

Norfolk Vanguard Offshore Wind Farm

Statement of Common Ground

Happisburgh Parish Council

Applicant: Norfolk Vanguard Limited
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Photo: Kentish Flats Offshore Wind Farm



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Glossary

DCO	Development Consent Order
HDD	Horizontal Directional Drilling
LiDAR	Light Detection and Ranging
OTMP	Outline Traffic Management Plan
OWF	Offshore Wind Farm
SoCG	Statement of Common Ground
TMP	Traffic Management Plan

Terminology

Array cables	Cables which link the wind turbines and the offshore electrical platform.
Landfall	Where the offshore cables come ashore at Happisburgh South
Mobilisation area	Areas approx. 100m x 100m used as access points to the running track for duct installation. Required to store equipment and provide welfare facilities. Located adjacent to the onshore cable route, accessible from local highways network suitable for the delivery of heavy and oversized materials and equipment.
National Grid overhead line modifications	The works to be undertaken to complete the necessary modification to the existing 400kV overhead lines
Necton National Grid substation	The existing 400kV substation near Necton, which will be the grid connection location for Norfolk Vanguard
Offshore accommodation platform	A fixed structure (if required) providing accommodation for offshore personnel. An accommodation vessel may be used instead
Offshore cable corridor	The area where the offshore export cables would be located.
Offshore electrical platform	A fixed structure located within the wind farm area, containing electrical equipment to aggregate the power from the wind turbines and convert it into a more suitable form for export to shore.
Offshore export cables	The cables which bring electricity from the offshore electrical platform to the landfall.
Onshore cable route	The 45m easement which will contain the buried export cables as well as the temporary running track, topsoil storage and excavated material during construction.
Onshore project substation	A compound containing electrical equipment to enable connection to the National Grid. The substation will convert the exported power from HVDC to HVAC, to 400kV (grid voltage). This also contains equipment to help maintain stable grid voltage.
The OWF sites	The two distinct offshore wind farm areas, Norfolk Vanguard East and Norfolk Vanguard West.
Trenchless crossing zone (e.g. HDD)	Temporary areas required for trenchless crossing works.

1 INTRODUCTION

1. This Statement of Common Ground (SoCG) has been prepared by the Applicant to set out the areas of agreement and disagreement with Happisburgh Parish Council in relation to the Development Consent Order (DCO) application for the Norfolk Vanguard Offshore Wind Farm (hereafter 'the project') based on consultation to date. As part of this engagement, a meeting has been held between the Happisburgh Parish Council and the Applicant on Wednesday 6th March 2019 in an attempt to progress matters not yet agreed. This meeting included a visit to the coastline at Happisburgh. The SoCG has been updated to reflect these discussions and subsequent calls with the Parish Council.
2. This SoCG comprises an agreement log which has been structured to reflect topics of interest to Happisburgh Parish Council on the Norfolk Vanguard DCO application (hereafter 'the Application'). Points that are not agreed will be the subject of ongoing discussion wherever possible to resolve, or refine the extent of disagreement between the parties.

1.1 The Development

3. The Application is for the development of the Norfolk Vanguard Offshore Wind Farm (OWF) and associated infrastructure. The OWF comprises two distinct areas, Norfolk Vanguard (NV) East and NV West ('the OWF sites'), which are located in the southern North Sea, approximately 70km and 47km from the nearest point of the Norfolk coast respectively. The location of the OWF sites is shown in Chapter 5 Project Description Figure 5.1 of the Application. The OWF would be connected to the shore by offshore export cables installed within the offshore cable corridor from the OWF sites to a landfall point at Happisburgh South, Norfolk. From there, onshore cables would transport power over approximately 60km to the onshore project substation and grid connection point near Necton, Norfolk.
4. Once built, Norfolk Vanguard would have an export capacity of up to 1800MW, with the offshore components comprising:
 - Wind turbines;
 - Offshore electrical platforms;
 - Accommodation platforms;
 - Met masts;
 - Measuring equipment (LiDAR and wave buoys);
 - Array cables;
 - Interconnector cables; and
 - Export cables.

5. The key onshore components of the project are as follows:
- Landfall;
 - Onshore cable route, accesses, trenchless crossing technique (e.g. Horizontal Directional Drilling (HDD)) zones and mobilisation areas;
 - Onshore project substation; and
 - Extension to the existing Necton National Grid substation and overhead line modifications.

