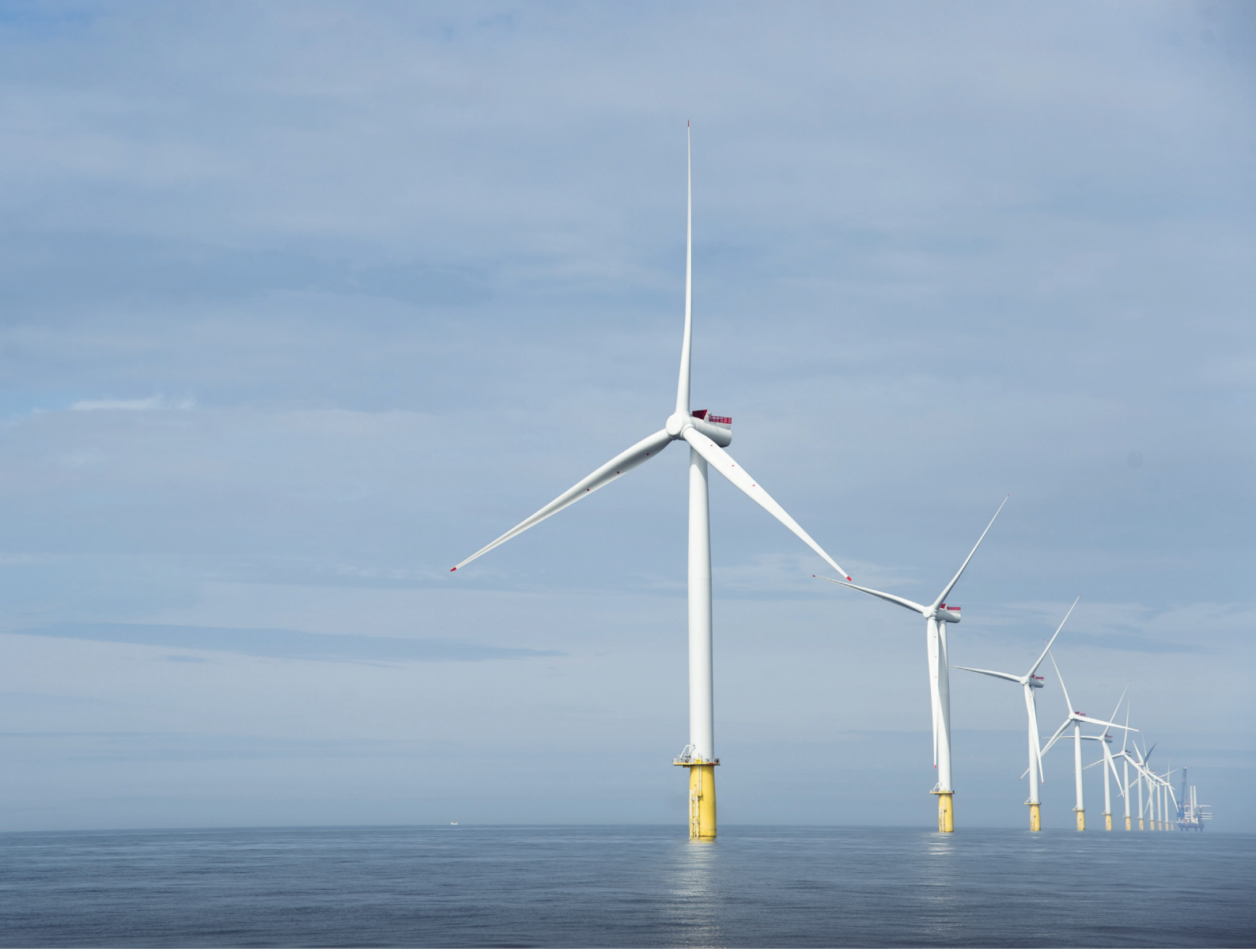

Sheringham Shoal and Dudgeon Offshore Wind Farm Extension Projects

Applicant Response in Regard to S47 Comments

August 2022
Document Reference: 5.2.3
APFP Regulation: 5(2)(q)

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Title: **Sheringham Shoal and Dudgeon Offshore Wind Farm Extension Projects** **Consultation Report** **Appendix 3 - Applicant response in regard to Section 47 comments**	
PINS Document no.: 5.2.3 Document no.: C282-CC-Z-GA-00005	
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Prepared by: **Counter Context**	
Approved by: **Jan Trønningsdal, Equinor**	Date: August 2022

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1 Phase One Responses

1.1 Cumulative Impact

Feedback ID	Comment	Dev. change?	Applicant Response
CP_01_009, FF_05_014, FF_06_061; FF_02_008; FF_05_017; FF_05_018; FF_05_076; FF_02_018; FF_03_012; FF_03_013; FF_04_056	General demand for the SEP and DEP and Orsted's Horsnea Project Three to coordinate and share a cable corridor.	N	SEP and DEP and Hornsea Project Three will not share a cable corridor. The Applicant has consulted with Ørsted during the pre-application for SEP and DEP to seek ways to minimise the cumulative impacts between the projects. See Section 6.3 of **the Consultation Report.** Although 'SEP' and 'DEP' are two separate offshore wind farm extension projects, Equinor has adopted a strategic approach to developing the projects to minimise impacts onshore and offshore. Equinor will apply for a common DCO for the extension projects and will consult on both together. As part of the common DCO application, the two projects have a shared point of connection at the National Grid Norwich Main Substation and will have a shared onshore footprint in order to minimise potential impacts on the community and environment.
CP_01_013	Please ensure you WORK WITH THE OTHER offshore wind farm that's going to be running their cables to the SAME SUB-STATION area. I support	N	The Applicant is in discussion with other project teams operating in the area to assess issues SEP and DEP can co-operate on.

	renewable energy, but not needless duplication of onshore infrastructure.		The cumulative impacts of the SEP and DEP project in conjunction with other projects was included as part of the environmental impact assessment. Further information regarding this can be found in the **ES Chapter 5 EIA Methodology** (document reference 6.1.5) Issues that the SEP and DEP are coordinating on include: • Site selection of construction compounds. • Preparation for cable crossings to minimise disruption to transport networks. • Access routes to alleviate traffic. • Collaboration over biodiversity net gains to deliver the best possible coordinated results. 'SEP' and 'DEP' are two separate offshore wind farm extension projects, Equinor has adopted a strategic approach to developing the projects to minimise impacts onshore and offshore. Equinor will apply for a common DCO for the extension projects and will consult on both together. As part of the common DCO application, the two projects have a shared point of connection at the National Grid Norwich Main Substation and will have a shared onshore footprint in order to minimise potential impacts on the community and environment.
CP_01_018	The route passes within 600m of my house and is in the same area as the Norwich Western Link Road. There will be considerable disruption to the local area during the construction and it is	Y	As part of our commitment to reduce impacts on local communities from multiple projects, The Applicant has decided to take a joined-up approach and bring together two separately owned offshore wind farm extensions into a shared onshore footprint as one single DCO application. Potential cumulative

	unacceptable that the sets of cables from the two projects should not be laid at the same time.		impacts with the Norwich Western Link proposal is considered within the cumulative impact assessments presented within the **Environmental Statement**. As part of the common DCO application, the SEP and DEP will have a shared point of connection at the National Grid Norwich Main Substation and will have a shared onshore footprint in order to minimise potential impacts on the community and environment.
CP_01_037	Oulton Parish Council response to the Sheringham & Dudgeon Extension project 2020. Equinor must be aware that Oulton, Cawston, Heydon and Salle areas are already going to be impacted by Hornsea Three, Norfolk Vanguard and Boreas over a period of 8-10 years. The residents of these areas dread the prospect of further disruption from yet another offshore wind farm impacting onshore. We note that Equinor's cable route will cross Vanguard/Boreas cables and that Vattenfall currently will not be considering this cumulative impact as part of the Norfolk Boreas examination. This is unacceptable and means that there is currently no proper assessment of the true impacts of multiple projects over a protracted number of years.		The cumulative impacts of the SEP and DEP project in conjunction with other projects is included as part of the environmental impact assessment. Of particular relevance is **ES Chapter 24 Traffic and Transport** (document reference 6.1.24). Further information regarding the approach to cumulative impacts can be found within the **ES Chapter 5 EIA Methodology** (document reference 6.1.5)
CP_01_038; CP_01_039	The cable layout takes up wide swathes of countryside (they must be widely spaced because they carry very high voltages), is likely to create significant disruption, and the installation may affect the countryside for a long period. This current cabling proposal is only the first of many and	N	As set out in **ES Chapter 4 Project Description** (document reference 6.1.4) the final refined DCO boundary will be 60m wide, apart from at trenchless crossings where this extends to 100m. of this 60m only 38m will be used for the cable trenches.

	several others are likely to follow the same route, creating potentially more damage and disruption for decades to come.		The impacts related to the projects have been assessed as part of the environmental assessment. Measures to mitigate potential impacts will be set out as part of the DCO application.
FF_01_021; FF_01_020; FF_01_330	Considerable local disruption already in this area due to A47 dualling and 3500 houses at Colton proposal. TOO MUCH!!	N	Noted. The impacts related to the projects have been assessed as part of the environmental assessment. Measures to mitigate potential impacts will be set out as part of the DCO application.
FF_01_024; FF_01_333; FF_01_336	We are a small village (Honingham) already under threat to our peaceful way of life by proposed house building and proposed food hub plus stupid plans for A47 dualling.	N	Noted. The Applicant is committed to engaging with other projects in the area to limit cumulative impacts. The impacts related to the projects have been assessed as part of the **Environmental Assessment.** Measures to mitigate potential impacts on all environmental receptors will be set out as part of the **Environmental Assessment.** The Applicants Cumulative Impact Assessment has taken into account the A47 dualling project, for more information see **ES Chapter 5 EIA Methodology** (document reference 6.1.5).
FF_01_032	You will be the 4th cable route going through or next to our village in a few years.	N	Noted
FF_01_092	Weybourne is being overused	N	Noted. The applicant has set out several measures to limit the impact to Weybourne, such as using the Muckleburgh Estate rather than beach lane to access the landfall site.
FF_01_500	It seems ludicrous to be saddled with a 2nd cable corridor in our location in such close proximity through East Carleton and Swardeston.	N	Noted
FF_02_010	The impact that other projects have had on local communities. Hethersett has had constant roadworks for the last 3 years that have impacted local businesses. the improvements to the Thicktham interchange that are due to start soon will lead to further disruption. This is now another major infrastructure project that will impede local residents and businesses.	N	Noted. The cumulative impacts of the SEP and DEP projects in conjunction with other projects are included as part of the environmental impact assessment. Further information regarding this can be found in the DCO application within the **ES Chapter 5 EIA Methodology** (document reference 6.1.5). With specific

			reference to transport impacts refer to **ES Chapter 24 Traffic and Transport** (document reference 6.1.24).
FF_05_019	Please consider relieving Hethersett/Wymondham of yet another infrastructure project that will affect traffic and access or put plans in place to coincide it with another project.	N	The final cable corridor will be based on environmental and technical factors as well as the Applicant's consultations. The final cable corridor will be included as part of the DCO application. As part of the Applicant's commitment to reduce impacts on local communities from multiple projects, the Applicant decided to take a joined-up approach and bring together two separately owned offshore wind farm extensions into a shared onshore footprint as one single DCO application.
FF_05_028	I have no problems with the principle but I am very concerned about the cumulative impact of this and similar projects converging on the narrow corridor around Western Longville. The disruption could blight the area for many years giving the landscape and ecology little chance to recover. This is a significant issue.	N/A	The Applicant is in discussion with other project teams operating in the area to assess issues the SEP and DEP project can co-operate on. The cumulative impacts of the SEP and DEP projects in conjunction with other projects was included as part of the environmental impact assessment. Further information regarding this can be found in the DCO application within the **ES Chapter 5 EIA Methodology** (document reference 6.1.5). Topic specific assessments can be found in **ES Chapter 20 Onshore Ecology and Ornithology** (document reference: 6.1.20) and **ES Chapter 26 Landscape and Visual Impact Assessment** (document reference: 6.1.26). These assessments did not identify any significant cumulative impacts on landscape and ecology.

			Issues that the SEP and DEP projects are looking to coordinate on include: • Site selection of construction compounds. • Preparation for cable crossings to minimise disruption to transport networks. • Access routes to alleviate traffic. • Collaboration over biodiversity net gains to deliver the best possible coordinated results.
FF_05_034	If both the Equinor and DONG proposals were both to proceed this would change the character of the rural location.	N	Noted. The Applicant is committed to engaging with the Hornsea 3 project to limit the cumulative impacts of the projects. The assessment of potential cumulative visual impacts with Hornsea Project Three are set out within **ES Chapter 26 Landscape and Visual Impact Assessment** (document reference: 6.1.26). This assessment did not identify any significant cumulative impacts on landscape with Hornsea Project Three. The measures regarding how the Applicant plans to mitigate any potential impacts on the landscape in the area can be found in the DCO application within the **Outline Landscape Management Plan** (document reference 9.18)
CP_05_007	At this stage the detailed implications are beyond the scope of the project plan. There is a concern over a proliferation of similar projects and in the immediate area (Swardeston) of the final destination, an area of relatively little development South of Norwich.	N	Noted. The Applicant has been in discussion with other project teams operating in the area to assess issues the SEP and DEP projects can co-operate on. The cumulative impacts of the SEP and DEP projects in conjunction with other projects was included as part of the environmental impact assessment. Further information regarding

			this can be found in the **ES Chapter 5 EIA Methodology** (document reference 6.1.5) Issues that the SEP and DEP projects will be coordinating on include: • Site selection of construction compounds; • Preparation for cable crossings to minimise disruption to transport networks; • Access routes to alleviate traffic; and • Collaboration over biodiversity net gains to deliver the best possible coordinated results.
FF_06_046	Consider the impact on the landscape and the people of all the land-based cables and trenches from the range of wind farms, not just this proposal.	Y	The cumulative impacts of the SEP and DEP projects in conjunction with other projects was included as part of the environmental impact assessment. Further information regarding this can be found in the DCO application within the **ES Chapter 5 EIA Methodology** (document reference 6.1.5).
CL_07_031	Dear Sirs You recently sent us a leaflet about your projects, asking for feedback. This will be the fourth such application to target Cawston and the cumulative impacts of these schemes are unacceptable. As you are at an early stage and still scoping you have plenty of time to design your scheme to avoid unnecessary impacts on residents.	N	Noted. The Applicant has regarded responses from the community from both stages of consultation to shape the final project description. The finalised project details will be included as part of the DCO Application. This includes any measures to mitigate potential impact on residents.
CL_07_058	Further the NFU would like to draw to the attention of Equinor that the route corridor highlighted at the present time runs north to south from Weybourne to south of Norwich and is very close to the route	N	The Applicant is committed to engaging with Ørsted and will do so during pre-construction and construction.

	corridor for Hornsea 3 which also runs north to south. Due to the close proximity some landowners will have to endure the impact of both schemes across their land. The NFU would like Equinor to be in close contact with Orsted in regard to timings for when construction might start and must mitigate the impact of both schemes.		The cumulative impacts of the SEP and DEP projects in conjunction with other projects was included as part of the environmental impact assessment. Further information regarding this can be found in the DCO application within the **ES Chapter 5 EIA Methodology** (document reference 6.1.5).
CL_07_062	Weston Longville is a small rural parish of approximately 250 people situated in the environmentally sensitive Wensum valley, with a wide diversity of habitats and species. Whilst the parish is supportive of the need for renewable energy sources as well as an infrastructure to support economic development, it does have concerns on the impact that these developments are having on the Parish and its environment. In the last 8 years we have had 2 large wind turbines installed and a solar farm, and there are now plans to build the Norwich Western Link through the Parish as well as both the Hornsea cable corridor, and now the Sheringham and Dudgeon extensions. We feel that we are shouldering a lot of infrastructure and disturbance in what is a quiet rural area.	N	Noted. The cumulative impacts of the SEP and DEP projects in conjunction with other projects is included as part of the environmental impact assessment. Further information regarding this can be found in the DCO application within the **ES Chapter 5 EIA Methodology** (document reference 6.1.5). Measures that will mitigate potential impacts related to the projects will be included as part of the DCO application.
CL_07_062;	Norwich Western Link The cable routes will cross the planned Norwich Western Link in our Parish which will mean drilling under it. We expect that this will then necessitate more land take to allow for drilling under such a wide road. The combined environmental impact in	Y	There will be no permanent closure to Public Rights of Way (PRoWs). Public Rights of Way will be maintained throughout construction. If a temporary closure is required a suitable diversion will be agreed in advance with the Countryside Access Officer at Norfolk County Council. After the completion of construction works, all recreational routes would be reinstated to

	terms of excavations, disruption to footpaths and bridleways and removal of hedgerows and trees will we fear have a major impact on a large proportion of the land area of our small parish. We see from the consultation that a number of depots are needed along the route which again take more land. We would not want to lose any more land or suffer any more disruption to one of these.		their original condition or otherwise as agreed with the relevant local authority. Once construction in an area is completed the land will be reinstated to previous condition, this includes the reinstatement of hedgerows. Construction compounds will also be dissembled post construction following construction and the land returned to previous use. Potential impacts to PRoWs is set out within **ES Chapter 19 Land Use, Agriculture and Recreation** (document reference: 6.1.19), and potential impacts to hedgerows is detailed within **ES Chapter 20 Onshore Ecology and Ornithology** (document reference: 6.1.20).
CL_07_062	To mitigate some of the impact we would like you to investigate with the Norwich Western Link if it would be possible for them to put in the tunnel for the cable under the road whilst the road is being constructed. This way it would avoid further disturbance in the future, and also additional damage to the environment as it would only be done once. It would also be far more cost effective.	N	SEP and DEP has committed to install cables using trenchless techniques where they cross the proposed route of the Norwich Western Link road. Potential cumulative impacts are assessed in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24). The Applicant has committed to manage potential cumulative impacts through the SEP and DEP Construction Traffic Management Plan (CTMP). An **outline CTMP** is included with the application (document reference: 9.16).
FF_05_077	Orsted will be running their cables within your own Onshore Scoping Area but very little information has been supplied to date as to how you intend to work alongside Orsted in the same corridor.	y	The Applicant and Ørsted have engaged and have committed to cooperate on the projects. Issues that the SEP and DEP projects will be looking to coordinate on include: • Site selection of construction compounds;

			• Preparation for cable crossings to minimise disruption to transport networks; • Access routes to alleviate traffic; and • Collaboration over biodiversity net gains to deliver the best possible coordinated results.

1.2 Policy and Legislative Context

Feedback ID	Comment	Dev. change?	Response
CP_04_002, FF_03_020; FF_03_043	Consultee supported the use of renewable energy.	N	The Applicant notes this response. Please see the **Planning Statement** (document reference 9.1).
CP_01_006	Please ensure that with the multiple offshore projects that the infrastructure allows for expansion for future projects without having to dig up multiple onshore trenches over the next few decades. ie. Do this once	N	The project's 'envelope' is defined to be the size and capacity for the project to be adequately assessed. It is therefore not possible to create infrastructure to include capacity for any future potential projects.
CP_01_037	Oulton Parish Council response to the Sheringham & Dugeon Extension project 2020. As the current proposals stand, however, OPC would like to make the following observations: 8) Finally, OPC would like to draw Equinor's attention to the fact that, in response to the Secretary of State's recent decision to approve a DCO for the Norfolk Vanguard project, a concerned Norfolk resident has filed an application	N	The Applicant notes this response.

	for permission to proceed to a substantive Judicial Review with the Administrative Court. This is the very first of the current major offshore wind farm projects, affecting Norfolk and Suffolk, to reach its final decision point.		
FF_01_069; FF_01_503; FF_01_505	Build back better greener	N	The Applicant notes this response
FF_02_038	Equinor is not a British company, they should not be allowed to carry out this project. ALL infrastructure projects should be carried out by UK companies, NOT EU or Norwegian.	N	The Applicant notes this response. Equinor is a Norwegian company that operates in the UK. Equinor is the UK's largest energy supplier.
CP_02_001	Dont build it. What is the point of battling climate change (although you are just in it for the money), when you ruin the countryside?	N	This project will contribute to the Government achieving its' goal of net-zero carbon emissions by 2050. The project has committed to deliver a biodiversity net gain in the Order limits.
FF_03_018	Wind farms atre only a temporary fit for our power needs and the only way forward is nuclear.	N	The Applicant notes this response.
FF_03_050	I have lived without electricity. Norfolk as it is today has enough electricity. This is all unnecessary & can only make Norfolk less rural.	N	SEP and DEP will contribute to the UK's growing demand for energy and have the potential to generate enough renewable energy to power 785,000 UK homes.
FF_05_030	I have seen wind farms in and offshore of Europe and realise GB is lagging badly. last year i visited the tidal barrage on the r. Rance at St Malo, Brittany, France. This can supply enough electrical	N	The Applicant notes this response.

	energy for the city of Rennes, capital of Brittany, and was completed in 1966. I rest my case.		
FF_05_051	Yes, don't bother. I am not convinced wind power is the answer to the countries electricity problems. Although it may help a little the enormous costs will eventually be passed to the consumer. Sea power and nuclear power i think would be more effective and productive.	N	The Applicant notes this response
FF_05_057	All unnecessary development by Norwegians. Norfolk is a rural county.	N	SEP and DEP will contribute to the UK's growing demand for energy and have the potential to generate enough renewable energy to power 785,000 UK homes. The projects will contribute towards the UK Government's net-zero and offshore wind targets.
FF_05_060	How does all this relate to the Hornsea project 3 (Orstead project??) Or are you one of the same?	N	Ørsted and Equinor are two different developers, and Hornsea 3 Project and SEP and DEP are distinct projects. The Applicant is engaging with Ørsted however to mitigate cumulative impacts.
FF_05_073	Post-Brexit we should not be allowing investment by non-UK companies in critical infrastructure projects. Equinox are a disgrace not UK jobs will be generated.	N	SEP and DEP together are estimated to generate an annual gross value added (GVA) contribution of around £28.1 million nationally, of which £15.2 million is captured by the East Anglia economy. There will be direct and indirect jobs created during both the construction and operation of the wind farms. Refer to the assessment set out within **ES Chapter 27 Socio-Economics and Tourism** (document refence: 6.1.27).
FF_06_061	Equinor must clearly state how they intend to work alongside Orsted.	N	We have committed to engaging with Ørsted to minimise any potential cumulative impacts with the Hornsea 3 Project. This will form a key part of the EIA Further information regarding this

			can be found in the DCO application as part of the **ES Chapter 5 EIA Methodology** (document reference 6.1.5).

1.3 Site Selection and Assessment of the Alternatives

Feedback ID	Comment	Dev. change?	Response
CP_01_016	My property sits within the scoping area for the cable route in Hethersett. I cannot understand why the scoping area includes about 20% of the residential areas within Hethersett. The boundary should be moved to the outside of homes in this area.	Y	The original scoping area was broad as to assess the best possible route for the cable. Since Phase One consultation the cable corridor has been refined based on consultation feedback and technical and environmental assessments and no longer includes the residential areas within Hethersett.
CP_01_017	Location of final destination noted as imported	N	The Applicant notes this response.
CP_01_036	I understand there is to be a cable corridor dug to the east of Marlingford so why can the two trenches not be combined, so lessening the impact on community and ecology - and save costs.	N	Although it is the Applicant's plan for the onshore export cables to share an onshore boundary each set of respective cables will need its own trench. This is for both technical and regulatory reasons.
CP_01_037	Oulton Parish Council response to the Sheringham & Dugeon Extension project 2020. As the current proposals stand, however, OPC would like to make the following observations: 4) Oulton has been 'targeted' numerous times because, by sheer accident of geography, Oulton is centrally situated for ALL current projects as it is approximately 30km along the cable routes. The possibility of Oulton hosting yet another project's compound and storage areas, as well as a further	N	The Applicant notes this response.

	cable route, would be completely unacceptable to this community.		
CP_01_037	Oulton Parish Council response to the Sheringham & Dugeon Extension project 2020. As the current proposals stand, however, OPC would like to make the following observations: 7) If, by some extraordinary mischance, the DEP/SEP Project is excluded from the OTNR, then OPC would like to state now - and in the strongest possible terms - that the only cable route acceptable to this community would be an onshore cable trench shared with that of Hornsea Project Three. Whatever difficulties might stand in the way of such a collaboration would simply have to be dealt with by the developers and the government. The alternative - of asking so many communities to be dug up THREE times (twice for H3 and once more for Equinor) - is utterly unacceptable.	N	Sharing cable corridors with other developers and projects is not possible for a variety of reasons. For the example of Hornsea Three, when Ørsted defined the construction envelope it was based on the project needs of the Hornsea Three project alone and did not factor in the possibility of other projects using the same space. The cable corridor approved for Hornsea Three is approved based on that project alone. Legally, due to competition laws, two separate companies cannot work together on these projects. From a technical perspective, the envelope for the cable corridor is defined to allow micro-siting to avoid impacting local features. If we were to combine Hornsea Three and, SEP and DEP, we would need to expand the area to the extent that there would be no space for environmental gain, as sufficient space has not been accounted for in the Hornsea Three corridor to accommodate and micro-site the three projects.

CP_01_040	1. Equinor is asked as a matter of transparency and some urgency to publish the Weighted Ranking Analysis (WRA) or equivalent used in deciding on the route and siting of the substation so that it is possible to explore other options adequately. We know from the consultation documents the list of factors included: we do not know what weight was attributed to each and why. Hence, for example, if the criterion 'existing electricity cables' may have been heavily negatively weighted. This may have ruled out an alternative route (from your map) running north east from the 'corner' north of East Carleton across less than 2 km of open fields (not designated as a 'buffer' area (<250m from properties) (yellow shaded)). Equinor's 3 cables might then run underneath the existing NG powerlines corridor running down the A47 and on into the site from the northwest. This could, in theory, massively reduce the impact of the only option presented, namely a totally new access underground cable route via East Carleton and Swardeston. (Almost all the proposed route (around 4km), is designated as a 'buffer' area). The proposed 'route's adverse effects to - the environment (such as the Tas Valley) - local roads and footpaths, - nearby properties would be obviated, along with the 'blight' to all the	N	The site selection of the onshore cable corridor route has been informed by feedback received from both the Phase One and Two consultation exercises and discussions with all affected landowners. Technical and environmental assessments potential siting areas have also informed the site selection decision making. The final site selection and rational for both the cable corridor and substation are included as part of the DCO application within **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3).

	land required for the proposal. The new option looks to be over much the same distance and in theory might incur less costs to Equinor (and ultimately all of us as electricity consumers). We cannot expect to comment effectively without this evidence.		
CP_01_042	Vattenfall has reviewed the Dudgeon and Sheringham Shoal Offshore Wind Farm Extension Projects (DEP/SEP) Extension to Scoping Area document (dated 2 July 2020) and has the following comments / observations.	N	The Applicant has considered the Norfolk Vanguard and Norfolk Boreas projects as part of the SEP and DEP Environmental Impact Assesment (EIA). Further information regarding this can be found in the DCO application within the **ES Chapter 5 EIA Methodology** (document reference 6.1.5)

	The proposed extension to the scoping area widens the DEP/SEP study area for a potential crossing of the Norfolk Vanguard and Norfolk Boreas buried cable systems, shown on Figure W07: Norfolk Boreas Crossing. Norfolk Vanguard (granted development consent on 1st July 2020) and Norfolk Boreas (currently under examination) share the same onshore cable corridor but are separate projects, which should be reflected in any assessments for DEP/SEP. The original DEP/SEP scoping corridor overlapped with a 1km stretch of the Norfolk Vanguard and Norfolk Boreas onshore cable route, and the proposed extension to the SEP/DEP scoping area increases this area of overlap to approximately 1.5km. We understand from the documentation that the actual application footprint remains unchanged from that set out in the original Scoping Report, i.e. a 45-60m wide onshore cable corridor, but that a wider scoping area is being proposed to allow for greater flexibility when developing options for crossing the Norfolk Vanguard and Norfolk Boreas cables, and specifically to include options that would minimise the potential loss of woodland associated with Blackridge County Wildlife Site. The onshore cable route for both Norfolk Vanguard and Norfolk Boreas avoids impacts to all blocks of woodland along its entire 60km route and Vattenfall welcomes any changes to the proposed DEP/SEP cable routing that would also minimise		The Applicant has committed to engage with Vattenfall throughout the pre-application process to ensure collaboration between the projects. The Applicant has engagement on protective provisions, please see Statement of Reasons (Appendix C), (document reference 4.3)

	impacts to woodland. The extended scoping area now overlaps with a construction access required by Norfolk Vanguard and Norfolk Boreas. This access is required to undertake a trenchless crossing of the B1149 in the event that Hornsea Project Three also progresses, and represents the only means of access to the east of the B1149 to undertake this trenchless crossing outside of the wider duct installation programme. This access is also required for cable pulling operations for both Norfolk Vanguard and Norfolk Boreas post duct installation. We would therefore want assurances that any proposed routing of the DEP/SEP cables would not impact our construction programmes for either Norfolk Vanguard or Norfolk Boreas; both at this construction access and across the onshore cable route. The proposed DEP/SEP onshore cable route crosses the Norfolk Vanguard and Norfolk Boreas onshore cable route approximately 1km to the north-east of Cawston. The main distributor roads in this area are the B1145 and B1149. The extension to the DEP/SEP scoping area suggests a potential crossing of the B1149 (by DEP/SEP) closer to B1145/B1149 junction. Equinor should be mindful of construction traffic commitments made by Norfolk Vanguard and Norfolk Boreas along both the B1149 and B1145, as well as cumulatively		

	with Hornsea Project Three, when they are developing their plans in this location. With this in mind Equinor should ensure that Norfolk Vanguard and Norfolk Boreas are appropriately considered within the DEP/SEP cumulative impact assessments and, should any additional cumulative impacts be identified, mitigation would need to be proposed and secured by Equinor. Vattenfall would also encourage Equinor to discuss protective provisions for the benefit of the Norfolk Vanguard and Norfolk Boreas projects to ensure that these are appropriately captured within their draft DCO. Vattenfall is supportive of offshore wind development, recognising that more, environmentally sensitive, economically-efficient renewable energy contributes to the UK's climate targets and projects like these with O&M bases in Norfolk and Suffolk contribute in the long term to the O&M hub ambitions of the region.		
FF_01_031	I have concern about cable corridor going across top of our village	N	The cable corridor will be buried, will not cross any residential areas, and is typically sited within agricultural fields. The final route is included as part of the DCO application.
FF_01_067; FF_01_075	Rather than use new extension [substation] site, why not add to original.	N	A new substation site is required to accommodate the additional energy created by SEP and DEP.
FF_01_137; FF_01_139	Existing site close to a140 away from residential properties, consider it important that new site is also close to A140 to avoid construction traffic through minor 'B' roads.	Y	Following Phase One consultation the site selection for the substation was narrowed down to two choices. This was then consulted on in Phase Two consultation. The final site selected for the substation is adjacent to the A140.

FF_01_207	All 5 fields would detract from the rural location, particularly when taken with the existing National Grid Norwich Main substation and the proposed development by DONG Energy (Hornsea Project).	N	The preferred substation location is positioned close to the existing Norwich Main substation in order to minimise any detraction from the rural setting.
FF_01_223	I don't want cables under my property.	N	The cable corridor will not pass underneath residential properties.
FF_01_245	Substation at beach location	N	The grid connection point has been determined by National Grid, this grid connection has been used to determine the construction planning of our substation and cable corridor.
FF_01_288	Avoid built up areas.	N	The Applicant notes this response. Part of the site selection criteria has been distance from built up areas, which is set out within **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3).
FF_01_318	No further turbines on land. Especially in AONB.	N	This project is proposing offshore wind farms.
FF_01_334	Why so far from shore, build new station there.	N	The grid connection point was set out by National Grid, and this is the basis of our planning.
FF_01_470	Choose access areas to ensure less environmental damage.	Y	Potential environmental impacts were taken into consideration when choosing access areas to the construction sites. The accesses are captured within the Order limits.
FF_01_508	Zone B is far too near Swardeston - Noise and outlook will be inevitable.		Following Phase One consultation the 'Zone B' search area for a substation was discounted. The final substation site is located within Zone A in proximity to the existing Norwich Main substation.
FF_01_569; FF_01_570; FF_01_571	Onshore substation – Must be located inland and not located on the coast	N	The Substation will be located near the Norwich main substation. The grid connection point has been determined by National Grid.
FF_01_610	Narrower scoping areas would be helpful to West and East of Weybourne Beach Car Park	Y	A narrower scoping area was presented at consultation Phase Two. The final cable corridor is presented as part of the DCO application which details the cable corridor from landfall.

FF_02_005	Substation site selection criteria - Site should be nearer to A140 as this would be clearly visible over Swardedton/East Carleton and Keswick.	Y	Following Phase One consultation the potential sites for the substation was narrowed down to two choices. Following further consultation at Phase Two as well as environmental and technical assessments the substation site that has been chosen is adjacent to the A140. A final decision has now been made for the substation which sought to position the new substation as close as possible to the existing industrial features to minimise a sense of proliferation of that industrial element. This process is presented in **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3).
FF_02_013	No jointed up thinking all contractors doing the same thing.	N	The Applicant is in discussion with other project teams operating in the area to assess issues the SEP and DEP projects can co-operate on. During the environmental impact assessment, the cumulative impacts of the SEP and DEP projects in conjunction with other projects was included as part of the assessment. Further information regarding this can be found in the **ES Chapter 5 EIA Methodology** (document reference 6.1.5) Issues that the SEP and DEP projects will be coordinating on include: • Site selection of construction compounds; • Preparation for cable crossings to minimise disruption to transport networks; • Access routes to alleviate traffic; and • Collaboration over biodiversity net gains to deliver the best possible coordinated results.
FF_02_016	Bring cables ashore at a less inhabited location and where the route to Norwich Substation avoided residential villages and populations.		The site selection process including the selection of the landfall location is set out within **ES Chapter 3 Site Selection and**

			Assessment of Alternatives (document reference: 6.1.3). The route selected sought to avoid residential areas. The grid connection point for the projects is determined by the National Grid. This point has been the basis of the design for the projects, as detailed in **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3).
FF_02_020	[For substation site selection, should consider] impact of established woodlands and wildlife reserves.	Y	The preferred location of the substation is positioned within an existing arable field to avoid the loss of established woodland and wildlife reserves. In addition the Applicant has committed to the introduction of additional woodland planting around the substation refer to the **Outline Landscape Management Plan** (document reference 9.18) Details of the site selection process are set out in **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference: 6.1.3) and an assessment of potential impacts upon existing ecology is provided within **ES Chapter 20 Onshore Ecology and Ornithology** (document reference: 6.1.20).
FF_02_020	[For substation site selection, should consider] The impact of existing wires/pipes/cables on the onshore route	Y	Existing infrastructure has been considered as part of the substation site selection process, as set out in **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference: 6.1.3).
FF_02_024	[For substation site selection, should consider] The local development plan	Y	Local planning initiatives have been considered as part of the substation site selection process, as set out in **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference: 6.1.3).
FF_02_025	[For substation site selection, should consider] Wildlife, building of houses in Colton, A47 dualling	Y	Ecology, other construction projects and the dualling of the A47 have been considered as part of the substation site selection

			process, as set out in **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference: 6.1.3).
FF_02_026	[For substation site selection, should consider] Road traffic must be considered and access, Cawston is not suitable for HGV.	Y	Traffic has been considered as part of the substation site selection process, as set out in **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference: 6.1.3). The Applicant has made the commitment that HGVs will not travel through Cawston, refer to **ES Chapter 24 Traffic and Transport** (document reference 6.1.24). .
FF_02_029	Can you connect substation via any other method other than cable? Has everything been considered?	N	Cabling is required for the connection of electrical infrastructure.
FF_02_031	You are making the quiet countryside more industrial. Why not develop this in areas that were industrial but the industry has closed down and is derelict - not in the Norfolk countryside!	N	Noted. The Applicant will set out measures in the final DCO application that will mitigate against any potential impacts to the area, this includes a commitment to deliver a biodiversity net gain within the project area. Cables will be buried underground so the only permanent over ground infrastructure will be the substation.
FF_02_033	[For substation site selection, should consider] On-going interference with agricultural organisations.	Y	The Applicant has engaged with and provided the opportunity to respond to consultation to the NFU and any affected agricultural owners/occupiers/tenants.
FF_02_034	[For substation site selection, should consider] Preservation of prime farmland.	Y	The onshore substation avoids the best and most versatile agricultural land (agricultural land classification 1 and 2). This is set out within **ES Chapter 19 Land Use, Agriculture and Recreation** (document reference: 6.1.19).
FF_02_035	[For substation site selection, should consider] The people of Swardeston's feelings about having lived in a rural location for years (and people move here	Y	The Applicant has run two rounds of consultation which presented the opportunity for residents to provide comments on the proposals in proximity to Swardeston.

	for that reason) which will become arguably more industrial		The position of the substation is located close to the existing Norwich Main substation to minimise the sense of proliferation of that industrial element in the landscape. Due the existing landform and woodland blocks the substation would not be visible to the residents of Swardeston, refer to **ES Chapter 26 Landscape and Visual Impact Assessment** (document reference: 6.1.26). In addition the Applicant has commitment to an extensive woodland planting around the substation to further screen views from the PRoWs and other routes that may bring the public closer to the substation, refer to **Outline Landscape Management Plan** (document reference 9.18). The grid connection point for the projects is determined by the National Grid. This point has been the basis of the design for the projects, as detailed in **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3).
FF_02_036	[For substation site selection, should consider] Away from the AONB Norfolk Coast	Y	The substation will be sited near the existing National Grid main Norwich substation to the south of Norwich. This is approximately 40km south of the Norfolk Coast AONB.
FF_02_037	[For substation site selection, should consider] Aquafers supplying local properties (many have well water supplies in the area) Existing small rivers	Y	Source protection zones and aquifers were taken into account as part of the site selection exercise, as set out in **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference: 6.1.3).
FF_02_039	[For substation site selection, should consider] Landscape.	Y	Local landscape was taken into account as part of the site selection exercise, as set out in **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference: 6.1.3).

FF_02_040	[For substation site selection, should consider] Effects on land drainage. Damage to soil structure and fertility.	Y	Flood risk was considered as part of the site selection exercise, as set out in **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference: 6.1.3).
FF_02_041	Existing substation at Necton should be considred for a link up with Orsted projects on the Hornsea spread.	N	The substation at Necton will not be considered to be used as part of the projects. The grid connection point will be at the Norwich main substation.
FF_02_043	Yes, you should consider other areas away from Weybourne.	Y	Following publishing our Scoping Report in October 2019, we assessed the most suitable cable landfall area. In our Scoping Report, we evaluated two potential locations for where the offshore cables will come ashore, Weybourne and Bacton. After further technical and environmental analysis, Weybourne was selected as the landfall point. Further details are provided within **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference: 6.1.3).
CP_02_004	[For substation site selection, should consider] The area where the sub-station is visible. One of the proposed sites in on the side of the Tas Valley - and this makes it visible from a wide area - right across the other side of the valley.	Y	Potential visual impacts were taken into account as part of the site selection exercise, as set out in **ES Chapter 3 Site Selection and Assessment of Alternatives** Following Phase One consultation two potential sites were put forwarded for Phase Two consultation. Using feedback to consultation and technical and environmental assessment the substation site was selected, this site is close to existing industrial landscape features, and at a natural low point within the landscape, reducing visual impact to the Tas Valley. Details of the potential visual impact of the preferred site is set out within **ES Chapter 26 Landscape and Visual Impact Assessment** (document reference: 6.1.26).

CP_02_005	[For substation site selection, should consider] Disruption during construction	N	Traffic and transport impacts were taken into account as part of the site selection exercise, as set out in **ES Chapter 3 Site Selection and Assessment of Alternatives.** The Applicant has committed to gaining access to the site using the A140 instead of the B1113, unless in exceptional circumstances, limiting disruption in the area.
CP_02_006	[For substation site selection, should consider] Measured electromagnetic fields such as those produced by substations have been associated with health effects such as cancer, depression, dementia, infertility, miscarriage, heart problems, etc. It must be a main contributary factor in positioning any sub station as far from human habitation as possible. Increasing the risk of EMF radiation by ill-conceived poor site planning should be a crime against humanity, and each and every person responsible should be held to account.	N	Maximum magnetic field strengths have been calculated for the onshore cable and onshore substation. The study concluded that on the basis of the guidance for EMFs from electricity infrastructure adopted in the UK and the published evidence to support that, it is considered that the levels of EMFs will be well below the guideline public exposure reference levels set to protect health, and therefore the impact significance is considered negligible. Refer to **ES Chapter 28 Health** (document reference: 6.1.28).
FF_03_003	[For substation site selection, should consider] Substation nearest to National Grid. Possibly 5?	Y	Proximity to the existing NG substation has been considered as part of the site selection process, as set out in **ES Chapter 3 Site Selection and Assessment of Alternatives**. Following Phase One consultation two potential sites were put forwarded for Phase Two consultation. Using feedback to consultation and technical and environmental assessment the substation site was selected, the proposed substation is sited closest to existing industrial landscape features.
FF_03_005	Move the [substation] site north of proposed 1-5 fields.	N	

			A final proposed substation has been chosen, which is presented in **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3).
FF_03_008; FF_03_052; FF_03_057; FF_03_059	Comment on substation site selection: preference for field 1.	Y	Following Phase One consultation site 1 was one of the sites taken forward a potential site. An area within this site has now been chosen as the final proposed substation which is presented in **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3).
FF_03_010	Substation preference: 1st choice = field 5 - as far from Hickling Lane as possible! 2nd choice = field 2 3rd choice = field 1	N	Following two stages of consultation a final proposed substation has been chosen was based on community feedback, and technical and environmental assessments. This is presented in **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3).
FF_03_015	This comes too close to the conservative village of Wramplingham.		Following two stages of consultation a final proposed substation has been chosen, based on community feedback and technical and environmental assessments. This is presented in **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3).
FF_03_022	Substation preference: Fields 1,2,3 seem obvious location for new proposed siting. Close to road access, existing infrastructure. See comment on field 4 above.		Following Phase One consultation field 1 was one of the sites taken forward a potential site. An area within this field has now been chosen as the final proposed substation which is presented in **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3).
FF_03_028	All [substation sites] are inappropriate	N	National Grid identified Norwich Main as the grid connection point for SEP and DEP. The Applicant has sought to position the new substation as close as possible to the existing industrial features to minimise a sense of proliferation of that industrial element. This process is presented in **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3).

FF_03_031	Substation search area criteria: Try to keep it away from habitate(?) ie Swardeston, if you cause concern no doubt there will be local objection and delay.	Y	The final substation site has been confirmed in the field 1 presented in Phase One consultation, which is the furthest field away from Swardeston, this is detailed in **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3)..
FF_03_032	What will be the role of the existing substation to the west of Cawston?	N	The substation at Salle to the west of Cawston will continue to be used for the existing Sheringham Shoal wind farm.
FF_03_046; FF_03_064; FF_06_005	Demand for substation nearer to landfall site	N	The grid connection point for the projects is determined by the National Grid. This point has been the basis of the design for the projects, as detailed in **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3).
FF_03_053	Substation preference: Obviously, would prefer zone B to zone A & field 5 to all the others ie.as far away as possible from The Vale.	N	Following Phase One consultation Zone B and field 5 were discounted as search options for the substation. A final decision has now been made for the substation which sought to position the new substation as close as possible to the existing industrial features to minimise a sense of proliferation of that industrial element. This process is presented in **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3).
FF_03_054	Substation search area preference: Field 5 is a little close to Mangreen Hall Hotel	Y	Following Phase One consultation Field 5 was discounted as an option for the substation. A final decision has now been made for the substation which sought to position the new substation as close as possible to the existing industrial features to minimise a sense of proliferation of that industrial element. This process is presented in **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3).
FF_03_058	Substation preference: They appear to be a good distance from both visually and for noise purposes from any houses which is the most important thing.	Y	Positioning the onshore substation as far from residential areas as possible (specifically related to noise and visual impacts) was a key consideration in the substation site selection process, as set out in **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3)..

