

Norfolk Boreas Offshore Wind Farm

Consultation Report

Appendix 25.1 Section 47 responses

Applicant: Norfolk Boreas Limited
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Photo: Ormonde Offshore Wind Farm

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Table of Contents

- 1. Section 47 – Tables of feedback from consultees, and regard had by the Applicant 1**

Table of tables

Table 1.1 Feedback related to community benefits	1
Table 1.2 Feedback related to compensation	1
Table 1.3 Feedback related to construction impacts	2
Table 1.4 Feedback related to consultation and information	7
Table 1.5 Feedback related to coordination of energy projects	16
Table 1.6 Feedback related to decommissioning	17
Table 1.7 Feedback related to ecology	20
Table 1.8 Feedback related to education and employment.....	20
Table 1.9 Feedback related to EMFs.....	24
Table 1.10 Feedback related to fishing.....	24
Table 1.11 Feedback related to general	25
Table 1.12 Feedback related to HVDC	28
Table 1.13 Feedback related to land use and farming	30
Table 1.14 Feedback related to Landfall.....	35
Table 1.15 Feedback related to landscape and visual impact	37
Table 1.16 Feedback related to light pollution	49
Table 1.17 Feedback related to marine environment	51
Table 1.18 Feedback related to noise	52
Table 1.19 Feedback related to planning	55
Table 1.20 Feedback related to security.....	55
Table 1.21 Feedback related to security of supply	57
Table 1.22 Feedback related to siting and routeing	58
Table 1.23 Feedback related to socio-economics	65
Table 1.24 Feedback related to traffic and transport.....	74

Glossary of Acronyms

CoCP	Code of Construction Practice
DCO	Development Consent Order
EIA	Environmental Impact Assessment
EMF	Electromagnetic Fields
HDD	Horizontal Directional Drilling
HRA	Habitat Regulations Assessment
HVDC	High Voltage Direct Current
LCA	Landscape Character Assessment
NV	Norfolk Vanguard
OTMP	Outline Traffic Management Plan
OWF	Offshore Wind Farm
PEIR	Preliminary Environmental Information report
SAC	Special Area of Conservation

Glossary of Terminology

Cable pulling	Installation of cables within pre-installed ducts from jointing pits located along the onshore cable route.
Ducts	A duct is a length of underground piping, which is used to house electrical and communications cables.
Interconnector cables	Offshore cables which link offshore electrical platforms within the Norfolk Boreas site.
Jointing pit	Underground structures constructed at regular intervals along the onshore cable route to join sections of cable and facilitate installation of the cables into the buried ducts.
Landfall	Where the offshore cables come ashore at Happisburgh South.
Mobilisation area	Areas approx. 100 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 substation extension	The permanent footprint of the National Grid substation extension.
Necton National Grid substation	The grid connection location for Norfolk Boreas and Norfolk Vanguard.
Norfolk Boreas site	The Norfolk Boreas wind farm boundary. Located offshore, this will contain all the wind farm array.
Norfolk Vanguard	Norfolk Vanguard offshore wind farm, sister project of Norfolk Boreas.
Onshore cable route	The up to 35m working width within a 45m wide corridor which will contain the buried export cables as well as the temporary running track, topsoil storage and excavated material during construction.
Onshore infrastructure	The combined name for all onshore infrastructure associated with the project from landfall to grid connection.

Onshore project area	The area of the onshore infrastructure (landfall, onshore cable route, accesses, trenchless crossing zones and mobilisation areas; onshore project substation and extension to the Necton National Grid substation and overhead line modifications).
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.
Overhead Line	An existing 400kV power line suspended by towers.
Running track	The track along the onshore cable route which the construction traffic would use to access workfronts.
The Applicant	Norfolk Boreas Limited
The project	Norfolk Boreas Wind Farm including the onshore and offshore infrastructure.
Workfront	A length of onshore cable route within which duct installation works will occur, approximately 150m.

1 SECTION 47 – TABLES OF FEEDBACK FROM CONSULTEES, AND REGARD HAD BY THE APPLICANT

Table 1.1 Feedback related to community benefits

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Community benefits	ON0015, ON0018	Request from community organisations requesting practical assistance in adopting energy efficient / renewable energy technologies in order to manage their costs and reduce environmental impacts.	The Project is still in the development phase and has not yet been consented so sponsorship is limited at this time. The Applicant is supporting a small number of focussed community opportunities where they specifically link to Vattenfall's broader purpose.

Table 1.2 Feedback related to compensation

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Compensation	ON0004	Homeowners in Cawston should be compensated for damage caused by construction traffic.	The Applicant is committed to reducing or mitigating any negative impacts or affects of the Project as far as possible. Where the impact assessment identifies that an aspect of the development is likely to give rise to significant impacts, mitigation measures have been proposed and discussed with the relevant authorities to avoid impacts or reduce them to acceptable levels and, if possible, to enhance the environment. The mitigation measures (described in sections 31.7.1 and 31.7.2) will avoid or reduce adverse impacts from the Project significantly, as summarised in Table 31.54.

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Compensation	F0006	Compensation should be considered for damage and disruption.	The Applicant is committed to reducing or mitigating any negative impacts or affects of the Project as far as possible. Where the impact assessment identifies that an aspect of the development is likely to give rise to significant impacts, mitigation measures have been proposed and discussed with the relevant authorities to avoid impacts or reduce them to acceptable levels and, if possible, to enhance the environment. The mitigation measures (described in sections 31.7.1 and 31.7.2) will avoid or reduce adverse impacts from the Project significantly, as summarised in Table 31.54.

Table 1.3 Feedback related to construction impacts

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Construction impacts	ON0012	Concerns about impact on local communities and affects on the peaceful landscape.	The Applicant is committed to reducing or mitigating the affects of the Project on the environment as far as possible. Where the impact assessment identifies that an aspect of the development is likely to give rise to significant environmental impacts, mitigation measures have been proposed and discussed with the relevant authorities to avoid impacts or reduce them to acceptable levels and , if possible, to enhance the environment. Further information about the potential visual impacts, and associated mitigation, can be found in the Landscape and Visual Impact Assessment Chapter, Chapter 29 of the ES.

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Construction impacts	E0009	Intrusion into the countryside should be kept to an absolute minimum and the developers should continue to liaise with local people to utilise their knowledge and experience so that homes, the quality of life of individuals, businesses and wildlife do not suffer unnecessarily.	Noted.
Construction impacts	E0010	Concerns about working times and the realistic expectation for working out of hours/24 hours.	An outline Code of Construction Practice, which references working hours, is included as part of the DCO submission (DCO document 8.1). This states that Onshore construction activities would normally be conducted during working hours of 7am to 7pm Monday to Friday and 7am to 1pm Saturdays. Evening or Saturday pm / Sunday working may be required to maintain programme progress and for specific time critical activities such as transformer oil filling and processing, concrete pouring or trenchless drilling; however, these would be kept to a minimum and would be subject advance notification and approval by the relevant local planning authority.

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Construction impacts	E0010	Seeks confirmation that Vattenfall project will take 6 - 8 months to complete the section of work directly affecting Cawston village. Orsted is planning a different approach, from a central compound at Oulton, which could take eight years to complete.	An outline Code of Construction Practice (CoCP), is included as part of the DCO submission (DCO document 8.1). A number of environmental plans and strategies for construction management relevant to the project will be prepared and implemented; these are detailed in Table 2.1 of the CoCP. The provisions of the CoCP will be incorporated into the contracts for the construction of the project and will be required to be adhered to as a requirement of the DCO. A proactive public relations campaign will then also be maintained, keeping local residents informed of the type and timing of works involved.
Construction impacts	F0013	Preference for the cables for Boreas to be laid at the same time as the cables for Vanguard as it would prevent digging up the trench twice, and reduce upheaval to the public.	Noted. If both Norfolk Vanguard and Norfolk Boreas are consented, ducting for both projects will take place during the same process of construction. Further information about the interrelationship between both projects can be found in Chapter 5 of the ES.
Construction impacts	F0013	Support for drilling techniques to avoid disruption to the countryside.	Noted.
Construction impacts	F0013	Care should be taken when drilling under the NWD Canal near North Walsham.	Noted.

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Construction impacts	F0021	Information should be provided on what is meant by 'similar technology' to HDD. The HDD method has been described many times in the information materials but there is no explanation of what the similar methodology might be.	There are a number of trenchless drilling techniques including HDD, pipe jacking and guided boring. Each has its own merits and will be suited to different environments and constraints. Further detailed assessments will be carried out before the start of construction which may suggest one technique is more appropriate than another.
Construction impacts	F0021	Any advice given on the number of persons allowed in area of working to save the destruction of the environment (farmland etc) should be adhered to.	Noted.
Construction impacts	F0022	The construction work for both Vanguard and Boreas should be carried out together to save on time, costs, traffic, noise, etc	Noted. There was an early commitment to carrying out onshore construction work and laying ducts for both Norfolk Vanguard and Norfolk Boreas projects at the same time. This means that all major trenching and reinstatement construction works will be completed in any single locality in a shorter timeframe, while reducing environmental impacts, and saving cost. Further information about the interrelationship between both projects can be found in Chapter 5 of the ES.
Construction impacts	F0025	There should be more shared construction work to avoid two phases of construction	Noted. There was an early commitment to carrying out onshore construction work and laying ducts for both Norfolk Vanguard and Norfolk Boreas projects at the same time. This means that all major trenching and reinstatement construction works will be completed in any single locality in a shorter timeframe, while reducing environmental impacts, and saving cost. Further information about the interrelationship between both projects can be found in Chapter 5 of the ES.

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Construction impacts	F0022	Objection to weekend working during construction.	An outline Code of Construction Practice, which references working hours, is included as part of the DCO submission (DCO document 8.1). This states that Onshore construction activities would normally be conducted during working hours of 7am to 7pm Monday to Friday and 7am to 1pm Saturdays. Evening or Saturday pm / Sunday working may be required to maintain programme progress and for specific time critical activities such as transformer oil filling and processing, concrete pouring or trenchless drilling; however, these would be kept to a minimum and would be subject advance notification and approval by the relevant local planning authority.

Table 1.4 Feedback related to consultation and information

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Consultation and information	E0009	Vattenfall should continue to communicate with those who have expressed an interest in this project directly to inform them of major milestones and any aspect that will affect nearby communities – such as road closures and improvements. Once construction starts, local people should have an effective means of contacting the developer or project team especially in emergencies where for example there is evidence of harm to wildlife, flooding or other unexpected events.	The Applicant will ensure effective and open communication with local residents and businesses that may be affected by the construction works and communications will be co-ordinated on site by a designated member of the construction management team. Meanwhile proactive public relations campaign will be maintained, keeping local residents informed of the type and timing of works involved. A combination of communication mechanisms such as information boards, posters and parish meetings will be employed to keep local residents informed. A designated Norfolk Boreas Limited local community liaison officer will also 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. Further information about ongoing communication during construction can be found in the Code of Construction Practice (CoCP), included as part of the DCO submission (DCO document 8.1).

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Consultation and information	E0010	Seeks confirmation that the first points of contact would be through the Parish Council and District Councillor.	<p>The Applicant has established mechanisms for keeping the community and local stakeholders updated on both the Norfolk Breas and Norfolk Vanguard projects. We will continue to utilise the channels by providing updates on significant project milestones and progress. Newsletters and regular website updates will keep interested parties informed, and the regular lines of communication (info@norfolkboreas.co.uk and 0800 019 3517) will remain as points of contact with the Project. Further information about ongoing communication during construction can be found in the Code of Construction Practice (CoCP), included as part of the DCO submission (DCO document 8.1).</p>

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Consultation and information	ON0004	The information is confusing, unable to understand the hundreds of pages which hide and confuse the key issues.	Feedback regarding complexity and scale of documents relating to the project has been noted. Throughout the pre-application consultation processes efforts have been taken to provide a wide range of documents, of differing lengths and styles to suit different audiences. These have included technical documents such as the PEIR but also shorter and less technical documents, which focus on key information, including: the Norfolk Boreas website (https://corporate.vattenfall.co.uk/projects/wind-energy-projects/vattenfall-in-norfolk/norfolkboreas); the non-technical summary of the PEIR; a Consultation Summary Document; a series of Exhibition Information Boards; Onshore Project Area Maps; and five Project News Letters. Information about the range of communications materials produced by the Applicant can be found in section 22.4 of the Consultation Report (DCO Document 5.1).
Consultation and information	E0011	The Consultation Summary Document is jolly good.	Noted.
Consultation and information	E0011	When assessing comments on the Boreas proposal, Vattenfall should automatically pick up and have regard to comments already made on the Vanguard project by interested parties.	As Norfolk Boreas and Norfolk Vanguard are separate offshore wind farm projects, they have been subject to separate EIAs. While discrete, the Project and NVL have developed their EIA in a tandem, coordinated manner. The results of the early engagement and consultation undertaken by the Project and NVL since October 2016 has influenced thinking on Norfolk Boreas and informed the Project design significantly. Information about this approach to consultation can be found in the Consultation Report (DCO Document 5.1).

