

Oulton Parish Council (OPC) have recently sent in comments in regard to the **‘Response to Secretary of State Letter dated 9 July 2021 - Updated information on cumulative and in combination effects with the Dudgeon and Sheringham Shoal Extension Projects’** this was sent on 10th September 2021 and accepted on the 23rd September.

The secretary of state has issued two letters one 22nd September requesting further information And a clarifying letter to the applicants. It is noted however that this brings to an end the chance for interested parties to have any further say, bringing the consultation period to a close on 21st October.

OPC would therefore like the opportunity to highlight some further issues from the **cumulative impact** document.....

1. Given that there would be no overlap of peak construction activities between DEP and SEP and Norfolk Boreas (which are programmed to be at least a year apart, under the worst case Scenario 2) there is limited scope for any significant cumulative impacts to be realised. In any event the majority of potential cumulative impacts would be localised to the area in proximity to the crossing point of the onshore cable routes, which is located in arable land away from any sensitive receptors.

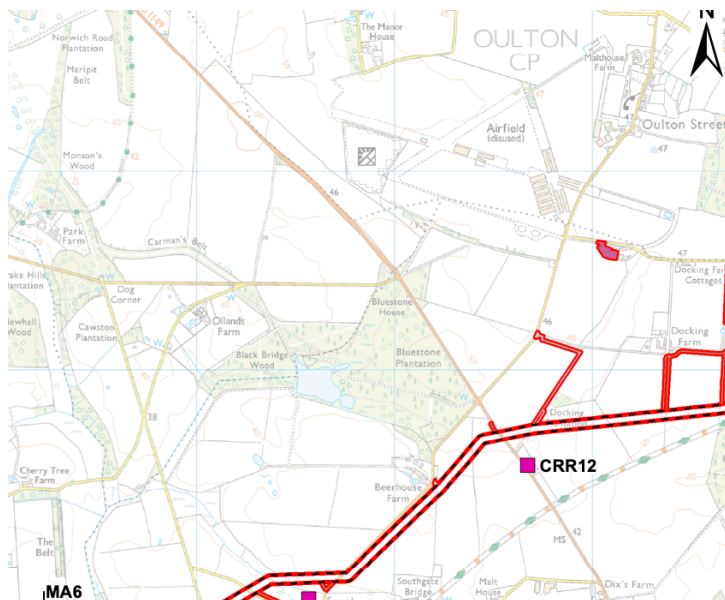
This assumption by the applicants that because the cable route crosses arable land, does not take into consideration traffic impacts, the construction accesses are from rural roads which are used by residents and businesses alike, the suggestion that the cable route is away from ‘sensitive receptors’ is false.

The Norfolk Boreas and DEP and SEP cable routes are both present within two agricultural fields to the east of Cawston. There is the potential that cumulatively this could increase disruption to farming practices and the underground agricultural drainage systems within these two fields.

1. With disruption to farming usually means that agricultural vehicles have to find another route, this may increase traffic through Cawston or Oulton, at the crossing points.
2. The agricultural drainage systems impacts could mean increased flooding to roads from rainwater runoff or permanent change to the viability of a field if drainage is effected long term.

Construction noise

The proposed DEP and SEP onshore cable route would cross the Norfolk Boreas cable route east of Cawston. There is a common noise sensitive receptor in proximity to both projects (CRR12 as shown on Figure 25.2 of ES chapter 25 Noise and Vibration [APP-470]). Construction noise at CRR12 for Norfolk Boreas was assessed as no impact during the peak construction phase (2023/2024). The DEP and SEP cumulative impact assessment concluded that there would be no cumulative construction noise impacts with Norfolk Boreas.



It should be noted that there will be additional noise at this **sensitive receptor (CRR12)** as there will be the need for a HDD crossing of the B1149 at this point, for Norfolk Boreas Scenario 2. This has been excluded from the cumulative impact. This would also apply to DEP/SEP.

*The potential for cumulative impacts during operation relates to the buried cables and **EMFs**. The location of the Norfolk Boreas and DEP and SEP buried cables is approximately 4km east of the crossing point between the Norfolk Boreas and Hornsea Project Three buried cables. Any cumulative EMF effect associated with the crossing point of two sets of cables is localised to the immediate area. There would be no additive effect from the DEP and SEP crossing point at a distance of 4km, over and above that already identified for Norfolk Boreas. The cumulative impact of the crossing point for Norfolk Boreas and DEP and SEP would be similar to that for Norfolk Boreas and Hornsea Project Three, i.e. minor adverse significance.*

EMF at cable crossing points, the assessment for cables for Norfolk Vanguard/Boreas (HVDC) were assessed with Hornsea Three as either HVAC/HVDC. Hornsea Three are now opting to use HVDC cables. Is there a change in the outcome for HVDC cables crossing?
DEP/SEP are proposing HVAC cables and will cross `Norfolk Vanguard and Boreas cables, as well as Hornsea Three.

Finally Oulton Parish Council would like to stress that the consenting of Norfolk Vanguard & Norfolk Boreas in its current form would have a huge environmental impact on Norfolk, as well as cumulatively with Hornsea Three, Dudgeon & Sheringham Shoal Extension projects. Norfolk is possibly the only area where cable routes will come so far onshore 60km with so many cable crossing points, not to mention the huge numbers of HGV's required for each project. The ongoing Offshore Transmission Network Review is increasingly highlighting the need to prevent impacts from these projects on the communities involved, as well as the environmental damage of cable routes and individual substation construction, the further loss of agricultural land. The technical knowhow is available to connect offshore wind farms, offshore, but needs direction and innovation to achieve a common goal.