FF_03_068	Better sites for the substation would be: a quarry, disused warehousing/factory sites around Norwich ring-road. Under-used car parks. You don't even have to build one large substation. It's a grid. You can build two small ones on smaller sites. Since this is a longer term project the additional cost is small over the lifetime of the grid; anywhere but the lazy and unimaginative planning associated with the use of greenfield sites.	N	Our criteria for selecting the substation included: • Proximity to the existing National Grid Norwich Main Substation • Transport and access routes • Public Rights of Way (PRoWs) • Noise impacts • Visual impact • Proximity to residential properties • Impacts to local cultural heritage such as archaeology • Environmentally designated sites • Proximity to local conservation areas and Sites of Special Scientific Interest (SSSI) • Existing and planned high voltage underground electricity cables • Flood risk These criteria were used to find the most suitable substation site. This process is presented in **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3).
CP_03_001	I am all for renewable energy, we should be increasing our investment in these initiatives. However, I'm frustrated to see greenfield sites being considered for the substation. There are plenty of brown field sites in Norwich which could be used, the former Coleman's and Unilever site for example, but there are plenty more.	N	Our criteria for selecting the substation include: • Proximity to the existing National Grid Norwich Main Substation • Transport and access routes • Public Rights of Way (PRoWs) • Noise impacts • Visual impact • Proximity to residential properties • Impacts to local cultural heritage such as archaeology • Environmentally designated sites

			• Proximity to local conservation areas and Sites of Special Scientific Interest (SSSI) • Existing and planned high voltage underground electricity cables • Flood risk These criteria were used to find the most suitable substation site. This process is presented in **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3).
CP_03_002	Substation preference: 2,3,4 preferred. Any are acceptable if it enables the project.	N	Following Phase One consultation field 1 was one of the sites taken forward a potential site. An area within this field has now been chosen as the final proposed substation which is presented in **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3).
CP_03_004	There is a disused quarry adjacent to the substation and would be a more obvious choice both from the human/wildlife /aesthetic/ noise /vibration aspect.	N	Our criteria for selecting the substation include: • Proximity to the existing National Grid Norwich Main Substation • Transport and access routes • Public Rights of Way • Noise impacts • Visual impact • Proximity to residential properties • Impacts to local cultural heritage such as archaeology • Environmentally designated sites • Proximity to local conservation areas and Sites of Special Scientific Interest (SSSI) • Existing and planned high voltage underground electricity cables • Flood risk

			These criteria were used to find the most suitable substation site. This process is presented in **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3).
CP_03_007	Substation search area preference: If there is no better suitable site, then field 5, which in fact is nearest to the existing main sub station would seem to be the most appropriate, being furthest away from the village of Swainthorpe and from The Vale, where a further 35 homes are located.	N	Following Phase One consultation Field 5 was discounted as an option for the substation. A final decision has now been made for the substation which is presented in **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3).
FF_04_002	1) Dont locate [landfall] point by Weybourne Beach Car Park	Y	The landfall compound site will be located within the private Muckleburgh Estate, avoiding the closure of Weybourne Beach Car Park.
FF_04_002	6) Minimise impact of disturbance on residents by choice of landfall point location away from all properties.	Y	The landfall site is located away from private properties. The landfall compound is located within the private Muckleburgh Estate.
FF_04_003	If Hornsea 4 OWF gets the go ahead to bring their cables in at Weybourne will you be negotiating where your (cables) will be brought in with them? I trust that you are liaising with Hornsea 3 team/s to sort out where your cables and their (if the project is given a go ahead) come in	Y	The Applicant is committed to engaging with Ørsted. This includes confirmation of the position of their installed cables ahead of SEP and DEP installing infrastructure. To confirm, Hornsea 4 does not come onshore at landfall at Weybourne.
FF_04_011	I dont agree with the project or proposal but understand and recognise the need for renewable energy. I think you have to find another way or location for cable corridor. its going to impact so many people and do untold damage to the countryside and its wildlife.	N	The design of the cable corridor has been based on the grid connection point set out by National Grid. The final route has been subject to technical and environmental assessments and has also involved community feedback. The preferred corridor has avoided woodland and designated landscapes as far as possible. Where sensitive features are

			crossed by the cable corridor the Applicant has committed to drill beneath these features to avoid direct impacts. In addition the Applicant has committed to the introduction of additional woodland planting around the substation refer to the **Outline Landscape Management Plan** (document reference 9.18), and that the project will deliver a biodiversity net gain. Details of the site selection process are set out in **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference: 6.1.3) and an assessment of potential impacts upon existing ecology (and commitment to a biodiversity net gain) is provided within **ES Chapter 20 Onshore Ecology and Ornithology** (document reference: 6.1.20).
FF_04_030	As I live local to the landfall point are not densely populated you should be able to dig your trenches and return landscape as before.	Y	Following construction cable trenches will be refilled and reinstated to their pre-construction state. Details of the construction methodology are set out in **ES Chapter 4 Project Description** (document reference 6.1.4).
FF_04_031	Build a substation [near landfall] or nearby (would upset the local 2nd home owners i.e. incommers!)	N	National Grid identified Norwich Main as the grid connection point for SEP and DEP. The Applicant has sought to position the new substation as close as possible to the existing industrial features to minimise a sense of proliferation of that industrial element. This process is presented in **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3).
FF_04_049	Landfall site selection: Again, just like question 5 which ever action or location chosen will either please or displease individuals. My recommendation is to just get the job done.	Y	Noted.
FF_05_059	use a cost-benefit approach in making your decisions please	Y	Planning decisions have been subject to a wide range of environmental and technical assessments. This process is

			presented in **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3).
FF_05_066	I understand the need for offshore wind farms and the consequential temporary disruption of the cable corridor but - in my opinion the cable corridor needs to be executed once and once only. Accommodation needs to be included for any future projects at sea by this company or any other.	N	It is not possible to design infrastructure for this project with other potential future projects in consideration. For example, when Ørsted defined the construction envelope it was based on the project needs of the Hornsea Three project alone and did not factor in the possibility of other projects using the same space. The cable corridor approved for Hornsea Three is approved based on that project alone. From a technical perspective, the envelope for the cable corridor is defined to allow micro-siting to avoid impacting local features. For example, if the Applicant were to combine Hornsea Three and, SEP and DEP, it would be required to expand the area to the extent that there would be no space for environmental gain, as sufficient space has not been accounted for in the Hornsea Three corridor to accommodate and micro-site the three projects. The intention is to reduce environmental impacts by delivering SEP and DEP at the same time. However, the final approach will depend on future investment decisions and Government-led auctions. This requires some flexibility in the approach to constructing SEP and DEP which are reflected in the construction scenarios. To ensure that the worst-case impacts are considered the various build out scenarios have been assessed, including the sequential scenario to ensure that should impacts be unavoidable that appropriate mitigation is identified. Further details are set out within **ES Chapter 4 Project Description** (document reference 6.1.4).

FF_05_081	It seems a great shame that such heavy impact in one corridor - Weybourne area to in land -would like to see all cables in same trench or consideration into being more practical in this way.	Y	Although 'SEP' and 'DEP' are two separate offshore wind farm extension projects, Equinor has adopted a strategic approach to developing the projects to minimise impacts onshore and offshore. Equinor will apply for a common DCO for the extension projects and will consult on both together. As part of the common DCO application, the two projects have a shared point of connection at the National Grid Norwich Main Substation and will have a shared onshore footprint in order to minimise potential impacts on the community and environment.
CP_05_011	My home, together with 34 other properties, is sited next to shortlisted field 4. We already have pylons situated in the immediate field to our east, now there is a possibility of a sub station in the immediate field to the west, which I might add has a public footpath running through the middle and down its length.	Y	Field four was discounted as a substation option following Phase Two consultation. The final substation site is in 'field one' as presented in Phase One consultation. More information regarding this can be found in **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3).
CP_05_011	The sub station should be sited next to the Norwich main substation, which would also prevent heavy traffic on narrow, unclassified roads during construction.	Y	The final substation site is in 'field one' which is directly to the south of the existing Norwich Main substation as presented in Phase One consultation. More information regarding this can be found in **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3). Part of the criteria of choosing this site is due to its proximity to the Norwich Main substation.
CL_07_006	Will residents be impacted consecutively or will you be working to minimise impact by perhaps combining operations with Orsted?	Y	It is not possible to combine operations with Ørsted in this sense. However, where there are the potential for cumulative impacts with Hornsea Project Three (for example in relation to construction traffic) then the Applicant has committed to coordinate those activities with Ørsted through the respective CTMPs. An outline CTMP is provided with the DCO application as document 9.16.

CL_07_012	1. On what basis has the decision been made to have the route from Weybourne and not Bacton. The leaflet states “We are undertaking environmental surveys and other technical feasibility assessments.” If these assessments are in progress then I do not understand how Equinor has already reached a decision on the route without detailed supporting data?	N	The Weybourne landfall and offshore export cable corridor was selected on account of the following: • Technical (i.e. engineering and design) advantages; • Considerably flatter topography (8m cliffs at Weybourne compared to 32m high cliffs at Bacton); • The total area impacted is minimised as a result of the shorter export cable corridor; • Good access using existing roads and tracks (Bacton would require a new access road); • It avoids the SSSI and any interaction with National Nature Reserves (NNR) along the Norfolk coast (e.g. Mundesley Cliffs SSSI and Paston Great Barn NNR); • It avoids the Annex I habitats of The Wash and North Norfolk Coast SAC which are in unfavourable condition (both Weybourne and Bacton landfall options avoid the SAC); • The ability of using a long HDD technique at the landfall to completely avoid the subtidal outcropping chalk MCZ feature. This is in a proven location for works of this nature (i.e. successful HDD works have already been carried out for both Dudgeon and Sheringham Shoal OWFs), whereas at Bacton it would not be possible to HDD under the full extent of the chalk, and the cable/s would encounter a further area of outcropping chalk offshore.; • Avoids the Bacton Sandscaping Scheme area, so there will be no interference with that scheme or potential cumulative impacts; • Located close to the existing Dudgeon and Sheringham Shoal HDD landfalls for which considerable experience,

			data and lessons learnt are available resulting in a high level of confidence in the engineering feasibility of landfall and HDD works at this location; and • Private land along the beach for duct preparation (as was used during the construction of the Dudgeon OWF). More information regarding this can be found in **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3).
CL_07_034	What is the likelihood of a substation being located at The Food Hub field? I would be against this as Easton is being used for housing development of 900 homes, already The Food hub is on its way for expansion and with the planned duelling of the A47 I think we have enough to cope with as far as the impact on traffic movement to this area.	N	The options presented as Phase One for the substation site were located to the south of Norwich near the Norwich main substation. The final substation site is located within this search area, details of which can be found in **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3).
CL_07_041	b.) Does your company have discretion move those scoping boundaries to a less populated area if necessary?	N	The scoping boundary as set out in Phase One consultation represented a wide search area within which to undertake various surveys and assessments. The aim was to significantly reduce that footprint to reach the final application boundary. By way of example the scoping corridor was 1km wide and the final DCO boundary is based on a 60m wide corridor (which increases to 100m wide at trenchless crossings). This process is set out in **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3).
CL_07_049	Of the areas under consideration we would particularly object to the sites 1, 3 and 4 which abut Hickling Lane. This peaceful lane is an ancient route, now classified as a by-way open to all traffic, which, together with the copses of trees and hedgerows, constitute a greatly valued and well-	N	The preferred location of the substation is positioned within an existing arable field and avoid the loss of established woodland and avoids wildlife reserves. In addition the Applicant has committed to the introduction of additional woodland planting

	used amenity to walkers and horse riders as well as habitat to much wildlife, including birds, bats, deer and squirrels.		around the substation refer to the **Outline Landscape Management Plan** (document reference 9.18) Details of the site selection process are set out in **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference: 6.1.3) and an assessment of potential impacts upon existing ecology is provided within **ES Chapter 20 Onshore Ecology and Ornithology** (document reference: 6.1.20).
CL_07_054	I object to the route coming up Sandy Hill Lane and [redacted]. There is a perfectly good route further east and possible engineering difficulties and cost should not be a factor in this. The potential destruction of a much loved quirky area between the station and the top of the hill cannot be contemplated. The route to the east affects no one after a few years, the Sandy Hill Lane damage will be forever	Y	The cable corridor now avoids Sandy Hill Lane and will instead be drilled beneath Weybourne Woods. For more information see **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3).
CL_07_057	With reference to the location of the onshore substation options 4,2 and 5 were viewed as more desirable than 1 and 3. We have been told that where ever it is placed, it will be highly visible due to its significant height and will be notably taller than the existing substation . Our concern is to ensure nothing blights the view of the Tas Valley and Roman site in Caistor St Edmund.	N	The final proposed substation site has been chosen within field one as presented in Phase One consultation. For more information see in **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3). Part of the reasoning of the choice of this site was because it is at a natural low point within the landscape, reducing visual impact to the Tas Valley.

1.4 Proposed Development Description

Feedback ID	Comment	Dev. change?	Response
CP_01_002	Is it an underground cable will it affect my property?	N	The cables will not be installed underneath any properties. For more details refer to **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3).
FF_01_039; FF_01_274; FF_01_275;	Limit on timing of work/weekends and antisocial hours	Y	The Applicant has committed to the following working hours: 0700 hours and 1900 hours Monday to Friday, and 0700 hours to 1300 hours on Saturdays, with no activity on Sundays or bank holidays. These are secured through Requirement 22 as defined within the Draft DCO (document reference: 3.1).
FF_01_070	Build fast build clean.	N	Noted.
FF_01_090	Only idiots would expect the same landfall site to be used so many times without total disruption.	N	The Applicant has set measures to mitigate impacts at Landfall as part of our DCO application. As set out in the **ES Chapter 27 Socio-Economics and Tourism** (Document reference 6.1.27) the following commitments have been made to mitigate the effects of the projects on the beach: • A Horizontal Directional Drill (HDD) at the landfall to minimise impacts to the beach and to keep access restrictions to an absolute minimum. • Locating the landfall on private land, with access through the Muckleburgh estate only and no access via Beach lane.
FF_01_118	Are you using traditional cut in convertrenching? Or "no dig" as often used on gas / oil pipelines?	Y	The majority of the cable corridor will be laid using an ‘open cut’ trenching technique where the soil is excavated then the cable is

			laid after which the soil is restored. For further details of the construction method refer to **ES Chapter 4 Project Description** (document reference 6.1.4). Trenchless crossing techniques will be used for: • All A & B roads as well as 20 other local roads; • All woodland habitats; • The River Wensum, Spring Beck, River Tud, River Yare, River Tiffey and an unnamed river north of Swardeston.
FF_01_195	Reduced to working hours (9-5)	N	The Applicant has committed to the following working hours: 0700 hours and 1900 hours Monday to Friday, and 0700 hours to 1300 hours on Saturdays, with no activity on Sundays or bank holidays. These are secured through Requirement 22 as defined within the Draft DCO (document reference: 3.1).
FF_01_224; FF_05_053	No pylons please - underground cable all the way.	Y	Underground cabling will be used from Landfall to the substation site. For further details refer to **ES Chapter 4 Project Description** (document reference 6.1.4).
FF_01_233	[There will be] inevitable unforseen consequences.	N	The Applicant has sought to define a worst-case scenario for each assessment, to ensure that impacts are fully assessed and mitigation measures are secured. Details of this process are set out in **ES Chapter 4 Project Description** (document reference 6.1.4) and **ES Chapter 5 EIA Methodology** (document reference 6.1.4).
FF_01_310	Morton on the Hill - If compound for plant and machinery is in Morton, working hours need to be restricted to reduce local nuisance.	Y	The main construction compound has been selected to be at the Attlebridge site close to Morton on the Hill. The Applicant has committed to the following working hours:

			0700 hours and 1900 hours Monday to Friday, and 0700 hours to 1300 hours on Saturdays, with no activity on Sundays or bank holidays. These are secured through Requirement 22 as defined within the Draft DCO (document reference: 3.1).
FF_01_368;	Will the cables be above or below ground?	N	Cables will be laid underground.
FF_01_380	The proposed use of Outlon for a storage suite is unsuitable because of the road access. See planning application APP/K2610/A/14/2212257	Y	Following Phase Two consultation it was decided that the main construction compound would be located at Attlebridge rather than Oulton. There will be a secondary construction compound at the B1149 close to Oulton.
FF_01_381	There are three proposed cable runs near Cawston. All separate should consideration be given to using a combined route.	N	Sharing cable corridors with other developers and projects is not possible for a variety of reasons. For the example of Hornsea Three, when Ørsted defined the construction envelope it was based on the project needs of the Hornsea Three project alone and did not factor in the possibility of other projects using the same space. The cable corridor approved for Hornsea Three is approved based on that project alone. Legally, due to competition laws, two separate companies cannot work together on these projects together. From a technical perspective, the envelope for the cable corridor is defined to allow micro-siting to avoid impacting local features. If we were to combine Hornsea Three and, SEP and DEP, we would need to expand the area to the extent that there would be no space for environmental gain, as sufficient space has not been accounted for in the Hornsea Three corridor to accommodate and micro-site the three projects.
FF_01_439	Indicative dates [needed]	Y	Construction will start in 2025. If built at the same time both Projects could be constructed in four years, if both projects are built sequentially the total construction period could be up to

			eight years. For further details of the construction methods and timings refer to **ES Chapter 4 Project Description** (document reference 6.1.4).
FF_01_442	No more time in construction than necessary	Y	Noted.
FF_01_592	Long lasting visual impacts and link boxes every 500m. Damage and disruption during the cable laying. Possibilities of two separate cable laying projects will increase disruption greatly.	Y	Link boxes are required for the onshore cable, they will be located every 1km with only an above ground marker indicating their locations. It is the Applicant's intention to lay the cables concurrently minimising disruption to the area. Information regarding this is set out in **ES Chapter 4 Project Description** (document reference 6.1.4)
FF_02_019; FF_03_037	Concern that more energy will be used in construction than produced by the projects.	N	The energy created through the lifetime of the projects will outweigh the energy used to construct the projects. For further details refer to the **Greenhouse Gas Footprint Assessment** (document reference 9.2).
CP_02_003	No indication of the size/ scale and design. Difficult to comment when we cannot image detrimental impact that this will have on the landscape.	Y	Information regarding the design of the infrastructure relating to the projects was provided in Phase Two consultation. Information regarding this is set out in **ES Chapter 4 Project Description** (document reference 6.1.4).
FF_03_030	keep timescales to an on time finish.	Y	Noted, the Applicant will endeavour to adhere to the timescales set out in its DCO application.
FF_03_034	Other than the map on page 7 its not clear how big the actual substation will be - being thre scale the area looks to be approx 0.25-0.5 km - quite large?? Since its this that will be the most visual people to peoples homes and livelihoods, I think this should be divulged asap.	Y	Information regarding the size of the substation was presented at Stage Two consultation. Information regarding the projects infrastructure is set out in the DCO application within **ES Chapter 4 Project Description** (document reference 6.1.4).
FF_04_003	Nowhere in the literature can I see how many cables will come in - the number could effect the width of the cable corridor?	Y	Information regarding the projects infrastructure is set out in the DCO application within **ES Chapter 4 Project Description** (document reference 6.1.4).

FF_04_016	Drill cables under roads	Y	The Applicant has Committed to the trenchless crossing of all A and B roads and 20 other local roads. Information regarding the construction method is set out in the DCO application within **ES Chapter 4 Project Description** (document reference 6.1.4).
FF_04_016	Keep construction compounds to minimum.	Y	One main construction compound is required to deliver the works. There will also be a dedicated compound at the substation and at the landfall for those activities. In addition, another 8 secondary compounds are required along the length of the cable corridor to support the works, i.e. to receive materials required at work fronts. Information regarding the construction method and compound requirements are set out in the DCO application within **ES Chapter 4 Project Description** (document reference 6.1.4).
FF_05_002; FF_05_009	Demand for SEP and DEP cables to be laid concurrently.	N	The Applicant has committed to reducing impacts on local communities by taking a joined-up approach and bringing together two separately owned offshore wind farm extensions into one single DCO application, which is an industry first. It's our intention to install both cables concurrently within a shared onshore footprint. However, the final approach will depend on future investment decisions and Government-led auctions. This requires some flexibility in the approach to constructing SEP and DEP which are reflected in the construction scenarios. To ensure that the worst-case impacts are considered the various build out scenarios have been assessed, including the sequential scenario to ensure that should impacts be unavoidable that appropriate mitigation is identified. Further details are set out within **ES Chapter 4 Project Description** (document reference 6.1.4).

FF_05_029	Once cable is land, will there be any ongoing maintenance?? E.g. further digging of cables.	N	It is not anticipated that any cables would require removal during operation. In the event of a cable failure cables can be removed and replaced at joint locations (located approximately every 1km along the route), with minimal excavation required. Further details are set out within **ES Chapter 4 Project Description** (document reference 6.1.4).
	No pylons / cables in open fields away from homes.	Y	Cables will be buried underground away from residential areas. Further details are set out within **ES Chapter 4 Project Description** (document reference 6.1.4).
FF_05_055	The benefits seem relatively small to the cost and disturbance of the environment	N	SEP and DEP will produce approximately 786 MW which is equivalent to powering over 785,000 UK homes per annum. This is equivalent to approximately: • 3% of the reported number of UK households; • 30% of the reported number of households in the East of England; or • 85% of the households in East Anglia. For further details on the projects need refer to the **Planning Statement** (document refence: 9.1)
FF_05_061; FF_05_081; CL_07_002	Will transmission be HVAC or HVDC?	N	Transmission will be HVAC.
FF_05_081	I am v concerned about width of cable trench, which no one can answer me on as yet. This effects my views hugely. A wide trench is a massive impact.	N	The entire cable corridor for a two project concurrent scenario will be 38 metres wide. Of this, 6 metres will be used for the actual cable trenches, as two 3 metre trenches for the respective cables. More information can be found in **ES Chapter 4 Project Description** (document reference 6.1.4)
CP_05_004	What commitment has been made to dismantle wind generators at the end of their useful life?	N	At the end of the operational life of the wind farms, SEP and DEP will be decommissioned, in line with TCE AfL requirements. Under the Energy Act (2004), a decommissioning programme must be submitted to and approved by BEIS.

			The decommissioning phase will include the dismantling of the turbines. For more information see **ES Chapter 4 Project Description** (document reference 6.1.4)
CP_05_010	I think the use of wind farms to provide green energy is useful but would prefer it if the wind farms could stay on the coast where they have minimal impact to the countryside. Often the wind farms are hardly visible from the coast line. I don't really like the thought of having additional wind turbines set up along the onshore cable in the future. This is highly likely once the infrastructure is in-place. I am not against the current proposal, which is the location of offshore wind farm and onshore underground cabling.	Y	The projects are offshore wind farms with underground cabling. The Applicant notes your support.
FF_06_014	Provide a timeframe from approval of the DCO to completion of the projects.	N	Based on current time frames if the DCO application is accepted the construction of the projects will begin in 2025, in a two project concurrent scenario this will take 4 years finishing in 2029. For more information see **ES Chapter 4 Project Description** (document reference 6.1.4).
FF_06_026	Not enough info about restoration of the disturbed corridor zones - planting / trees / crops. Debris removal.	N	The Applicant has committed to reinstating the land along the onshore cable corridor to its pre-construction state following construction. This includes the replanting of any trees and hedgerows that were removed. For more information see **ES Chapter 4 Project Description** (document reference 6.1.4).
CL_07_005	Where will the cables make landfall?	N	At Weybourne Beach. For more information see **ES Chapter 4 Project Description** (document reference 6.1.4).

CL_07_005	Will there be any buildings erected at landfall?	Y	There will be a temporary construction compound at the landfall site during construction. Post construction this compound will be removed and the land reinstated.
CL_07_007	Will Sheringham Park be affected in any way?	N	The cable corridor will not cross Sheringham Park.
CL_07_007	2. How close to the village of West Beckham (just south of Sheringham Park) will your plans take you.	N	The cable corridor will be approximately 1 km from West Beckham.
CL_07_007	do you anticipate any family homes being removed;	N	No, there will be no properties removed due to construction.
CL_07_013	Please could you tell me the number of cables Equinor plan to bring in at Weybourne. Thanks	N	Two sets of cables will be brought in at the landfall site at Weybourne. For more information see **ES Chapter 4 Project Description** (document reference 6.1.4).
CL_07_041	a.) When was Weybourne decided to be the only viable option and by whom?	N	The Weybourne landfall and offshore export cable corridor was selected on account of the following: • Technical (i.e. engineering and design) advantages; • Considerably flatter topography (8m cliffs at Weybourne compared to 32m high cliffs at Bacton); • The total area impacted is minimised as a result of the shorter export cable corridor; • Good access using existing roads and tracks (Bacton would require a new access road); • It avoids the SSSI and any interaction with National Nature Reserves (NNR) along the Norfolk coast (e.g. Mundesley Cliffs SSSI and Paston Great Barn NNR); • It avoids the Annex I habitats of The Wash and North Norfolk Coast SAC which are in unfavourable condition (both Weybourne and Bacton landfall options avoid the SAC); • The ability of using a long HDD technique at the landfall to completely avoid the subtidal outcropping chalk MCZ

			feature. This is in a proven location for works of this nature (i.e. successful HDD works have already been carried out for both Dudgeon and Sheringham Shoal OWFs), whereas at Bacton it would not be possible to HDD under the full extent of the chalk, and the cable/s would encounter a further area of outcropping chalk offshore.; • Avoids the Bacton Sandscaping Scheme area, so there will be no interference with that scheme or potential cumulative impacts; • Located close to the existing Dudgeon and Sheringham Shoal HDD landfalls for which considerable experience, data and lessons learnt are available resulting in a high level of confidence in the engineering feasibility of landfall and HDD works at this location; and • Private land along the beach for duct preparation (as was used during the construction of the Dudgeon OWF). For further details refer to **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference: 6.1.3).
CL_07_041	e.) under all operation scenarios, how far away from the property (residential community) And at what depth And what extent of EMF shielding is necessary for these 6-12 high voltage power cables to cause EMF as though they were NOT there? f.) And also the above question in relation to secondary EMF induced in other electrical carrying devices in the area that would and/or may affect the property?	N	All of the proposed technology options for the SEP and DEP export cables and third-party crossing points would be fully compliant with the Government policy. Specifically, all the fields produced would be below the relevant exposure limits. Therefore, there would be no significant EMF effects resulting from this proposed development. More information regarding EMFs can be found in **ES Appendix 28.1 Sheringham and Dudgeon Extension Projects EMF Assessment** (document reference 6.3.28.1)

CL_07_048	where will the cable would make landfall? What's its likely route out of Weybourne.?	N	The cable will make landfall at Weybourne Beach, the route from landfall will cross Weybourne Woods to Bodham. Cables will be drilled underneath Weybourne Woods to minimise impacts. For more information see **ES Chapter 4 Project Description** (document reference 6.1.4).
CL_07_049	Would two [substations] require double the acreage mentioned (6.5 hectares)? How much extra of our valuable countryside, agricultural land and public amenity is it acceptable to destroy for expediency and commercial/financial considerations?	N	The total substation footprint required for both SEP and DEP would be 6ha. If only one Project progresses to construction the onshore substation footprint would reduce to 3.25ha. For more information see **ES Chapter 4 Project Description** (document reference 6.1.4).
CL_07_049	Our response at this time is necessarily constrained by the lack of information we have. Of a total site of 7.5 hectares, 6.5 is identified as substation, and that is all we have. Would all of the 6.5 hectares be building? What is the profile, particularly height, being proposed?	N	The onshore substation footprint would include buildings, electrical equipment, internal roads and car parking. Buildings would be up to 15m tall and would take up less than 50% of the footprint. Information regarding the detailed design of the substation will be included as part of the DCO application in **ES Chapter 4 Project Description** (document reference 6.1.4).

1.5 EIA Methodology

Feedback ID	Comment	Dev. change?	Response
FF_01_206	A full environmental impact study is required on both Zone A and B and the 5 fields there in	Y	Environmental constraints and opportunities have been considered throughout the site selection Phase for the substation site. The final substation site has undergone a full environmental impact assessment. For more information see **ES Chapter 4: Site Selection assessment of Alternatives** (document reference 6.1.4).
FF_04_020	It needs to have very little impact on everything as what environment save you made by building means	N	Noted.

	you have to make up over many years after to me is a fail		

1.6 Marine Geology, Oceanography and Physical Processes

Feedback ID	Comment	Dev. change?	Response
FF_01_002	Possibility of major sea bed disruption.	N	Potential impacts to the sea bed have been subject to surveys, the results of which can be found in the ES appendices including **ES Appendix 8.4 Sheringham Extension Project Habitat Report** (Document reference: 6.3.8.3) and **ES Appendix 6.3 SS nearshore cable corridor - BGS Shallow Geological Assessment** (Document reference: 6.3.6.3). For more information see **ES Chapter 6 Marine Geology, Oceanography and Physical Processes** (Document reference: 6.1.6).
FF_01_033	Undermine sea defences	N	The projects will not damage sea defences. More information can be found in the **Flood Risk Assessment** (Document reference: 5.3).
FF_01_236	As long as the coastline and beach is unaltered	Y	There will be no long term impact to the beach and coastline.
FF_01_376	[Consider] All marine life including sea bed.	N	Marine life has been considered and assessments will be included as part of the DCO application. See **ES Chapter 8 Benthic Ecology** (document reference 6.1.8), **ES Chapter 9 Fish and Shellfish Ecology** (document reference 6.1.9), and **ES Chapter 10 Marine Mammal Ecology** (document reference 6.1.10) for more information.
FF_04_001	maritime environment near landfall important	N	Noted. **ES Chapter 8 Benthic Ecology** (document reference 6.1.8) and **ES Chapter 10 Marine Mammal Ecology** (document reference 6.1.10) for more information regarding the marine environment near landfall.

FF_04_022; FF_04_032	Ensure any construction or final installment do not effect the coastline (flooding, longshore drift etc.)	N	The effects of the projects on the coastline and sediments has been assessed in **ES Chapter 6 Marine Geology, Oceanography and Physical Processes** (Document reference: 6.1.6). The assessments have found that there will be no significant effects due to the projects on either the coastline or sediments.
FF_04_051	Protect the beaches and coasts (IE Underground bore preferred)	N	Cables will be brought onshore at Weybourne beach using horizontal directional drilling to install cable ducts beneath Weybourne beach, minimising disruption to the shoreline. Potential impacts to the sea bed have been subject to surveys, the results of which can be found in the ES appendices including **ES Appendix 8.4 Sheringham Extension Project Habitat Report** (Document reference: 6.3.8.3) and **ES Appendix 6.3 SS nearshore cable corridor - BGS Shallow Geological Assessment** (Document reference: 6.3.6.3)

1.7 Benthic and Intertidal Ecology

Feedback ID	Comment	Dev. change?	Response
FF_01_014	Please make the environmental impact assessments public. Consider how the project might fragment coastal habitats as well as the effects on the immediate area.	Y	Marine life has been considered and assessments will be included as part of the DCO application. See **ES Chapter 8 Benthic Ecology** (document reference 6.1.8), **ES Chapter 9 Fish and Shellfish Ecology** (document reference 6.1.9), and **ES Chapter 10 Marine Mammal Ecology** (document reference 6.1.10) for more information.

FF_01_072	Request to create a marine sanctuary	N	There are currently no plans to create a 'marine sanctuary' in the offshore area as part of the DCO application. The **Stage 1 CSCB MCZA** (document reference 5.6) concludes that the conservation objective of maintaining the protected features of the CSCB MCZ in a favourable condition will not be hindered by SEP and DEP.
FF_01_099; FF_01_242; FF_01_376; FF_01_382; FF_01_615; FF_01_650; FF_04_055; CL_07_001; FF_01_633	Concern regarding the MCZ chalk reef.	Y	As set out in **ES Chapter 4: Site Selection assessment of Alternatives** (document reference 6.1.4) the location of landfall and the offshore export cables allows the use of a long HDD technique to completely avoid the subtidal chalk MCZ feature. The Applicant has committed to no more than 100m of external cable protection per export cable in the MCZ, in relation to unburied cables. This reduces the extent of any longer-term impacts on the MCZ. The Applicant has committed to not using loose rock type external cable protection systems in the MCZ. This facilitates the possibility of removal on decommissioning. Information on how the Applicant assessed the MCZ can be found in the **Cromer Shoal Chalk Beds Marine Conservation Zone Assessment** (Document reference 5.6) submitted with the DCO application.
FF_01_313	Construction work will affect all types of sea creatures. continued care needs to be taken throughout the project.	Y	Noted. See **ES Chapter 8 Benthic Ecology** (document reference 6.1.8), **ES chapter 9 Fish and Shellfish Ecology** (document reference 6.1.9), and **ES Chapter 10 Marine Mammal Ecology** (document reference 6.1.10) for more information.
FF_04_001	maritime environment near landfall important	Y	Noted. See **ES Chapter 8 Benthic Ecology** (document reference 6.1.8) included as part of the DCO application for more information.

1.8 Fish Ecology

Feedback ID	Comment	Dev. Change?	Response
FF_01_212, FF_01_421, FF_01_603	General concern in regard to lobster and crabs	N	Noted. Shellfish ecology has been assessed as part of the projects development and the assessment will be included as part of the DCO application within **ES Chapter 9 Fish and Shellfish Ecology** (document reference 6.1.9)
FF_01_313; FF_01_600	Construction work will affect all types of sea creatures. continued care needs to be taken throughout the project.	Y	Marine life has been considered and assessments will be included as part of the DCO application. See **ES Chapter 8 Benthic Ecology** (document reference 6.1.8), **ES Chapter 9 Fish and Shellfish Ecology** (document reference 6.1.9), and **ES Chapter 10 Marine Mammal Ecology** (document reference 6.1.10) for more information.

1.9 Marine Mammal Ecology

Feedback ID	Comment	Dev. change?	Response
FF_01_029, FF_01_324, FF_01_426, FF_01_545	General concern regarding seals	Y	The potential impacts on marine mammals during the construction, operation, maintenance and decommissioning phases of SEP and DEP together including cumulative impacts are set out in **ES Chapter 10: Marine Mammal Ecology.** (document reference 6.1.10). Monitoring requirements for marine mammals are described in the **In Principle Monitoring Plan** (document reference 9.5) submitted alongside the DCO application.
FF_01_121	Concern regarding visting whale species.	Y	
FF_01_376	[Consider] Crucian carp, seals, dolphins.	Y	

			The project's plans to mitigate any impact on marine mammals can be found in the **Outline Project Environmental Management Plan** (document reference 9.10).

1.10 Offshore Ornithology

Feedback ID	Comment	Dev. change?	Response
FF_01_077, FF_01_293, FF_01_615, FF_02_007, FF_01_376	General concern regarding migrating birds.	Y	The Applicant increased the minimum 'air gap' from 26m to 30m to minimise impact from collision risk for key ornithological species The potential impact to birds of both SEP and DEP in isolation and cumulatively with other projects is set out in the **ES Chapter 11 Offshore Ornithology** (document reference 6.1.11) This chapter assesses the effects during construction, operation and de-commissioning. The project's plans to mitigate any impact on offshore ornithology can be found in the **Outline Project Environmental Management Plan** (document reference 9.10).
FF_01_166	What studies have been done on the impact on birds.	N	A full suite of our offshore ecological surveys are part of the **ES appendices** included as part of the DCO application. These surveys include information regarding migrating birds. Assessments of these topic can be found within **ES Chapter 11 Offshore Ornithology** (document reference 6.1.13).

FF_01_180	Somehow deter birds flying into turbines.	Y	The Applicant has increased the minimum 'air gap' from 26m to 30m to minimise impact from collision risk for key ornithological species
FF_01_545	[Consider] Seabird, Nesting Site	N	The potential impact to birds of both SEP and DEP in isolation and cumulatively with other projects is set out in the **ES Chapter 11 Offshore Ornithology** (document reference 6.1.11) This chapter assesses the effects during construction, operation and de-commissioning. The project's plans to mitigate any impact on offshore ornithology can be found in the **Outline Project Environmental Management Plan** (document reference 9.10).

1.11 Commercial Fisheries

Feedback ID	Comment	Dev. change?	Response
CP_01_040 FF_01_063; FF_01_554; FF_01_395; FF_01_480	General concern about impacts to fisheries and fishing industry expressed	N	Noted. The Applicant has engaged with the fishing industry throughout the pre-application process and have committed to continue this engagement. Further information regarding this has been included as part of the DCO application within **ES Chapter 12 Commercial Fisheries** (document reference 6.1.12) and is referenced in the Consultation Report (document reference 5.1).

FF_01_030; FF_01_040; FF_01_281	Should work closely with local fishing industry.	N	The Applicant has engaged consistently with the fishing industry since the inception of the project. Issues discussed include potential impacts and compensatory measures. Engagement with the fishing industry will continue throughout construction and operation. This engagement is referenced in the Section 6.3 of the Consultation Report (document reference 5.1).
FF_01_076	Fisheries and fishing industry - Loss of income for at least one year	N	Compensatory measures have been agreed with the fishing industry, more information can be found as part of the DCO application within **ES Chapter 12 Commercial Fisheries** (document reference 6.1.12).
FF_01_117	Many local people rely on the fishing industry and this could impact them.	N	Compensatory measures have been agreed with the fishing industry, more information can be found as part of the DCO application within **ES Chapter 12 Commercial Fisheries** (document reference 6.1.12).
FF_01_360	Fisheries and fishing industry - Important for agreement.	Y	Compensatory measures have been agreed with the fishing industry, more information can be found as part of the DCO application within **ES Chapter 12 Commercial Fisheries** (document reference 6.1.12).
FF_01_602	Fishing from Weybourne beach and shore fishermen.	Y	Weybourne Beach and Weybourne Beach Lane will remain open during construction. Access to the landfall site will be gained through existing private route at the Muckleburgh Estate, preventing the closure of Beach Lane will keep access restrictions to a minimum.
FF_01_674; FF_01_401; FF_01_215	How much sea willl be free for them to fish in?	N	Any displacement of the fishing industry due to the projects and any related impacts is set out in the DCO application within **ES Chapter 12 Commercial Fisheries** (document reference 6.1.12).

1.12 Shipping and Navigation

Feedback ID	Comment	Dev. change	Response
FF_01_178	Illuminate well to prevent accidents from shipping.	Y	Lighting and marking will be agreed in consultation and agreement with Trinity House, Maritime and Coastguard Agency, and the Civil Aviation Authority, and considering IALA O-139 (IALA, 2013) including an AtoN Management Plan covering the construction period. This will be secured through the DCO / DML conditions. More information regarding this can be found in **ES Chapter 13 Shipping and Navigation** (document reference 6.1.13).

1.13 Onshore Ground Conditions and Contamination

Feedback ID	Comment	Dev. change?	Response
FF_02_015	Local soil conditions vary considerably in this area. Suspect existing site is in sands/gravels as close to existing gravel extraction site. Very close chalky clay is encountered. Ensure sited in sands/gravels as any excavated material can be reused as part of construction, saving disposing of clays etc. Suspect field 4 is clay.	N	Noted. Ground and soil conditions have been considered as part of our impact assessment process. More information can be found in the DCO Application within **ES Chapter 17 Ground conditions and contamination** (document reference 6.1.17).

1.14 Water Resources and Flood Risk

Feedback ID	Comment	Dev. change?	Response
CP_01_020, FF_01_419; FF_02_011;	General concern regarding flooding	N	A full assessment of flood risk is set out in the **Flood Risk Assessment** (document reference 5.3). Mitigation measures that have been identified include a commitment to cross a number of sensitive rivers and streams by drilling the cable ducts underneath rather than trenching through them, appropriate storage of soils during excavation works, and installing drainage systems to manage excess water, and modifying the footprint of the onshore substation to avoid an area of potential surface water flood risk.
FF_01_351	Barford has significant flooding - this project will heighten flood risk.	N	As set out in **ES Chapter 18 Water resources and flood risk** (document reference 6.1.18) following the implication of mitigation measures it is not expected that there will be impact from flooding in the onshore project area during either construction or operation. A full assessment of flood risk is set out in the **Flood Risk Assessment** (document reference 5.3).
FF_02_042	Our property already suffers from severe flooding during heavy rain. PLEASE do not disrupt our already fragile sewage network	N	As set out in **ES Chapter 18 Water resources and flood risk** (document reference 6.1.18) following the implication of mitigation measures it is not expected that there will be impact from flooding in the onshore project area during either construction or operation. A full assessment of flood risk is set out in the **Flood Risk Assessment** (document reference 5.3).
FF_05_010	No consideration on impact the trenches will have on water movement or sewage pipe.	N	The impact that the cable trenches will have on water resources has been considered. More information regarding this has been included as part of the DCO application within

			ES Chapter 18 Water resources and flood risk (document reference 6.1.18). A full assessment of flood risk is set out in the **Flood Risk Assessment** (document reference 5.3).

1.15 Land Use, Agriculture and Recreation

Feedback ID	Comment	Dev. change?	Response
CP_01_037; FF_01_501; FF_01_136; FF_03_065	General concern regarding effect on agriculture.	N	As set out in **ES Chapter 19 Land Use, Agriculture and Recreation** (document reference 6.1.19) during operation the impacts to agriculture will be limited. Where significant impacts have been identified, they are localised, and work would be undertaken to mitigate the impacts down to an acceptable level. Whilst land used for agriculture will be affected during the construction stage, the land will be reinstated post construction to a pre-construction state.
FF_01_025	Why this wide, destroying farmland	N	The cable corridor width is necessary for the laying of the cables the width of the corridor includes the cable trenches, haul roads, and soil storage. For more information regarding this see **ES Chapter 4 Project Description** (document reference 6.1.4)
FF_01_588; FF_01_527	Farming access.	N	Mitigation measures regarding access to farmland include maintain access for farm vehicles and any areas that are subject to short-term restricted access would be agreed in advance for more information see **ES Chapter 19 Land Use, Agriculture and Recreation** (document reference 6.1.19)
FF_01_675	Must not encroach on greenfield sites (anywhere)	N	The project will be constructed on greenfield sites. For more information see **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference 6.1.3).