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Consultation and information	E0041	Further information concerning screening, operation noise, construction noise and air pollution, and also pollution from lighting would be appreciated.	Further information on these topics is available in Chapters 25, 26 and 29 of the ES, along with the Code of Construction Practice (DCO Document 8.1).
Consultation and information	ON0002	The maps were so small I could not work out exactly how close to my property the cables would be.	Feedback regarding the scale of maps has been noted. Efforts were made to make information about the Project available in a number of different accessible formats. This included producing interactive maps of the project which were made available via the Project website (https://corporate.vattenfall.co.uk/projects/wind-energy-projects/vattenfall-in-norfolk/norfolkboresas). Large scale maps were also available during consultation at Public Exhibitions held during formal consultation in November 2018. Further information about the information made available during consultation can be found in the Consultation Report (DCO Document 5.1).
Consultation and information	ON0005	The visualisations do not reflect how large the buildings are.	Visualisation and modelling software was carefully selected and utilised to reflect accurately the size and location of the onshore project infrastructure. Accurate photomontages were then produced and made available in a range of consultation materials produced to support Formal Consultation, including the Consultation Summary Document. A copy of the Consultation Summary Document can be found in Appendix 22.13 of the Consultation Report (DCO Document 5.1).

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Consultation and information	ON0005	It is absurd to go through the consultation again after having spent many hours dealing with the Norfolk Vanguard wind farm consultation. Consultees should be paid for their time responding to the consultation as the project will benefit the Swedish shareholders of the Company, not them. Many of the arguments put forward in objection to Norfolk Vanguard still stand.	Norfolk Boreas and Norfolk Vanguard are two separate projects and require individual development consent orders from the Secretary of State before either of them can proceed. It is a statutory requirement that both are subject to public consultation. The Applicant has tried to minimise duplication of effort for all stakeholders as far as possible, but consultation feedback helps to improve the quality of final proposals and informs important project decisions. As the projects have evolved, so too has the understanding of all interested parties and recent feedback has provided very valuable insights, especially in relation to methodological approaches to pre-construction, construction, and mitigation measures. Vattenfall remains extremely grateful to those who have engaged with both the Norfolk projects. Information about the approach taken to consultation can be found in the Consultation Report (DCO Document 5.1).

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Consultation and information	ON0006	Hard copies of information would have been easier, for those who wanted them, in the most immediate areas affected.	Paper copies of a range of consultation materials, including the Consultation Summary Document, were made available at the Public Exhibitions held as part of Formal Consultation for Norfolk Boreas, as well as at ten deposit locations across Norfolk. USB storage devices containing documents including the full PIER and the non-technical summary of the PIER were also made widely available. Information about the materials made available during consultation can be found in the Consultation Report (DCO Document 5.1), with information about information deposit points summarised in Table 23.2.
Consultation and information	ON0007	Not enough information about the environmental impact of the turbines on wildlife at sea. The maps are very detailed, which is great. Some of the speech bubbles with notes on the maps are confusing.	Thank you for your comment, this will be taken in consideration when developing information for future stages of the Project. Additional information about potential impacts on the marine environment, and associated mitigation, can be found in Chapters 9 - 14 of the ES.
Consultation and information	ON0012	My concerns were not answered through the exhibition.	Members of the Project team were available at every public event to discuss concerns and endeavoured to respond to all issues raised. Issues raised throughout the informal and formal consultation processes have significantly informed the development and the design of the proposals being brought forward by the Applicant. Information about the way consultation has informed the Project is summarised in Chapter 25 of the Consultation Report (DCO document 5.1).
Consultation and information	ON0015	Information provided was very concise and provided sufficient information about major aspects of project. Any queries were answered at the public events.	Thank you for your comment.

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Consultation and information	F0017	Concern that the consultation should be more than just a public relations exercise, and people's real concerns should be taken seriously.	Vattenfall is committed to appropriate and meaningful consultation and to making sure communities have the chance to get involved, be informed and help to shape project developments. Consultation feedback helps to improve the quality of final proposals and informs important project decisions. As the projects have evolved, so too has the understanding of all interested parties and recent feedback has provided very valuable insights, especially in relation to methodological approaches to pre-construction, construction, and mitigation measures. Vattenfall remains extremely grateful to those who have engaged with both the Norfolk projects. Information about how feedback has informed and influenced key decisions in the Project can be found in Chapter 25 of the Consultation Report (DCO Document 5.1)
Consultation and information	F0018	The information provided in the PEIR and other documents was confusing.	Feedback regarding documents relating to the project has been noted. Throughout the pre-application consultation processes efforts have been taken to provide a wide range of documents, of differing lengths and styles to suit different audiences. These have included technical documents such as the PEIR but also shorter and less technical documents, which focus on key information, including: the Norfolk Boreas website (https://corporate.vattenfall.co.uk/projects/wind-energy-projects/vattenfall-in-norfolk/norfolkboreas); the non-technical summary of the PEIR; a Consultation Summary Document; a series of Exhibition Information Boards; Onshore Project Area Maps; and five Project Newsletters. Information about the range of communications materials produced by the Applicant

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
			can be found in Chapter 23.4 of the Consultation Report (DCO Document 5.1).
Consultation and information	F0021	Suggestions that more information should be published about borehole findings and that it would be good to create a video/drone footage of the construction progress for the public to watch.	Noted.
Consultation and information	F0007	Support for the consultation approach and the level of information provided.	Noted.
Consultation and information		Local issues should be taken into account in the development of the project	Vattenfall is committed to appropriate and meaningful consultation and to making sure communities have the chance to get involved, be informed and help to shape project developments. Consultation feedback helps to improve the quality of final proposals and informs important project decisions. As the projects have evolved, so too has the understanding of all interested parties and recent feedback has provided very valuable insights, especially in relation to methodological approaches to pre-construction, construction, and mitigation measures. Vattenfall remains extremely grateful to those who have engaged with both the Norfolk projects. Information about how feedback has informed and influenced key decisions in the Project can be found in Chapter 25 of the Consultation Report (DCO Document 5.1)
Consultation and information	F0012	Complimentary of information provided and consultation approach.	Noted.
Consultation and information	F0024	Information provided is too vague and does not give precise information on specific locations, particularly with reference to mitigation planting.	Thank you for your comment, information on specific locations for mitigation planting can be found in Chapter 29 of the ES.

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Consultation and information		The consultation questionnaire had loaded questions.	Consultation questions were posed in order to encourage feedback on all aspects of project development. Open questions are always included on feedback forms produced by the Applicant, and any form of written feedback returned as part of statutory consultation, and during informal consultation have been given due regard by the Applicant. Further information about the approach taken to consultation and how feedback has informed and influenced key decisions in the Project can be found in Chapter 25 of the Consultation Report (DCO Document 5.1)
Consultation and information	ON0018	Consultation document is very concise and outlines plans, impacts and benefits very well. Queries were answered at the public events.	Thank you for your comment. Noted.

Table 1.5 Feedback related to coordination of energy projects

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Coordination of energy projects	ON0012	Concerns about the piecemeal way that the offshore wind industry is going to affect Norfolk. The offshore wind companies and the National Grid/UK Power Networks should work together to make use of the existing network rather than slicing through huge swathes off peaceful countryside in an area that relies heavily on tourism.	Early fundamental decisions in the development of the Project were made at a nationally strategic level, including site selection for the windfarm zones, based on strong wind resource, suitability of seabed and a range of environmental considerations. Potential landfall locations were defined by existing constraints and opportunities, and work to define the connection into the national transmission system was done jointly by both National Grid and the Applicant. As the design of the Project has progressed, the Applicant has been liaising with other wind farm developers in the area about the potential cumulative impacts to ensure, collaboratively, that cumulative impacts are limited to acceptable levels. Further information about the siting of project infrastructure is included within Chapter 4 of the ES, while consideration of potential impacts upon tourism are included in Chapter 30 of the ES.

Table 1.6 Feedback related to decommissioning

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Decommissioning	ON0006	<p>Regrets that wind projects are relatively short-lived (they have to be decommissioned) and do think they have negative impacts on the local marine environment.</p>	<p>Offshore wind, as a source of renewable energy, offers the UK a wide range of benefits from an economic growth, energy security and decarbonisation perspective. Norfolk Boreas has the potential to make a significant contribution to renewable energy supply and consequently help provide these benefits to the UK and locally. The strategic development of Norfolk Vanguard (the sister project to Norfolk Boreas) by Vattenfall Wind Power Limited as well as Norfolk Boreas (see Chapter 5 of the ES Project Description) would further increase this contribution to UK energy supply and help fulfil future increasing demand for renewable energy. The Applicant has undertaken extensive analysis of potential impacts upon the marine environment while undertaking its Environmental Impact Assessment, details of the impacts and associated mitigation are set out in chapters 9 - 14 of the ES. Decommissioning will be subject to a separate licensing process, taking account of the latest scientific understanding and available guidance at that time.</p>

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Decommissioning	F0004	Materials used for turbines should 100% recyclable to avoid landfill.	<p>Vattenfall is committed to sustainable use of resources. We want to reduce our environmental footprint and contribute to the transition to a circular economy. When it comes to resource management, this means we consider life cycle aspects, optimise the use of resources in all operations, and substitute or avoid the use of hazardous chemicals. Improving resource efficiency generates positive environmental effects such as reducing emissions and waste while also leading to lower costs, thereby improving Vattenfall's competitiveness. Life cycle assessments (LCAs) examine the environmental aspects of the whole life cycle of a product or service, from sourcing of raw materials to end-of-life aspects. Vattenfall has been using LCAs as a tool for evaluating and mapping the environmental impact of the electricity generation activities since the early 1990s. Moving towards ever more sustainable production is one of our priorities. For more information see https://group.vattenfall.com/who-we-are/sustainability/environmental-responsibility/sustainable-resource-use.</p>

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Decommissioning	F0021	<p>Concerns about where power will come from when the plant is decommissioned in 20 - 25 years' time and whether more windfarms will be build or if the infrastructure for this one will be used again, removed or left in situ in the marine environment.</p>	<p>One of the key drivers of the policies and government initiatives which support the development of renewable energy in the UK, Europe and further afield, is the recognition of the need to transition to low carbon economies. The generation of utility-scale quantities of electricity from renewable energy sources can have a direct and measurable effect on climate change and in meeting the UK's climate change and emissions reduction targets. Norfolk Boreas would be one of the biggest offshore wind projects in the world and make a large contribution to the achievement of the national renewable energy targets and to the UK's contribution to global efforts to reduce the effects of climate change. Norfolk Boreas and Norfolk Vanguard together have the potential, at today's level of UK carbon emissions from the power sector, to prevent more than 4,000,000 tons CO2 from entering the atmosphere. It is not yet possible to predict what the priorities of the government or other authorities will be in 20-25 years, but the Project has the potential to make a major contribution to both energy security and decarbonisation. Decommissioning will be subject to a separate licensing process, taking account of the latest scientific understanding and available guidance at that time. Further information about the need for the Project is available in Chapter 2 of the ES, Need for the Project.</p>

Table 1.7 Feedback related to ecology

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Ecology	ON0010	Concern about the nesting birds at the landfall site in Happisburgh.	There are a number of pieces of legislation applicable to onshore ornithology, which the Applicant referenced when conducting extensive ornithological surveys at the Project landfall site and elsewhere. These include the Habitats Directive, Birds Directive, Wildlife and Countryside Act 1981, Conservation of Habitats and Species Act 2017. Site selection processes have also been undertaken carefully so as to avoid sensitive habitats and environments, including Ancient Woodlands and SSSI's. This combined with appropriate mitigation activity, means the Project is predicted to have no greater than minor adverse impacts in relation to onshore ornithology. Information regarding nesting bird surveys and onshore ornithology can be found in Chapter 23 of the ES.

Table 1.8 Feedback related to education and employment

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Education and employment	L0001	Interested in different projects and development and planning in the UK and abroad. General interest and support for education day.	Noted. For more information about Vattenfall's activity in communicating the benefits of the project and opportunities for people to become involved, please see Chapter 29 of the Consultation Report (DCO document 5.1) or visit https://corporate.vattenfall.co.uk/projects/wind-energy-projects/vattenfall-in-norfolk/ .

