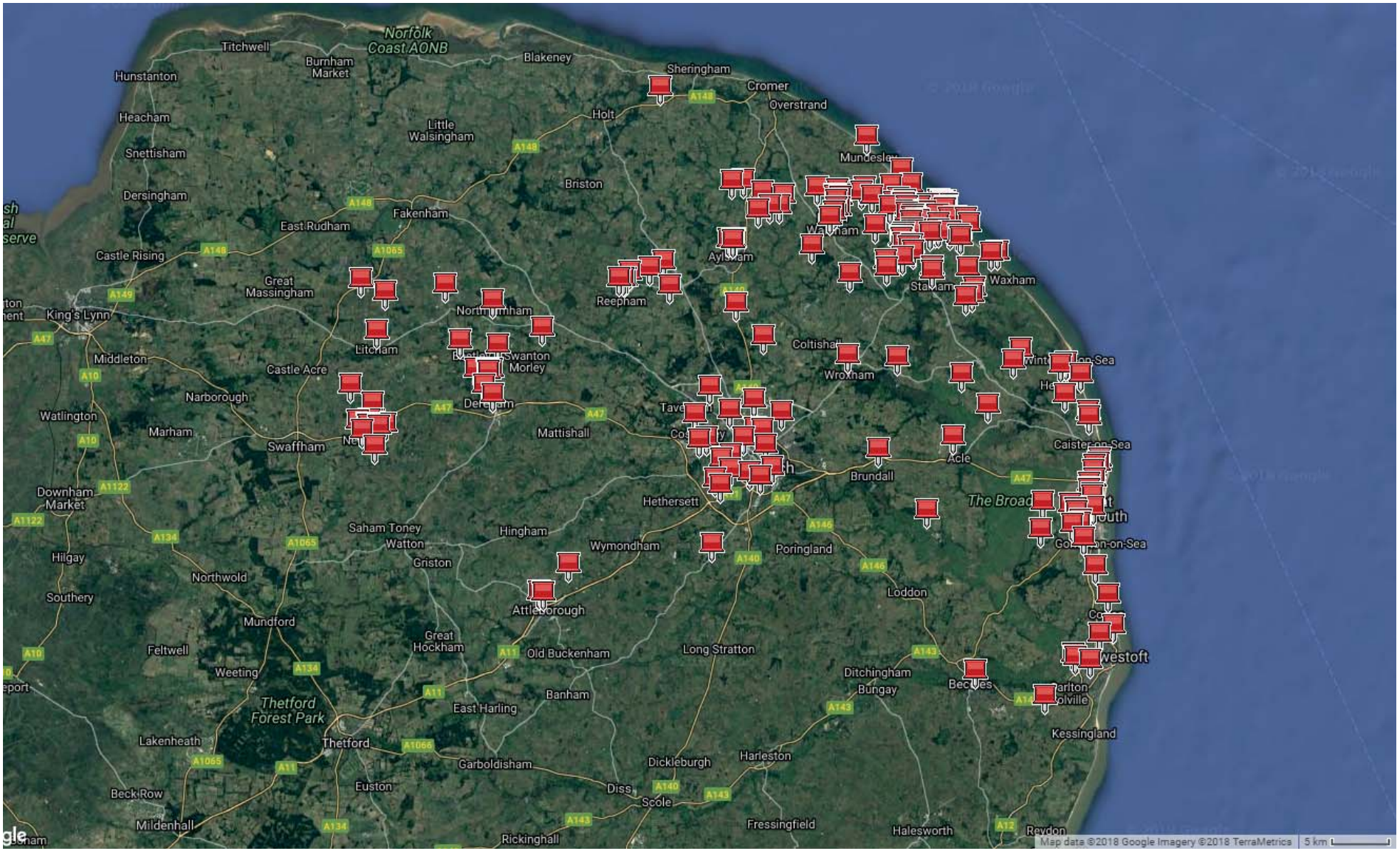


Image courtesy of Google

1.3.1 Gathering feedback

Throughout the Statutory consultation period, there were a number of methods of providing feedback and responses to the consultation. Due to the formal nature of this stage of consultation, in order to be recorded, feedback had to be provided in writing, and within the time period set out in the SoCC and Section 48 Notices.

We provided formal consultation questionnaires (view it here: http://bit.ly/2sfsPQA), through which we received just over half (55%) of our feedback. This questionnaire was also available to complete online on the project website. We also received a number of emails and letters, which will also be considered as we analyse the responses to the consultation.

Whilst not measurable in the same way, or directly reported in our statistical analysis of the feedback, we have also taken on board face to face discussions and verbal feedback received during the consultation events and when meeting local residents. We are grateful for the time taken by members of the local community, as well as stakeholders, to engage with us and provide us with their local knowledge, insights and views on the project.

1.3.2 The questionnaire

The feedback forms asked questions about the information contained in the PEIR on a range of key issues and subjects, including:

Topic	Question(s) on the questionnaire
About the consultation process and general views on the project	1 to 5
Offshore Elements of the Project (General)	6 to 8
Onshore Elements of the Project (General)	9
Landfall	10 to 12
Cable Relays Stations	13 to 16
The Underground Cable Route Corridor	17 to 18
Onshore Project Substation and National Grid Works	19 to 21
General feedback	22 to 23

These questions were developed from an understanding of concerns and ideas raised by participants during informal consultation and dialogue. For example if people had previously expressed concerns about traffic relating to particular aspects of onshore proposals, we asked a question on this theme in order to get a better understanding of specific concerns and ideas for solutions. The questionnaire provided several opportunities for people to provide general feedback or suggest new topics for consideration.

Questions and topics in the questionnaire related to information summarised in the Consultation Summary Document (view it here: http://bit.ly/2ESA83m), which also contained the questions next to the relevant information. This was aimed at making it as easy as possible to understand relevant information prior to providing feedback on the proposals.

Over the course of the consultation we received 433 consultation questionnaires from both online and hard copy formats, giving us a wide range of feedback from across the consultation area.

1.3.3 Response rate

With 608 attendees at our events and 433 hard copy and online questionnaires, the response rate during the statutory consultation period was much higher than in previous informal consultation periods.[3] In addition to this we received 350 pieces of correspondence via email and post, of which, 88 were from statutory consultees, and 22 were from town or parish councils and local planning authorities.

We value participants' views on the project, expressed in their own words. Through reporting (like this document) we share participants' views, to enable the widest possible appreciation of the range of perspectives on our project, and the diversity of interests and needs expressed by participants.

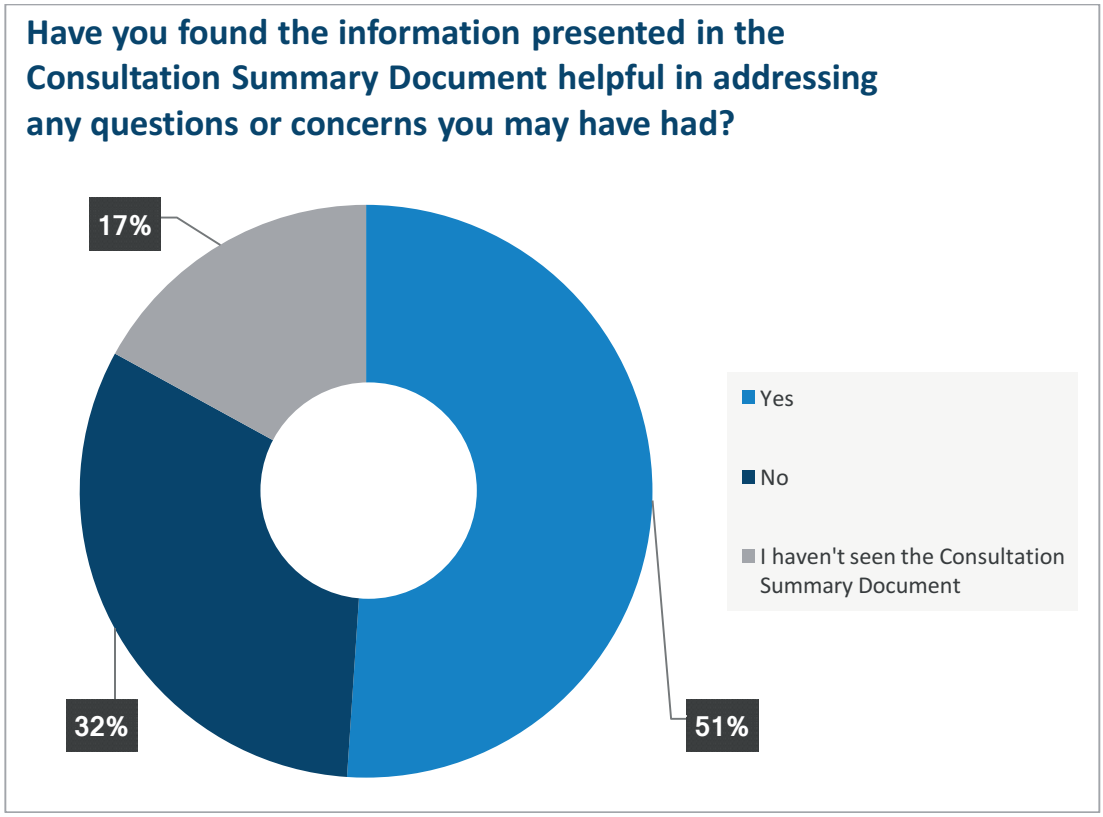
1.4 Consultation materials

In order to provide local communities with the information required to properly consider and respond to the consultation on the proposals, a number of materials were produced and made available throughout the Statutory consultation period.

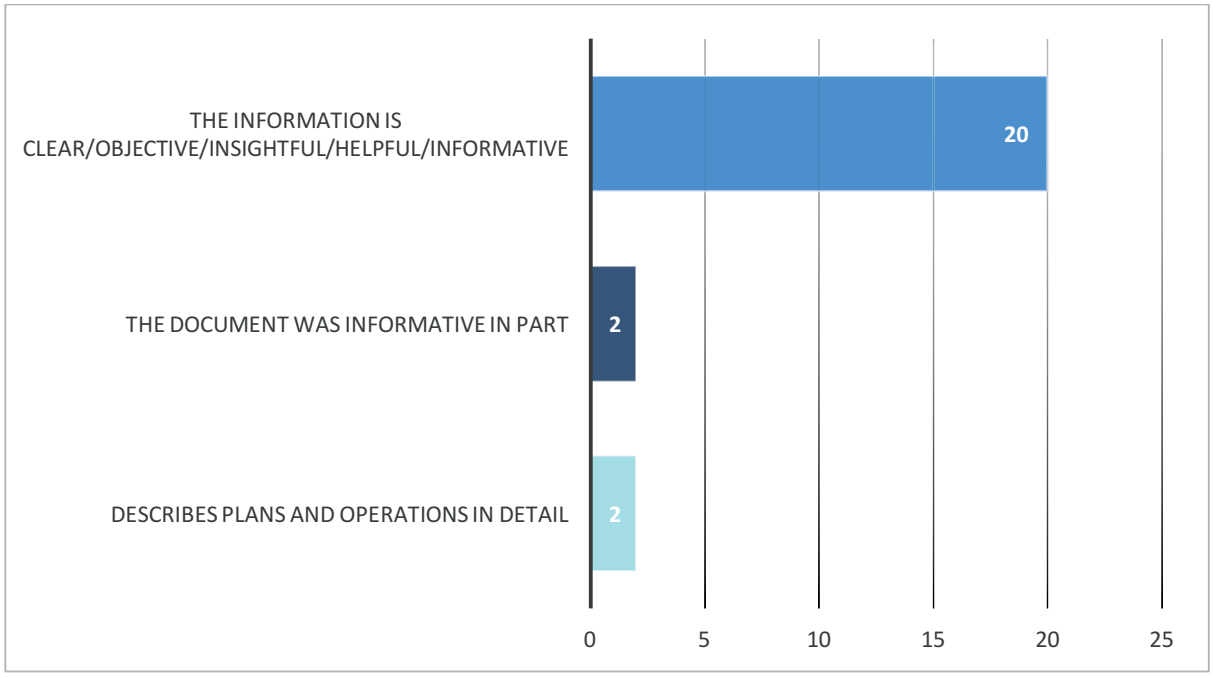
The Statutory consultation is required to consult on the information provided in the Preliminary Environmental Information Report (PEIR). This information is however quite technical and extensive. Therefore, we undertook to summarise this information and make it as accessible as possible to all those who wished to respond to the consultation. This primarily took the form of the Consultation Summary Document, which was produced and made available at all relevant locations throughout the Statutory consultation period.

In order to assess how the Consultation Summary Document was received, we asked for feedback on this key document. This question was answered by 282 respondents. The results show firstly that 83% of these respondents that answered this question had read the document, and that of those that had read the document, approximately two thirds (62% - 144 of 234 respondents who indicated that they had read the document) found the information presented helpful as they considered their response to the consultation.

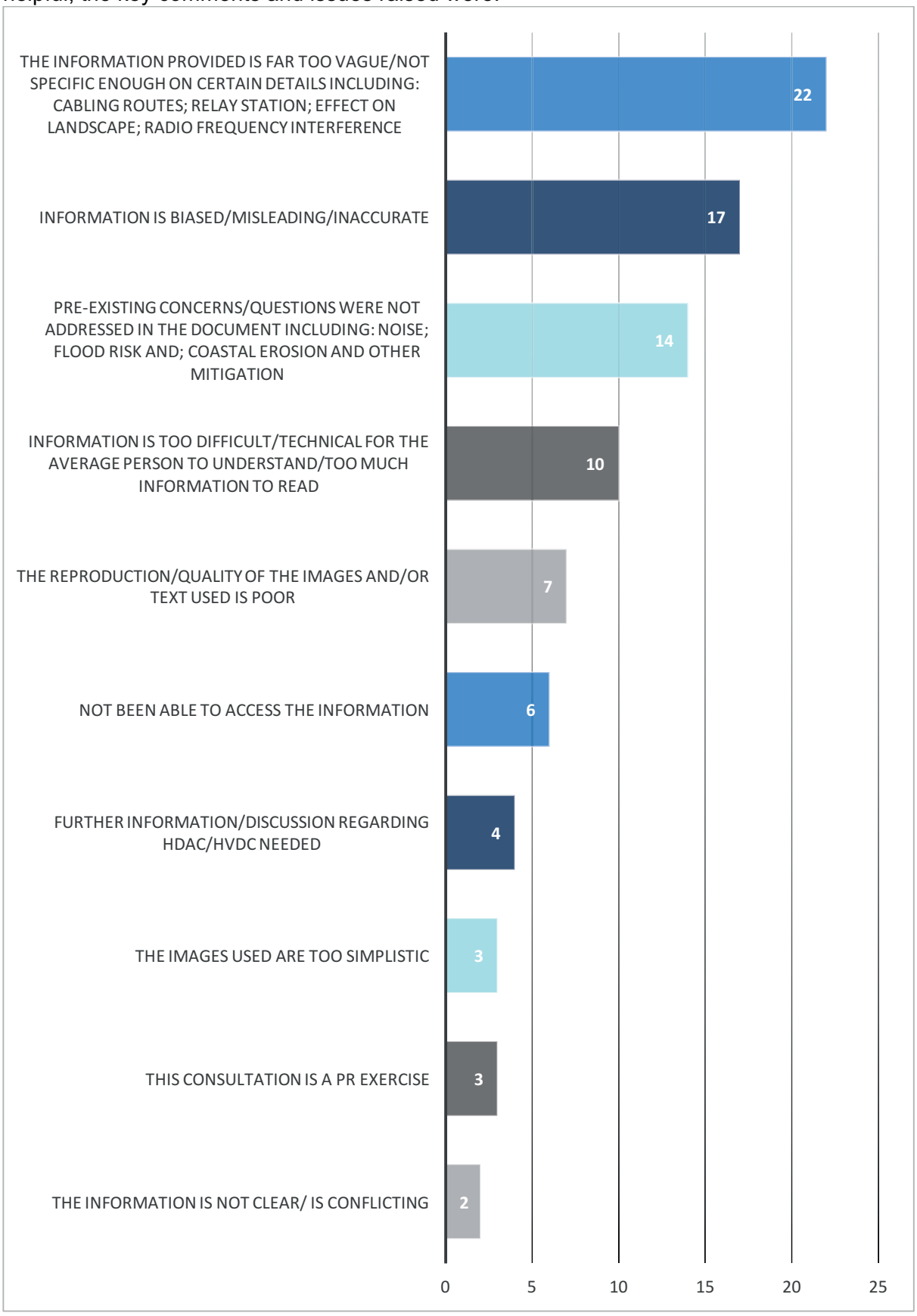
[3] March 2017 Consultation Period – 268 feedback forms received/ October 2016 Consultation Period – 105 feedback forms received



Of those that noted that they had found the Consultation Summary Document helpful, the key comments and issues raised were:



Of those that noted they that they had not found the Consultation Summary Document helpful, the key comments and issues raised were:



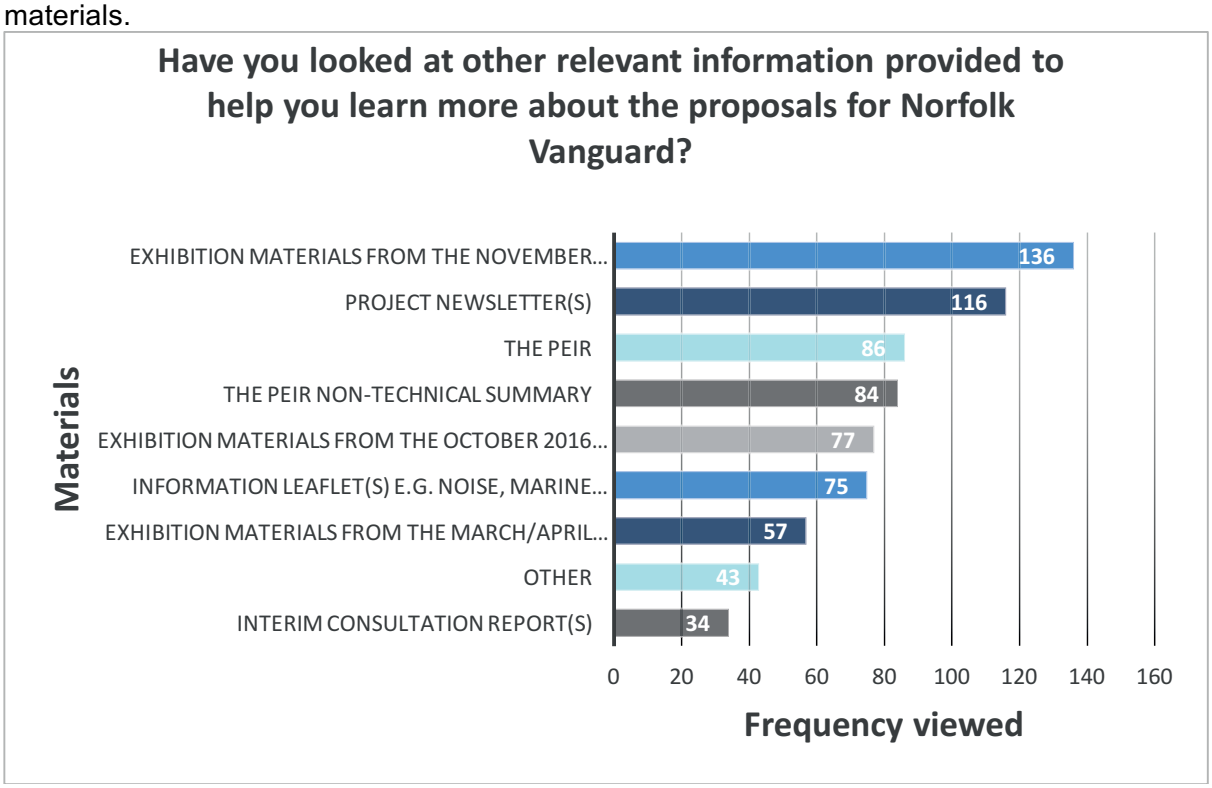
In addition to the above grouped issues, a number of respondents made comments, including:

“The EIA summary was extensive”
“Would like to learn more about the project”
“It gives a brief overview of the project”
“Does not describe any shortfalls e.g. relying on the intermittent nature of wind”
“Too much reliance on planning mitigation”
“Does not include any of the public meeting discussions re Walpole as a connecting site”
“Have looked at some of the information online”
“No mention of other landfall location despite Norman Lamb asking for this information.”
“Information is too subjective”
“There is no regard for the people impacted by this proposal”

Aside from the Consultation Summary Document, we also provided a number of other materials of varying degrees of complexity and technical detail. These are listed below;

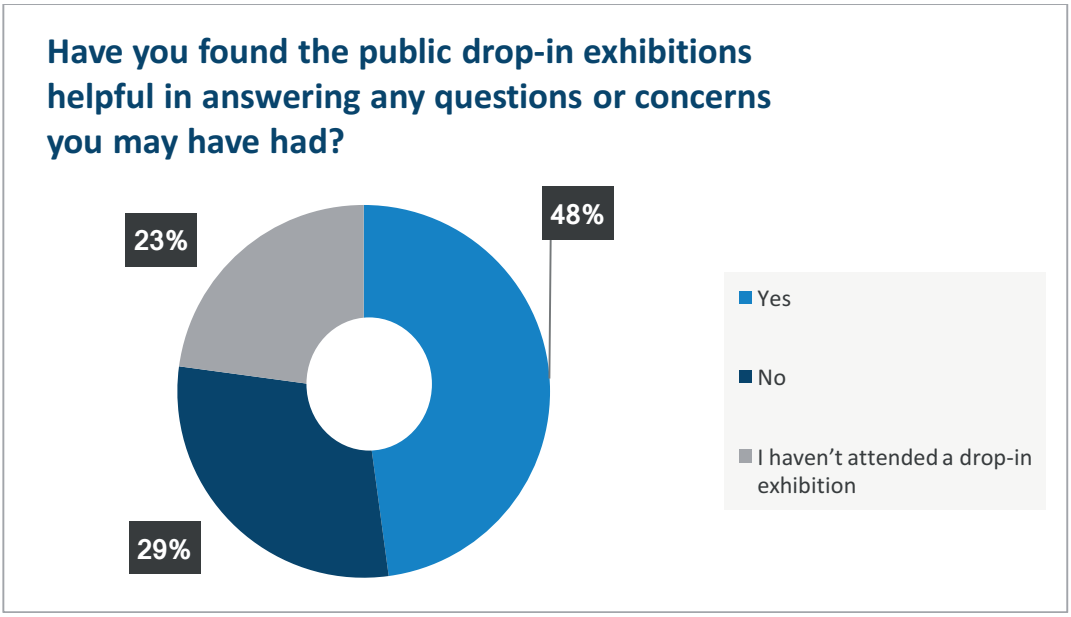
- The PEIR
- The PEIR Non-Technical Summary Document
- The Consultation Summary Document
- Project newsletter(s)
- Information leaflet(s) e.g. Noise, Marine mammals, Electro-magnetic fields etc
- Exhibition materials (including from previous consultation events)
- Previous copies of interim consultation reports – Hearing your Views I & II

We asked respondents which additional information they reviewed during the consultation period and at the public exhibition events. The results show that information from previous informal consultation, as well as the project newsletters, were the most widely read materials.

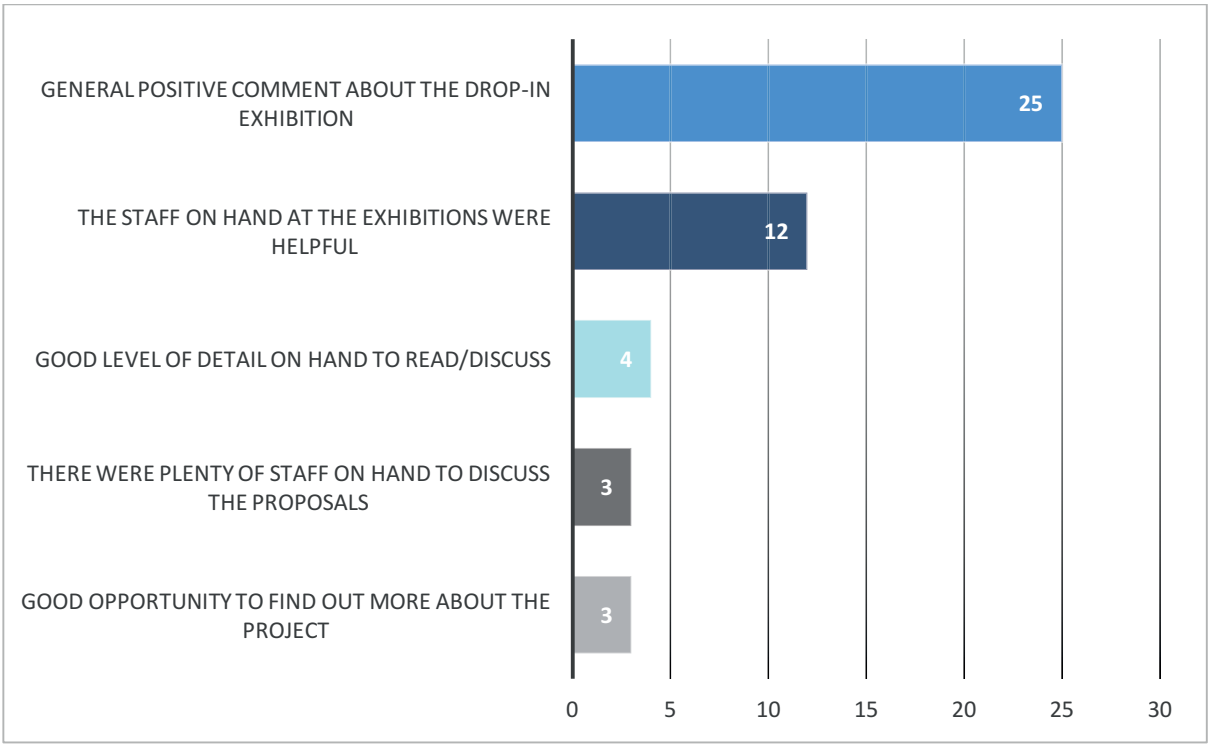


Other noted sources of information included the Project website, meetings and presentations from Project team members, information provided by Local Parish and District Councils, as well as wider general internet sources.

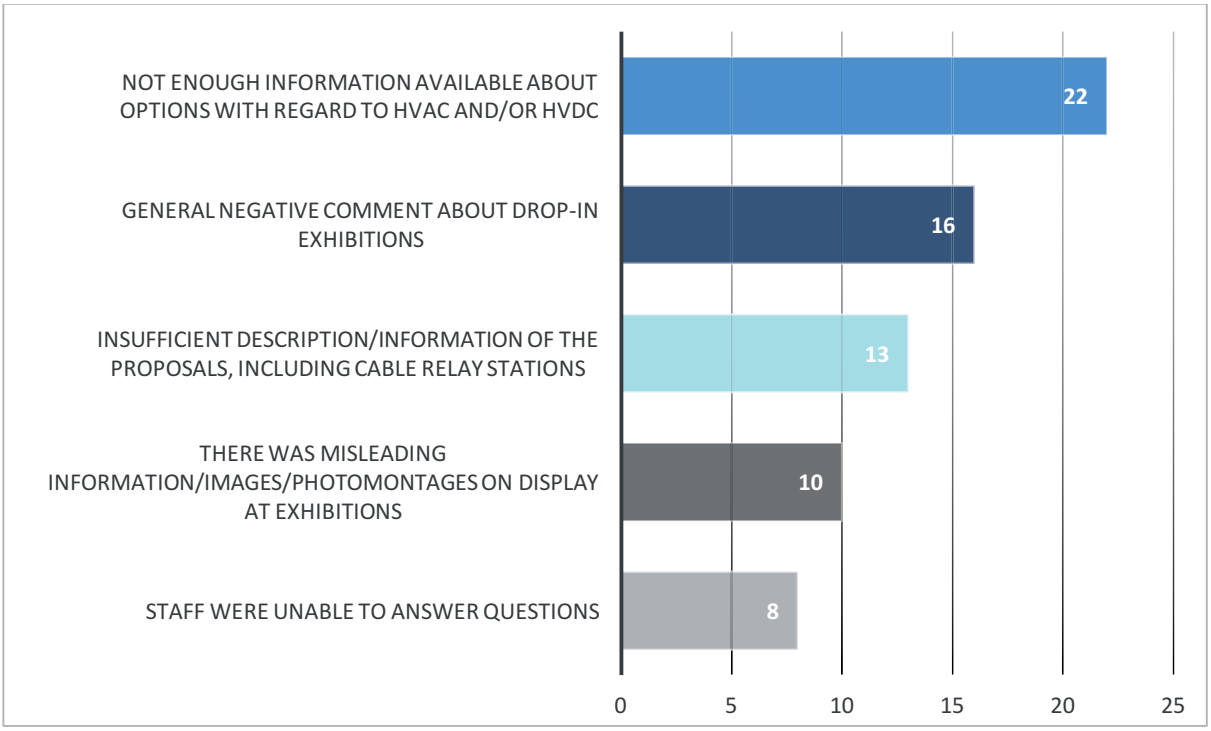
We also asked respondents to comment on whether they felt that the public exhibitions had been helpful in assisting them with understanding the project and providing the information they required about the proposals. This question was answered by 280 respondents, 64 of which noted that they had not attended an exhibition. Of the remaining 216 respondents, 62% stated that they found the exhibitions helpful.