FF_01_676	So long as the land above a buried cable is still useable	N	Following reinstatement, the land above the cables will be able to be used for its pre-construction usage. There will be some permanent restrictions on land use above the cables. See the **Book of Reference** (document reference 4.1) for more information.
FF_05_082	I support the project provided it has no long term impact on greenfield sites (forestry/woodland or farmland or natural vegetation).	N	Following the reinstation works post construction it is not expected that there will be long term impact on greenfield sites other than the substation site.
CP_01_027	Our house & land is potentially within 200m of the cable corridor. We are very concerned about restrictions on horse riding & walking routes.		There will be no permanent closure to PRoWs. Disruption to any recreational routes would be managed to ensure continued safe access for members of the public, and all efforts would be made to minimise any closure durations. For more information see **ES Chapter 19 Land Use, Agriculture and Recreation** (document reference 6.1.19). For further information regarding PROWs see the **Outline PROW Strategy** (document reference 9.22).
FF_01_056	Lots of local footpaths - eg Holt -Mannington walk - please keep open while works are done.		There will be no permanent closure to PRoWs. Disruption to any recreational routes would be managed to ensure continued safe access for members of the public, and all efforts would be made to minimise any closure durations. For more information see **ES Chapter 19 Land Use, Agriculture and Recreation** (document reference 6.1.19).. For further information regarding PROWs see the **Outline PROW Strategy** (document reference 9.22).
FF_01_083	There are several paths and bridleways running through the [substation] area that will be adversley affected.	N	Following consultation feedback and technical and environmental assessment the final chosen substation site is within field one in Zone A as designated at Phase One consultation. No PRoWs will be lost due to the siting of the substation.

			For more information see **ES Chapter 19 Land Use, Agriculture and Recreation** (document reference 6.1.19). For further information regarding PROWs see the **Outline PROW Strategy** (document reference 9.22).
FF_01_088	Loss of [Weybourne] car park loss of fishing potential.	N	Weybourne Car Park will remain open during construction and operation of the projects.
FF_01_097	Rights of Way for walkers and horse riders will be affected.	N	There will be no permanent closure to PRoWs. Disruption to any recreational routes would be managed to ensure continued safe access for members of the public, and all efforts would be made to minimise any closure durations. For more information see **ES Chapter 19 Land Use, Agriculture and Recreation** (document reference 6.1.19). For further information regarding PROWs see the **Outline PROW Strategy** (document reference 9.22).
FF_01_106; FF_01_411	Stoke Holy Cross. Any footpaths need protecting.	N	There will be no permanent closure to PRoWs. Disruption to any recreational routes would be managed to ensure continued safe access for members of the public, and all efforts would be made to minimise any closure durations. For more information see **ES Chapter 19 Land Use, Agriculture and Recreation** (document reference 6.1.19).
FF_01_147; FF_01_153; FF_01_174; FF_01_513; FF_01_519; FF_01_240; FF_01_286; FF_01_344;	Public rights of way should not be permanently affected and any temp blockages should be kept to a minimum	N	There will be no permanent closure to PRoWs. Disruption to any recreational routes would be managed to ensure continued safe access for members of the public, and all efforts would be made to minimise any closure durations. The exact management method would be agreed in advance with the relevant local authority for that stage of the works. Methods available include:

FF_01_528; FF_01_473			• Appropriately fenced (unmanned) crossing points; Manned crossing points; and • Temporary alternative routes For more information see **ES Chapter 19 Land Use, Agriculture and Recreation** (document reference 6.1.19). For further information regarding PROWs see the **Outline PROW Strategy** (document reference 9.22).
FF_01_157; FF_01_315; FF_01_321	Recreation and local amenity - Avoid all areas presently marked and recognised.		As set out in **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference 6.1.3) part of the site selection criteria was the avoidance of recreational areas. For further information regarding PROWs see the **Outline PROW Strategy** (document reference 9.22).
FF_01_209	The size of the facility of 7.5 hectares would adversely impact enjoyment of the local countryside.	N	The preferred location of the substation is positioned within an existing arable field and will avoid the loss of established woodland and avoids wildlife reserves. In addition the Applicant has committed to the introduction of additional woodland planting around the substation - refer to the **Outline Landscape Management Plan** (document reference 9.18) Details of the site selection process are set out in **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference: 6.1.3) and an assessment of potential impacts upon existing ecology is provided within **ES Chapter 20 Onshore Ecology and Ornithology** (document reference: 6.1.20).
FF_01_257	There are a number of long distance footpaths in the area which must not be damaged.	N	There will be no permanent closure to PRoWs. Disruption to any recreational routes is being managed to ensure continued safe access for members of the public, and all efforts would be made to minimise any closure durations.

			For more information see **ES Chapter 19 Land Use, Agriculture and Recreation** (document reference 6.1.19). For further information regarding PROWs see the **Outline PROW Strategy** (document reference 9.22).
FF_01_273	Keep impact to PRoWs to a minimum. Also safety of users/public during construction	N	There will be no permanent closure to PRoWs. Disruption to any recreational routes will be managed to ensure continued safe access for members of the public, and all efforts would be made to minimise any closure durations. For more information see **ES Chapter 19 Land Use, Agriculture and Recreation** (document reference 6.1.19). For further information regarding PROWs see the **Outline PROW Strategy** (document reference 9.22).
FF_01_326	Local footpaths and bridleways are widely used for recreational purposes.	N	There will be no permanent closure to PRoWs. Disruption to any recreational routes would be managed to ensure continued safe access for members of the public, and all efforts would be made to minimise any closure durations. For more information see **ES Chapter 19 Land Use, Agriculture and Recreation** (document reference 6.1.19). For further information regarding PROWs see the **Outline PROW Strategy** (document reference 9.22).
FF_01_365	Unusually large volumne of public footpaths in the Colton Area.	N	There will be no permanent closure to PRoWs. Disruption to any recreational routes would be managed to ensure continued safe access for members of the public, and all efforts would be made to minimise any closure durations. For more information see **ES Chapter 19 Land Use, Agriculture and Recreation** (document reference 6.1.19).For further information regarding PROWs see the **Outline PROW Strategy** (document reference 9.22).

FF_01_379	Footpaths, walks will be interrupted by the cable runs.	N	There will be no permanent closure to PRoWs. Disruption to any recreational routes would be managed to ensure continued safe access for members of the public, and all efforts would be made to minimise any closure durations. For more information see **ES Chapter 19 Land Use, Agriculture and Recreation** (document reference 6.1.19). For further information regarding PROWs see the **Outline PROW Strategy** (document reference 9.22).
FF_01_438; FF_01_483; FF_04_006	Coastal path should be kept open	N	There will be no permanent closure to PRoWs. Disruption to any recreational routes would be managed to ensure continued safe access for members of the public, and all efforts would be made to minimise any closure durations. For more information see **ES Chapter 19 Land Use, Agriculture and Recreation** (document reference 6.1.19). For further information regarding PROWs see the **Outline PROW Strategy** (document reference 9.22).
FF_01_469	Keep our public footpaths, roads etc	N	There will be no permanent closure to PRoWs. Disruption to any recreational routes would be managed to ensure continued safe access for members of the public, and all efforts would be made to minimise any closure durations. For more information see **ES Chapter 19 Land Use, Agriculture and Recreation** (document reference 6.1.19). For further information regarding PROWs see the **Outline PROW Strategy** (document reference 9.22).
FF_01_494	Many footpaths in the area	N	There will be no permanent closure to PRoWs. Disruption to any recreational routes would be managed to ensure continued

			safe access for members of the public, and all efforts would be made to minimise any closure durations. For more information see **ES Chapter 19 Land Use, Agriculture and Recreation** (document reference 6.1.19). For further information regarding PROWs see the **Outline PROW Strategy** (document reference 9.22).
FF_01_509	Zone B will prevent access to public footpaths.	N	There will be no permanent closure to PRoWs. Disruption to any recreational routes would be managed to ensure continued safe access for members of the public, and all efforts would be made to minimise any closure durations. For more information see **ES Chapter 19 Land Use, Agriculture and Recreation** (document reference 6.1.19). For further information regarding PROWs see the **Outline PROW Strategy** (document reference 9.22).
FF_01_563	The area of Gt Melton is a ich source of outdoor opportunities - public footpaths and rights of way	N	There will be no permanent closure to PRoWs. Disruption to any recreational routes would be managed to ensure continued safe access for members of the public, and all efforts would be made to minimise any closure durations. For more information see **ES Chapter 19 Land Use, Agriculture and Recreation** (document reference 6.1.19). For further information regarding PROWs see the **Outline PROW Strategy** (document reference 9.22).
FF_01_606	Public footpaths in fields to south of Weybourne car park and along beach to west of beach beside Muckleburgh.	N	There will be no permanent closure to PRoWs. Disruption to any recreational routes would be managed to ensure continued safe access for members of the public, and all efforts would be made to minimise any closure durations.

			For more information see **ES Chapter 19 Land Use, Agriculture and Recreation** (document reference 6.1.19). For further information regarding PROWs see the **Outline PROW Strategy** (document reference 9.22).

1.16 Onshore Ecology and Ornithology

Feedback ID	Comment	Dev. change?	Response
CP_01_014; CP_01_020; CP_01_029; CP_01_037; FF_01_022; FF_01_025; FF_01_124; FF_01_136; FF_01_331; FF_04_044; FF_01_230; FF_01_249; FF_01_250; FF_01_231; FF_01_433; FF_01_491; FF_01_555; FF_05_030; FF_04_009; FF_04_040; FF_04_013;	General concern about impact to ecology expressed	N	During the site selection process, SEP and DEP has sought to minimise impacts on local ecology and wildlife, for example through the avoidance of ecologically designated sites where possible. Further detail on this can be found in the **ES Chapter 3: Site Selection and Assessment of Alternatives** (document reference 6.1.3) A suite of ecological surveys have been undertaken to determine the presence or absence of species within the footprint (or within respective study areas) of the SEP and DEP Order limits. Potential impacts on local wildlife and specific species are assessed in **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20) Where appropriate, these surveys and impact assessments have determined the requirement for mitigation and management.

FF_01_377; FF_01_296; FF_04_036; FF_04_037; FF_04_021; FF_05_007; FF_01_305; FF_01_600; FF_04_029; FF_01_665; FF_01_666; FF_01_667; FF_01_626; FF_01_470; FF_01_370; FF_01_462; FF_01_530; FF_01_534; FF_01_598			
CP_01_022	There are approximately 20 red kites roosting in these trees during the winter months. The red kite has been protected by the RSPB since 1905 and in 1981 received "schedule 1" protected status by the Wildlife and Countryside Act. This means that a red kite has year-round protection against disturbance. A pair of red kites are in these trees throughout the year - however for the last 2-3 years there have been upto 20 birds roosting from autumn to spring.	N	Potential impacts on local wildlife and specific species are assessed in **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20) Where appropriate, these surveys and impact assessments have determined the requirement for mitigation and management

CP_01_026	Study Area runs within a few hundred metres of Upgate Common which is a SSSI. Potential impact on this delicate site must be considered.	Y	The Upgate Common SSSI will be avoided by the onshore cable corridor.
CP_01_033	From the sea end of Beach Lane going towards Water Hill and the cottages in the Sheringham direction there is an extensive wildlife area left uncultivated by the farmer which over many years has been a feeding and breeding area for skylarks, butterflies and other insects in the summer. Please do not disturb this area. It has taken many years for it to become such an essential area for them to nest in. Further along beyond the fishermans' cottages along the cliff edge there are also sandmartins that breed and nest in the cliff. Sadly over the years the numbers have dropped and I believe both skylarks and sandmartins are on the endangered list.	Y	Following Phase One and Two consultations the cable corridor has been refined based on technical and environmental assessments as well as community feedback. The landfall site nor the cable corridor will interact with the areas mentioned.
FF_01_005; FF_01_573; FF_01_581; FF_01_156; FF_01_314; FF_01_320; FF_01_502; FF_01_612; FF_01_613; FF_01_614; FF_01_081	Protect 'All indigenous' species	N	During the site selection process, SEP and DEP has sought to minimise impacts on local ecology and wildlife, for example through the avoidance of ecologically designated sites where possible. Further detail on this can be found in the **ES Chapter 3: Site Selection and Assessment of Alternatives** (document reference 6.1.3) A suite of ecological surveys have been undertaken to determine the presence or absence of species within the footprint (or within respective study areas) of the SEP and DEP Order Limit. Potential impacts on local wildlife and specific species are assessed in **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20) Where appropriate, these surveys and impact

			assessments have determined the requirement for mitigation and management.
FF_01_027; FF_01_100; FF_01_101; FF_01_103; FF_01_104; FF_01_113; FF_01_116; FF_01_120; FF_01_134; FF_01_345; FF_01_354; FF_01_366; FF_01_364; FF_01_367; FF_01_328; FF_01_375; FF_01_408; FF_01_612; FF_01_613; FF_01_614; FF_01_418; FF_01_474; FF_01_479; FF_01_495; FF_01_523; FF_01_546;	The respondents highlighted important local fauna species to take into considertation, including: bats, badgers, newts, toads, deer, birds, marsh harriers, woodpeckers, nightingales, marsh thirstle, ragged robin, red kite, marsh harrier, green woodpeckers, kestrel, sparrowhawk, greater spotted woodpeckers, red deer, fellow deer, dark bellied brent geese, barbastelle bat, watervole, kingfisher, brown trout, brook lamprey, Norfolk Hawkes, Dragonfly, White clawed Crayfish, Ringed Plover, Sundew Grayling, Butterfly Adder, Keeled Skimmer, Draonfly, Walll Brown Butterfly, Skylarks(including those that nest in the meadows next to weybourn cliffs, hares, Barnowls, Sandmartins (including on Weybourne cliffs), Hedgehogs, Owls, Snow buntings. Bittern spoonbill. Bearded tit, nigh-jar, fish, otters, Kingfishers, rodents, foxes, ground nesting birds, meadow butterflies, Natterjack Toad, Watervoles, toads, Meadow Pipits (inclu. in meadows next to weybourne cliffs), Grey Partridges, Quails, wintering Pink Footed Geese (including those in the beet fields behind Weybourne cliffs) In addition, the meadow is important for a wide variety of invertebrates, bees, moths, Common Pipistrelle bats, Noctule bats, Soprano Pipistrelle bats, Barbastelle bats, Daubenton’s bats, Serotine	N	During the site selection process, SEP and DEP has sought to minimise impacts on local ecology and wildlife, for example through the avoidance of ecologically designated sites where possible. Further detail on this can be found in **ES Chapter 3: Site Selection and Assessment of Alternatives** (document reference 6.1.3). A suite of ecological surveys have been undertaken to determine the presence or absence of species within the footprint (or within respective study areas) of the SEP and DEP Order Limit. Potential impacts on local wildlife and specific species are assessed in **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20). Where appropriate, these surveys and impact assessments have determined the requirement for mitigation and management.

FF_01_587; FF_01_620	bats, Natterer's bats, Radde's Warbler, Dusky Warbler, Yellow-browed Warbler, Greenish Warbler, Great Reed Warbler, Barred Warbler, Sardinian Warbler, micro moths, Silver-washed Fritillary butterfly, Yellow-legged Tortoiseshell butterfly, dragonflies, damselflies, Small Red-eyed Damselfly, migrant Red-veined Darter.		
FF_01_101; FF_01_104; FF_01_210; FF_01_354; FF_01_364; FF_01_375; FF_01_383; FF_01_408; FF_01_620	The respondents highlighted important local flora species to take into considerations, including: orchids, Oak trees, orchards, May lily, doffer, mossy stonecrop, wild flowers, Orchids. Meadow vetchling, bladder campion, bullhead	N	During the site selection process, SEP and DEP has sought to minimise impacts on local ecology and wildlife, for example through the avoidance of ecologically designated sites where possible. Further detail on this can be found in **ES Chapter 3: Site Selection and Assessment of Alternatives** (document reference 6.1.3). A suite of ecological surveys have been undertaken to determine the presence or absence of species within the footprint (or within respective study areas) of the SEP and DEP Order Limit. Potential impacts on local wildlife and specific species are assessed in **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20). Where appropriate, these surveys and impact assessments have determined the requirement for mitigation and management.
FF_01_058	Support proposal to narrow route away from upwood onto agricultural land. NB pond adjacent to Marlpit lane (at crossing) is popular with local wildlife..	Y	Following Phase One consultation the onshore cable corridor was refined following consultation feedback and technical and environmental assessments. Following further feedback and assessments from Phase Two consultation the final cable corridor has been defined. This corridor does not cross through 'Up Wood' but instead through the adjacent agricultural land. We have refined the DCO boundary to exclude key ecological

			features such as ponds. Further detail on this can be found in **ES Chapter 3: Site Selection and Assessment of Alternatives** (document reference 6.1.3).
FF_01_093	Soil excavation disturbing natural wildlife and spoiling countryside even when pipes are laid and work finished.	N	Soil will be stored and reinstated following construction. Further details on the construction methods are set out in **ES Chapter 4 Project Description** (document reference 6.1.4).
FF_01_098	This project will certainly cause problems for the local wildlife to the point it may be driven out and not return.	N	Potential impacts on local wildlife and specific species are assessed in **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20). Where appropriate, these surveys and impact assessments have determined the requirement for mitigation and management. Mitigation measures can be found in the **Outline Ecological Management Plan** (document reference 9.19).
FF_01_104	What is the impact of underground cables on wildlife?	N	For information regarding impacts on wildlife from the cable trenches please see **Section 20.6** of the **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20)
FF_01_115	Concern regarding Ringland hills and river wensum	Y	Following Phase One and Two consultations the cable corridor has been refined based on technical and environmental assessments as well as community feedback. River Wensum will be crossed using trenchless techniques (i.e. drilled beneath the river) avoiding direct impacts. The final cable corridor does not cross the Ringland Hills. Potential impacts on local wildlife and specific species are assessed in **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20). Where appropriate, these surveys and impact assessments have determined the requirement for mitigation and management. Mitigation

			measures can be found in the **Outline Ecological Management Plan** (document reference 9.19).
FF_01_129; FF_01_094; FF_01_509; FF_01_493; FF_01_507; FF_01_134; FF_01_047	Ancient bluebell woods, historic pasture and woodlands, including those north of Gowthorpe Lane, should be protected	Y	The Applicant has committed to cross all woodland habitats using trenchless crossing techniques, this will significantly reduce the impact on these habitats. As well as this commitment we will be avoiding all protected sites where possible, this includes the trenchless crossing of the River Wensum, Spring Beck, River Tud, River Yare, River Tiffey and an unnamed river north of Swardeston. We have also refined the DCO boundary to exclude key ecological features where possible such as ponds, known badger setts, and trees with bat roost potential. Further detail on this can be found in **ES Chapter 3: Site Selection and Assessment of Alternatives** (document reference 6.1.3). Potential impacts on local wildlife and specific species are assessed in **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20). Where appropriate, these surveys and impact assessments have determined the requirement for mitigation and management. Mitigation measures can be found in the **Outline Ecological Management Plan** (document reference 9.19).
FF_01_133	Concern regarding local rivers and streams	Y	The Applicant has committed to cross all large watercourses and all Main Rivers using a trenchless crossing technique, this includes the trenchless crossing of the River Wensum, Spring Beck, River Tud, River Yare, River Tiffey and an unnamed river north of Swardeston. Further details on the construction methods are set out in **ES Chapter 4 Project Description** (document reference 6.1.4). Potential impacts on local wildlife and specific species are assessed in **ES Chapter 20: Onshore Ecology and**

			Ornithology (document reference 6.1.20). Where appropriate, these surveys and impact assessments have determined the requirement for mitigation and management. Mitigation measures can be found in the **Outline Ecological Management Plan** (document reference 9.19).
FF_01_135	Breeding on Weybridge cliffs	Y	A suite of ecological surveys was undertaken during 2020 including habitats, great crested newts, birds (breeding birds and wintering birds). The scope of these surveys was agreed in advance with Natural England. Further surveys were also undertaken during 2021 and are being used to inform the ecological impact assessment submitted to support the DCO application. For more information see **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20)
FF_01_166	What studies have been done on the impact on birds.	N	A suite of ecological surveys was undertaken during 2020 including habitats, great crested newts, birds (breeding birds and wintering birds) and bats was undertaken to describe the ecological baseline. The scope of these surveys was agreed in advance with Natural England. Further surveys were also undertaken during 2021 and are being used to inform the ecological impact assessment submitted to support the DCO application. Further details of these surveys can be found within **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20).
FF_01_175; FF_01_454	Provide hedging for birds, if removed for digging.	Y	We will endeavour to reinstate hedges as soon as possible post construction, and there will be a period of ten years of monitoring and maintenance for hedgerows to ensure they re-grow successfully post reinstatement. These commitments are set out in the **Outline Ecological Management Plan** (document reference 9.19).
FF_01_200	River Tod Valley	N	Noted.

FF_01_201	The Wensum Valley is rich in wildlife and nature landscapes	N	The Applicant has committed to cross the River using trenchless techniques to avoid direct impacts to this sensitive site and the wildlife associated with it. Further details on the construction methods are set out in **ES Chapter 4 Project Description** (document reference 6.1.4). Potential impacts on local wildlife and specific species are assessed in **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20). Where appropriate, these surveys and impact assessments have determined the requirement for mitigation and management. Mitigation measures can be found in the **Outline Ecological Management Plan** (document reference 9.19).
FF_01_216	Alderford Common and Upgate Common designated as areas of special interest. Newts, Orchids on Update Common.	N	SEP and DEP will not interact with these sites.
FF_01_253	Clearly it will effect the natural habitats of many animals - how will it reduce this impact?	Y	Potential impacts on local wildlife and specific species are assessed in **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20). Where appropriate, these surveys and impact assessments have determined the requirement for mitigation and management. Mitigation measures can be found in the **Outline Ecological Management Plan** (document reference 9.19).
FF_01_262; FF_01_261	Maintain 100 acre wood - the forestry commission land in High Kelling	Y	Following Phase One and Two consultation the cable corridor was refined based on consultation feedback and technical and environmental assessments, the cable corridor will not be crossing the hundred acre wood.
FF_01_269	Nothing [ecological] I am aware of	N	Noted.
FF_01_284	Hedges and trees at Mangreen are very old. Many plant varieties.	Y	Potential impacts on local wildlife and specific species are assessed in **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20). Where appropriate,

			these surveys and impact assessments have determined the requirement for mitigation and management. Mitigation measures can be found in the **Outline Ecological Management Plan** (document reference 9.19).
FF_01_302	Corridors for amphibians i.e. newts and frogs and larger animals such as deer.	N	Potential impacts on local wildlife and specific species are assessed in **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20). Where appropriate, these surveys and impact assessments have determined the requirement for mitigation and management. Mitigation measures can be found in the **Outline Ecological Management Plan** (document reference 9.19). The Applicant has also committed to delivering a biodiversity net gain within the Order limits which will include the enhancement of existing wildlife corridors such as hedgerows.
FF_01_306	Habitat loss should be avoided as a priority. Biodiversity is of paramount importance.	Y	Noted. We have committed to cross all woodland habitats using trenchless crossing techniques, this will significantly reduce the impact on these habitats. As well as this commitment we will be avoiding all protected sites where possible, this includes the trenchless crossing of the River Wensum, Spring Beck, River Tud, River Yare, River Tiffey and an unnamed river north of Swardeston. We have also refined the DCO boundary to exclude key ecological features where possible, such as ponds, known badger setts, and trees with bat roost potential. The Applicant has committed to deliver a biodiversity net gain within the Order limits. Further details are set out within **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20) and the **Outline Ecological Management Plan** (document reference 9.19).
FF_01_311	Morton on the Hill River Wensum - Important for Aquative mammals, birds, fish, also flora.	N	The River Wensum will be crossed using trenchless crossing technique, mitigating against the potential impacts to the river. Potential impacts on local wildlife and specific species are

			assessed in **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20). Where appropriate, these surveys and impact assessments have determined the requirement for mitigation and management. Mitigation measures can be found in the **Outline Ecological Management Plan** (document reference 9.19).
FF_01_340	Minimum number of trees to be removed?	N	The number of trees to be removed will be dependent on micro-sitting requirements during construction. The Applicant will endeavour to remove as few trees as possible. For more information see the **Outline Ecological Management Plan** (document reference 9.19).
FF_01_354	BARFORD proposed area includes significant wildlife habitat including river, riverside and meadow wildlife.	N	Noted.
FF_01_355	Impact on River tiffey?	N	The River Tiffey will be crossed using a trenchless crossing technique, mitigating against the potential impacts to the river. Potential impacts on local wildlife and specific species are assessed in **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20). Where appropriate, these surveys and impact assessments have determined the requirement for mitigation and management. Mitigation measures can be found in the **Outline Ecological Management Plan** (document reference 9.19).
FF_01_361	Large number of ancient village ponds in Marlingford and Colton area.	Y	We have refined the DCO boundary to exclude key ecological features where possible such as ponds.
FF_01_375	Heathland and salt marshes.	N	SEP and DEP will not cross any areas of saltmarsh or heathland.
FF_01_388	Plants and animals on Kelling Heath	Y	Following the refinement of the onshore cable corridor boundary, the final cable corridor will not cross Kelling Heath.

FF_01_416	Disruption to local rivers and wildlife.	Y	All larger watercourses and all Main Rivers will be crossed using a trenchless crossing technique to mitigate against any potential impacts. This includes the trenchless crossing of the River Wensum, Spring Beck, River Tud, River Yare, River Tiffey and an unnamed river north of Swardeston. Potential impacts on local wildlife and specific species are assessed in **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20). Where appropriate, these surveys and impact assessments have determined the requirement for mitigation and management. Mitigation measures can be found in the **Outline Ecological Management Plan** (document reference 9.19).
FF_01_486	TG 11395 43135 - Marl Pit SSSI. TG11206 43033, TG11134 43603. 8 species of bats have been recorded in the above locations in Weybourne	N	Noted. Bats have been included as part of the ecological surveys. For information regarding the measures to mitigate the impacts on bats see the **Outline Ecological Management Plan** (document reference 9.19).
FF_01_499	Toads - migrate up to 3 miles to breed in the pond they were born in.	N	All ponds have been avoided as part of the site selection exercise. Potential impacts on local wildlife and specific species are assessed in **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20). Where appropriate, these surveys and impact assessments have determined the requirement for mitigation and management. Mitigation measures can be found in the **Outline Ecological Management Plan** (document reference 9.19).
FF_01_504	All create green corridor 'bee lines'	N	Potential impacts on local wildlife and specific species are assessed in **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20). Where appropriate, these surveys and impact assessments have determined the requirement for mitigation and management. Mitigation measures can be found in the **Outline Ecological Management Plan** (document reference 9.19). The Applicant

			has also committed to delivering a biodiversity net gain within the Order limits which will include the enhancement of existing wildlife corridors such as hedgerows.
FF_01_602	Birds/Mammals in fields to south of beach car park in Weybourne and Marshland there (newts, frogs etc)	N	Following the refinement of the cable corridor the final route from landfall is planned to the west of Weybourne and as such will avoid the field to the south of Beach car park. For further details refer to **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference: 6.1.3).
FF_01_615	Migrating birds and bats.	Y	Both migrating birds and bats have been included as part of the Applicant's ecological surveys. Further details of these surveys can be found within **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20).
FF_01_617; FF_01_618; FF_01_619; FF_01_629; FF_04_057; FF_01_525; CP_05_013; FF_01_136	General concern regarding hedges and hedgerows.		Where the onshore cable corridor crosses through woodland and hedgerows, the working corridor width would be reduced to a typical working width of 20m. This is on the basis that a large part of the 45m (for a single project) or 60m (for both SEP and DEP) corridor is for soil storage/management, and trees and hedgerows would not be removed for this purpose and would be retained outside the 20m working corridor. The reduced 20m working width at woodland and hedgerow crossing applies to all scenarios; in reality, it is likely to be less for a single project but not for the purposes of the assessment. Hedgerows would be replanted. Trees and woodland would be replanted within the construction corridor but outside the final cable easement of 20m width if both SEP and DEP are constructed and 10m if only SEP or DEP is constructed, where tree planting would be prohibited. Planting would be implemented during the first planting season following completion of construction of either SEP or DEP (subject to landowner agreements), whether constructed concurrently or sequentially. Further details on hedgerow and tree removal,

			retention, replacement and management are presented in the **Outline Landscape Management Plan** (document reference 9.18)
FF_01_656	Not sure		Noted
FF_01_678	ok! low ecological impact	N	Noted
FF_04_050	Do not damage the Weybourne Reedbed.	N	Following the refinement of the cable corridor following Phase One and Two consultation the final cable corridor as set out in the DCO application will not cross the Weybourne Reedbed.
CP_04_001	Using underground cabling where possible. Avoiding known NT areas such as Sheringham Park.	Y	Underground cabling will be used from landfall to the substation. The cable corridor will avoid Sheringham Park.
FF_05_054	Alderford Common - wildlife. Upgate Common - wildlife. . What impact will cable constuction have on the area?	N	Following Phase One consultation the onshore cable corridor was refined following consultation feedback and technical and environmental assessments. Following further feedback and assessments from Phase Two consultation the final cable corridor has been defined. The cable corridor will not cross through either Alderford or Upgate Common.
FF_05_056	Ensure that cable corridor areas avoids of high ecological importance.	N	The Applicant has committed to cross all woodland habitats using trenchless crossing techniques, this will significantly reduce the impact on these habitats. As well as this commitment we will be avoiding all protected sites where possible, this includes the trenchless crossing of the River Wensum, Spring Beck, River Tud, River Yare, River Tiffey and an unnamed river north of Swardeston. The Applicant has also refined the DCO boundary to exclude key ecological features where possible such as ponds, known badger setts, and trees with bat roost potential. For further details refer to **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference: 6.1.3).

FF_05_082	I support the project provided it has no long term impact on greenfield sites (forestry/woodland or farmland or natural vegetation).	Y	Following the completion of laying the cables they will be jointed and tested, after this the land will be reinstated and can return to its previous use. The Applicant has committed to crossing woodland habitats using trenchless crossing techniques, this will significantly reduce the impact on these habitats.
FF_06_014	Provide feedback to the pond owners from the testing for crested newt DNA.	Y	The methodology and survey results from the crested newt DNA survey is included within **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20).
CL_07_027	I am a resident of [redacted], the object of your notice. there is a healthy Bat population in the Marl Pit and surrounding area as far as the Car Park in Beach Road. The Marl Pit is also a SSSI protected by law	N	Following Phase One consultation the onshore cable corridor was refined following consultation feedback and technical and environmental assessments. Following further feedback and assessments from Phase Two consultation the final cable corridor has been defined. The onshore DCO boundary will not cross through the Marl Pit.

CL_07_029	I wish all concerned to know that we have lived here for [redacted] years, and have closely observed rare wildlife living in the Tiffey and Upper Yare Valley, including barn owls, buzzards, red kites, swifts, swallows, herons, oyster catchers, hedgehogs, otters, badgers, frogs and toads, grass snakes, slow worms and lizards, most Norfolk species of butterflies, dragonflies and damsel flies, and the associated food species that these creatures depend on. We have watched with sadness as most sightings of the species have become rarer over the last two decades. The planned work will further disrupt what our local land managers have already destroyed in the valley. We are aware that economic land management is not generally aware that the ecology of the area is so very fragile, as in the whole world. Landowners and developers may promise to maintain the wildness, or mitigate destruction, and are probably happy with whatever sum is agreed for this cost. It will not be enough. Digging up the line of two separate cables will be a major and terminal disruption to the ecology. At a time when Norfolk County Council are also planning to destroy wildlife habitat in the Wensum valley, for the Norwich Western Bypass the county does no need more ecological destruction.	N	SEP and DEP has undergone an extensive site selection process which has involved incorporating environmental considerations in collaboration with the engineering design requirements. The onshore cable corridor has been routed to avoid designated nature conservation sites (e.g. SPA, SSSI etc.) where possible. Trenchless installation methods for the export cables proposed to avoid direct impacts to any designated sites that currently fall within the order limits. Potential impacts on local wildlife and specific species are assessed in **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20). Where appropriate, these surveys and impact assessments have determined the requirement for mitigation and management. Mitigation measures can be found in the **Outline Ecological Management Plan** (document reference 9.19). The Applicant has also committed to delivering a biodiversity net gain within the Order limits which will include the enhancement of existing wildlife corridors such as hedgerows

CL_07_045	I am most concerned about habitat destruction, particularly given that this area has already been affected by the Food Hub, and will be affected greatly by the NDR Western Link. I am totally supportive of renewable energy, but not if the short term method of achieving it is destructive in other ways and wonder how well this can be avoided.	N	The Applicant has committed to cross all woodland habitats using trenchless crossing techniques, this will significantly reduce the impact on these habitats. As well as this commitment we will be avoiding all protected sites where possible, this includes the trenchless crossing of the River Wensum, Spring Beck, River Tud, River Yare, River Tiffey and an unnamed river north of Swardeston. We have also refined the DCO boundary to exclude key ecological features such as ponds, known badger setts, and trees with bat roost potential. Potential impacts on local wildlife and specific species are assessed in **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20). Where appropriate, these surveys and impact assessments have determined the requirement for mitigation and management. Mitigation measures can be found in the **Outline Ecological Management Plan** (document reference 9.19). The Applicant has also committed to delivering a biodiversity net gain within the Order limits which will include the enhancement of existing wildlife corridors such as hedgerows
CL_07_046	[Barford] is a natural habitat for a wide range of local wildlife as we have a combination of river, wetland, meadowland and woodland within a, few square miles, meaning that we have many species of bats, amphibians, birdlife (including red kites) and other insects and mammals (including badgers).	N	Noted. See **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20) within the DCO application for a full range of the Applicants ecological surveys.
CL_07_056	In addition, Weybourne Cliffs and Weybourne Pit are both designated as SSSIs.	Y	Following Phase One consultation the onshore cable corridor was refined following consultation feedback and technical and environmental assessments. Following further feedback and assessments from Phase Two consultation the final cable

			corridor has been defined. The onshore DCO boundary will not cross through the Marl Pit. The landfall site has been chosen to be at an area of Weybourne Beach which avoids the Weybourne Cliffs SSSI and the routing of the cables also avoids Weybourne Pit SSSI..
CL_07_056	Between the beach and the cliffs lie the grounds of Denmark House which is a private but important six-acre nature reserve. Noise and activity from the Equinor landfall would potentially disturb the wildlife in the reserve. The species seen at the reserve are indicative of those using the cliffs, meadows and fields in the landfall/onshore cable search area. The reserve attracts both breeding and migrant birds – 250 species have been recorded in or from the reserve, including a good number of scarce or rare birds including Radde's Warbler, Dusky Warbler, Yellow-browed Warbler, Greenish Warbler, Great Reed Warbler, Barred Warbler and Sardinian Warbler. Since 1998 a total of 442 species of macro moth have been recorded, as well as numerous micro moths; again, these include rare or scarce migrants. 28 species of butterfly have been recorded, including Silver-washed Fritillary and Yellow-legged Tortoiseshell. A good number of dragonflies and damselflies have also been seen, including the scarce Small Red-eyed Damselfly and the migrant Red-veined Darter. There have been sightings of Water Vole, Otter and Badger.	N	Potential impacts on local wildlife and specific species are assessed in **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20). Where appropriate, these surveys and impact assessments have determined the requirement for mitigation and management. Mitigation measures can be found in the **Outline Ecological Management Plan** (document reference 9.19).

CL_07_061	We understand that the above project will come within 1,000 metres of Itteringham.. Itteringham is situated in a conservation area and the Parish Council is writing to raise concerns of the effect of this work on the wildlife and habitat in this and the surrounding area	N	Potential impacts on local wildlife and specific species are assessed in **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20). Where appropriate, these surveys and impact assessments have determined the requirement for mitigation and management. Mitigation measures can be found in the **Outline Ecological Management Plan** (document reference 9.19). The Applicant has also committed to delivering a biodiversity net gain within the Order limits which will include the enhancement of existing wildlife corridors such as hedgerows. For information regarding impacts to cultural heritage see **ES chapter 21 Onshore Archaeology and Cultural Heritage** (document reference 6.1.21).
CL_07_062	We take a pride in our village and its environment and are feeling besieged by these large national infrastructure projects. We would hope to see as a minimum full restoration of any woodland or hedges damaged or removed.	Y	Following construction any hedgerows or trees that are removed due to construction will be reinstated. There will be a ten-year period of monitoring post construction to ensure that vegetation grows back successfully. Potential impacts on local wildlife and specific species are assessed in **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20). Where appropriate, these surveys and impact assessments have determined the requirement for mitigation and management. Mitigation measures can be found in the **Outline Ecological Management Plan** (document reference 9.19). The Applicant has also committed to delivering a biodiversity net gain within the Order limits which will include the enhancement of existing wildlife corridors such as hedgerows.

1.17 Onshore Archaeology and Cultural Heritage

Feedback ID	Comment	Dev. change?	Response
CP_01_005; FF_01_248; FF_01_562	Ancient oak tree with historical importance. Kett's Oak. Avoidance of damage to this tree is very important.	Y	Following the refinement of the onshore cable corridor following feedback from Phase One and Two consultations the DCO boundary avoids this ancient oak located at the side of the B1172.
CP_01_014; FF_01_658; FF_01_041;	General concern about archaeology and local heritage expressed	N	As set out in the **ES Chapter 21 Onshore Archaeology and Cultural Heritage** (document reference 6.1.21) the Applicant has sought opportunities to minimise harm to the archaeological and cultural heritage. Following mitigation measures it is not anticipated that there will be residual impacts on heritage assets of greater than a minor adverse significance of effect.
FF_01_146; FF_01_152; FF_01_158	No historic sites should be impacted by the corridor / trenches	N	
FF_01_006; FF_01_574; FF_01_582	Archaeology – I'm sure your own surveyors have identified all such sites and there are many	N	The Applicant has committed to and has carried out a full range of archaeological surveys. Results of these surveys can be found within **ES Chapter 21 Onshore Archaeology and Cultural Heritage** (document reference 6.1.21).
FF_01_130	Local heritage - Binham Priory.	N	The Onshore DCO boundary does not interact with Binham Priory.
FF_01_170	Roman Road run through Ketteringham	N	Noted. The Roman Road between Caistor St Edmund and Crownthorpe has been identified and considered as part of our

			assessment presented in **ES Chapter 21 Onshore Archaeology and Cultural Heritage** (document reference 6.1.21).
FF_01_198	Churches	N	Noted. Churches have been included as part of our assessment presented in **ES Chapter 21 Onshore Archaeology and Cultural Heritage** (document reference 6.1.21).
FF_01_205	A full archaeological assessment is required.	N	A full assessment of potential impacts to archaeology is set out within **ES Chapter 21 Onshore Archaeology and Cultural Heritage** (document reference 6.1.21).
FF_01_248; FF_01_467; FF_01_538; FF_01_539; FF_01_540; FF_01_541; FF_01_542; FF_01_543; FF_01_289	General concern regarding Caistor St Edmund Roman fort.	N	The onshore DCO boundary does not interact with the roman fort at Caistor St Edmund.
FF_01_271	Several WW2 sites within corridor. Beware of munitions and other items.	N	Noted. For more information see **ES Chapter 21 Onshore Archaeology and Cultural Heritage** (document reference 6.1.21).
FF_01_309	Morton on the Hill - Crop marks indicate round burros and buildings. Saxon cemetery near site.	N	Noted. Surveys have been undertaken to investigate the archaeological potential within the onshore study area. Details of the potential for Saxon archaeology is presented within the **Archaeological Desk-Based** Assessment (document reference 6.3.21.1) For more information see **ES Chapter 21 Onshore Archaeology and Cultural Heritage** (document reference 6.1.21).
FF_01_346	[Concern regarding] the church in Plumstead and war time pill box in field rear of our property	N	Following the refinement of the onshore DCO boundary the final cable corridor will avoid the church in Plumstead. The

			pillbox referenced does not fall within the DCO boundary as set out in the DCO application. For more information see **ES Chapter 21 Onshore Archaeology and Cultural Heritage** (document reference 6.1.21).
FF_01_356	We have several listed buildings in Barford and Wramplingham.	N	Noted. For more information see **ES Chapter 21 Onshore Archaeology and Cultural Heritage** (document reference 6.1.21).
FF_01_373	Weybourne village has many listed properties,	N	Noted. For more information see **ES Chapter 21 Onshore Archaeology and Cultural Heritage** (document reference 6.1.21).
FF_01_391; FF_01_398	Archaeology - Barrow to the right of Weybourne station	N	Noted. For more information see **ES Chapter 21 Onshore Archaeology and Cultural Heritage** (document reference 6.1.21).
FF_01_441	Look out for evidence from army use.	N	Noted. For more information see **ES Chapter 21 Onshore Archaeology and Cultural Heritage** (document reference 6.1.21).
FF_01_452	Near algasthorpe (between Bawburgh and Marlingford) there could be rtoman/Iceni pots etc.	N	Noted. For more information see **ES Chapter 21 Onshore Archaeology and Cultural Heritage** (document reference 6.1.21).
FF_01_487	WW2 bunkers and pill boxes		Noted. For more information see **ES Chapter 21 Onshore Archaeology and Cultural Heritage** (document reference 6.1.21).
FF_01_594	Various sites as can be viewed on heritage maps.	N	Noted. For more information see **ES Chapter 21 Onshore Archaeology and Cultural Heritage** (document reference 6.1.21).
FF_01_635	Roman and anglo saxon remains found in the area.	N	Noted. For more information see **ES Chapter 21 Onshore Archaeology and Cultural Heritage** (document reference 6.1.21).

FF_01_644, FF_01_648	General concern regarding North Norfolk Railway area.	Y	The North Norfolk railway will be crossed using a trenchless crossing technique, preventing the closure of the line and mitigating potential impacts.
FF_05_064	Also there are listed buildings in the high street & chapel street there I fear will suffer.	N	Noted. Following mitigation measures it is not anticipated that there will be residual impacts on heritage assets of greater than a minor adverse significance of effect. For details refer to **ES Chapter 21 Onshore Archaeology and Cultural Heritage** (document reference 6.1.21).

1.18 Air Quality

Feedback ID	Comment	Dev. change?	Response
FF_01_199, FF_01_475, FF_01_596; FF_01_591	General concern regarding dust	N	**ES Chapter 22 Air Quality** (document reference 6.1.22) concludes that there is a low risk to human health due to dust and fine particulate arising from earthwork, construction, and temporary tracking. Following implementation of mitigation measures recommended in the chapter, residual impacts are not expected to be significant.

1.19 Noise and Vibration

Feedback ID	Comment	Dev. change?	Response
CP_01_014; CP_01_041; FF_01_023; FF_01_107; FF_01_109;	General concern about noise and vibration from construction expressed	N	Potential noise impacts from construction works in a small number of locations along the onshore cable corridor were identified; however, provided that best practice measures are

FF_01_173; FF_01_332; FF_01_348; FF_01_460; FF_01_488; FF_01_662; FF_01_292; FF_01_369; CP_01_031; CL_07_020; FF_01_413; FF_01_560			in place, the project is predicted to have no significant impacts in relation to construction noise. No impacts from vibration effects have been identified. More information regarding this topic including assessments and mitigation measures can be found in **ES Chapter 23 Noise and Vibration** (document reference 6.1.23).
CP_01_026	Swannington and Upgate are a quiet, rural area where construction traffic noise will affect residents' enjoyment of their homes and tranquil locality far more than in urban locations.	N	A CTMP (document reference 9.16) has been developed to reduce peak construction traffic flows causing significant traffic and transport impacts along the identified links, this will also serve to reduce the associated construction traffic noise and the relative noise change. Following the implementation of agreed traffic measures within the CTMP, the impact magnitude would be expected to reduce to low during the peak construction traffic scenario, representing a residual adverse impact of minor adverse significance. Further details are set out in **ES Chapter 23 Noise and Vibration** (document reference 6.1.23).
CP_01_027; FF_01_007; FF_01_575; FF_01_583; FF_01_105; FF_01_409	General concern regarding operational noise.	N	Once constructed the substation is the only onshore component of the projects that will create noise. As set out in **ES Chapter 23 Noise and Vibration** (document reference 6.1.23) following mitigation measures the residual impact to receptors regarding noise from the substation will be negligible.