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Education and employment	ON0001	Support for project as it creates jobs and hopes that the project will benefit Great Yarmouth in some way and make use of North Denes airfield as a support hub for Helicopter operations which are proving popular in Offshore Wind projects around other parts of the UK. .	The Applicant has reserved space at Great Yarmouth Harbour to site an operations base for Norfolk Boreas and Norfolk Vanguard. The recommendation for the airfield is noted and will be given due consideration.
Education and employment		The project should push for local employment and engage in apprenticeships through the local colleges	The Applicant has undertaken a number of pilot studies in collaboration with local schools, colleges and the University of East Anglia (UEA) aimed at providing young people with experience of working with a renewable energy company and exposing them to the different lines of work in the industry. The Applicant's Local Liaison Officer also continues to engage communities along the cable route and where appropriate, seeks opportunities for young people to gain experience and understanding of how the offshore wind industry works. The work undertaken to date will inform the skills strategy, and supply chain strategy, which will be developed with the aim of ensuring that Norfolk and the New Anglia Local Enterprise Partnership are poised and prepared to maximise the opportunities the Norfolk Boreas (and Norfolk Vanguard) projects present. For more information about Vattenfall's activity in communicating the benefits of the project and opportunities for people to become involved, please see Chapter 29 of the Consultation Report (DCO document 5.1) or visit https://corporate.vattenfall.co.uk/projects/wind-energy-projects/vattenfall-in-norfolk/ .

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Education and employment	F0013	Further information needed on Vattenfall's educational offering.	<p>The Applicant has undertaken a number of pilot studies in collaboration with local schools, colleges and the University of East Anglia (UEA) aimed at providing young people with experience of working with a renewable energy company and exposing them to the different lines of work in the industry. The Applicant's Local Liaison Officer also continues to engage communities along the cable route and where appropriate, seeks opportunities for young people to gain experience and understanding of how the offshore wind industry works. The work undertaken to date will inform the skills strategy, and supply chain strategy, which are developed with the aim of ensuring that Norfolk and the New Anglia Local Enterprise Partnership are poised and prepared to maximise the opportunities the Norfolk Boreas (and Norfolk Vanguard) projects present. For more information about Vattenfall's activity in communicating the benefits of the project and opportunities for people to become involved, please see Chapter 29 of the Consultation Report (DCO document 5.1) or visit https://corporate.vattenfall.co.uk/projects/wind-energy-projects/vattenfall-in-norfolk/.</p>
Education and employment	F0021	Support for Vattenfall's education programme.	Noted.

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Education and employment	ON0015	Local scout group would like to explore partnership opportunities with Vattenfall's outreach programme in respect to STEM and the environment. Feels it would be positive for Vattenfall to engage with the children about the project and wider green technologies as it may inspire them to consider green technologies for future careers.	The Applicant has undertaken a number of pilot studies in collaboration with local schools, colleges and the University of East Anglia (UEA) aimed at providing young people with experience of working with a renewable energy company and exposing them to the different lines of work in the industry. The Applicant's Local Liaison Officer also continues to engage communities along the cable route and where appropriate, seeks opportunities for young people to gain experience and understanding of how the offshore wind industry works. The work undertaken to date will inform the skills strategy, and supply chain strategy, which are developed with the aim of ensuring that Norfolk and the New Anglia Local Enterprise Partnership are poised and prepared to maximise the opportunities the Norfolk Boreas (and Norfolk Vanguard) projects present. For more information about Vattenfall's activity in communicating the benefits of the project and opportunities for people to become involved, please see Chapter 29 of the Consultation Report (DCO document 5.1) or visit https://corporate.vattenfall.co.uk/projects/wind-energy-projects/vattenfall-in-norfolk/ .

Table 1.9 Feedback related to EMFs

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
EMFs	E0052	Concern about magnetic fields and that the government guidelines may change as more information on the effects becomes available. Concern that properties are close to the route and whether the children in these properties will be monitored over a period of years.	The analysis of potential EMF effects, undertaken by National Grid for Vattenfall and Orsted, is presented in two documents that are available on the Vattenfall website. These documents are: Vattenfall EMF-information sheet 4, Vattenfall-Orsted EMF information sheet 5. Potential impacts associated with EMF are considered in Chapter 27 Human Health.

Table 1.10 Feedback related to fishing

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Fishing	L0002	Objection to both proposed windfarms (Norfolk Vanguard and Norfolk Boreas) as their construction and landfall in the Happisburgh area would have a major impact on traditional inshore fishing activities for many months.	This objection has been noted. The potential impact on traditional fishing grounds has been considered for assessment within chapter 14 off the ES, this includes possible impacts and mitigations for the local fleet. In development of the proposals for Norfolk Boreas the project team has consulted with representatives of the fishing industry to identify any concerns they may have and to develop appropriate mitigations. This open engagement will continue following submission. For more information

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
			please see section 14.7 and section 14.8 of the ES.

Table 1.11 Feedback related to general

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
General	E0015	General support for the development of the project.	Noted.
General	E0041	General opposition to developing more wind generation in the UK as it is not reliable and there is enough already.	Noted. Offshore wind, as a source of renewable energy, offers the UK a wide range of benefits from an economic growth, energy security and decarbonisation perspective. Norfolk Boreas has the potential to make a significant contribution to renewable energy supply and consequently help provide these benefits to the UK and globally. The strategic development of Norfolk Vanguard (the sister project to Norfolk Boreas) by Vattenfall Wind Power Limited (VWPL) as well as Norfolk Boreas (see Chapter 5 Project Description) would further increase this contribution to UK energy supply and help fulfil future increasing demand for renewable energy. For further information on the need for new offshore wind generation see Chapter 2 of the ES.

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
General	ON0001	General support for off-shore wind farms and renewable energy. Nothing lasts forever and fossil fuels will one day run out and development in the North Sea will replace some gas production.	Noted. For further information on the need for new offshore wind generation see Chapter 2 of the ES.
General	ON0002	General support for offshore wind farms and renewable energy. In favour of any means of generating electricity that does not use fossil fuels.	Noted. For further information on the need for new offshore wind generation see Chapter 2 of the ES.
General	ON0002	Satisfied that all issues have been considered and steps taken to minimise negative impacts. Sympathy with residents of Necton as this will have an impact on their homes and lives.	Noted. During the site selection process for all major infrastructure associated with the Project, every effort has been taken to minimise and mitigate negative impacts upon communities. This includes giving extremely careful consideration to the location of the project substation and National Grid extension, so as to limit impacts upon Necton. Further information about the siting process can be found in Chapter 4 of the ES. Additional information about site selection for the Onshore Project Substation and the impact of residential buffers can be found in section 28.2.11 of the Consultation Report (DCO document 5.1).
General	ON0006	Supportive of greener, alternative forms of energy and as it plays an important role in reducing the UK's reliance on non-renewable and unsustainable forms of energy. It's ironic that, in a village where people are up in arms at the speed of coastal erosion and the council's inability to better protect the community from rising sea levels, residents are also, simultaneously, against the idea of an off-shore wind farm providing more environmentally friendly forms of energy.	Noted. For further information on the need for new offshore wind generation see Chapter 2 of the ES.
General	ON0015	Supportive of offshore wind as feels wind provides a key contribution to UKs green power generation	Noted. For further information on the need for new offshore wind generation see Chapter 2 of the ES.

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
		reducing carbon emissions whilst also minimising visual impact on land.	
General	ON0016	General support for the development of renewable energy and the need for an increase in such energy to replace the use of fossil fuels. Fossil fuels need to be reserved for purposes where there is no other alternative available.	Noted. For further information on the need for new offshore wind generation see Chapter 2 of the ES.
General	ON0019	Very positive support for the development of onshore and offshore windfarms in the UK and as they provide a long-term benefit for the planet.	Noted. For further information on the need for new offshore wind generation see Chapter 2 of the ES.
General	F0008	General support for off-shore wind farms and renewable energy. The project provides the most return from the investment which has the least environmental impact on land.	Noted. For further information on the need for new offshore wind generation see Chapter 2 of the ES.
General	F0009	Very supportive of offshore windfarms and renewable energy - but not at the expense of destroying home environment; projects need to be planned and need to take into account affected local residents.	The Applicant is committed to reducing or mitigating the affects of the Project on people and the environment as far as possible. Where the impact assessment identifies that an aspect of the development is likely to give rise to impacts, mitigation measures have been proposed and discussed with the relevant authorities to avoid impacts or reduce them to acceptable levels and, if possible, to enhance the environment. As described in Chapter 4 of the ES Site Selection, all aspects of the project infrastructure have been carefully sited in order to minimise potential impacts. Additional information about site selection for the Onshore Project Substation and the impact of residential buffers can be found in section 28.2.11 of the Consultation Report (DCO document 5.1).

Table 1.12 Feedback related to HVDC

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
HVDC	E0009	In favour of HVDC transmission system for both Norfolk Vanguard and Norfolk Boreas. The design for both these projects is acceptable, provided there is absolutely no deviation from this commitment.	Noted. A strategic decision was taken, following consultation with a range of stakeholders, that both Norfolk Boreas and Norfolk Vanguard projects should commit to the use of HVDC technology. This is reflected in the project description within Chapter 5 of the ES. As a DCO is granted this would commit the Applicant to develop this project, including the construction and operation of HVDC technology.
HVDC	E0019	HVDC is the only option for minimal impact on the countryside.	Noted.
HVDC	E0032	Support for HVDC as the only option.	Noted.
HVDC	ON0016	Support for the use of HVDC as it would have the least impact on the environment and remove the need for the relay station. Support for reducing the number of cables to be installed from 18 to 4, as it will reduce the construction phase impact dramatically.	Noted.

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
HVDC	F0015	Vattenfall must honour the commitment to DC technology as this mitigates many issues in part.	Noted. A strategic decision was taken, following consultation with a range of stakeholders, that both Norfolk Boreas and Norfolk Vanguard projects should commit to the use of HVDC technology. This is reflected in the project description within Chapter 5 of the ES. As a DCO is granted this would commit the Applicant to develop this project, including the construction and operation of HVDC technology.
HVDC	F0016	Support for HVDC as the lesser of two evils.	Noted.

Table 1.13 Feedback related to land use and farming

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Land use and farming	ON0005	Objection to the principle of Vattenfall being able to use compulsory purchase powers.	Wherever possible the Applicant has sought and will continue to seek to reach voluntary agreements with landowners. Since early 2018 discussions have been ongoing between the land agents working group (a group of all land agents representing the majority of the affected land interests across the project boundary) and the Applicant's UK Land Manager. As of the 12th April 2019, a total of 77 Landowners had signed HoTs with the Applicant, representing approximately 77% of all the landowners included within the Project limits. The Applicant continues to engage with those parties outstanding and seek to mitigate any further concerns raised. Further information about commercial discussions between the Applicant and Landowners can be found in section 28.2.7 in the Consultation Report (DCO document 5.1)
Land use/farming	ON0005	Disagrees with Vattenfall's claims that landowners will be able to be back farming their land within 12-18 months. If large trenches are dug in clay soil, it will take at least 2-4 years to settle enough for remedial drainage to be carried out, and a further 1-2 years for basic recovery of the land. Following that period, there would be crop loss evident for up at least 10 years.	The Applicant has been in discussion with farmers along the route and with the NFU to understand impact on each landowner and potential impact of the Project on crops. Potential impacts on crops along the onshore cable route during operation are assessed in section 21.4.5.2.1 of the ES. Handling and protection of soils and drainage systems will be managed through the Soil Management Plan, which will be included within the Code of Construction Practice (CoCP). An outline CoCP (DCO document 8.1) has been submitted as part of the DCO application.

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Land use/farming	ON0005	Landowners should be told which company is being considered for the cable route construction contract as landowners experiences on a similar project have reported that the trenching and reinstatement was chaotic and very badly planned and executed.	Noted. The Project is in the pre-application phase and has not started its formal procurement process. Early supply chain engagement, see chapter 29.3 of the Consultation Report, is already highlighting the robust Health and Safety and Environmental and Sustainability requirements of the Applicant, which will be key to the procurement process should the Project proceed to construction.
Land use/farming	ON0005	Any drainage work done, both pre-works and post-works, must be done by a contractor agreed with farmers. Landowners must have confidence in the work done.	The Project is in the pre-application phase and has not started its formal procurement process. The Applicant will be happy to consider contractors recommended by local landowners for this work if they fulfil the necessary procurement requirements. This will form an element of ongoing liaison with landowners as set out in Chapter 28 of the Consultation Report (DCO Document 5.1).
Land use/farming	F0003	The proposed road cuts through two fields - this is very unpractical for farming and cuts off a lot of land, and would mean it can't be used	During the informal and formal stages of consultation a detailed Land Pack was issued to all affected land interests in June 2017 and March 2018 which contained a number of detailed Q&As relating to the Project including addressing this issue, see Appendix 13.24 and 28.2 of the Consultation Report (DCO Document 5.1). The Applicant will continue to hold discussions with landowners to minimise any impacts from the Project as much as possible.