1.2 Consultation with Happisburgh Parish Council

6. Table 1 Consultation with Happisburgh Parish Council to date contains the consultation that has taken place with Happisburgh Parish Council to date.
7. Happisburgh Parish Council provided a relevant representation to the Planning Inspectorate on 11th September 2018, outlining the concerns of the parish council. The following sections outline the specific matters that have been agreed as well as those which have not yet been resolved.

Table 1 Consultation with Happisburgh Parish Council to date

Date	Contact Type	Topic
Pre-Application		
17 th October 2016	Notification (via letter and email) sent to the Parish Council	At the commencement of the Phase I consultation period (Scoping), the Parish Council was written to and invited to participate and attend the public exhibitions. A newsletter was issued alongside this mailing to inform the area of the consultation.
19 th October 2016	Non-Statutory Consultation Event	A non -statutory consultation event was held in the Wenn Evans Centre, Happisburgh (2pm to 6.30pm).
16 th February 2017	Email issued to Parish Council	After request from PC for a map showing onshore ecological area, Vattenfall sent this across, along with map of more 'useful scale'. Context information and consultation dates also provided.
6 th March 2017	Notification (via letter and email) sent to the Parish Council	At the commencement of the Phase II consultation period, the Parish Council was issued a notification, which included an invitation to attend the public exhibitions.
23 rd March 2017	Non-Statutory Consultation Event	A non -statutory consultation event was held in Happisburgh Village Hall (1pm to 7pm).
22 nd April 2017	Email issued to Parish Council	Vattenfall sent a follow up email to the Parish Council about land outside of the Vattenfall search area.
2 nd May 2017	Phone call	Vattenfall spoke to the chair of the Parish Council about whether Vattenfall could share information about landfall and the cable route at the forthcoming

Date	Contact Type	Topic
		meeting. Also discussed some variables of the scheme and benefits.
5 th May 2017	Email issued to Parish Council	Vattenfall sent an email to the Parish Council following a phone call with chair of the Parish Council answering questions.
13 th June 2017	Meeting	A meeting was held with Happisburgh Parish Council to provide an update on the project, including a presentation with information on feedback from Phase II consultation, updates to the project in the Landfall area and an update on surveys being undertaken.
19 th June 2017	Email (follow up to meeting on 13 th June)	An email was issued to the Parish Council to follow up the meeting held the previous week. This email contained a copy of the presentation slides used, and an updated FAQ document. Provisional dates for the Workshop were also provided.
21 st June 2017	Email notification of surveys	An email was issued to the Parish Council notifying of surveys due to be taking place within the parish.
4 th July 2017	Invitation issued to attend Cable Relay Station Workshop	Invitations were issued to Happisburgh Parish Councillors inviting them to attend the Cable Relay Station Workshop.
18 th July 2017	Cable Relay Station/Landfall Workshop	A workshop was convened at the Wenn Evans Centre, Happisburgh in order to consider the issues related to Cable Relay Stations and the area around landfall in more detail.
19 th July 2017	Cable Relay Station Drop in Event	A drop-in event was held the day after the workshop in order to allow residents and stakeholders who were unable to attend the workshop to discuss the issues with the project team. This was held in the Church Rooms, Happisburgh.
24 th August 2017	Meeting	Responding to local community questions about Norfolk Vanguard, particularly, transmission system choice, cable corridor, cable relay stations.
6 th September 2017	Email update	An email was sent to the Parish Council providing a general update on progress with the project and highlighting the provisional date for the statutory consultation event taking place in Happisburgh. Links were shared to relevant materials including the current version of the FAQs.
14 th October 2017	Letter/email issued to Parish Council (SoCC)	A letter was issued to the Parish Council notifying them of the publication of the SoCC, including information on where to access a copy, and top-level information about the forthcoming statutory consultation.
16 th October 2017	Newsletter issued	Alongside the letter issued to the parish council regarding the publication of the SoCC, a newsletter was distributed to the Parish Council, and the wider area