			As set out in **ES Chapter 23 Noise and Vibration** (document reference 6.1.23) following mitigation measures the residual impact to receptors regarding noise from the substation will be negligible. This is below the lowest observable adverse effect level of noise. For detailed information regarding the methodology and results of the substation noise assessment see the **Onshore Substation Operational Noise Assessment** (document reference 6.3.23.4)
FF_01_036	HGV noise.		A CTMP (document reference 9.16) has been developed to reduce peak construction traffic flows causing significant traffic and transport impacts along the identified links, this will also serve to reduce the associated construction traffic noise and the relative noise change. Following the implementation of agreed traffic measures within the CTMP, the impact magnitude would be expected to reduce to low during the peak construction traffic scenario, representing a residual adverse impact of minor adverse significance. Further details are set out in **ES Chapter 23 Noise and Vibration** (document reference 6.1.23).
FF_01_053	this will be heard in Swardeston, Keswick and East Carleton.	N	As set out in **ES Chapter 23 Noise and Vibration** (document reference 6.1.23) following mitigation measures the residual impact to receptors regarding noise from the substation will be negligible. This is below the lowest observable adverse effect level of noise. For detailed information regarding the methodology and results of the substation noise assessment see the **Onshore Substation Operational Noise Assessment** (document reference 6.3.23.4)
FF_01_059; FF_01_226	As an ex EHO (retired) please be aware of noise aspects ie machinery, generators, etc	N	Noted. The Applicants mitigation measures will include: Ensuring plant and machinery is turned off when not in use;

			Using modern, quiet equipment and ensuring such equipment is properly maintained and regularly inspected; Further information regarding mitigation measures for noise can be found within **ES Chapter 23 Noise and Vibration** (document reference 6.1.23)
FF_01_085; FF_01_498	General concern regarding impact of noise and vibration on wildlife.	N	Construction activities will inevitably result in new sources of noise and ground vibration. These have the potential to impact nearby wildlife such as breeding birds, bats (roosting and non-roosting), amphibians, riparian mammals, badgers, invertebrates, and other terrestrial wildlife. To limit the impact on wildlife appropriate mitigation measures (e.g. temporary screening around working areas, use of silences and/or enclosures around noisy equipment) will be implemented. More information concerning the assessment and mitigation measures regarding noise and vibration on wildlife can be found in **ES Chapter 23 Noise and Vibration** (document reference 6.1.23).
FF_01_149; FF_01_155; FF_01_515; FF_01_521	[noise and vibration] To be kept to a minimum near residential properties	Y	Potential noise impacts from construction works in a small number of locations along the onshore cable corridor were identified; however, provided that best practice measures are in place, the project is predicted to have no significant impacts in relation to construction noise. No impacts from vibration effects have been identified.

			More information regarding this topic including assessments and mitigation measures can be found in **ES Chapter 23 Noise and Vibration** (document reference 6.1.23).
FF_01_183; FF_01_552	Noise and vibration - Inevitable - needs to be closely monitored	Y	Noise and vibration impacts will be monitored throughout construction, operation and decommissioning of the projects. Monitoring requirements will be described in **ES Chapter 23 Noise and Vibration** (document reference 6.1.23) Strategies are developed and agreed with stakeholders prior to construction based on the final detailed design of the Projects.
FF_01_191	Noise and vibration - No dark or resting periods should be disrupted.	Y	The Applicant has committed to the following working hours: 0700 hours and 1900 hours Monday to Friday, and 0700 hours to 1300 hours on Saturdays, with no activity on Sundays or bank holidays. These are secured through Requirement 22 as defined within the Draft DCO (document reference: 3.1).
FF_01_204	7.5 hectares is a huge [substation] site and the noise and vibration would adversely affect local communities nearby.	N	The substation site will be up to 6 hectares in size. As set out in **ES Chapter 23 Noise and Vibration** (document reference 6.1.23) following mitigation measures the residual impact to receptors regarding noise from the substation will be negligible. This is below the lowest observable adverse effect level of noise. For detailed information regarding the methodology and results of the substation noise assessment see the **Onshore Substation Operational Noise Assessment** (document reference 6.3.23.4)
FF_01_220; FF_01_221	Noise emanating from transformers and similar installations in substations	N	Measures such as ‘equipment housing’ will be utilised to mitigate potential impacts due to noise. As set out in **ES Chapter 23 Noise and Vibration** (document reference 6.1.23) following mitigation measures the residual impact to receptors regarding noise from the substation will be negligible. This is

			below the lowest observable adverse effect level of noise. For detailed information regarding the methodology and results of the substation noise assessment see the **Onshore Substation Operational Noise Assessment** (document reference 6.3.23.4)
FF_01_252; FF_01_485; FF_01_568	Will depend on how long it will take to construct! Shorter the better!!	N	As set out in **ES Chapter 4 Project Description** (document reference 6.1.4) construction will take up to four years (single Project or concurrent scenario) or up to eight years (sequential scenario). Construction will not be occurring across the entire onshore boundary during this period, therefore the actual impacts from construction noise will be restricted to periods where construction activities are occurring in the locality.
FF_01_255	How far will noise and vibration extend from the corridor?	N	Potential noise impacts from construction works in a small number of locations along the onshore cable corridor were identified; however, provided that best practice measures are in place, the projects are predicted to have no significant impacts in relation to construction noise. No impacts from vibration effects have been identified. More information regarding this topic including assessments and mitigation measures can be found in **ES Chapter 23 Noise and Vibration** (document reference 6.1.23).
FF_01_265	[Noise and vibration from construction] Expected but beware of local interest such as housing, schools etc.	N	Noted.
FF_01_301	[Noise and Vibration] Through Cawston, Reepham, Salle	N	Potential noise impacts from construction works in a small number of locations along the onshore cable corridor were identified; however, provided that best practice measures are

			in place, the project is predicted to have no significant impacts in relation to construction noise. No impacts from vibration effects have been identified. More information regarding this topic including assessments and mitigation measures can be found in **ES Chapter 23 Noise and Vibration** (document reference 6.1.23).
FF_01_303	I can deal with noise/construction knowing it will be temporary	N	Noted.
FF_01_352	Re noise and vibration from construction - BARFORD land is adjacent to local village	N	Potential noise impacts from construction works in a small number of locations along the onshore cable corridor were identified; however, provided that best practice measures are in place, the projects are predicted to have no significant impacts in relation to construction noise. No impacts from vibration effects have been identified. More information regarding this topic including assessments and mitigation measures can be found in **ES Chapter 23 Noise and Vibration** (document reference 6.1.23).
FF_01_357	Noise vibration 24 hours.	N	The Applicant has committed to the following working hours: 0700 hours and 1900 hours Monday to Friday, and 0700 hours to 1300 hours on Saturdays, with no activity on Sundays or bank holidays. These are secured through Requirement 22 as defined within the Draft DCO (document reference: 3.1).

FF_01_359; FF_01_422; FF_01_447; FF_01_450; FF_05_030	Noise and vibration - Expected to be left to a practical minimum.	N	Potential noise impacts from construction works in a small number of locations along the onshore cable corridor were identified; however, provided that best practice measures are in place, the projects are predicted to have no significant impacts in relation to construction noise. No impacts from vibration effects have been identified. More information regarding this topic including assessments and mitigation measures can be found in **ES Chapter 23 Noise and Vibration** (document reference 6.1.23).
FF_01_397; FF_01_404	Noise and vibration - Some which will be inevitable and necessary to do longer term greater good	N	Noted.
FF_01_437; FF_05_022	Concern regarding Noise and vibration at Weybourne.	N	Potential noise impacts from construction works in a small number of locations along the onshore cable corridor were identified; however, provided that best practice measures are in place, the projects are predicted to have no significant impacts in relation to construction noise. No impacts from vibration effects have been identified. More information regarding this topic including assessments and mitigation measures can be found in **ES Chapter 23 Noise and Vibration** (document reference 6.1.23).
FF_01_471	Will there be electric noise from substation? Ie. Humming?	N	As set out in **ES Chapter 23 Noise and Vibration** (document reference 6.1.23) following mitigation measures the residual impact to receptors regarding noise from the substation will be negligible. This is below the lowest observable adverse effect

			level of noise. For detailed information regarding the methodology and results of the substation noise assessment see the **Onshore Substation Operational Noise Assessment** (document reference 6.3.23.4)
FF_01_532	In combination noise disturbance with local street works in Barford is likely to be an issue, especially because there are lots of young kids, elderly, dogs in the village.	N	Potential noise impacts from construction works in a small number of locations along the onshore cable corridor were identified; however, provided that best practice measures are in place, the project is predicted to have no significant impacts in relation to construction noise. No impacts from vibration effects have been identified. More information regarding this topic including assessments and mitigation measures can be found in **ES Chapter 23 Noise and Vibration** (document reference 6.1.23).
FF_01_565	The peace and serenity of our local surround - the reasons we choose to live in Gt Melton. The disruption related to noise of traffic and construction will be intolerable.	N	
FF_01_607	The construction vibration & noise will adversely impact owners of all properties in Beach lane and Home Farm Rise and in the Street.	N	
FF_01_643	Noise and vibration in Barford and Great Melton Turnpike		
FF_01_654; FF_05_007	Will there be noise?		There will be noise created along the entire onshore corridor during the construction phase. During operation the only onshore component of the projects that will create noise related impacts is the substation, however these impacts will be negligible following mitigation. More information regarding this topic including assessments and mitigation measures can be found in **ES chapter 23 Noise and Vibration** (document reference 6.1.23). As set out in **ES Chapter 23 Noise and Vibration** (document reference 6.1.23) following mitigation measures the residual impact to receptors regarding noise from the substation will be negligible. This is below the lowest observable adverse effect

			level of noise. For detailed information regarding the methodology and results of the substation noise assessment see the **Onshore Substation Operational Noise Assessment** (document reference 6.3.23.4)
FF_03_016	How do you propose to minimise impact for local people, will there be any 'hum' or vibrations from the substation?	N	There will not be any vibration impacts from the substation. As set out in **ES Chapter 23 Noise and Vibration** (document reference 6.1.23) following mitigation measures the residual impact to receptors regarding noise from the substation will be negligible. This is below the lowest observable adverse effect level of noise. For detailed information regarding the methodology and results of the substation noise assessment see the **Onshore Substation Operational Noise Assessment** (document reference 6.3.23.4)
FF_05_012	Noise will be 24/7 when constructed and will be heard over large area.	N	The substation is positioned at least 500 metres from the nearest residential property. As set out in **ES Chapter 23 Noise and Vibration** (document reference 6.1.23) following mitigation measures the residual impact to receptors regarding noise from the substation will be negligible. This is below the lowest observable adverse effect level of noise. For detailed information regarding the methodology and results of the substation noise assessment see the **Onshore Substation Operational Noise Assessment** (document reference 6.3.23.4)
FF_05_020	My career has been heavily involved in environment acoustics/planning issues therefore have more than a passing interest in outcomes. Thanks	N	Noted.

FF_06_024	Be honest about impacts of ongoing noise. *(I was party to the negotiations regarding the hum from the Sallo Beck substation.	N	As set out in **ES Chapter 23 Noise and Vibration** (document reference 6.1.23) following mitigation measures the residual impact to receptors regarding noise from the substation will be negligible. This is below the lowest observable adverse effect level of noise. For detailed information regarding the methodology and results of the substation noise assessment see the **Onshore Substation Operational Noise Assessment** (document reference 6.3.23.4)

1.20 Traffic and Transport

Feedback ID	Comment	Dev. change?	Response
CP_01_001	Impact of Construction. Since there are several similar projects which will have an impact on Oulton in the next few years, I am concerned that another is exploring a similar route from coast to a sub-station. The cumulative effect of traffic movements and use of land for storage of materials and plant threatens to be considerable if they are concentrated in the same area over the same time frame. I hope your proposals will take this into consideration and provide explicit proposals to avoid a large increase in traffic movements and noise in a largely rural road network with many houses built immediately on the side of the road.	Y	The cumulative traffic impacts of the projects in conjunction with other developer projects has been assessed as part of our traffic assessment. Mitigation measures have also been set out to limit the cumulative impacts of traffic in the area. Potential cumulative impacts are assessed in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24). The Applicant has committed to manage potential cumulative impacts through the SEP and DEP Construction Traffic Management Plan (CTMP). An O**utline CTMP** is included with the application (document reference: 9.16).

CP_01_003	Disruption to major commuter road B1113 when pipeline is put under road.	Y	Based on the traffic impact assessment found in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) with the application of mitigation methods set out in the same chapter the residual impact of traffic upon all receptors was assessed to be not significant.
CP_01_007; CP_01_010; CP_01_014; CP_01_017; FF_01_172; FF_01_660; FF_04_044; FF_01_372; FF_01_496; CP_01_027; FF_01_232; FF_01_628; FF_01_630; FF_01_632; FF_01_627; FF_01_645; FF_01_671 CP_03_012; FF_04_024; FF_04_026; FF_05_022; FF_05_024; FF_05_054; CL_07_056	General concern over traffic and access during construction noted	N	Based on the traffic impact assessment found in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) with the application of mitigation methods set out in the same chapter the residual impact of traffic upon all receptors was assessed to be not significant. Mitigation measures include: Committed to the trenchless crossing of all A and B roads and 20 other local roads. Construction of a haul road along the cable corridor to reduce the number of access points and Heavy Goods Vehicle (HGV) movements on the local road network. Repositioned numerous construction access locations to meet stakeholder and landowner requests, avoid ecological features and to ensure road safety. Use of pilot/escort vehicles and/or passing places to manage the movement of construction traffic via narrow roads. Driver information packs and inductions/ training to ensure compliance with delivery times, approved/prohibited routes, and raise awareness of highway safety concerns, etc. The appointment of a Community Liaison Officer to help effectively coordinate deliveries during local planned events (e.g., harvests, fêtes) and to respond to any concerns. Liaise with other projects to ensure the co-ordination of deliveries, road closures, etc. Establishing monitoring and reporting system to ensure compliance with the CTMP.

			For more information regarding the Applicants plan to manage construction traffic see the **Outline CTMP** (document reference 9.16).
CP_01_008	Impossible traffic congestion at junction of A140 and B1113	N	The proposed onshore substation access is located off the A140, it has therefore been agreed with NCC that this junction would not be adversely impacted by SEP and DEP traffic. Further details are set out within **ES Chapter 24 Traffic and Transport** (document reference 6.1.24).
CP_01_015	The roads around the Cawston area are not designed to take HGV's. There have been reports that you wish to build a large storage depot just outside Cawston. How will you manage the traffic flow (of HGV's) through the village?	Y	Through the site selection exercise the final cable corridor has been located to the east of Cawston, allowing all HGV traffic to access and egress from the B1149, thus avoiding Cawston village. The Applicant has committed to not route any traffic through Cawston itself. This is set out within the **Outline CTMP** (document reference 9.16).
CP_01_019	The B1113 is a nightmare now (especially at junction with A140) so no more heavy lorries should be allowed.	N	The Applicant has committed to accessing the substation during both construction and operation via the A140. Access will not be taken via the B1113, unless in exceptional circumstances which is in response to feedback received during our Phase Two consultation. Further details are set out within **ES Chapter 24 Traffic and Transport** (document reference 6.1.24).
CP_01_025	How will construction traffic access the [Substation] site? The potential impact of heavy plant using minor country roads is not only likely to affect the integrity of the road surfacing, but is also likely to result in impacts upon safety of local residents and will cause significant problems during school drop-off and pick-up times.	N	The Applicant has committed to accessing the substation during both construction and operation via the A140. Access will not be taken via the B1113, unless in exceptional circumstances, which is in response to feedback received during our Phase Two consultation. Further details are set out within **ES Chapter 24 Traffic and Transport** (document reference 6.1.24).

CP_01_032	To consider the creation of a construction/storage depot for three major cabling projects over a period of 10 or more years in this beautiful rural area is bizarre. Roads in North Norfolk are Lanes, farm vehicles dominate access along the countryside as it is. Cars pull off the road constantly. Construction traffic will be obstructing these narrow lanes, Villages have residential homes sited directly onto lanes, disturbance will be inevitable. Norfolk residents are sleepwalking into a nightmare unaware of the implications of the daily traffic disruption, road closures, disappointment of holidaymakers etc. Oulton Village was consumed by the construction of a military airport in the Second World War, Cottages demolished, Centuries old byways concreted over, roads rerouted. Villagers took it on the chin, it was for the war effort, but 1939 - 45 was only a 6 year period. Now you ask them to accept more than 10 years of disruption under the guise of 'National infrastructure' but in truth it is quite simply Commercial gain. Reconsider the depot location, move to one on a better suited wider major road.	N	Following feedback from Phase One and Two consultation as well as technical and environmental assessments the main construction compound option at Oulton has been discounted. Details are set out within **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference: 6.1.3). To limit impacts of traffic at Oulton SEP and DEP HGV traffic has been prohibited to travel through the village. This is set out within the **Outline CTMP** (document reference 9.16).
CP_01_036	Heavy construction traffic, if it does not access the cable corridor from the A47 will come through our village (Barford) where there is a primary school - and no pavement along much of the road.	Y	As set out in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) construction traffic will not be routed through Barford.

CP_01_037	As the current proposals stand, however, OPC would like to make the following observations: 3) Cumulative traffic impacts have been a major concern for the areas impacted by the HOW3/Vanguard/Boreas projects. The number of HGVs required for each project has been influenced by HVDC/HVAC cabling decisions and sizes of cable drums, as well as siting of Construction Compounds and storage areas. Equinor have stated that their project would be using HVAC cables, as are Orsted, and we know that these cables usually are transported as AILs. Therefore the proposed AIL routes, construction compounds and storage areas are a major concern to us, as well as the numbers of HGV and staff traffic.	Y	The cumulative impacts of traffic in the area have been assessed as part of **ES Chapter 24 Traffic and Transport** (document reference 6.1.24). measures to mitigate the potential cumulative impacts have been set out in the **Outline CTMP** (document reference 9.16). To limit the impact of traffic in Oulton the Applicant has committed not to route HGV construction traffic through the village.
FF_01_015	I live in Hethersett and the Heathersett to Wymondham area has dealth with numberous road closures and months-long roadworks several times in the last couple of years. It has affected businesses and made community to work difficult. Therefore, it would be really good if disruption to roads was kept to a minimum.	N	Based on the traffic impact assessment found in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) with the application of mitigation methods set out in the same chapter the residual impact upon all receptors was assessed to be not significant.
FF_01_035	Many Norfolk roads are narrow with sharp sharp bends. They are unable to cope with massive traffic increase especially HGV.	N	Noted. As part of the traffic assessment the Applicant has planned construction traffic routes along the most appropriate roads in consultation with Norfolk County Council as (Local Highways Authority) and National Highways (Strategic Road Network)..
FF_01_038	Safety of users/public during construction	N	The safety of residents has been included as part of The Applicants traffic assessments. Measures set out to mitigate

			any potential safety impacts have been set out in the **Outline OCTMP** (document reference 9.16).
FF_01_043; FF_01_277; FF_01_283	This is critical especially in narrow corridor (Cawston-Brandiston-Swannington). It will be essential to ensure limited access points to cable easement width.	Y	A suite of outline access designs have been developed for SEP and DEP and are detailed within **ES Appendix 24.1 Transport Assessment** (document reference 6.3.24.1). The construction of the haul road along the cable corridor will reduce the number of access points.
FF_01_054	Traffic already bad on B1113. Queue already on this road at peak times.	N	Traffic delays related to the addition of the SEP and DEP construction traffic forms part of the assessment presented within **ES Chapter 24 Traffic and Transport** (document reference 6.1.24). Where mitigation measures are identified these are set out in the **Outline CTMP** (document reference 9.16).
FF_01_057	Please do not block Marlpit Lane, Church Lane and Gresham Road at the same time,	N	As set out in the **Outline OCTMP** (document reference 9.16) road closures would be staggered, to ensure that nearby roads are not closed at the same time.
FF_01_084	There is little access to Zone A and only poor access to Zone B via Mangreen lane.	N	Access from and to the substation will be from the A140. During construction the preferred onshore substation access will be via the existing National Grid access to Norwich Main Substation.
FF_01_087; FF_01_089: FF_01_436; FF_04_001; FF_04_058; FF_04_002; FF_04_038	General concern regarding traffic at Weybourne.	N	The Applicant has set out measures to limit the impacts of traffic at Weybourne. Access to the landfall site will be taken through the private Mucklburgh estate preventing effects on Beach Lane and the closure of Beach Lane car park. The Applicant has also committed to crossing the A149 with a trenchless crossing technique, preventing the closure of the

			road. Following construction there will not be any significant traffic in the area. Further details are presented within **ES Chapter 24 Traffic and Transport** (document reference 6.1.24). Where mitigation measures are identified these are set out in the **Outline CTMP** (document reference 9.16).
FF_01_096	Mangreen Lane is the only access [to substation]. Not good and will cause real problems to surrounding area.	Y	Access from and to the substation will be from the A140. During construction the preferred onshore substation access will be via the existing National Grid access to Norwich Main Substation.
FF_01_114	Effect on A47 & A11 crossing	N	As 'A' roads the A47 and A11 will be crossed using a trenchless crossing technique to prevent the closure of these roads.
FF_01_125; FF_01_463	Concern of mud on roads during winter.	N	A suite of outline access designs have been developed for SEP and DEP in order to minimise the risk of mud being tracked out on the road network. These are detailed within **ES Appendix 24.1 Transport Assessment** (document reference 6.3.24.1)..
FF_01_140	Access to Weybourne Beach and private housing on Beach Lane should be kept free at all times.	Y	Access to the landfall site will be taken through the private Mucklburgh Estate, preventing any potential impacts to Beach Lane.
FF_01_143	These corridors cross well need public footpaths clearly manned on the O.S map. This is the both to the east and west of the B1113	N	Noted.
FF_01_148; FF_01_154; FF_01_514; FF_01_520	Road closures need to be kept to a minimum and any trenching done overnight to keep traffic holdups to a minimum	N	The Applicant has committed to crossing all sensitive roads (including all A roads as well as twenty other local roads) using trenchless crossing techniques to prevent the closure of these roads.
FF_01_168	It is inconceivable as to how great the impact will be considering the upgrading by highways	N	Noted.

FF_01_190	Care should be taken when closing down roads - people need to travel.		The Applicant has committed to crossing all sensitive roads (including all A roads as well as twenty other local roads) using trenchless crossing techniques to prevent the closure of these roads.
FF_01_202	There is a network of narrow lanes through this area	N	Noted.
FF_01_208	It would appear that access to the site would have to be via A140 which would struggle to cope with increase in traffic, both construction and otherwise	N	Following technical and environmental assessments it has been decided that the most appropriate access to the substation site will be from the A140.
FF_01_218	Narrow Roads 1 car width in Swannington / Upgate. Concerns over construction traffic	N	Noted. For more information regarding construction traffic and the Applicants plans to manage the impacts see **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) and the **Outline Construction Management Plan (OCTMP)** (document reference 9.16)
FF_01_222	Hethersett always has roadworks!	N	Noted.
FF_01_238	Traffic and access @ landfall - N/A to me	N	Noted.
FF_01_247	Danger increase on A140.	N	As set out in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) the impact on road safety due to the projects will be negligible.
FF_01_256	For how long will roads be closed during construction?	N	The Applicant has committed to crossing all sensitive roads (including all A roads as well as twenty other local roads) using trenchless crossing techniques to prevent the closure of these roads.
FF_01_256	What disruption will there be after construction e.g. for maintenace.	N	There is not expected to be any significant impacts to traffic during operation.
FF_01_260	Cable burrying in High Kelling needs traffic mix. Avoid summer.	N	Following the refinement of the cable corridor the cable corridor will not go through High Kelling but rather Bodham to the east.
FF_01_267	Keep A148 and A149 open where possible. Local major routes.	Y	As 'A' roads both the A148 and A149 will be crossed using trenchless crossing techniques to prevent their closure.

FF_01_285	[Traffic and access] Must be straight from main road - not using lanes.	N	Noted. As part of the traffic assessment the Applicant has planned construction traffic routes along the most appropriate roads.
FF_01_329	We have problems already with all the route grid locked you cant leave your house if there is an accident on A47. So added construction machinery would be a nightmare our roads are single track mostly.	N	Based on the traffic impact assessment found in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) with the application of mitigation methods set out in the same chapter the residual impact of construction traffic upon all receptors was assessed to be not significant.
FF_01_339	If Yarmouth becomes important then A117 needs urgent improvement.	N	Noted.
FF_01_343	Which roads will have to be used for cable insertion?	N	For a list of roads that would be used for construction see **ES Chapter 24 Traffic and Transport** (document reference 6.1.24).
FF_01_349	Very narrow and dangerous.	N	As set out in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) the impact on road and pedestrian safety due to the projects will be negligible.
FF_01_350	I live in Hethersett and the Heathersett to Wymondham area has dealt with numerous road closures and months-long roadworks several times in the last couple of years. It has affected businesses and made community to work difficult. Therefore, it would be really good if disruption to roads was kept to a minimum. The B1172 has been affected most often.	N	Noted. As a 'B' road the B1172 will be crossed using a trenchless crossing technique, this will prevent its closure.
FF_01_358	Expect precise permission and information during this period.	N	Information regarding traffic and transport is set out within **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) and the **Outline OCTMP** (document reference 9.16). Any closure of routes will be publicised following the local authority's standards for advertising temporary closures of route.

FF_01_392; FF_01_399	In view of narrow roads in the Weybourne and local area. Care will need to be taken.	N	Noted. An assessment of traffic safety can be found within **ES Chapter 24 Traffic and Transport** (document reference 6.1.24)
FF_01_423	Crossing point of A148	N	As an 'A' road the A148 will be crossed using a trenchless crossing technique to prevent the closure of the road.
FF_01_430	Visitor congestion	N	Based on the traffic impact assessment found in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) with the application of mitigation methods set out in the same chapter the residual impact of construction traffic upon all receptors was assessed to be not significant.
FF_01_440; FF_01_445; FF_01_449	Keep [traffic] to a minimum.	N	Noted. Based on the traffic impact assessment found in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) with the application of mitigation methods set out in the same chapter the residual impact of construction traffic upon all receptors was assessed to be not significant.
FF_01_456	A big concern in an area with few main highways around High kelling and many small lanes that would be impacted.	N	Based on the traffic impact assessment found in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) with the application of mitigation methods set out in the same chapter the residual impact of construction traffic upon all receptors was assessed to be not significant. For further information regarding traffic related impacts and mitigation measures see **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) and the **Outline CTMP** (document reference 9.16).
FF_01_466	Hethersett has been blighted with road works for the past 3 years that (at times) significantly affects local businesses. Road closures and traffic lights mean that people avoid the area. I totally support the idea of increased renewable energy but please ensure there will not be any impact to traffic flow in and around Hethersett OR ensure that would is done at		The Applicant has committed to crossing the A11, B1172, and Melton Road using trenchless crossing techniques that will prevent road closures. The Applicant has also committed to a series of measures which are set out in the **Outline Construction Management Plan (OCTMP)** (document reference 9.16) which will mitigate construction traffic related impacts.

	the same time to the proposed improvement to Thicktham which are next to impact our business.		
FF_01_468; FF_01_478	Keep disruption to a minimum, keep work schedule, access via A140 would've been preferable to B1113	N	The Applicant has committed to accessing the substation during both construction and operation via the A140. Access will not be taken via the B1113, unless in exceptional circumstances, which is in response to feedback received during our Phase Two consultation.
FF_01_489; FF_01_110	Generating more traffic (HGV)	N	Whilst there will be an increase of HGV traffic related to the projects in the area, the effects of this traffic are found to be negligible see **ES Chapter 24 Traffic and Transport** (document reference 6.1.24).
FF_01_506; FF_01_071	Create access road directly off A140.	Y	Access to the substation will be taken via the A140.
FF_01_525	Damage to roads	N	It is not expected that roads will be damaged as a result of the construction related traffic.
FF_01_537	Very narrow lanes here. Large plant would cause congestion.	N	Access to the substation site will be taken via the A140 limiting congestion on smaller local roads.
FF_01_548	Lots more traffic using already overcrowded A140	N	Based on the traffic impact assessment found in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) with the application of mitigation methods set out in the same chapter the residual impact of construction traffic upon all receptors was assessed to be not significant.
FF_01_558	Major negative impact on surrounding lanes/B1113. Huge Issue!	Y	Based on the traffic impact assessment found in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) with the application of mitigation methods set out in the same chapter the residual impact of construction traffic upon all receptors was assessed to be not significant. As a ‘B’ road the B1113 will be crossed using a trenchless crossing technique preventing it’s closure. For further information regarding traffic related impacts and mitigation measures see

			ES Chapter 24 Traffic and Transport (document reference 6.1.24) and the **Outline CTMP** (document reference 9.16).
FF_01_566	The rural nature of Gt Melton and surrounding areas makes for narrow lanes and limited accessibility - it barely coped with current farming related traffic.	N	The Applicant has committed to crossing the B1108 using a trenchless crossing technique limiting the impact to accessibility in the area.
FF_01_601	Beach Lane to Weybourne by the beach is very narrow. Would cause considerable traffic congestion if used for contractor vehicles.	N	Access to the landfall site will be through the private Muckleburgh Estate, preventing impacts to Beach Lane.
FF_01_652	How long will there be [traffic] disruption for?	N	In the scenario that the two projects are constructed concurrently, it will take between three to four years. During this time there will be construction traffic present in the project area, however the cable corridor will be constructed sequentially so construction traffic will not be located in any one place for the entirety of the construction timeline.
FF_03_030	Need to ensure a very low impact on roads and houses with extra traffic	N	Based on the traffic impact assessment found in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) with the application of mitigation methods set out in the same chapter the residual impact of construction traffic upon all receptors was assessed to be not significant. For further information regarding traffic related impacts and mitigation measures see **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) and the **Outline CTMP** (document reference 9.16).
FF_03_042	Field 1 appears from the map to be more easily accessed from a main road. Large vehicles on small country roads always cause problems!	Y	Following Phase One and Two consultation the final substation site was decided to be placed within field one as presented in Phase One consultation. The substation site will be accessed via the A140.
CP_03_006	Use of routes for access - not B1113 as would be the obvious choice for Zone B - this is a commuter route for local villages who also access Tesco and Asda supermarkets	Y	The Applicant has committed to accessing the substation during both construction and operation via the A140. Access will not be taken via the B1113, unless in exceptional

			circumstances which is in response to feedback received during our Phase Two consultation.
FF_04_006	Safe HGV access to the site from A149.		The Applicant has committed to accessing the substation during both construction and operation via the A140. Access will not be taken via the B1113, unless in exceptional circumstances which is in response to feedback received during our Phase Two consultation.
FF_04_030	Major points are coastal road A149 and A148 routes so underground boring would be preferential method at these points.	Y	As 'A' roads the A149 and A148 will be crossed using trenchless crossing techniques, this will prevent the closure of these roads.
CP_04_003	The landfall proposal at Weybourne, Norfolk will mean that the onshore cable corridor may go through the Parish of Upper Sheringham. Upper Sheringham Parish Council have concerns over traffic movements if this is the case	N	Based on the traffic impact assessment found in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) with the application of mitigation methods set out in the same chapter the residual impact of construction traffic upon all receptors was assessed to be not significant. For further information regarding traffic related impacts and mitigation measures see **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) and the **Outline CTMP** (document reference 9.16).
FF_05_007	We travel to and from Norwich, and hence further a field normally via the B1113. So the likely direct affect on us will be traffic delays and diversion likely arise at this end of the cable installation and period of construction, connection to and putting to work of the onshore substation. (And similarly but prior to this is the Hornsea Projec three installation and consturction of its substation cloe to where the Norwich Souther Bypass goes over the B1113 (i.e. generally where cable routes turn for making connection at the National Grid Norwich Main Substation).	N	The B1113 will be crossed using a trenchless crossing technique, preventing closure of the road. Access to the substation site will be taken via the A140 limiting any potential disruption to the road.

FF_05_009	Closure of Chapel St, Marlingford Rd in Barford for works will cause major disruption as this is a main access for locals driving to work and for regular grocery shooping and to our local farm shop - so please keep this to a minimum.	Y	Both of these roads will be crossed using a trenchless crossing technique, preventing their closure.
FF_05_012	Not so many houses affected nearer A140 better access for construction.	Y	The Applicant has committed to accessing the substation during both construction and operation via the A140. Access will not be taken via the B1113, unless in exceptional circumstances, which is in response to feedback received during our consultations.
FF_05_064	I am worried about increased traffic & heavy lorries during the construction process in & through the village of Cawston. Most people park their vehicles in the kerb sides and these houses were never designed for vehicles & have no off road parking. Therefore creating less free flowing of traffic.	Y	Through the site selection exercise the final cable corridor has been located to the east of Cawston, allowing all HGV traffic to access and egress from the B1149, thus avoiding Cawston village.
CL_07_004	I am writing in reference to the proposals that may bring unsuitable traffic levels through Cawston High Street within your project. My property stands within a few feet of the road, and was built in 1780 to withstand horses and carts.As you are aware other projects of a similar nature have been recommended for refusal by the inspectorate, again due to the unsuitability of using Cawston. Not only will high levels of construction traffic destroy my property but the nature of the roads would make it very dangerous and I am positive will result in loss of life. Could you contact me personally and directly to discuss what measures you will put in place at my property to reduce noise, avoid damage to my property and stop my property becoming a danger to passers-by as a	Y	Through the site selection exercise the final cable corridor has been located to the east of Cawston, allowing all HGV traffic to access and egress from the B1149, thus avoiding Cawston village. For further information regarding traffic related impacts and mitigation measures see **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) and the **Outline CTMP** (document reference 9.16).

	result of chimney collapse and wall damage. This is extremely urgent and needs to be put in place before the proposed traffic levels increase to those within your proposal and will not be satisfied by your general road traffic surveys at other locations which are a considerable distance from my property.		
CL_07_023	The only practical trunk road access for construction traffic is through Mangreen Quarry, currently due to close by 31st December 2021 when extraction ceases in area MIN 81. Will Equinor add this means of construction access, and the temporary working area shown as Location E in the attachments, to its shortlist of sites, thus avoiding the use of the B1113? The Hornsea Three project began with the same search area for consultation purposes, and then changed to a site alongside the B1113 prior to the start of the examination. This change then led to a 94% increase in heavy goods vehicle traffic using the B1113 during the construction period; an increase not identified during the initial public consultation. Anyfurther increase in HGV traffic due to the DEP & SEP projects would not be acceptable.	Y	The Applicant has committed to accessing the substation during both construction and operation via the A140. Access will not be taken via the B1113, unless in exceptional circumstances, which is in response to feedback received during our consultations. During construction the preferred onshore substation access will be via the existing National Grid access to Norwich Main Substation.

CL_07_049	Our other questions concern access. None of the proposed sites have access for heavy vehicles from any main road. What are the plans for the construction process? Even the present access to the sub-station, along Mangreen by-way, which might give access to sites 5 and 2 looks problematic. How would access to the other plots be facilitated? How much more destruction would this entail?	N	
CL_07_031	During the Norfolk Boreas Examination both Norfolk County Council and Broadland District Council stated that their preferred option for dealing with construction traffic around Cawston was to use the developer haul roads to create a by pass, taking all construction traffic off the B1145. We urge you to adopt this approach.	Y	The Applicant has committed to no HGV or abnormal load traffic routing through Cawston and ensuring that cumulative HGV traffic flows on the B1149 and B1145 (from the B1149 to Cawston) do not exceed the caps agreed for Hornsea Project Three, Norfolk Vanguard and Norfolk Boreas. More details regarding these commitments can be found within the **Outline CTMP** (document reference 9.16).
CL_07_037	Both NCC and Broadland District Council are on record as stating their preferred option in dealing with the issue of construction traffic in the Cawston area is a “haul road route aimed at removing HGV construction traffic from Cawston village” (see Norfolk Boreas REP 11-016), using the developers haul roads, enhanced as necessary. Since the Equinor proposal is only at the scoping stage we strongly suggest that this approach is taken when planning the cable route near to Cawston. The road network around Cawston is clearly inadequate to support these proposals. Any plans to route traffic on the B1145 through the village will not reflect the preferred option of NCC & BDC and will meet	Y	

	concerted opposition from residents. We note that you are working with Royal Haskoning, who are also being used by Vattenfall on the Norfolk Vanguard and Boreas projects. They should be able to draw on that experience and confirm the many issues around traffic in the Cawston area, though we are concerned that past experience has shown an intransigent attitude and complete disregard for the well-being of our community. After many attempts over several years they are still trying to come up with a workable scheme for construction traffic, while NCC, BDC and CPC have all expressed a preference for the haul road solution.		
CL_07_041	j.) What is the likelihood of disruption to traffic, i.e. as a community of properties we have 8 or so cars (not including visitors, postal & delivery services and the like) and one common driveway going on to a single track county road which is ½ mile or so (shortest route) to the nearest major road?	N	Based on the traffic impact assessment found in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) with the application of mitigation methods set out in the same chapter the residual impact of construction traffic upon all receptors was assessed to be not significant. For further information regarding traffic related impacts and mitigation measures see **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) and the **Outline CTMP** (document reference 9.16).
CL_07_046	In addition to this, [Barford's] transport network is very poor — we are served by narrow countryside roads which are entirely unsuitable for construction traffic, and it means that the impact on us as local residents will be significant.	Y	As stated in the **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) SEP and DEP construction related traffic will not travel through Barford. The Applicant has also committed to crossing Chapel Street and the B1108 using a trenchless crossing technique, preventing the closure of these roads.

CL_07_051	As you might imagine at this stage, with no precise corridor for the laying of the necessary cables, we are concerned about the potential for heavy construction traffic to increase road safety issues and potential noise and inconvenience to residents of the area, which lies to the east of the corridor as currently defined. These roads often also carry a number of overhead electricity and communications cables, sometimes crossing roads, which could pose a further potential hazard for large construction vehicles. We feel that careful route planning for such traffic, using the available classified A and B roads where possible to access the construction site, together with careful traffic management so as to minimise dangers and inconvenience are vitally important, especially during the summer months when there is tourist and agricultural traffic added to the locally generated traffic load.	N	Noted. The final cable corridor has now been presented as part of the DCO application within **ES Chapter 4 Project Description** (document reference 6.1.4). The factors stated in this response have been included as part of the **Traffic Assessment** (document reference 6.3.24.1).
CL_07_061	There is also additional concern around the sizeable and continuous increase in large vehicles using roads that are narrow and dangerous. The residents have complained numerous times about the agricultural vehicles that are too big for the roads and their fears for the safety of pedestrians, cyclists and drivers. Adding considerable to this number of large vehicles and their frequency will create further hazard and worry.	N	Based on the traffic impact assessment found in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) following the implication of mitigation measures the impact on road and pedestrian safety is negligible.

FF_05_001	There does not seem to have been any coordination with Highways England over your crossing of their re-routed A47	N	The Applicant has engaged with Highways England (now National Highways) regarding the A47. As an 'A' road it will be crossed using a trenchless crossing technique to mitigate impacts.

1.21 Seascape, Landscape and Visual Impact

Feedback ID	Comment	Dev. change?	Response
CP_01_014; FF_01_657; FF_01_159; FF_01_197; FF_01_300; FF_01_431; FF_01_461; FF_01_556; FF_04_034; FF_01_586; FF_01_378; FF_05_024; FF_01_338; FF_01_123; FF_01_477; FF_01_548; FF_01_484; FF_01_636; FF_02_009;	General concern about visual impact onshore expressed	N	As set out in **ES Chapter 26 Landscape and visual assessment** (document reference 6.1.26) there would be some potential impacts on landscape and visual receptors and on a designated landscape and landscapes during construction, operation and decommissioning phases of SEP and/or DEP. For the onshore cable corridor, the Realistic Worst Case Scenario (RWCS) would occur during the construction phase and result from the maximum construction duration and land-take. During operation the onshore cable corridor would be buried and not result in any landscape or visual effects, except for effects as replacement planting matures, and where trees are not replaced over the cable easement. These effects on vegetation have been factored into the visual effects assessed during the construction phase. Link boxes would be buried at a frequency of one every 1km along the onshore cable corridor with a secured access panel visible on the ground surface with an above ground maker post, which would not result in any significant effects.

FF_01_567; FF_05_005			Cable ducts would be left in the ground and trenches would not be re-excavated during decommissioning, and there would be no landscape or visual effects during the decommissioning phase. For the onshore substation, the greatest effects are likely to occur during operation due to the longer-term duration than the construction and decommissioning phases and result from the maximum footprint and height parameters. See the **Outline Landscape Management Plan** (document reference 9.18) for measures that will mitigate the visual impact of the projects.
CP_01_019; FF_01_138; FF_01_414; FF_04_001; FF_06_028; CP_03_012; FF_01_082; FF_01_095	General concern regarding visual impact of substation.	N	The final onshore substation site has been identified as the most suitable site from a landscape and visual perspective for a number of reasons including existing screening from vegetation and siting within an area that is already influenced by electrical infrastructure. Furthermore, there are relatively few sensitive visual receptors within close proximity to the site that have potential to be significantly affected. There are also no residential receptors that would have clear or close views of the onshore substation. As set out in **ES Chapter 26 Landscape and visual assessment** (document reference 6.1.26) and the **Outline Landscape Management Plan** (document reference 9.18) the chosen site for the substation benefits from screening in the form of existing woodlands, hedgerows and hedgerow trees. To complement this existing screening the Applicant will strengthen existing hedgerows by planting gaps with new native (and of local provenance) species hedge plants and

			hedgerow trees that would provide further screening and filtering of views and enhance landscape character. Visual effects due to the onshore substation are likely to be contained to receptors within or on the edge of the ZVI (Zone of Visual Influence) illustrated on **Figure 26.15** within **ES Chapter 26 Landscape and visual assessment** (document reference 6.1.26).
CP_01_034	This looks like it will come through Weynor Gardens and be very disruptive to 36 households	N	Following the refinement of the DCO boundary the cable corridor will not intersect Weynor Gardens. For the final cable corridor route see **ES Chapter 4 Project Description** (Document reference 6.1.4)
FF_01_017	Visual Impact - area in the viscinity of NR256TT in relation to existing orsted cable run.	N	Following the refinement of the DCO boundary the final cable corridor will be approximately 2.10km from this address. Once construction of the cable corridor is completed the land will be reinstated to its prior state.
FF_01_044; FF_01_278; FF_01_177; FF_01_290; FF_01_465	Very important to ensure adequate screening of new substation and any above ground construction.	N	As set out in **ES Chapter 26 Landscape and visual assessment** (document reference 6.1.26) and the **Outline Landscape Management Plan** (document reference 9.18) the chosen site for the substation benefits from screening in the form of existing woodlands, hedgerows and hedgerow trees. To complement this existing screening the Applicant will strengthen existing hedgerows by planting gaps with new native (and of local provenance) species hedge plants and hedgerow trees that would provide further screening and filtering of views and enhance landscape character.
FF_01_060; FF_01_227; FF_01_228; FF_01_229	Norfolk is a beautiful county. Please take great care to ensure that the necessary work is done carefully and in sympathy with the landscape.	N	Mitigation measures regarding visual impact have been set out within **ES Chapter 26 Landscape and visual assessment** (document reference 6.1.26) and the **Outline Landscape Management Plan** (document reference 9.18).