Of those that stated that they found the public drop in events helpful, the key comments and issues raised were:



Of those that stated that they did not find the public drop in events helpful, the key comments and issues raised were:



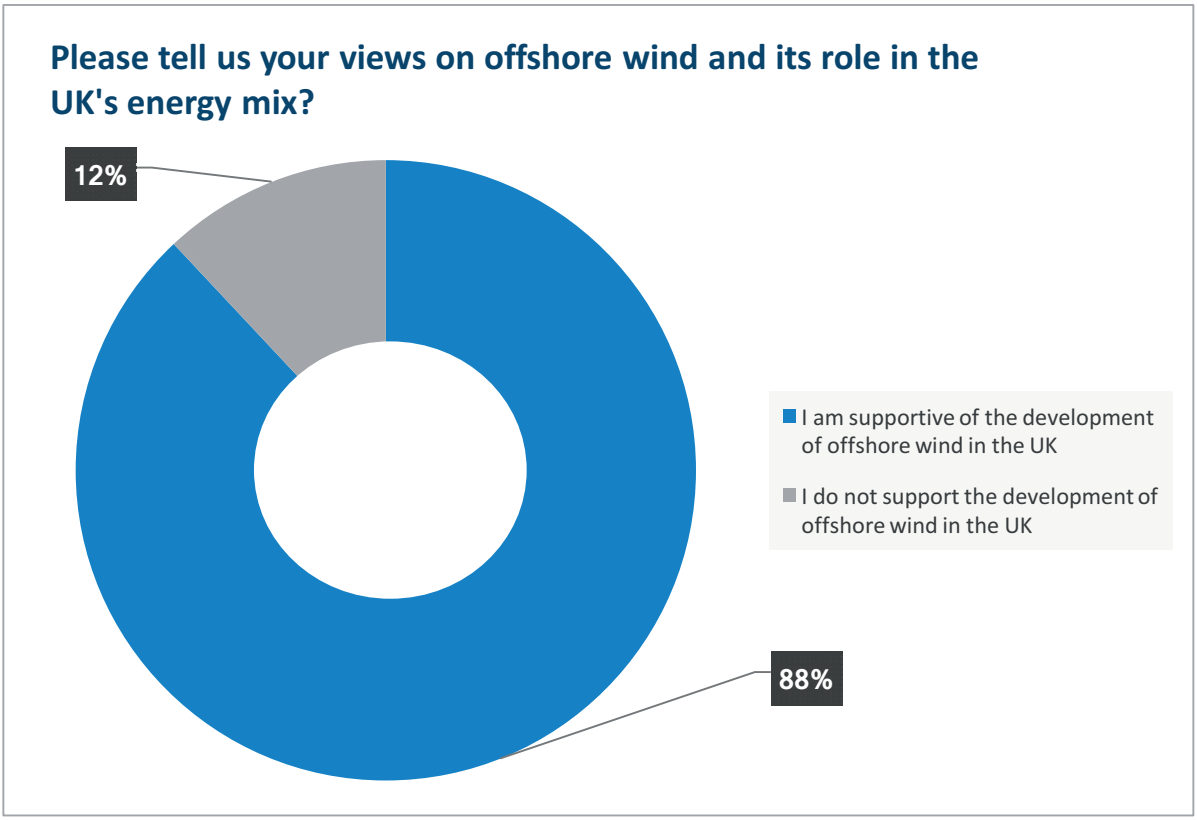
All feedback on processes, materials and events is extremely useful to us and we will be continuing to refine and take on board feedback in this respect for any future consultation or engagement with regard to Norfolk Vanguard, and Norfolk Boreas.

1.4 The need for the Project

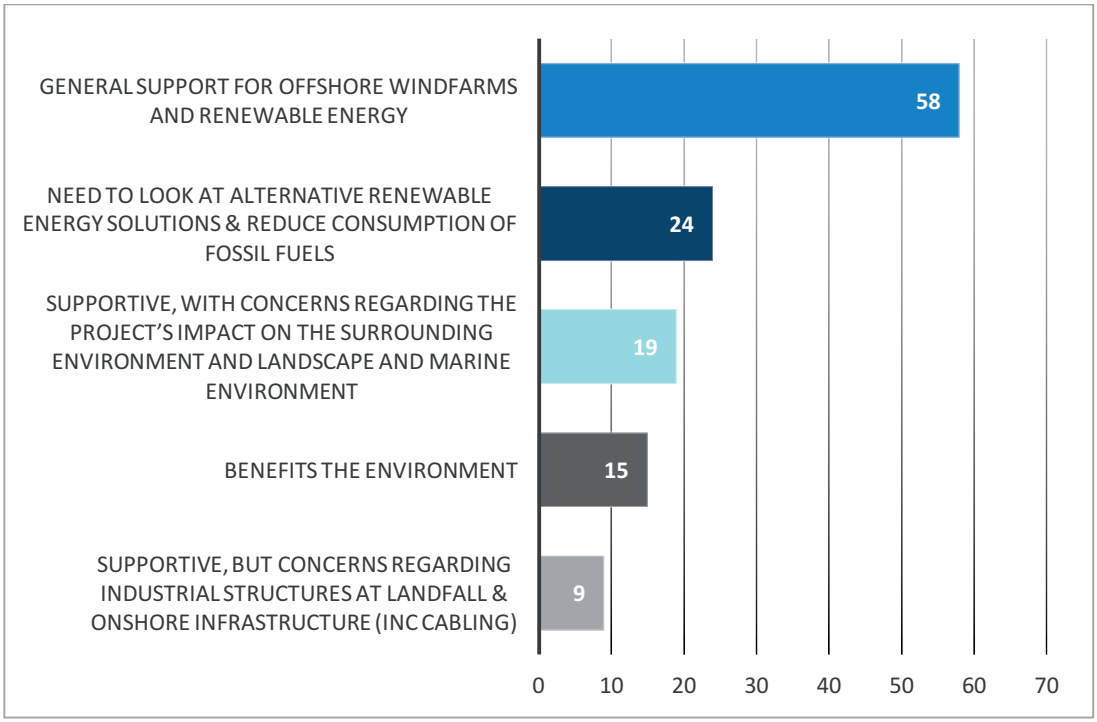
Throughout the informal consultation process, we have been keen to understand local Norfolk communities' understanding and views on renewable energy and offshore wind.

The questionnaire during the Statutory consultation process also asked for views on this subject and whether or not respondents were supportive of the development of offshore wind in the UK.

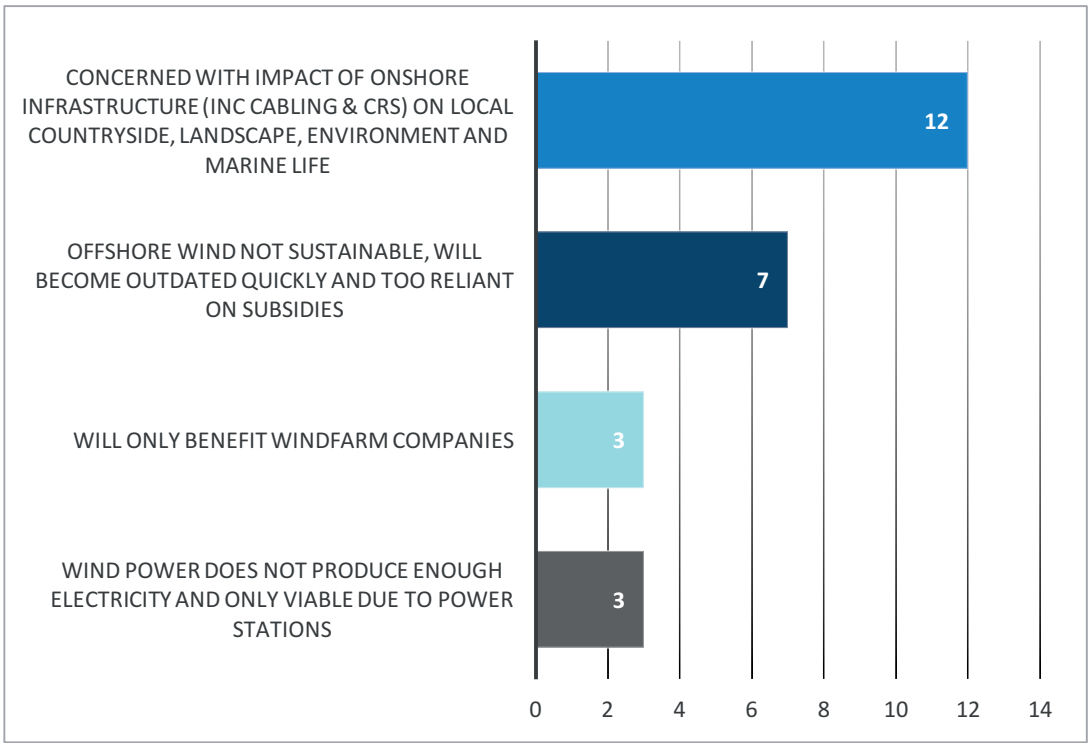
As can be seen from the chart below, the large majority of respondents stated that they were supportive of the development of offshore wind in the UK.



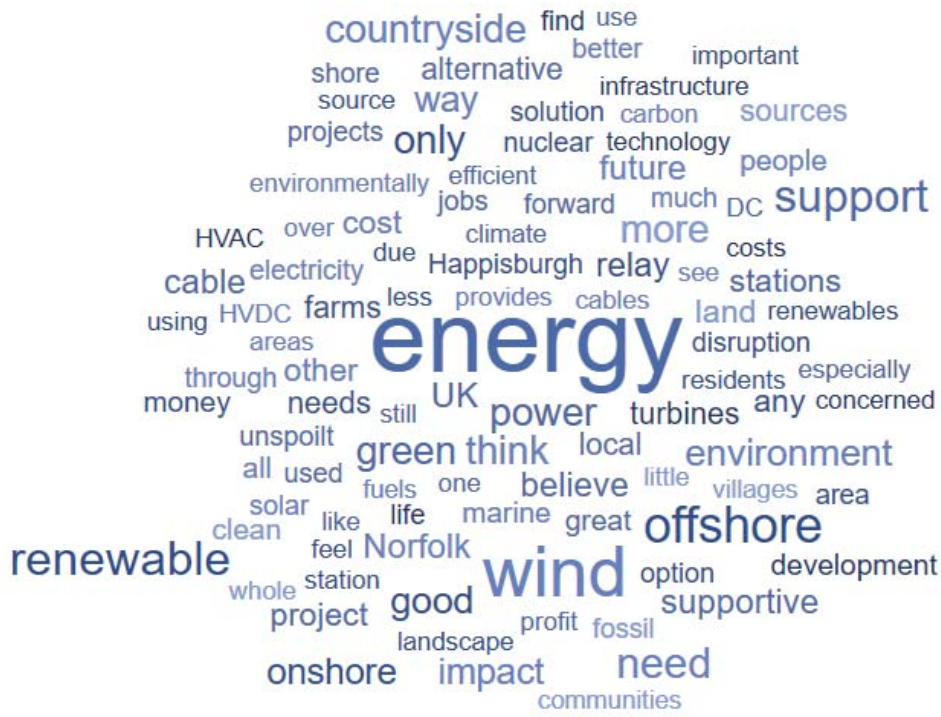
The response to this question is clear – the large majority of respondents support the principle of a project such as Norfolk Vanguard or Norfolk Boreas. Comments provided in relation to this question highlighted a number of the benefits of pursuing offshore wind including the move away from fossil fuels and the economic benefits this industry will bring. Comments from those in support of development of offshore wind in the UK included:



Where concerns were raised, it related to the specifics of issues such as landfall location, siting of specific proposed infrastructure (e.g. Onshore Project Substation) or impact to onshore environment. The key points recorded are listed below:



The following analysis is ordered by question as it appeared on the questionnaire.



Word cloud showing the most often used words in responses to the question: ***Please tell us your views on offshore wind and its role in the UK's energy mix?***

2. Part Two: Summary analysis of feedback

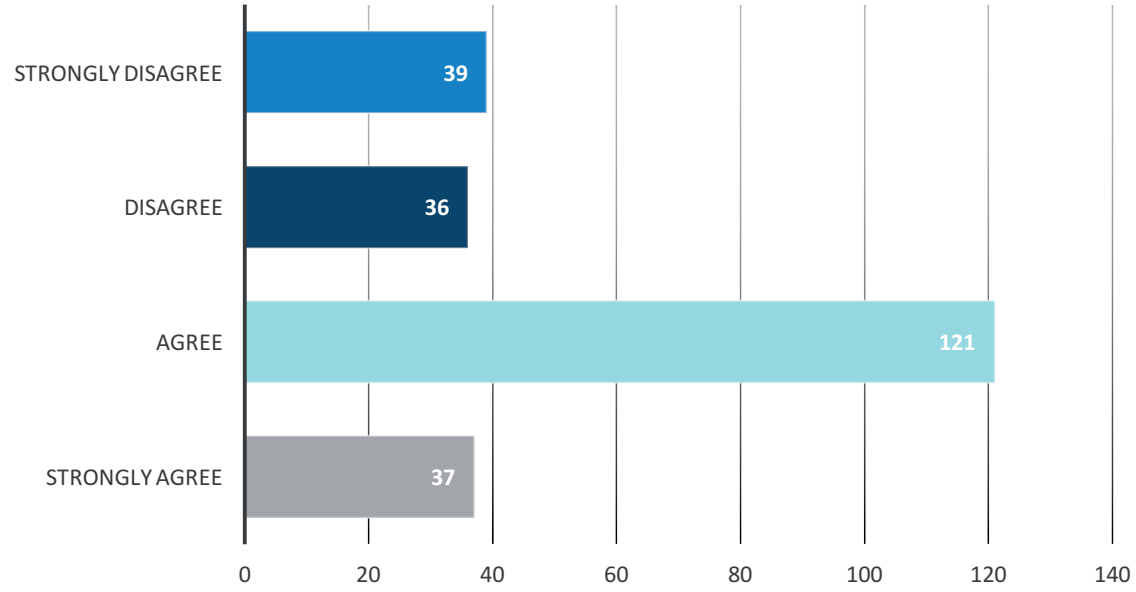
This section contains a specific breakdown of all the responses received, relating to Questions 6 – 23[4] of the questionnaire. It is broken down by question as it appeared on the questionnaire. Questions were grouped into relevant topic areas for consistency and clarity, and this is reflected in the below analysis.

The analysis included within this report focuses on the five key themes highlighted by responses to the consultation. Other contributions, whilst less numerous, are still highly valued and have been included in the appendix at the end of this document.

A copy of the questionnaire can be viewed in the appendix and at http://bit.ly/2sfsPQA.

2.1 The Offshore elements of the proposal

Question 6: To what extent do you agree we have considered all topics relevant to the offshore elements of the proposal?



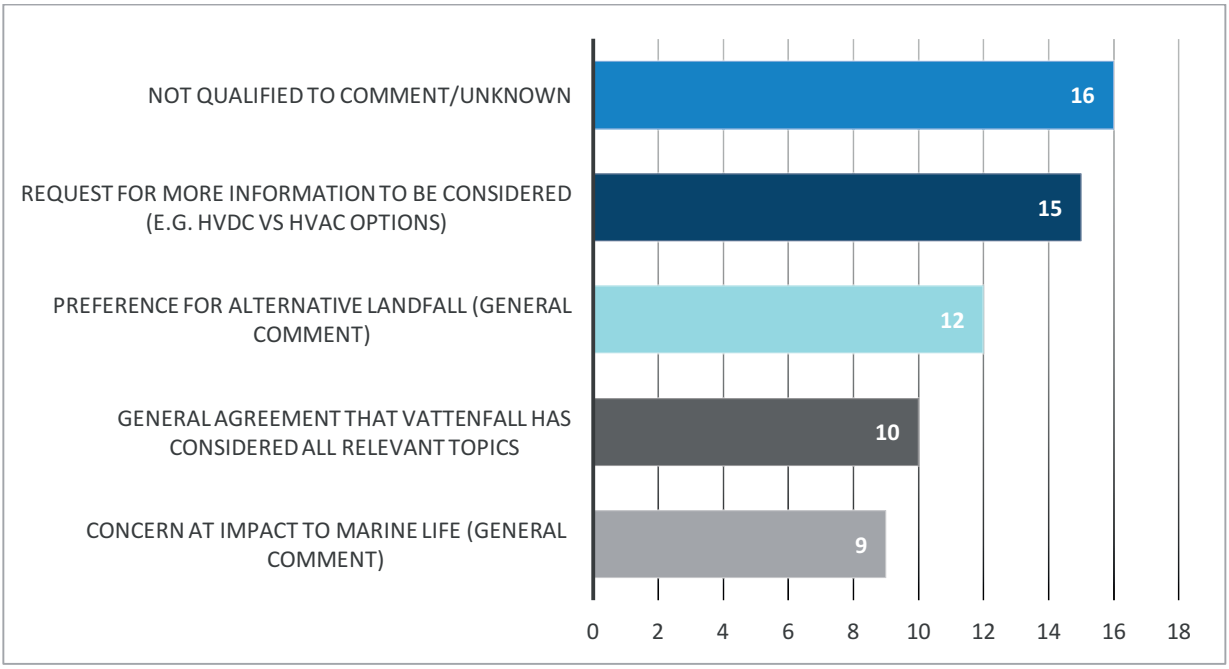
It is clear that the majority of respondents felt that the project team had considered all the relevant topics related to the offshore elements of the proposals.

Where respondents stated that they did not agree that Vattenfall had considered all key areas related to offshore elements of the project, the key point noted was that there should have been more consideration about the use of HVDC or HVAC, and that Vattenfall should have discussed this or provided more detail.

A number of respondents also noted that they did not know or did not have enough knowledge to comment on this question. Comments relating to impact to natural environment/seabed, and the coastal areas near to landfall were also recorded.

[4] Questions 1 to 5 related to questions about the process and demographic information. This has been dealt with in 'Part 1'.

In general, there were fewer responses to this question than the other questions related to onshore issues. The top five key issues noted in feedback are set out below.



See appendices for additional themes, concerns and ideas received in response to this question.

Word cloud showing the most often used words in responses to questions related to offshore elements

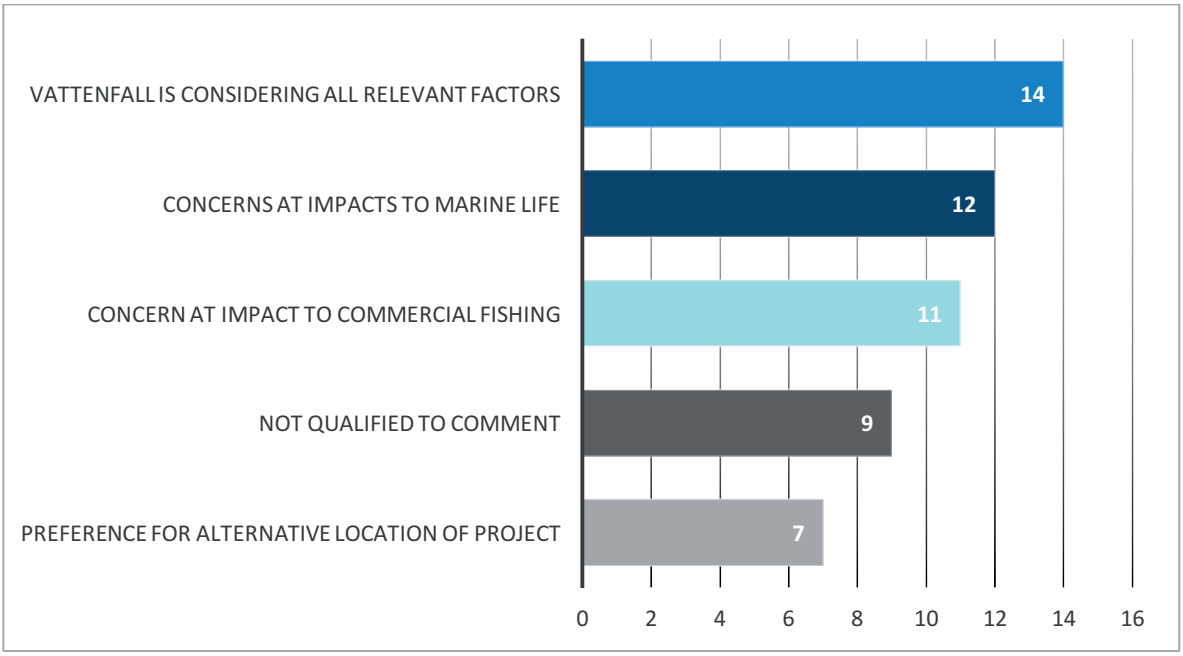
<u>Question 7:</u> Are there any specific factors you would suggest we consider in order to minimise the impacts on other marine users, including commercial fishing, shipping, recreational sailing, any other?

The most common statement in response to this question was that Vattenfall is considering all relevant factors, or that there were no additional factors that respondents felt should be taken into account.

Aside from this, twelve respondents expressed concerns related to impacts to marine life, birds and the marine environment in general.

Eleven respondents expressed views suggesting Vattenfall should take into account commercial fishing and sea users.

The table below sets out the top 5 key areas commented upon by respondents.



See appendices for additional themes, concerns and ideas received in response to this question.

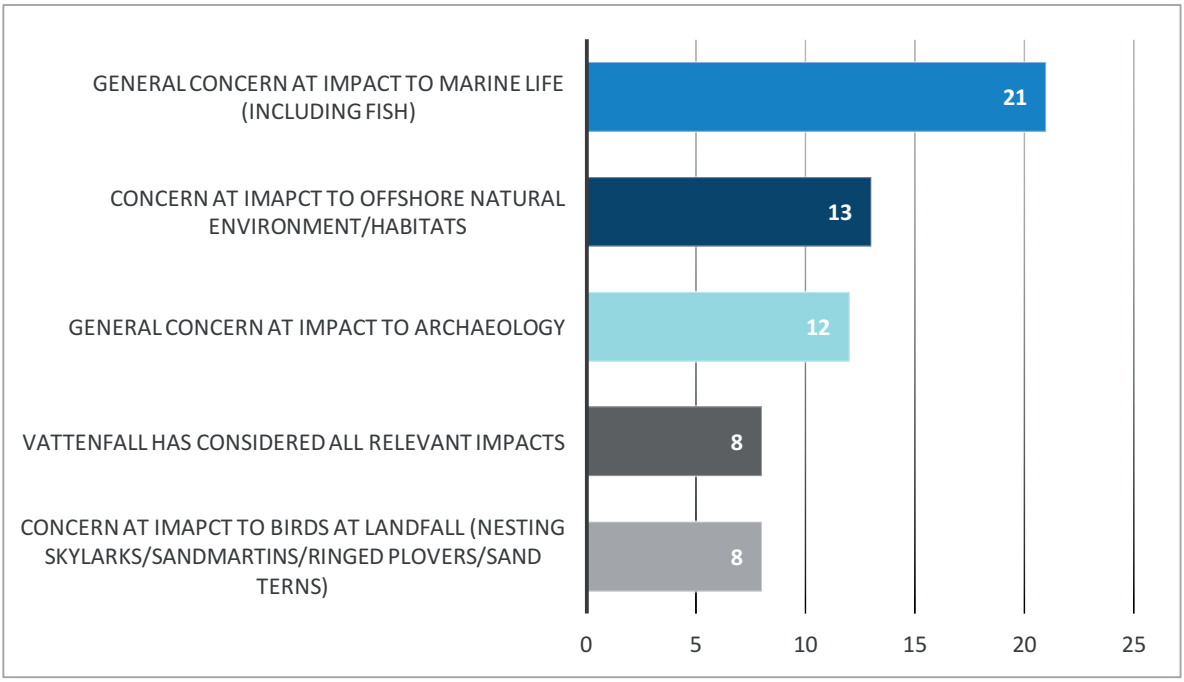
<u>Question 8:</u> Are there any specific factors you would suggest we consider in order to minimise the impacts on the natural or historic environment, including for example ornithology, marine mammals, marine archaeology?

Similarly to Question 7, the key issue raised by respondents related to concern about the impact to marine life and marine environment, including habitats and impacts to mammals such as seals living in proximity to the proposed infrastructure.

Numerous respondents provided comments relating to the coastal area, and the desire for consideration of any impacts to archaeology (including shipwrecks).

A recurring theme in the responses to the offshore questions is the concern about natural coastal processes, specifically the erosive effect of stormy seas on the cliffs at Happisburgh. Concerns relate to the need to provide assurances that the cliffs will be protected or that erosion will not be exacerbated by the installation of cables at landfall.

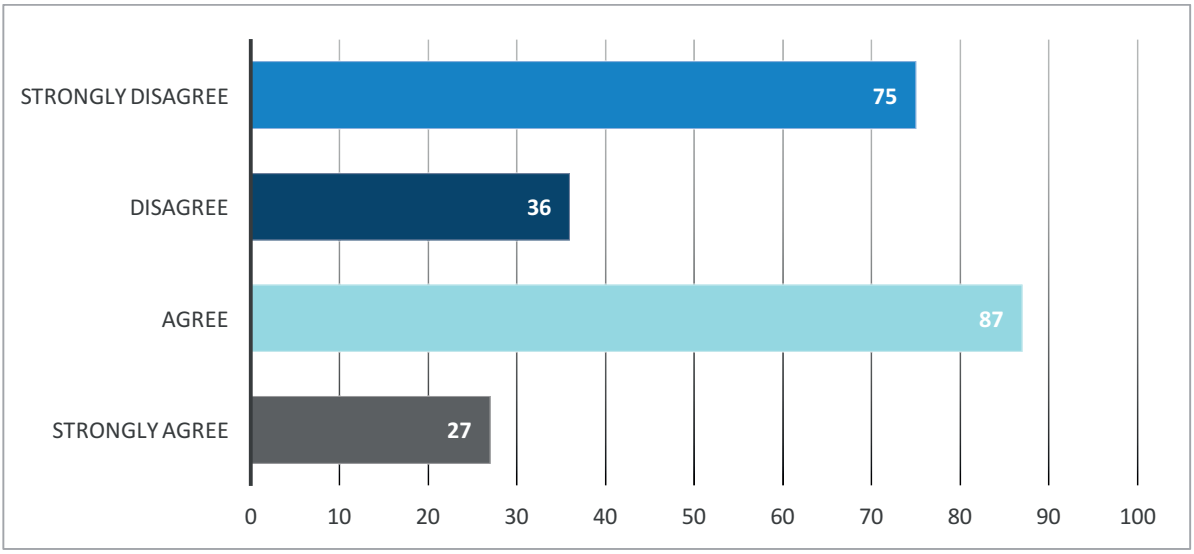
The table below sets out the top 5 key areas commented upon by respondents.