Date	Contact Type	Topic
		notifying of the SoCC publication and forthcoming statutory consultation.
27 th October 2017	Letter issued (Section 42 Statutory Consultation Letter)	The Statutory consultation letter issued under section 42 was posted on 27 th October 2017 to the Parish Council notifying them of the formal consultation, where to access the PEIR and relevant documents, as well as how to provide feedback.
29 th October 2017	Email issued to Parish Council	Vattenfall responded to an email about how VF will communicate with residents about the information event in November.
3 rd November 2017	Email issued to Parish Council	Vattenfall responded to an email from the Parish Council about potential cliff damage and beach closure.
11 th November 2017	Statutory Consultation event	A statutory consultation event was held in the Wenn Evans Centre in Happisburgh (11am to 5.30pm).
20 th November 2017	Statutory Consultation response received from the Parish Council	Happisburgh Parish Council's Statutory Consultation response to the PEIR was received and logged by the project team.
12 th February 2018	Email issued to Parish Council	An email was issued to the Parish Council offering a meeting to provide an update on the project following the close of statutory consultation and in conjunction with the publication of the Interim Consultation Report (Hearing Your Views III).
12 th March 2018	Meeting	A meeting organised following the close of statutory consultation to present a project update to the parish council.
25 th April 2018	FAQ document issued	Following a review of questions posed since the close of statutory consultation, the FAQ document was updated and issued to the Parish Council.
3 rd August 2018	Email issued to Parish Council	Vattenfall correspondence with Parish Council over how to register as a registered party with PINs post-application.
Post-Application		
11 th September 2018	Letter from Happisburgh Parish Council	Relevant representation on the DCO application.
7 th September 2018	Email issued to Parish Council	An email relating to the organisation of the Parish Council meeting.
8 th October 2018	Meeting	Meeting to provide a presentation and project update.
14 th November 2018	Email and letter issued to Parish Council	An email to Happisburgh Parish Council requesting that they display the Norfolk Vanguard offshore wind farm notices "notification of preliminary meeting" and

Date	Contact Type	Topic
		"Notification of open floor hearing" on the parish notice board from Friday, November 16 th 2018.
11 th December 2018	SoCG issued to Parish Council	First draft of the SOCG issued to the Parish Council for review and comment.
6 th March 2019	Meeting	Meeting and site visit to discuss outstanding areas of concern
15 th April 2019	Phone call	A phone call with the chair of the Parish Council to discuss the latest revision of the SoCG and gain understanding of outstanding issues and updates from the most recent Parish Council meeting.
13 th May 2019	Phone call	A phone call with the chair of the Parish Council to clarify some items in the latest revision of the SoCG.
29 th May 2019	Phone call	A phone call with the chair of the Parish Council to finalise the SoCG for submission at Deadline 8 of the examination.

2 STATEMENT OF COMMON GROUND

8. Table 2 provides areas of agreement and disagreement between Norfolk Vanguard Limited and Happisburgh Parish Council.

Table 2 Key issues raised in the relevant representation

Norfolk Vanguard Limited Position	Happisburgh Parish Council Position	Final Position
Project wide		
<p>The onshore construction working hours are restricted to 0700 to 1900 Monday to Friday and 0700 to 1300 on Saturdays, with no works on Sundays. This is secured through DCO Requirement 26.</p> <p>There are instances where works may need to take place outside of these periods: where essential continuous activities are required. This could include cable drills and cable pulls at the landfall. Any works required to take place outside of the consented construction hours would require approval from the relevant planning authority in advance.</p> <p>Landfall works will take up to 20 weeks based on the construction working hours described above. This would reduce to 14 weeks if night time working is employed during the drilling works (excluding site mobilisation and demobilisation which would be during daytime construction hours).</p>	<p>Happisburgh Parish Council has concerns regarding night working.</p> <p>Happisburgh PC would like to see working hours limited to DCO requirement 26.</p>	<p>Agreed for normal working hours.</p> <p>Happisburgh Parish Council retain concerns relating to 24 hour working.</p> <p>The Applicant has presented reasoning for potential 24 hour working requirements at the landfall.</p>
<p>An Artificial Light Emissions Management Plan would be approved by the relevant planning authority in advance of each phase of the works. Details of the location, height, design and light levels of all floodlighting to be used during the construction of the project, together with measures to limit obtrusive glare to nearby residential properties, will be set out in the Plan including commitments that site lighting will be positioned and directed to minimise nuisance to footpath users and residents; to minimise distractions to passing drivers on adjoining public highways; and to minimise skyglow, so far as reasonably practicable. With these measures in place potential impacts associated with temporary construction lighting would reduce to negligible.</p> <p>These measures are described within the outline CoCP (DCO document 8.1) and delivery of the final CoCP and associated Artificial Light Emissions Management Plan is secured through DCO Requirement 20.</p> <p>With these measures in place, potential impacts associated with construction noise and lighting during night time works at the landfall will be reduced to negligible. As such, these measures are considered sufficient to manage to the risk of potential construction noise and lighting impacts.</p>	<p>Happisburgh Parish Council has concerns regarding excessive lighting, most notably lighting at night during peak tourism seasons.</p> <p>If DCO requirement 26 is put in place there would not be any need for excessive lighting.</p>	<p>Agreed for normal working hours.</p> <p>Happisburgh Parish Council retain concerns relating to 24 hour working.</p> <p>The Applicant has committed to producing an ALEMP as part of the CoCP to mitigate lighting impacts associated with 24 hour working at the landfall.</p>