FF_01_074	We assume buildings and plant will be a similar height (i.e. 15m) to Hornsea proposal. With extra buildings which will visually impact the surrounding areas.	N	For information regarding the substation construction parameters see **ES Chapter 4 Project Description** (Document reference 6.1.4).
FF_01_093	Soil excavation disturbing natural wildlife and spoiling countryside even when pipes are laid and work finished.	N	Once construction is completed the Applicant has committed to reinstating the landfall site to its pre-construction state. The Applicant has committed to reinstating the land along the onshore cable corridor to its pre-construction state following construction. This includes the replanting of any trees and hedgerows that were removed. Further details are provided within the **Outline Code of Construction Practice** (document reference 9.17).
FF_01_127	[Visual impact] Not important at min distance offshore.	N	Noted.
FF_01_144; FF_01_150; FF_01_510; FF_01_516	Apart from the substations, all works should aim to restore the existing countryside and outlooks.	N	Following construction all land used for construction apart from the substation will be reinstated to its prior state. Further details are provided within the **Outline Code of Construction Practice** (document reference 9.17).
FF_01_181	they look lovely, generating free electrical energy.	N	Noted
FF_01_194	Nothing above ground	N	Following construction the only above land infrastructure will be the substation. For more information see **ES Chapter 4 Project Description** (Document reference 6.1.4).
FF_01_599	Will there be any visual impact when work is completed?		
FF_01_203	We look out east over fields to your corridor	N	Noted
FF_01_237	[Visual impact] Fine as its out at sea	N	Noted.
FF_01_254	After completion will the corridor be invisible! if not what will be visible?	N	Following construction the only above land infrastructure will be the substation. For more information see **ES Chapter 4 Project Description** (Document reference 6.1.4).
FF_01_266	Following work reduce local [visual] impact to a minimum	N	Following construction the only above land infrastructure will be the substation. For more information see **ES Chapter 4 Project Description** (Document reference 6.1.4).

			As set out in **ES Chapter 26 Landscape and visual assessment** (document reference 6.1.26) and the **Outline Landscape Management Plan** (document reference 9.18) the chosen site for the substation benefits from screening in the form of existing woodlands, hedgerows and hedgerow trees. To complement this existing screening the Applicant will strengthen existing hedgerows by planting gaps with new native (and of local provenance) species hedge plants and hedgerow trees that would provide further screening and filtering of views and enhance landscape character.
FF_01_294	All norfolk is spoiled by so many wind mills	N	Noted.
FF_01_304	Overhead cables being intrusive.	N	The transmission cables for this project will be buried below ground.
FF_01_308; FF_01_312; FF_01_164	All sites - when completed, how much will be visible?		Following construction, the only above land infrastructure will be the substation. For more information see **ES Chapter 4 Project Description** (Document reference 6.1.4). As set out in **ES Chapter 26 Landscape and visual assessment** (document reference 6.1.26) and the **Outline Landscape Management Plan** (document reference 9.18) the chosen site for the substation benefits from screening in the form of existing woodlands, hedgerows and hedgerow trees. To complement this existing screening the Applicant will strengthen existing hedgerows by planting gaps with new native (and of local provenance) species hedge plants and hedgerow trees that would provide further screening and filtering of views and enhance landscape character.
FF_01_319	All [cable corridor] buried.	N	

FF_01_451	Keep structures on surface to a minimum. Like gas pipeline.	N	The cable corridor will be buried with the land reinstated following route construction.
FF_01_394; FF_01_402	[visual impact should be] Short term only both onshore and offshore	N	Following construction, the only above land infrastructure will be the substation. During operation offshore wind turbines will be visible. For more information see **ES Chapter 4 Project Description** (Document reference 6.1.4).
FF_01_410; FF_01_533; FF_04_044	Re-landscaping required.	N	Once construction is completed the Applicant has committed to reinstating the landfall site to its pre-construction state. This includes the replanting of any trees and hedgerows that were removed. For more information see **Outline Landscape Management Plan** (document reference 9.18).
FF_01_651	Cabled land near village should quickly recover	N	
FF_01_446	Keep like olof telecom undesrea cables - little evidence on beach.	N	The SEP and DEP cables will be brought onshore using a trenchless crossing technique, minimising the impact.
FF_01_457	AONB and any surface infrastructure needs to take this into sympathetic consideration.	N	Construction activity will be visible within the AONB, mitigation measures have been set out within **ES Chapter 26 Landscape and visual assessment** (document reference 6.1.26) and the **Outline Landscape Management Plan** (document reference 9.18). During operation there will be no above ground infrastructure within the AONB.
FF_01_476	Will become dominate feature on northern aspect ie big change to our skyline. (At present, the only features are cathedral spire, castle and 3 pylons)	N	Noted. For the visual impact assessment see **ES Chapter 26 Landscape and visual assessment** (document reference 6.1.26).
FF_01_535	Reinstatement of land as backfill will leave a scar.	N	Following construction land will be reinstated to its prior state. Further details on reinstatement are provided within the **Outline Code of Construction Practice** (document reference 9.17).
FF_01_642	Dozens of wind farm pylons some in view to the land.	N	The cabling for the projects will be buried underground
FF_01_672	Would rather see a clear horizon	N	Noted.

CP_02_002	No we dont need another added wind farm to the one at Sherringham it s a lovely place Norforlk (was) till it had that wind farm now it looks terrible	N	Noted.
CP_03_005	The existing sub-station is tucked away from the sight lines in the Tas Valley. So your preferred location makes sense. however, other possible sites are in the valley and visible from a wide area.	N	The preferred location (in a low point within the Tas Valley) has been taken forward within the DCO application. Further details are set out within **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference: 6.1.3).
FF_04_005	The North Norfolk Coast is beutiful and an important ecosystem. Please continue to proceed with these plans with this in mind, although i appreicate that some minor compromises will be require and i support these, provided they are unavoidable.	N	Noted.
FF_04_022	Make it as inconspicuous as possible.	N	Noted.
FF_04_036	That the area looks the same. That construction work does not cause further erosion to the coastline.		As set out in the **ES Chapter 4: Project Description** (document reference 6.1.4) the onshore landfall area is located beyond any areas at risk of natural coastal erosion. Furthermore, the drill used in the subtidal zone will be of sufficient depth below the coastal shore platform to have no effect on coastal erosion.
FF_05_083	As you probably have gathered, I am not a lover of wind farms, as they spoil the view of the open sea (they are an eyesore). If possible I would favour wave generated electricity	N	Noted. See the **Planning Statement** (document reference 9.1) for information regarding the need for offshore wind farms.

CL_07_067	i. Visual Impact The existing area for the Sheringham Shoal Offshore Windfarm is 35km2 and the Dudgeon Offshore Windfarm is 55km2, which totals 90km2. The Dudgeon Extension Project (DEP) component covers 92.6km2 and would comprise up to 34 turbines and the Sheringham Extension Project (SEP) component covers 103km2 and would comprise up to 27 turbines. Each turbine would have a maximum rotor diameter of up to 300m and a maximum tip height of 326m. The total area for the proposed development would cover 196.1km2. The cumulative size of the existing and proposed development would be 286.1km2, which is over three times the area of the existing windfarms. This is therefore a significantly large 'extension' to the existing windfarms, which represents a 317% increase. Given the scale of the proposed development, the potential for visual impacts to seascape is significant, particularly in relation to the statutory purposes of the Norfolk Coast Area of Outstanding Natural Beauty.	N	Noted. For the visual impact assessment see **ES Chapter 25 Seascape and Visual Impact Assessment** (document reference 6.1.25).

1.22 Socio-Economics and Tourism

Feedback ID	Comment	Dev. change?	Response
CP_01_031; FF_01_524; FF_01_564;	General concern regarding effect on property prices and ability to sell property.	N	The onshore substation will not be visible from any nearby properties given that it is at least 500m from the nearest property and benefits from existing screening. Further

FF_01_590; FF_05_026			details are set out within in **ES Chapter 26 Landscape and visual assessment** (document reference 6.1.26) and the **Outline Landscape Management Plan** (document reference 9.18). During operation there will be no above ground infrastructure along the cable corridor. The offshore turbines will be visible from the coast from Cromer and Sheringham, but will be set in the context of the existing Sheringham and Dudgeon wind turbines. On this basis the Applicant does not believe that this would significantly change property prices compared to a scenario where SEP and DEP are not installed. For the visual impact assessment see **ES Chapter 25 Seascape and Visual Impact Assessment** (document reference 6.1.25).
FF_01_108	Do not affect local jobs.	N	There is not expected to be a negative impact on jobs in the area. According to **ES Chapter 27 Socio-Economics and Tourism** (document reference 6.1.27) there will be an increase in jobs in the area as a result of the projects.
FF_01_117; FF_01_213	General concern regarding fishing industry.	N	Noted. The Applicant has engaged with the fishing industry throughout the pre-application process and have committed to continue this engagement. Compensatory measures and measures to mitigate potential effects on the industry. Further information regarding this will be included as part of the DCO application within **ES Chapter 12 Commercial Fisheries** (document reference 6.1.12).
FF_01_132	We do not want anymore houses built in the community	N	There are no houses planned to be built as part of these projects.
FF_01_145; FF_01_151; FF_01_511; FF_01_517	Business' need to be able to function normally	N	It is not anticipated that the projects will have an adverse effect on businesses standard operations, see **ES chapter 27 Socio-Economics and Tourism** (document reference

			6.1.27). The Applicant has set out measures that will allow the continuous use of all A roads and other sensitive routes identified by Norfolk County Council.. For more information on construction methods see **ES Chapter 4 Project Description** (document reference 6.1.4).
FF_01_307; FF_04_002; FF_04_056; FF_06_060	General concern regarding local economy	N	SEP and DEP together are estimated to generate an annual gross value added (GVA) contribution of around £28.1 million nationally, of which £15.2 million is captured by the East Anglia economy. There will be direct and indirect jobs created during both the construction and operation of the wind farms. SEP and DEP may create up to 1,640 UK jobs during construction if both projects are built together (of which up to 430 jobs may be based in East Anglia); and up to 260 UK jobs during operation (of which 140 jobs may be based in East Anglia). With appropriate skills and training programmes in place, the East Anglia job market could supply this demand. For more information see **ES Chapter 27 Socio-Economics and Tourism** (document reference 6.1.27).
FF_01_374	An influx of strangers and contractors to the village. Its a tiny village and cannot support an army of workers in the area.	N	As set out in see **ES Chapter 27 Socio-Economics and Tourism** (document reference 6.1.27) the impact of 'change to demographic' was found to be minor adverse, which is not significant.
FF_01_424	Give grants to local sports clubs affected by this.	N	If the Projects are successful in achieving consent, then we will consult with the community and stakeholders on an appropriate and complementary community benefit programme.

FF_01_481	Beach lane car park brings many walkers and fishermen who frequent the village shop	N	The landfall site will be accessed via the private Muckleburgh estate, this will prevent the closure of Beach Lane and the Beach Lane car park.
FF_01_522; FF_01_525	General concern regarding damage to properties	N	The sites selection exercise sought to position the Projects as far as possible from any properties. For further details refer to **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference: 6.1.3).
FF_01_529	Closed roads in Barford would cause major access issues for residents and local businesses (i.e. The Farmshop)	Y	As stated in the **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) SEP and DEP construction related traffic will not travel through Barford. The Applicant has also committed to crossing Chapel Street and the B1108 using a trenchless crossing technique, preventing the closure of these roads.
FF_01_531; FF_01_213	General concern regarding impact to agriculture	N	As set out in **ES Chapter 19 Land Use, Agriculture and Recreation** (document reference 6.1.19), land used for agriculture will be effected during the construction stage, but land will be reinstated post construction to a pre-construction state.
FF_01_601	Beach Lane to Weybourne by the beach is very narrow. W Would affect cornershop and 'ship' pub customers in the village.	Y	Weybourne Beach and Beach Lane will remain open during construction. Access to the landfall site will be gained through existing private route at the Muckleburgh Estate, preventing the closure of Beach Lane will keep access restrictions to a minimum. Cables will come ashore at Weybourne beach using a trenchless crossing technique that will mitigate impacts to the shoreline and prevent an extended closure of this are of the beach.
FF_01_602	Fishing from Weybourne beach and shore fishermen.	N	
FF_01_653	[Difficulty] Getting to work during construction	N	As stated in the **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) the impact of severance and driver delay due to the projects is found to be negligible.
FF_01_655	Access to local primary school. Already causes issues.	N	
FF_01_664; FF_01_557	total disruption to the whole area.	N	Noted. The Applicant has assessed a wide range of impacts across the EIA topics and have set out measures to mitigate

			potential impacts to the area. The assessments and mitigation measures can be found within the **Environmental Statement** of the DCO application (document reference 6.1).
FF_04_016	Pay compensation to farmers for loss of crops	N	As set out in **ES Chapter 19 Land Use, Agriculture and Recreation** (document reference 6.1.19) private agreements (or compensation in line with the compulsory purchase compensation code) are being sought with relevant landowners / occupiers and the land would be reinstated to preconstruction condition.
FF_04_021	There are many second homers living in the area. The are likely to be aggressive in protecting their 'false reality'. I would suggest that Norfolk people would welcome the jobs and accept temporary construction issues.	N	Noted.
FF_04_029	It should not disrupt quality of life for residents	N	Noted. The Applicant has set out a series of mitigation measures to reduce the impact of the projects in the area, such measures have been set out in the **Environmental Statement** as part of the DCO Application (document refence: 6.1).
FF_04_036	That your company support financially any adverse effects a local business / communities	N	The Applicant has engaged with organisations such as offshore fisheries to discuss compensation were their practice is likely to the be adversely effected by the construction the projects. See **ES Chapter 27 Socio-Economics and Tourism** (document reference 6.1.27) for further information. If the Extension Projects are successful in achieving consent, then we will consult with the community and

			stakeholders on an appropriate and complementary community benefit programme.
FF_04_044	You need to minimize disruption to the local residents, environment, road, rail network. Work near any of these sites needs to be done quickly.	Y	The Applicant has set out a series of mitigation measures to reduce the impact of the projects in the area, such measures have been set out in the **Environmental Statement** as part of the DCO Application (document refence: 6.1). Such measures include the trenchless crossing of all A and B roads and 20 other local roads as well as all woodland habitats. Onshore work on the cable corridor will be sequential starting at landfall and moving down towards the substation site, this will limit the time of construction works at one area. For more information regarding the Applicants plan to manage construction traffic see the **Outline CTMP** (document reference 9.16).
CP_04_003	The landfall proposal at Weybourne, Norfolk will mean that the onshore cable corridor may go through the Parish of Upper Sheringham. Upper Sheringham Parish Council have concerns over the impact of any local businesses, in particular the National Trust land.	N	Noted. The cable corridor route has been finalised and included within the DCO application. The cable corridor passes west of Upper Sheringham through Weybourne woods and does not interact with the National Trust land.
CP_04_005	local environment as non industrial seaside holiday local, that both residents & tourist visit for peace and quiet and to have fun on and around the local area such as walks in the woods, the local steam train, go wild, the zoo, camping and to get away from the city - extended disruption to that industry could cause an irrevocable collapse in the local economy.	N	As set out in **ES Chapter 27 Socio-Economics and Tourism** (document reference 6.1.27) the cumulative residual impact of the projects during construction on tourism will be minor to moderately adverse. During operation however the impact will be negligible signifying no significant long term impact.

FF_05_027	I think its important to take the local community with you. Public facilities in Swardeston are very limited, and introduction of facilities, playground improvement, increased recreation facilities such as biking , walks, footpaths, would be beneficial to local community. Siting of the substation is so important, quite surprisingly existing substation is well hidden, and view one should be as equally important! Use local knowlesge, skills to construct infrastrucutre, buildings etc. As local engineer be good to have opportunity to contribute so that local area benefits, and not just enormous companies which invariably increase costs.	Y	Noted. The community of Swardeston has been consulted with in the two rounds of consultation. The local governmental and planning authorities have also been consulted on the development plans. For full details of the consultation process see the **Consultation Report**.
FF_05_042	Yes, you must learn from the laying of gas mains across east Anglia. they were very efficiently ward(?) and compensation teams were fair and quick and disturbance to neighbourhoods minimised by excavation, laying, testing and backfilling on limited lengths. the quality and experience of the contractors will be critical.	N	Noted.
CL_07_006	What are your plans to reduce the construction impact on Low Bodham local residents bordering the your cable's route, bearing mind a very similar route is planned by Orsted.	N	Both Holt Road and The Street will be crossed using a trenchless crossing technique, preventing road closures and thus limiting the effects of construction on the village.
CL_07_007	will any financial compensation be payable to those family homes that are directly affected;	N	It is not expected that residential properties will be affected by the projects.
CL_07_062	The route of the 2 corridors runs parallel to Marl Hill Road which is the village's only access to public transport into Norwich. Currently there is a permissive footpath down Marl Hill on the landowner's field and we do not want to lose this even on a temporary basis as the road is part of the rat run through the village, and	Y	The final cable corridor will not cross Marl Hill Road. The corridor does cross the Fakenham Road however this is being crossed using a trenchless crossing technique

	too dangerous to walk safely on. We would like the opportunity to discuss with you the options for this footpath both during and after the project.		
CP_01_014; CP_01_037; FF_01_661; FF_01_026; FF_01_086; FF_01_251; FF_01_362; FF_01_576; FF_01_577; FF_01_371; FF_01_646; FF_01_429; FF_01_459; FF_04_034; FF_04_046; CL_07_056; FF_04_014	General concern about tourism expressed		As set out in **ES Chapter 27 Socio-Economics and Tourism** (Document reference 6.1.27) moderate adverse impacts are predicted to result from SEP and DEP. The assessment found that during the construction phase the cumulative impact of onshore construction on volume and value of tourism activity would be moderate adverse for landfall and the cable corridor within the North Norfolk AONB. **ES Chapter 27 Socio-Economics and Tourism** (document reference 6.1.27) sets out the measures that will mitigate impacts on tourism from the projects. Weybourne Beach and Weybourne Beach Lane will remain open during construction. Access to the landfall site will be gained through existing private route at the Muckleburgh Estate, preventing the closure of Beach Lane will keep access restrictions to a minimum. Cables will come ashore at Weybourne beach using a trenchless crossing technique that will mitigate impacts to the shoreline and prevent an extended closure of this section of the beach.
FF_01_088	Loss of [Weybourne] car park loss of fishing potential.	N	Weybourne Beach car park will remain open during construction and operation.
FF_01_176	Provide large display boards of project and viewing platform.		Noted. As for the existing Sheringham Shoal and Dudgeon wind farms there will be information regarding the projects within Sheringham Museum.

FF_01_211	[Impact on] Access to sea	N	Weybourne Beach and Weybourne Beach Lane will remain open during construction. Access to the landfall site will be gained through existing private route at the Muckleburgh Estate, preventing the closure of Beach Lane will keep access restrictions to a minimum. Cables will come ashore at Weybourne beach using a trenchless crossing technique
FF_01_239	Should bring [tourism in] to view it	N	Noted.
FF_01_241	To be able to view a windfarm as a tourist.	N	Noted.
FF_01_246	Recreation and local amenities - Bawburgh Lodge Golf Club	N	Following refinement to the cable corridor the Bawburgh Lodge Golf Club will not be affected by the projects. See **ES Chapter 4 Project Description** (document reference 6.1.4) for more information.
FF_01_259; FF_01_342; FF_04_009	Avoid in tourist high season (July and August)	N	Timing constraints noted. See the **Outline CTMP** (document reference 9.16) for information regarding how the Applicant will manage construction traffic during periods of increased demand.
FF_01_263	Avoid major disruption in peak 20 week summer season.	N	
FF_01_298	Tourists arent bothered, they leave loads of rubbish	N	Noted
FF_01_335	[Impact on tourism] Will be negative, who wants to come to an area being dug up up to 1000m wide.	N	Following refinement to the projects the DCO boundary will be 60 metres wide. Of this 38 metres will actually be used for the cable corridor. For further information regarding impact to tourism see **ES Chapter 27 Socio-Economics and Tourism** (Document reference 6.1.27)
FF_01_347	there are holiday cottages and B&Bs in the village	N	Noted. For further information regarding impact to tourism reliant businesses see **ES Chapter 27 Socio-Economics and Tourism** (Document reference 6.1.27)
FF_01_365	Recreational cricket area in Marlingford.	N	Following refinement to the cable corridor the Marlingford Cricket Club will not be affected by the projects. See **ES Chapter 4 Project Description** (document reference 6.1.4) for more information.

FF_01_384; FF_01_386	Lots of tourists visit Weybourne and Kelling Heath which has a large campsite	N	Noted. The cable corridor will not cross Kelling Heath Campsite and access to the campsite will remain during construction.
FF_01_396; FF_01_403	Some restrictions on access for tourism in the local area.		The ES considers a wide range of potential construction phase impacts, including impacts from traffic and transport (see **ES Chapter 24: Traffic and Transport** (document reference 6.1.24)) and noise (see **ES Chapter 23 Noise and Vibration** (document reference 6.1.23)). Mitigation measures are identified within each assessment to reduce or eliminate any predicted significant adverse effects. This assessment has been updated during the preparation of the ES, identifying mitigation measures that contribute to the avoidance of significant adverse effects to socio-economics and tourism. All the access roads to Weybourne will be crossed using a trenchless crossing technique, preventing closures.
FF_01_444	Beach to be fully reinstated for everyone.	N	Following construction the beach will be reinstated to its pre-construction state. The cables will be brought onshore using a trenchless crossing technique, minimising the impact to the beach.
FF_01_448	Provide large display boards of project.	N	Noted. As for the existing Sheringham Shoal and Dudgeon wind farms there will be information regarding the projects within Sheringham Museum.
FF_01_527	Disruption to Swan Harbour Caravan Site.	N	Following the refinement to the DCO boundary the cable corridor will not cross the caravan site. The route will pass close to the site but the disruption will be temporary with the land reinstated following construction.
FF_01_551; FF_01_182	Cant see it affecting tourism - might help job market	N	Noted.

			A full analysis of employment creation is set out in in **ES Chapter 27 Socio-Economics and Tourism** (Document reference 6.1.27). With the assumption there are no cost savings resulting from parallel construction, the concurrent construction of SEP and DEP is estimated to generate demand for 1,730 Full Time Equivalent (FTE) jobs each year at the UK level. The benefit to the East Anglia economy is estimated to range from 70 FTE jobs if the construction port is based in the UK study area but outside the East Anglia study area, to 460 FTE jobs if the construction port is based in the East Anglia study area. Assuming there are cost savings resulting from parallel construction, the concurrent construction of SEP and DEP is estimated to generate demand for 1,540 FTE jobs each year at the UK level. The benefit on the East Anglia economy is estimated to range from 60 FTE jobs if the construction port is based in the UK study area but outside the East Anglia study area, to 400 FTE jobs if the port is based in the East Anglia study area.
FF_01_605	Potential damage to tourism of visitors by locating cable landfall by/near Weybourne beach car park		Weybourne Beach, Weybourne Beach Lane, and Weybourne Beach car park will remain open during construction. Access to the landfall site will be gained through existing private route at the Muckleburgh Estate, preventing the closure of Beach Lane will keep access restrictions to a minimum. Cables will come ashore at Weybourne beach using a trenchless crossing technique
FF_01_670	Obviously the beach will be obstructed.		

			that will mitigate impacts to the shoreline and prevent an extended closure of this are of the beach.
FF_01_669	This is a very popular area, and is crowded with tourists in the holiday period. So don't need the additional of large trucks.		The ES considers a wide range of potential construction phase impacts, including impacts from traffic and transport (see **ES Chapter 24: Traffic and Transport** (document reference 6.1.24)) and noise (see **ES Chapter 23 Noise and Vibration** (document reference 6.1.23)). Mitigation measures are identified within each assessment to reduce or eliminate any predicted significant adverse effects. This assessment has been updated during the preparation of the ES, identifying mitigation measures that contribute to the avoidance of significant adverse effects to socio-economics and tourism.
FF_04_034	Loss of fishing amenities	N	Weybourne beach and access to Weybourne beach will remain open during construction and operation.

1.23 Health

Feedback ID	Comment	Dev. change?	Response
CP_01_023; CP_01_024; CP_01_035; CP_01_041; FF_01_590; FF_01_673; FF_04_058; CP_04_004; CP_01_038;	General concern regarding EMFs		All of the proposed technology options for the SEP and DEP export cables and third-party crossing points would be fully compliant with the Government policy. Specifically, all the fields produced would be below the relevant exposure limits. Therefore, there would be no significant EMF effects resulting from this proposed development. More information regarding EMFs can be found in **ES Appendix 28.1 Sheringham and Dudgeon**

CP_01_039; FF_05_010; CP_05_012; FF_05_005; CL_07_046 FF_01_524			**Extension Projects EMF Assessment** (document reference 6.3.28.1)
FF_01_522; FF_01_559	General concern regarding health		As set out in **ES Chapter 28 Health** (document reference 6.1.28) the effects of the projects on both physical and mental health is expected to be negligible.

2 Phase Two responses

2.1 Policy and Legislative Context

Feedback ID	Comment	Dev. change?	Response
P2_FF_044	A fantastic project but the process, which I accept is complex, is too elongated. If net Zero is to be achieved, approval for these type of projects has to be sped up. I am sure that is an issue for government more so than yourselves but it would be great to get these large scale windfarms through the approval process quicker.	N	Noted. For more information regarding this see the UK Government's 'British energy security strategy' and 'Net Zero Strategy: Build Back Greener' policy papers.
P2_CP_056	As a billion pound project taking a number of years' preparation to put forward to DCO, you should have waited until in-person consultation was possible to proceed.	N	Due to Covid-19 restrictions in person consultation events were not possible. Communication lines including freephone and freepost were open throughout the consultation periods to assist with answering any questions. Documents were also available to request to receive via post. When COVID-19 restrictions were relaxed in person public information days were held in March and June 2022. For full details regarding the consultation process see the Consultation Report.
P2_CP_075	The failure to commit to constructing both projects at the same time also undermines faith in Equinor's assertions that it is engaging with other wind farm operators and the government's Offshore Transmission Network Review.		The Applicant has committed to reducing impacts on local communities by taking a joined-up approach and bringing together two separately owned offshore wind farm extensions into one single DCO application, which

			is an industry first. It's our intention to install both cables concurrently within a shared onshore footprint.
P2_CP_075	There is some concern that Equinor will opt to put one cable through and then sell the infrastructure on, meaning that it is almost certainly going to be in two phases, with all the additional disruption that would entail.	N	It is the Applicants intentions to fully develop these projects. See the **Scenarios Statement** (document reference 9.28) for further information.
P2_FF_252	It is unclear to what extent these projects, should they proceed, will influence and cumulatively compound other ongoing projects. Although some attempt has been made to look at cumulative effects it is clearly inadequate as it consists of guesswork. While we accept that it is difficult to predict which projects will overlap, a true worst-case scenario would be that they all overlap which is highly possible. This has the potential to be catastrophic for the Norfolk countryside and yet no consideration has been given to this report.	N	Cumulative impact assessments have been undertaken across a wide range of topic areas; the results of which can be found within the **Environmental Statement** as part of the DCO application. For information regarding cumulative impact assessments see **ES chapter 5 EIA methodology (document reference 6.1.5).**
P2_FF_267	The government has not an integrated green plan so crap like this can be planned. Its not thought through	N	Noted
P2_FF_304	Do it with people in mind not your commercial interests	N	Noted. For information regarding the necessity of the projects see the **Planning Statement** (document reference 9.1).
P2_CP_140	Coordination of trench digging with other projects is important	N	Noted. The Applicant will co-ordinate with other developers regarding timings of trench digging.
P2_FF_308	I am strongly in favour of wind-generated power. However, it is crucial to minimise the negative impacts of development, and ll developments need to be considered in the context of national infrastructure, not as separate projects. Therefore, I would only support projects which reduces disruption by sharing routes; or delivering power via an offshore transmission network;	N	Noted. Although 'SEP' and 'DEP' are two separate offshore wind farm extension projects, Equinor has adopted a strategic approach to developing the projects to minimise impacts onshore and offshore. Equinor will

	and coordinating the planning and construction of these and future projects		apply for a common DCO for the extension projects and will consult on both together. As part of the common DCO application, the two projects have a shared point of connection at the National Grid Norwich Main Substation and will have a shared onshore footprint in order to minimise potential impacts on the community and environment. SEP and DEP are designated OTNR pathfinder projects, and as such Equinor is committed to initiatives to encourage coordination in the sector. Pathfinder projects are those that are developing ways to further offshore wind coordination as part of the OTNR, working with the Department for Business, Energy and Industrial Strategy (BEIS) and Ofgem to identify barriers to coordination. We have committed to reducing impacts on local communities by taking a joined-up approach and bringing together two separately owned offshore wind farm extensions into one single DCO application, which is an industry first. It's our intention to install both cables concurrently within a shared onshore footprint.
P2_FF_331	I support SEP and DEP as a key national infrastructure project.	N	Noted
P2_FF_344; P2_IL_016; P2_FF_115	General demand for Orsted's Horsnea Project Three and SEP and DEP to share an onshore cable corridor.	N	Noted. Sharing cable corridors with other developers and projects is not possible for a variety of reasons. For the example of Hornsea Three, when Ørsted defined the construction envelope it was based on the project

			needs of the Hornsea Three project alone and did not factor in the possibility of other projects using the same space. The cable corridor approved for Hornsea Three is approved based on that project alone. Legally, due to competition laws, two separate companies cannot work together on these projects together. From a technical perspective, the envelope for the cable corridor is defined to allow micro-siting to avoid impacting local features. If we were to combine Hornsea Three and, SEP and DEP, we would need to expand the area to the extent that there would be no space for environmental gain, as sufficient space has not been accounted for in the Hornsea Three corridor to accommodate and micro-site the three projects. The Applicant has committed however to co-ordinating with other developers in the area to minimise the impact on the community. The Applicant has consulted with Ørsted during the pre-application for SEP and DEP to seek ways to minimise the cumulative impacts between the projects. See Section 6.3 of **the Consultation Report.**
P2_IL_016	1. Equinor's statutory responsibilities and those of other key players Is it correct that Equinor's responsibilities are the same as those of National Grid ESO and National Grid	N	Noted. Sharing cable corridors with other developers and projects is not possible for a variety of reasons.

	Electricity Transmission, who must, under the Electricity Act 1989, develop proposals in an efficient, coordinated, and economical way, and in a way which considers people and places? If so, can Equinor substantiate that their whole SEP/DEP extension plan meets these key criteria? Having to meet NG ESO's requirement on them to join the grid at Mangreen with a separate uncoordinated plan to that already approved for Orsted for Hornsea 3 is neither efficient nor coordinated nor economical (in its overall place within the 2030 plans for the whole of East Anglia and all the new offshore inputs). Equinor's consultation on its Mangreen proposal may have been considering places and people in its own right but the overall impact on localities such as Swardeston of SEP and DEP and Hornsea 3 and any future DCOs sought to expand NG capacity at Mangreen fails on all 3 grounds. (See further point 3 below). The Planning Inspector should require NG and Hornsea3 and Equinor and Ofgem to provide evidence that future costs will be lesser by this accumulation of projects than other options. Until that evidence is forthcoming the whole process is not compliant with the existing statutory criteria and the Inspector appears duty bound to notify the BEIS that this is so..		For the example of Hornsea Three, when Ørsted defined the construction envelope it was based on the project needs of the Hornsea Three project alone and did not factor in the possibility of other projects using the same space. The cable corridor approved for Hornsea Three is approved based on that project alone. From a technical perspective, the envelope for the cable corridor is defined to allow micro-siting to avoid impacting local features. If we were to combine Hornsea Three and, SEP and DEP, we would need to expand the area to the extent that there would be no space for environmental gain, as sufficient space has not been accounted for in the Hornsea Three corridor to accommodate and micro-site the three projects. The Applicant has committed however to co-ordinating with other developers in the area to minimise the impact on the community.
P2_IL_016	3. Cumulative impact of projects at and around Mangreen NG ESO station While the PEIR from Equinor, may, in its own right, as one project, meet statutory criteria for DCO approval, the Inspector has a duty to take account of the cumulative impact of all three proposed developments	N	A cumulative impact assessment of the site selection options for the projects will be included within **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference 6.1.3)

	impacting the Swardeston Mangreen area, namely • Orsted's Hornsea 3 (2 phases – approved by BEIS December 2020), • Equinor's SEP and DEP projects (2 phases), and • subsequently (currently only in outline) NG's Network Options Assessment 2021 accepted network upgrades in Norfolk known as AETC and AENC (In the latest Electricity Ten Year Statement, the System Operator is advising that up to 17.9 GW of transfer capability is required out of the region by 2030). As with the proposals for NG grid enhancement in Suffolk (see para 2 above) this may well need a DCO in its own right, especially if it requires more space/access/physical plant at the Mangreen site.		
P2_IL_016	The PEIR section 26 on traffic management provides a helpful table on overlaps between SEP and DEP works and Hornsea 3 h[redacted] p 59 Table 26.12.The peak construction periods are indicated as 2025 and 2023 respectively. Given that both developments may have 2 phases and the uncertainties of each about the timing of their second phase the impact locally could be less intense but more prolonged. Whatever the final timings Swardeston ends up effectively "surrounded" by two new 'corridors' of electricity cabling accessing Mangreen, adding enormously to existing pylons.	N	Noted. Neither projects will have overhead cabling. For more information see **ES Chapter 4 Project Description** (document reference 6.1.4)
P2_IL_016	The ruling by Mr. Justice Holgate on the judicial review of the Vattenfall Boreas and Vanguard developments ([redacted]	N	A cumulative impact assessment of the site selection options for the projects will be included within **ES**

	[redacted] (Admin)) highlights the importance of examination in depth of the cumulative impact of DCOs and other upcoming major planning decisions. The impact of any likely additional DCO affecting NG's existing Mangreen sub-station should in principle also be assessed simultaneously with both substations.		**Chapter 3 Site Selection and Assessment of Alternatives** (document reference 6.1.3)
P2_IL_016	Equinor has not made the same mistake as Vattenfall did seeking to 'split' the impact of the SEP and DEP projects. However, while this is referred to in various chapters, as of now the PEIR does not seem to address adequately the cumulative impact in this rural area of two major buildings and allied electrical equipment installation, and local disruption over their construction periods, as well as the 'surrounding' effect mentioned above. Doubtless the DCO application will deal with this more fully to allow the Planning Inspector to assess whether Mr. Justice Holgate's ruling has been followed.	N	Noted. Refer to **ES Chapter 5 EIA methodology** (document reference 6.1.5) for further information regarding the cumulative impact assessment.
P2_IL_016	I would underline the critical importance of Horizontal Directional Digging at crossing 153 on the B1113 and the essential associated element of installing all the ducting there (and anywhere where HDD is used) for both SEP and DEP phases in one go.	N	As a 'B' Road the B1113 will be crossed using a trenchless crossing technique.
P2_IL_017	I express my disappointment for the proposed project.	N	Noted
P2_IL_018	For this reason, this letter is copied firstly to Duncan Baker MP who is pushing hard on "changing their (the Government) strategy on the piecemeal cable corridors" especially in light of the Justice Holgate ruling. This is also copied to NNDC who should keep abreast of the Secretary of State re-determination and Offshore Transmission Network Review, to avoid one party giving	N	Noted

	agreement while legislation is still under consideration. Thirdly, this is an open letter to the Parish Council, in the hope that it will be distributed to the residents of Weybourne and beyond.		

2.2 Site Selection and Assessment of Alternatives

Feedback ID	Comment	Dev. change?	Response
P2_CP_014	This is not existing hard standing it's brown field adjacent to a woodland that forms an important wildlife corridor between the Wensum valley and woodland that extends across to Felthorpe woods and beyond. This area has already been encroached upon by the NDR (Broadland Highway) this is more unwelcome and significant pressure on wildlife here. No thank you!!!	N	Noted. Potential impacts to ecology have been assessed within **ES Chapter 20 Onshore Ecology and Ornithology** (document reference 6.1.20).
P2_CP_015	I live adjacent in the proposed cable corridor I would like confirmation is the cable going through the fields or will it effect my garden. A straight plain English answer would be appreciated as so far all we get Is legal claptrap through the post which mentions compulsory purchase and compensation etc which is causing stress and anxiety as to how we will be effected.	N	The cable routing avoids all residential gardens. For further details refer to **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference: 6.1.3). Where the cable crosses other land our land team will have been in contact during the pre-application period to discuss this with the landowner.
P2_CP_018, P2_CP_019	Map shows landfall is AT Weybourne Beach, not to West of it as the pamphlet says. Does this mean we lose public access to beach & car park via Beach Lane, and access to walk W along beach towards Salthouse? Or E towards Sheringham?. How long will all this disruption last?	N	Weybourne Beach and Weybourne Beach Lane will remain open during construction. Access to the landfall site will be gained through existing private route at the Muckleburgh Estate, preventing the closure of Beach Lane will keep access restrictions to a minimum. Cables will come ashore at Weybourne beach using a trenchless crossing technique that will mitigate impacts

			to the shoreline and prevent an extended closure of this are of the beach.
P2_CP_024	The route chosen is very close to that of the Hornsea 3 cable route. It should be possible to co-ordinate activities such that the same trench is used for all of the cables and all at the same time. This would save the countryside around Weston Longville from being repeatedly dug up over a period of 2 or 3 years.		Sharing cable corridors with other developers and projects is not possible for a variety of reasons. For the example of Hornsea Three, when Ørsted defined the construction envelope it was based on the project needs of the Hornsea Three project alone and did not factor in the possibility of other projects using the same space. The cable corridor approved for Hornsea Three is approved based on that project alone. From a technical perspective, the envelope for the cable corridor is defined to allow micro-siting to avoid impacting local features. If we were to combine Hornsea Three and, SEP and DEP, we would need to expand the area to the extent that there would be no space for environmental gain, as sufficient space has not been accounted for in the Hornsea Three corridor to accommodate and micro-site the three projects.
P2_CP_027	This site sits between A47 and A1067 on an existing HGV route. It would seem the most sensible location for the construction compound out of all the sites presented.	Y	The final main construction compound has been chosen to be at the A1067 site at Attlebridge. For more information see the **Onshore Compound Site Selection Report** (document reference 6.3.3.3).
P2_CP_028	Why is the corridor kinking north here and then south? Is it because you want to avoid the land fill site? This is contrary to two of your objectives i.e. following a straight line and avoiding housing.	N	The cable corridor has been sited to create the most efficient route from landfall to the substation site whilst also taking into consideration other factors such areas designated for their nature conservation value and populated areas. These factors result in the fact that the

			cable corridor cannot simply be a straight line from landfall to the substation.
P2_CP_033	I am fully supportive of the principal of renewable energy and its reduced impact on the environment. With this in mind I sincerely hope that the route from Weybourne Station towards Bodham takes the easterly, forest route, rather than the westerly, Sandy Hill Lane Route. Going east would garner local support, going west would make lives unbearbale for extended periods of time.	Y	The cable corridor route from the landfall site goes through Weybourne Woods, avoiding Sandy Hill Lane.
P2_CP_035	It is misleading to promote this suggested compound area as RAF Oulton. For 5 years during world war 2 this agricultural area gave up fertile fields for the comandered construction of runways. The war ended and so did RAF Oulton. The land was immediately reclaimed for food production. Conveniently for developers (keen to imply a Brown field site) the name is banded about as though it has only recently vacated leaving acres of concrete runways and a baron landscape. This is a rural area with active agricultural production.	N	RAF Oulton has not been taken forward as the site for the main construction compound. The final main construction compound has been chosen to be at the A1067 site at Attlebridge. For more information see the **Onshore Compound Site Selection Report** (document reference 6.3.3.3).
P2_CP_036	We would also like some indication, once the project starts, of how long the works required will take to pass through Weybourne and into Bodham.	N	Noted. It is expected that each 1km section of cable corridor will take a month to complete. Although there will be some construction presence beyond this as a haul road will be established to transport materials to the work front and the works progress. Further details are set out in **ES Chapter 4 Project Description** (document reference: 6.1.4).
P2_CP_039	This is unacceptable as an access route. It is on a single track road with very poor visibility, on a junction, in close proximity to four	N	Noted.

	dwellings. It cannot be accessed from the north or east. There are two very much safer options with good visibility just to the south.		
P2_CP_045	The village of Swainsthorpe and surrounding properties will be adversely affected during the construction and operation of the substation. Of particular concern is any noise (e.g humming).	N	As set out in **ES Chapter 23 Noise and Vibration** (document reference 6.1.23) following mitigation measures the residual impact to receptors regarding noise from the substation will be negligible. This is below the lowest observable adverse effect level of noise.
P2_CP_046, P2_CP_047	Positioning of the power converter: We would hope that this be situated as close to the existing sub station as possible and that current access to the substation acts for both facilities. This will avoid weak bridges and take advantage of existing screening.	N	The chosen location for the SEP and DEP substation is in the field immediately south of the existing Norwich Main substation, and will share the existing access to that site.
P2_CP_046, P2_CP_047	The area in question, including Hickling lane, represent important wild life habitat and provide highly valued amenity walks which we would not want lost. We would hope that the project would budget for reinstating and making any practicable improvements to effected areas. If access to and egress from the construction site can both be made practical from the single existing A140 junction with the national grid substation, without involving Hickling lane at all, this would be preferable.	N	Access from to the substation will be from the A140. During construction the preferred onshore substation access will be via the existing National Grid access to Norwich Main Substation.
P2_CP_046, **P2_CP_047**	Whilst we would advocate for the substation to be built immediately adjacent to existing sub station further north, dramatically minimising the environmental impact, if it were necessary to choose between the two sites proffered we would hope the one with the least negative impact upon the landscape and environment be pursued. Despite being on higher ground site 2 to the west appears to be closer to existing electrical	N	The substation site was chosen for a variety of reasons including: There is existing screening from mature trees and woodland that effectively enclose the site, resulting in no clear views to the substation from nearby residential areas.

	infrastructure and hence appears to be the obvious choice; although we would of course be interested in hearing from planning officers or other experts if their is a substantive contrary argument.		It is sited closest to existing industrial landscape features, and at a natural low point within the landscape, reducing visual impact to the Tas Valley It has the fewest residential properties located in proximity, and any potential operational noise impacts to residential properties can be mitigated It avoids sites that are likely to be of high potential for archaeology There was a slight preference for this site from community feedback. For further details refer to **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference: 6.1.3).
P2_FF_008	The proposed route shows a parallel route to Holt Rd why can this not be crossed instead?	N	The cable corridor route will cross Holt Rd using a trenchless crossing technique at a point just north of Cawston.
P2_FF_049	I think Bacton would have been a better landfall site. The roads in that area would be more suitable for HGVs rather than the narrow country lanes of Weybourne.	N	The Weybourne landfall and offshore export cable corridor was selected on account of the following: Technical (i.e. engineering and design) advantages; Considerably flatter topography (8m cliffs at Weybourne compared to 32m high cliffs at Bacton); The total area impacted is minimised as a result of the shorter export cable corridor; Good access using existing roads and tracks (Bacton would require a new access road); It avoids the SSSI and any interaction with National Nature Reserves (NNR) along the Norfolk coast (e.g. Mundesley Cliffs SSSI and Paston Great Barn NNR);
P2_FF_060	I can see why Weybourne is fine from your point of view, but it does entail a long dig through the prime country. Perhaps a silly question from a layman, but couldn't a landfall been perhaps at Bacton and so the ashore dig could utilize current corridors. Probably not possible?		