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Land use/farming	F0003	The proposed road comes very close to a house and horses. There is also no screening from the house.	Careful consideration has been given to the location of infrastructure associated with the Project and possible impacts it may have. The Applicant will continue to hold discussions with landowners and nearby properties to minimise any impacts from the Project where possible, details of this ongoing engagement with landowners is covered in Chapter 28 of the Consultation Report (DCO Document 5.1).
Land use/farming	F0003	Landowner was not informed about Norfolk Boreas using their land for the access road before the proposals were published.	As the Project has developed, the Applicant has been in discussion with landowners to ensure they are informed about how the proposals may affect their land. Under section 42(1)(d) of the Act, the Applicant is required to consult all those with an interest in land to which the application relates including owners, lessees, tenants, occupiers and those able to sell or release the land. In order to correctly identify potentially affected parties, consultation with landowners has been ongoing since early 2016 and throughout the progression of the Project. During the course of the Phase 0 non-statutory consultation period, the Applicant sought to identify all relevant affected or potentially affected landowners in advance of the Phase I non-statutory consultation period in October 2016. Throughout the non-statutory consultation periods, the Applicant has undertaken numerous further consultations and ongoing engagement with potentially affected landowners. Further information about engagement and consultation with landowners and relevant organisations is included in Section 12.6 (Phase I non-statutory consultation), Section 13.6 (Phase II non-statutory

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
			<p>consultation) and Section 18.6 (Phase III non-statutory consultation) of the Consultation Report, DCO Document 5.1. Details of the statutory consultation undertaken under section 42 with landowners can be found in Section 21.3. In 2018, proposals for the access road to the onshore project substation were developed and presented for consultation. Details of the access road were also included within the PEIR. The Applicant will continue to hold discussions with landowners to attempt to address any ongoing concerns and to reach commercial agreements where appropriate. Details of the latest commercial discussions with Landowners can be found in section 28.2.7 of the Consultation Report.</p>
Land use/farming	ON0005	Vattenfall hasn't carried out surveys over the selected route to see if there are any archaeological features, rare species etc.	<p>The Project falls within the scope of the Environmental Impact Assessment (EIA) Directive, which requires an Environmental Statement to be produced. As a result, the Applicant has undertaken an Environmental Impact Assessment the Project, covering both the offshore and onshore elements. The scope and methodology of the EIA has been agreed with regulatory bodies and relevant planning authorities. It has included conducting extensive evaluation of the potential impact of the Project, including the selected route from ecological, environmental, archaeological and other perspectives. Initially this data was used to produce the PEIR and has subsequently formed the basis of the ES. Information about the range of surveys conducted and the outcomes can be found in the ES. Chapter 28 of the ES includes more information</p>

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
			specifically relating to onshore archaeology and cultural heritage and Chapter 22 specifically relating to onshore ecology.

Table 1.14 Feedback related to Landfall

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Landfall	E0036	Concerns that this part of the coast is experiencing increasing erosion, and recently there have been devastating cliff falls and loss of land. If the rate of loss continues and accelerates then an estimate of 25 years of life for the cable pits above where they come onshore, will be very optimistic.	Concerns regarding coastal erosion have been noted and details of coastal erosion at the landfall can be found in section 8.7.4 of the ES. Section 8.7.7.6 describes potential impacts of the landfall on coastal erosion, the evaluation that has been undertaken and mitigation that will be put in place.
Landfall	ON0010	Concern about cliff erosion and the impact of HDD through and under the crumbling cliffs at Happisburgh.	Concerns regarding coastal erosion have been noted and details of coastal erosion at the landfall can be found in section 8.7.4 of the ES. Section 8.7.7.6 describes potential impacts of the landfall on coastal erosion, the evaluation that has been undertaken and mitigation that will be put in place.
Landfall	F0010	The impact assessment appears to be quite thorough and the biggest impact seems to be at landfall and Necton.	Noted. The Project has undertaken extensive pre-application analysis to ensure that potential impacts are identified and mitigated, this includes careful consideration of the most appropriate siting for major infrastructure. Further information about the siting process can be found in Chapter 4 of the ES. Additional information about site selection for the Onshore Project Substation and the impact of residential buffers can be found in

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
			<p>section 28.2.11 of the Consultation Report (DCO document 5.1).</p>
Landfall	F0013	<p>Care need to be taken when working near the cliffs of Happisburgh as they are extremely sensitive.</p>	<p>Concerns regarding coastal erosion have been noted and details of coastal erosion at the landfall can be found in section 8.7.4. of the ES. Section 8.7.7.6 describes potential impacts of the landfall on coastal erosion, the evaluation that has been undertaken and mitigation that will be put in place.</p>
Landfall	F0021	<p>Concern about the Happisburgh cliffs, particularly as cracks have appeared in the ramp area for public access to beach and more recently it has collapsed. The landscaping project along the Walcott Bacton area should be watched to see if something similar would be applicable for this project.</p>	<p>A number of surveys have been undertaken in the landfall area. To reduce potential impacts on the cliffs, the Applicant has committed to using long HDD techniques to bring the cables ashore. More information on the use of HDD in order to mitigate concerns regarding erosion at the landfall site can be found in Chapter 2.5 of the Outline Code of Construction Practice (DCO document 8.01).</p>

Table 1.15 Feedback related to landscape and visual impact

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Landscape and visual impact	F0005	The converter halls at Necton would be too big /tall to be mitigated and there would be too many of them - unless they are built into the ground.	The onshore project substation and the national grid extension are required to enable power from the offshore wind farm to be connected into the national grid. The siting of these two vital elements of infrastructure has been undertaken carefully, in order to limit environmental impacts and maximise embedded mitigation, details of the siting process can be found in Chapter 4 of the ES. The location of these elements has good potential for the establishment of screen planting and other measures to mitigate the impacts of the development, including making effective use of topographic undulations, existing mature woodland and hedgerows, by retaining these and using them as natural screens. Mitigation woodland, hedgerow and grassland planting is proposed in key areas and the Applicant is committed to doing this as early as possible. The mitigation woodland, hedgerow and grassland planting is shown in Chapter 29 Landscape and Visual Impact Assessment within the PEIR, including Figures 29.9, 29.10a, 29.10b and 29.11. As the designs develop, the Applicant will continue to work with local residents, their elected representatives, landowners and other relevant stakeholders to consider appropriate planting schemes. Options for colouring and cladding will be explored to help further mitigate visual impacts of the onshore project substation and the converter halls. Additional information about site selection for the Onshore Project Substation and the impact of residential buffers

			can be found in section 28.2.11 of the Consultation Report (DCO document 5.1).
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<p>Landscape and visual impact</p>	<p>F0015</p>	<p>More screening is needed in rural areas.</p>	<p>The Applicant has committed to bury onshore transmission infrastructure between the landfall site and the Onshore Project Substation. As a result the majority of the onshore infrastructure will not be visible and will not require screening. Details of the approach that has been taken to address visual impact are included within Chapter 29 of the ES. Where screening will be beneficial, mixed planting schemes are designed to complement the existing natural screening and minimise visual impacts. A landscape management scheme will be developed with the relevant authorities detailing the planting scheme. The planting will gradually reduce landscape and visual effects on surrounding receptors as it grows. In the localised areas where significant effects would arise, these effects would be mitigated between 5 and 25 years depending on the location of the planting relative to the Project.</p>
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<p>Landscape and visual impact</p>	<p>F0017</p>	<p>Concerns about the size and scale of the windfarm and the associated substation and visual impact.</p>	<p>The offshore element of the project will not be visible from land, and therefore the size and scale of the wind turbines will not have an affect upon visual impact. Where onshore mixed planting schemes are designed to complement the existing natural screening and minimise visual impacts. A landscape management scheme will be developed with the relevant authorities detailing the planting scheme. The planting will gradually reduce landscape and visual effects on surrounding receptors as it grows. In the localised areas where significant effects would arise, these effects would be mitigated between 5 and 25 years depending on the location of the planting relative to the Project. The mitigation woodland, hedgerow and grassland planting is shown in Chapter 29 Landscape and Visual Impact Assessment within the PEIR, including Figures 29.9, 29.10a, 29.10b and 29.11. As the designs develop, the Applicant will continue to work with local residents, their elected representatives, landowners and other relevant stakeholders to consider appropriate planting schemes. Options for colouring and cladding will be explored to help further mitigate visual impacts of the onshore project substation and the converter halls. Additional information about site selection for the Onshore Project Substation and the impact of residential buffers can be found in section 28.2.11 of the Consultation Report (DCO document 5.1).</p>
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Landscape and visual impact	F0017	Landowners shouldn't have responsibility for screening the site.	Planting will not be the responsibility of the landowners. Rather, mixed planting schemes have been developed and will be implemented by the Applicant, to complement the existing natural screening and minimise visual impacts. A landscape management scheme will be developed with the relevant authorities detailing the planting scheme. The mitigation woodland, hedgerow and grassland planting is shown in Chapter 29 Landscape and Visual Impact Assessment within the PEIR, including Figures 29.9, 29.10a, 29.10b and 29.11. As the designs develop, the Applicant will continue to work with local residents, their elected representatives, landowners and other relevant stakeholders to consider appropriate planting schemes.
Landscape and visual impact	F0021	Support for screening the substation etc. with plants/trees/etc.	Noted.

<p>Landscape and visual impact</p>	<p>F0022</p>	<p>Concern about lack of immediate screening and the length of time for mitigation planting to take effect, particularly as the lightning protection masts are extremely tall and look very unsightly and the substation looks like an enormous prison with 'barbed wire' around it.</p>	<p>The onshore project substation and the national grid extension are required to enable power from the offshore wind farm to be connected into the national grid. The siting of these two vital elements of infrastructure has been undertaken carefully, in order to limit environmental impacts and maximise embedded mitigation, details of the siting process can be found in Chapter 4 of the ES. The location of these elements has good potential for the establishment of screen planting and other measures to mitigate the impacts of the development, including making effective use of topographic undulations, existing mature woodland and hedgerows, by retaining these and using them as natural screens. Mitigation woodland, hedgerow and grassland planting is proposed in key areas and the Applicant is committed to doing this as early as possible. The mitigation woodland, hedgerow and grassland planting is shown in Chapter 29 Landscape and Visual Impact Assessment within the PEIR, including Figures 29.9, 29.10a, 29.10b and 29.11. As the designs develop, the Applicant will continue to work with local residents, their elected representatives, landowners and other relevant stakeholders to consider appropriate planting schemes. Options for colouring and cladding will be explored to help further mitigate visual impacts of the onshore project substation and the converter halls. Additional information about site selection for the Onshore Project Substation and the impact of residential buffers can be found in section 28.2.11 of the Consultation Report (DCO document 5.1).</p>
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<p>Landscape and visual impact</p>	<p>F0008</p>	<p>Landscaping around the substation should be in line with existing flora and fauna not introduce alien species</p>	<p>Mixed planting schemes are designed to complement the existing natural screening and minimise visual impacts. A landscape management scheme will be developed with the relevant authorities detailing the planting scheme. The planting will gradually reduce landscape and visual effects on surrounding receptors as it grows. In the localised areas where significant effects would arise, these effects would be mitigated between 5 and 25 years depending on the location of the planting relative to the Project. The mitigation woodland, hedgerow and grassland planting is shown in Chapter 29 Landscape and Visual Impact Assessment within the PEIR, including Figures 29.9, 29.10a, 29.10b and 29.11. As the designs develop, the Applicant will continue to work with local residents, their elected representatives, landowners and other relevant stakeholders to consider appropriate planting schemes, including addressing specific concerns regarding choice of species.</p>
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<p>Landscape and visual impact</p>	<p>F0024</p>	<p>Concern about the cumulative visual impact of Norfolk Vanguard and Norfolk Boreas along with the extension of the Dudgeon site and the combined substation on a rural area.</p>	<p>The onshore project substation and the national grid extension are required to enable power from the offshore wind farm to be connected into the national grid. The siting of these two vital elements of infrastructure has been undertaken carefully, in order to limit environmental impacts and maximise embedded mitigation, details of the siting process can be found in Chapter 4 of the ES. The location of these elements has good potential for the establishment of screen planting and other measures to mitigate the impacts of the development, including making effective use of topographic undulations, existing mature woodland and hedgerows, by retaining these and using them as natural screens. Mitigation woodland, hedgerow and grassland planting is proposed in key areas and the Applicant is committed to doing this as early as possible. The mitigation woodland, hedgerow and grassland planting is shown in Chapter 29 Landscape and Visual Impact Assessment within the PEIR, including Figures 29.9, 29.10a, 29.10b and 29.11. As the designs develop, the Applicant will continue to work with local residents, their elected representatives, landowners and other relevant stakeholders to consider appropriate planting schemes. Options for colouring and cladding will be explored to help further mitigate visual impacts of the onshore project substation and the converter halls.</p>
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Landscape and visual impact	E0014	Suggestion that vertical gardens should be taken up into the design of the buildings for the Vanguard and Boreas projects	Noted. A range of planting has been considered in order to mitigate visual impacts of the infrastructure associated with the project. This includes woodland, hedgerow and grassland planting in key areas, and the Applicant is committed to doing this as early as possible. The mitigation woodland, hedgerow and grassland planting is shown in Chapter 29 Landscape and Visual Impact Assessment within the PEIR, including Figures 29.9, 29.10a, 29.10b and 29.11. As the designs develop, the Applicant will continue to work with local residents, their elected representatives, landowners and other relevant stakeholders to consider appropriate planting schemes, and will be willing to consider alternative planting options.
Landscape and visual impact	E0014	Suggestion that the lightening masts could be used as a climbing frame for rapid-climbing plants, such as the Russian Vine.	Noted. A range of planting has been considered in order to mitigate visual impacts of the infrastructure associated with the project. This includes woodland, hedgerow and grassland planting in key areas, and the Applicant is committed to doing this as early as possible. The mitigation woodland, hedgerow and grassland planting is shown in Chapter 29 Landscape and Visual Impact Assessment within the PEIR, including Figures 29.9, 29.10a, 29.10b and 29.11. As the designs develop, the Applicant will continue to work with local residents, their elected representatives, landowners and other relevant stakeholders to consider appropriate planting schemes, and will be willing to consider alternative planting options.
Landscape and visual impact	E0014	Suggestion that materials and colours for casing of outside switchyard and for the acoustic barriers should be finished in a colour that would blend the equipment into the background.	Noted. The Applicant will be willing to work with local stakeholders when considering options for cladding materials and colours in order to minimise visual impact where possible. Details of the approach that has been taken to address visual impact are included within Chapter 29 of the ES.