Norfolk Vanguard Limited Position	Happisburgh Parish Council Position	Final Position
Marine Geology, Oceanography and Physical Processes		
<p>A coastal erosion study has been undertaken and submitted as part of the application (Environmental Statement (ES) Appendix 4.3 – DCO document 6.2.4.3). The study considered the likely impact of climate change on the coastal erosion in the area. This study informed the landfall site selection and design of the HDD works. In addition, ground investigation boreholes were undertaken at Happisburgh South in 2017. The analysis of this data and public consultation feedback informed the decision to use long HDD at the landfall.</p> <p>The selected landfall site for Norfolk Vanguard export cables at Happisburgh South is considered within the Kelling to Lowestoft Ness Shoreline Management Plan (SMP) published and adopted by North Norfolk District Council (NNDC, 2012). The shoreline policy is ‘Managed Realignment’ at the landfall and as such, forecast erosion rates presented in both the SMP (NNDC, 2012) and in Appendix 4.3 of the Norfolk Vanguard ES have been and will continue to be considered in the design of the landfall.</p> <p>The Coastal Erosion Study takes account of the following, in predicting future erosion rates:</p> <ul style="list-style-type: none"> • Various data and information sources, including local knowledge; • Modelling of the longshore interactions; • Consideration of a range of coastal management scenarios, including a scenario that matches current intentions, both locally and in neighbouring frontages; • The upper end estimate of sea level rise from the Environment Agency’s Guidance (Environment Agency, 2011); and • An increase in wave loading. <p>The Norfolk Vanguard Coastal Erosion Study also takes into account the fact that coastal management in this area of the Norfolk coast has varied strongly over the years; both locally at Happisburgh and in the neighbouring frontage which acts as a control.</p> <p>The HDD works will take place from a location greater than 125m landward of the cliff edge and extend to the -5.5m Lowest Astronomical Tide (LAT) offshore as illustrated in Figure 5.3 of the Environmental Statement (ES). The HDD will be designed to ensure that the cable ducts will be located at sufficient depth to account for the progress of coastal erosion, and will not become exposed during the design life of the project (approximately 30 years). The depths and distances which HDD will be conducted are highly precautionary, accounting for the conservative coastal erosion estimates of both the cliffs and beach level. Document ExA; ISH; 10.D3.1D submitted at deadline 3 (Consideration of EN-1 Climate</p>	<p>Happisburgh Parish Council has concerns regarding the impact of the landfall works on the cliffs and coastal erosion.</p> <p>Happisburgh PC has always maintained that landfall in a village with one of the fastest rates of erosion in the country and adopting a wait and see policy using a proven to be out of date SMP rates of erosion is unbelievable.</p>	<p>Do not agree.</p> <p>Happisburgh Parish Council retain a position of inappropriate site selection as a result of concerns over future coastal erosion in this area.</p> <p>The Applicant has outlined how future coastal erosion can be mitigated through appropriate design and construction methods which have been committed to. The Applicant has also committed to ongoing monitoring through the life of the project.</p>

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<p>Change policy in the application) details how coastal change has been taken into consideration in the design and mitigation at landfall, including location of the landfall at least 125m from the cliff, with the zone extending a further 200m inland for potential to locate it further inland, based on latest coastal erosion projections at the time of construction.</p> <p>Appendix 4.3 of the ES clearly shows the cables will remain buried beyond the predicted erosion levels up to 2105. Due to the proposed burial depth, Norfolk Vanguard Ltd is confident that the cables will remain buried despite potential vertical erosion fluctuations, with burial depths also including a conservative risk mitigation of unexpected accelerated erosion rates. This therefore represents a highly precautionary cable burial as the design life of Norfolk Vanguard is expected to be around 30 years.</p> <p>An assessment of potential impacts upon the cliff and beach is presented within Environmental Statement Chapter 8 Marine Geology, Oceanography and Physical Process – section 8.7.8.6. This concluded that the buried cable ducts will have no impact on coastal erosion during both construction and operation.</p> <p>Norfolk Vanguard Limited has made a commitment to undertake coastal monitoring at Happisburgh. In the event that this indicates that as a result of erosion at landfall, project infrastructure could become exposed during the operation of the project, remedial measures would take place. These measures would be submitted to and agreed with North Norfolk District Council. This commitment is secured in Requirement 17 of the DCO.</p>		
<p>Cable ducts will be installed by Horizontal Directional Drilling (HDD) techniques at the landfall. Norfolk Vanguard Limited has reviewed consultation received and in response to feedback has committed to use a long HDD at landfall. This will avoid any restrictions or closures to Happisburgh beach and retain open access to the beach during construction.</p> <p>This is committed to within section 2.5.2 of the Outline CoCP (document reference 8.1) and secured through Requirement 20 of the DCO.</p>	<p>Happisburgh Parish Council would like to be reassured that no works will occur on the beach and cliffs, and there would be no beach closure.</p> <p>This we could agree with.</p>	<p>Agreed.</p>
Water Quality		
<p>Impacts to water quality as a result of construction works at the landfall are detailed in section 9.7.4.5 of Chapter 9 (Marine Water and Sediment Quality) of the ES.</p> <p>For the avoidance of doubt, the waters adjacent to the landfall zone are not designated bathing waters and the nearest designated bathing waters on which the assessment of bathing water is based, are</p>	<p>Happisburgh Parish Council raised concerns regarding bathing water quality near the landfall.</p>	<p>Agreed.</p> <p>It is appreciated that the bathing waters at the</p>