See appendices for additional themes, concerns and ideas received in response to this question.

2.2 The Onshore elements of the proposal

<u>Question 9:</u> To what extent do you agree we have considered all topics relevant to the onshore elements of the proposal?



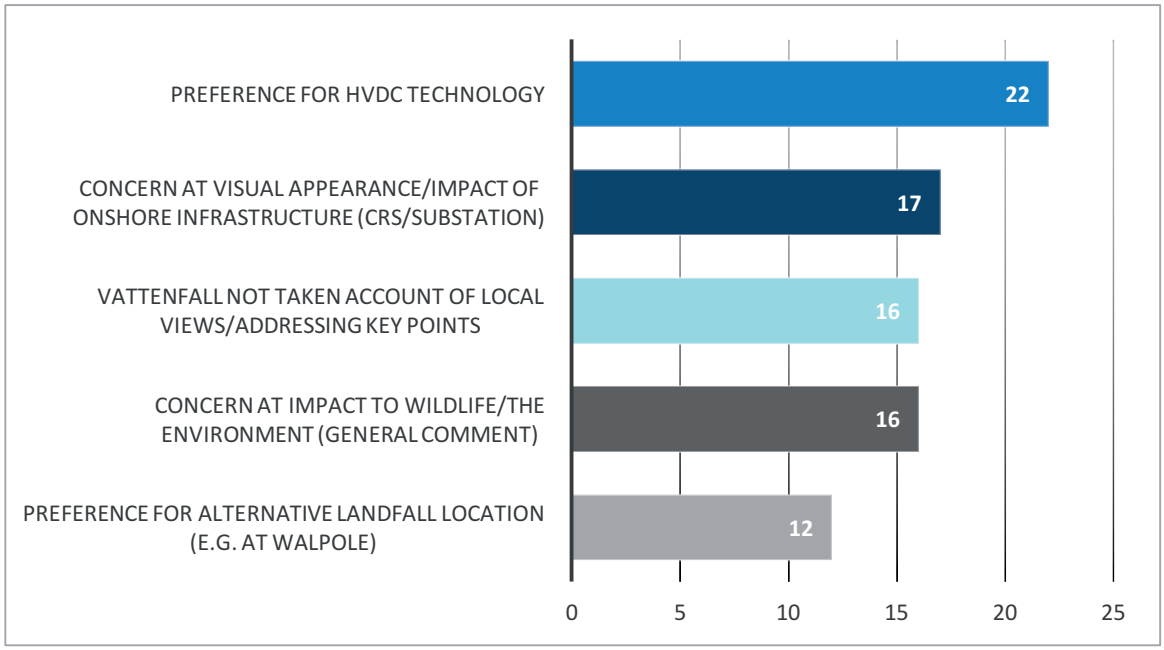
This question was answered by 225 respondents, and the responses were split almost exactly in half. Just over 50% of respondents stated that they agreed, or strongly agreed that we had considered all relevant topics associated with the onshore elements of the proposal, however, an equal number stated that they did not feel that all appropriate areas had been taken into account.

Of those that stated that they did feel all relevant topics had been considered, the key comments made were generally supportive comments.

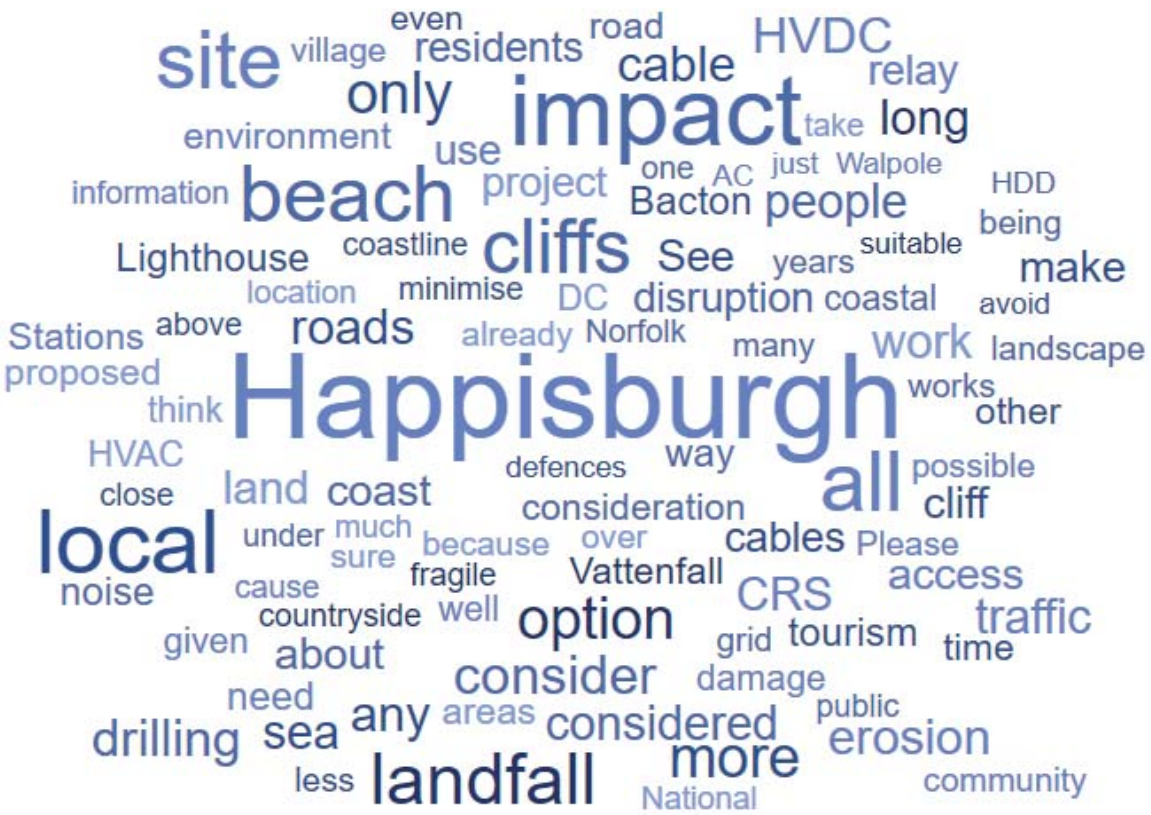
Where respondents indicated that they did not feel that all relevant topics had been considered, the reasons were varied. The predominant reason that respondents recorded related to the desire for Vattenfall to pursue HVDC technology, rather than HVAC, due to the implications this would have on reduced requirement for onshore infrastructure.
Other key reasons included general concerns at the visual impact of this onshore infrastructure (CRS/Substation/cable laying), and the potential impact on the surrounding onshore natural environment and wildlife habitats.

As this was an open question, recurring issues relating to concerns about coastal erosion at Happisburgh, siting of the Onshore Project Substation and Cable Relay Stations, impacts on local tourism and general comments on the requirement for Vattenfall to take on board feedback from the local community were also recorded.

The table below sets out the top 5 key areas commented upon by respondents in relation to this question.



See appendices for additional themes, concerns and ideas received in response to this question.



Word cloud showing the most often used words in responses to questions related to landfall Elements

2.3 Landfall

<u>Question 10:</u> Are there any specific factors you would suggest we consider when micro-siting the drilling compound?

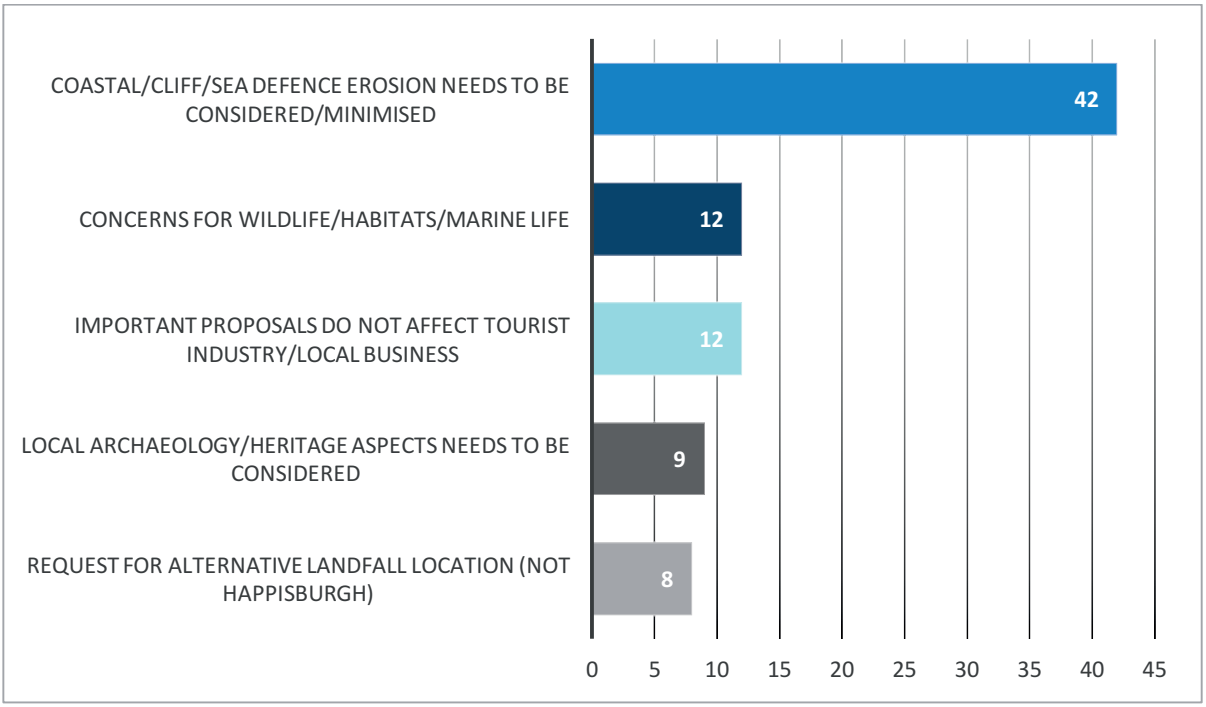
Of those that answered this question, the primary concern raised related to the ongoing coastal erosion of the sea cliffs at Happisburgh. Respondents highlighted key concerns about the impact any construction or drilling work may have at the point of landfall at Happisburgh. Some respondents requested adequate sea defences and protection for the cliffs in the future, others suggested alternative locations for offshore transmission cables to come ashore, such as Bacton or Kings Lynn.

Concern about potential impacts to archaeology (including shipwrecks or ancient human footprints) was again raised as a recurring issue, as well as the need to take account of the local heritage assets in the vicinity (such as Happisburgh Lighthouse).

A number of respondents also highlighted concerns about impacts to tourism and the economy locally as a result of disruption caused by these works.

General comments relating to the need to ensure that there would be no detrimental impact to local coastal wildlife, and that on and offshore habitats were protected were also made by numerous respondents.

The table below sets out the key areas commented upon by respondents.



See appendices for additional themes, concerns and ideas received in response to this question.

<u>Question 11:</u> Are there any factors you would like us to consider as we seek to reduce any temporary impacts of landfall (HDD) works?

One of the key issues raised by respondents to this question related to concerns over any impacts to tourism as a result of the temporary landfall works. Any effects on tourism could impact local businesses due to the nature of the local economy. Linked to this point, there was a general preference to avoid closing Happisburgh beach where possible.

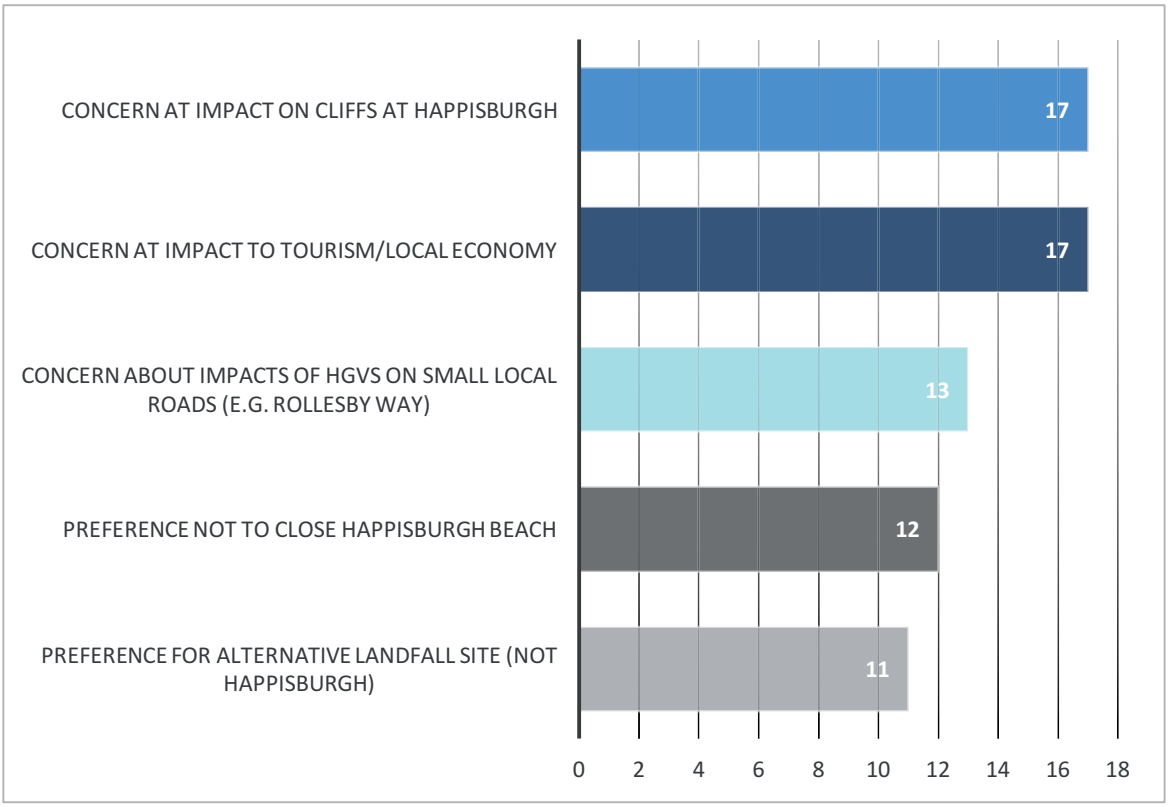
Others raised concerns related to the potential impact on the cliffs at Happisburgh as a result of the HDD works and the need to ensure that no further erosion was caused as a result, (or that protection should be put in place to help ensure this). A number of respondents noted that they Happisburgh should not be considered for landfall and that the cable should come ashore at an alternative location.

Those who commented on this point, expressed a general preference for long HDD works to minimise disruption and impacts on the local area as far as possible.

Concerns were raised about the impact of the HDD works on local roads, with a number of respondents noting that the smaller roads locally were not suitable to accommodate additional/HGV traffic.

General concerns about impacts to local wildlife and the natural environment were also recorded.

The table below sets out the top 5 key areas commented upon by respondents.



See appendices for additional themes, concerns and ideas received in response to this question.

<u>Question 12:</u> Do you have any general comments regarding Landfall in terms of siting, environmental considerations, timing and management plans for the works?

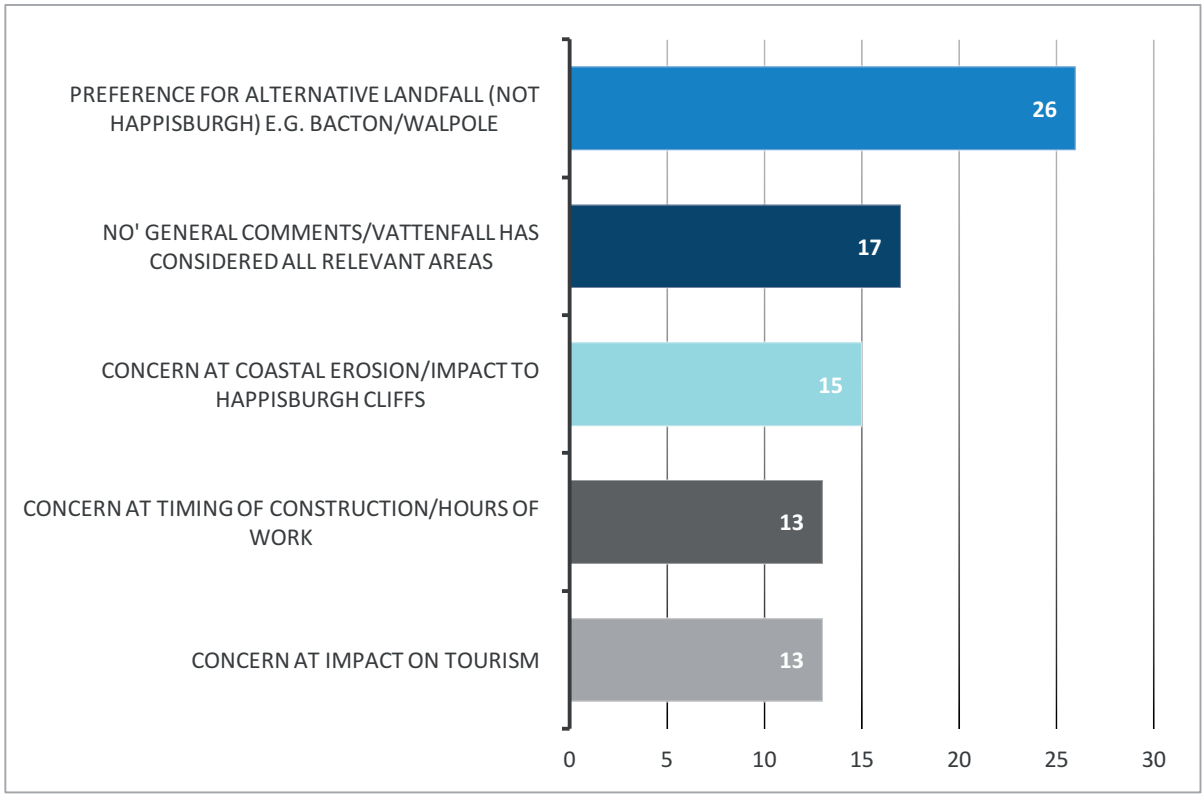
The predominant response to this question related to the desire of local residents for Vattenfall to choose an alternative landfall location (i.e. not to come ashore at Happisburgh). As noted in previous questions, this is due to concerns about ongoing coastal erosion and a fear that any infrastructure works in this location could be detrimental to the cliffs at Happisburgh without suitable mitigation.

The timing of this work at landfall was also a key consideration due to its potential to impact upon the tourist season, which could be detrimental to the local economy.

There was a noted desire from some respondents to group together the required infrastructure for Norfolk Vanguard and Norfolk Boreas where possible to reduce future disruption and build in capacity to accommodate future projects within the works for Norfolk Vanguard.

A number of respondents did note that they believed Vattenfall had considered all relevant areas in this respect, or stated that they had no comment on this issue.

The table below sets out the top 5 key areas commented upon by respondents.



See appendices for additional themes, concerns and ideas received in response to this question.

2.4 Cable Relay Station (CRS)

Question 13: Are there any specific factors you would suggest we consider when deciding which CRS option would be most appropriate (if required)?

As can be seen from the table below, it is clear that respondents to this question feel strongly about the use of HVDC technology due to the implications this has for onshore infrastructure in comparison to HVAC. The most common comment in answer to this question was a general statement indicating preference for HVDC.

The second most common statement in response to this question was a general comment in opposition to Cable Relay Stations. Respondents stated that they did not wish to have CRS in either location proposed (5a or 6a) and that they were against the principle of having this infrastructure within their community.

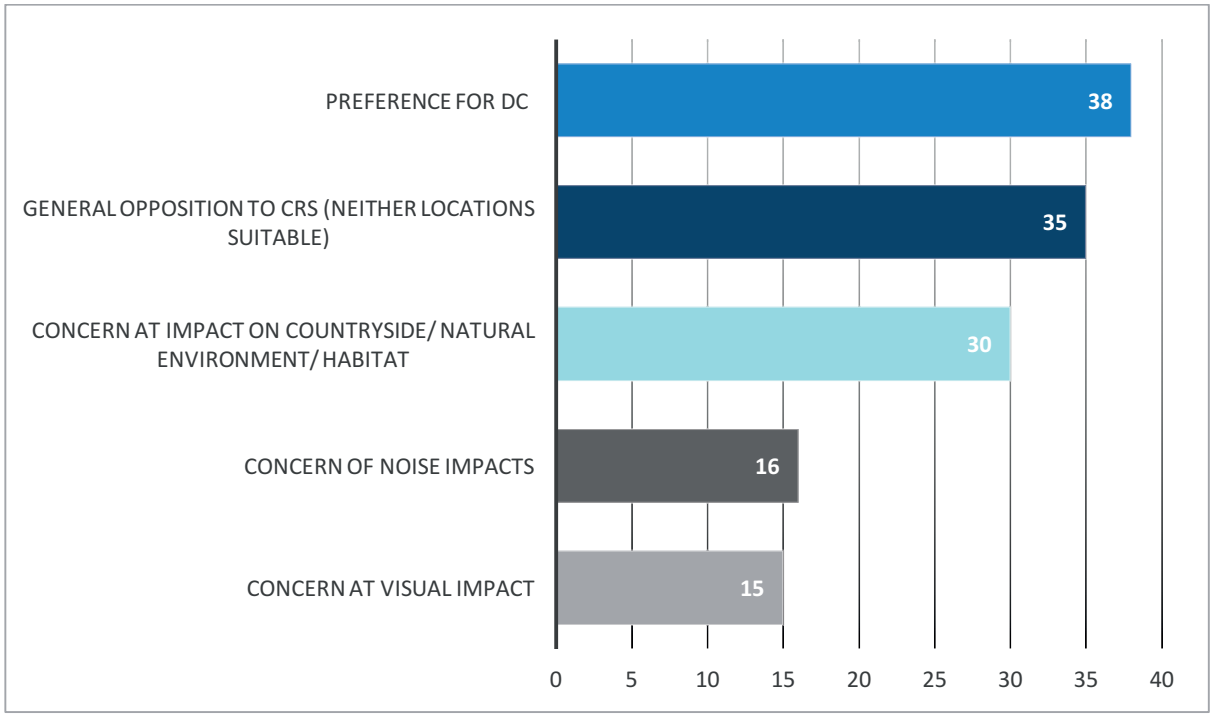
Key concerns related to the construction and operation of the CRS (at either location) included concerns about noise, concerns about visual impact and the resultant impact on local communities living close to the proposed sites.

Numerous respondents stated that they felt that the screening and mitigation proposals put forward were inadequate, or insufficient to properly screen the CRS sites. Concerns include the time it will take for any planting to mature, and for suitable trees to be used.

Where stated, there was a higher preference for siting the CRS at site 5a, however there was a general agreement that impacts as a result of either site on wildlife, natural environment, agriculture and tourism would be significant.

Impacts on heritage assets (e.g. St Peter's Church Ridlington) and landmarks were also an important consideration raised by respondents.

The table below sets out the top 5 key areas commented upon by respondents.



See appendices for additional themes, concerns and ideas received in response to this question.

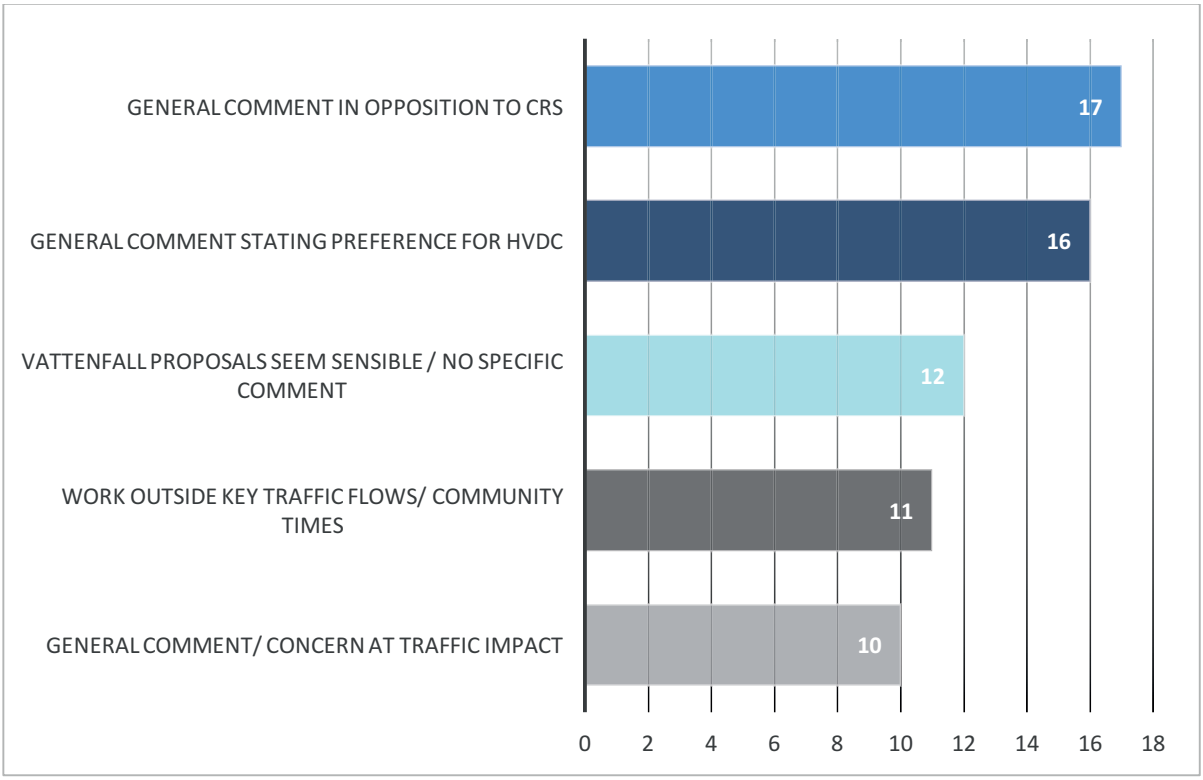
<u>Question 14:</u> Are there any additional specific measures you would suggest we put in place to reduce any potential traffic issues during construction of the CRS?

Traffic impacts were a key consideration for respondents with regard to development of the CRS. The main comment in answer to this question was a general statement in opposition to the construction of CRS in principle. Linked to this was a desire for HVDC technology to be used to negate the requirement for CRS and therefore reduce the traffic impacts on local roads.

General comments relating to concern at traffic impacts were also made by a number of respondents. Specific issues related to traffic impacts included the desire for deliveries/traffic activity to take place outside of peak travel times (rush hour/school drop off), as well as to seek to avoid using roads that were deemed inadequate or too small to accommodate additional HGV movements.

Additional specific comments relating to a desire to avoid specific areas (e.g. North Walsham Road/roads around Ridlington) were also made.

The table below sets out the top 5 key areas commented upon by respondents.



See appendices for additional themes, concerns and ideas received in response to this question.

<u>Question 15:</u> Do you have any general comments regarding the CRS, in terms of siting, environmental considerations, timing and management plans for the works?