<p>Landscape and visual impact</p>	<p>E0014</p>	<p>Vattenfall should read the Horlock rules, and put forward clear proposals covering everything they are doing in support of them. Given that this is a massive development, their designs should be in compliance to them from the very start, and for inclusion in the public consultation. It should not be reliant on the public pitching ideas.</p>	<p>The Horlock Rules have been considered when siting the onshore project infrastructure to keep intrusion into surrounding areas to a reasonably practicable minimum. Table 4.4 within Chapter 4 of the ES sets out how the Applicant has addressed the Horlock Rules for the Onshore Project Substation.</p>
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<p>Landscape and visual impact</p>	<p>E0041</p>	<p>Concerns about the impact this proposal will make on the people and landscape affected by the supply cable as well as the substation structure and the National Grid substation. The choice of substation location appears to be based on maximum profit with little concern for the people and land affected.</p>	<p>Every effort has been undertaken to consider both siting and design of the Project in order to minimise visual impact, which includes making a commitment to bury all onshore cabling. The onshore project substation and the national grid extension are required to enable power from the offshore wind farm to be connected into the national grid. The siting of these two vital elements of infrastructure has been undertaken carefully, in order to limit environmental impacts and maximise embedded mitigation. The location of these elements has good potential for the establishment of screen planting and other measures to mitigate the impacts of the development, including making effective use of topographic undulations, existing mature woodland and hedgerows, by retaining these and using them as natural screens. Mitigation woodland, hedgerow and grassland planting is proposed in key areas and the Applicant is committed to doing this as early as possible. The mitigation woodland, hedgerow and grassland planting is shown in Chapter 29 Landscape and Visual Impact Assessment within the PEIR, including Figures 29.9, 29.10a, 29.10b and 29.11. As the designs develop, the Applicant will continue to work with local residents, their elected representatives, landowners and other relevant stakeholders to consider appropriate planting schemes. Options for colouring and cladding will be explored to help further mitigate visual impacts of the onshore project substation and the converter halls. Additional information about site selection for the Onshore Project Substation and the impact of residential buffers can be found in section 28.2.11 of the Consultation Report (DCO document 5.1).</p>
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<p>Landscape and visual impact</p>	<p>E0041</p>	<p>The National Grid substation will be very close to property and the A47, and will be a very large structure. More information should be provided about how this site will be screened from view and there appears to be little information on the National Grid site screening proposal.</p>	<p>The Applicant has undertaken a detailed and carefully considered process of siting for all onshore infrastructure to ensure it reflects a technologically appropriate solution, with potential negative impacts limited to the greatest degree possible, and deploying appropriate mitigation. Details of the siting process that has been undertaken can be found in Chapter 4 of the ES. The onshore project substation and the national grid extension are required to enable power from the offshore wind farm to be connected into the national grid. The siting of these two vital elements of infrastructure has been undertaken carefully, in order to limit environmental impacts and maximise embedded mitigation. The location of these elements has good potential for the establishment of screen planting and other measures to mitigate the impacts of the development, including making effective use of topographic undulations, existing mature woodland and hedgerows, by retaining these and using them as natural screens. Mitigation woodland, hedgerow and grassland planting is proposed in key areas and the Applicant is committed to doing this as early as possible. The mitigation woodland, hedgerow and grassland planting is shown in Chapter 29 Landscape and Visual Impact Assessment within the PEIR, including Figures 29.9, 29.10a, 29.10b and 29.11. As the designs develop, the Applicant will continue to work with local residents, their elected representatives, landowners and other relevant stakeholders to consider appropriate planting schemes. Options for colouring and cladding will be explored to help further mitigate visual impacts of the onshore project substation and the converter halls.</p>
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Landscape and visual impact	ON0005	Concern about visual impact of large converter buildings, these buildings can be covered with a range of natural materials that would enable them to blend into the countryside.	Noted. The Applicant will be willing to work with local stakeholders when considering options for cladding materials and colours in order to minimise visual impact where possible. Details of the approach that has been taken to address visual impact are included within Chapter 29 of the ES.
Landscape and visual impact	ON0015	Satisfied that the visual impacts of the final installation particularly at Necton have been minimised with location and screening by planting. Welcomes the undergrounding of the cables this will reduce the impact of the cable route in the long term	Noted.

Table 1.16 Feedback related to light pollution

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Light pollution	ON0005	Concern about light pollution from the site, both during construction and operation. The Dudgeon site lit up the countryside for miles around.	The effects of lighting during construction and operation have been given careful consideration, and are covered in Chapter 29 Landscape and Visual Impact Assessment section 29.7. Chapter 30 Tourism and Recreation addresses the issues relating to dark skies.
Light pollution	F0005	Concern about light pollution and that site lighting would be left on at night.	The effects of lighting during construction and operation have been given careful consideration, and are covered in Chapter 29 Landscape and Visual Impact Assessment section 29.7. Chapter 30 Tourism and Recreation addresses the issues relating to dark skies.

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Light pollution	F0006	Concern about light pollution during the construction period.	The effects of lighting during construction and operation have been given careful consideration, and are covered in Chapter 29 Landscape and Visual Impact Assessment section 29.7. Chapter 30 Tourism and Recreation addresses the issues relating to dark skies.
Light pollution	ON0016	Night time security at the Mobilisation Area should be via passive sensors and CCTV (not illumination) to avoid the impact on local residents and wild life (bats, owls etc); illumination should not be linked to motion sensors because these will be triggered by the wild life (deer, foxes, rabbits etc).	The effects of lighting during construction and operation have been given careful consideration, and are covered in Chapter 29 Landscape and Visual Impact Assessment section 29.7. Chapter 30 Tourism and Recreation addresses the issues relating to dark skies.

Table 1.17 Feedback related to marine environment

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Marine environment	F0021	When construction work commences, it should be monitored to ensure it does not venture into SACs, MCZ or other protected areas and the marine environment should be preserved.	Construction activity will be closely monitored to ensure it does not extend outside of the project design envelope and that good practice is adhered to minimise impact on the marine environment. An Outline Code of Construction Practice (DCO document 8.1) has been developed which governs the approach to construction throughout the project and this will be implemented as a requirement of the DCO.

Table 1.18 Feedback related to noise

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Noise	ON0005	Concern about the noise from the site, both during construction and operation, particularly as the Dudgeon site was far noisier than predicted. Concern that designing the buildings to mitigate the effect of noise will not be undertaken due to costs.	The Applicant has undertaken a detailed and carefully considered process of siting for all onshore infrastructure to ensure it reflects a technologically appropriate solution, with potential negative impacts limited to the greatest degree possible, and deploying appropriate mitigation. The overall approach taken to siting can be found in Chapter 4 of the ES. Figure xx of the Consultation Report (DCO document 5.1) illustrates the proposed location of the Norfolk Boreas onshore project substations, and the proposed National Grid extension works (Scenario 1). It highlights important constraints and opportunities pertinent to sensitive siting of the project infrastructure including “residential buffers” – which ensure that the infrastructure is located sufficiently far away from residential receptors so as to limit impacts, primarily noise. Potential impacts of noise from construction and operation has been assessed and more details can be found in Chapter 20 of the ES. The best practice approach that will be utilised during construction in order to minimise noise is included in the Outline Code of Construction Practice (DCO document 8.1). When these measures are combined it has been concluded that noise from construction can be reduced to a negligible level at the most impacted points.

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Noise	F0005	Concern regarding noise during construction and whether mitigation would be possible.	<p>Potential noise impacts from the Project have been considered extensively in the pre-application phase, including in consultation with stakeholder and in development of the Environmental Statement. The overarching assessment of noise and potential mitigation is included in Chapter 25 of the ES. Potential impacts of noise from construction and operation has been assessed and more details can be found in Chapter 20 of the ES. The best practice approach that will be utilised during construction in order to minimise noise is included in the Outline Code of Construction Practice (DCO document 8.1). When these measures are combined it has been concluded that noise from construction can be reduced to a negligible level at the most impacted points.</p>

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Noise	F0010	Landscaping seems good, noise pollution could be significant.	The Applicant has undertaken a detailed and carefully considered process of siting for all onshore infrastructure to ensure it reflects a technologically appropriate solution, with potential negative impacts limited to the greatest degree possible, and deploying appropriate mitigation. The overall approach taken to siting can be found in Chapter 4 of the ES. Figure xx of the Consultation Report (DCO document 5.1) illustrates the proposed location of the Norfolk Boreas onshore project substations, and the proposed National Grid extension works (Scenario 1). It highlights important constraints and opportunities pertinent to sensitive siting of the project infrastructure including “residential buffers” – which ensure that the infrastructure is located sufficiently far away from residential receptors so as to limit impacts, primarily noise. Potential impacts of noise from construction and operation has been assessed and more details can be found in Chapter 20 of the ES. The best practice approach that will be utilised during construction in order to minimise noise is included in the Outline Code of Construction Practice (DCO document 8.1). When these measures are combined it has been concluded that noise from construction can be reduced to a negligible level at the most impacted points.
Noise	F0015	It would be useful for the project to model noise levels during construction and operation and let people experience these rather than providing information as numbers.	Noted.

Table 1.19 Feedback related to planning

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Planning	E0010	Seeks confirmation that stakeholders are able to register any concerns with the Planning Inspectorate.	If the Planning Inspectorate accepts the Norfolk Boreas application for examination, interested parties will be able to register in the examination process and provide comments about the Project direct to the Planning Inspectorate.

Table 1.20 Feedback related to security

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Security	F0022	Concern about safety in event of a plane crash and whether there would be an explosion or fire.	Concerns regarding safety of infrastructure associated with the Project have been carefully considered in conjunction with appropriate authorities. The risk of substation fires is historically low. The highest appropriate levels of fire protection and resilience will be specified for the onshore project substation to minimise the existing fire low fire risks. The onshore project substation is located sufficiently distant from populated areas to further minimise the risk of fire hazard. Further information potential impacts from major

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
			incidents or accidents, and appropriate mitigations can be found in Section 5.9, in Chapter 5 of the ES.
Security	F0022	Concern about substation security, fire risk, explosions, contaminated water.	Concerns regarding safety of infrastructure associated with the Project have been carefully considered in conjunction with appropriate authorities. The risk of substation fires is historically low. The highest appropriate levels of fire protection and resilience will be specified for the onshore project substation to minimise the existing fire low fire risks. The onshore project substation is located sufficiently distant from populated areas to further minimise the risk of fire hazard. Further information potential impacts from major incidents or accidents, and appropriate mitigations can be found in Section 5.9, in Chapter 5 of the ES.