Norfolk Vanguard Limited Position	Happisburgh Parish Council Position	Final Position
<p>located at least 3km from the landfall. The assessment of impacts to nearby bathing waters concludes the following:</p> <ul style="list-style-type: none"> <i>Designated bathing waters are located at least 3km away from the activity and the WFD water body has a high capacity to accommodate change due to the high capacity for dilution and flushing, resulting in low receptor sensitivity. As a result, the impact significance is deemed to be minor adverse.</i> <p>The errata document (Pre-ExA; Errata; 9.4) corrected the ES assessment noting that the receptor sensitivity of the bathing waters themselves should be. This does not affect the significance of potential impact on these bathing waters (see impact significance matrix in Table 30.9 of Chapter 30 Tourism and Recreation) which is deemed to be minor adverse, as detailed above.</p> <p>Section 9.7.4.5 of Chapter 9 outlines that at the exit of the landfall (at a minimum of -5.5m LAT, approximately 500m offshore from current cliff line) the suspended sediment concentrations will likely increase beyond baseline levels. However, once complete, the high energy nearshore zone is likely to rapidly disperse any suspended sediment over a period of a few hours. Overall therefore, the level of disturbance will be limited in temporal and spatial extent due to the temporary nature of the activity and the dominance of sand sized material in the landfall area, resulting in a magnitude of impact anticipated to be low. For reference, the exit of the landfall is at a minimum of -5.5m LAT which is approximately 550m offshore from the current cliff line.</p>	<p>Landfall area is in the main part of the holiday beach.</p>	<p>landfall are not designated but do form a main part of the holiday beach, however the impacts are low due to the time and scale of disturbance.</p>
Ornithology		
<p>There will be no direct impacts on sand martins in the cliffs at Happisburgh as no works will take place on the cliffs or beach.</p> <p>The potential impacts upon nesting sand martins arising from vibration effects generated during construction activities at the landfall have been considered as part of ES Chapter 23 Onshore Ornithology.</p> <p>None of the activities potentially giving rise to a vibration effect are anticipated within the landfall works area. Vibration effects at the landfall are limited to those associated with the use of a vibratory compacter (at start-up) when establishing the running track. Vibration effects associated with vibratory compaction at start-up may be experienced up to 166m from source. Part of the running</p>	<p>Happisburgh Parish Council have concerns over the impact to sand martin nesting grounds, particularly with respect to vibration impacts, at the landfall.</p>	<p>Agreed.</p> <p>The landfall works will not present any direct or indirect impacts to sand martin nesting grounds.</p>