			It avoids the Annex I habitats of The Wash and North Norfolk Coast SAC which are in unfavourable condition (both Weybourne and Bacton landfall options avoid the SAC); The ability of using a long HDD technique at the landfall to completely avoid the subtidal outcropping chalk MCZ feature. This is in a proven location for works of this nature (i.e. successful HDD works have already been carried out for both Dudgeon and Sheringham Shoal OWFs), whereas at Bacton it would not be possible to HDD under the full extent of the chalk, and the cable/s would encounter a further area of outcropping chalk offshore; Avoids the Bacton Sandscaping Scheme area, so there will be no interference with that scheme or potential cumulative impacts; Located close to the existing Dudgeon and Sheringham Shoal HDD landfalls for which considerable experience, data and lessons learnt are available resulting in a high level of confidence in the engineering feasibility of landfall and HDD works at this location; and Private land along the beach for duct preparation (as was used during the construction of the Dudgeon OWF). For further details refer to **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference: 6.1.3).
P2_FF_054	It will always be difficult selecting a landfall location so I guess this is as good as it gets	N	Noted
P2_FF_055	Yes it will be near / throughout Easton NR9	N	The cable corridor will be routed to the west of Easton in between Easton and Honingham.

P2_FF_057	Any landfall location will have pros and cons. What needs to be done is to ensure the same landfall installation can be conducted for any future expansion or new offshore farms. We only have 1 landfall for whoever brings the power	N	Noted.
P2_FF_058	Keep away from local housing	Y	Distance to residential areas has been taken into account as part of the site selection process. For further details refer to **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference: 6.1.3).
P2_FF_069	Never easy to select a landfall site	N	Noted
P2_FF_073	Seems best option	N	Noted
P2_FF_088	The Muckleburgh site does seem to be the most favourable location	Y	The Muckleburgh site has been taken forward as the chosen landfall compound site.
P2_CP_056	It looks like an ideal location	N	Noted
P2_CP_064	I agree a landfall and cable route W of Weybourne is better than E, but the gorse heathland should be preserved where the route crosses Holgate Hill. Though a route to Bodham via Sheringham Park woodland to E of Weybourne station is more environmentally damaging	Y	The final cable corridor from landfall will be routed west of Weybourne before crossing through Weybourne woods using a trenchless crossing method. The heathland of Holgate Hill nor Sheringham Park will be affected. For further details refer to **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference: 6.1.3).
P2_CP_068	Are you co ordinating your landfall operations and onshore cable routing with Hornsea phase 3 by Orsted. Will any disruption caused by the work on the cable route and the substation south of Norwich near Mangreen be extended by virtue of the two projects or are you working with Orsted to co ordinate this. Will they run consecutively or concurrently.	N	Hornsea Project Three already has consent and is proceeding to construction (anticipated to being in 2023). The earliest that SEP and DEP would proceed to construction is 2025. Further details of the construction timings are set out in **ES Chapter 4 Project Description** (document reference 6.1.4).

P2_FF_092	Geographically is would appear to be more logical to come ashore east of the Weybourne Cliffs where the land dips to almost sea level.	Y	Landfall will be sited at a point where the topography of are lowers allowing the cable to come onshore on the beach and then further inland without transecting the cliffs. For more information see **ES Chapter 3 Site Selection and Assessment of the alternatives** (document reference 6.1.3).
P2_FF_094	No consideration of the additive effects of this project along with other large infrastructure projects in the area. Projects should have been coordinated	N	A cumulative impact assessment of the site selection options for the projects will be included within **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference 6.1.3).
P2_FF_095	The closeness to my property. I obviously would have the cable to be installed as far away as possible from my house.	N	Noted.
P2_FF_100	SEP & DEP and Hornsea cables should be running together instead of separately. The houses along Swardeston Lane, NR14 8LF/G and The Drift NR148LG will have a cable corridor in the field behind them to the South and a corridor one field away to the North.	N	Noted. Sharing cable corridors with other developers and projects is not possible for a variety of reasons. For the example of Hornsea Three, when Ørsted defined the construction envelope it was based on the project needs of the Hornsea Three project alone and did not factor in the possibility of other projects using the same space. The cable corridor approved for Hornsea Three is approved based on that project alone. From a technical perspective, the envelope for the cable corridor is defined to allow micro-siting to avoid impacting local features. If we were to combine Hornsea Three and, SEP and DEP, we would need to expand the area to the extent that there would be no space for environmental gain, as sufficient space has not been accounted for in the Hornsea Three corridor to accommodate and micro-site the three projects.

			The Applicant has committed however to co-ordinating with other developers in the area to minimise the impact on the community.
P2_FF_101	The impact of two separate proposed cable corridors crossing the county to the same sub station in Swardeston.	N	Noted. Whilst it is not possible for two different projects to share the same cable corridor the Applicant has committed to co-operating with Ørsted to limit cumulative impacts in the area.
P2_FF_106	Everything will be affected, I remember the north sea gas being installed with massive disruption.	N	Noted.
P2_FF_129	Those living between the A1067 and the A47 will not only have the NDR (if it goes ahead) built through the protected Waveney Valley but also your cable corridor. If both go ahead - they should be built along a different route to cut down on the devastation you will be creating	N	Noted. For the final cable corridor see **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference 6.1.3). The Applicant has committed to co-ordinating with all developers in the area to limit cumulative impacts.
P2_FF_136	We are specifically concerned about all aspects of the impact on and around Saxthorpe and Little Barningham because we live near	N	Noted. The **Environmental Statement** (document reference: 6.1)) sets out the potential impacts on the area in a wide range of topic areas.
P2_FF_139	Out of the four proposed compound sites, Woodforde farm is the best as it is not near residential properties and is situated next to industrial use. It is also located on a designated HGV route so has excellent links to the A1067 and A47 so both ends of the cable corridor can be easily and quickly accessed.	N	Woodforde farm has not been chosen as a main construction compound site. The final main construction compound has been chosen to be at the A1067 site at Attlebridge. For more information see the **Onshore Compound Site Selection Report** (document reference 6.3.3.3).
P2_FF_140	But, please see our remarks about smaller compounds. To put a compound anywhere near the sharp bend outside the entrance to Weybourne Forest Lodges would be very dangerous	N	Noted. There will not be a construction compound outside the entrance to Weybourne Forest Lodges.
P2_FF_142	Definitely not Fakenham Rd or Norwich Rd	N	The final main construction compound has been chosen to be at the A1067 Fakenham Road site at Attlebridge.

			For more information see the **Onshore Compound Site Selection Report** (document reference 6.3.3.3).
P2_FF_144	Issues with location and proximity to residents	N	Noted.
P2_FF_145	The A1067 Fakenham Rd site appears to be the best in that area - it has hardstanding old industrial land and has direct access to A Road and is very close to the cable route. I object to the Woodforde Farm site as it could easily lead to rat-running through Weston Longville and that has enough problems with it as it is. It would also use agricultural land and is furthest from cable line. I would also object to another cable line being dug for further offshore installations. The capacity of the cable should allow for this. All offshore schemes should be able to link before landfall. Weston Longville is also facing upheaval with road proposal so please minimise cable lines. I do support wind energy, however.	Y	The final main construction compound has been chosen to be at the A1067 Fakenham Road site at Attlebridge. For more information see the **Onshore Compound Site Selection Report** (document reference 6.3.3.3).
P2_FF_146	Unfortunately, as the onshore cabling has "virtually been decided and locked down" no doubt the construction compounds have already been chosen and landowners have agreed/offered their sites also.	N	The construction compound location was decided through technical and environmental assessments as well as feedback from consultation. For further details see **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference 6.1.3).
P2_FF_147	RAF Oulton is not suitable because of the restrictive road access. I would suggest you consult the planning appear app/k2620/a/14/2212257 by Susan Holland April 2014	Y	RAF Oulton has not been chosen as the main construction compound site. The final main construction compound has been chosen to be at the A1067 Fakenham Road site at Attlebridge. For more information see the **Onshore Compound Site Selection Report** (document reference 6.3.3.3).
P2_FF_150	RAF Oulton is an ideal site for storage but how far will it be from the final 200m wide corridor? How will materials be transferred?	N	

P2_FF_156	REF Oulton is not some brownfield old RAF station. It was used in the second world war 75 years ago! We're part of the NT heritage site and sit between a number of historical estates	N
P2_FF_169	I suggest that RAF Oulton should be top priority for one of the compound locations	N
P2_CP_078	RAF Oulton is ideal as a brownfield site. The map suggests some sites would damage woodland. Seeing as there is a chance to leave that woodland alone, going for RAF Oulton is best.	N
P2_FF_170	As previous consults have been informed, Oulton is not a suitable site for a compound. Will decimate village; access and egress for residents will be highly impacted.	N
P2_FF_158	As a local resident, I object strongly to the Oultam option. It does not meet your criteria as stated above, as the only existing infrastructure is the concrete of the farmer runway. It is too far from the local main road involving about 1KM of small country lane unsuitable for large lorries and high volume traffic. There is a better alternative next to Corpusty Church which is on the B1149 and has a large turn off layby already in place	N
P2_CP_091	The best site is RAF Oulton because: Its an existing brownfield compound site Its on the cable route Its nearer the mid way point of the route Its further away from houses The other 3 sites should be rejected because: There is already a major traffic and rat running problem in the area and this will only add to it.	N

	The project will be taking place at the same time as the planned road construction projects of the Norwich Western Link and A47 dualing which in themselves will create additional disruption. The total impact of all these projects running concurrently in the environmentally sensitive Wensum Valley is unacceptable and siting the construction compound elsewhere will at least lessen some of the impact.		
P2_FF_152	Woodforde Farm is not a suitable compound. No hard standing there. This would mean constructing (agricultural) land and turning it into concrete. The roads are not wide enough to accommodate your machinery and there are 3 equestrian centres along with it (Rectory Road). It would be very difficult to manoeuvre through the village to the site. We recommend the A1607 site you have mentioned. The same side as your sight and not disturbing any villagers. Plus it's already a hard compound.	Y	The Woodforde Farm site has not been chosen as the location for the main construction compound. The final main construction compound has been chosen to be at the A1067 site at Attlebridge. For more information see the **Onshore Compound Site Selection Report** (document reference 6.3.3.3).
P2_FF_155	Of the four sites, Woodforde Farm would be the worst choice, as it is further away from the cable route and there would be greater impacts from traffic and access. Fakenham Rd is greenfield and should not be used. Best sites are Oulton and Norwich Rd	Y	
P2_CP_090	Having studied the proposal I believe that the site for the construction compound at Woodforde Farm is perfect for the following reasons: It is adjacent to an existing industrial area (TMA bark) There are no houses in the immediate vicinity Its situated midway between the A1067& A47 which is	N	

	convenient And as a bonus it's right on a designated HGV route.	
P2_CP_092	Woodforde Farm and Attlebridge A1067 sites should be rejected because they are on agricultural land with ponds and woodland. Wildlife and flora and fauna would suffer whereas RAF Oulton is an existing brownfield site. ONLY BROWNFIELD AND NOT GREENFEILD SITES SHOULD BE CONSIDERED.	N
P2_CP_096	I am writing to suggest that Woodforde Farm is removed from the list of compounds and that no further proposals for compounds within the parish of Weston Longville be considered. The only exception being the Atlas Works site on the A1067.	Y
P2_CP_101	Woodforde farm is an unsuitable site for a main compound it is suggested that main compound construction sites on the A1067 would be more suitable.	Y
P2_FF_283	Siting of construction compounds. A1067 and Woodforde Farm will cause much disruption for us	Y
P2_CP_102	Woodford farm site is unsuitable because: Too far from the construction site	Y
P2_CP_105	Woodforde Farm unsuitable - too far from route and substandard access.	Y
P2_CP_106	We do not believe the Woodforde Farm site is the best option. It is furthest from the cable route. Please choose an alternative site for this compound	Y
P2_IL_029	I write in connection with the Sheringham Shoal and Dungeon Extension Project and the proposed use of a compound at Woodforde Farm, Weston Longville.	N

	Having lived most of my life in Norfolk I am very familiar with Woodforde Farm area, so feel well qualified to comment on the proposed site and I fully support the scheme. Having studied the proposal I believe that the site for the construction compound is perfect for the following reasons: It is adjacent to an existing industrial area (TMA bark) There are no houses in the immediate vicinity so it would not disturb anyone Its situated midway between the A1067& A47 which is convenient And as a bonus it's right on a designated HGV route.		
P2_CP_075	It looks like you will need another compound(s) between Woodforde Farm and Mulbarton	N	Noted. There will be additional secondary compounds between the Woodforde Farm site and Mulbarton.
P2_CP_082	The Atlas works site is the only site which already has hard standing, buildings and adequate infrastructure to support it.	N	The final main construction compound has been chosen to be at the A1067 Fakenham Road site at Attlebridge.

P2_CP_098	Fakenham road site would be most sensible.		For more information see the **Onshore Compound Site Selection Report** (document reference 6.3.3.3).
P2_CP_094	The total impact of all these projects running concurrently on a small Parish in the environmentally sensitive Wensum Valley is totally unacceptable and siting the construction compound elsewhere will at least lessen some of the impact.	N	The final main construction compound has been chosen to be at the A1067 Fakenham Road site at Attlebridge. For more information see the **Onshore Compound Site Selection Report** (document reference 6.3.3.3). Impact assessments of the projects as well as measures to mitigate against these impacts have been included within the **Environmental Statement** as part of the DCO application. This includes the impact on ecology within **ES Chapter 20 Onshore Ecology and Ornithology** (document reference 6.1.20)
P2_CP_096	Its unreasonable to expect a small parish to bear the brunt over an extended period of time of this level of blight and disruption. Something that Orsted understood when they withdrew their proposal for a compound on the old airfield.	N	The final main construction compound has been chosen to be at the A1067 Fakenham Road site at Attlebridge. For more information see the **Onshore Compound Site Selection Report** (document reference 6.3.3.3).
P2_CP_100	The 2 proposed sites on the A1067 are far better placed to house the compound as they are on a major route which can be accessed from the south by the southern bypass and the NDR both of which are dual carriageways. Of the 2 sites on the A1067 the Lenwade	Y	The final main construction compound has been chosen to be at the A1067 Fakenham Road site at Attlebridge. For more information see the **Onshore Compound Site Selection Report** (document reference 6.3.3.3).

	site is my preferred option as it is on an already existing industrial complex.		
P2_CP_104	RAF Attlebridge believed to have been ruled out as would lead to even more abuse of smaller roads in and around Weston Longville	N	
P2_CP_104	Site listed as Cosy Pet, at Lenwade. Large Building and compound Direct access to A1067	N	
P2_CP_104	Site known as Clay Hall Farm Sparham, substantial building , access road and open spaces, Feeder road to A1067.	N	
P2_CP_104	Site on A1067 at Lenwade proposed suitable as direct access to A 1067 and works in area	Y	
P2_FF_174	Site 2 looks like the obvious choice, although I know nothing of the technical data	N	Site one has been taken forward as the site for the proposed substation for more information see **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference 6.1.3).
P2_FF_175	Our preference is for site 1 to be chosen - it has less visual impact than site 2		Site one has been taken forward as the site for the proposed substation. Two factors for this are: there is existing screening from mature trees and woodland that effectively enclose the site, resulting in no clear views to the substation from nearby residential areas. It is also sited closest to existing industrial landscape features, and at a natural low point within the landscape, reducing visual impact to the Tas Valley. for more information see **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference 6.1.3).
P2_FF_195	As above, site 1 would be preferable - site 2 has a greater visual impact for a larger number of residents		
P2_CP_108	Surely the proposed site marked in purple is the better option as there would be less impact on the surrounding areas, than the site marked in blue. The blue area will have a negative impact on the Mangreen and	N	The final main construction compound has been chosen to be at the A1067 Fakenham Road site at Attlebridge. For more information see the **Onshore Compound Site Selection Report** (document reference 6.3.3.3).

	Gowthorpe Lane areas as there are both residential and business properties that will be affected and access to these areas is via single track lanes. The purple area has no residential or business properties that would be affected and access would be via the main A140.		
P2_CP_109	Happy with the proposals	N	Noted.
P2_CP_111	With suitable mitigation either site looks acceptable	N	Noted.
P2_CP_112	I walk regularly in this area given live in Swardeston. The onshore substation is far too close to several footpaths, is considerable in size and is far too expansive. It should be located much closer to the present substation and away from Swardeston side.	Y	The chosen substation site is 'site one' as presented at Phase Two consultation. This is located in close proximity to the existing substation and is further away from Swardeston compared to the existing site.
P2_FF_192	All these matter therefore impact should be minimised by co-ordinated developments, not multiple construction projects		
P2_FF_196	The adverse impact of 2 proposed on shore substations in the Swardeston area would be unacceptable	N	Noted. The Applicant has set out mitigation measures to limit the impact of the substation. These can be found within **ES Chapter 26 Landscape and Visual Impact Assessment** (document reference 6.1.26) and **ES Chapter 23 Noise and Vibration** (document reference 6.1.23)
P2_FF_204	Surely this site marked in purple is the preferred site? Acess would be from the main A140 road. Acess to the site marked in blue would be from the much smaller B1113 and then single track country lanes.	Y	Access to the substation during both construction and operation will be made via the A140. Access will not be taken via the B1113, unless in exceptional circumstances which is in response to feedback received during our Phase Two consultation
P2_FF_215	All impacts should be reduced by co-ordinating all similar developments in the area	Y	The Applicant has committed to co-ordinating with other developers in the area to limit cumulative impacts.
P2_FF_218	We think all the A140 access routes would be preferable to access via the B1113. The B1113 is a busy, narrow	Y	Access to the substation during both construction and operation will be made via the A140. Access will not be

	road that was never designed for the amount of traffic it takes. It also can flood in heavy rain between Keswick How Road and the point where their A47 crosses it on a flyover.		taken via the B1113, unless in exceptional circumstances which is in response to feedback received during our Phase Two consultation
P2_FF_246	Please avoid the B1113 for an access if at all possible	Y	
P2_FF_347	Not happy about recommended compound locations	N	Noted.
P2_FF_349	Every effort should be made to keep traffic movements to the absolute minimum, by choosing sites for compounds adjacent to the cable route or with good road links ie - not quiet, narrow country lanes	Y	Secondary compounds sites have been chosen due to their proximity to the cable corridor and transport links.
P2_CP_124	A trenchless crossing should be considered for the B1113 as this is a key route.	Y	As a 'B' road the B1113 will be crossed using a trenchless crossing.
P2_FF_290	There are alternative routes that could be far less intrusive	N	Noted. The cable corridor route has been planned based on a range of technical and environmental factors. For further information see **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference 6.1.3).
P2_FF_325	This proposal destroys the local environment and community. The location is totally unsuitable	N	Noted.
P2_IL_014	2.1. This proposal should be withdrawn in its current onshore configuration.	N	Noted.
P2_IL_014	2.3. Should this process conclude that a problem is presented by the relative closeness to shore of the SEP/DEP projects, then t consideration should be given to connecting the projects via an offshore seabed export cable to the existing Walpole substation near King's Lynn. Equinor will be aware that this option has been considered before for another project, and it can be considered again.	N	Noted. The grid connection point was chosen and offered to the Applicant by National Grid. This grid connection point is what the Applicant has based its project design on.

P2_IL_014	- Substation at Mangreen-I believe that the working life of the Gravel Quarry is very short-have you considered using this as a substation site?	N	The gravel quarry was not considered. 'Site one' as presented in Phase Two consultation has been chosen as the preferred substation site. For more information see the **Onshore Substation Site Selection Report** (document reference 6.3.3.1)
P2_IL_015	I am writing to register my objection to the proposed works and cable route - the length of time this will take and the disruption to the surrounding area does not seem like the best option when there are less damaging alternatives as outlined in the Parish Councils detailed response.	N	Noted.
P2_IL_016	2. Timings Assuming you proceed, what might be the approximate time period when you will be working at the Mangreen end of the project - based on one joint build and on two separate phases of building there.	N	The Substation site will take 28 months in total to construct. Six months of this will be preparation followed by 22 months of construction in the single project and sequential construction scenario. In the concurrent projects construction scenario the six months of preparation will be followed by 24 months of construction.
P2_IL_016	6. Choice of Mangreen sub-station site Will you publish the scoring and criteria for the choice of location of the Mangreen sub-station from your preferred sites (p15) before you reach a decision to be put to the Planning Inspector. Local interested parties will be directly affected and we hope the Inspector will be seeking the criteria and weighting to be made available.... not consulting on them appropriately may be grounds for refusal of the application.	N	The **Onshore Substation Site Selection Report** (document reference 6.3.3.1) will be included as part of the DCO application.
P2_IL_016	2. In my view the impact of the use of Site 2 has not been fully articulated and will need a lot more work on it, especially from Norfolk Highways. A new additional access road to Site 2, parallel to Mangreen Lane, is	N	Following Phase Two consultation 'site two' was discounted as a potential substation site. 'Site one' has been chosen as the preferred site. For more information

	shown on Equinor's outline map (on Commonplace website: [redacted] - section on Onshore substation page 2). I was not able to track down the detail given there in the PEIR itself. This appears to have been given approval by the landowner (Q&A session response to my question). This may ease access to site 2 but it will be critical how Equinor's timing will mesh with Hornsea 3's 2-phase development plans for their major site off the B1113 about 600 yards away down the same road.		see The **Onshore Substation Site Selection Report** (document reference 6.3.3.1).
P2_IL_016	Swardeston Parish Council's response to the Phase 2 consultation. I have had the advantage of seeing a late draft of this response. I support their suggestions and challenges and see no point in repeating them here. I endorse their preference for site 1 and feel the attention to detail proposals for site 2 is poor.	N	
P2_IL_020	I am unsure if the electrical distribution and connection arrangement as detailed in the consultation document represents the best arrangement. It is different, as I understand it, from that proposed as part of the original (2015) feasibility study, being now directed by the National Grid's insistence that connection is made via the Norwich Switching Station. This seems to result in very long underground HV cable run and why underground and not via overhead cable transmission.	N	Underground cabling was chosen to avoid the use of permanent overground infrastructure.
P2_IL_029	4. The fact that at the moment it is either going through or to the North of "Morris Grove", a site of historic importance to the Village of Marlingford (nearest postcode NR95HS) that was a gathering place for our village in historic times, now represented by a small copse in the middle of the identified field. If the identified	N	The final cable corridor will be sited to the north of Morris Grove but will not intersect which will avoid the impact on the trees.

	field is chosen then the route should be to the South of the Grove to minimise disruption to the trees and ecosystem.		
P2_IL_029	5. That this area will be affected by 2 similar cable lays in relatively short succession. Why can they not be combined?	N	Sharing cable corridors with other developers and projects is not possible for a variety of reasons. For the example of Hornsea Three, when Ørsted defined the construction envelope it was based on the project needs of the Hornsea Three project alone and did not factor in the possibility of other projects using the same space. The cable corridor approved for Hornsea Three is approved based on that project alone. Legally, due to competition laws, two separate companies cannot work together on these projects together. From a technical perspective, the envelope for the cable corridor is defined to allow micro-siting to avoid impacting local features. If we were to combine Hornsea Three and, SEP and DEP, we would need to expand the area to the extent that there would be no space for environmental gain, as sufficient space has not been accounted for in the Hornsea Three corridor to accommodate and micro-site the three projects.

P2_IL_034	Secondly - something I'm confused about, and I suspect other residents may be, too - is the cable route / landfall / onshore corridor to Norwich that you refer to the same as the landfall site / route / cable corridor being proposed by Orsted for the Hornsea Project Three consultation? Or will these be two completely separate construction projects?	N	The SEP and DEP projects being developed by Equinor are separate projects to the Hornsea Three project being developed by Ørsted.
P2_IL_044	Whilst I appreciate that there maybe some inconvenience during construction, I am very impressed with the way that the bulk of the corridor , especially in our area around Colton and Marlingford is across fields and so once the cable is buried there would be little sign of it.	N	Noted.

2.3 Project Description

Feedback ID	Comment	Dev. change?	Response
P2_CP_031	1. How long (days/weeks) does the main work typically last at a particular location (from excavation to restoration)?	N	Each 1km section of cable corridor will take approximately four weeks to complete. For more information see **ES Chapter 4 Project Description** (document reference 6.1.4)
P2_FF_025	How it links to National Grid? Is the grid able to handle and deliver the power?	N	The project's grid connection point is at the Norwich main substation. From there the grid will deliver the power using existing infrastructure.
P2_CP_075	It is critical that Equinor sticks to its commitment to use HDD for bringing the cables onshore, to minimise the impact.	N	The Applicant has committed to using HDD to bring the cables onshore. For more information see **ES Chapter 4 Project Description** (document reference 6.1.4)

P2_CP_075	Equinor has stated that it will cross Spring Beck using HDD, and it is critical that it sticks to this commitment.	N	The Applicant has committed to using HDD to cross Spring Beck. For more information see **ES Chapter 4 Project Description** (document reference 6.1.4)
P2_CP_075	What would the level of disruption be if trenchless drilling is use?	N	Trenchless drilling will drill directly underneath the feature being avoided to ensure no impact on the surface and minimal disruption overall.
P2_FF_116	60 metres width seems exessive - and 100 metres!	N	60 metres is the total width of the onshore DCO boundary; the actual cable corridor is 38 metres wide, of which only six metres is being used for actual trenching. A wider DCO boundary is necessary to allow for micrositing during construction, the haul road, and the working area around the trenches. For more information see **ES Chapter 4 Project Description** (document reference 6.1.4)
P2_FF_343	What is the design life of all this stuff?	N	SEP and DEP has an operational lifespan of 40 years. At the end of the operational life of the wind farms, SEP and DEP will be decommissioned, in line with TCE AfL requirements. Under the Energy Act (2004), a decommissioning programme must be submitted to and approved by BEIS. The decommissioning phase will include the dismantling of the turbines. For more information see **ES Chapter 4 Project Description** (document reference 6.1.4)

P2_IL_014	4.2 Time scales- the report indicates minimum time scales for the project of 24 months or longer if the work is done as two separate schemes. In Lower East Carleton we are faced with your proposal and Hornsea-it is quite unreasonable to inflict two such schemes on small rural communities.	N	Noted. The Applicant is committed to co-operating with Ørsted to minimise the cumulative impacts of SEP and DEP and Hornsea Project 3 on communities in the area.
P2_IL_014	-Will the work be done in sections so that within our parish all work will be completed in say 6 months	N	Work on the cable corridor will be completed sequentially. It is expected that each 1km section of cable corridor will take four weeks to complete. For more information see **ES Chapter 4 Project Description** (document reference 6.1.4)
P2_IL_014	-You state that where hedgerows are to be crossed the corridor will be reduced to 20metres-why not the whole of the route?	N	The corridor will be reduced to 20m at hedgerows to reduce the impacts on the hedges. A 38 metre working width is necessary for the rest of the corridor to allow space for sub and top soil storage, the haul road and any drainage requirements. For more information see **ES Chapter 4 Project Description** (document reference 6.1.4)
P2_IL_025	2.3 Will there also be a need for increasing power lines or existing pylons across Norfolk?	N	The Projects will not add any further overhead power lines or pylons in Norfolk. For more information see **ES Chapter 4 Project Description** (document reference 6.1.4)
P2_FF_016	Equinor insists on linking proposals for the generation of electricity from the wind farms with the transmission of that electricity via the onshore cable routes outlined here. We support generation proposals as outlined.	N	Noted.
P2_CP_051	Of course I want projects that combat climate change and improve the national infrastructure.	N	Noted.

P2_IL_002	The proposed cabling is unnecessary. Even worse, to use separate ownership of the wind farms to justify delivering the cabling sequentially is unsustainable in environmental and societal terms.	N	It remains the Applicants plan to submit the application to construct the projects concurrently. The Projects have been designated as a 'pathfinder' project by BEIS to address any obstacles to constructing the projects concurrently.
P2_FF_052	Needs to be done. Do it well and do it fast	N	Noted.
P2_FF_088	I support the need for sustainable power.	N	Noted.
P2_CP_059	it is avoiding largely populated areas. We needs renewable energy and this project, along with others, are the only way it will happen.	N	Noted.
P2_CP_061	I go to this area annually, and I would not be at all put off by roadworks or other works of any kind - works to build stuff are a part of life, and the long term benefits of building this stuff are enormous.	N	Noted.
P2_CP_072	Supportive of the development of wind-energy.	N	Noted.
P2_CP_075	There are issues with construction at almost any time of the year: The tourist season (April-October), The low season (November-March), Agricultural activity (year-round), The bird breeding season (April-August), Migratory birds (spring and autumn) , Overwintering birds (October-March)	N	Timing constraints noted. See the **Outline CTMP** (document reference 9.16) for information regarding how the Applicant will manage construction traffic during periods of increased demand. See **ES chapter 20 Onshore Ecology and Ornithology** (document reference 6.1.20) and **ES chapter 11 Offshore Ornithology** (document reference 6.1.11) for information regarding measures that will mitigate the impact on ecology.
P2_CP_075	While there is much reference to Equinor's preference for consenting and constructing SEP and DEP as a single project, the regularly reiterated caveat that this may not be possible due to the different plans of the two	N	It remains the Applicants plan is to submit the application to construct the projects concurrently. For more information see **ES Chapter 4 Project**

	groups of shareholders, fails to give any reassurance to those who will be on the receiving end of the disruption caused by these projects.		**Description** (document reference 6.1.4) and the **Scenarios Statement** (document reference 9.28)
P2_IL_003	This cabling is unnecessary. If it does go ahead SEP and DEP should be done simultaneously. To use separate ownership of the wind farms to justify delivering the cabling sequentially is unsustainable in environmental and societal terms.	N	
P2_IL_004	In principle, I support the harnessing of renewable energy sources.	N	Noted.
P2_FF_119	As is the theme of my general response, works have to be done. Get on and do it and try your best to limit environmental impacts	N	Noted.
P2_FF_134	Natural sourced power makes sense - there will be some disruption but eggs must be broken to make an omelette. So, whatever work has to take place, take every opportunity to make the corridor better than it was before in every aspect. A big call but hey!	N	Noted.
P2_FF_138	All impact should be considered as the cumulative effects of multiple developments will be greater than each one separately, and impact needs to be minimised	N	The Applicant has undertaken cumulative impact assessments; the results of these can be viewed within the **Environmental Statement** as part of the DCO application.
P2_FF_160	Providing they are sympathetic with outlook to their surrounding areas - no. I accept we need to generate electricity and I accept why we need to have substation to facilitate this	N	Noted.
P2_FF_178	No it needs to be done	N	Noted.
P2_FF_181; P2_FF_231; P2_FF_354;	General opposition to entire plan for projects	N	Noted.

P2_FF_284; P2_FF_300: P2_FF_327			
P2_FF_217	You should not be pursuing this plan	N	Noted.
P2_FF_276	Preferable to being on land	N	Noted.
P2_FF_279	The efficiency of energy production	N	Noted.
P2_FF_286	This project and others like it are needed urgently if we are to make it to a carbon-neutral power source	N	Noted.
P2_FF_290	Recognise the value of green energy we feel that n.	N	Noted.
P2_FF_301	Most of the infrastructure, materials and the construction equipment are the result of using coal, diesel and oil. Good old fossil fuels. If any of this comes from China it was probably made using electricity from coal-fired power stations. Look up underground mine fires. These spew out more of the gasses and pollutants than any number of coal-fired power stations will do. If you cared about the environment extinguish some of these!	N	Noted. The purpose of these projects is to create renewable wind energy for the UK. See the **Planning Statement** document reference 9.1) for more information.
P2_CP_136	The overall environmental impact will be positive.	N	Noted.
P2_CP_137	Concern about construction of Substation at Norwich Main	N	Noted. For more information regarding this site see **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference 6.1.3)
P2_FF_307	I support windfarm development	N	Noted.
P2_FF_330	Yes - As a 60 + year old Norfolk person, born and bred, I am fed up with "well off" incomers constantly moaning and objecting to any development because it affects their view. It is a working environment for many and has constantly changed over the years.	N	Noted.
P2_FF_330	This type of project is necessary for the reasons we all know.	N	Noted.
P2_FF_341	That you do what is right come what may	N	Noted.

P2_FF_342	I am 100% behind renewable energy of all types	N	Noted.
P2_CP_165	This is an important project and necessary for the economy of Norfolk and the country's future energy needs.	N	Noted.
P2_IL_017	concern whether UK has enough wind to power turbines	N	The UK has enough wind to power the potential turbines, there is proof of this in existing offshore wind turbines in the North Sea. See the **Planning Statement** document reference 9.1) for further information.
P2_IL_032	I What will the main compound location consist of/what activity will happen here? .	N	Temporary Construction Compounds (TCCs) are required to support the onshore cable installation and will include several secondary compounds and one main compound. In addition, the landfall and substation works would have their own dedicated construction compounds. Once established, the proposed main compound(s) will have two major uses. The first will be the storage of equipment and materials (predominantly cable drums), and second being the occupation of site offices for project administration, management, and support staff. The exact size and layout of the main compound(s) will need to be developed during the detailed design phase of the project, however, there will be distinct areas including cable drum storage, staff parking, project offices and security. See **ES Chapter 4 Project Description** (document reference 6.1.4) for more information.
P2_IL_049	I hope you succeed with your proposed wind farm expansions, enhancing Europe's renewable electricity supply.	N	Noted

2.4 Marine Geology, Oceanography and Physical Processes

Feedback ID	Comment	Dev. change?	Response
P2_CP_001	The chalk reef is just offshore and needs protection from damage.	Y	The Applicant selected a landfall option at Weybourne to avoid impacts to The Cromer Chalk Beds MCZ. Following technical feasibility assessments, the Applicant concluded that as the exposed chalk reef is so close to shore at Weybourne, that the planned HDD for installing the landfall also can be used to drill under the exposed chalk and therefore avoid damaging the sensitive chalk features. This site selection narrative is detailed in full in **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference 6.1.3).
P2_CP_075	We still have concerns about damage to the Cromer Shoal Beds Marine Conservation Zone chalk reef. HDD should be used to avoid such damage.	Y	

2.5 Benthic and Intertidal Ecology

Feedback ID	Comment	Dev. change?	Response
P2_IL_050	The proposal : In the spirit of “enhancing positive impacts”, I urge you to investigate the potential for cultivating kelp forests in regions of the artificial reefs which your structures will create. While avoiding the routes of power cables and servicing vessels, aquaculture curtains anchored to your structures would be able to absorb and sequester significant quantities of carbon dioxide, partly offsetting human emissions.	N	At the point of DCO application there are no plans to create kelp forests as part of the projects.

2.6 Fish Ecology

Feedback ID	Comment	Dev. change?	Response
P2_FF_269	Concern for the fish environment.	N	Marine life has been considered and assessments will be included as part of the DCO application. See **ES Chapter 8 Benthic Ecology** (document reference 6.1.8), **ES Chapter 9 Fish and Shellfish Ecology** (document reference 6.1.9), and **ES Chapter 10 Marine Mammal Ecology** (document reference 6.1.10) for more information.

2.7 Marine Mammal Ecology

Feedback ID	Comment	Dev. change?	Response
P2_FF_279	Concern about safety of marine mammals.	N	The potential impacts on marine mammals during the construction, operation, maintenance and decommissioning phases of SEP and DEP together including cumulative impacts are set out in **ES Chapter 10: Marine Mammal Ecology.** (document reference 6.1.10) Monitoring requirements for marine mammals are described in the **In Principle Monitoring Plan** (document reference 9.5) submitted alongside the DCO application.

			The project's plans to mitigate any impact on marine mammals can be found in the **Outline Project Environmental Management Plan** (document reference 9.10).

2.8 Offshore Ornithology

Feedback ID	Comment	Dev. change?	Response
P2_FF_257	Please take into consideration the number of birds that are killed every year by wind turbines, especially at sea. Have you considered using bladeless turbines?	N	The potential impact to birds of both SEP and DEP in isolation and the cumulatively with other projects is set out in the **ES Chapter 11 Offshore Ornithology** (document reference 6.1.11) This chapter assesses the effects during construction, operation and de-commissioning. The project's plans to mitigate any impact on offshore ornithology can be found in the **Outline Project Environmental Management Plan** (document reference 9.10).
P2_FF_262	General concern regarding offshore ornithology	N	The Applicant increased the minimum 'air gap' from 26m to 30m to minimise impact from collision risk for key ornithological species. The potential impact to birds of both SEP and DEP in isolation and the cumulatively with other projects is set out in the **ES Chapter 11 Offshore Ornithology** (document reference 6.1.11) This chapter assesses
P2_FF_269	Concern for birds	N	

			the effects during construction, operation and de-commissioning. The project's plans to mitigate any impact on offshore ornithology can be found in the **Outline Project Environmental Management Plan** (document reference 9.10).
P2_FF_264	Impact on sea bird migration underestimated	N	Migratory routes of birds were obtained prior to assessment. These routes were considered as part of the impact assessments on ornithology. The impact assessment of the projects can be found within **ES Chapter 11 Offshore Ornithology** (document reference 6.1.11) Onshore cables will be buried underground.
P2_IL_014	- Have you looked at migration routes and considered if these will be affected by the turbines?	N	
P2_IL_019	Your wind turbines must be killing a lot of birds, so I hope the cables onshore are at least underground to reduce bird strikes with wires.	N	

2.9 Commercial Fisheries

Feedback ID	Comment	Dev. change?	Response
P2_CP_001	The crab fishing has been subject to investigation in case of doing damage. This has the possibility of much more damage to a marine conservation area.	N	The Applicant selected a landfall option at Weybourne to avoid impacts to The Cromer Chalk Beds MCZ. Following technical feasibility assessments, the Applicant concluded that as the exposed chalk reef is so close to shore at Weybourne, that the planned HDD for installing the landfall also can be used to drill under the exposed chalk and therefore avoid damaging the sensitive chalk features. This site selection narrative is

			detailed in full in **ES Chapter 3 Site Selection and Assessment of Alternatives** (document reference 6.1.3). See **Stage 1 Cromer Shoal Chalk Beds (CSCB) Marine Conservation Zone Assessment (MCZA)** (document reference 5.6) for the full impact assessment on the MCZ.
P2_CP_070, P2_CP_071	Disruptive to fishing	N	Noted. The applicant has engaged with the fishing industry throughout the pre-application process and have committed to continue this engagement. Compensatory measures and measures to mitigate potential effects on the industry. Further information regarding this will be included as part of the DCO application within **ES Chapter 12 Commercial Fisheries** (document reference 6.1.12).
P2_CP_075	We have concerns about fishermen's livelihoods: the PEIR describes the impact as "minor adverse". However, on a local scale these impacts can be colossal.	N	As set out in the **ES Chapter 12 Commercial Fisheries** (document reference 6.1.12) the assessment has established that there will be impacts of negligible to minor adverse significance on commercial fishing fleet receptors, and moderate adverse impacts (in the absence of further mitigation) on the UK potting fleet during construction, operation and decommissioning phases of SEP and DEP. However, the moderate adverse impacts on the UK potting fleet will be mitigated through justifiable disturbance payments to reduce the significance of residual impacts to minor adverse
P2_CP_075	Weybourne is a working fishing village, with the fishermen launching from the beach.	Y	Weybourne Beach and Weybourne Beach Lane will remain open during construction. Access to the landfall site will be gained through existing private route at the Muckleburgh Estate, preventing the closure of Beach Lane will keep access restrictions to a minimum.
P2_CP_018, P2_CP_019	What about access for the fishing / crab boats which fish off this beach and are key part of local economy?	Y	

			Cables will come ashore at Weybourne beach using a trenchless crossing technique that will mitigate impacts to the shoreline and prevent an extended closure of this are of the beach.

2.10 Shipping and Navigation

Feedback ID	Comment	Dev. change?	Response
P2_FF_263	Need to avoid shipping!	N	For information regarding disruption and deviations to shipping see **ES Chapter 13 Shipping and Navigation** (document reference 6.1.13).
P2_FF_279, P2_FF_282	Concern about Safety of shipping	N	A full impact assessment regarding shipping has been carried out, the results of which can be found within **ES Chapter 13 Shipping and Navigation** (document reference 6.1.13).

2.11 Onshore Ground Conditions and Contamination

Feedback ID	Comment	Dev. change?	Response
P2_CP_031	2. What is your landscape restoration policy after the cabling? (that's not shown in your webinar)	N	The Applicant will endeavour to reinstate land and hedges as soon as possible post construction, and there will be a period of ten years of monitoring and maintenance for hedgerows to ensure they re-grow successfully post reinstatement. Further information regarding the restoration of landscape can be found

			within the **Outline Landscape Management Plan** (document reference 9.18) Sub-soil and top-soil will be stored separately during construction so when land is restored the soil is reinstated correctly, minimising soil erosion. More details can be found within the **Outline Code of Construction Practice** (document reference 9.17) which will also incorporate a soil management plan.
P2_CP_063	I am concerned about the proposed landfall location as the coastline is very fragile and prone to coastal erosion.	N	As set out in the **ES Chapter 4 Project Description** (document reference 6.1.4) the onshore landfall area is located beyond any areas at risk of natural coastal erosion. Furthermore, the drill used in the subtidal zone will be of sufficient depth below the coastal shore platform to have no effect on coastal erosion.
P2_CP_064	Your map (with the new road access up to the A149, and the corridor largely running E of Sandy Lane and Bodham) suggests you prefer the woodland route. Historically there was a large hotel at "The Springs" on Sandy Lane just S of Weybourne station, which suffered structural failure and was demolished, so there is reason to be concerned about the ground conditions.	N	Noted. The ground conditions assessment can be found within **ES Chapter 17 Onshore Ground Conditions and Contamination** (document reference 6.1.17)
P2_FF_105	Soil disturbance will be detrimental	N	Details regarding how the Applicant will minimise disturbance to soil can be found within the soil management plan as part of the **Outline Code of Construction Practice** (document reference 9.17).
P2_FF_165	Wherever the compounds are located, you need to ensure that land is left how you found it	N	Once construction is completed the construction compounds will be removed and the land will be reinstated to its prior state. See **ES Chapter 4 Project Description** (document reference 6.1.4) for more information.

2.12 Water Resources and Flood Risk

Feedback ID	Comment	Dev. change?	Response
P2_CP_049	We are supplied for drinking water from a borehole near this site. There is no mains water so this is our, and our neighbour's only supply of water. We are concerned about potential disruption to the supply through work in the corridor near the River Bure.	N	The applicant has committed to crossing the River Bure with a trenchless crossing technique. This will mitigate the impacts of any potential contamination related to the interaction of the cable corridor and the river. The HDD cable entry and exit pits will be at least 9m from the banks of the watercourse, and the cable will be at least 2m below the channel bed. See **ES Chapter 18 Water Resources and Flood Risk** (document reference 6.1.18) for further information.
P2_CP_075	There is concern about flooding and disruption to underground water (springs, aquifers etc), as has been the experience with previous wind farm works.	N	As set out in the impact assessment within **ES Chapter 18 Water resources and flood risk** (document reference 6.1.18) the impact on ground water bodies during both construction and operation will be minor adverse.
P2_IL_003	I understand that your agents, when asked about impact of your activity on flooding, said that it wasn't your problem, it would be up to NCC and the environment agency to sort out.	N	The drainage infrastructure will be developed and agreed with the appropriate regulators, where relevant, and implemented to minimise water within the working areas, ensure ongoing drainage of surrounding land and that there is no increase in surface water flood risk. A full assessment of flood risk is set out in the **Flood Risk Assessment** (Document reference: 5.3). Measures to mitigate impacts related to flooding will be set out in **ES Chapter 18 Water resources and flood risk** (document reference 6.1.18).