Table 1.21 Feedback related to security of supply

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Security of supply	F0017	Concern about scale of loss in the event of a failure.	Concerns regarding safety of infrastructure associated with the Project have been carefully considered in conjunction with appropriate authorities. The risk of substation fires is historically low. The highest appropriate levels of fire protection and resilience will be specified for the onshore project substation to minimise the existing fire low fire risks. The onshore project substation is located sufficiently distant from populated areas to further minimise the risk of fire hazard. Further information potential impacts from major incidents or accidents, and appropriate mitigations can be found in Section 5.9, in Chapter 5 of the ES.

Table 1.22 Feedback related to siting and routeing

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Siting and routeing	ON0005	<p>The cable route should go to Diss along with Dong. This is a shorter route and if the National Grid sub-station at Diss is not large enough, it should be made so. Alternatively, the power from both wind farms should be taken off shore to Lowestoft or Walpole.</p>	<p>The Applicant is unable to comment on Orsted's (formerly DONG) Hornsea Three Offshore Wind Farm, although our understanding based on publicly available information is that the planned onshore connection to the National Grid is at Norwich. The Applicant has undertaken a detailed and carefully considered process of site selection and refers to Chapter 4 Site Selection and Assessment of Alternatives of the ES, specifically Appendix 4.3 which details the strategic approach taken to selecting a grid connection point. Furthermore, the Applicant must work within the constraints of the current regulatory framework in order to deliver the project. At present, there is no appointed coordinator for offshore wind grid development nor any reference to coordinated offshore development in the National Policy Statement (EN-5) for Electricity Networks.</p>

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Siting and routeing	ON0012	<p>The cable route across the land should be scrapped and a new power network at landfall used that takes advantage of existing networks - possibly linked to Sizewell in Suffolk.</p>	<p>The Applicant has undertaken a detailed and carefully considered process of siting for all onshore infrastructure to ensure it reflects the most a technologically appropriate solution, with potential negative impacts limited to the greatest degree possible, and deploying appropriate mitigation. Assessment of potential alternatives has been informed by relevant and extensive consultation. The process of site selection for Norfolk Boreas Project is detailed in the ES, Chapter 4 Site Selection and Assessment of Alternatives and Appendix 4.3 of the PEIR. Furthermore, the Applicant must work within the constraints of the current regulatory framework in order to deliver the project.</p>
Siting and routeing	ON0005	<p>Concern about the proposed siting of the Boreas (and Vanguard) substation in the Necton area. The proposed site has poor access and is the highest of the four original proposals and 17 metres above the stream site. This stream site would take advantage of the natural screening of the land enabling it to be better landscaped and hidden. However, it would still make far more sense to site the new substation adjacent to the existing one, either to the north or south, where there is already provision for access from the A47. The land to the north of the existing substation drops away quite considerably, and even without any screening it would not be seen from either Necton or Fransham.</p>	<p>The Applicant has undertaken a detailed and carefully considered process of siting for all onshore infrastructure to ensure it reflects a technologically appropriate solution and negative impacts can be limited to the greatest degree possible. This includes extensive consultation of potential alternatives. The process of site selection for Norfolk Boreas Project is detailed in the ES, Chapter 4 Site Selection and Assessment of Alternatives and Appendix 4.3 of the PEIR. Furthermore, Figure xx within the Consultation Report (DCO document 5.1) illustrates the proposed location of the Norfolk Boreas onshore project substations, and the proposed National Grid extension works (Scenario 1). It highlights important constraints and opportunities pertinent to sensitive siting of the project infrastructure including “residential buffers” – which ensure that the infrastructure is located</p>

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
			sufficiently far away from residential receptors so as to limit impacts, primarily noise.
Siting and routeing	F0008	Support for siting the substation by the existing one	Noted.

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Siting and routeing	E0010	<p>Concern about the siting of the compound on the B1145 at Salle as the traffic forecasts to the next site to the east, between Oulton and Aylsham, are much lower. Suggests running a longer section of cabling work with one compound off the B1149 near Oulton to replace the other two as this would allow traffic to go up the sparsely populated B1149 and avoid Cawston. That part of the B1149 is also a better road for HGVs. Alternatively if sited at Salle, suggests using use the B1149 and then the HGV running track to get to the compound, avoiding Cawston.</p>	<p>The requirement for mobilisation areas to support duct installation activities are applicable only under Scenario 2. Utilising the running track from the B1149 does not align with the duct installation construction method (built out from the mobilisation area in 150m sections). This construction method has been identified as embedded mitigation throughout the onshore chapters of the ES to minimise a range of impacts, particularly the amount of land being worked on at any one time and the duration of works on any given section of route. Pre-constructing the running track from the B1149 would result in impacts throughout the cable section for a prolonged period which is against the principle of the Applicant's embedded mitigation. Furthermore, the Highways Authority has raised concerns regarding the creation of a new access point off the B1149 at this location.</p> <p>Siting of the mobilisation areas have been located close to A or B roads for accessibility and distributed evenly along the onshore cable route length as far as possible. This limits the length of duct installation sections which allows parallel working and reduced duration of impacts in any one location along the cable route.</p>

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Siting/Routeing	ON0005	Supportive of off shore wind, but feels that the Boreas substation location and route across Norfolk are misguided and wrong	<p>The comment regarding support for offshore wind has been noted. The Applicant has undertaken a detailed and carefully considered process of siting for all onshore infrastructure to ensure it reflects the most technologically appropriate solution and negative impacts can be limited to the greatest degree possible. This includes extensive consultation of potential alternatives. The process of site selection for Norfolk Boreas Project is detailed in the ES, Chapter 4 Site Selection and Assessment of Alternatives and Appendix 4.3 of the PEIR. Furthermore, Figure xx within the Consultation Report (DCO document 5.1) illustrates the proposed location of the Norfolk Boreas onshore project substations, and the proposed National Grid extension works (Scenario 1). It highlights important constraints and opportunities pertinent to sensitive siting of the project infrastructure including “residential buffers” – which ensure that the infrastructure is located sufficiently far away from residential receptors so as to limit impacts, primarily noise.</p>

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Siting/Routeing	E0009	Support for the village of Ridlington's requests in terms of location and lighting of the mobilisation compound to the east of Ridlington village.	<p>The requirement for mobilisation areas to support duct installation activities are applicable only under Scenario 2. As detailed in Document 8.1 Outline Code of Construction Practice, an Artificial Light Emissions Management Plan will be prepared in accordance with Requirement 20(2)(c) of the DCO. The plan will detail the mitigation measures to be taken to manage emissions from artificial light in accordance with good practice, such as the use of directional beams, non-reflective surfaces and barriers and screens, to avoid light nuisance whilst maintaining safety and security obligations. Details of the location, height, design and luminance 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 Artificial Light Emissions Management Plan which will be submitted to the local authorities for approval prior to construction commencing. The approved scheme will be maintained throughout the construction of the relevant works.</p> <p>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 sky glow, so far as reasonably practicable. Lighting spillage will also avoid or minimise impacts on ecological resources, including nocturnal species.</p>

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Siting/routeing	ON0010	The windfarms should connect to an Offshore Ring Main and not across country to connect to the national grid	<p>Whether an Offshore Ring Main (ORM) is the right strategic investment to connect the offshore wind industry's next generation of projects is a question for National Grid and Ofgem, the regulators. Currently, no coordinated plans exist for an ORM. It is worth noting that the ORM concept would necessarily involve the construction of onshore converter stations and other connection infrastructure, very similar to those proposed for Norfolk Vanguard. The Applicant has worked within the existing framework as set out to deliver an environmentally acceptable and efficient solution, including the adoption of HVDC technology. 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. The process of site selection for Norfolk Boreas Project is detailed in the ES, Chapter 4 Site Selection and Assessment of Alternatives and Appendix 4.3 of the PEIR.</p>

Table 1.23 Feedback related to socio-economics

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Socio-economics	ON0015	<p>Concerns that while the vegetation along the construction trenches re-establishes, there will be considerable disturbance to the countryside and that the proposals may impact local tourism albeit for the short term.</p>	<p>The onshore cable route has been selected after careful consideration in order to minimise impacts upon the local environment to the greatest degree possible. The process of siting is set out in Chapter 4 of the ES. Throughout the pre-application phase of the Project, careful consideration has been given to potential impacts upon a range of stakeholders, and a wide range of individuals and organisations have been engaged with. This has included impacted land owners, the Country Land and Business Association and the National Farmers Union, and potential impacts upon agriculture have been discussed. Potential impacts on crops along the onshore cable route during operation are assessed in section 21.4.5.2.1 of the ES. Handling and protection of soils and drainage systems will be managed through the Soil Management Plan, which will be included within the Code of Construction Practice (CoCP). An outline CoCP (DCO document 8.1) has been submitted as part of the DCO application. Consideration has also been given to any potential socio-economic impacts of the project, including upon tourism. Potential impacts on tourism have been assessed and further information can be found in Chapter 30 of the ES. Further considerations have been given to possible impacts of the project and appropriate mitigation strategies in the following chapters of the ES: 19 Ground Conditions and Contamination; 21 Land</p>

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
			use and Agriculture; 30 Tourism and Recreation; and 31 Socio-economic.

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Socio-economics	E0038, F0015	Concerns about impact on tourism.	Careful consideration has been given to the possible socio-economic impacts of the Project, and where it may be possible to mitigate any negative effects. Potential impacts on tourism have been assessed and further information can be found in Chapter 30 of the ES. It is also important to state, however, that a project of this scale has the opportunity to bring forward economic opportunities, including by providing local skills, education, and employment initiatives. Further information on skills, employment and supply chain engagement can be found in Chapter 29 of the Consultation Report (DCO Document 5.1), and information on socio-economic impacts of the Project in Chapter 31 of the ES.
Socio-economics	E0009	Due regard should be given to homes and businesses which are still directly affected by the wider plans - and loss in property value and quality of life should be taken into account.	The Applicant is committed to reducing or mitigating any negative impacts or affects of the Project as far as possible. Where the impact assessment identifies that an aspect of the development is likely to give rise to significant impacts, mitigation measures have been proposed and discussed with the relevant authorities to avoid impacts or reduce them to acceptable levels and, if possible, to enhance the environment. The mitigation measures (described in sections 31.7.1 and 31.7.2) will avoid or reduce adverse impacts from the Project significantly, as summarised in Table 31.54.

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Socio-economics	E0009	<p>Those affected must be properly compensated, including owners of holiday businesses who will lose trade during construction and possibly suffer longer-term loss of reputation.</p> <p>Concerned that construction of the cable route at and near landfall might take place in the summer months when it is least convenient and conducive to the holiday industry.</p>	<p>The Applicant is committed to reducing or mitigating any negative impacts or affects of the Project as far as possible. Where the impact assessment identifies that an aspect of the development is likely to give rise to significant impacts, mitigation measures have been proposed and discussed with the relevant authorities to avoid impacts or reduce them to acceptable levels and, if possible, to enhance the environment. The mitigation measures (described in sections 31.7.1 and 31.7.2) will avoid or reduce adverse impacts from the Project significantly, as summarised in Table 31.54. Further information about potential impacts upon tourism and recreation are included in Chapter 30 of the ES.</p>
Socio-economics	E0032	<p>Vattenfall should work closely with the NNDC to ensure that the disruption is minimised as much as possible, especially taking into account the many tourists related businesses in the area.</p>	<p>Noted. The Applicant is committed to continue engagement with local authorities and stakeholders throughout the development of the Project to ensure that impacts can be managed and mitigated where possible.</p>

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Socio-economics	F0014	My cottage is threatened as the cable corridor is about 200 metres from my house.	The route of the cable corridor has been carefully considered to minimise impact wherever possible, and it has been subject to extensive informal and formal consultation. Further information about the siting process can be found in Chapter 4 of the ES. In order to minimise impacts upon both homes and businesses, an Outline Code of Construction Practice has been produced, DCO Document 8.1, which sets out the efforts that will be undertaken to minimise the effect of construction. The Applicant has also committed to maintain on the ground liaison with local people throughout the construction process to ensure that any construction impacts are understood and where possible, addressed efficiently.