Norfolk Vanguard Limited Position	Happisburgh Parish Council Position	Final Position
track may extend, in a worst case, up to 175m from the cliff edge (125m minimum distance of landfall search area from cliff edge plus 50m for landfall compound footprint (50m x 60m)). HDD was not considered to be an activity which in itself is likely to give rise to noticeable vibration effects. As such, there is no pathway for vibration effects to impact upon sand martin nests at the landfall.		
Traffic and Transport		
<p>The routes that will be required for construction traffic to access the works are provided within Environmental Statement Chapter 24 Traffic and Transport and Figure 24.5 (DCO documents 6.1 and 6.2). This shows that the Norfolk Vanguard construction traffic will not use the road passing through Happisburgh Village.</p> <p>The principles for mitigation presented within the submitted outline Traffic Management Plan are appropriate to mitigate the predicted impacts for Norfolk Vanguard alone. Specifically:</p> <ul style="list-style-type: none"> Section 1.9.2 – Local Community Liaison <i>“A designated Norfolk Vanguard Limited local community liaison officer will respond to any public concerns, queries or complaints in a professional and diligent manner as set out in a project community and public relations procedure which will be submitted for comment to the Local Authorities”.</i> 	<p>Happisburgh Parish Council has concerns regarding road disruption including heavy works traffic (which should not be allowed through the village).</p> <p>Happisburgh PC can agree if no heavy works traffic pass through Happisburgh village. PC needs direct phone line with project engineer when the Applicant are working in the village.</p>	<p>Agreed.</p> <p>OTMP secures access routes which do not pass through Happisburgh village and the appointment of a local community liaison officer to maintain communications during construction.</p>
<p>There are two roads in Happisburgh that will be crossed by open-cut trenching during the Norfolk Vanguard cable duct installation works – Whimpwell Street, north of Whimpwell Green; and Grub Street in two locations (Grub Street in a North/South orientation and the locally referred to ‘Hill 60’ part of Grub Street in a East/West orientation). The B1159 north of Walcott Green, which is close to Happisburgh, would also be crossed by open-cut trenching. Open cut trenching in any given location is expected to take no more than one week.</p> <p>Where the onshore cable route crosses any roads using open cut trenching methods, traffic management would be employed. Where appropriate, single lane operation of roads would be utilised during installation with, signal controls to allow movements to continue. Where the width of the road does not permit single lane operation, alternative methods such as temporary road closure or diversion could be required. To minimise the impact of closures or diversions, night working could be employed.</p>	<p>Happisburgh Parish Council has concerns regarding traffic management including road closures and temporary traffic lights.</p> <p>Road closures should be for as short a time as possible</p>	<p>Agreed.</p> <p>Further details regarding road closures will be provided closer to construction and will be for as short a time as possible.</p>

Norfolk Vanguard Limited Position	Happisburgh Parish Council Position	Final Position
<p>These approaches are described within ES Chapter 5 Project Description section 5.5.3.3 (DCO document 6.1).</p> <p>The detailed installation method for each crossing utilising traffic management would be agreed with Norfolk County Council as the highways authority, prior to works beginning. An Outline Traffic Management Plan (OTMP) (DCO document 8.8) has been submitted with the DCO application and will form the basis for the final, detailed Traffic Management Plan (TMP), which will be submitted and approved by the local planning authority in consultation with Norfolk County Council as Highways Authority. These are secured through Requirement 21 and 22 of the draft DCO respectively.</p> <p>The production of a detailed TMP post consent will provide sufficient mitigation for potential traffic impacts. This was discussed and agreed (in principle) with Norfolk County Council and Highways England during the Transport Expert Topic Group meeting in July 2017.</p> <p>With these commitments in place there will be sufficient controls to ensure that disruption to the road users will be mitigated.</p>		
<p>A clarification note regarding vehicle requirements during 24 hour working periods was submitted in February 2019 (document reference ExA; AS; 10.D3.7).</p> <p>Should extended working hours (24 hour, seven days a week) be agreed with the relevant planning authority in advance of construction for the landfall works, it is proposed that no HGV deliveries would access the landfall compound outside of the 7am to 7pm period (Monday to Sunday). The average number of daily HGV deliveries associated with the landfall drilling works would be 4 and would all occur between 7am to 7pm. See paragraph 9 of document reference ExA; AS; 10.D3.7.</p> <p>There may be a requirement for a single daily shift change outside of the 7am to 7pm period during the 12 week drilling phase, however this would be a daily average of 10 personnel vehicles (cars/vans) arriving and departing site, and all parking will be within the landfall compound.</p> <p>All works within the landfall compound have been fully assessed for 24 hour, seven days a week operation within the ES. All construction works undertaken outside of the normal construction hours must be agreed with the relevant planning authority in writing in advance, and must be carried out within the agreed time, as secured in Requirement 26(3) of the draft DCO.</p> <p>In the event that 24 hour working was not employed for the drilling phase, all works and all vehicle deliveries at the landfall compound would take place within normal construction hours as secured in</p>	<p>Happisburgh Parish Council have concerns regarding traffic movements during potential 24 hour working.</p> <p>If working hours are 7 till 7 and the Applicant undertakes that NO HGV access the site outside the 7 to 7 this removes our concerns</p>	<p>Agreed.</p> <p>Clarification note outlines HGV movements limited to 7am to 7pm period with or without 24 hour working at landfall.</p>