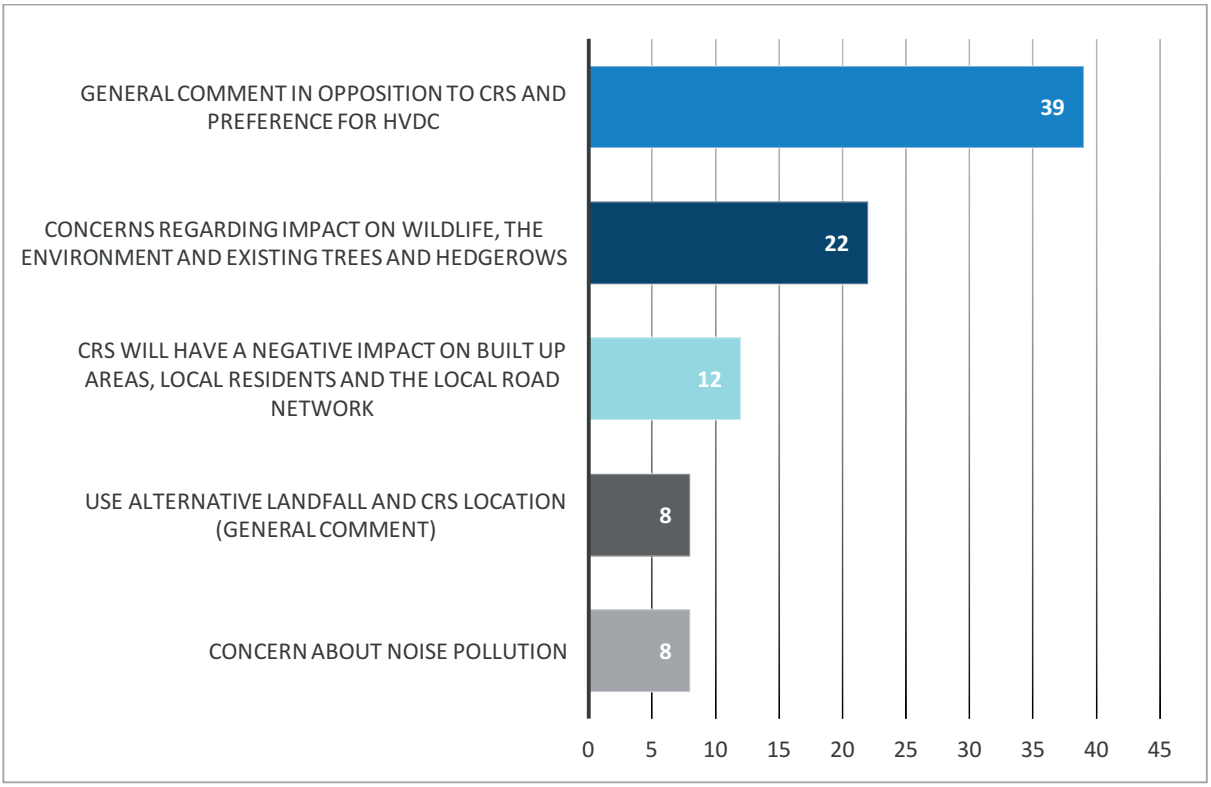
As with the previous questions related to CRS options, the predominant theme within the comments provided related to the general desire to utilise HVDC technology for transmission and therefore avoid the requirement for CRS. The majority of comments on this question were general statements making this point.

Other important issues raised by respondents included general concerns about the impact to wildlife and the natural environment as a result of the construction and operation of the CRS (either site).

Concerns about traffic impact on local roads was also recorded alongside general concerns about the impact of either CRS site on the local community through visual impact, noise and light pollution, and a concern that the proposed CRS screening mitigation was not sufficient.

The general request for an alternative landfall location was also a recurring comment amongst responses to this question.

The table below sets out the top 5 key areas commented upon by respondents.



See appendices for additional themes, concerns and ideas received in response to this question.

<u>Question 16:</u> Please tell us which you think are the most important views towards either potential CRS site, that we should consider in any mitigation planting scheme to be developed (if required).

The primary response to this question related to the adequacy of the proposed mitigation planting scheme. Respondents that commented on this point highlighted that the screening options were not suitable and raised concerns over the time it would take for the planting to mature to screen the CRS sites. Some respondents noted that they did not feel the growth of trees in this location would be as fast as Vattenfall hopes (i.e. due to proximity to the coast). Others provided suggestions on what sort of trees should be used (a preference for native trees, but with concerns over year round cover as native trees to the area generally tend to be deciduous) and how they should be planted (i.e. not in straight lines).

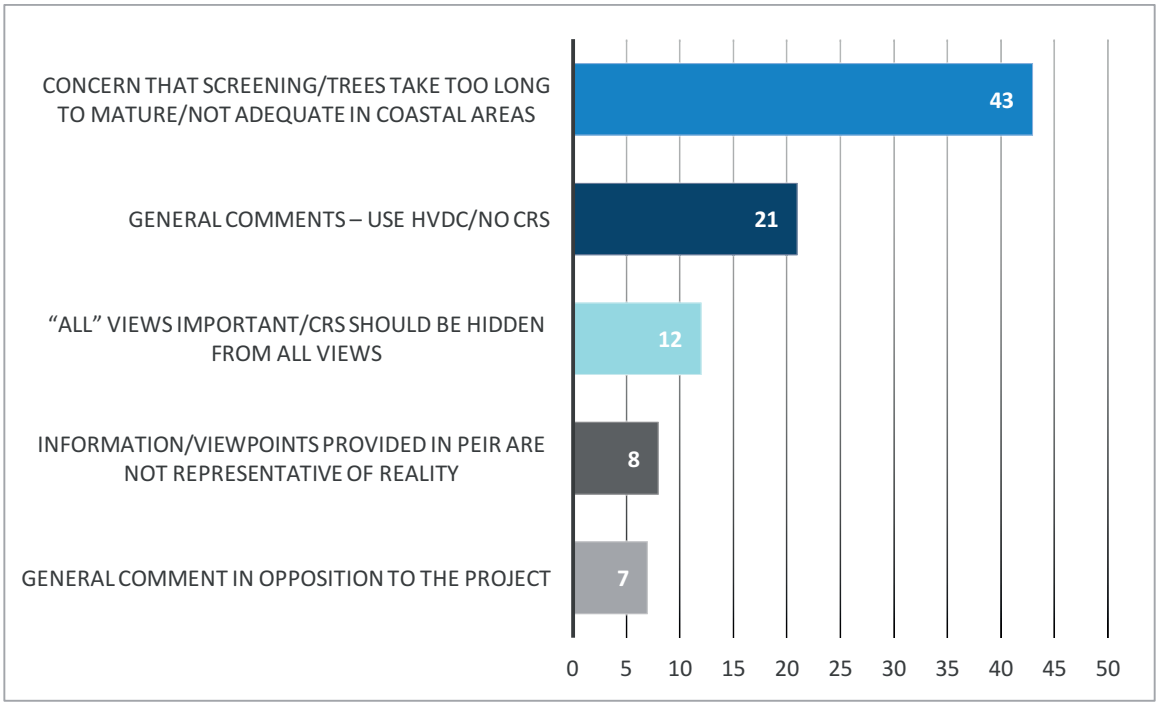
A number of respondents stated that they did not feel the viewpoints included in the PEIR and consultation documents were realistic or detailed enough to provide sufficient information on what the screening of each site would look like.

Concerns about noise impacts and the need for screening to also screen noise pollution where possible were also raised.

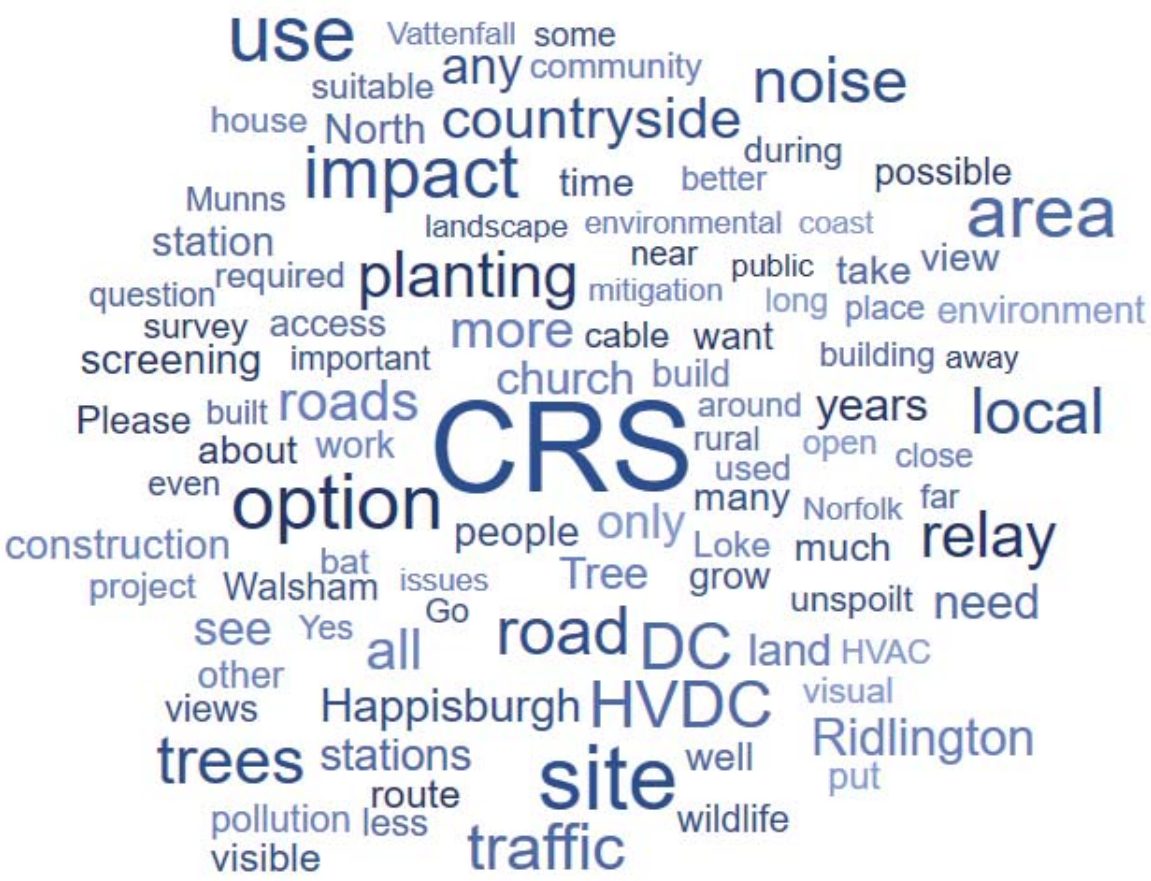
Some respondents stated that 'all' viewpoints were important to consider when developing the mitigating planting scheme. A number of specific viewpoints were also listed as important by respondents, including views from Happisburgh Lighthouse, St Peter's Church Ridlington, Ridlington Village, Munn's Loke, Happisburgh Church Tower, key local roads (B1159), local footpaths, and local schools amongst others.

Again, a significant proportion of respondents stated a general opposition to the development of CRS in either location, and requested that HVDC be pursued as the transmission option for the scheme.

The table below sets out the top 5 key areas commented upon by respondents.



See appendices for additional themes, concerns and ideas received in response to this question.



Word cloud showing the most often used words in responses to questions related to CRS elements

2.5 Underground Cable Corridor

Question 17: Are there any factors (e.g. environmental, siting or operational factors) in relation to the cable route that we should take account of as we microsite the cable easement?

The predominant answer in response to this question was again a general statement in support of utilising HVDC technology due to the implications this would have on onshore infrastructure and the cable route corridor.

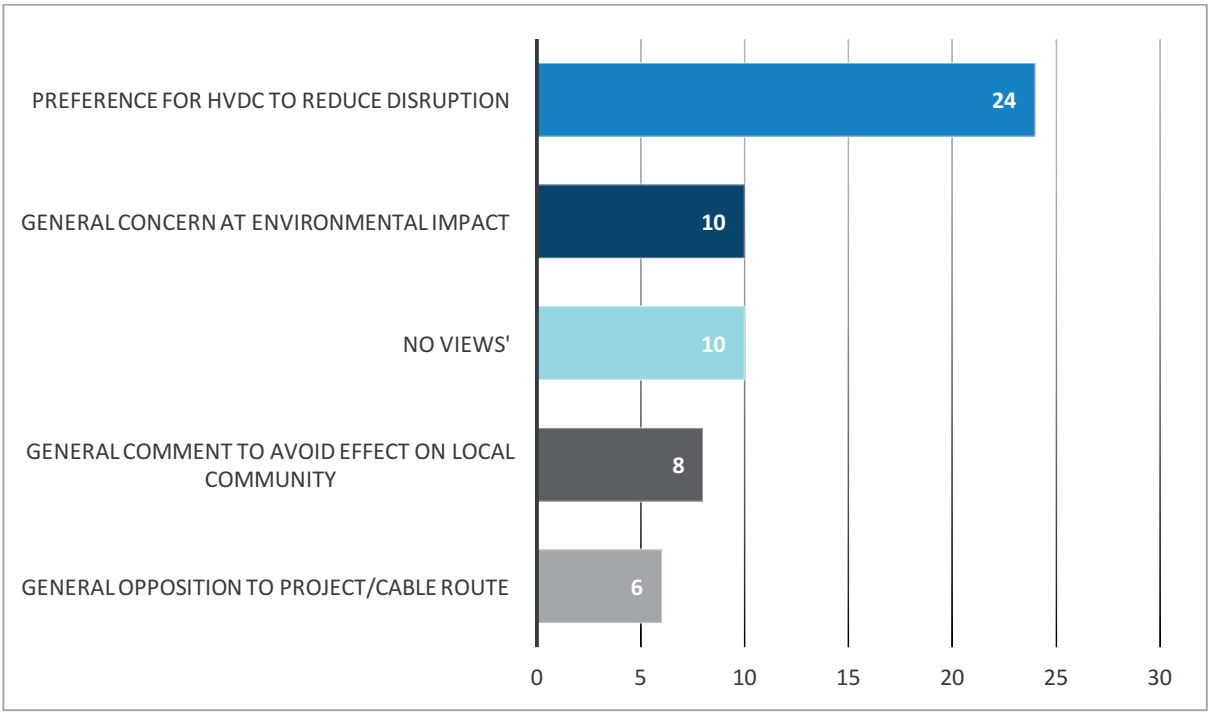
A number of respondents stated general concerns about the impact on wildlife and the natural environment along the cable route corridor. There was a noted desire to avoid bird nesting sites and areas of habitat.

A number of responses also stated that they had no view or further information about this issue.

Traffic impacts were also raised as a concern by respondents, many of whom noted a desire to avoid disruption wherever possible. A number of respondents noted general comments related to the need to avoid laying the cable too close to residential properties, and to seek to avoid causing any impact on local communities.

A few respondents also raised issues and concerns about potential for exacerbating flood risk locally.

The table below sets out the top 5 key areas commented upon by respondents.



See appendices for additional themes, concerns and ideas received in response to this question.

<u>Question 18:</u> Are there any considerations (e.g. relating to specific events, traffic patterns, the local environment, public rights of way, or seasonal activities in your community) that you would like us to take into account in order to minimise temporary disruption during the duct installation works?

As is shown in the table below, there is a concern about the potential impacts on tourism locally during the duct installation works. There is a preference to avoid the peak tourist seasons, or minimise impacts during these times wherever possible. Linked to this is a number of concerns relating to the potential closure of footpaths, Happisburgh beach, and roads used by tourists.

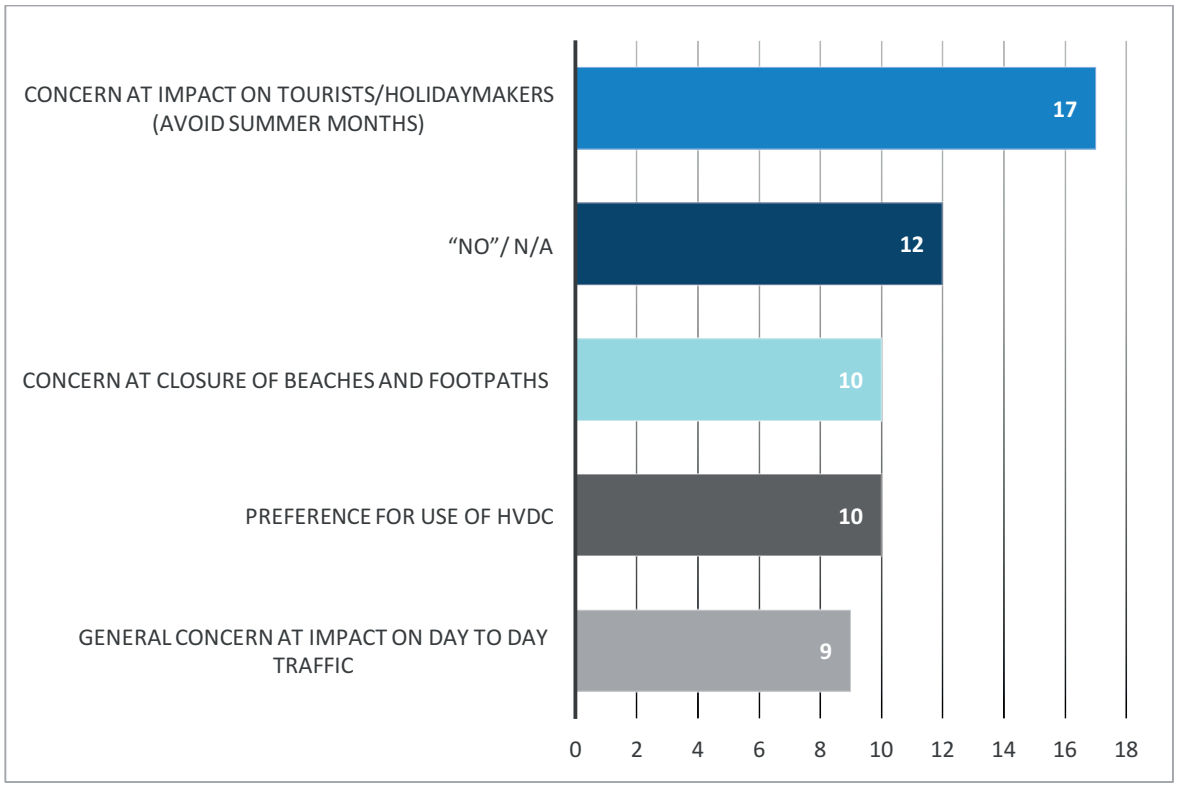
A number of responses stated that they did not have any specific considerations to note that Vattenfall should take into account.

There was again a general preference recorded about the use of HVDC rather than HVAC technology to reduce impacts locally. This was accompanied by a number of comments stating a general opposition to the project.

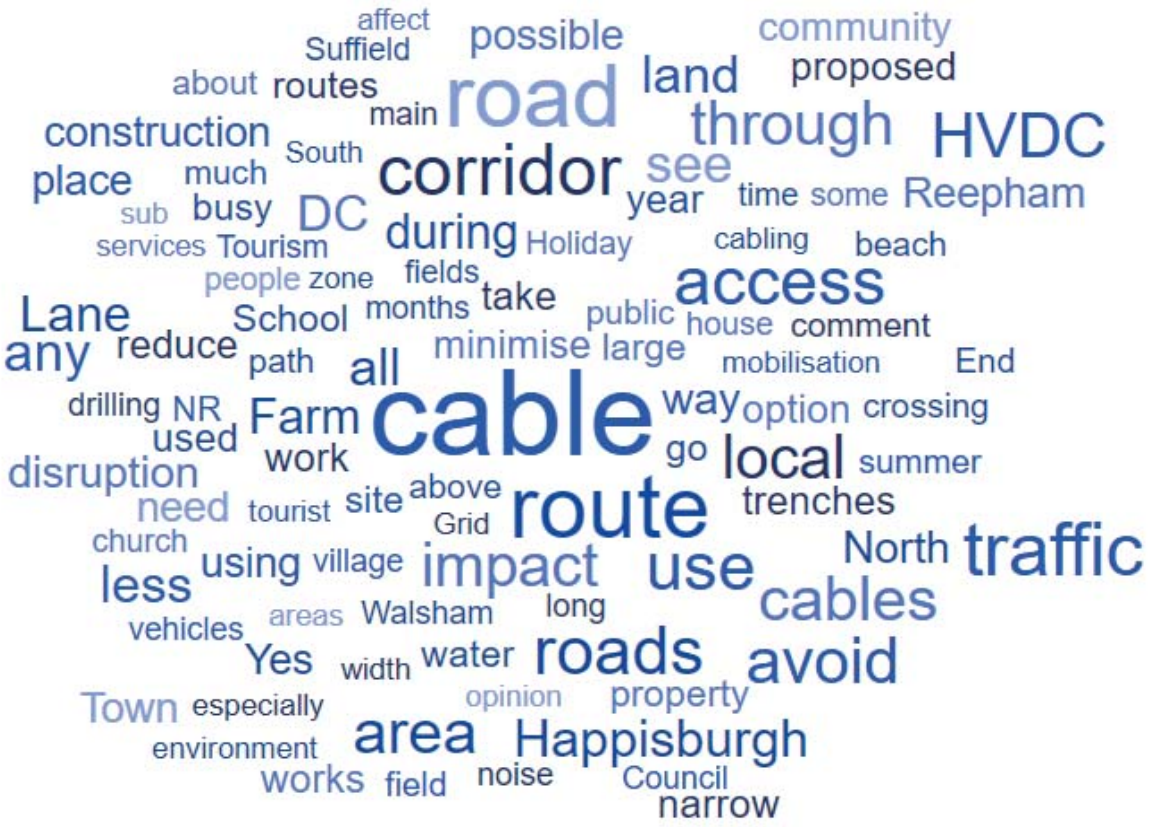
In addition to potential impacts on tourism locally, there were also requests made to avoid key periods such as harvest, bird nesting/breeding/migrating times, rush hour and school drop off as well as a general concern at impacts to day to day traffic in the local area.

Linked to concern about impacts during bird nesting/breeding/migration periods, respondents also highlighted general concerns that the environment should be protected.

The table below sets out the top 5 key areas commented upon by respondents.



See appendices for additional themes, concerns and ideas received in response to this question.



Word cloud showing the most often used words in responses to questions related to underground cable corridor elements

2.6 Onshore project Substation and National Grid works

Question 19: Do you have any comments about the onshore Project substation site?

Responses to this question raised concerns relating to the substation's impact on the local environment, wildlife habitats and about the scale of the infrastructure proposed in a rural area.

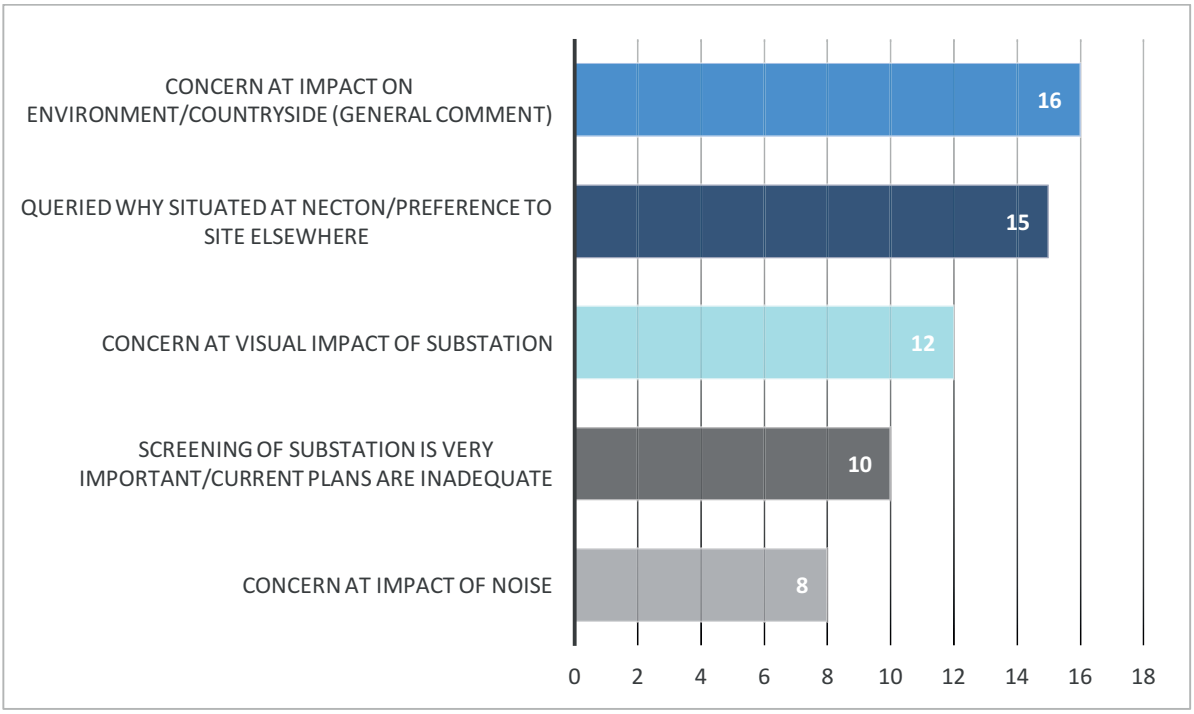
Several people suggested alternative locations for siting the substation. Many of these alternatives were in equally rural areas.

A key reason for judging the proposed site unsuitable specified by several respondents was visual impact, others asked that adequate screening be built-in to the proposal. Some respondents were concerned planting would take too long to mature and that the viewpoints provided were not accurate, or were not clear enough to provide a realistic view of the substation site.

In addition, there were concerns about noise impacts due to the proximity to Necton, Ivy Todd, and other local properties. These concerns were raised in respect of construction and operation, with a number of respondents noting that local roads were not adequate to accommodate the construction of a substation.

Some respondents noted a concern about the cumulative impacts of positioning this substation at Necton, in close proximity to the Dudgeon substation.

The table below sets out the top 5 key areas commented upon by respondents.



We received numerous additional comments, suggestions and feedback in relation to this question. These key issues are all recorded in the Appendix.

While not in the top five most numerous comments, we did receive comments and concerns with respect to surface water flooding in and around Necton and Ivy Todd, and some photographs showing historic flooding were passed on to us.

<u>Question 20:</u> Are there any additional specific measures you would suggest we put in place to reduce any potential traffic issues during construction of the onshore project substation and National Grid works?

The responses to this question raised many similar issues regarding the potential traffic implications that were noted on Question 14 (traffic issues related to CRS construction).

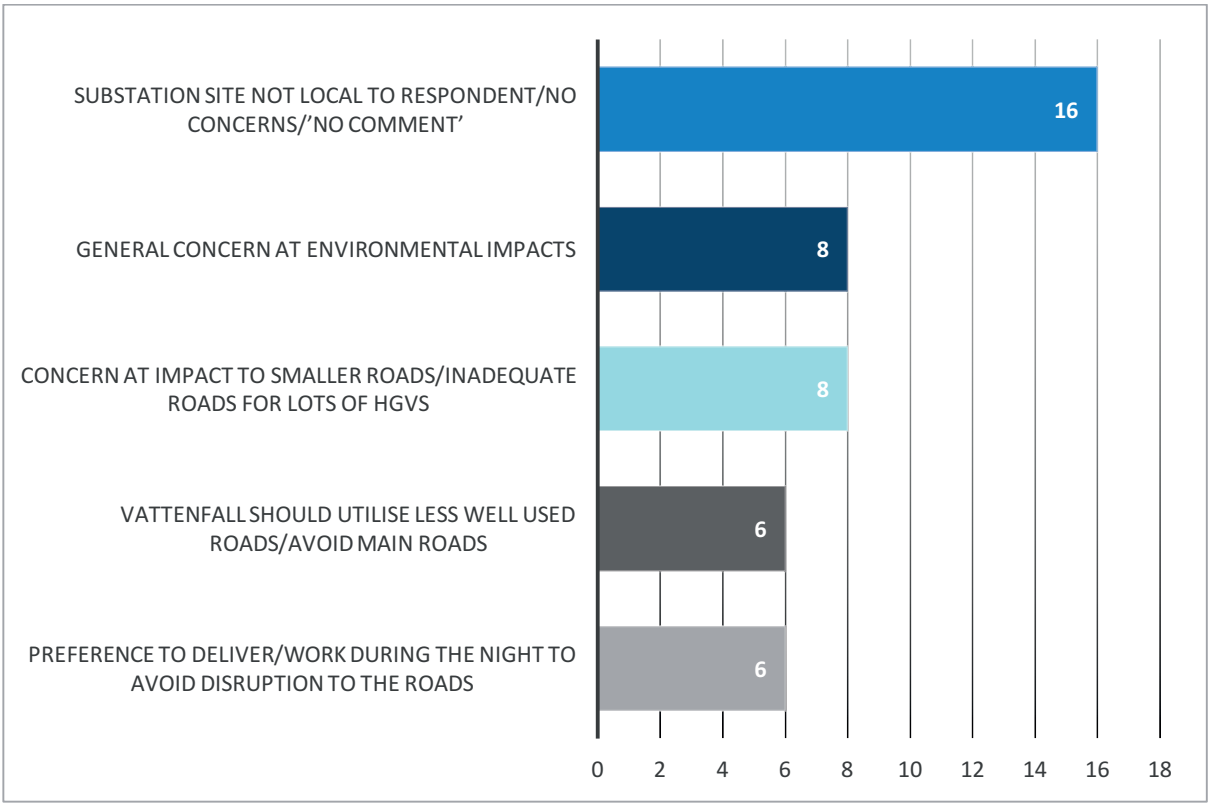
The key concerns relate to a desire to avoid disruption on the local road network, several noting that smaller roads could not accommodate HGV traffic.