			Mitigation measures that have been identified include a commitment to cross a number of sensitive rivers and streams by drilling the cable ducts underneath rather than trenching through them, appropriate storage of soils during excavation works, and installing drainage systems to manage excess water.
P2_FF_209	Minimising land take	N	The DCO boundary width of the projects is 60m, this has been reduced from 100m following community feedback. Within the DCO boundary the actual working corridor width will be 38m which is necessary for the construction of the projects. See **ES Chapter 4 Project Description** (document reference 6.1.4) for more information.
P2_CP_137	Concern about contamination of chalk rivers and ponds in North Norfolk	Y	The Applicant has identified four chalk rivers in the project area: River Glaven, River Bure, River Wensum, River Tud, and Spring Beck. As set out in **ES Chapter 18 Water Resources and Flood Risk** (document reference 6.1.18) these rivers will all be crossed using a trenchless crossing technique minimising the impact of the projects on the waterbodies. As set out in **ES Chapter 20 Onshore Ecology and Ornithology** (document reference 6.1.20) no ponds will be lost due to the projects.
P2_CP_171	Is there any possibility you could provide a mains water connection offer for properties on boreholes particularly near the River Bure crossing point to ensure the safety of their water supply.		As set out in **ES Chapter 18 Water Resources and Flood Risk** (document reference 6.1.18) all Main Rivers will be crossed using trenchless techniques such as HDD to avoid direct interaction with these watercourses. The cable entry and exit pits will be at least 9m from the banks of the watercourse, and the cable will be at least 2m below the channel bed.

P2_IL_014	-Drainage patterns-the construction of trenches of the nature proposed can have a significant effect on the movement of ground water sometimes resulting in localised flooding or drying out of areas on valley sides for example. I assume that all the survey work relating to these points will be published as well as proposal for rectification.		For information regarding flood risk and mitigatory measures see **ES Chapter 18 Water resources and flood risk** (document reference 6.1.18). The **Flood Risk Assessment** (Document reference: 5.3) will also be included as part of the DCO application.
P2_IL_014	-Watercourses -you should thrust bore under all watercourses. Your document states that this will only be done for some crossings-please list which ones?	N	For a full crossing schedule of water bodies see **figure 18.5** in **ES Chapter 18 Water resources and flood risk** (document reference 6.1.18).

2.13 Land Use, Agriculture and Recreation

Feedback ID	Comment	Dev. change?	Response
P2_FF_059	This is a further step towards the industrialisation of Norfolk	N	Noted. The Applicant has set out measures to minimise impacts to the landscape within the **Outline Landscape Management Plan** (document reference 9.18).
P2_FF_061	Yes, please reduce 200M trench and route cables so as to be distant as possible from Warren Farm, Squirrell Wood Farm and Pineheath Rd		Following Phase Two consultation the width of the onshore DCO boundary has been reduced from 200 metres to 60 metres. A wider corridor of 100 metres has been maintained for trenchless crossings at locations such as main rivers and woodland. See **ES Chapter 4 Project Description** (document reference 6.1.4) for the onshore project area.
P2_FF_082	Refine the cable area to maybe 50m, not 200m. People might then be able to appreciate your actions	Y	Following Phase Two consultation the width of the onshore DCO boundary has been reduced from 200 metres to 60 metres. A wider corridor of 100 metres has

			been maintained for trenchless crossings at locations such as main rivers and woodland.
P2_CP_070; P2_CP_071; P2_CP_075	General concern regarding effects on farming.	N	As set out in **ES Chapter 19 Land Use, Agriculture and Recreation** (document reference 6.1.19) during operation the impacts to agriculture will be limited. Where significant impacts have been assessed, they are localised and work would be undertaken to mitigate the impacts down to an acceptable level. Whilst land used for agriculture will be affected during the construction stage, the land will be reinstated post construction to a pre-construction state.
P2_CP_075	The landowners in the Weybourne area all report adverse impacts to their agricultural land as a result of previous wind farm cables. These are largely the result of damage to underground watercourses and drainage and soil compaction.	N	
P2_CP_110	Building on (any) agricultural land or indigenous vegetation is indefensible when, as a country, we already import 40% of our food. All that happens is that collectively, the next generation will not only be saddled with the costs of investment, but also the increased cost of yet more imported food.	N	
P2_CP_110	Other countries will have to dedicate more land to farming due to the construction	N	
P2_CP_107	The Woodforde farm site will need additional hardstanding...and concreting over farmland is hardly the sort of action one expects from a green, environmentally friendly energy project.	N	The Woodforde Farm site has not been chosen as the location for the main construction compound. The final main construction compound has been chosen to be at the A1067 site at Attlebridge. For more information see the **Onshore Compound Site Selection Report** (document reference 6.3.3.3).
P2_FF_182	6.25 hectares seems an enormous area. Any possible reductions would be welcome	Y	As set out in **ES Chapter 4 Project Description** (document reference 6.1.4) If only one project comes forward the substation will be up to 3.25ha in size. If both Projects are taken forward a single substation will be constructed to accommodate both connections and will be up to 6ha in size in the concurrent build out scenario and sequential scenario.

P2_FF_234	Minimising land take, probably better to be nearer the GER line	N	Following Phase Two consultation the width of the onshore DCO boundary has been reduced from 200 metres to 60 metres. A wider corridor of 100 metres has been maintained for trenchless crossings at locations such as main rivers and woodland. The actual cable corridor will be 38 metres wide.

2.14 Onshore Ecology and Ornithology

Feedback ID	Comment	Dev. change?	Response
P2_CP_006; P2_CP_05; P2_FF_053; P2_FF_088, P2_CP_070; P2_CP_071; P2_CP_063; P2_CP_072; P2_FF_097, P2_FF_112; P2_FF_105; P2_FF_110; P2_FF_230; P2_CP_174; P2_CP_058; P2_FF_096; P2_IL_004; P2_FF_123; P2_IL_018;	General concern regarding impact to local environment and ecology	N	During the design development process, SEP and DEP has sought to minimise impacts on local ecology and wildlife, for example through the avoidance of ecologically designated sites where possible. Further detail on this can be found in the **ES Chapter 3: Site Selection and Assessment of Alternatives** (document reference 6.1.3) A suite of ecological surveys has been undertaken to determine the presence or absence of species within the footprint (or within respective study areas) of the SEP and DEP Order Limit. Potential impacts on local wildlife and specific species are assessed in **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20). Where appropriate, these surveys and impact assessments have determined the requirement for mitigation and management.

P2_FF_303; P2_CP_139; P2_IL_017; P2_IL_024			
P2_CP_008	This area is important for ground nesting birds. The corridor would run through an area, where, on any given day in spring, skylarks can be heard in large numbers.	N	As set out in the **Outline Ecological Management Plan** (document reference 9.19) mitigation measures will be used to protect breeding and nesting birds. These measures include the removal of vegetation such as hedgerows and scrub will be undertaken outside of the main bird nesting season which typically runs between March to August. Measures will be adopted to minimise noise, light and disturbance on identified breeding birds. Construction activities will be monitored by an ECoW (Ecological Clerk of Works) or suitably qualified ornithologist. Where breeding bird activity is recorded, such construction works may be halted immediately until a disturbance risk assessment is undertaken by a suitably qualified ecologist.
P2_CP_011	Consideration should be made as to the wildlife especially birds which will be disturbed and in some killed if they are nesting during the works.	N	
P2_FF_104	As far as I can see you don't seem to have noted that the two fields on either side of Skoyles' Ln are the nesting territories for Skylarks. In particular, the field on the left where there is a small opening and your notification board has been placed is, I suspect, very close to their nest. This is at least the second year the birds have returned to nest here, so I should be very grateful that this is taken into consideration when you decide exactly where the cables have to be laid. I am very concerned this beautiful area which is full of wildlife will be totally destroyed	N	
P2_CP_008	The mature (possibly ancient) trees on Skoyles lane would be impacted. Hedgerows will also be torn up. This is an unacceptable level of damage to a quiet rural, and unspoilt area. The disruption of hedgerows will disturb birdlife and impact bats using these linear features when foraging.	N	As set out in **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20) all affected hedgerows will be reinstated post construction. There will be a monitoring period of ten years following reinstation to ensure that hedgerows re-grow successfully. A targeted arboricultural survey has been undertaken to inform the EIA and is presented in the **Arboricultural**

			Report (document reference 6.3.20.15). The survey was informed by a desk study that considered known protected and high value trees within the entire DCO order limits such as trees with a Tree Preservation Order, in a Conservation Area, within an Area of Outstanding Natural Beauty and veteran/ancient trees. In advance of construction a full arboricultural survey of the entire DCO order limits would be undertaken by an appropriately experienced arboriculturalist. This survey will define specific mitigation measures to protect trees situated adjacent to the working corridor, including defining root protection areas. The arboricultural report would be submitted to and agreed with the local authority prior to the commencement of any construction works.
P2_CP_009	This is worryingly close to important Barbastelle Bat maternity colonies.	N	The Barbastelle Bat colonies have been considered as part of the onshore ecology impact assessment which can be found within **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20). Following the implementation of the mitigation measures described in within **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20) the residual impact to roosting bats is minor adverse.
P2_CP_011	Onshore Cable trenches and crossings. You should be required to plant replacement trees and hedgerows where ever they are removed or damaged, however, in addition to this as you are removing existing mature hedgerows and trees you should be required to plant an additional number of trees in each area. Tree	N	Following construction any hedgerows or trees that are removed due to construction will be reinstated. There will be a ten year period of monitoring post construction to ensure that vegetation grows back successfully.

	replacements should be of least 3 years maturity and not just whips.		
P2_CP_011	It should be a requirement not just an exploration for a net gain to biodiversity such as woodland planting, field boundary improvements and grassland habitat improvement. It should be in the immediate area disturbed not in another designated place or a third party offset program.	Y	The Applicant has made a commitment to deliver a biodiversity net gain for the onshore elements of SEP and DEP. We have been engaging with Natural England and other key stakeholders on this topic and asked for suggestions from the wider community for any local environmental initiatives that could assist in our aim of delivering a positive contribution to biodiversity during our Phase Two consultation. More information regarding this can be found within the **Outline Biodiversity Net Gain Strategy** (document reference 9.19.2)
P2_CP_034	Pleased to see that you plan to make good any disturbance to the environment. Please stay true to your word!	N	Noted. The Applicant has committed to deliver a biodiversity net gain as well as the replacement of hedgerows and trees post construction.
P2_CP_042	What are your measures to avoid/minimise impact on wildlife. In this area there are a large number of nesting birds, newts, grass snakes and other species.	N	During the design development process, SEP and DEP has sought to minimise impacts on local ecology and wildlife, for example through the avoidance of ecologically designated sites. Further detail on this can be found in the **ES Chapter 3: Site Selection and Assessment of Alternatives** (document reference 6.1.3) A suite of ecological surveys has been undertaken to determine the presence or absence of species within the footprint (or within respective study areas) of the SEP and DEP Order Limit. Potential impacts on local wildlife and specific species are assessed in **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20) Where appropriate, these surveys and impact assessments

			have determined the requirement for mitigation and management.
P2_CP_048	We are concerned about the size of the land cable corridor in Weybourne and the disruption to an area of outstanding natural beauty and habitat, how will the cable corridor trenches be laid without devastating the landscape. Rebuilding biodiversity after such disruption will take decades.	N	The onshore cable corridor has been designed to avoid All sites designated for their nature conservation value. All land along the cable corridor will be reinstated to its pre-construction state following construction. Following construction any hedgerows or trees that are removed due to construction will be reinstated. There will be a ten-year period of monitoring post construction to ensure that vegetation grows back successfully. For more information see **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20).
P2_CP_049	We are also concerned about the impact of horizontal drilling methods used for routing under the Bure and the potential for accidental release of silts including potentially bentonite into the river during construction causing pollution and impacts on invertebrates and fish.	N	See **ES Chapter 18 Water Resources and Flood Risk** (document reference 6.1.18) for information regarding the potential impacts of HDD.
P2_CP_051	I have been surveying Badgers in the Weybourne area for 17 years and I am deeply concerned that the well established setts will be impacted. They are a protected species and so are their setts.	N	Noted. As set out in **ES Chapter 20: Onshore Ecology and Ornithology** (document reference 6.1.20). following the implementation of the mitigation measures and adherence to the obtained badger mitigation licence, the impacts to badgers would be reduced. The residual significance of effect to badgers due to the construction of SEP or DEP in all scenarios would be reduced to negligible The PEIR boundary has been refined following Phase Two consultation to exclude known badger setts.
P2_CP_138	In the Weybourne area there are a few active and important badger setts. As a protected species I would expect that their locations would also be protected.	Y	

P2_CP_053	The shareholders include the Norwegian government, which would no doubt refuse to allow the planned environmental and habitat damage if it were in Norway not Norfolk	N	Noted.
P2_FF_045	It is essential for people and wildlife that there should be only 1 landfall site. I'm glad this appears to be resolved. Please keep to this decision.	Y	Noted. There will be a singular landfall site as described in **ES Chapter 4 Project Description** (document reference 6.1.4).
P2_FF_053	Whilst comments in Q16 and Q18 take precedent if that fails and the corridor is allowed to go ahead, as a minimum we request that all ponds that are in the path of the cables are relocated to nearby locations thereby protecting the biodiversity of the environment.	N	As set out in **ES Chapter 20 Onshore Ecology and Ornithology** (document reference 6.1.20) no ponds will be lost due to the projects.
P2_FF_067	Try your best to limit the environmental impacts during construction. Be aware of breeding birds, seals etc	N	Noted. See **ES Chapter 20 Onshore Ecology and Ornithology** (document reference 6.1.20), **ES chapter 11 Offshore Ornithology (document reference** 6.1.11) and **ES Chapter 10 Marine Mammal Ecology** (document reference 6.1.10) for impact assessments regarding ecology.
P2_FF_078	Always with total considerations to environmental issues	N	Noted.
P2_FF_079	Least impact on wildlife and environment best option	N	Noted.
P2_CP_075	The choice of HVAC technology will have a greater footprint and impact on habitat and biodiversity than HVDC. We therefore urge Equinor to commit to HVDC.	N	For longer cable systems HVAC technology usually requires the introduction of a cable relay station or booster station along the onshore cable corridor. The inclusion of this element often represents a greater overall environmental impact compared to options that do not require the booster station. SEP and DEP can be delivered using HVAC technology without the need for a booster station (due to the relatively short length of cables offshore) and as such there is no significant

			difference in terms of environmental impact when comparing the buried cable systems alone. See **ES Chapter 4 Project Description** (document reference 6.1.4) for further information regarding the choice of cabling.
P2_CP_075	Beach Lane is a CWS, and is thus recognised as being of wildlife importance. Its close proximity to the landfall site makes it vulnerable.	N	The Applicant has committed to accessing the landfall site through the private Muckleburgh Estate minimising the impact on this area. See **ES Chapter 4 Project Description** (document reference 6.1.4) for further information.
P2_CP_075	The pond/reedbed is an important habitat, and one which is rare in North Norfolk. The PEIR refers to a breeding pair of Cetti's Warbler, which are Schedule 1 birds; this year there are at least 2, possibly 3 singing males, meaning this site is even more important for this species.	N	Noted. See the **Report to Inform Appropriate Assessment** (document reference 5.4) for information regarding potential impacts to designated sites.
P2_CP_075	Both Water Voles and Otters use the Beck and surrounding area. The Environment Agency is aware of the presence of Water Voles as it had to stop its own works as a result of their presence.	N	Noted. The Applicant has committed to crossing Spring Beck using a trenchless crossing technique to minimise the impacts to this habitat.
P2_CP_075	Landowners have plans to create wildflower meadows adjacent to Beach Road. Pollution and disturbance will hamper the development of these projects, which are important to help to reverse the biodiversity crisis.	N	Noted. See **ES Chapter 22 Air Quality** (document reference 6.1.22) and **ES Chapter 23 Noise and Vibration** (document reference 6.1.23) for the impact assessment of air pollution and traffic respectively.
P2_CP_075	Weybourne/Muckleburgh is an important landfall/take-off site for migratory birds, and provides a scarce habitat which birds can use for resting/foraging on arrival or prior to leaving. There are few other similar features on the North Norfolk coast.	N	Noted. The migratory birds and their habitats are assessed within **ES Chapter 20 Onshore Ecology and Ornithology** (document reference 6.1.20).
P2_CP_075	Spring Beck is a chalk stream, an internationally rare habitat.	Y	The Applicant has committed to crossing Spring Beck using a trenchless crossing technique, minimising the

			impact on the watercourse. See **ES Chapter 4 Project Description** (document reference 6.1.4) for further information.
P2_CP_075	The EA has been carrying out work to improve the watercourse, and it now features Brown Trout, Otters and Kingfisher.	N	Noted.
P2_CP_075	Equinor claims that it will use commercial forestry firebreaks for trenchless drilling, but we are concerned that the width of the cable corridor required will result in fragmentation of the woodland which may make it less suitable for many of the bird species in the area (notably Firecrest, Siskin, Crossbill, Tawny Owl), as well as bat species.	N	HDD will be used to cross Weybourne Woods. This will be undertaken in two parts, each 400 metres in length. The midway point has been the subject of an arboricultural survey, which has been used to locate a drilling compound within an existing gap in the wood that can be accessed via the firebreak within the woodland. This site was chosen due to a low density of trees with limited ecological value. Using HDD through Weybourne Woods will avoid an open cut installation through the woodland resulting in more widespread tree loss and a greater impact to ecological receptors. See **ES Chapter 4 Project Description** (document reference 6.1.4) for further information.
P2_CP_075	The loss of habitat would need to be mitigated if there is a reduction in tree cover as a result of the cable laying	Y	Following construction any trees that are removed due to construction will be reinstated. There will be a ten-year period of monitoring post construction to ensure that vegetation grows back successfully. See the **Outline Landscape Management Plan** (document reference 9.18) for more information.
P2_IL_003	It's all very well talking about planting woodland, grassland habitat restoration etc, but it takes decades (often much more than 25 years-an oak takes 40 years to produce acorns) for habitat and wildlife to recover if you've destroyed mature trees, established hedgerows and habitats, grassland, wildlife corridors etc.	N	Noted. For information regarding bio-diversity net gain and habitat restoration see **Outline Biodiversity Net Gain Strategy** (document reference 9.19.2)

P2_FF_102	Avoid trees	Y	Ancient woodland and woodland parcels have been avoided where possible. Where woodland habitats are crossed a trenchless crossing technique will be used. For more information see **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3).
P2_FF_103	I also have concerns over any wildlife that may be displaced or harmed whilst works are carried out. I think that these works should be carried out in Autumn so as not to disturb animals and their vulnerable and dependant young. I would like to see a wildlife protection officer appointed to be available at all times should the need arise for any intervention in the case of a displaced, harmed or injured animal.	N	It will not be possible to restrict construction works to autumn due to the length of the projects. Construction activities will be monitored by an ECoW (Ecological Clerk of Works).
P2_FF_111	This is silly. The only "biodiversity" will be the tons of metal and plastic buried in the ground and the large amount of fossil fuels used by machines to produce the material then install it	N	The Applicant has committed to deliver a biodiversity net-gain in the Order limits. For more information see the **Outline Biodiversity Net Gain Strategy** (document reference 9.19.2)
P2_FF_117	I am concerned the cable will be going so close to Ketts Oak on B1172 and destroy the green field between Wymondham and Hethersett	N	Kett's oak will be unaffected by construction works. Following construction this field will be reinstated to its pre-construction state.
P2_FF_120	Generally, it would be good to see more hedgerows and small copses of trees added to the landscape especially where they link existing woodland to create green corridors	N	Noted. See the **Outline Landscape Management Plan** (document reference 9.18) for more information regarding the Applicant's plan to mitigate impacts to the landscape.
P2_FF_126	Enviroment needs to be restored	N	Land that has been used for construction will be reinstated to its pre-construction state. Following construction any hedgerows or trees that are removed due to construction will be reinstated. There

			will be a ten-year period of monitoring post construction to ensure that vegetation grows back successfully. See the **Outline Landscape Management Plan** (document reference 9.18) for more information.
P2_IL_004	Secondary compound locations should not be sited anywhere that damages trees, hedgerows or grass land etc. Stick to suitable already established sites.	N	Where there are no existing hard standing construction compounds would be constructed by laying a geotextile membrane or similar directly on top of the subsoil which will have stone spread over the top of it. Following construction secondary compounds will be removed and the land reinstated to its pre-construction state. See **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3) for further information.
P2_CP_102	Woodfarm farm site is unsutiable because: Loss of agricultural land therefore destruction of wildlife habitats and possible need for significant concreting for hard standing….not environmentally friendly!	N	Woodforde farm has not been chosen as a main construction compound site. The final main construction compound has been chosen to be at the A1067 site at Attlebridge. For more information see the **Onshore Compound Site Selection Report** (document reference 6.3.3.3).
P2_CP_112	I am also concerned about ecological damage given many woods nearby with bluebells etc.	N	Ancient woodland and woodland parcels have been avoided where possible. Where woodland is crossed, the Applicant has committed to crossing it with a trenchless crossing technique to minimise the impact on the habitat. See **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3) for further information.
P2_FF_224	Ground resting birds as a lot in decline	N	Noted. For further information regarding ornithology see **ES Chapter 20 Onshore Ecology and Ornithology** (document reference 6.1.20).
P2_FF_226	Important to be absolutely clear about environmental impact	N	For full information regarding the potential impact of the projects on the environment see **ES Chapter 20**

			Onshore Ecology and Ornithology (document reference 6.1.20).
P2_IL_008	It's appalling that you suggest felling trees and destroying hedgerows and verges to provide passing places. You would completely change the character of these roads.	N	Noted. Following construction any hedgerows or trees that are removed due to construction will be reinstated. There will be a ten-year period of monitoring post construction to ensure that vegetation grows back successfully. Where hedgerows are crossed, the working width will be reduced to 20 metres to minimise potential impact.
P2_FF_242	I anticipate you will destroy ancient hedgerows and verges and our environment will never recover.	N	
P2_FF_287	It is important that hedge/tree removal is minimised and thrust burying is used for all critical landscape features	N	The Applicant has designed the cable corridor to minimise the removal of hedgerows and trees. The Applicant has committed to cross all woodland habitats using trenchless crossing techniques, this will significantly reduce the impact on these habitats. As well as this commitment the cable corridor will be avoiding all protected sites where possible, this includes the trenchless crossing of the River Wensum, Spring Beck, River Tud, River Yare, River Tiffey and an unnamed river north of Swardeston. See the **Outline Landscape Management Plan** (document reference 9.18) for more information.
P2_FF_292	I have serious doubt that anyone in this line of business has any awareness of environmental issues, in their own lives or in the lives of other people - most of whom are beneath contempt. In this divided way of perception, nothing will come together. Only power and money matter, human constructs in a world endlessly being destroyed by a level of understanding. You all think of the planet not on it.	N	Noted. See the Environmental Statement which assesses all environmental impacts.

P2_CP_139	Plants and animals that are displaced may never return	N	As set out in **ES Chapter 20 Onshore Ecology and Ornithology** (document reference 6.1.20) the disruption to habitats will be temporary.
P2_CP_139	There is some reference to ponds being destroyed; this is unacceptable and unnecessary - these should be avoided or drilled beneath.	N	As set out in **ES Chapter 20 Onshore Ecology and Ornithology** (document reference 6.1.20) no ponds will be lost due to the projects.
P2_CP_140	This project should do as little damage to the environment.	N	Noted.
P2_FF_306	Equinor can never do too much to mitigate against environmental impact	N	Noted.
P2_IL_010, P2_FF_317	Despite Equinor professing their desire to minimise the impact on the environment they continue to pursue as an option SEP and DEP being developed sequentially with a gap of up to 4 years between the start of each project. This is not compatible in any way with the stated objective of protecting the environment and minimising disruption.	N	The Applicant has committed to reducing impacts on local communities by taking a joined-up approach and bringing together two separately owned offshore wind farm extensions into one single DCO application, which is an industry first. The intention is to reduce environmental impacts by delivering SEP and DEP at the same time. However, the final approach will depend on future investment decisions and Government-led auctions. This requires some flexibility in the approach to constructing SEP and DEP which are reflected in the construction scenarios. To ensure that the worst-case impacts are considered the various build out scenarios have been assessed, including the sequential scenario to ensure that should impacts be unavoidable that appropriate mitigation is identified. Further details are set out within **ES Chapter 4 Project Description** (document reference 6.1.4).
P2_FF_308	The cumulative impact of construction by Equinor, Orsted and any further projects must be fully	N	Cumulative impacts of other projects in the area is considered as part of the impact assessment which can

	considered with the aim of minimum negative impact on the environment and all its inhabitants.		be seen in **ES Chapter 20 Onshore Ecology and Ornithology** (document reference 6.1.20).
P2_FF_315	We are in the middle of a period of mass extinction. No wildlife habitat should be lost whatsoever. No ancient woodland lost. No wildflower meadows lost or any other diverse habitats degraded.		All sites designated for their nature conservation value have been avoided, where possible, during the site selection process. Where avoidance was not possible, for example at the River Wensum, alternative construction techniques have been selected to avoid impacts (e.g. trenchless techniques to pass beneath the feature). Ancient woodland and woodland parcels have been avoided where possible and, where hedgerows are crossed, the working width will be reduced to 20m to minimise potential impacts. Temporary habitat loss and fragmentation will occur during the project construction phase. Habitats will be reinstated as far as practicable following construction and the effects will be reversible in the long term. See **ES Chapter 3 Site Selection and Assessment of the Alternatives** and the **Outline Landscape Management Plan** (document reference 9.18) (document reference 6.1.3) and for further information.
P2_FF_329	The environmental impact will take years to correct	N	See the **ES Chapter 20 Onshore Ecology and Ornithology** (document reference 6.1.20) for information regarding potential environmental impacts related to the projects and mitigatory measures.
P2_FF_330	Care is very important to reduce environmental impact but ultimately the work must be done and quickly.	N	Noted.
P2_FF_331	it needs to be implemented with the highest standard of sensitivity to the environment and local communities	N	Noted. See **ES Chapter 20 Onshore Ecology and Ornithology** (document reference 6.1.20) for information regarding potential environmental impacts related to the projects.

P2_CP_152	I appreciate the need for cleaner energy but please choose infrastructure sites with nature in mind.	N	The Applicants site selection process has considered ecological value of land as part of its criteria and all sites designated for their nature conservation value have been avoided, where possible, during the site selection process. See **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3) for further information.
P2_CP_168	If the forest environment is compromised by extensive tree felling and removal of wildlife habitat it is not longer a forest and will take decades to recover, if at all. Forests need to be protected.	N	Ancient woodland and woodland parcels have been avoided where possible. Where woodland is crossed, the Applicant has committed to crossing it with a trenchless crossing technique to minimise the impact on the habitat.
P2_CP_169	It is regrettable that yet more green fields are being destroyed for these developments and sad that the cheapest option always prevails.	N	Following construction fields, other than the substation site, will be reinstated to their pre-construction state. For more information see **ES Chapter 4 Project Description** (document reference 6.1.4)
P2_IL_014	1.4 In -combination effect The reports refer to looking at areas of concern in combination with other projects but the reference is not clear-does this mean just the Hornsea project or all the existing windfarms off the north Norfolk Coast and all the proposed ones.For example what is the estimated annual kill rate for Common,Little and Sandwich terns from all existing and currently proposed wind turbines off the North Norfolk coast.How are these figures estimated? The reports must include the effect not just of your proposal but all others including existing windfarms and other projects which might affect population	N	Cumulative impacts of other projects in the area are included within the impact assessment which can be found in **ES Chapter 20 Onshore Ecology and Ornithology** (document reference 6.1.20) and the **Report to Inform Appropriate Assessment** (document reference 5.4).

	numbers of particular species including for example the proposed western section of the Norwich NDR.		
P2_IL_014	- Please detail the total acreage of woodland to be felled , the total number of individual trees to be felled and the total length of all hedgerows to be removed.	N	The DCO order limits crosses approximately 237 hedgerows which in total equates to 22,807m in length. Through the commitment to HDD, 7,778m of these hedgerows have been avoided. The remaining 15,029m of hedgerows, would be subject direct impacts as a result of short-term construction activity. The total woodland area within the DCO order limits is 28.16ha, 20.05ha of which will be avoided through the adoption of HDD. Therefore, the remaining 8.11ha will be crossed via an open trench technique. For more information see **ES Chapter 20 Onshore Ecology and Ornithology** (document reference 6.1.20).
P2_IL_014	-the corridor is routed through an area of plantation woodland to the south of the road connecting Ketteringham village to the road from East Carleton to the A11. The route then crosses this road onto an area of arable and thence into a further block of woodland through which a beck runs.	N	Noted.
P2_IL_019	I would strongly oppose any messing with the grasslands in the western part of Weybourne camp or more importantly the vegetation (trees, bushes) on the eastern side of Muckleburgh Hill, or the very old trees that flank Kelling Heath, all of these areas being very important for wildlife and certainly of more importance than adjacent arable areas.	N	Noted. See **ES Chapter 4 Project Description** (document reference 6.1.4) for the plan of the cable corridor.

P2_IL_020	Sorry I cannot raise any specific issues. I do feel that it is important to find and follow, if possible, the best connection and distribution arrangement and to address well the environmental issues that will inevitably arise.	N	Noted. See **ES Chapter 20 Onshore Ecology and Ornithology** (document reference 6.1.20) for information regarding potential environmental impacts.

2.15 Onshore Archaeology and Cultural Heritage

Feedback ID	Comment	Dev. change?	Response
P2_CP_004, P2_CP_023	This is the site of the Roman road to Caistor. The corridor needs to avoid these archaeological remains and be moved further south.	N	The Roman Road to Caistor St Edmund has been identified as part of the impact assessment. As set out within **ES Chapter 21 Onshore Archaeology and Cultural Heritage** (document reference 6.1.24) the predicted residual impacts on the heritage significance of heritage assets due to onshore infrastructure will range from no impact to a **minor adverse** significance of effect, which is not significant in EIA terms.
P2_CP_149	Just heard about the Roman road to Caistor which follows the course of the corridors proposed route here which is an important piece of heritage.	N	
P2_CP_031	3. Has there been/will there be a professional archaeological impact analysis of the entire route of the cable corridor and associated construction sites?	N	There has been an archaeological impact assessment undertaken as part of the project development. The methodology and results of this can be found within **ES Chapter 21 Onshore Archaeology and Cultural Heritage** (document reference 6.1.24).
P2_FF_080	Your cables will be crossing the suspected Roman road. Historic England must be consulted	Y	Historic England have been consulted during both phases of consultation and provided their feedback to the project.

			Historic England's feedback and the Applicant's response can be seen in the **ES Chapter 21 Onshore Archaeology and Cultural Heritage** (document reference 6.1.24).
P2_FF_088; P2_FF_102; P2_FF_112; P2_CP_140	General concern regarding onshore archaeology and heritage site	N	As set out in the **ES Chapter 21 Onshore Archaeology and Cultural Heritage** (document reference 6.1.24) SEP and DEP has sought opportunities to minimise harm to the archaeological and cultural heritage. Following mitigation measures it is not anticipated that there will be residual impacts on heritage assets of greater than a minor adverse significance of effect. The **ES Chapter 21 Onshore Archaeology and Cultural Heritage** (document reference 6.1.24) also concluded that whilst cumulative impacts may occur to heritage assets, this potential and the significance of any such impacts is also considered to be reduced (or offset) on the basis of the application of industry standard initial informative stages of mitigation and subsequent mitigation measures to be implemented as part of SEP and DEP project. Monitoring requirements for onshore archaeology would be described in the **outline WSI (Onshore)** (document reference 9.21) submitted alongside the DCO application and further developed and agreed with stakeholders prior to construction taking account of the final detailed design of SEP and DEP.
P2_FF_170	In Oulton many beautiful and historic buildings are close to the road edge and will be damaged by traffic shake, pollution etc. The historic significance of those	Y	As set out within **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) HGV traffic will not be routed through Oulton.

	buildings and the value of the village life should not be ignored.		

2.16 Air Quality

Feedback ID	Comment	Dev. change?	Response
P2_FF_216	Please ensure that polluting traffic hold-ups on the A140 are prevented.	N	Noted. As set out in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) the impact on congestion in the area is not expected to be significant.
P2_FF_250	Air pollution due to increased traffic	N	The conclusions of **ES Chapter 22 Air Quality** (document reference 6.1.22) due to construction vehicle emissions are: • Emissions from non-road mobile machinery (NRMM) after implementation of mitigation measures is considered not significant; • Emissions from road vehicle exhaust emissions after implementation of mitigation are considered not significant; • Predicted pollutant concentrations were below the relevant air quality objectives at all considered receptor locations; and • Project-generated construction traffic was not predicted to cause a breach of any of the air quality objectives at any identified sensitive receptor location.

P2_FF_312	Query about compensation due to pollution	N	As there are no expected significant impacts related to air pollution, compensatory measures will not be necessary.

2.17 Noise and Vibration

Feedback ID	Comment	Dev. change?	Response
P2_CP_005	Furthermore the proposed access route is too close to residential housing and would cause unnecessary noise and disruption.	N	As set out in **ES Chapter 23 Noise and vibration** (document reference 6.1.23) the impact of construction noise along onshore cable corridor will be negligible. Furthermore, any disruption will be temporally limited as the cable corridor will be constructed in sequential sections with each 1km section of cable corridor taking one month to construct.
P2_CP_042	Is there any electromagnetic interference or acoustic noise from the buried cables once installed?	N	During operation there will be no noise impact from the onshore cables. Maximum magnetic field strengths have been calculated for the onshore cable. The study concluded that on the basis of the guidance for EMFs from electricity infrastructure adopted in the UK and the published evidence to support that, it is considered that the levels of EMFs will be well below the guideline public exposure reference levels set to protect health, and therefore the impact significance is considered negligible. See the **Sheringham and Dudgeon Extension Projects EMF Assessment** (document reference 6.3.28.1) for further information.

P2_CP_043	As residents close to the cable drilling under the road here, we need to better understand the impacts of noise/construction - it can't be 7-7 every day. Plus reassurance for ourselves and our neighbours that our properties won't be damaged by drilling.	N	The working hours will be between 07:00 and 19:00 Monday to Friday, and 07:00 to 13:00 on Saturdays, with no activity on Sundays or bank holidays. Residential properties will not be damaged from HDD. For more information regarding vibrations due to HDD see **ES Chapter 23 Noise and vibration** (document reference 6.1.23).
P2_CP_045	The village of Swainsthorpe and surrounding properties will be adversely affected during the operation of the substation. Of particular concern is any noise (e.g humming).	N	Once mitigation techniques are taken into account, the worst-case scenario for noise emitted from the onshore substation will be negligible based on our operational noise assessment. This is below the lowest observable adverse effect level of noise. There are many proven mitigation options that can be combined to ensure that noise levels at the nearby properties remain below the night-time noise levels agreed with the local planning authority. This includes noise reduction technologies in the form of equipment housing and refining the layout of the substation during the detailed design process. For more information regarding noise impacts see **ES Chapter 23 Noise and vibration** (document reference 6.1.23).
P2_CP_046, **P2_CP_047**	We are concerned that other similar projects and equipment emit an audible electronic hum. We appreciate assurance that this substation will not present a new issue for Swainsthorpe, nor exacerbate existing high pitch noise from electrical pilons.	N	
P2_FF_053	Creating Noise pollution with the inevitable death and scaring away of wildlife, makes it difficult to see how you will deliver any positive contribution to biodiversity.	N	Construction activities will inevitably result in new sources of noise and ground vibration These have the potential to impact nearby wildlife such as breeding birds, bats (roosting and non-roosting), amphibians,

			riparian mammals, badgers, invertebrates and other terrestrial wildlife. To limit the impact on wildlife appropriate mitigation measures (e.g. temporary screening around working areas, use of silences and/or enclosures around noisy equipment) will be implemented. More information concerning the assessment and mitigation measures regarding noise and vibration on wildlife can be found in **ES Chapter 23 Noise and Vibration** (document reference 6.1.23) and **ES Chapter 20 Onshore Ecology and Ornithology** (document reference 6.1.20).
P2_CP_060	I am also concerned about the route through Bodham with the concurrent noise and disruption whilst construction is in progress.	N	As set out in **ES Chapter 23 Noise and vibration** (document reference 6.1.23) the impact of construction noise along onshore cable corridor will be negligible. Furthermore, any disruption will be temporally limited as the cable corridor will be constructed in sequential sections with each 1km section of cable corridor taking one month to construct.
P2_FF_102; P2_FF_105; P2_FF_124; P2_FF_151; P2_CP_097; P2_FF_360; P2_CP_153; P2_IL_024; P2_CP_049;	General concern regarding noise	N	Potential noise impacts from construction works in a small number of locations along the onshore cable corridor were identified; however, provided that best practice measures are in place, the project is predicted to have no significant impacts in relation to construction noise. More information regarding this topic including assessments and mitigation measures can be found in

P2_IL_027; P2_IL_014			**ES Chapter 23 Noise and Vibration** (document reference 6.1.23).
P2_FF_176	Concern of the potential noise when in use	N	Once mitigation techniques are taken into account, the worst-case scenario for noise emitted from the onshore substation will be negligible based on our operational noise assessment. This is below the lowest observable adverse effect level of noise. During operation there will be no noise impact from the onshore cables. For more information regarding the noise impact assessment see **ES Chapter 23 Noise and Vibration** (document reference 6.1.23).
P2_FF_250	noise pollution and vibrations due to HGVs	N	For information regarding noise and vibration due to HGV construction traffic see **ES Chapter 23 Noise and Vibration** (document reference 6.1.23).
P2_FF_312	I would like to know what and how Equinor proposes to compensate the people who are going to have to live through this noise and disruption.	N	Compensatory measures have been discussed with industries and stakeholders who are directly impacted due to construction; such as the fishing industry and farmers. Compensation measures will not be offered to all residents within the project area. If the Extension Projects are successful in achieving consent, then we will consult with the community and stakeholders on an appropriate community benefit programme.
P2_IL_014	-Will individual compensation be offered to neighbouring properties for noise/dust and disruption.	N	
P2_IL_014	will we be guaranteed no weekend work and work only between 8am and 5pm	N	The working hours will be between 07:00 and 19:00 Monday to Friday, and 07:00 to 13:00 on Saturdays,

			with no activity on Sundays or bank holidays. See **ES Chapter 4 Project Description** (document reference 6.1.4) for further information.
P2_IL_028	3. The fact that we were told that when this goes past our property it will be for 6 months according to your reps when they visited us prior to the most recent route selection	N	Each 1km section of the cable corridor will take approximately four weeks to complete. See **ES Chapter 4 Project Description** (document reference 6.1.4) for further information.

2.18 Traffic and Transport

Feedback ID	Comment	Dev. change?	Response
P2_CP_006; P2_CP_137; P2_FF_105; P2_FF_127; P2_FF_124; P2_FF_157; P2_FF_225; P2_FF_227; P2_FF_360; P2_FF_101; P2_CP_075; P2_FF_151; P2_FF_242; P2_FF_247; P2_FF_250; P2_FF_250; P2_FF_353; P2_CP_174;	General concern regarding disruption to traffic and roads	N	Based on the traffic impact assessment found in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) with the application of mitigation methods set out in the same chapter the residual impact of traffic upon all receptors was assessed to be not significant. Mitigation measures include: • Committed to the trenchless crossing of all A and B roads and 20 other local roads; • Construction of a haul road along the cable corridor to reduce the number of access points and Heavy Goods Vehicle (HGV) movements on the local road network; • Repositioned numerous construction access locations to meet stakeholder and landowner requests, avoid ecological features and to ensure road safety; • Use of pilot/escort vehicles and/or passing places to manage the movement of construction traffic via narrow roads;

P2_FF_365; P2_CP_170; P2_IL_014			• Driver information packs and inductions/ training to ensure compliance; • with delivery times, approved/prohibited routes, and raise awareness of highway safety concerns, etc. The appointment of a Community Liaison Officer to help effectively coordinate deliveries during local planned events (e.g. harvests, fêtes) and to respond to any concerns; • Liaise with other projects to ensure the co-ordination of deliveries, road closures, etc; and • Establishing monitoring and reporting system to ensure compliance with the CTMP. For more information regarding the Applicants plan to manage construction traffic see the **Outline CTMP** (document reference 9.16).
P2_CP_018, P2_CP_019	Will any site construction traffic use Beach Lane (even worse impact) or will it all access via Muckleburgh?	Y	Access to the landfall site will be taken via the Muckleburgh Estate, avoiding Beach Lane.
P2_CP_020	The map even shows a new access road down from the A149 into the park crossing the rail line - will that become permanent, bringing more traffic with it?	N	Most access points are temporary and following completion of construction works will be reinstated to their former state, unless otherwise agreed with the highway authorities and the relevant landowner. During the operational phase, traffic would be limited to those generated by the operational and maintenance activity at the onshore substation. There is no ongoing requirement for regular maintenance of the onshore cables following installation, however access to the onshore export cables would be required to conduct emergency repairs, if necessary.