Norfolk Vanguard Limited Position	Happisburgh Parish Council Position	Final Position
<p>Requirement 26(1) of the draft DCO for a period of 20 weeks (18 weeks drilling phase plus site mobilisation and demobilisation in the week before and week after respectively).</p> <p>In the event that 24 hour working, seven days a week is agreed, the landfall programme would be reduced from 20 weeks to 14 weeks.</p>		
<p>Running tracks would be retained for access until duct installation for that section (notational duct installation sections are illustrated in Figure 24.07a of Chapter 24 of the ES) is complete.</p> <p>The running track will then be removed and the land reinstated. In some locations, isolated sections of the running track could be left in place to support the cable pulling works, or be reinstated at the time of the cable pulling works. It is estimated that a running track would be required for 20% of the total onshore cable route length for the cable pull and jointing works.</p>	<p>Happisburgh Parish Council raised concerns regarding running track requirements and periods of operation.</p> <p>Measure need to be put in place so running track does not become a race track for off roaders</p>	<p>Agreed.</p> <p>The running track will be fully fenced. The local liaison officer will be available to report any incidents with appropriate actions taken as necessary.</p>
<p>The Applicant has committed to not using the beach road car park at Happisburgh. All parking and storage requirements will be located within the landfall temporary compound to support the landfall works. This commitment is captured within section 2.5.2 of the Outline CoCP (document reference 8.1) and secured through Requirement 20 of the DCO.</p>	<p>Happisburgh Parish Council would like reassurance that the beach road car park at Happisburgh would not be used.</p> <p>Happisburgh PC can agree</p>	<p>Agreed.</p> <p>Changes to the description of the car park have been made to allow agreement and give greater clarity.</p>
Noise		
<p>Potential construction noise impacts associated with the landfall works have been assessed and are presented in Chapter 25 Onshore Noise and Vibration. This includes an assessment of potential night time working at section 25.8.5.3 of Chapter 25. The threshold for significant night time noise levels is 45dB at the nearest residential property using the criteria set out in British Standard BS5228 (Code of Practice for Noise and Vibration Control on Construction and Open Sites).</p> <p>There may be brief periods within the 14-20 weeks of the landfall works when noise levels are predicted to reach 50dB at the nearest residential property. Mitigation measures will be introduced at the landfall, including screening and temporary noise barriers, to ensure that noise levels do not exceed the agreed 45dB threshold, i.e. potential noise impacts would reduce to negligible during night time works at the landfall.</p>	<p>Happisburgh Parish Council have concerns regarding noise associated with construction during normal and 24 hour working periods.</p> <p>7 till 7 working hours would remove this problem</p>	<p>Agreed for normal working hours.</p> <p>Happisburgh Parish Council retain concerns relating to 24 hour working.</p> <p>The Applicant has presented mitigation to limit noise to a minimum of</p>

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To ensure that the required mitigation measures are delivered a Construction Noise Management Plan will be produced and submitted to the relevant planning authority for approval prior to works commencing. This will form part of a final Code of Construction Practice (CoCP) that is secured through Requirement 20 of the DCO.		threshold levels through the CoCP.
Tourism and Socio-economics		
<p>The use of a long HDD at landfall has been committed to as embedded mitigation in the project design and as a result of feedback from consultation in order to avoid restrictions or closures to Happisburgh beach and retain open access to the beach during construction. Norfolk Vanguard Limited have also agreed to not use the beach road car park at Happisburgh . These measures have been adopted to minimise impacts to tourist and recreation features at Happisburgh.</p> <p>These commitments are secured through DCO Requirement 20.</p> <p>In addition, Norfolk Vanguard construction traffic will not use the road passing through Happisburgh Village.</p>	<p>Happisburgh Parish Council has concerns regarding disruption to tourism within the village.</p> <p>This could be agreed with the changes</p>	<p>Agreed.</p> <p>Changes to the description of the car park have been made to allow agreement and give greater clarity.</p>
<p>Although not a formal Public Right of Way (PRoW), Green Lane would be treated as such. The lane will be closed for approximately 1 to 2 weeks, whilst the trenches are excavated, and ducts installed at this location. After duct installation, the lane would be reinstated.</p> <p>Temporary crossings of the lane for the running track will be in place for vehicles to serve the landfall works and duct installation in this area.</p>	<p>Happisburgh Parish Council has concerns regarding the impact on Green Lane during construction.</p> <p>Happisburgh PC can agree.</p>	<p>Agreed.</p>
<p>Private agreements (or compensation in line with the compulsory purchase compensation code) will be sought between Norfolk Vanguard Limited and relevant landowners/occupiers regarding any measures required in relation to compensation as a direct consequence of the construction phase of the project.</p> <p>In addition, Norfolk Vanguard Limited is committed to exploring options for delivering a provision for communities, with the aim of recognising hosts and accounting for change, where benefits acknowledge and address tangible local change. The form of the benefit and its purpose will be explored with relevant stakeholders at the appropriate time, separate to the DCO process.</p>	<p>Happisburgh Parish Council would like to ensure that the village receives some form of compensation. There are concerns regarding the possible impact on houses close to the cables (loss of value etc).</p> <p>The Applicant must pay compensation for losses caused by project</p>	<p>Agreed in line with the compensation provisions provided within the DCO.</p> <p>Discussions around other benefits opportunities are to continue, separate to the DCO process.</p>