Respondents noted that they would like Vattenfall to avoid operating at peak travel periods such as rush hour, during key holiday periods, and also to avoid any conflict with local agricultural vehicle movements.

Some respondents noted a desire for deliveries to be made during the night to avoid disruption.

General concerns about the impact to local wildlife, as well as more comments reinforcing views already expressed that the substation should not be placed in this location.

The table below sets out the top 5 key areas commented upon by respondents.



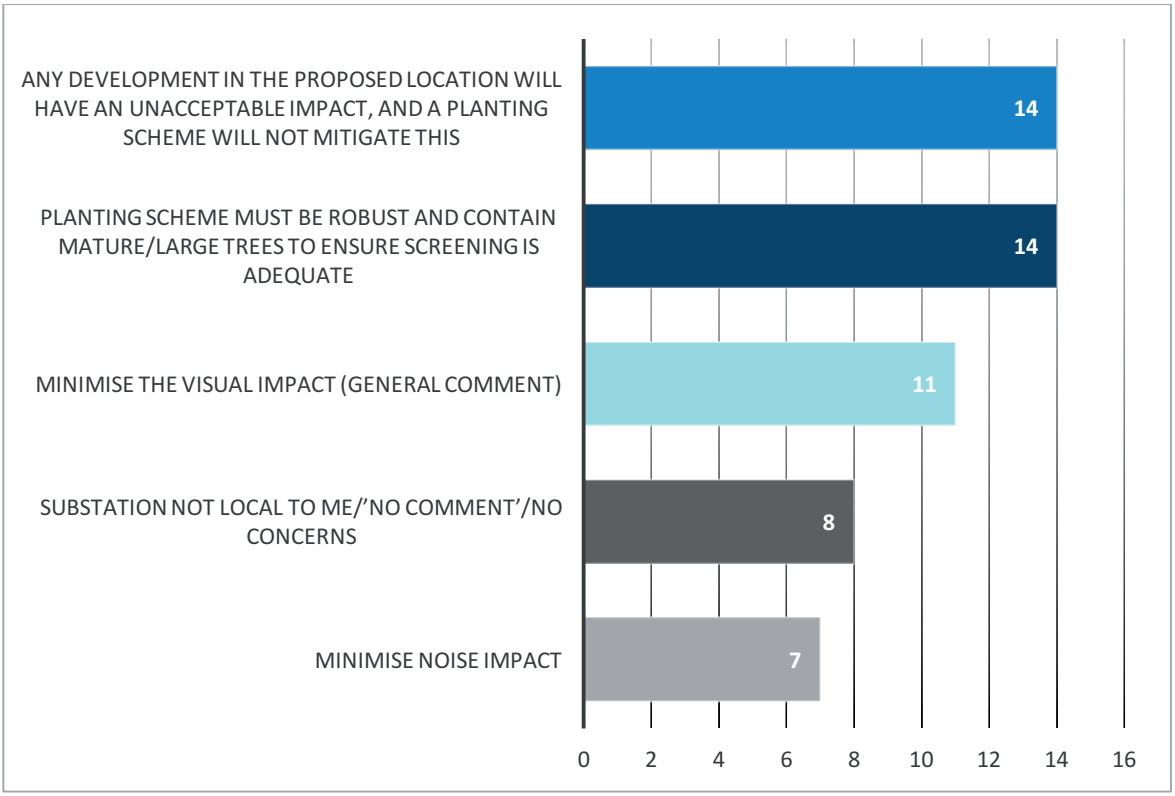
See appendices for additional themes, concerns and ideas received in response to this question.

<u>Question 21:</u> Please tell us which you think are the most important views towards the onshore project substation site, and towards the extension to the National Grid substation that we should consider in any mitigation planting scheme to be developed.

While most responses did not answer the question directly about which views presented cause for concern or could be addressed by screening, respondents stressed their desire for robust screening and mitigation planting, adequate to screen the substation site. Numerous respondents raised concerns relating to the time it takes for planting to mature.

Several respondents used this question to emphasise previous points. Some commented that siting of the infrastructure was unacceptable and no proposed planting scheme would be able to mitigate the visual impacts. Again, people noted here general concerns about environmental impacts and effect on the rural nature of the countryside, noise levels, and impacts on villages and residents living nearby.

The table below sets out the top 5 key areas commented upon by respondents.



See appendices for additional themes, concerns and ideas received in response to this question.

Word cloud showing the most often used words in responses to questions related to Onshore project Substation elements

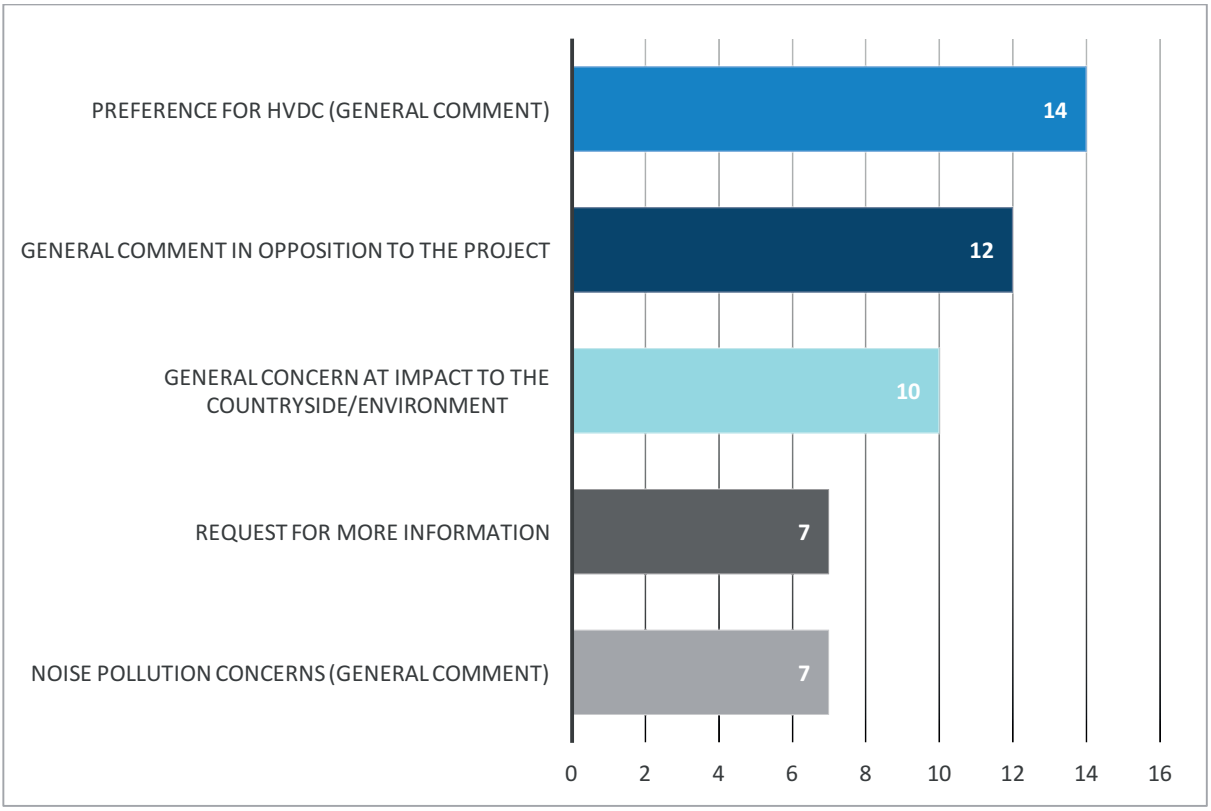
2.7 General Feedback

Question 22: Are there any other environmental, operational or visual impacts from the construction, operation or decommissioning of the onshore and offshore elements of the project that you think we should consider?

While this question invited additional thoughts not already described, there were frequent references to points already made in response to previous questions. One new issue to be raised was a concern about potential disruption during decommissioning, although no specific concerns were noted detailing the respondent's concern.

Fourteen respondents expressed a preference for Vattenfall to pursue the HVDC transmission option, twelve expressed their opposition to the project.

Ten respondents expressed concerns about impact to the countryside, wildlife and natural environment and seven raised concerns about noise and light pollution during construction of project infrastructure.



See appendices for additional themes, concerns and ideas received in response to this question.

<u>Question 23</u>: We welcome any further feedback on the Norfolk Vanguard Offshore Wind Farm proposal you may wish to provide at this stage.

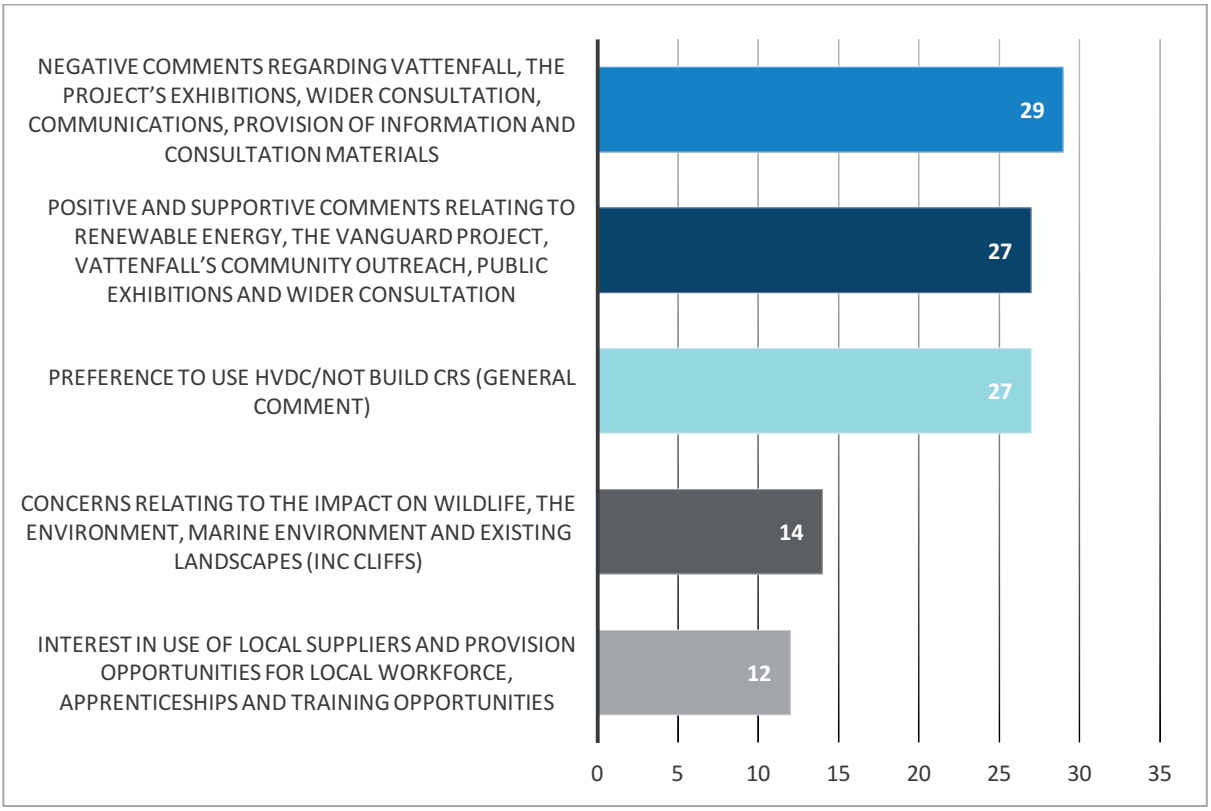
Responses to this question covered a broad spectrum of topics, though often they had been noted already in previous responses.

The two key groups of comments related to the consultation process, and to the Project in general.

Twenty seven respondents stated here their preference for a HVDC transmission system to deliver power to the National Grid.

Issues raised related to impacts on the local onshore natural environment, noise pollution, traffic concerns and general impact on local communities living in proximity to the CRS, substation, or other onshore infrastructure.

Twelve respondents took the opportunity to emphasise and ask for more information about supply chain and local employment opportunities.



See appendices for additional themes, concerns and ideas received in response to this question.

2.8 Summary analysis of email/postal feedback

In addition to the questionnaire responses we received during the statutory consultation period we also received over 230 emails from local residents and community groups during the statutory consultation period to the project email address, info@norfolkvanguard.co.uk, or via the freepost address.

We also received a large amount of feedback from a range of interested parties including technical consultees, landowners, Parish Councils, local organisations and community groups. We received 88 responses from statutory consultees, 29 from local landowners and 22 from town and parish councils and local planning authorities.

The summary of issues raised below represents feedback received from local residents and interested parties rather than technical consultees (which is being reviewed in detail by the technical project team and will be presented in the consultation report submitted with the consent application). We also received a few feedback responses collectively produced by local community groups, including Necton Substation Action Group (NSAG), No 2 Relay Stations (N2RS), Friends of Munn's Loke, and Happisburgh REACT. These responses, alongside others received throughout the consultation period, are being reviewed in detail by the technical project team.

In general, feedback received via the project email address reflected feedback received on the questionnaires.

As with the questionnaire feedback, the most common single comment made was in relation to the transmission method, and there was a very clear preference stated for HVDC to be used rather than HVAC. Just over 40 comments to this effect were made (approximately 18%) within responses received via email from local residents. The reasons for this relate to the perceived benefits of not having to install the additional onshore infrastructure required for a HVAC transmission system. Linked to this point, there were numerous comments relating to a general opposition to construction of any CRS in the vicinity of landfall.

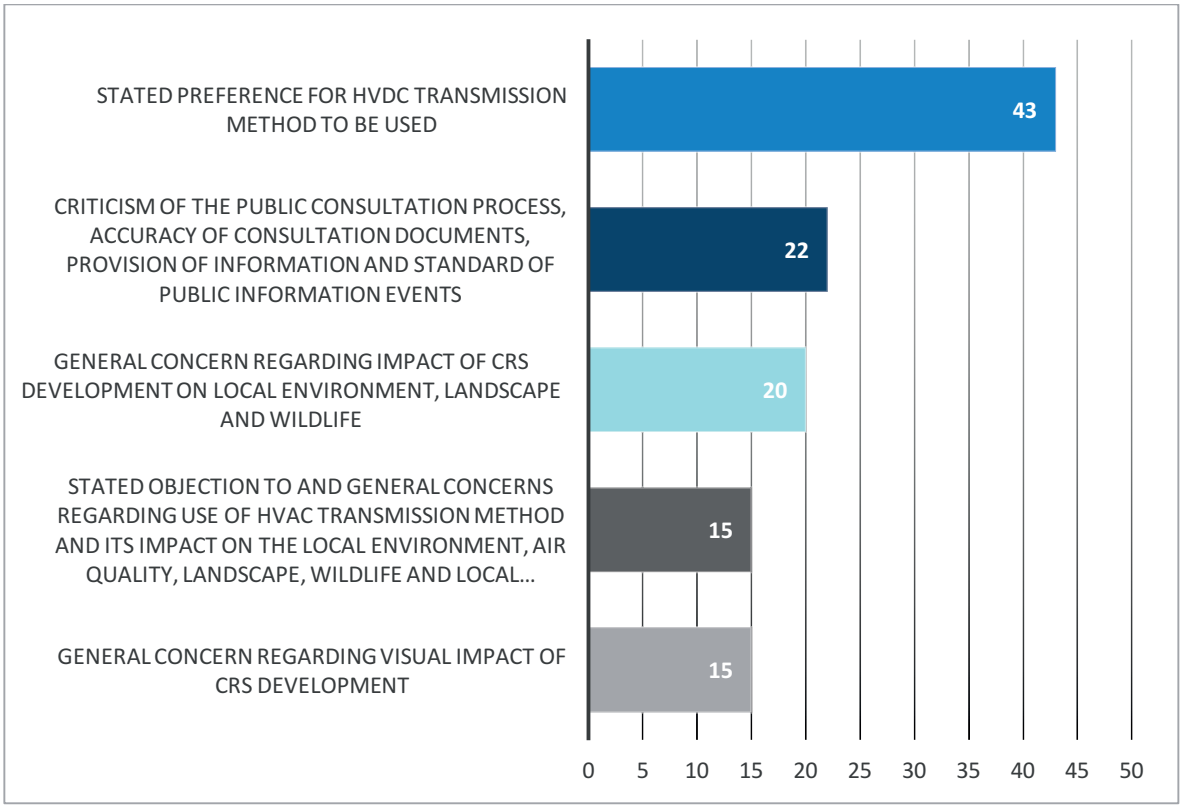
There were numerous comments made relating to the concerns that HVAC options (including construction of a CRS) would be worse for the local natural environment, wildlife, tourism and local communities due to noise and visual impacts, as well as traffic concerns on local roads during construction.

Twenty two of these email responses also highlighted concerns with Vattenfall's approach to engagement and consultation, including the information provided during the consultation process (such as the realism and accuracy of indicative viewpoints in consultation materials).

Concern about coastal erosion at Happisburgh was also a key recurring issue commented on by respondents. A number of respondents requested that alternative landfall locations be considered.

Further comments relating to the siting of the onshore project substation near Necton were also received. Concerns related to the impact of this infrastructure on the local residents in Necton and Ivy Todd (and surrounding areas), traffic impacts during construction, noise and visual impacts, and the impact of the substation on local rural scenery, wildlife and the natural environment.

The top 5 most common responses are noted in the graph below, however there were many more issues raised which are recorded in the Appendix. All comments have been considered as part of our development of the final proposals.



2.9 Summary analysis of significant feedback submissions

In addition to the feedback received from local residents during the formal consultation period, we also received a number of comprehensive feedback submissions from political representatives, local community groups and organisations, including:

- Necton Substation Action Group (NSAG) – on behalf of 759 Necton residents
- No 2 Relay Stations (N2RS) – on behalf of over 800 interested parties
- N2RS site specific response (Munn's Loke) - on behalf of 102 signatories
- Happisburgh REACT – on behalf of over 100 Happisburgh residents, and 1,200 online
- Happisburgh Petition – signed by 90 individuals[5]
- Friends of Munn's Loke
- Friends of North Norfolk
- George Freeman MP
- Norman Lamb MP

Some of these submissions were submitted on behalf of numerous signatories. The signatories noted for each are also outlined on the list above.[6]

We have also received over 50 detailed responses from technical and special interest consultees including CPRE, Norfolk Rivers' Trust, Highways England, The Wildlife Trusts, Anglian Water, National Trust, NHS England and the Environment Agency to name a few. These responses have been analysed in detail by our Project team and have all played a significant role in refining the proposals.

We are grateful for the time taken by these groups and individuals to collate and provide extensive written responses to our consultation, and provide information on behalf of local residents. Feedback received from these submissions reflected the key issues, themes and topics highlighted through the questionnaire and email feedback, however they often provided even greater depth of information and local insight.

We are continuing to fully analyse these submissions alongside the other technical and local community feedback as we finalise the proposals, and we have included the overview response to key issues raised from these submissions in our 'How we are responding to key issues' chapter.

In summary, submissions from N2RS, Happisburgh REACT, and Friends of Munn's Loke focused predominantly on issues relating to the areas that could be affected by any proposed construction of Cable Relay Stations. Happisburgh REACT has also provided feedback relating to the landfall site around Happisburgh. Detailed feedback from these groups was provided in response to the information contained in the PEIR on aspects including the strong preference for use of HVDC technology, a desire for minimising any impacts to Happisburgh beach, cliffs or local amenity such as footpaths, or anything that may have a detrimental impact on tourism or the local economy, as well as concerns about

[5] Petition was entitled: *"We the undersigned, residents of, or visitors to, Happisburgh, wish to express our concern about the impact of Vattenfall's proposed plans on **tourism**, **access** and **environment,** and we demand that Vattenfall reconsider their proposals and present an alternative that protects and respects our village and coastline."*

[6] It is noted that these signatories were recorded at the point of submission, so numbers may vary on existing petitions. Where included, numbers of signatories are recorded based on the numbers stated in the formal response itself.

traffic and access impacts, and the importance of preserving the local natural environment and wildlife.

NSAG provided a detailed response focused primarily on the issues related to the siting, construction and operation of the onshore project substation. Their submission referred to information included in the PEIR and noted their concerns relating to environmental considerations, noise, flooding, site selection, as well as the threat of terrorism and the strategic direction of the connection point to National Grid for all offshore wind farms off the coast of East Anglia.

N2RS, NSAG and others raised concerns about the consultation process, and in particular the inclusion within the design envelope* of HVAC and HVDC transmission options.

Responses also noted the potential concerns about the cumulative impacts of other similar large scale offshore wind projects on Norfolk in terms of environmental issues, traffic concerns, and fears about the impact on Norfolk's rural and tourist economy. Orsted's Hornsea Project 3 was highlighted as its cable route corridor overlaps with that of Norfolk Vanguard thereby affecting the same communities. Specifically, concerns were raised about construction issues and disruption at the point where these cables are due to cross, near Reepham.

We are grateful to George Freeman MP and Norman Lamb MP for providing additional comment, and for passing on feedback and information that they had received during this period to assist us with gathering responses to the consultation.

We will include a full assessment and response to issues within the Consultation Report, which will be submitted as part of the DCO application in Summer 2018.

2.10 Local Planning Authority and Parish Council engagement

Alongside extensive levels of participation from local residents, groups and organisations during the statutory consultation period, we also received significant amounts of feedback from local planning authorities through or near to which the cable route passes (listed below):

- Breckland District Council
- Broadland District Council
- Broads Authority
- Norfolk County Council
- North Norfolk District Council
- Norwich City Council
- South Norfolk District Council
- Suffolk County Council

Submissions were also received from a number of town and parish councils that are situated along the cable route corridor. These included:

- Aylsham Town Council
- Castle Acre Parish Council
- Colby and Banningham Parish Council
- Costessy Town Council
- Dereham Town Council
- East Ruston Parish Council
- Fransham Parish Council

- Happisburgh Parish Council
- Little Dunham Parish Council
- Necton Parish Council
- Oulton Parish Council
- Reepham Town Council
- Suffield Parish Council
- Witton and Ridlington Parish Council

Responses from relevant authorities listed above included significant amounts of detailed comments on the PEIR and consultation documents and covered many of the key issues raised by local residents, community stakeholders, groups and organisations that have been noted above. As you would expect, these key themes within responses were generally related to the geographic locations and interests within the boundaries of the authority providing the response.

All feedback received from these stakeholders has been considered in detail and analysed alongside all of the local community responses and technical feedback from technical or specialist consultees (such as the Environment Agency, The Wildlife Trusts, or CPRE).

3.0 Landowner engagement

Throughout the informal and formal consultation process we have also been in discussion with landowners along the route corridor to ensure that they are fully informed about the process, our requirements and how that may affect their land, as well as encouraging participation in the statutory consultation.

We have received a number of responses from affected landowners. Landowners have chosen to respond formally to us via the online and hard copy questionnaire, direct email, letter and also in person.

Landowner feedback received through all methods has been taken into account and will be considered as the proposals are finalised over the coming months. Feedback and comments provided by landowners (that are not specific to their landholding) are included in the above analysis of key issues/themes.

3.1 Additional Feedback

In addition to the above recorded formal feedback, we have also received a video depicting imagery of Norfolk in the vicinity of landfall and key views within the locality. Numerous responses also included attachments and additional information such as photographs to help illustrate points being made in consultation feedback.

The feedback we have received highlights a number of key issues of particular interest and concern to local communities and those that have responded to the formal consultation. The following topics emerge, as those most frequently referred to during the Statutory Consultation. These key issues reflect the feedback of all responses covered within this interim consultation report and noted above.

Transmission System

The issue which has prompted the greatest number of comments relates to Norfolk Vanguard's power transmission system. To this point, the project design envelope has considered both HVAC (High Voltage Alternating Current) and HVDC (High Voltage Direct Current) transmission systems, and assesses the impacts of both options through the EIA process. This has been an approach adopted by other large offshore wind farm proposals in recent years due to the uncertainty of the preferred technology at detailed design and procurement stage.

A number of documents were produced to inform responses to the statutory consultation including the PEIR and the Consultation Summary Document, as well as newsletters, the landowner information pack, photomontages, digital models and an FAQ document. These materials have all provided information for those interested in the implications of these two transmission system options, and why Vattenfall has sought to maintain optionality, as is permissible within the NSIP process. However, as the decision is in large part related to the availability of appropriate technology, that can provide a resilient and reliable transmission solution within the development timeframe of the project, at a competitive cost which enables energy generation at a keen price for the UK consumer, we did not consider it appropriate to ask directly for views on the transmission system. Nevertheless, this was the single most commented upon topic among respondents. Clearly, people have been engaged by the topic and we welcome their considered and detailed feedback.

Of those that commented on the choice of HVAC versus HVDC transmission in their questionnaire responses (which amounted to 22% of respondents), 97% expressed a preference for HVDC transmission because they felt it would result in reduced onshore impacts, compared with a HVAC option, and specifically, eliminate the need for CRS. This preference for HVDC technology was also reflected in the feedback received via email and postal submissions and was also raised in the other formal representations submitted during the statutory consultation period. A handful of respondents expressed a preference for HVAC technology. Two reasons were given here; one: to avoid interference affecting local radio wave frequencies, and two: concern that the visual impact of the HVDC substation would be greater than that of an HVAC substation near Necton.

It is notable that respondents living close to Necton and the proposed project substation location and National Grid extension works made far fewer comments directly expressing a desire for HVAC transmission over HVDC transmission, although some noted that while occupying the same footprint, substation infrastructure would potentially result in greater visual impacts with a HVDC system.

Visual, environmental and amenity impact of onshore infrastructure

Many people described their concerns regarding visual, environmental and amenity impacts of proposed onshore infrastructure, and the impacts on the communities living closest to proposed sites.

Understandably, comments relating to the Substation, or the CRS generally tended to depend on the geographic location of the respondent. Those living closer to Necton were

focused on key issues related to the Project Substation and National Grid extension works, whilst those living in and around the villages of East Ruston, Ridlington, were concerned with the impacts of CRS. We received comments with respect to both the proposed CRS location 5a near Ridlington and 6a nearer Fox Hill and East Ruston. While comments were received which offered reasons why from the respondents' perspective, one or other of these locations was wholly unsuitable, it should be noted that most of these comments were preceded with the general observation that both potential CRS siting options were located in open, agricultural land, offering wide horizons but little natural screening and topographic undulation and therefore neither was considered a good option. There were suggestions that locating CRS elsewhere, e.g. in brownfield sites near North Walsham might be more appropriate.

A common concern about the CRS related to visual impact. Concerns were raised about the size and scale of the proposed infrastructure, its effects on visual amenity, impacts in relation to historic landscape and buildings and rural setting. Many expressed concerns about local amenities they felt could be negatively impacted by proposed development, for example Munn's Loke and key viewpoints like that from St Peter's Church, Ridlington. Concerns were raised too with respect to impact on the local tourism industry, and knock-on effects on other local businesses. Participants voiced concerns about disruption to local agriculture, and local drainage issues too. There were also concerns that construction and operation of the CRS would impact local wildlife habitats and species.

Respondents commenting on the Substation primarily raised concerns about its proximity and impact upon the village of Necton as well as Ivy Todd and other residences close by. Concerns raised related to visual impact, noise, impacts to the natural environment, flooding, and wildlife.