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Socio-economics	F0022	Concern that there will not be any long-term local jobs created for Norfolk and any employment will be limited to highly skilled workers during the construction period.	The Applicant is committed to using local supply chain and employing local people whenever possible. It is estimated that over 300 jobs will be created during the construction period and 150 quality career-length management operations and maintenance jobs at the Project operations base. Vattenfall have reserved space at Peel Ports Great Yarmouth for its operations base. Should the Norfolk Boreas and Norfolk Vanguard projects both be consented and proceed to construction, the Applicant will develop a Skills and Employment Strategy on behalf of both projects. The purpose of the Skills and Employment Strategy will be to encourage, enable and enhance a local, highly skilled workforce and diverse, inclusive talent pipeline to meet the business needs of VWPL and its supply chain as well as the aspirations of individuals. Further information about the approach taken to skills, education and employment can be found in Chapter 29 of the Consultation report (DCO document 5.1).
Socio-economics		Objection to the site being named 'Necton substation' as it may affect house prices and local businesses.	Noted. Any opportunity to consider naming of the Project infrastructure will be considered in ongoing liaison with key stakeholders, including National Grid.

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Socio-economics		Loss of businesses during the construction and suggestion that the construction work for both Vanguard and Boreas should be carried out together to save on time, costs, traffic, noise, etc.	Potential impacts on nearby homes and businesses have been assessed and further information can be found in Chapter 31 of the ES. There was an early commitment to carrying out the onshore construction work and laying ducts for both the Norfolk Boreas and Norfolk Vanguard projects at the same time. This is described under Scenario 1 in the ES, the SOCC, and all key application documents, where both projects are consented and proceed to construction. This will reduce impacts on local communities as well as save time and costs. This means that all major trenching and reinstatement construction works will be completed in any single locality in a relatively short timeframe. Further information about decision to coordinate the construction programmes for both projects can be found in Chapter 5 of the ES.

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Socio-economics	F0024	Concerns about impact on holiday letting business.	<p>The Applicant has undertaken a detailed and carefully considered process of siting for all onshore infrastructure to ensure it reflects a technologically appropriate solution, with potential negative impacts limited to the greatest degree possible, and deploying appropriate mitigation.. The details of this siting process can be found in Chapter 4 of the ES. Further consideration has been given to potential impacts upon tourism which can be found in Chapter 30 of the ES, including an analysis of the potential impacts of the project upon visitor behaviours and businesses. Table 30.22, sets out a series of mitigations adopted by the Project, including a commitment to no overhead power lines and careful site selection which will be implemented in order to minimise impacts upon the tourism and recreation sectors.</p>

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Socio-economics	E0017	<p>I am writing to you as I am very concerned that the impact of the works will have a major impact on my business. I am the Managing Director of The Banningham Crown Public House and Restaurant. When I attended the consultation at Aylsham I felt I was not really taken very seriously. I would like to point out the business turns over more than £1,000.000 per annum with average meals served per week of 800. Our customers access our business via the A140 onto Church Road and B1145/ Suffield Road, Link 76 and 79 on your maps. I am not sure if access is affected on any other routes. I understand during duct laying taking 19 weeks there will be 17 HGV per day amounting to 34 movements. The impact will be great as these roads are single tracks in this rural area.</p>	<p>The requirement for duct laying and associated traffic movements are applicable only under Scenario 2. Link 76 and 79 are proposed access routes for the purposes of the trenchless crossing of the Kings Beck under Scenario 2 and for cable pulling activities under Scenario 1 and Scenario 2. For trenchless crossings and cable pulling activities, the impacts are anticipated to be 6 weeks in one year and 10 weeks per annum for up to two years, respectively. For trenched duct installation works under Scenario 2, access from the public highway will be taken from Mobilisation Area 8 adjacent to the A140) with duct installation progressing from that location on the running track within the cable route. Link 76 and 79 would not be utilised for access to trenched duct installation works.</p> <p>Appendix 24.34 and Appendix 24.35 of Chapter 24 Traffic and Transport of the ES summarise the impacts on these links under Scenario 2 and Scenario 1 respectively which are concluded as minor adverse, and therefore not significant in EIA terms.</p>

Table 1.24 Feedback related to traffic and transport

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Traffic and transport	E0010	Concerns about how the route through Cawston was selected as the optimum choice when the village is full of the features that the project set out to avoid (village school, school buses, narrow roads and pavements, busy centre with shops, playing field and businesses, houses right on the edge of the road, some with Preservation Orders, etc); and what alternatives were considered, and why were they rejected.	<p>The Applicant has considered a range of alternative access options, including those recently presented by Cawston Parish Council.</p> <p>However, there is not considered to be a compelling case to progress an alternative as there is a viable route along the B1145, which is designated by Norfolk County Council as a Main Distributor Road, and the environmental impacts of the use of the B1145 have been assessed and suitable mitigation proposed.</p> <p>The Applicant does acknowledge the constraints through Cawston and has identified a range of traffic management measures that are required to manage potential cumulative impacts (should Norfolk Boreas and Hornsea Project Three be under construction at the same time). This would include enhanced pedestrian facilities, managed parking and road safety measures, avoiding term time school drop off and pick up times, as well as managing cumulative peak HGV flows.</p>

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Traffic and transport	E0010	Questions what the detailed routes from port(s) to site(s) are.	Figure 24.14 and Figure 24.11 of Chapter 24 Traffic and Transport of the ES illustrate the assessed core links for HGV construction under Scenario 2 and Scenario 1 respectively, including from indicative ports of Great Yarmouth, Lowestoft and Kings Lynn.
Traffic and transport	ON0003	<p>Concern about proposed use of B1145 to access sites, specifically through Cawston. Cawston should be treated the same as Reepham and traffic for site vehicles should not be allowed. There are alternative roads near the village that would negate the need for heavy vehicles to pass through Cawston. There are minor roads off the B1149 to the north of the village and a one way system for the lorries could be arranged. Cawston already has an issue with through traffic and regularly has waiting traffic for oncoming traffic to pass before they can proceed. Large vehicles often mount the kerb to pass through the village which endangers users of the footpath. Heavy vehicle vibration will be an issue on the High Street section as there is a 75 metre section which has houses situated less than one metre from the road. The bridge over the Marriotts will suffer if additional heavy lorries use it plus it not wide enough to accommodate more than one vehicle at a time.</p>	<p>The Applicant has considered a range of alternative access options, including those recently presented by Cawston Parish Council such as greater use of minor roads to the north of Cawston. However, there is not considered to be a compelling case to progress an alternative as there is a viable route along the B1145, which is designated by Norfolk County Council as a Main Distributor Road, and the environmental impacts of the use of the B1145 have been assessed and suitable mitigation proposed. The Applicant does acknowledge the constraints through Cawston and has identified a range of traffic management measures that are required to manage potential cumulative impacts (should Norfolk Boreas and Hornsea Project Three be under construction at the same time). This would include enhanced</p>

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
			<p>pedestrian facilities, managed parking and road safety measures, avoiding term time school drop off and pick up times, as well as managing cumulative peak HGV flows.</p>
<p>Traffic and transport</p>	<p>E0021</p>	<p>Concerns that the vehicles will impact the structure of properties which are known to shake when large vehicles pass and that it will exacerbate existing cracks. Concern that cars are at risk of being damaged by vehicles and that street does not allow for two way traffic. Concern about pedestrian safety as the footpaths are very narrow in places and are used by both primary school families and high school children to get to school/bus stop.</p>	<p>The Applicant has reviewed vibration monitoring data which has been collected by Hornsea Project Three at four properties along Link 34 (B1159 at Cawston) and concluded that this data does not change the findings of the noise and vibration impact assessment, i.e. no significant impacts are identified and no mitigation measures are deemed to be required.</p> <p>The Applicant acknowledges the constraints through Cawston and has identified a range of traffic management measures that are required to manage potential cumulative impacts (should Norfolk Boreas and Hornsea Project Three be under construction at the same time). This would include enhanced pedestrian facilities, managed parking and road safety measures, avoiding term time school drop off and pick up times, as well as</p>

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
			managing cumulative peak HGV flows.
Traffic and transport	E0036	Concerns about a 909% traffic increase along the B1159, and that the bulk of that increase will be HGV's.	The Applicant acknowledges the constraints through Cawston and has identified a range of traffic management measures that are required to manage potential cumulative impacts (should Norfolk Boreas and Hornsea Project Three be under construction at the same time). This would include enhanced pedestrian facilities, managed parking and road safety measures, avoiding term time school drop off and pick up times, as well as managing cumulative peak HGV flows.

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Traffic and transport	E0036	Concerns about residents living down the tiny lanes being able to join the B1159 and the A149.	No significant impacts have been identified with respect to driver delay or road safety at these locations.
Traffic and transport	E0036	Traffic and noise should be managed strictly and any infringements should be taken seriously. Confirmation requested that there will be a number to can call your employees start to use the small, winding lanes.	Disruption on the road network will be minimised by agreeing strict Traffic Management Plans with Norfolk County Council's highways authority and by ensuring construction vehicles use the running tracks along the cable corridor as much as possible. An Outline Construction Traffic Management Plan (DCO document 8.8), Outline Code of Construction Plan (DCO document 8.1), Outline Access Management Plan (DCO document 8.10) and Outline Travel Plan (DCO document 8.9) have been provided as part of the Norfolk Boreas DCO submission. During construction, contractors will be required to adhere to the Traffic Management Plan and drivers found breaking this will be disciplined.

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Traffic and transport	ON0002	Concern about disruption on the A47 and Dereham Road when digging under these roads. Traffic controls will cause delays which will affect commuters.	A commitment to a number of trenchless crossings at certain sensitive locations was identified at the outset. However, the Applicant has committed to certain additional trenchless crossings as a direct response to stakeholder requests, this included trunk roads including the A47. This approach has been adopted in order to eliminate impacts upon traffic routes wherever possible. Further information about the use of best practice construction techniques is included in the Outline Code of Construction Practice (DCO Document 8.1).

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Traffic and transport	ON0004	<p>Concerns about 380 heavily laden HGV lorries passing within six feet of house built in 1780 and that vibrations would cause damage. Cawston has paths that are single file beside narrow roads on blind bends and is unsuitable. Concern that there could be a risk of traffic causing a fatality.</p>	<p>The Applicant has reviewed vibration monitoring data which has been collected by Hornsea Project Three at four properties along Link 34 (B1159 at Cawston) and concluded that this data does not change the findings of the noise and vibration impact assessment, i.e. no significant impacts are identified and no mitigation measures are deemed to be required.</p> <p>The Applicant acknowledges the constraints through Cawston and has identified a range of traffic management measures that are required to manage potential cumulative impacts (should Norfolk Boreas and Hornsea Project Three be under construction at the same time). This would include enhanced pedestrian facilities, managed parking and road safety measures, avoiding term time school drop off and pick up times, as well as managing cumulative peak HGV flows.</p>

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Traffic and transport	ON0010	Concerns about how the heavy transport will access the landfall, cutting the village of Happisburgh in half and passing very close to an older property without the modern-day foundations.	The Applicant has reviewed consultation received and in response to feedback, has made a number of decisions in relation to the project design. One of those decisions is to use long HDD at landfall. This will significantly reduce the potential impact of HGV movements upon Happisburgh. Construction traffic will also be carefully managed in accordance with strict Traffic Management Plans with Norfolk County Council's highways authority and by ensuring construction vehicles use the running tracks along the cable corridor as much as possible. An Outline Construction Traffic Management Plan (DCO document 8.8), Outline Code of Construction Plan (DCO document 8.1), Outline Access Management Plan (DCO document 8.10) and Outline Travel Plan (DCO document 8.9) have been provided as part of the Norfolk Boreas DCO submission.
Traffic and transport	ON0010	The track used by both locals and tourists from Lighthouse Lane to the coast will be totally blocked off by the landfall construction, there seems to be no provision for providing an alternative route,	The landfall and cable route are located to the south of lighthouse lane with no impact on tracks from this lane to the coast. Furthermore, the Applicant has committed to trenchless technology to conduct