Norfolk Vanguard Limited Position	Happisburgh Parish Council Position	Final Position
<p>Section 2.4 of the Outline Code of Construction Practice details the provision of a Local Community Liaison Officer:</p> <p>A designated Norfolk Vanguard Limited local community liaison officer will respond to any public concerns, queries or complaints in a professional and diligent manner as set out by a project community and public relations procedure which will be submitted for comment to the Local Authorities.</p> <p>Parish Councils in the relevant area will be contacted (in writing) in advance of the proposed works and ahead of key milestones. This information will include indicative details for timetable of works, a schedule of working hours, the extent of the works, and a contact name, address and telephone number in case of complaint or query. Enquiries will be dealt with in an expedient and courteous manner. Any complaints will be logged, investigated and, where appropriate, rectifying action will be taken.</p> <p>The above will be captured in a communications plan as part of the final CoCP, which is secured through Requirement 20 of the DCO.</p>	<p>Happisburgh Parish Council would like assurance that there will be a contact for any complaints or concerns during construction activities.</p> <p>Direct line to lead engineer for the work in Happisburgh</p>	<p>Agreed.</p> <p>The local liaison officer will be able to provide necessary details.</p>
Decommissioning		
<p>A Decommissioning Plan would be produced prior to construction, and decommissioning would be subject to a separate Environmental Impact Assessment (EIA). The detail of the decommissioning would be agreed with relevant authorities at the time of decommissioning. Due to the activities associated with decommissioning, the Norfolk Vanguard ES states that impacts of decommissioning are likely to be equal to, or less than, those during the construction phase.</p> <p>Section 5.4.19 of Chapter 5 (Project Description) of the ES states the following in relation to offshore and coastal decommissioning:</p> <ul style="list-style-type: none"> <i>The scope of the decommissioning works would be determined by the relevant legislation and guidance at the time of decommissioning and would most likely involve the accessible installed components. Offshore, this is likely to include removal of all of the wind turbine components, part of the foundations (those above seabed level), removal of some or all of the array cables, interconnector cables, and offshore export cables.</i> <p>Section 5.5.2.9 of Chapter 5 states the following in relation to decommissioning of the onshore cables:</p>	<p>Happisburgh Parish Council has concerns regarding decommissioning of the project.</p> <p>A plan to deal with what the Applicant will leave behind onshore must be in place before work starts</p>	<p>Do not agree.</p> <p>Happisburgh Parish Council retains the position that future decommissioning of assets should be considered prior to initial construction including ownership and responsibility.</p> <p>The Applicant has committed to produce a decommissioning plan prior to decommissioning which</p>

Norfolk Vanguard Limited Position	Happisburgh Parish Council Position	Final Position
<ul style="list-style-type: none"> <i>No decision has been made regarding the final decommissioning policy for the onshore cables, as it is recognised that industry best practice, rules and legislation change over time. It is likely the cables would be removed from the ducts and recycled, with the transition pits and ducts capped and sealed then left in situ.</i> <p>It is understood that Happisburgh Parish Council have specific concerns regarding the decommissioning or responsibility of the transition pit and ducts in the landfall area, should they be exposed as a result of future coastal erosion beyond the life of the project. These aspects will be fully considered within the Decommissioning Plan prior to decommissioning, as required by the DCO Requirement 29.</p>		will address all installed apparatus and associated structures.

The undersigned agree to the provisions within this SOCG

Signed	As agreed by email confirmation on the 4 th June 2019.
Printed Name	Glenn Berry
Position	Chairman
On behalf of	Happisburgh Parish Council
Date	29 th May 2019

Signed	R. Sherwood
Printed Name	Rebecca Sherwood
Position	Norfolk Vanguard Consents Manager
On behalf of	Norfolk Vanguard Ltd (the Applicant)
Date	29 th May 2019