We received a number of comments across questionnaires, emails and significant group responses stating opposition to the siting of substation infrastructure at the sites proposed in our PEIR and consultation documents. Alternative sites were proposed in farmland a few kilometres from the existing National Grid substation, and suggestions were made about wholly different connection points to the National Grid, in other parts of Norfolk and East Anglia.

The consultation questionnaire asked people for comments on mitigation measures, to help mitigate for visual and other impacts. Respondents did express concerns about the adequacy of proposed screening and planting around each of these pieces of infrastructure and the time it would take for trees and planting to become mature enough to offer effective visual screening of the CRS and of the project substation and National Grid substation extension. Ideas submitted to improve mitigation included using trees native to the area, starting planting early to allow screening to mature prior to construction and developing 'natural' or 'organic' planting patterns (i.e. not a straight line of trees).

There were also comments related to the impacts of cable laying along the proposed buried cable corridor, however these were significantly less numerous that comments about more permanently visible infrastructure.

Landfall

The next most commented on topic was landfall, and in particular the siting of landfall – where offshore transmission cables from the windfarm turbines come ashore and connect with onshore transmission cables. A key concern expressed was that the horizontal directional drilling (HDD) process required to install ducting necessary for bringing buried cables ashore would cause damage to Happisburgh beach and cliffs. Coastal erosion in this

location was highlighted as a key concern and people argued that any drilling might risk exacerbating coastal erosion, and dynamic coastal processes and coastal retreat. People also expressed a concern that these active natural processes could over time expose buried transmission cables. Several people suggested that it would be beneficial to Happisburgh if sea defences were to be improved in this area.

Some respondents noted the ecological value of the cliffs around Happisburgh, as nesting ground for numerous bird species.

A number of respondents (over 60 comments across a number of different questions on the questionnaire) recorded a preference for alternative landfall locations 'away from Happisburgh'. Some of the alternative locations for landfall or to connect to the National Grid with the highest number of suggestions included coming ashore at Bacton, or at Kings Lynn, and connect to the National Grid Walpole Substation. Suggestions also included the potential to connect to an offshore ring main (ORM) or alternative marine cable route that ran offshore to one of these alternative locations, rather than straight to Happisburgh and then across land to Necton.

Construction and traffic impacts

Another common concern highlighted during the consultation was the impact of various elements of the Project's construction on local roads, particularly in relation to increased HGV traffic. Concerns related mainly to construction of onshore infrastructure (CRS and substation infrastructure) and at landfall. Fewer concerns were raised in relation to construction traffic associated with ducting and pulling through underground cables along the cable corridor. A notable exception related to the potential for cumulative impact, near Reepham, where Vattenfall's projects' cables are proposed to cross with those of Orsted's Hornsey Project 3.

People are worried the road system in parts of rural Norfolk will not accommodate large HGV's and construction traffic. They recommend very close monitoring and planning of traffic management to ensure the local road network can cope with the increased traffic safely, without inconveniencing regular road users and visitors. They also worry that increased traffic will be detrimental to the rural way of life, and rural environment. Concerns about the negative impacts on local tourism from increased traffic on the local road network were also highlighted.

There was a general preference to ensure that construction vehicles operated outside of peak hours, and also had regard for key seasonal considerations, such as summer holidays and Christmas.

Given the importance of agriculture locally, respondents also wished to highlight that construction traffic should also take account of harvest periods, and acknowledge the fact that at certain points and in key locations, there are likely to be additional farm vehicles and machinery sharing the local road network.

Supply chain, employment, skills, education and training

Some respondents noted the opportunities the Project could create for local businesses and the wider supply chain. Younger participants, particularly those attending drop ins at Great Yarmouth, and University Technical College Norfolk UTCN (Norwich) highlighted their interest and support for developing routes into high quality employment, skills development, education and training opportunities. Requests were made by local schools for Vattenfall to

collaborate on a variety of educational projects, particularly relating to green futures and renewable energy.

Linked to this, there were a number of requests for Vattenfall to participate in and contribute to projects and events of local community interest. We are particularly interested in these opportunities where the themes of these events align with Vattenfall's interests e.g. climate-smarter living and rural development.

Public consultation

Some respondents chose to highlight issues they felt may have discouraged wider involvement of local people in shaping the project through (informal and formal, or statutory) consultation. Some concern about the length and technical nature of the Project's Preliminary Environmental Impact Report (PEIR) and the ability of local residents to fully comment on such a lengthy document.

Words recurring most often throughout all questionnaire responses

4.0 How we are responding to key issues

We will be responding in further detail in the Consultation Report, which will be submitted to the Planning Inspectorate alongside other DCO application documents, however this section describes our response to the themes which respondents to the Statutory Consultation brought up most frequently.

These notes reflect the results of further ongoing EIA (Environmental Impact Assessment) work undertaken during and since the Statutory Consultation began. For example, detailed geophysical surveys have been undertaken along selected areas of our cable corridor, investigating potential for buried archaeology, as highlighted by desk-based studies and by local and expert stakeholders. We have also continued to engage actively with landowners and their agents, to develop and refine plans that minimise impacts on their normal operations. Last but not least, dialogue is ongoing with specialist elements of our supply chain, with whom we collaborate in order to develop innovative solutions to design challenges.

The Transmission System

Since we first began a dialogue with residents in the area we were scoping, in order to locate the infrastructure necessary to connect the power from the offshore wind farm into the National Grid, in October 2016, we highlighted that preliminary design would consider both types of transmission systems currently available to modern power generation projects. As local people and stakeholders' understanding of the implications of both systems have developed and deepened, we have received more numerous and more detailed feedback on this topic, from communities and from local groups and elected representatives. Our FAQ's have reflected this evolving interest.[7]

As noted above, continued dialogue with the supply chain on the development and availability of future-proof, innovative technology within the timeframe we need to operate (for example to meet Government expectations with respect to the UK's future energy gap and CO_2- emissions targets) helps unlock sustainable solutions for technical challenges. Two challenges posed by emergent HVDC technology have been: availability and reliability /resilience during operation. Linked to the first is competitiveness – offshore wind is now one of the cheapest forms of energy generation, helping to drive down costs for UK consumers. Linked to the second are factors common to relatively untested systems and their reduced inbuilt resilience in a HVDC system, which deploys fewer cables than an HVAC system. For this project, we recognise that there are significant advantages to HVDC transmission over HVAC transmission.

HVDC systems are not affected by reactive power losses and are inherently efficient at transmitting high levels of electrical power over long distances. In HVAC transmission systems the reactive power 'uses up' power transfer capability of the connection, requiring infrastructure such as cable relay stations to manage the reactive power and provide an efficient connection.

The reduced number of cables for HVDC transmission translates to reduced environmental impacts, and also enables greater embedded mitigation, as we can microsite our cabling around sensitive environments and features.

[7] June 2017 FAQ Document: http://bit.ly/2o7pCxG

Our design work and supply chain engagement have advanced rapidly enabling us to commit now to a project deploying a HVDC transmission system, for Norfolk Vanguard and Norfolk Boreas. Our DCO application for Norfolk Vanguard and for Norfolk Boreas will be for projects with HVDC transmission systems.

Bringing our decision forward is consistent with our objectives and values as technology leaders and innovators within the transmission sector, delivering more large-scale offshore wind projects to power climate-smarter living, with the least environmental impact. The decision now frees us to consider the wider opportunities associated with HVDC technology, and to work more effectively with local communities who support appropriate deployment of renewable energy projects.

The map on page 64, showing our new onshore project design, reflects this choice: the working width of our new proposed cable corridor is reduced from 100m to 45m, and we no longer require a CRS.

Landfall

The offshore and onshore cable routes have been chosen to minimise environmental impacts associated with the project. Landfall is part of this – avoiding designated sites offshore, such as the Marine Conservation Zone (MCZ), and onshore (The Broads National Park). The site selection chapter in the PEIR and the relevant section in the Consultation Summary Document summarise the key considerations which led to Happisburgh south as the best place to make landfall.

Through consultation with local people and stakeholders we have been able to refine our plans for landfall. **We are committing to a 'Long HDD', which means the installation process will not involve any works taking place on the beach or inter-tidal zone.** The landfall search zone will be refined further once we have processed the results of ongoing geophysical investigations and borehole data. Fewer ducts will be required than for the alternative AC solution also, meaning disruption and timescales of installation are minimised.

Our intention is that the design of the landfall will avoid, so far as possible, cables being exposed due to the effects of ongoing coastal erosion in the lifetime of the project. We will share design cross-sections of our proposed long HDD at landfall, drawn in relation to the predicted effects of the dynamic coastal processes currently causing erosion, as well as profiles of modelled probability forecasts of coastal retreat.[8]

Access to the landfall construction compound will be gained from Whimpwell street. There will be no requirement for construction vehicles to utilise public car parks in Happisburgh. Construction traffic will be managed in agreement with local highways through the Construction Traffic Management Plan. We have committed to involving Happisburgh Parish Council in the development and agreement of the Traffic Management Plan.

[8] The siting of the landfall construction compound, transition joint pits and drill profile will mitigate exposure of the ducts/cables over the lifetime of the project based on the Kelling to Lowestoft Ness shoreline management plan (2012) to accommodate forecast erosion levels beyond 2055 at a minimum. Additional mitigation measures would be employed, subject to future consultation, to protect the ducts/cables from being exposed during the operational life if required as a result of increased erosion rates beyond the shoreline management plan.

Visual, environmental and amenity impact of onshore infrastructure – Substation works

The decision to deploy HVDC technology means that the great majority of concerns about visual, amenity and environmental impacts of residents of the areas of Witton, Ridlington and East Ruston and others about plans for CRS and other permanent electrical infrastructure in rural North Norfolk are no longer pertinent. Concerns associated with cable burial of course remain, and we respond to these below.

The HVDC decision means that our onshore project substation, while having the same footprint as an HVAC substation, is taller, and the majority of electrical assets will be contained within a building, as illustrated in photomontages and visual models during informal and formal consultation rounds.

We will work with local residents, their representatives, and with landowners to ensure that appropriate mitigation is developed. All the comments offered with respect to developing appropriate planting schemes will be explored by our team**. We will seek to undertake early, layered planting – to enhance or create layers of hedgerows and wooded strips or stances, and organic, native planting schemes, where appropriate.**

We will explore design options with respect to the enclosure housing the electrical infrastructure in order to minimise visual impacts. We can work with colouring and possibly also choices of cladding to make it less prominent from key viewpoints.

The key mitigation in relation to landscape and visual impacts of the project substation is its location. The proposed Project substation footprint makes effective use of topographic undulations and natural screening. We will produce additional viewpoints to illustrate this, in response to requests from community members and stakeholders. We will also produce viewpoints which approximate more closely to our natural field-of-view (in addition to the wide angle photomontages produced previously). And finally, in order to help people make use of illustrative visual tools like photomontages, the dimensions of local landscape features appearing within the view (e.g. mature trees, or buildings) will be noted to help people visualise the relative dimensions of proposed and existing features.

Noise has been a key concern of those living in and around Necton – specifically claims that the cumulative impact of the Norfolk Vanguard (and later Norfolk Boreas) electrical infrastructure will exceed local noise limits. The majority of the electrical assets in the HVDC substation are housed within a building which lends itself to acoustic insulation. Outdoor assets can make use of industry standard noise enclosures to mitigate operational noise. Detailed design work and noise modelling will inform plans submitted in our DCO application. We are confident that we will meet all necessary standards, and will be able to minimise noise and vibration impacts associated with the development and operation of the electrical infrastructure.

We have had a number of representations from local people expressing their concern about the local hydrology and historic flooding episodes, and that engineering works, and the hard standing on which infrastructure would be sited could increase local flooding risk. The information given to us, documenting historic flooding near the proposed Project substation site (noted on page 43) is useful. Information of this kind will helps inform our design of effective flood mitigation. We are working on drainage design and will be consulting with local and affected people.

In relation to impacts on wildlife habitats and species, as well as cultural heritage features, the reduced cable corridor width gives us enhanced flexibility to microsite works in order to avoid sensitive features. We will be submitting detailed mitigation plans alongside our DCO, these will be agreed with local and national bodies and implementation will be monitored and evaluated to ensure compliance.

Other concerns people mentioned with regards to potential construction and operation impacts near Necton relate to traffic and transport issues. Access onto the A47 from Necton has been described to us as a cause for concern, and there have been fears that our construction and maintenance traffic would exacerbate any issues currently experienced by local road-users. We plan to mitigate this risk by creation of a dedicated works access, to the north of Necton village, near Spicer's Corner. This will have a right turn filter lane on the A47, so will not impede normal traffic flows. This access means works traffic and HGV will not enter the village.

Impacts associated with the onshore cable corridor

For the most part, Statutory Consultation responses relating to the onshore cable corridor from organisations like Campaign for the Protection of Rural England, Councils and individuals representing parish, district and regional views express desires for an overarching or holistic reduction in environmental impact along the cable corridor, and they saw the choice of HVDC transmission technology as an effective way of achieving this. Some among this group, as well as individuals with a very local interest in particular sensitive features also expressed concerns about open trenching techniques, when horizontal directional drilling or other trenchless methods might be a way of minimising impacts.

The map on page 64 illustrates a number of locations where we now plan additional trenchless crossings, in order to reduce impacts on features like Marriotts Way County Wildlife Site, Paston Way and Knapton Cutting County Wildlife Site and Wendling Carr County Wildlife Site in addition to previous commitments to undertake HDD under the Wensum and the Bure for example.

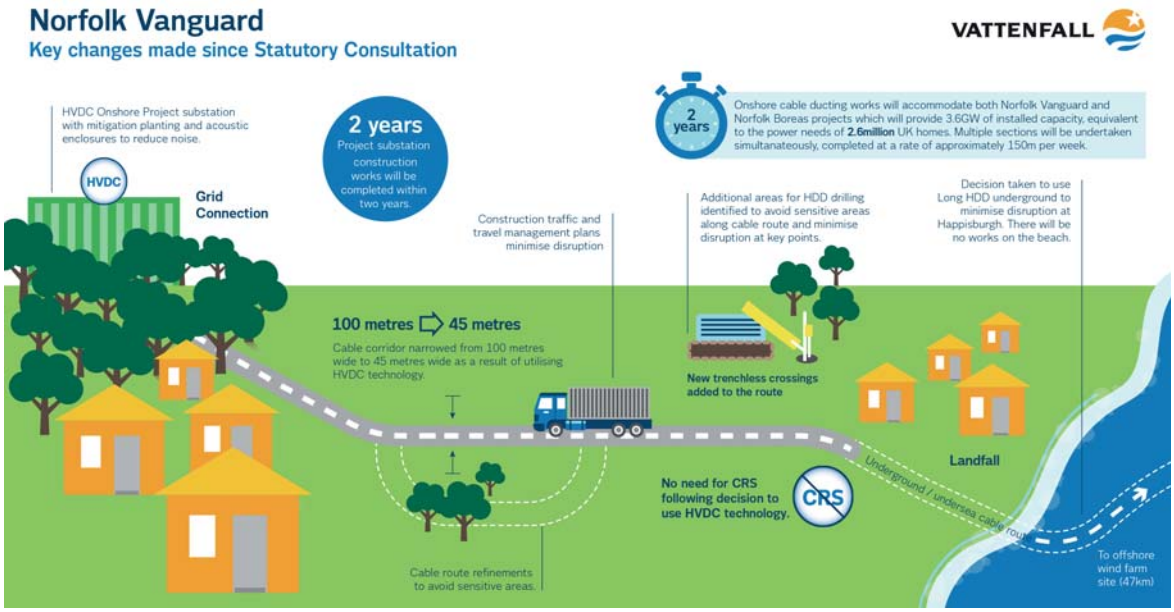
We continue to work with local landowners to microsite the cable corridor so that disruption to their normal operations are minimised and mitigated. Some of the changes on the map, result from these local and evolving landowner agreements.

We continue to work with Orsted – developers of the Hornsea Project Three offshore wind farm – to deliver a collaborative approach that minimises impacts associated with the crossing point of our respective cables, near Reepham, both in terms of how we construct the actual crossing point, design principles to ensure we adhere to all relevant regulations, for example relating to health and environmental controls and traffic and transport management.

Construction and traffic impacts along the cable corridor

Construction traffic will be managed in agreement with local highways through the Construction Traffic Management Plan. Due to the decision to proceed with HVDC technology, there will be a reduced potential impact on the local road system as a result of avoiding the construction of CRS. The use of Long HDD also means that at landfall, there will be no construction traffic related to beach works at Happisburgh.

We are in agreement with respondents who note the importance of restrictions on the public highways network in some parts of the cable route. During the main onshore cable corridor ducting phase, construction traffic will use the running track encompassed within the onshore cable corridor (45m wide). Once the ducting is complete and most of the land has been reinstated, we estimate up to 20% of the total running track length of the cable corridor may be required to be temporarily reinstated (estimated as a period of up to 12 weeks) in the most accessible areas along the route to facilitate the delivery of cables and associated jointing materials to joint bays for cable pulling and jointing through the pre-installed ducts. The actual length required and access strategy for this stage of the construction will be determined by the detailed design which will include the siting of joint locations.



Supply chain, employment, skills, education and training

As noted previously in this report, and also within the Socio-economic chapter of the PEIR, working with the supply chain is important for developers, to ensure we deliver the best possible project. Working closely with the local supply chain offers mutual benefits which we envisage exploring and maximising over the coming years. Opportunities for the local supply chain to engage with us, particularly during onshore construction may evolve quickly after a positive consent decision from the Secretary of State and we hope to facilitate the necessary preparation of local companies so that they are able to deliver the necessary services, by working with industry bodies, and local business support organisations, like the New Anglia Local Enterprise Partnership (NALEP), Chambers of Commerce and East of England Energy Group (EEEGR), and Local Authorities.

We have already begun working with local schools, colleges and the University of East Anglia on pilot projects. Some of these have been very successful and we are grateful to the learning we have gathered from working with enthusiastic and engaged young people and their establishment staff. We will build on this preliminary work, to offer more learning opportunities over the coming months. However, ultimately we will develop a skills strategy that is informed by and aligns with local authority strategy, the NALEP energy sector skills plan and that ensures we both create opportunity and support the aspirations of young people who are keen to work in the sector. We will ensure our plans complement the activities of others, ensuring that Norfolk and the New Anglia Region is poised to capitalise on the growth in the renewables sector over the coming decades.

Public Consultation

The Vattenfall staff and project team have been actively engaging with local people, varied organisations and businesses in Norfolk and particularly along the proposed onshore cable route to the area of connection with the National Grid, near Necton, since October 2016.

Since this time, we have:

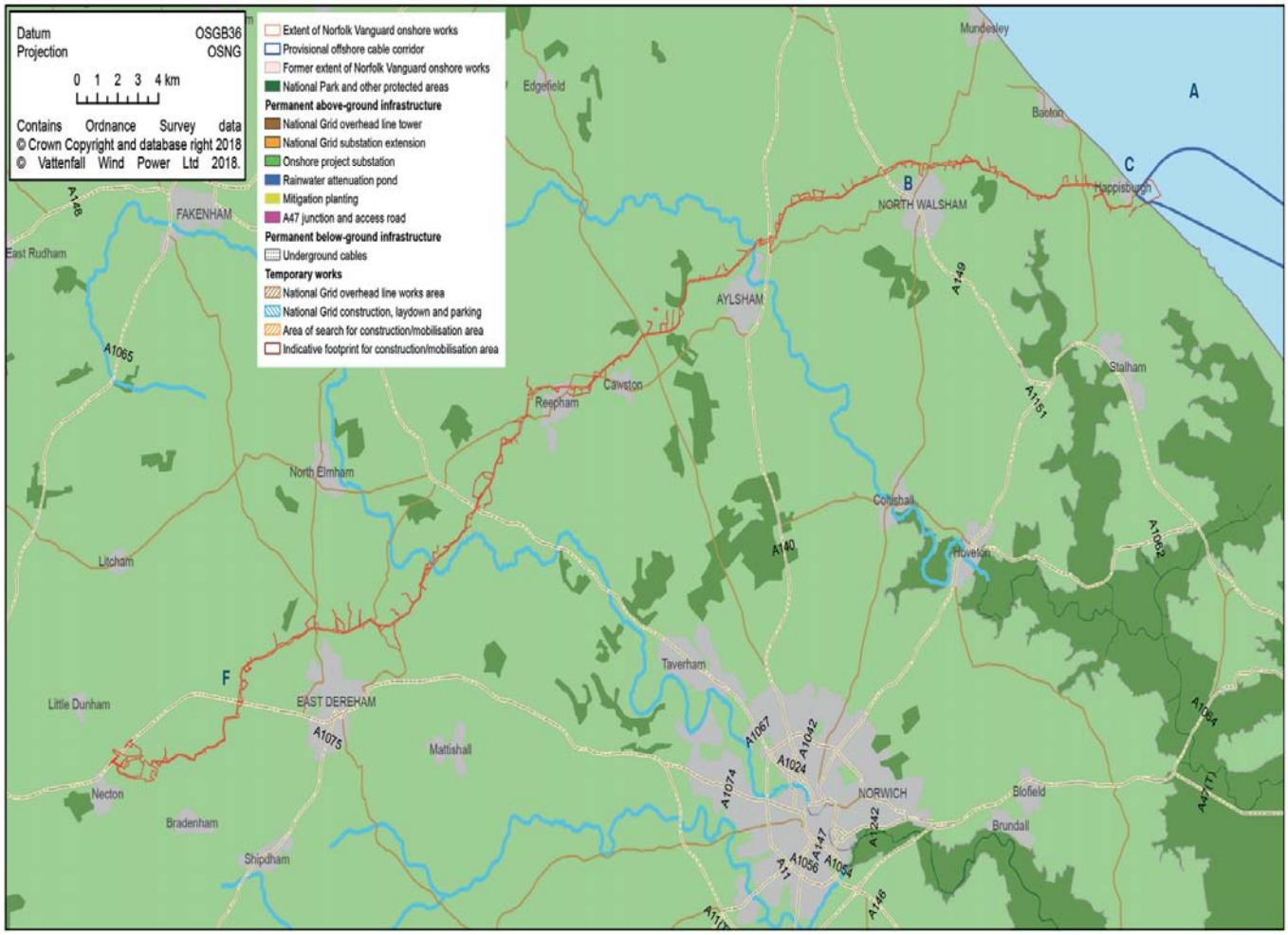
- Distributed around 100,000 newsletters to local households
- Convened 31 public events (including staffed exhibitions, workshops and pop up information points)
- Presented information to local parish councils, convened briefings with local MPs and many deliberative meetings with statutory stakeholders, training sessions with schools and colleges, and seen participation among those normally considered “harder to reach” increase
- Spoken with over 2500 people attending our events
- Received over 1200 responses providing written feedback to local events (both informal as well as formal consultation associated with the Norfolk Vanguard project)
- Received and responded to many hundreds of emails from local people and stakeholders
- Written many information leaflets, reports and consultation materials responding to local interests, information needs and requests plus many contributions to local media channels (broadcast and print); maintained a proactive social media campaign

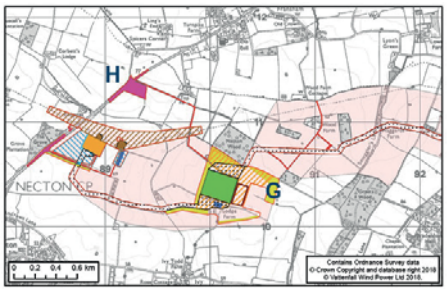
More newsletters are planned in order to keep people informed of the progress of project proposals, and how they can get involved in the next stages of deciding the projects evolution. Of course there are also regular updates on the project web pages too.

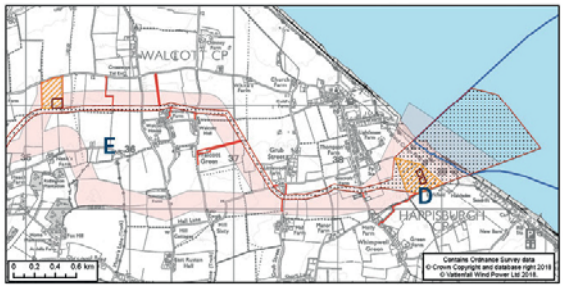
We have a Local Liaison Officer and Skills and Education Champion based full time in Norfolk, as well as support from a Norwich based agency providing support on local engagement. We continue to deepen and broaden our engagement with organisations who support and represent the interests of people and businesses local to our onshore works and in the region.

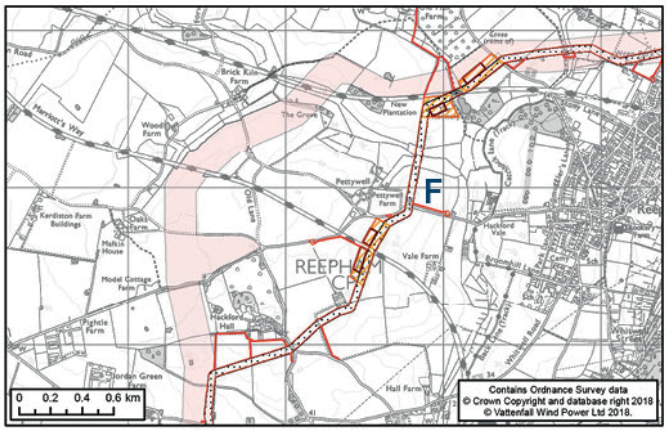
We’d like to thank all who took part in the Statutory Consultation – your input to date has helped us refine our proposals. We recognise that due to the amount of information we need to asses, survey and report on, the PEIR is a hefty document, and trawling through it will not have appealed to all. This is why we produced a number of more accessible documents such as the non-technical summary of the PEIR and the Consultation Summary Document in order to provide more accessible information, which could be backed up and cross referenced to the detailed information in the PEIR.

Your comments on the process of consultation help us improve our communications so your involvement is easier and ultimately means together we deliver a better, more sustainable project.


Datum OSGB36
Projection OSNG
0 1 2 3 4 km
Contains Ordnance Survey data © Crown Copyright and database right 2018
© Vattenfall Wind Power Ltd 2018.
Extent of Norfolk Vanguard onshore works
Provisional offshore cable corridor
Former extent of Norfolk Vanguard onshore works
National Park and other protected areas
Permanent above-ground infrastructure
National Grid overhead line tower
National Grid substation extension
Onshore project substation
Rainwater attenuation pond
Mitigation planting
A47 junction and access road
Permanent below-ground infrastructure
Underground cables
Temporary works
National Grid overhead line works area
National Grid construction, laydown and parking
Area of search for construction/mobilisation area
Indicative footprint for construction/mobilisation area
Mundesley
Edgefield
Bacton
Happisburgh
NORTH WALSHAM
FAKENHAM
East Rudham
AYLSHAM
Stalham
Reepham
Cawston
North Elmham
Litcham
Coltishall
Hoveton
Taverham
Little Dunham
EAST DEREHAM
Mattishall
Necton
Bradenham
Shipdham
NORWICH
Blofield
Brundall
A
B
C
F


H
G
NECTON
0 0.2 0.4 0.6 km


WALCOTT CP
E
D
HAPPISBURGH


F
REEPHAM CP
0 0.2 0.4 0.6 km
Contains Ordnance Survey data
© Crown Copyright and database right 2018
© Vattenfall Wind Power Ltd 2018.

A **Offshore** – no significant changes in the windfarm area – we continue to work on design principles that prioritise fewer, taller, more efficient, modern turbines. **An HVDC system means fewer offshore cables, further minimising overall impacts.**

B **Onshore – a narrower 45m cable corridor will accommodate buried transmission cables for both Norfolk Vanguard and Norfolk Boreas.** An HVDC transmission system allows us to use fewer onshore cables than a comparable HVAC system, thereby minimising overall impacts and maximising flexibility to micro-site around sensitive features. We have undertaken extensive geophysical surveys early. This has guided our revised cable corridor, including for example the avoidance of heritage sites near St Mary's Kerdiston, and indications of a medieval moat north of Necton.