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			the landfall which will result in no impact on the Norfolk Coast Path.
Traffic and transport	ON0016	The Mobilisation Area on the Happisburgh Road east of Ridlington should only be used during the duct installation phase.	Noted.
Traffic and transport	ON0016	Traffic to and from the Mobilisation Area (MA) should not be allowed through Ridlington as the road is too narrow and there is a risk to pedestrians with the current traffic levels. The Mobilisation Area should be positioned much closer to the B1159 to reduce the impact on the Happisburgh Road which is not suited to two-directional HGV traffic. The vast majority of roads between North Walsham and the land fill site at Happisburgh are too narrow and 'soft at the edges' for regular two way HGV traffic. The Happisburgh Road is not suited to two way HGV traffic and siting Mobilisation Area 11 closer to the B1159 will significantly reduce the impact on the local and farm traffic that use this road on a regular basis. While locating MA11 directly adjacent to the B1159 would place it too close to local residents, a compromise would be to move MA11 300 metres east with the access opposite Back Lane (now called Reed Way). The road is wider between the B1159 and Reed Way; from Reed Way west the road steadily narrows until it enters Ridlington. Also, reducing the distance from the B1159 to MA from 700 metres to 400 metres would significantly reduce the probability of two way HGV traffic. It would also reduce the time to construct the running road from MA11 to the B1159 and this could then be used for access to the MA; this would remove all construction HGV traffic from the Happisburgh Road.	<p>Siting of the mobilisation areas have been distributed evenly along the onshore cable route length as far as possible. This limits the length of duct installation sections which allows parallel working and reduced duration of impacts in any one location along the cable route.</p> <p>The OTMP (document reference 8.8) Section 1.7.1, sets out the general principles for managing HGV movements and sets out a strategy of mobile traffic management - 'pilot vehicles' - to control low HGV demand on lightly trafficked narrow roads. The pilot vehicle strategy avoids vehicles needing to pass on narrow roads and the associated verge erosion and is appropriate to address the concerns outlined for Happisburgh Road. Paragraph 76 of the OTMP states, "Suitable scale plans of pilot control</p>

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			<p>routes with any proposed widening would be submitted with the final TMP pursuant to the discharge of Requirement 21 of the DCO”; there is therefore an acknowledgement that localised highway improvements may be required to facilitate the use of pilot vehicles.</p>
Traffic and transport	F0010	<p>During construction, the heavy plant and traffic on country roads will be a temporary problem and need to be considered.</p>	<p>Disruption on the road network will be minimised by agreeing strict Traffic Management Plans with Norfolk County Council’s highways authority and by ensuring construction vehicles use the running tracks along the cable corridor as much as possible. An Outline Construction Traffic Management Plan (DCO document 8.8), Outline Code of Construction Plan (DCO document 8.1), Outline Access Management Plan (DCO document 8.10) and Outline Travel Plan (DCO document 8.9) have been provided as part of the Norfolk Boreas DCO submission. During construction, contractors will be required to adhere to the Traffic Management Plan and drivers found breaking this will be disciplined.</p>

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Traffic and transport	F0011	<p>Concern about the proposed closure of the Dereham Road and the Cawston Road which straddle Reepham. Both of these roads are important in respect of their use for commuters, school coaches etc. and most importantly, the emergency services, particularly as Reepham has a fire station which services the local area.</p>	<p>Under Scenario 2 only, appropriate traffic management measures such as single lane closure with traffic lights to allow single lane traffic flow will be employed temporarily (typically 1 week) to allow installation of the ducts within the road. The specific traffic management measures and timing will be determined through detailed design in agreement with the Highways Authority.</p>
Traffic and transport	F0013	<p>Traffic including contractor parking should be managed to avoid upsetting the locals.</p>	<p>Traffic disruptions, including potential impacts from parking, on the road network will be minimised by agreeing strict Traffic Management Plans with Norfolk County Council's highways authority and by ensuring construction vehicles use the running tracks along the cable corridor as much as possible. An Outline Construction Traffic Management Plan (DCO document 8.8), Outline Code of Construction Plan (DCO document 8.1), Outline Access Management Plan (DCO document 8.10) and Outline Travel Plan (DCO document 8.9) have been provided as part of the Norfolk Boreas DCO submission. During construction, contractors will be required to adhere to the Traffic</p>

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			Management Plan and drivers found breaking this will be disciplined.
Traffic and transport		Closures to Paston Way between North Walsham and Knapton should be minimised.	Noted. The Applicant will work closely with Highways Authorities in order to ensure that impact of construction upon local roads is kept to a minimum. Further information about impacts upon traffic and transport, and mitigation measures is within Chapter 24 of the ES.
Traffic and transport	F0020	Concern about the impact of increased traffic and congestion, in particular, along B1145 through Cawston.	The Applicant acknowledges the constraints through Cawston and has identified a range of traffic management measures that are required to manage potential cumulative impacts (should Norfolk Boreas and Hornsea Project Three be under construction at the same time). This would include enhanced pedestrian facilities, managed parking and road safety measures, avoiding term time school drop off and pick up times, as well as managing cumulative peak HGV flows.

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Traffic and transport	F0023	Concern about traffic through Cawston as it is very narrow and tight bend.	The Applicant acknowledges the constraints through Cawston and has identified a range of traffic management measures that are required to manage potential cumulative impacts (should Norfolk Boreas and Hornsea Project Three be under construction at the same time). This would include enhanced pedestrian facilities, managed parking and road safety measures, avoiding term time school drop off and pick up times, as well as managing cumulative peak HGV flows.

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Traffic and transport	F0006	Concerns about traffic levels during construction and cumulative effects with the Orsted development and the need to enforce mitigation. Communication should be maintained throughout.	The Applicant has engaged with neighbouring developers, including Orsted to assess cumulative impacts of Hornsea Project Three and both Norfolk projects to ensure, collaboratively, they are limited to acceptable levels. An assessment of the Cumulative impacts of the projects is included in section 24.8 of the Traffic and Transport chapter of the ES (Chapter 24). To ensure that mitigation measures are delivered consistently an Outline Construction Traffic Management Plan (DCO document 8.8), Outline Code of Construction Plan (DCO document 8.1), Outline Access Management Plan (DCO document 8.10) and Outline Travel Plan (DCO document 8.9) have been provided as part of the Norfolk Boreas DCO submission. During construction, contractors will be required to adhere to the Traffic Management Plan and drivers found breaking this will be disciplined. The Applicant has also committed to maintain ongoing engagement and communication with local people, details on this ongoing communication is included in section 2.4 of the Outline Code of

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
			Construction Practice (DCO document 8.1).
Traffic and transport	E0010	<p>Concerns about traffic, noise, vibration, air quality, etc, in Cawston and the surrounding area, including:</p> <ul style="list-style-type: none"> • details of traffic forecasts, assumptions, tolerances and exceptions. • information about testing re noise, vibration, air quality, etc and whether test drives been done on the actual routes with the types of vehicle involved. • information on pre-construction road modifications around Cawston. • the road through Cawston is unsuitable for HGVs, narrow and impossible in many places for two large vehicles to pass one another safely, there are twists, a double bend between 	<p>Details regarding traffic forecasts, assumptions and assessment can be found in Chapter 24 Traffic and Transport of the ES.</p> <p>The Applicant has reviewed vibration monitoring data which has been collected by Hornsea Project Three at four properties along Link 34 (B1159 at Cawston) and concluded that this data does not change the findings of the noise and</p>

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
		<p>Cawston and Salle and a blind bend on the old railway bridge</p> <ul style="list-style-type: none"> • there are narrow pavements and several blind junctions, where traffic on the side road has to creep into the main road to see what is coming • the old railway bridge near the village hall is on a blind bend • has the weight bearing capacity of the old railway bridge been assessed. • there is a village junior school, buses, school buses collecting senior pupils, shops, pub and houses close to the narrow road - a constant need for pedestrians to cross the road throughout the day. 	<p>vibration impact assessment, i.e. no significant impacts are identified and no mitigation measures are deemed to be required. Further details regarding noise and vibration assessment can be found in Chapter 25 Noise and Vibration of the ES and on air quality can be found in Chapter 26 Air Quality of the ES.</p> <p>The Applicant acknowledges the constraints through Cawston and has identified a range of traffic management measures that are required to manage potential cumulative impacts (should Norfolk Boreas and Hornsea Project Three be under construction at the same time). This would include enhanced pedestrian facilities, managed parking and road safety measures, avoiding term time school drop off and pick up times, as well as managing cumulative peak HGV flows.</p>

Issue Topic	Consultee	Stakeholder Comment	Regard had by the Applicant
Traffic and transport	E0010	Seeks confirmation that there is a Transport Forum set up to deal with the issues raised and develop a Joint Transport Strategy and that it includes both Orsted and Vattenfall, sharing information, plus the Parish, District and County councils.	The Applicant has engaged with neighbouring developers, including Orsted to assess cumulative impacts of Hornsea Project Three and both Norfolk projects to ensure, collaboratively, they are limited to acceptable levels. An assessment of the Cumulative impacts of the projects is included in section 24.8 of the Traffic and Transport chapter of the ES (Chapter 24). It is also committed to continuing engagement with a range of local authorities and stakeholders post submission and throughout construction of the Project.
Traffic and transport	E0010	Seeks confirmation on traffic numbers, specifically: <ul style="list-style-type: none"> • under Vattenfall scenario 1 (both Vanguard and Boreas are approved) there would be a peak traffic flow through Cawston of around 388 vehicle movements per day (224 HGV), with an average of around 100 HGVs plus the smaller traffic, on Vanguard, followed by 200 (131) on Boreas, average over 50 HGVs plus the other traffic. • under Vattenfall scenario 2 (Boreas only is approved) there would be a peak flow of around 388 (224 HGV). 	Scenario 1 The updated Norfolk Vanguard Outline Traffic Management Plan contains a refined traffic demand peak of 168 daily HGV movements through Cawston (Link 34) and average movements of 58 HGVs based on the cumulative impact assessment and subsequent agreements with highway stakeholders. For Norfolk Boreas Scenario 1 the 131 peak daily HGVs was

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			<p>incorrectly assigned and the correct figure is 61 Peak daily HGV movements with the average being 11 daily HGVs between peaks, which is reflected in the Norfolk Boreas Outline Traffic Management Plan.</p> <p>Scenario 2 Norfolk Boreas Scenario 2 will contain the traffic demand peak of 224 daily HGV movements and average of 51 HGVs outside of the peak week.</p>
Traffic and transport	E0010	Seeks confirmation that there will be a running track for HGVs along the cable track route.	<p>A running track will be utilised within the cable route to minimise construction traffic on the local public road network. Under Scenario 2 only, during duct installation, the running track will be installed as the work fronts progress from the mobilisation areas. Following duct installation of the cable route section, the running track will be removed, with the exception to any areas which are required to be retained for the purposes of cable pulling activities</p>

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			<p>(see Section 5.7.2.2 of Chapter 5 Project Description of the ES). Under Scenario 1, only the short sections of running track for cable pulling will be required (see Section 5.6.2.1 of Chapter 5 Project Description of the ES).</p>
Traffic and transport	E0010	<p>Concern that there are a number of single track roads from the B1149 towards Salle and suggests upgrading one of those to take the HGV etc traffic, and avoid Cawston.</p>	<p>The Applicant has considered a range of alternative access options, including those recently presented by Cawston Parish Council such as greater use of minor roads to the north of Cawston. However, there is not considered to be a compelling case to progress an alternative as there is a viable route along the B1145, which is designated by Norfolk County Council as a Main Distributor Road, and the environmental impacts of the use of the B1145 have been assessed and suitable mitigation proposed. The Applicant does acknowledge the constraints through Cawston and</p>

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			<p>has identified a range of traffic management measures that are required to manage potential cumulative impacts (should Norfolk Boreas and Hornsea Project Three be under construction at the same time). This would include enhanced pedestrian facilities, managed parking and road safety measures, avoiding term time school drop off and pick up times, as well as managing cumulative peak HGV flows.</p>
Traffic and transport	ON0015	<p>Concerns about with the impact of construction along the routes particularly at Reephram where the town is likely to be affected by similar proposals by an Orsted Project to lay cabling to the east of the town. Vattenfall need to ensure that construction traffic particularly within the town is minimised.</p>	<p>The Applicant has engaged with neighbouring developers, including Orsted to assess cumulative impacts of Hornsea Project Three and both Norfolk projects to ensure, collaboratively, they are limited to acceptable levels. An assessment of the Cumulative impacts of the projects is included in section 24.8 of the Traffic and Transport chapter of the ES (Chapter 24). It is also committed to minimise the impact of traffic upon local roads wherever possible, To ensure that mitigation measures are delivered consistently</p>

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			<p>an Outline Construction Traffic Management Plan (DCO document 8.8), Outline Code of Construction Plan (DCO document 8.1), Outline Access Management Plan (DCO document 8.10) and Outline Travel Plan (DCO document 8.9) have been provided as part of the Norfolk Boreas DCO submission.</p>