C Fewer transmission cables means the **landfall work will be completed more quickly.**

D **We have opted for long HDD at landfall.** This means no work is required on the beach. The location of the temporary working compound (60m x50m) will be agreed with local stakeholders within the new search zone, informed by geophysical and geotechnical surveys. There will be no requirement for construction vehicles to use public car parks in Happisburgh.

E **No Cable Relay Station is required** using HVDC transmission technology.

F **Additional trenchless crossings (including HDD) will be deployed** to avoid impact on all County Wildlife Sites. Already we had committed to trenchless crossings of habitats and features protected by national and international designations, now we shall avoid impacts to features including Paston Way & Knapton Cutting, Marriotts Way (twice) and Wendling Carr.

Illustrations of the HVDC onshore project substation near Necton have been shown during the consultation. Most of the electrical assets are enclosed within a building (the converter hall). Electrical assets outside the converter hall can be covered by close fitting noise enclosures. **These measures provide significant noise mitigation.**

G **Mitigation planting around the substation will be enhanced**, building on expert and local suggestions provided in response to our consultation. Where possible we will utilise layered planting schemes and mixed native-trees of different heights for natural-looking screening.

H Works to undertake the National Grid substation extension will gain access via the existing junction off the A47 with a 'no right turn' traffic management scheme in place. For access to the Onshore Project Substation there will be a new access at Spicer's Corner, with a filter lane. **These measures mean all construction traffic is kept away from Necton and Ivy Todd.**

Click here for interactive map

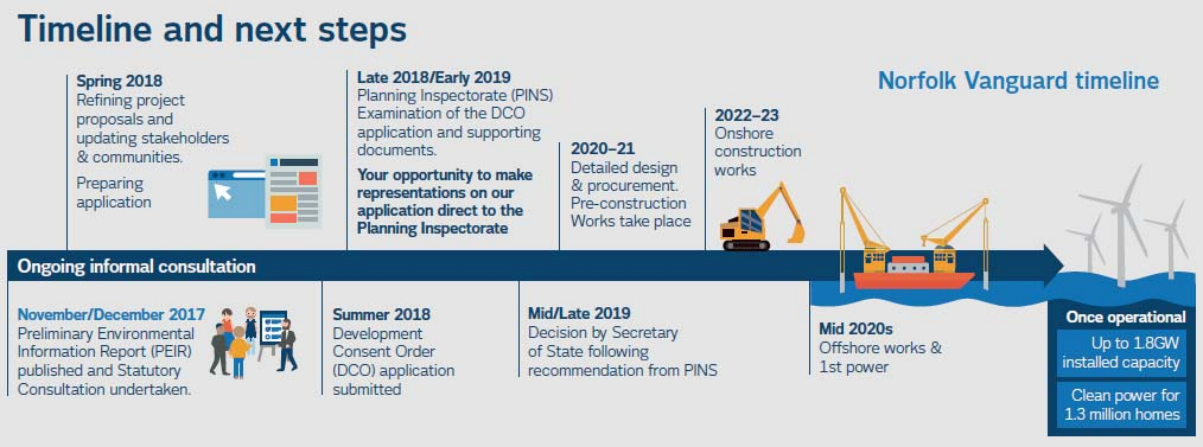
5.0 Next Steps

As with the previous stages of informal consultation, the contributions of local people and stakeholders has been greatly appreciated.

Over the next few months we shall finalize surveying for the Norfolk Vanguard EIA process, continue to undertake discussions with those who own or occupy land along the cable corridor. We will engage with communities to discuss local mitigation options, for example around the proposed project substation site, building on and exploring ideas already proposed locally.

We will be preparing our application documents – including the Consultation Report, which documents informal and formal engagement more fully - ready for a submission to the Planning Inspectorate this summer.

Below is a timeline showing the next steps and anticipated timescales for the Norfolk Vanguard project.



The timeline looks ahead to the process coordinated by the Planning Inspectorate for examination of our proposals and we hope eventually a positive decision from the Secretary of State for Business Energy and Industrial Strategy to grant consent for our project.

Following this, we review our plans and invest further in detailed design. The DCO consent if granted will come with conditions, and we would work with relevant statutory bodies and local authorities to agree appropriate ways of fulfilling these conditions. These specifications would be set out in the final versions of the thirty or so draft documents submitted with the DCO application – e.g. Public Rights of Way strategy, Outline landscape and ecological management strategy, Outline traffic management plan, Outline travel plan, Outline access management plan etc. Relevant bodies continue to work with us beyond this design phase, through construction and operation, monitoring our activities and ensuring that we fulfil all these conditions. A failure to comply stops the project.

Once detailed design and onshore procurement is complete, we might expect to begin pre-construction works for onshore construction around 2020-2021. Pre-construction works include items such as road modifications (e.g. new junctions off existing highways), seasonally dictated works such as hedge netting/removal, ecological and archaeological surveys and pre-construction activities as agreed with relevant authorities (such as trial trenching) and pre-construction drainage works. The ducting (for both Norfolk Vanguard and Norfolk Boreas, should it also be awarded a DCO) would most likely be completed over the period 2022-2023.

Offshore design and procurement extends after the onshore design and procurement, and offshore construction begins later. This ensures we can install the most advanced turbines, using the most advanced techniques possible.

During the timeframe outlined above, we would work with a wide variety of local, national and international stakeholders. We would be working for example with local skills and training providers, to try to ensure that as many local people as possible have the skills required to secure them careers in the offshore wind industry or supply chain. We would be working with contractors, encouraging appropriate collaboration with local companies. We would work with local stakeholders and communities to ensure that we are aware of all relevant factors to enable our plans and strategies to translate into efficient, minimally disruptive construction and operations. We would also be working with local communities potentially impacted by our plans to look at how community investment might help mitigate adverse impacts and consider opportunities that meet their longer term interests and needs.

Thank you

Many people reading this report have accompanied us on our journey to define the Norfolk Vanguard project, from scoping in the Autumn of 2016, to today and the proposals outlined in the previous pages. You will have seen how the project has evolved, and how much of your feedback has shaped our thinking. We'd like to thank you again for your input. For some the process to date has been interesting and exciting, while for others it has been more challenging, even frustrating. Some people have expressed their disappointment because we haven't had all the answers at our finger tips. Our ethos has been one of meaningful engagement – an open dialogue before we make decisions – that way we all get the benefit of multiple and myriad participants' perspectives, and can make better, more robust and sustainable decisions for a better project that works for and with Norfolk and East Anglia.

The timeline shows, there is a lot left to do before the project could be providing cheap, clean energy for UK homes and businesses. The work to prepare our DCO application in great detail will be occupying the technical team in the coming months, then much more detailed design work happens post consent. However, we will continue to engage with you on local matters including mitigation, on skills education and supply chain development. More updates will follow, online and via newsletters, as we approach some of the milestones outlined in the timeline. In the meantime, the Norfolk Vanguard project team is on hand to discuss our proposals and to answer your questions. All information currently available related to the project is contained within the project website:
www.vattenfall.co.uk/norfolkvanguard

Pupils from Colby Primary School

You can link with the team by e-mailing: info@norfolkvanguard.com

Contact details

Website: www.vattenfall.co.uk/norfolkvanguard
Email: info@norfolkvanguard.co.uk
@VattenfallUK

Community Enquiries: Sue Falch-Lovesey – susan.falch-lovesey@vattenfall.com
Landowner Enquiries: Bob McCarthy – vattenfallinnorfolk@consentsolutions.com
Maritime Enquiries: Jonathan Keer – jonathan@brownmay.com

Appendix

Q4. Have you found the public drop-in exhibitions helpful in answering any questions or concerns you may have had?

Some respondents to this question provided additional thoughts and comments about the exhibitions. These included feedback about the information on display, helpfulness of staff in attendance and general comments on the consultation process. Below is a list of less frequent comments related to this question:

“The events were too busy/unable to talk to staff and/or see display materials”
“I felt my concerns had not been listened to properly”
“The exhibitions could have been publicised better”
“Quality of images/projections very poor and/or difficult to make sense of”
“There should be more exhibitions outside of typical working hours”
“Exhibition was mostly disorganised”
“The staff had insufficient knowledge of the local area”
“There should have been more exhibitions in different locations”
“Was not able to come to the exhibition”
“Some exhibitions were better/different than others”
“Very few/no images of the site”
“Much of the exhibited material is the same as the documentation previously distributed”
“Exhibition was all about the Cable Relay Stations - not enough information on the alternatives”
“Difficult to know what questions to ask”
“Staff were inconsistent with what I was being told”
“I did not attend exhibitions as I live too far away”
“I would have appreciated a freepost envelope with my feedback form”
“Reports from July drop-in events stated that all comments were included. This was not true”
“I would like to know more about the catering side of things”
“I'm glad that you wish to keep the environment as natural as possible “
“The financial commitments of the proposals scare me”
“More people would have come if they did not feel already so disillusioned”
“It was good that the exhibition was interactive, including use of headset”
“Nothing further was displayed at the exhibitions that could be accessed online”
“Unable to hear presentation”
“The exhibitions are helpful for people learning about windfarms”
“It appeared as though not much was up for discussion during the exhibition”
“The exhibitions have enabled me to learn more about who Vattenfall are and how their projects will develop the renewable sector in Norfolk”
“The information provided about careers was good”
“Pre-existing concerns have not been addressed through the exhibitions”
“Failed to give clarity on some of their "public" performances e.g. Walpole National Grid Link”
“People who were invited to attend a "workshop" at Swaffham eco centre weren't allowed to ask questions or speak”
“We need more formal meetings such as the one that Norman lamb hosted”
“The exhibitions could have been more interactive”
“Positive to hear that there will be no danger on the seaside as a result of the cabling”

Q5. Please tell us your views on offshore wind and its role in the UK's energy mix?

Additional, less frequent comments to those highlighted earlier in the report in support of offshore wind development in the UK included:

Supportive of offshore wind, but not of proposed use of HVAC option or CRS
Supportive of offshore wind, but not at the specified landfall location
Supportive, but concerned regarding impact on marine & tourist industry
Supportive when developed and implemented properly
Supportive, but joined up thinking required
Supportive, but more information needed regarding lifetime energy costs and CO_2 savings
Supportive, but not in this area
Supportive, but only if DC option is used over AC
Important in meeting additional need for electricity
Misleading question as most people will want greener power, but not at any cost
No cost to the Norfolk countryside
Offshore location is beneficial space wise
Offshore preferable to onshore
Supportive alongside research in to other energy producers such as nuclear
Supportive, but disappointed the public have not been given the choice of what installations and where
Supportive, but preference is to see the project being developed and run by the UK, and being state owned
Supportive, recognising this is the best option to update energy systems in relation to impact on communities
Vattenfall is developing the project sensitively
Will pass on savings to customers

Individual comments in response to this question which highlighted concerns about the development of offshore wind power also included:

Distracting question – question should be about the method
No option to provide qualified support in principle
Nuclear is a preferable option
Offshore wind does not produce the benefits highlighted in Vattenfall's documents
Tidal energy preferred and is more reliable than wind
No thought put in to landfall location
Need to look at options which are more environmentally friendly than wind turbines
Clarity needed on lifetime carbon footprints of generators

Q6. To what extent do you agree we have considered all topics relevant to the offshore elements of the proposal?

In addition to the recurring themes highlighted in the body of the Consultation Report, a number of additional comments were made by individual respondents relating to the impact of the proposals on various offshore elements related to the development of the Project. These are set out below:

Preference for HVDC
General agreement this is the best compromise
Concern at impact to fishing grounds
Visual impact concerns (general comment)
Concern at impact to cliffs at Happisburgh/Requirement for improved sea defences
General opposition to CRS
Need to consider archaeology of Doggerland
Preference for brownfield landfall/CRS location
Concern at damage to seabed
Concern at impact to fishermen
Concern at impact on birds from the turbines
Concern at impact to natural environment
Concern at cost of the project
General concern at siting of offshore infrastructure
General comment in opposition
“Concerns about shipping damage
Concern at impact to groundwater supply to housing
Concern at EMF on marine life
This project could improve habitats (i.e. prevent trawling)
Concern at impact following decommissioning
Concern at existing hazards on site
Concern at visual impact of offshore infrastructure
Concern at impact to sea users (general comment)
General concern about impact to economy
Concern at impact to coral reef
Concern at impact to sand terns
Cable route (onshore) should be reconsidered near Salle
Would like to see integration with other European projects
Request for community benefit
Vattenfall has provided useful information
Concern at siting of onshore infrastructure

Q7. Are there any specific factors you would suggest we consider in order to minimise the impacts on other marine users, including commercial fishing, shipping, recreational sailing, any other?

In addition to the recurring themes highlighted in the main body of the report, a number of additional comments/suggestions were made less frequently by individual respondents relating to the offshore elements of the Project. These are set out below:

General comment in opposition to the Project
Concern at impact to birds (migration patterns)
Concern at impact to sea users (general)
Ensure placement of offshore infrastructure is appropriate
Concern at impact to commercial shipping lanes (including the Would Channel)
Concern at impact to marine environment (general comment)
Preference for HVDC (general comment)
General concern at construction impacts
Concern at impact to tourism/local economy
More concerned about onshore issues
Project would have no impact on existing fishing/sea users
Request for Vattenfall to work with regulators
Concern at impacts to long shore fishing
Don't know/unsure
Preference for alternative cable route
Request for compensation to fishermen/sea users
Turbines could help prevent overfishing
Concern at impact to coral reef
Concern at impact to offshore archaeology/shipwrecks
Concern at interference with oil/gas pipelines offshore
Concern at landfall point and coastal erosion
Concern at light pollution from turbines
Concern at noise pollution
Concern at pollution due to construction
Preference for alternative landfall (Kings Lyn)
Preference for alternative landfall (Walpole)
Preference for turbines to have lights to warn boats and planes
Request for further local consultation
Request for tidal information around offshore infrastructure
Suggestion that a convertor should be installed to change HVAC to HVDC
Suggestion to have sonar to warn marine life away from infrastructure
Vattenfall should seek to build in capacity for other projects at the same time
Vattenfall should seek to keep costs minimal

Q8. Are there any specific factors you would suggest we consider in order to minimise the impacts on the natural or historic environment, including for example ornithology, marine mammals, marine archaeology?

In addition to the recurring themes noted in the body of the Consultation Report, a number of additional comments and requests were made by individual respondents, however these were less commonly highlighted. These additional comments are set out below:

Concern at impact to marine mammals (including seals)
Not qualified to comment
Concern at impact to cliffs at Happisburgh/Requirement for improved sea defences
Avoid construction during bird breeding times/migration
Vattenfall needs to consider this issue very carefully/ensure thorough surveys
General comment in opposition to the project
Concern at impact to historic coastal environment
General preference for HVDC
Preference for alternative landfall location (Walpole/Scarning)
Preference for alternative siting of project infrastructure (general comment)
Ensure that the project is safe for humans and marine life
General opposition to CRS
Concern at impact to birds
Concern at impact to marine conservation zone
Concern at noise impacts (general comment)
Concern at seismic testing/vibrations
Use foundations of turbines for shellfish farming
General concern at impact to local heritage
Concern about setting a precedent for other future projects
Concern at impact to onshore natural environment
Preference for Long HDD
Concern at impact of construction on Suffield wetland areas
Preference for 'alternative technology'
Project is good for the economy
General comment about requirement for extensive consultation
Positioning of offshore infrastructure is not an issue
Request to share historic information with local community
Concern at EMF impacts on wildlife/sea mammals
Concern at onshore impacts (traffic during construction)

Q9. To what extent do you agree we have considered all topics relevant to the onshore elements of the proposal?

Whilst this respondents to this question were provided with 4 response options (Strongly Agree, Agree, Disagree, Strongly Disagree) to this question the table below sets out the key areas which were highlighted by respondents as additional comments to this question. These key areas are set out below:

General opposition to onshore infrastructure (CRS/Substation)
Concern at negative impact to local tourism/business/economy
Concern at siting substation near Necton (general comment)
Ensure thorough consultation with relevant parties
Concern about cliff erosion at Happisburgh
Photomontages/information provided in PEIR not clear enough
Vattenfall has considered all relevant information/options
Query the cost of the project (with regard to AC vs DC debate)
Vattenfall has not considered all available information/options
Further information requested (general comment)
Concern at noise from onshore infrastructure
Concern at general negative impact to local communities
Concern at flood risk/flooding at CRS site
Preference for more comprehensive (natural) screening of infrastructure
Concern at health impacts (e.g. due to EMF/pollution)
Concern at onshore infrastructure siting (impact to heritage) (general comment)
Preference for other brownfield sites for onshore infrastructure
Concern at construction traffic (impact on small local roads)
Concern at construction traffic (general comment)
Preference to connect to National Grid closer to the coast (minimise cable route length)
Request for compensation/benefits
Concern at CRS siting near to Ridlington
Concern at light pollution from onshore infrastructure
Concern at siting of mobilisation zones
Concern at construction working hours
Concern at loss of agricultural land
Concern at impact to birds
Glad that tourism will be unaffected at Happisburgh
Support for landfall site location
Concern at radio interference from onshore infrastructure
National security concerns (need for protection of energy infrastructure in rural locations)"
Support for N2RS response
Concern at cable crossing Hornsea Three cable route
Concern at CRS siting (impact to bats)
Concern at siting of drilling compound
Concern at disruption to footpaths

Q10. Are there any specific factors you would suggest we consider when micro-siting the drilling compound?

In addition to the recurring themes highlighted in the graph in the main body of the Consultation Report, a number of additional, less frequent, comments and concerns were raised by individual respondents relating to the Project's onshore drilling compound. These are set out below:

Would suggest in moving cables/siting offshore to other locations (including Bacton and Walpole)
Concerns on traffic/local road infrastructure
Proposals would spoil landscape/surroundings/concern for visual impact
Not qualified to comment
Concern over potential flooding/impact to water table/drainage
Concern about ground contamination
Concern with noise and vibration levels
Vattenfall should clean up the operations
Consider other wind farm project and where they are placed.
Question is too complex
Request that the compound is sited as far away from Happisburgh Lighthouse as possible and from properties on Lighthouse Lane
General support for the proposals
Important that the proposals do not disrupt Happisburgh beach
The implications for traffic needs to be considered/mitigated
The proposals should avoid all properties
The beach should not close if this was to go ahead
There should be no lighting at night
Substantial works have been carried out at Bacton and presume information gleamed from this works will prove beneficial to your scheme.
It would be unacceptable if the beach is heavily used by the local population and visitors all year round, being the only open area beaches for dog walks all year long.
Presence of low light and old sea defence remains disruptive with short drill method of beach structure
Don't drill near population centres
Happisburgh Lighthouse may have insufficient funds to continue if proposals go ahead
Not relevant
The only reason for landfall at Happisburgh is the cost
The people who will foot the bill (Happisburgh residents) are given no consideration.
There are houses around
Concerns over pollutions levels from drilling
I think the proposed drilling process is in an area too shallow
Please note Google Maps is wrong and what you refer to as 'School Common Rd' is actually Whimpwell Green. This can be verified by visiting the area and viewing the street signs.
Make it as invisible from public foot paths and the main road as possible
Make sure you do it in the cleanest way possible.
Will the nearby footpaths be closed as a result of the works?
You've explained this ok
As a community "give back" could you not help defend our cliff erosion and historic buildings with more rock defences
Not using Barton Lane for access. This is all part of the same track as Rollesby Way.

The HDD option would raise susceptibility to the cliffs and beach.
You have presented a fait accompli so asking questions is disingenuous.
Consideration of impact on the sea
Reference to N2RS's previously submitted response
Since land is lost to the sea every year in this area
You will soon have to spend millions protecting the site.
The drilling compound has no easy access with traffic having to use our single track lanes such as School Common Road.
Use HVDC to reduce the impact
When doing the micro-siting make sure the area is in an open area not on private property e.g. farms
Whilst drilling, you should ensure that the area is extended and fenced off to the seaward.
Windfarm too big for Happisburgh
Work in winter months to reduce impact on farmer's land
Whilst driving, I believe that the area should be fenced off because it is a risk if it isn't and people are look for an insurance claim.

Q11. Are there any factors you would like us to consider as we seek to reduce any temporary impacts of landfall (HDD) works?

Additional, less frequent, themes and requests were also highlighted by respondents to this question in relation to the impact of landfall works. These are set out below:

Vattenfall should reinstate land once works complete
Support for N2RS's response
Request to provide opportunities to local contractors
Request for more information
Preference to combine/install additional capacity for future/other projects
Preference to avoid local forests
Preference to avoid construction during summer/school holidays/harvest
Preference for use of smaller roads
General comment on consultation
Ensure that bentonite is disposed of correctly
Concern at vibration impacts
Concern at traffic safety on lcoal roads
Concern at length of time for works to be carried out
Concern at impact to nesting birds at landfall
Concern at impact to ground water supply
Concern at impact to deer
Concern at impact to bus routes
Vattenfall need to seek feedback from the local community
Request to improve sea defences at Happisburgh
Request for compensation
Local houses/community should be protected (general comment)
General concern at impact on local communities
Concerns about impacts to historic environment (general comment)
Concern at impact to wildlife
Concern at impact to nearby schools
Preference for alternative siting of works (general comment)

Concern at appropriateness of access to site
General comment in opposition to the project
Concern at visual impact (general comment)
Concern at impact to operation of emergency services (including RNLI)
Provide regular updates to local community during construction
Not qualified to comment
Need to close off areas near the cliffs during works
Concern at impact on local footpaths/cycle routes/bridal paths
General preference for HVDC
No additional factors to consider'
Concern at noise impacts (general)
Concern about potential traffic impacts
General preference for Long HDD
General concern at impact to countryside/natural environment

Q12. Do you have any general comments regarding Landfall in terms of siting, environmental considerations, timing and management plans for the works?

In addition to the recurring themes noted in the body of the Consultation Report, a number of additional comments were made by individual respondents highlighting key issues and key considerations for the Project's landfall works, however these were less commonly highlighted. These additional comments are set out below:

Preference to combine Vanguard and Boreas infrastructure to minimise disruption
General concern at impact to environment
Concern at traffic impacts/HGVs on small roads
General comment in opposition to development
Consultation with local people important
Request for improved sea defences at Happisburgh
Concern at impact on historic environment/archaeology
General statement in opposition to CRS
Preference for HVDC
Concern about noise pollution
Request that Vattenfall informs local residents during construction
Preference for CRS site 6a
Concern at restricting access to beach
Concern at impact on pedestrian routes
Not qualified to comment'
Preference for alternative siting of HDD works
Preference for Long HDD
Concern at impact to countryside/AONB
General request for more information
Concern at impact on farming/farm traffic
Concern at impact on nesting birds in Happisburgh cliffs
Concern at impact on local schools
Concern about road safety during construction
Concern at light pollution

Concern at EMF
Cables need to be buried very deep due to coastal erosion
Concern visual impact
Concern at impact to ground water supply
Request for community benefit
Vattenfall needs to consider this in more detail
Concern at vibrations
Concern about disposal/handling of harmful substances
Request to avoid wildlife breeding seasons
Concern at impact to woodland
Request that infrastructure is defended from terrorist attack
Request for compensation
Concern at impact on Happisburgh lighthouse

Q13. Are there any specific factors you would suggest we consider when deciding which CRS option would be most appropriate (if required)?

Below are some additional themes and comments which were highlighted less frequently by respondents to this question in relation to the potential development of CRS:

Concern at impact on local communities
Concern at CRS impact on tourism/ business
Screening needs to be better for CRS (i.e. trees won't be sufficient)
Preference for site 5a
The option with the least local impacts
Preference for site 6a
Concern at impact to wildlife
'No' specific factors to consider
Concern at impact on Ridlington St Peter's Church
CRS should not be sited near Ridlington
Concern of noise impacts in proximity to houses
Not qualified to comment
Option 5a is on high ground/ too visible/ light pollution (vibrations/ visual impact
Concern at impact on local roads from HGV traffic / access
Concern at impact on farming activity/ during harvest
General comment on siting at most efficient position (brownfield)
6a has more impact on wildlife/ habitats
Concern of flooding at site 6a
Reference for alternative landfall (Walpole)
Concern at impact to bats
Concern about access/ traffic at Munns Loke/ 6a
General comment against the project
6a has more impact on wildlife/ habitats
Concern of flooding at site 6a
Reference for alternative landfall (Walpole)
Concern at heritage impact
Request for more information
Concern at impact on pedestrian routes
Concern at information contained in PEIR/ further information should be considered
Concern at CRS impact on roads locally during construction (traffic/ access)
6a is too close to local properties

Concern at vibrations due to construction
Concern at impact on local traffic.
Concern at impact to Happisburgh Lighthouse
Support for N2RS's response to consultation
Concern at flooding at 5a
6a is too visible concern at impact of concrete on local land
Concern about EMF impacts
Concern at impact to buildings/ houses
Vattenfall should not Compulsory Purchase – leasehold the land
Concern at impacts on traffic
Concern at safety (e.g. Children accessing CRS)
Preference for AC
Concern at AC converter impact on radio frequency interference
Impacts on Summers Farm
Concern at access to CRS 5a traffic
5a is too close to local properties
CRS are too large

Q14. Are there any additional specific measures you would suggest we put in place to reduce any potential traffic issues during construction of the CRS?

Further to the key issues noted in the body of the Consultation Report, a number of additional comments were made by individual respondents in relation to the measures which could be put in place to mitigate traffic issues during the construction of CRS, however these were less commonly highlighted. There were also additional requests made by respondents. These additional comments/requests are set out below:

Ensure adequate diversions and routes
Road infrastructure is not currently sufficient to support proposals
Concern at traffic/ HGV impacts on minor local roads
Minimise large HGVs on roads (general comment)
Build CRS in another location (general comment)
Preference for use of public roads (not private roads)
'Not sure'/ not qualified
Concern at road safety during construction
Preference for CRS site 6a to minimise traffic issues
Landfall at Bacton to minimise traffic issues
Concern at construction impact on rural area/ farming
Protect/ avoid North Walsham roads
Avoid main roads
Avoid Ridlington Roads
Provide adequate information to locals
Restrict days of operation to Mon- Fri/ concern at hours of operation
Site CRS/ landfall at Walpole to minimise traffic impacts
'Avoid any disruption to locals'
Vattenfall should provide more information on construction plans
Concern at traffic impact on tourism
Concern at impacts to Happisburgh
Concern at level of pollution from HGV transport
Operate outside of tourist season
Use Happisburgh Road site
Protect Aylsham town feeder roads
Protect Aylsham town centre
Build CRS on brownfield to avoid concerns
Desire not to build any new roads
Vattenfall should do extensive traffic surveys
Use Park & Ride for local workers

Transport via water where possible using local waterways
Ensure construction traffic sticks to correct route to avoid disruption
Avoid Happisburgh Road Crossroads
Concern on impact to roads near Suffield
Vattenfall to consider similar approach to traffic management that Dudgeon used
No right turn to the access site
Close affected roads
Build a bypass
Concern at light pollution
Ensure staff well placed to respond to any issues quickly to minimise disruption
Check bridge heights
Concern at impact on local bridleway
Concern at any new access to existing fast roads

Q15. Do you have any general comments regarding the CRS, in terms of siting, environmental considerations, timing and management plans for the works?

Additional, less frequent, themes and requests highlighted by respondents to this question include:

Concern regarding light pollution (especially at night time)
Proposed screening programme insufficient, and will take a long time to grow
Reduce visual impact as much as possible
Munns Loke (CRS site 6a) not a suitable location for CRS (general comment)
Generally supportive comments
Do not allow CRS to impact on local tourism industry
Further information required
General concern regarding impact of development on marine wildlife, local coastline and beaches
Minimise impact on local heritage assets
Preference for use of site 6a
Compensate local residents
Details about the CRS are vague
Ensure screening programme is begun immediately to allow vegetation to grow during course of the project
Redesign the CRS to improve visual outlook
Preference for use of site 5a
Lay multiple cables for both projects (Vanguard & Boreas) at the same time to minimise disruption
Munns Loke (CRS site 6a) is the best option as there is already a lot of established natural screening
Do not place the CRS near schools
Ensure a strict construction schedule is kept to
Traffic impact caused by building/maintaining substations is unacceptable
Build CRS below land level
Existing CRS sites are not accessible by large vehicles
Use native (deciduous) trees for screening
Concern at hours of operation

Q16. Please tell us which you think are the most important views towards either potential CRS site, that we should consider in any mitigation planting scheme to be developed (if required).

In addition to the key issues highlighted in the body of the Consultation Report, a number of additional comments were made by respondents in relation to the protection of views from either potential CRS site. There were also specific requests made by respondents relating to the preferences for the proposed planting mitigation scheme. These additional comments and requests are set out below:

Use tree species native to area (e.g. not fir trees/leyandii)
Nothing to add/Plans look acceptable
Views from Happisburgh Lighthouse
"Not qualified to answer"
Concern at noise impacts (noise screening also important)
General Comment – all views/visual impact important
Prevent loss of trees/trees should be replaced regularly
Views from Happisburgh Church Tower
Views from St Peter's Church Ridlington
"General" views of/from countryside
Put CRS underground/underwater
General comment to make CRS look acceptable
General comment - Screening is essential
Views from Munn's Loke
CRS 5a needs screening from West, East and North
Views from neighbouring residential properties (including upstairs)
CRS should be placed away from habitation/sited elsewhere
Views from landmarks/Historical features locally
Views from Ridlington Village
Concern that screening of native trees is not effective all year
Views from holiday homes/tourist locations
Views from Ridlington Barn
Views from B1159
Local community should agree on level of screening
Plant trees closer to the CRS/all around the site
Views from "Main Roads"
Preference not to plant trees in straight lines
Views from Happisburgh
Preference for CRS 6a (General comment)
Screening should be planted immediately to allow it to establish
Need mixture of deciduous and evergreen trees in screening
Views from footpaths in the area
Don't accept cheapest screening option
Concern at EMF impacts on wildlife
Views from local Schools
Views from Happisburgh Beach
Tree planting can create habitat for wildlife
Views from Happisburgh Road
Vattenfall should enhance Munns Loke hedging to east
Concern at cumulative visual impact (e.g. with Bacton Gas Terminal)
Views from the "Water Tower"
People in the local area should be listened to

Q17. Are there any factors (e.g. environmental, siting or operational factors) in relation to the cable route that we should take account of as we microsite the cable easement?

Further to the key themes noted in the body of the Consultation Report, a number of other factors were highlighted by respondents when discussing the proposed cable route. The table below provides an indication of the factors which were raised less frequently by respondents to this question:

Not qualified to comment'
Concern at impact of cable laying on Happisburgh
Concern at flooding/drainage impacts
Avoid nesting sites/breeding sites for wildlife
Request for more information/specific landowner queries
Avoid inhabited/built up areas
Cable route too close to properties
Preference for grid connection at coast to avoid laying cable
General traffic impact concerns
All areas important to avoid disruption
Concern at impact to roads and area around Suffield
General concern at impact on local traffic
Avoid laying cables through roads
No concerns raised (if land reinstated)
Concern at impact on agriculture/grazing
Propose that mobilisation zone unsuitable
General comment – preference for alternative cable route
Land cable route should be tunnelled
Concern at loss of access to local tracks/roads/beach at Happisburgh
Cable route corridor should be narrow as possible
Preference for alternative landfall
Concern at tourism impact
Concern at noise pollution
Concern at impact on existing gas/electricity/water pipes
Preference for alternative grid connection point
Concern at impact on mature/important trees
Cost of cable route/undergrounding too high
Preference for work to be undertaken in one go with capacity for future
Request for more info
Request for compensation for local communities
Alternative cable route (to Bacton)
Concern at impact to Happisburgh Lighthouse
General concern at local visual impact
Concern at crossroads at North Walsham Road
Concern at access via Barton Lane
Concern at impact on ground water supply
Concern at noise and vibration during process

Concern at working hours
Alternative cable route/landfall at Walpole
Cable route to Scarning may be preferable
Undertake surveys/review previous projects to check ground conditions
Concern at impact no historic sites
Concern at impact on deer
Concern at impact on badgers
EMF concerns
Concern at impact to soil structure
Use existing tracks/roads for construction traffic
All factors should be considered
Concern at impact to countryside
Norwich
Stalham
North Walsham
Cautley
Reedham
Salle Estate
Colby Corner
A140
Munns Loke

Q18. Are there any considerations (e.g. relating to specific events, traffic patterns, the local environment, public rights of way, or seasonal activities in your community) that you would like us to take into account in order to minimise temporary disruption during the duct installation works?

Below are some additional considerations which were highlighted less frequently by respondents to this question:

Avoid work commutes/rush hour
General opposition to project/general concern at impacts
All times of the year is important for tourism
General comments relating to the need to protect the environment
Concern at impact to nesting birds/breeding/migrating animals
Avoid Happisburgh village/roads
Concern at impact to Farming/agriculture (general)
Concern at impact to countryside (general)
Avoid farming seasons/harvest
Avoid school commutes
Concern at additional noise
Preference to work during evening/nights
Concern at impact to small roads/junctions
B1145 not suitable for large HGV's
Ensure clear signage/strict HGV routes to avoid disruption

Concern at impact to North Walsham Road
Request for community benefit
Hold events/inform local residents about future plans
Avoid main roads
Church services including weddings and funerals
Protect Aylsham feeder roads and town centre
North Dereham Mobilisation zone inappropriate due to access/traffic
Utilise local engineers and architects
Consider all local residents/communities
Request for compensation
Happisburgh School
Happisburgh Post Office
Hillhouse Pub Happisburgh
Avoid disruption to bus route in Happisburgh
Happisburgh Caravan park/campsite
Ridlington Village/roads
Concern at Happisburgh cliffs
Request clarification on timing of works
Access roads for construction work inadequate
Rollesby Way/Barton Lane/Upton Way
Suffield mobilisation compound inappropriate due to access
Concern at additional light pollution
Concern at additional water pollution
Avoid Munns Lane
The A47 has heavy traffic
Have a working party with local people/consult locals
Access routes to cable corridor inadequate
Concern at connect at VF substation to national grid with cable towards A47, not St Andrews Lane
Concern at EMF
Preference for route to Scarning
Witton Church
Ridlington Church
Prioritise brownfield sites
Work during weekends
Christmas Holidays
Concern at impact to seals
Stalham Road
No concern
Concern at impact to badgers
Concern at impact to deer
Reepham bus services (serving local schools/colleges)
Impact on Reepham Town centre
Allotments access at Reepham
Request for broadband

Preference for during summer months to reduce impact to livestock
Use HDD in sensitive locations
Aylsham show (August Bank Holiday Monday)
Bridle Way at Munns Loke
Ridlington Community Events/Town Hall

Q19. Do you have any comments about the onshore Project substation site?

Additional comments and specific requests made by respondents to this question included:

Preference for HVDC (general comment)
Concern at impact of noise
Too close to houses/villages of Necton/Ivy Todd
Necton has too many substations e.g. Dudgeon (cumulative impact)
Concern at traffic/access impact on local roads
Vattenfall not provided adequate information
Concern at increased flood risk due to water run off
Concern at light pollution
Siting of CRS is inappropriate *(answer in wrong location)*
Request for compensation
Vattenfall should consult with local community/listen to local residents
Ensure that the substations are as cost effective as possible
Not qualified to comment
Substation should be 'lower'/underground
Concern at construction working hours
Vattenfall should seek least environmentally damaging option regardless of cost
Vattenfall has not adequately considered all options

Q20. Are there any additional specific measures you would suggest we put in place to reduce any potential traffic issues during construction of the onshore project substation and National Grid works?

Further to those highlighted in the body of the Consultation Report, additional measures which were requested less frequently by respondents to this question included:

Preference to move substation site to avoid traffic issues in this area
Concern at additional traffic (general comment)
Not qualified to comment
Concern at impact to tourism
Avoid peak travel times/rush hour/holidays
Inform residents of traffic movements/large deliveries (leaflet or local event)
Request for compensation/community benefit
No right turn on the A47/Concern at access to site from A47
Concern at impact on farming (HGVs sharing the roads with farm vehicles during peak periods)
Concern at noise impacts
Vattenfall should consult with Necton Parish Council

Use HVDC (to reduce the requirement for HGVs on the roads)
Vattenfall should copy the Dudgeon traffic management process
Preference to use waterways to deliver construction materials
'Vattenfall assumes the project will go ahead'
Concern at impact on Necton due to increased traffic
Concern that local views not being heard
Request for more information
Concern at construction traffic during the summer months
Preference for cable to run towards A47 rather than St Andrew's Lane
Ensure traffic surveys are done all year round (e.g. to understand impact of summer months/crop dusting/harvest)
Seek to minimise the use of HGVs
Don't interfere with current A47 traffic management plan
Preference to prioritise use of the A47
Concern at impact to road safety
Concern at increased pollution
Need to protect Aylsham town centre
Concern at impact to junction of A140/B1134
Close roads and divert traffic to easier routes to keep traffic moving
There should be a park and ride scheme so that worker vehicle movements are reduced

Q21. Please tell us which you think are the most important views towards the onshore project substation site, and towards the extension to the National Grid substation that we should consider in any mitigation planting scheme to be developed.

Further to the views stated in the body of the Consultation report, respondents to this question also highlighted a number of other views towards the project substation and National Grid substation which should be considered as planting mitigation schemes are developed. In addition to physical views of both substations, respondents also sought to highlight the importance of taking in to account the personal views and opinions of local residents. Additional comments made to this question are laid out below:

Minimise the environmental impact
Use DC technology to avoid having to build CRS
All views of the substation are important and should be considered equally
Concern that the site is in the greenbelt
Ensure that the village benefits and is supported as a result of the substation's location
Ensure the views from Ivy Todd and Necton are maintained
Ensure the views of local residents are heard
The 'south view' will have a particularly detrimental impact on surrounding properties
Protect views from Spicers Corner, West End, St Andrews Lane, Ivy Todd Road and Chapel Road

The photo's used by Vattenfall to display existing views are not accurate
Consider health impact of substation development
Generally supportive comments relating to Vattenfall's existing screening plans
An alternative location should be used given the proximity of the proposed substation to existing houses and villages
Light pollution will be unacceptable
Use alternative substation location in Walpole
Ensure the safety of the local community is considered
Consider the impact on the local road network
Consider impact on air quality
Promote the growth of 'greenlands', farmland and marine life as part of the planting mitigation scheme
Please consider view from 'The Barn', if site 5A is chosen it will look directly on to CRS

Q22. Are there any other environmental, operational or visual impacts from the construction, operation or decommissioning of the onshore and offshore elements of the project that you think we should consider?

Additional responses to this question also highlighted, albeit less frequently, a number of other environmental, operational or visual impacts of the construction, operation or decommissioning of the onshore and offshore elements of the Project. These additional issues are laid out in the table below:

Sea defences at Happisburgh should be improved/are vital
Light pollution concerns/preference for suitable lighting
Landfall should be somewhere else (general comment)
Begin planting screening trees early to allow for growth/concern that screening will take too long to mature
Concern at increase in traffic (general comment)
Offshore infrastructure should be 'further offshore'
Visual impact concerns (general comment)
Concern at disruption from decommissioning phase
Concern at cliff erosion at Happisburgh
Preference for re-powering rather than decommissioning/find ways to make use of the infrastructure rather than take it out
Site of CRS inappropriate
Bury as much of the cabling offshore as possible
Preference for HDD
Concern at impacts of EMF
Concern at cumulative impact of onshore infrastructure in local area
Concern at increase in pollution (general comment)
Vattenfall should make a decision on AC vs DC
Concern at working hours during construction
Paint buildings to match environment (e.g. graduated blue/green to white)
Concern at flood risk due to new infrastructure

Leave cable ducts/infrastructure for use by other future projects (e.g. pan European HVDC project)
Preference for construction work to take place at night to minimise disruption
Necton should receive benefit from the project (e.g road improvements/landscaping)
Mitigation/protection for historic buildings at Happisburgh
'Hard surface' Rollesby Way/Barton Lane
Ensure water and sewerage infrastructure not impacted
Concern at impact to the Green Belt
Comprehensive reinstatement plan for mobilisation zone at Dereham
Happisburgh should receive community benefit
Concern at impact to onshore wildlife (general comment)
Ridlington should receive community benefit
Alternative for lightning conductors/mesh should be found (visual impact)
Turbine blades should be recycled
Request for compensation/community benefit (general comment)
Preference for use of brownfield sites (general comment)
Ensure no contamination of underground water sources
Ensure costs of project are minimised
Vattenfall has outlined suitable mitigation measures
Preference to operate away from local communities where possible
Concern at dust creation
Use native tree/shrubs for mitigation planting

Q23. We welcome any further feedback on the Norfolk Vanguard Offshore Wind Farm proposal you may wish to provide at this stage.

Given the general nature of this question there was a significant number of issues highlighted and comments made by respondents to this question. Furthermore, many respondents sought to use this question as a method of requesting further information relating to various elements of the Project's construction, transmission and ongoing maintenance. These additional issues, comments and requests are laid out below:

Concern regarding impact on the local community by all elements of the project, including impact on house prices
Concern regarding the noise pollution of project construction and operation of onshore infrastructure
Concerns related to traffic movements, congestion and unsuitability of local minor roads
Use alternative landfall location, Happisburgh not suitable
Ensure that the views of the public are listened to after the consultation
Assist in improving mobile phone and broadband signal in the local area
Support and promote the protection of the coast at Happisburgh
Concerns regarding visual impact of the project, particularly onshore infrastructure
Concern that the information provided at exhibition and wider consultation materials is too technical

Request for face to face meeting with members of the project team to discuss the project in more detail
Further information requested regarding public health implications of the project
Further information requested regarding cabling, including cable routes and joints
Concern regarding potential flooding caused by the project
The project will have an unacceptable impact on the local tourism industry in Happisburgh
Request for Vattenfall to support local village projects or events
Project must consider opportunities to involve younger people
Objection to siting of mobilisation zones
Further information requested about the substation(s)
Concern that Happisburgh lighthouse may be affected during project construction
Concern relating to the impact of the project's construction on public health
Concern regarding the light pollution caused by onshore project infrastructure
Concern regarding the impact of developing CRS at site 5a on the environment, local community, businesses and the local road network
Winder power not efficient enough to justify disruption and offset carbon emissions caused by project development and operation
Use alternative connection point at Walpole to avoid routing cables through existing countryside
Use alternate location for onshore infrastructure to reduce impact on existing communities
The project will have little impact on global warming, which does not justify the damage caused to local communities and the environment
Request for a project website to be created to visit and ask questions on
Request by Norwich Science Festival to develop partnership with Vattenfall
Protect Munns Loke
Option 6a is unsuitable for CRS
Lack of clarity relating to carbon footprints of generators
Introduction of a project liaison officer/officers is vital during project delivery
Interest in being kept informed regarding the progress of the project
Information requested regarding impact of CRS on dwelling at TG358304
How will the local community be able to highlight concerns during the project construction?
Gas works site in Bacton preferable to proposed substation site
Further information requested relating to proposed screening & planting regime
Further information requested regarding the proposed landfall zone
Further information requested regarding the impact of drilling at Happisburgh on existing/future coastal erosion
Further information requested regarding size and scale of CRS
Further information requested regarding noise of construction and operation
Further information requested regarding micro-siting at landfall
Further information requested regarding impact of the project on the environment and local wildlife
Further information requested regarding decision relating to use of HVAC vs HVDC

Focus of the project has been too much on environmental impact and not enough on potential impact on local tourism industry
Do not allow use Burgh Road in Aylsham, as a feeder route through the Town Centre to access Blicking
CRS should be sited in an alternative location
Concerns regarding the project's impact on the local commercial fishing industry
Concern that the wording of the questionnaire assumes substation is going ahead in Necton
Concern regarding development of future projects and possible expansion of existing projects
Comments supporting the PEIR response made by Necton Substation Action Group
Comments supporting the feedback provided by Happisburgh REACT
Comments relating to the size of the National Grid installation
Carry out the majority of the works offshore
Building substations not suitable

Summary of Email Analysis

Feedback, comments, questions and requests was also provided through the Project's consultation email address. Given that there was no specific parameters for the provision of feedback via this method there was a multiplicity of other key comments and issue raised a various requests for further information made by respondents to the consultation. Further details of these are laid out in the table below:

Concern regarding existing coastal erosion at Happisburgh and potential for project works to lead to further coastal erosion and flooding of local area
Concern regarding noise pollution caused by CRS, and the fact that noise will be greater at night time
Concern regarding traffic caused by CRS construction traffic and indication that local roads are unsuitable for HGVs
Request for consideration of alternative, already industrialised, CRS siting
General concern regarding impact of CRS development on local community
General concern regarding environmental impact of cabling works and subsequent decommissioning of project
Concern that construction of onshore infrastructure will have significant impact on tourism industry
General concern regarding visual impact of the Project Substation, including light pollution
Stated objection and general negative comments related to CRS development at site 6a
Concern regarding adequacy of proposed CRS screening/mitigation planting
Criticism of Substation location, located too close to Necton and is the highest of the four initial proposals
Substation will have significant detrimental impact on the local environment and wildlife
Question as to whether alternative Substation sites put forward by NSAG have been considered?
General concern regarding impact of CRS development on East Ruston

Norfolk Vanguard & Norfolk Boreas substations won't be able to be co-located as they will not be able to operate within legal noise limits
Criticism of the accuracy of information contained with the PEIR document
General objection to the development of the project and negative comments relating to offshore wind generation, its efficiency and its cost
Request for us of alternative landfall location
Concern regarding length of proposed cable route and length of time for project works, and the negative impact this would have on local communities along the route
Stated preference for Stream Valley site due to natural screening and existing access points
Specific comments relating to unacceptable visual impact, significant impact on the local community and detrimental impact on the environment and local wildlife of site 6a
Alternative cable route must be considered in order to protect the countryside
Proposed screening/mitigation planting for Substation will be inadequate
CGIs of visual impact of CRS have not been accurate
General concern regarding noise pollution caused by Substation
Concern regarding potential flooding caused by Substation development
Project will have significant impact on local businesses
Landfall proposals will have significant impact on holiday letting businesses in Happisburgh & surrounding areas
General correspondence, no specific issues raised
Avoid landfall at Happisburgh
Landfall construction works will have negative effect on the environment and local wildlife
Stated objection and general negative comments related to CRS development at site 5a
Generally supportive comments related to the project and renewable energy
Invitations for Vattenfall to attend and contribute to local community group meetings and events
Request for a further public meeting to allow residents who were unable to attend Public Information Events to ask questions
Concern regarding impact of landfall construction works on accessibility of local minor roads (especially for RNLI & emergency services)
Stated objection to any CRS development
Concern regarding impact of CRS development on historic buildings in close proximity to development site
General request for further information on cable works (inc trenching, jointing, length of time of works and staging of construction)
Correspondence requesting visit from Vattenfall staff and consultants to specific property
Concern regarding impact on project construction on commercial fishing industry
The project will have a negative impact on marine life/beach wildlife
Stated preference for Long HDD
Further information requested on impact of long HDD
Stated need to protect Happisburgh lighthouse and local heritage sites during landfall construction works
Adequate sea defences must be delivered prior to commencing landfall construction works

CRS noise statements provided by Vattenfall are misleading
CRS will not be given permission as it will not be able to operate under legal noise limits
Criticism that lack of decision on HVAC vs HVDC transmission method has not allowed for a full debate on both options
Stated concern regarding potential soil sterilisation caused by cabling
Concern regarding additional traffic caused by cabling works
Request for further information on the specific impact of the cable route on Colby
Concern regarding impact of Substation construction on local house prices
Development of 2 substations (Vanguard & Boreas) is an over-concentration of development
Substation will have significant detrimental impact on local community
Impact of Substation development in Necton is understated by the PEIR document
Concern that location of Substation in Necton will increase likelihood of terrorist attack in the area
Criticism that location of Substation is only based on cost effectiveness
Will any compensation be paid to the local authority for significant additional road usage?
Stated intention to seek compensation due to loss of business caused by Project construction
Cable routing will have significant impact on holiday letting businesses
Specific concern that development of CRS at site 6a will lead to significant loss of earning from holiday letting businesses
Criticism that the public consultation and PEIR report have minimised the impact of the Project on the local tourism industry
Request for work experience on the Norfolk Vanguard project
Request for collaboration between Vattenfall and the UEA Anglian Centre for Water Studies
Correspondence with local education providers regarding potential for Vattenfall to support educational projects
Concern that ‘Rochdale Envelope’ has not been adhered to as HVAC and HVDC transmission schemes are fundamentally different schemes
Stated objection to proposed Project access through un-adopted trackway at Colby Corner
Criticism that the Project is not about renewable energy and is about maximising profit for the Swedish Government
Further information requested on what is meant by ‘Offshore Export Cables’
Further information requested on size of electrical platforms and whether they will be sued for Vanguard & Boreas projects
Short HDD is a completely impractical option
Further information requested on short HDD pilot bore hole diameter
Request for breakdown of costs associated with landfall siting at Walpole
Concern regarding noise created during landfall construction works
Further information requested on specific elements of landfall construction works
Clarification required of which roads will be used to access landfall site
Need to use Strategic Marine Cable to come ashore at Walpole
Consultation material is not colour coded to show public rights of way, pedestrian access and cycleways around Munns Loke
Further information requested as to how wildlife will be protected during CRS construction

Further information requested on how HGV traffic will be managed and how the impact of these vehicles on historic buildings will be minimised
Further information requested regarding noise impact of CRS
Further information requested as to how surface water created by CRS hard standing will be dealt with
Concern regarding loss of agricultural land to CRS development and associated drainage issues this will be cause
Request for assurances that CRS development won't affect quality of life or house value of local properties
Further information requested on reasoning for CRS site preference
Request for further illustrations of the CRS
Concern regarding impact of cumulative development of Vanguard & Boreas CRS construction
Further information requested on maintenance of access to public footpaths during CRS construction
Further information requested on maintenance of access to greenfield land during CRS construction
CRS only needed as Vattenfall wants to minimise cost and maximise profits
Concern regarding CRS development at site 6a due to archaeological interest in the site
Lack of information provided on de-commissioning process for CRS
No consideration that Vattenfall would need to provide security staff for CRS as this would not be covered by security for Bacton Gas Terminal
HVAC only being selected as transmission method due to cost
Criticism that the decision to use HVAC transmission method has already been made
Further information requested on width of protected land needed for HVAC vs HVDC options
Further information requested on the reasoning behind decision to proceed with HVAC over HVDC
Further information requested on the economic advantage of using HVAC over HVDC
Further information requested on whether the environmental impact difference between using HVAC vs HVDC has been investigated
HVDC transmission method would have negative impact on air quality
HVDC transmission method would have negative impact on local wildlife
HVDC transmission method would have negative visual impact
Need to ensure Pig Farm walk and River Wensum walks remain usable during/after construction of cable route
Cable route works must be phased in order to maintain access to public footpaths
Request to preserve 'feature trees' along the cable route
Cable route works will have a negative impact on the ability of landowners to develop land in the future
Request for further information on length of time cable trenching works will affect Suffield village
Concern regarding impact of cabling works on local water tables
Request for further information on HGV movements during cabling works
Concern from specific property regarding potential use of 'side access' in close proximity for cabling works
Further information requested on whether survey of existing access routes to cable corridor will be undertaken

Concern regarding negative impact of cabling works on local house prices
Request for further information on the effect of cabling EMF on soil sterilisation
Specific concern regarding siting of mobilisation zone between Rectory Road and Felmingham Road
Criticism that PEIR document referenced potential 'side access' to cable route that local residents had not been made aware of
Concern regarding laying of temporary haulage track along cable corridor and the potential for this to become a safety concern in the future
Further information requested on the Onshore Substation
Noise mitigation proposals for Dudgeon Substation must be shared
Further information requested on how surface water created by Substation hard-standing will be dealt with
Drainage work carried out as part of Substation construction must be agreed with landowners
Request for further information regarding proximity of Project Substation to Necton village and the local school
Access to Substation site can only be made via the A47 as other local roads are unsuitable
Further information requested regarding viability assessment of potential Substation site in Scarning
Question relating to need to bring Substation so far in land
Request for further information showing the visual impact of the Substation from Ivy Todd
Request for further information on cost of Walpole landfall option against routing cable across the countryside to Necton
Specific concern that there has not been a formal meeting between Vattenfall and NSAG
Request for further information as to whether the project has adhered to the Horlock and Holford rules
Request for further information on the EMF levels emitted from the Project Substation
Specific concern regarding the impact of Project Substation on public health
Further information requested related to reasoning for selection of Necton as site of OCP
Criticism of information provided relating to extension of National Grid substation
Generally supportive comments for NSAG response to PEIR document
Concern that proposals for Project Substation have not shown up in legal searches prior to purchasing property locally
Criticism that initial public consultation indicated that one Substation would be needed, not two
Criticism that local residents were not informed that the existing Substation would be extended to such an extent
Vattenfall has not provided adequate reasons for it's site selection for the Substation, and there is no reason why connection could not be made in an already industrialised area
Substation siting was decided two years ago without consultation or use of local knowledge
Stated intention to seek compensation if HVAC transmission option is chosen
Request for compensation due to noise caused by project construction
Request for information on the steps that will be taken by Vattenfall to safeguard local businesses during construction works

Project will have significant impact on local farmers
Request for a Land Agent to be appointed by Vattenfall to support local communities
Request for compensation if farmland is cut off and becomes unable to farm as a result of cable routing
Request for uplift payment to be agreed if cable routing prevents land from being developed
There has been a general disregard of the impact of Substation on holiday letting businesses in Necton
Vattenfall's offer of compensation for impact caused by landfall works are disingenuous
Specific concern that construction of onshore infrastructure will prevent letting of high end holiday cottages
Concern regarding impact on landfall works on Happisburgh Lighthouse
Request for Vattenfall to install fibre-optic broadband to compensate local residents for the impact of the Project construction
Further information requested regarding the Project's economic benefit to Norfolk and the UK more widely
Request for Vattenfall to create a nature reserve to compensate for impact of the Project's development
Stated interest in the employment opportunities created by the Project
Request for further information on the members of the existing local workforce who will have the skills necessary to take advantage of the employment opportunities created by the Project
Stated interest in being part of the Project's cable route supply chain
Concern that project construction may be awarded to Carillion**
Concern regarding the environmental impact of producing the construction materials for the Project, and the fact that this offsets any environmental benefits which would be derived from wind power generation
Specific concern related to the location of mobilisation zone adjacent to Keepers Cottage, Suffield
Request for Vattenfall to put in place a fund to pay for removal of hard infrastructure following de-commissioning
Request for Vattenfall to consider development of ORM, which connects to NETS out at sea
Criticism of Vattenfall's energy production figures do not reflect inconsistency of wind power
Request for in depth report on Top Farm
Request for further information on the DCO application submission process
Correspondence relating to opportunities in staff accommodation supply chain
Request for hard copies of consultation materials
Request for increased use of social media to respond to local community queries
Question regarding whether the project has adhered to the Arhaus Convention
Further information requested relating to village improvements payments made during the first phase of Substation works
Petition requesting reconsideration of Happisburgh as Project landfall site
Request for traffic survey information relating to B1146 near Dereham
Petition against development of CRS at Munns Loke
Specific request for confirmation that consultation submission was received
Request for further correspondence on issues raised prior to the statutory consultation

Specific request to be added to the consultation mailing list and to be kept informed of the Project's progress in the future
Request for further information on the impact of Project construction vehicles on local road network
Request for contact details of Vattenfall team members
Criticism of Vattenfall's scientific investigations used to inform the project
Criticism of the Project's use of Compulsory Purchase Orders to override the wishes of landowners
Stated preference for development of nuclear power in place of wind power
Specific question relating to non-inclusion in the consultation process
Question why an EIA for National Grid's substation extension has not been produced
Question regarding whether wildlife charities have been contacted to provide their feedback on the proposals
Criticism that the site selection for onshore project infrastructure has taken the opposite approach to that outlined in the Consultation Summary Document
Request for Vattenfall to choose a less disruptive option given that they have consulted on the worst-case scenario

This page is intentionally blank.