			For more information see **ES Chapter 24 Traffic and Transport** (document reference 6.1.24).
P2_CP_032	My main concerns and indeed those of many people affected by the two offshore energy projects is the significant impact caused by the proposed multiple trenching and the associated traffic.	N	Noted. As **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) with the application of mitigation methods set out in the same chapter the residual impact of traffic upon all receptors was assessed to be not significant.
P2_CP_034	There is nothing in the current proposals (to the best of my knowledge) about how long construction work will take as the cable passes the village and how much local disruption there will be. More detail would be appreciated and might win more people over! Important to bear in mind that the village is already heavily congested around school pick up and drop off times and this should be considered when drawing up work time tables.	N	Each 1km section of the cable corridor will take approximately four weeks to complete. Using mitigation measures set out above and which can be found in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) the residual impact of traffic upon all receptors was assessed to be not significant. Baseline traffic levels have been considered when creating the **Outline Construction Management Plan (OCTMP)** (document reference 9.16).
P2_CP_036	Sandy Hill Lane is a crucial route for getting onto the coastal road and also the Holt road for Holt and Cromer. Any disruption in the Lane, especially during school holidays would be an absolute nightmare for local residents and holiday makers.	N	Sandy Hill lane will not be closed during construction, the adjoining Station road will be crossed using a trenchless crossing technique preventing the closure of the road. Holt Road will also be crossed using a trenchless crossing technique.
P2_CP_058	Sandy Hill Lane is a busy narrow road and presumably works would require closure causing even more disruption.	N	
P2_CP_040	Seriously concerned about any possible clash with the large scale changes due to be made to Thickthorn Roundabout.	N	As set out in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) SEP and DEP is considered to have a negligible cumulative impact upon the future

			capacity of the proposed A47 - A11 Thickthorn Junction scheme.
P2_FF_076	Ok with the Landfall location but still concerned about the cabling route from Bodham to Weybourne as Country lanes and loads of heavy vehicles don't mix.	N	See **Outline Construction Management Plan (OCTMP)** (document reference 9.16) for information regarding the planned construction traffic routes in this area. **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) sets out measures to mitigate against impacts of traffic in this area.
P2_FF_083	Please ensure that the landfall location minimises the impact on the North Norfolk Railway which runs from Sheringham to Holt	Y	The North Norfolk Railway will be crossed using a trenchless crossing minimising the impact on the line.
P2_CP_060	Will construction work take a similar for to that employed when the original cables for Sheringham Shoal were layed ? It is difficult to comment until the final preferred route is known, but I am concerned on the impact this will have on traffic flow along Sandy Hill Lane which sees heavy hoilday traffic during the Spring, Summer and Autumn.		The onshore cable corridor will take 26 months to construct, including the reinstatement of land in the concurrent construction scenario. Sandy Hill lane will not be closed during construction, the adjoining Station road will be crossed using a trenchless crossing technique preventing the closure of the road. For more information see **ES Chapter 4 Project Description** (document reference 6.1.4)
P2_CP_064	How will you get heavy construction equipment to the landfall site on the narrow A149 coast road? From A148 through Sheringham and Weybourne village to the E? A149 from W (via Stiffkey, Cley etc) is even narrower. This will cause major disturbance to residents and holidaymakers and likely accidents. Bacton would have been more accessible by road.	N	As set out in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) HGV traffic will use the A149 from both East and West to gain access to the landfall site. The magnitude of effect for both these roads will be negligible for average SEP and DEP related traffic and medium for peak SEP and DEP related traffic.
P2_FF_093	I think offshore cabling and coordinations with other providers should have been done. No indication of traffic management with other local projects	N	The Applicant has engaged with other developers in the area regarding traffic issues discussed include access

			routes and preparation for cable crossings to minimise disruption to transport networks.
P2_CP_075	Holt Road is narrow and winding, with sharp bends and poor visibility. It culminates in a very difficult junction with Church Ln, that is likely to be inaccessible for HGVs.	N	HGV traffic will not use the minor road 'Holt Road' which shares a junction with Church Lane. For more information see the **Outline Construction Management Plan (OCTMP)** (document reference 9.16).
P2_CP_075	Sandy Hill Lane/Station Road is also a winding road with some sharp bends, and it narrows at the North Norfolk Railway crossing. In addition, the road is used by campervans and cars towing caravans, and there are limited passing places where HGVs could cross with these vehicles.	N	Noted. One mitigation method set out in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) is the use of pilot/escort vehicles and/or passing places to manage the movement of construction traffic via narrow roads. This will mitigate the impact of construction traffic on this road.
P2_CP_075	Beach Lane is a narrow road, used by tourist traffic, local residents, local fishermen and the emergency services (Coastguard). It is not suitable for HGVs. Moreover, the presence of construction traffic would have a strongly adverse effect on tourism and local quality of life.	N	Beach Lane will not be used to access the landfall site. Access will be made via the private Mucklburgh Estate. See the **Outline Construction Management Plan (OCTMP)** (document reference 9.16)
P2_CP_075	There are four routes into the [Weybourne] village. It is essential that only one is closed at any one time, and for the minimum amount of time.	Y	All the roads into Weybourne will be crossed using trenchless crossing techniques, preventing their closures. For more information see **ES Chapter 4 Project description** (document reference 6.1.4).
P2_CP_075	Road closures must avoid the key tourist season as well as critical times for agricultural work.	N	Timing constraints are noted.
P2_CP_075	A149- Although this is a main A road, it is narrow, with a number of flint buildings directly on the edge of the road, meaning it is not suitable for heavy use by HGVs.	N	It is not anticipated that construction related traffic will cause damage to buildings. See **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) for further information.
P2_CP_075	A149 - The road becomes extremely busy during the tourist season, and traffic queues are likely to build up	N	As set out in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) there will be a negligible impact on the A149.

	very rapidly if there are issues of HGVs on both sides of the road.		
P2_CP_075	Equinor has committed to using HDD under the A149, but we are still concerned that this could create some disruption. There is no information on what sort of disruption HDD crossings are likely to cause.	N	It is not expected that the HDD crossing will create disruption on the A149.
P2_CP_075	According to the maps associated with the PEIR, Equinor plans to bring the cables across Holt Road, one of the routes into the village.This has a difficult sharp bend, with poor visibility and high banks. Trenchless HDD would be the preferred method.	Y	Holt Road will be crossed using a trenchless crossing technique.
P2_FF_098	Your PEIR appendix 25.1 page 19 states the speed limit on Buxton Road / Easton Way as 40 mph. Please note, that through Eastgate village it is 30mph and that this is a narrow, winding road with no pavements.	N	Noted.
P2_FF_107; P2_FF_316	Restore the cable corridors as modern Greenways linking the heart of the county with the coast. Make them extended footpaths and cycleways free of other traffic. Plant either side with mixed nature hedging and wild flowers	N	The cable corridor crosses privately owned land and the land will be reinstated to its pre-construction state following construction, as such the cable corridor will not be made a public greenway.
P2_FF_109	What has to be thought of is the route of construction traffic. We cannot have 200+ HGVs per day through small villages, narrow roads etc. Access to cable corridors need to be from the main road suitable for this amount of traffic, then a temporary road along the corridor as it progresses. The routes are fairly well defined, it's the access which is the big problem	N	Noted. See the **Outline Construction Management Plan** (document reference 9.16) for information regarding construction traffic routes.
P2_FF_113	The number and type of vehicles that might use unsuitable narrow country lanes, specifically Weston Green Road where several houses are right beside the road. There is a 60mph speed limit, and bends, making	N	Noted. See the **Outline Construction Management Plan** (document reference 9.16) for information regarding construction traffic routes. Weston Green Road will be used for construction traffic, see **ES Chapter 24 Traffic**

	any increased use more dangerous for local drivers, pedestrians, horse riders and cyclists.		**and Transport** (document reference 6.1.24) for measures to mitigate the impact of construction traffic.
P2_FF_120	Temp closures of roads and footpaths have a serious impact on those using the area for lesuire. They need to be well publicised and clearly sign posted.	N	There will be no permanent closure to PRoW. Public Rights of Way will be maintained throughout construction. If a temporary closure is required a suitable diversion will be agreed in advance with the Countryside Access Officer at Norfolk County Council. For more information see the **Outline PROW strategy** (document reference 9.22).
P2_FF_125	There are proposals for a huge number of houses to be built in the area. This project must be coordinated with the housing plans and the Thickthorn junction improvements so that we don't experience roadworks after roadworks after roadworks as has happened previously	N	The Applicant has committed to co-ordinating with other developers in the area to minimise traffic related impacts.
P2_FF_135	Land referenced for Sep/Dep run adjacent to PROW and construction traffic will make the narrow country roads unsafe for a significant length of time (Cawston/Oulton). Many of us will in fact be landlocked - our children will not be able to ride their bikes on the roads and the fields.	N	Noted. See the **Outline CTMP** (document reference 9.16) and **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) for measures that will mitigate traffic impacts in the area. One such measure is that HGV traffic will not be routed through Oulton nor Cawston.
P2_FF_148; P2_FF_163; P2_FF_154	General concern regarding selecting construction compound site on either of the A1067	N	Noted. The final main construction compound has been chosen to be at the A1067 site at Attlebridge. For more information see the **Onshore Compound Site Selection Report** (document reference 6.3.3.3).
P2_FF_150	Are the compounds close enough to the cable corridor to avoid further transportation by road. They need to be inside the corridor boundary to minimise traffic congestion.	N	The construction compounds are located adjacently to the cable corridor.
P2_FF_164	More traffic in Cawston will be unacceptable and dangerous.	N	As stated in the **Outline CTMP** (document reference 9.16) no HGV traffic will be routed through Cawston. The construction phase could result in a change in traffic along the B1145 (east of Cawston) of:

			• approximately 3% (40% for HGV traffic) during the peak construction phase; and • Less than 1% (10% for HGV traffic) on average.
P2_FF_166	All compound sites must be selected to minimised vehicle travel disruptions and be sited away from residential development	N	The site selection criteria for construction compounds included distance from residential areas and transport information.
P2_FF_170	In Oulton two way traffic with HGVs will cause gridlock. The country roads around this site are not suitable for the numbers of commutative projects	Y	As stated in the **Outline CTMP** (document reference 9.16) no HGV traffic will be routed through Oulton village. See **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) for measures that will mitigate traffic impacts in the area.
P2_CP_077	Woodforde Farm site is located close to the beleaguered village of Weston Longville. Having closely viewed your BRAG assessment on suitable sites it is clear that the transport considerations for this site have had little genuine thought. As it stands, the farm will only be accessible either through the village of Weston Longville from the North via marl hill or down Paddy's lane from the south. Both have width restrictions and are effectively single lanes with passing places.	N	Woodforde farm has not been chosen as a main construction compound site. The final main construction compound has been chosen to be at the A1067 site at Attlebridge. For more information see the **Onshore Compound Site Selection Report** (document reference 6.3.3.3).
P2_CP_077	Adding a compound at Woodforde farm will exacerbate the issue of traffic.	N	
P2_CP_084	Woodforde Farm however seems the most inappropriate siting of a compound, as access to the construction site would involve using narrow country roads already too busy at times.	N	
P2_CP_094	We strongly object to the proposed siting of the construction compound at Woodforde Farm. The use of	N	

	this site will generate a significant increase in both cars and construction traffic, to and from the compound along the HGV route. It is the furthest from the proposed cable route and would require a lot of traffic shuttling from the compound to the construction site through the roads in the Parish, many of which are too narrow to accommodate additional vehicle movements, and large vehicles. It will put increased pressure on the A47 and A1067 junctions at Wood Lane and Lenwade, and in turn force existing traffic to try and use other routes. We already have a major traffic and rat running problem in the Parish and this will only add to it. The route from the compound to the trench means the construction traffic needing to cross the Honingham road causing even more congestion		
P2_CP_095	I object strongly to the Woodforde Farm compound proposal. It is too far away from the cable corridor and the quiet county lanes between Woodforde Farm and the corridor and totally unsuited to the vehicle movements that would result.	N	
P2_CP_098	Surely the Woodforde Farm site is out of the question. That B road is already a major problem with heavy traffic and will remain so until the link road is created. There is terrible congestion at the junctions at both ends. The last thing it needs is more heavy traffic.	N	
		N	
P2_CP_082	The selection of Woodforde Farm as an option is poor. There is no access to the cable route without either travelling along the designated HGV route - in which case you pass the Atlas Works site, or by cutting through the centre of the village of Weston Longville, or using the	N	

	single track lanes which surround the village and which are already over burdened.		
P2_CP_100	The Woodforde Farm site is totally unacceptable. It is situated on the B1535 which is already very busy and has several sharp bends on it. It is also the site furthest from the cable route which will mean traffic cutting across the Parish to the construction site. The most direct route from Woodforde Farm to the construction site is along single carriageway roads and is totally unacceptable.	N	
P2_CP_102	Woodford farm site is unsuitable because: No pavements so pedestrians will be at risk	N	
P2_CP_102	Woodford farm site is unsuitable because: B1535 heavily used already	N	
P2_CP_102	Woodford farm site is unsuitable because: Would put considerable extra traffic pressure on the A47 and A1067 junctions at Wood Lane and Lenwade which are already heavily used. Accidents are commonplace here.	N	
P2_CP_102	Woodford farm site is unsuitable because: Construction will take place at the same time as other planned major road projects in the area.	N	
P2_CP_103	The Woodforde farm site is already used by Galliford Try for the A47 dualling project. This will just add to the traffic and possible noise here. It is too far away from the cable route.	N	
P2_CP_104	Woodforde Farm even though on a B road may lead to increase in traffic in and around the village of Weston Longville. Already plagued by 3.5-4000 vehicles a day, has a road width 6ft 6inch restriction often abused by HGV's to full 40ft Artic capacity.	N	

P2_CP_101	The distance from the Woodforde Farm site to the trenching work is considerable and would put additon and unacceptable traffic pressures on Weston Longville parish.	N	
P2_CP_102	Woodford farm site is unsuitable because: Roads in Weston Longville are narrow, already heavily congested and used as a rat run.	N	
P2_CP_106	Woodforde farm site will mean an increase in construction traffic along the HGV route Weston Hall Road right past our home	N	
P2_CP_099	I would like to support the views of Weston Longville Parish Council that the site at Woodforde Farm adjoining Rectory Road and the B1535 is inappropriate for the following reasons: 1. The use of the site will generate a significant increase in both cars and construction traffic, to and from the compound along the HGV route.	N	
P2_CP_097	i have great concerns about the amount of traffic through cawston village involved in the creation of both the route and the compound location. the village is already subjected to HGVs attending the winery on chapel street and greater numbers will create unacceptable disruption.	Y	As stated in the **Outline CTMP** (document reference 9.16) no HGV traffic will be routed through Cawston village.
P2_CP_107	Rectory road is a single track road where cars have to mount the verge in order to pass. Any further traffic on this road to and from the compound would be wholly unacceptable.	N	Rectory Road will not be used for HGV traffic as set out **Outline CTMP** (document reference 9.16).
P2_FF_193	Road safety for local residents, visitors, users of the A140, staff at the substation when its open and construction workers	N	Noted. As set out in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) the impact on road safety due to construction related traffic will be negligible.

P2_FF_208	It needs its own access, not via country lanes or busy A140	N	Access from to the substation will be from the A140. During construction the preferred onshore substation access will be via the existing National Grid access to Norwich Main Substation.
P2_FF_219	Any proposed construction traffic should only access via the existing entrance to the Norwich substation site and not via small lanes or over the Hickling Lane railway bridge which is only a rural by way track.	Y	
P2_FF_220	HGV and heavy machinery to do with the installation of the substation on small country lanes as no "large" roads close by. Very disruptive to local residents over a very long period of years.	N	Noted. Access to the substation site will be via the A140.
P2_FF_222	Don't try coming along the B1113 Keswick top Mulbard Rd. Crazy route! Build new access roads directly off and on to the A47 and A410	Y	The Applicant has committed to accessing the substation during both construction and operation via the A140. Access will not be taken via the B1113, unless in exceptional circumstances which is in response to feedback received during our Phase Two consultation.
P2_FF_229	Not really a particularly sensitive area as near A140. Care needed with traffic flows ie use A11 / A140, southern bypass not Mulbarton area country roads	N	Noted. See the **CTMP** (document reference 9.16) for full information regarding construction traffic routes.
P2_FF_232	Keep country lanes as country lanes. They are not suitable access routes as it will make them unsafe for cyclists and walkers	N	Noted. See the **Outline CTMP** (document reference 9.16) for full information regarding construction traffic routes.
P2_IL_008	You are proposing to route traffic via the 81108 along Bow Hill, then Church Road in Marlingford, then at the crossroads both ways on Chapel Street (Barford) to the cable crossing point, and along Colton Road to and from the cable crossing point, and through to the A47. I can only assume from your paperwork that you consider anything with tarmac is capable of taking high volumes of traffic. You underestimate the impact of volumes of	N	Noted. Please see the **Outline CTMP** (document reference 9.16) and **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) for further information regarding traffic. The project's transport plans have been created by transport experts who have consulted with the relevant local authorities as well as National Highways.

	traffic. You need to check some of your information. AII these roads are narrow country roads, some single track.		
P2_IL_008	The only way to minimise exhaust and particle pollution, and damage to verges, trees and hedgerows, and minimise roadkill (wildlife, stock, pets and people) is to have one way traffic, speed limited, so that it flows steadily without having to stop and pullover	N	Noted. For measures that will mitigate the potential impact of construction related traffic see **ES Chapter 24 Traffic and Transport** (document reference 6.1.24).
P2_IL_008	Minibus your workforce in from a park and ride somewhere	N	The workforce will be located at various locations around Norfolk and thus it will not be possible to create a singular park and ride for them.
P2_FF_240	Reduce traffic by sharing routes	N	Noted. The Applicant has engaged with other developers in the area regarding construction traffic routes.
P2_FF_241	If the cable route was to go through the forest further to the East (near the border with Sheringham Park) This would cause the least disruption to traffic and no impact on properties	N	For the final cable corridor route see **ES Chapter 4 Project Description** (document reference 6.1.4)
P2_FF_243	It is essential that Equinor coordinate their activities with other potential traffic issues such as planned activities by Anglian Water / Norfolk County Council / Highways etc	N	The Applicant has engaged and will continue to engage with other developers in the area regarding traffic and transport.
P2_FF_244	Discuss 20mph speed limit on Buxton Road / Easton Way, with Cawston Parish Council	N	Construction drivers will adhere to all speed limits.
P2_FF_245	You should not be pursuing this plan: massive traffic totally wrong.	N	Noted.
P2_FF_246	Please avoid the B1113 for an access if at all possible	N	The Applicant has committed to accessing the substation during both construction and operation via the A140. Access will not be taken via the B1113, unless in exceptional circumstances which is in response to feedback received during the Phase Two consultation.

P2_FF_247	Taverham Rd is a sensitive country lane that we learn from A47 DCO - is proposed as a service access road. The lane is quite unsuited to this and access by large vehicles. C174 Taverham Rd is noted as "problematic but no solution/alternative" Not a suitable haul road!	N	As set out in the **Outline Construction Management Plan** (document reference 9.16) Taverham Road will not be used for HGVs.
P2_FF_249	Keep traffic out of Weston Longville	Y	As set out in the **Outline Construction Management Plan** (document reference 9.16) HGV traffic will not travel through Weston Longville.
P2_FF_254	Many Norfolk roads are unsuitable for the traffic levels indicated which is why the depot needs to be close to the cable corridor.	N	The main construction compound is located adjacent to the cable corridor see **ES Chapter 3 Site Selection and Assessment of the Alternatives** (document reference 6.1.3) for more information.
P2_FF_351; P2_CP_172	Concern about the extra traffic which will be using B1172	N	Noted. The Applicant has set out measures to mitigate impacts of additional traffic. These measures as well as the predicted additional traffic on the B1172 see **ES Chapter 24 Traffic and Transport** (document reference 6.1.24).
P2_FF_352	Traffic needs to be diverted away from Felthorpe Rd.	N	As set out in the **Outline Construction Management Plan** (document reference 9.16) construction traffic will use Felthorpe Road.
P2_FF_355	Be aware of traffic flows at Mulbarton area	N	Noted. Baseline traffic flows have been considered as part the impact assessments found in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24).
P2_FF_357	Potential traffic disruption needs careful consideration along with other construction traffic.	N	Noted. Cumulative traffic impacts have been included as part of the impact assessment. See **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) for the impact assessment.
P2_FF_362	If school holidays could be used for larger project / closures would be better as there's less traffic	Y	Working on certain sections during school holidays is one mitigation measure that will be considered as set out in in

			ES Chapter 24 Traffic and Transport (document reference 6.1.24).
P2_FF_363	Cawston traffic issues are a priority and have not been adequately addressed	N	Through the site selection exercise, the DCO cable corridor has been located to the east of Cawston, allowing all HGV traffic to access and egress from the B1149, thus avoiding Cawston village. For further information see ES Chapter 4 Project Description (document reference 6.1.4)
P2_FF_372	Yes - you must ensure traffic flows along A148 when crossing it	Y	As an 'A' Road the A148 will be crossed using a trenchless crossing technique preventing its closure.
P2_CP_175	It must be ensured that construction and site traffic in the Bodham area are prohibited from using Sheringham Road, Long Lane and Church Road in West Beckham. These roads are too narrow and have blind corners which already give rise to traffic safety issues particularly as the roads sustain the existing traffic flows with difficulty especially as they are regularly used by cyclists and walkers. Traffic rarely complies with the speed limits in the village which adds to the safety concerns.	Y	As set out in the **Outline Construction Management Plan** (document reference 9.16) Sheringham Road, Long Lane and Church Road in West Beckham will not be used for HGV traffic.
P2_CP_175	The junction between Sheringham Road and the A148 is notoriously dangerous with regular accidents and near misses. All this would be exacerbated by the increased use by construction and site traffic.	N	Noted. As set out in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) the impact on road safety due to construction related traffic is negligible.
P2_CP_176	1) have you or Norfolk County Council taken into account the cumulative effect on traffic of your schemes and all the other construction operations planned for Norfolk including: dualling of the A47 Western Extention to the NDR Beeston Park Rackheath new town	N	The cumulative effect of the projects and other projects in the area have been taken into account when creating the transport assessment. As set out in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24).

	Colman's site SE Norwich The new bridges at Great Yarmouth and Lowestoft The many medium and smaller housing developements The effect of the Sugar Beet Campaign		
P2_CP_122	I am shocked to read about the number of hgvs and other vehicles that would use Weston Green Road, which is a quiet country lane, has bends, is narrow and there are several properties that are immediately adjacent to the highways (less than 1m). This, and other lanes in the Weston Longville area, are not at all suitable for these numbers and types of vehicles. Access to the corridor should be by means of larger and safer roads.	N	Noted. For further information regarding construction traffic see in **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) and **Outline Construction Management Plan** (document reference 9.16).
P2_CP_123	The effects of traffic in and around Cawston give cause for concern. The repeated and prolonged works have led to unacceptable cumulative effects on residents.	N	Through the site selection exercise, the DCO cable corridor has been located to the east of Cawston, allowing all HGV traffic to access and egress from the B1149, thus avoiding Cawston village.
P2_CP_140	Coordination of transport with other projects is important	N	The Applicant is committed to engaging with other developers in the area to minimise cumulative traffic impacts.
P2_FF_310	I welcome the prohibition on SEP / DEP HGVs but re-routing it through Eastgate is not acceptable	N	Noted.
P2_CP_162	On one construction map you are showing Melton Road closed from High Green, Great Melton to Tuttles Lane, Wymondham. How do you propose residents who are dependent on that road get about and how will emergency vehicles, post, pharmacy deliveries get through?	Y	Melton Road will be crossed using a trenchless crossing technique preventing the closure of the road. For more information see **ES Chapter 4 Project description** (document reference 6.1.4)
P2_IL_014	-Will all roads have the cables thrust bored underneath them so that there will be no disruption / 221everance of the local road network.	N	The Applicant has committed to the trenchless crossing of all A and B roads and 20 other local roads. For more information see **ES Chapter 4 Project description** (document reference 6.1.4).

P2_IL_014	-Rights of way-the document says that disruption will be discussed with the Highways Authority-you should consult and agree proposals with Parish Councils.	N	All affected parish councils have been consulted on the Applicants proposals. See the Consultation Report for full details regarding the consultation process.
P2_IL_016	7. Access off the A140 to the Mangreen sub-station Can you indicate when the answer from NG to the apparently simple question as to whether they will permit you to use the access to their Mangreen site will be forthcoming. If it is not permitted, your current consultation will need a further stage and a lot more specificity about the routes you propose off the A140. The lane from Dunston is tiny and any access road will cross the Hornsea 3 line access to the NG site. Vehicular access from the A140 further south, via Church Road through Swainsthorpe village, involves a tricky turn off and onto the A140, passing next to a listed Grade II* medieval church and a difficult level crossing! Swainsthorpe has not been included in your heritage assessments. I can't imagine you will be allowed to build a new (temporary) bridge across the Norwich - London railway...The traffic flow estimation in your papers is of 'a peak flow of 36.2 HGVs per hour during the defined (10) hours of construction' - [redacted] p 107 and para 275.	N	As set out in **ES Chapter 4 Project description** (document reference 6.1.4) the substation will share part of the existing access to National Grid's Norwich Main substation. A new section of this existing access will continue south between the Norwich Main site (to the west) and the rail line (to the east).
P2_IL_016	The website image cited above indicates that the roadway from Mangreen Lane off the A140 will be 'temporary' for the period of construction of Site 2. My understanding is that permanent access will be needed to site 2 post construction and this will therefore need to be the means of access. If it is to be used by HGVs for	N	As set out in **ES Chapter 4 Project description** (document reference 6.1.14) the substation will share part of the existing access to National Grid's Norwich Main substation. A new section of this existing access will continue south between the Norwich Main site (to the west) and the rail line (to the east).

	construction access and egress it will need to be a double width track and will remain so for the future. This is another instance where Equinor needs to ensure those in this locality ate kept informed on progress on the site 1 / 2 choice and their detailed implications on the ground.		The Applicant updated the community on the choice of substation within the Phase Two Consultation Summary Report released November 2021.
P2_IL_016	There are questions on some of the data here – will the lane off the A140 to Mangreen (128) really have 728 movements in a day in 2025 now that the gravel quarry activity is reduced? What numbers of vehicles turn in ? – very few for the NG Mangreen site? What volume assumptions and determinations of the allowing/denying of HGV access via the possible B1113 access to Equinor's substation site 2 have been made in 123 and 124 in the table above and the associated designation of 'sensitivity' and 'peak hour delays'? What is not clear is how the flows have been calculated when there is such uncertainty about which site and what access/es to the site for the sub-station will be the final choice.	N	See **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) for the most up to date information regarding traffic predictions on the 128 link (A140 to Mangreen). The Applicant has committed to accessing the substation during both construction and operation via the A140. Access will not be taken via the B1113, unless in exceptional circumstances which is in response to feedback received during our Phase Two consultation.
P2_IL_032	The Compound Site Selection Report, section 6.1.3 states that the site of Woodford Farm would require some form of localised road widening. What road(s) are being referred to here? Is it the single-track lane?	N	Initial investigations identified potential highway constraints to the south of Woodforde Farm along the B1535 that could require some form of localised road widening, to provide suitable access for construction vehicles travelling between the site and the A47. Following further technical and environmental assessment the main construction compound site will be located at the A1067 Fakenham Road, Attlebridge site.
P2_IL_032	What will the flow of traffic in/out of the compound location be like? What will be transported in/out of here material wise?	N	It is proposed that the majority of the required construction workforce and HGV deliveries required to construct SEP and DEP will travel direct to the work fronts and secondary compounds, and would not need to assign to the main compound before being redistributed out. As part of this

			Equinor will continue to identify and liaise with all landowners on the availability of hardstanding areas, such as sugar beet pads, barns, etc., to enable us to deliver materials directly to the point of work, thus further reducing vehicular movements throughout the construction phase of SEP and DEP. The main compounds would therefore be predominantly associated with the storage of high value items such as cable drums, until such time as they are required at the respective work fronts. In terms of personnel, those employees based at the main compound(s) would predominantly comprise of project administration, management, and support staff. The DCO application will include full details of the numbers of HGV and employee vehicle movements to the main compound(s). The DCO application will also include an assessment of the impacts of these vehicle movements upon traffic and transport effects. **ES Chapter 24 Traffic and Transport** (document reference 6.1.24) and **Outline CTMP** (document reference 9.16). for further information.
P2_IL_034	I note your statement that: SEP and DEP has committed that no HGV construction traffic will route through Cawston Village. This commitment will be captured within a future Outline Traffic Management Plan (OTMP) to be submitted as part of the Development Consent Order (DCO) application.	N	Through the site selection exercise, the DCO cable corridor has been located to the east of Cawston, allowing all HGV traffic to access and egress from the B1149, thus avoiding Cawston village. This has been set out in the Outline CTMP (document reference 9.16).
P2_IL_035	Have you communicated with the other companies proposing similar use of our area? You are all set on the same actions, why don't you work together like you are	N	The Applicant has engaged and will continue to engage with other developers in the area regarding construction traffic routing.

	asking us to work with you and find a solution the takes ALL of your traffic away from the village?		
P2_IL_036	If you propose to run non HGV traffic through any area of Cawston, then what impact would it have on parking, permissions from councils (if any), numbers per day, how will you ensure that those employees don't decide to use the HGV's through the village a year down the road 'because its easier', how will we have the chance to 'report' that?... and have it stopped immediately.	N	The Applicant has committed to establishing monitoring and reporting system to ensure compliance with the CTMP.
P2_IL_037	Hickling Lane Swainsthorpe a byway it looks as though a cable is to be laid to the main substation impacting directly onto this byway. How long will this byway be closed to the public.??? Impact on the wildlife and the reinstatement of the byway.	Y	Hickling Lane will be crossed using a trenchless crossing technique preventing the closure of Hickling Lane.
P2_IL_039	The byway and bridleway form a circular recreational walk which are used by the parishioners of Swainsthorpe, the surrounding villages and ramblers on a daily basis and are an essential resource it is therefore important that the walkways are reinstated promptly.	Y	There will be no permanent closure to PRoW. Public Rights of Way will be maintained throughout construction. If a temporary closure is required a suitable diversion will be agreed in advance with the Countryside Access Officer at Norfolk County Council. See the **Outline PROW strategy** (document reference 9.22) for further information.
P2_IL_041	I really welcome your commitment to keep us posted here (I'm not on Swardeston Parish Council but will work very closely with them) on replies on the 2 site options from NG and from Railtrack - and the ongoing expert work with the highways authorities. One issue which keeps coming up is that no-one can forecast when each of the 2 phases of Hornsea 3 nor your 2 nor the NOA ideas above will hit the ground around here - I really hope the highways assessments assume the very worst. Both the A140 and the B1113 are already (once Covid is over)	N	Noted. The Applicant will continue to engage with Swardeston Parish Council throughout construction. If the planning application is approved then construction is expected to begin at the beginning of 2025.

	under big pressure and the cumulative impact may be dire!!		

2.19 Seascape, Landscape and Visual Impact Assessment

Feedback ID	Comment	Dev. change?	Response
P2_CP_002; P2_FF_264; P2_FF_277	General concern regarding offshore visual impact	N	The Applicant notes this response. The Applicant has engaged with Norfolk County Council, North Norfolk District Council, Broadland District Council, Norwich City Council, Natural England, Historic England, North Norfolk AONB/Coastal partnership on landscape, seascape and visual impact, and it was agreed that no change to the project was required. For further information see **ES Chapter 25 Seascape and Visual Impact Assessment** (document reference 6.1.25).
P2_CP_020	The proposal says the cable route will follow Sandy Lane to Bodham, but the map shows a corridor largely to the E of Sandy Lane. Why do you need to spoil this large area of attractive National Trust land within Sheringham Park?	N	Following the refinement of the route, the cable corridor will not intersect the National Trust land at Sheringham Park. See **ES Chapter 4 Project Description** (document reference 6.1.4) for further information.
P2_FF_004	what is being done to sink them (substations) into the ground and disguise the impact?	N	There are no plans to sink the substation into the ground.

			As set out in **ES Chapter 26 Landscape and visual assessment** (document reference 6.1.26) and the **Outline Landscape Management Plan** (document reference 9.18) the chosen site for the substation benefits from screening in the form of existing woodlands, hedgerows and hedgerow trees. To complement this existing screening the Applicant will strengthen existing hedgerows by planting gaps with new native (and of local provenance) species hedge plants and hedgerow trees that would provide further screening and filtering of views and enhance landscape character.
P2_FF_068	There is a ship wreck just off the shore and disable at low tide. This is in front of the Muckleburgh Military Collections site. I hope this won't be disturbed. It is a local landmark	N	As set out in the **ES Chapter 14 Offshore Archaeology and Cultural Heritage** (document reference 6.1.14) it is anticipated that all direct impacts to known heritage assets as a result of the project will be avoided. The approach to the implementation of these mitigation measures will be set out in the **Outline WSI (Offshore)** (document reference 9.11) and **ES Chapter 14 Offshore Archaeology and Cultural Heritage** (document reference 6.1.14) and following implementation of mitigation measures set out in the chapter there will be no impact on known heritage assets, including wrecks during constructing, operation, and de-commissioning.
P2_FF_092; P2_CP_071; P2_FF_171	Concern regarding construction and operation in the AONB	N	As set out in **ES Chapter 26 Landscape and visual assessment** (document reference 6.1.26) there is limited potential for the landfall site to undermine the qualities of Natural Beauty of the AONB the visual impact will not be significant. Once the construction

			period at landfall is completed the land can be reinstated to its pre-construction state, limiting the visual impact at landfall to only the construction period.
P2_FF_124; P2_FF_151 P2_FF_102, P2_FF_112; P2_FF_177; P2_FF_183; P2_FF_184; P2_FF_200; P2_FF_213; P2_CP_112; P2_CP_130; P2_FF_277; P2_FF_279; P2_FF_201; P2_FF_172;	General concern regarding onshore visual impact	N	As set out in **ES Chapter 26 Landscape and visual assessment** (document reference 6.1.26) there would be some potential impacts on landscape and visual receptors and on a designated landscape and landscapes during construction, operation and decommissioning phases of SEP and/or DEP. For the onshore cable corridor, the Realistic Worst Case Scenario (RWCS) would occur during the construction phase and result from the maximum construction duration and land-take. During operation the onshore cable corridor would be buried and not result in any landscape or visual effects, except for effects as replacement planting matures, and where trees are not replaced over the cable easement. These effects on vegetation have been factored into the visual effects assessed during the construction phase. Link boxes would be buried at a frequency of one every 1km along the onshore cable corridor with a secured access panel visible on the ground surface with an above ground maker post, which would not result in any significant effects. Cable ducts would be left in the ground and trenches would not be re-excavated during decommissioning, and there would be no landscape or visual effects during the decommissioning phase. For the onshore substation, the greatest effects are likely to occur during operation due to the longer-term

			duration than the construction and decommissioning phases and result from the maximum footprint and height parameters. See the **Outline Landscape Management Plan** (document reference 9.18) for measures that will mitigate the visual impact of the projects.
P2_FF_126	Visually the area needs to be put back	N	Once construction is completed the Applicant has committed to reinstating the landfall site to its pre-construction state. This includes the replanting of any trees and hedgerows that were removed.
P2_IL_005; P2_FF_179; P2_FF_176; P2_FF_176; P2_FF_153	General concern regarding visual impact of substation	N	The final onshore substation site has been identified as the most suitable site from a landscape and visual perspective for a number of reasons including existing screening from vegetation and siting within an area that is already influenced by electrical infrastructure. Furthermore, there are relatively few sensitive visual receptors within close proximity to the site that have potential to be significantly affected. There are also no residential receptors that would have clear or close views of the onshore substation. As set out in **ES Chapter 26 Landscape and visual assessment** (document reference 6.1.26) and the **Outline Landscape Management Plan** (document reference 9.18) the chosen site for the substation benefits from screening in the form of existing woodlands, hedgerows and hedgerow trees. To complement this existing screening the applicant will strengthen existing hedgerows by planting gaps with new native (and of local provenance) species hedge

			plants and hedgerow trees that would provide further screening and filtering of views and enhance landscape character. Visual effects due to the onshore substation are likely to be contained to receptors within or on the edge of the ZVI (Zone of Visual Influence) illustrated on **Figure 26.15** within **ES Chapter 26 Landscape and visual assessment** (document reference 6.1.26).
P2_IL_005, P2_FF_179	it is disingenuous of Equinor to provide a "hardly visible" overlay of what would be solid metal and concrete. This is a misleading representation and the "positive" stance taken by Equinor is unconvincing.	N	Noted. See **ES Chapter 26 Landscape and visual assessment** (document reference 6.1.26) for the visual impact assessment. See the **Outline Landscape Management Plan** (document reference 9.18) for the measures to mitigate the visual impact of the projects. Following Phase Two consultation 'Field one' as designated in the consultation was chosen for the substation site. Part of the selection criteria was that there is existing screening from mature trees and woodland that effectively enclose the site, resulting in no clear views to the substation from nearby residential areas. The site is also is sited closest to existing industrial landscape features, and at a natural low point within the landscape, reducing visual impact to the Tas Valley. As set out in **ES Chapter 26 Landscape and visual assessment** (document reference 6.1.26) and the **Outline Landscape Management Plan** (document reference 9.18) the chosen site for the substation
P2_FF_185	Try to keep things as scenic as possible	N	
P2_CP_113	CPRE Norfolk has concerns about the potential sites for the onshore substation close to the existing Norwich Main substation. The two site areas, in particular that for Site 2, are largely situated on rising ground, which would lead to harmful visual impacts if the substation was located here. These impacts would be from the height, scale and mass of the proposed structures and location, and also from associated light pollution.	N	

			benefits from screening in the form of existing woodlands, hedgerows and hedgerow trees. To complement this existing screening the applicant will strengthen existing hedgerows by planting gaps with new native (and of local provenance) species hedge plants and hedgerow trees that would provide further screening and filtering of views and enhance landscape character.
P2_FF_198	Plant round the [substation] site to screen it	N	As set out in **ES Chapter 26 Landscape and visual assessment** (document reference 6.1.26) and the **Outline Landscape Management Plan** (document reference 9.18) the chosen site for the substation benefits from screening in the form of existing woodlands, hedgerows and hedgerow trees. To complement this existing screening the Applicant will strengthen existing hedgerows by planting gaps with new native (and of local provenance) species hedge plants and hedgerow trees that would provide further screening and filtering of views and enhance landscape character.
P2_FF_256	No construction should be visible in or from an area of outstanding natural beauty	N	Construction activity will be visible within the AONB, although mitigation measures have been set out within **ES chapter 26 Landscape and visual assessment** (document reference 6.1.26) and the **Outline Landscape Management Plan** (document reference 9.18).
P2_FF_259	No problem with the visual impact of windfarm	N	Noted.
P2_FF_261	Looks beautiful.	N	Noted.
P2_FF_263	Can be interesting to look at, but too far offshore for serious visual impact.	N	Noted.

P2_FF_266	It would be preferable if SEP was further away from shore	N	The SEP and DEP projects will consist of extensions to both the existing Sheringham Shoal and Dudgeon offshore wind farms; as such it would not be possible to situate all the turbines on the seaward side of the Dudgeon wind farm. For more information regarding the wind turbine layout see **ES Chapter 4 Project description** (document reference 6.1.4).
P2_FF_273	I find the offshore wind farms quite attractive.	N	Noted.
P2_FF_274	The new turbines look like innovative technology. I think they are beautiful and reflect a modern world but protecting our planet	N	Noted.
P2_CP_130	Single turbines attract the eye more and harder to overlook	N	Noted.
P2_CP_131	Wind farms are pretty. The visual results are welcomed.	N	Noted.
P2_CP_132	The smaller turbines are much less visually intrusive than the large turbines. And so are preferable.	N	Noted. The turbines will be between 265 and 330 metres in height. See ES chapter **ES Chapter 4 Project description** (document reference 6.1.4) for further information.
P2_FF_281	The existing windfarm is shockingly visible, promises made prior to construction were completely worthless	N	Noted.
P2_FF_272	The turbine array must be of proven design	N	See **ES Chapter 4 Project description** (document reference 6.1.4) and **ES Chapter 25 seascape and Visual Impact Assessment** (document reference 6.1.25) for more information regarding the turbine array design.

2.20 Socio-Economics and Tourism

Feedback ID	Comment	Dev. change?	Response
P2_CP_018, P2_CP_019	Map shows landfall is AT Weybourne Beach, not to West of it as the pamphlet says. Does this mean we lose public access to beach & car park via Beach Lane, and access to walk W along beach towards Salthouse? Or E towards Sheringham?. How long will all this disruption last?	N	The **ES Chapter 27 Socio-Economics and** (Document reference 6.1.27) sets out the measures that will mitigate impacts on tourism from the projects. Weybourne Beach and Weybourne Beach Lane will remain open during construction. Access to the landfall site will be gained through existing private route at the Muckleburgh Estate, preventing the closure of Beach Lane will keep access restrictions to a minimum. Cables will come ashore at Weybourne beach using a trenchless crossing technique that will mitigate impacts to the shoreline and prevent an extended closure of this section of the beach.
P2_CP_018, P2_CP_019	Beach is key tourism asset for Weybourne attracting walkers, fishermen, birdwatchers etc, with tea rooms and holiday accommodation down Beach Lane	Y	
P2_CP_020	What will be the impact on the Poppy Line railway, access to Kelling Heath holiday park and Breck Farm campsite during the work? These are also key tourism assets for the area.	N	The Poppy Line railway will be crossed using a trenchless crossing technique, preventing its closure. Access will be retained for both Breck farm and Kelling Heath Holiday Park during construction.
P2_CP_021	Some proper thought into where the trenches will go and reducing traffic and noise from ONE compound on the A1067 would make a big difference to those of us living in the country, trying to run tourist related businesses, without big companies like yours ruining our daily lives and lively hoods.	N	The final cable corridor has been refined based on a series of technical and environmental assessments as well as community and technical stakeholder feedback. The final main construction compound has been chosen to be at the A1067 site at Attlebridge. For more information see the **Onshore Compound Site Selection Report** (document reference 6.3.3.3).
P2_CP_022	My comment relates to the possibility of the route being close to the buildings: Sandy Hill Cottage, Wild Wood	N	The Applicant has committed to using trenchless crossing through Weybourne Woods which means that

	Lodge and all of the Forest Lodges just south of Wild Wood Lodge (including the new ones not shown on this image which is out of date). My understanding is that there will need to be a large area of cleared forest around the cables forever. In this case it's really important that you place the route as far away from the properties as possible -nearer the eastern end of the marked area. The people living or visiting these lodges for holidays/tourism would be badly impacted by the loss of the forest surrounding them. That's why they are called Forest Lodges! There would be an impact on local tourism as a result - harming the local economy which is so dependent on these visitors.		the cables will be drilled underground. The trenchless crossing will be undertaken in two parts, each approximately 400 metres in length. The midway point (400 metres into Weybourne Woods) will require a compound area for the drilling activity. An arboricultural survey of this area has been undertaken which indicates that approximately 50% of the trees in this area are dead or dying, with a number of healthy trees also marked for removal by the Forestry Commission. We are currently exploring long-term opportunities to create an alternative habitat within this area that will improve species and structural diversity. The ‘red line boundary’ seen in consultation materials previously does not show the exact locations of the cables. The width of the red line boundary for trenchless crossings is set at 100m to allow the project to split the two circuits into their individual cables. To maximise the distance between the cables and your property, the project intends to commence with the first drill at the furthest point east of the red line boundary and work west. The total width of the installation will be between 50m to 70m, and the red line boundary is 100m wide. With the installation of the circuit starting on the east there will be approximately 30m to 50m distance between the cables and the western limit of the red line boundary. Adding this to the distance between your property and the red line boundary gives the estimated distance between the properties and the cables.

P2_CP_025	Please can you advise on the likely commencement date and duration of the construction phase of the on shore cable corridor on the section between the A148 and Rookery Farm, Bodham as I am concerned about the impact of construction traffic along The Street between Bodham and West Beckham and along the A148 between Holt and Sheringham as this will be so close to housing and businesses in Bodham and West Beckham.	N	The commencement date of construction of the cable corridor would be approximately the beginning of 2025. The cable corridor construction would begin at landfall and constructed in sequential sections. Each 1km section would take approximately four weeks to complete in the concurrent construction scenario. For more information see **ES Chapter 4 Project Description** (document reference 6.1.4).
P2_CP_033	The road way route is critical for the village and its tourism It serves The Forest Lodges, Kelling Heath, provides one of the four access routes to the village and is dotted with private properties. The lane itself is also special, tree enclosed and spectacularly beautiful.	Y	Station Road and Sandy Hill will remain open during construction. For more information see **ES Chapter 4 Project Description** (document reference 6.1.4).
P2_CP_033	The easterly route, whilst crossing National Trust and Forestry commission land, will undoubtedly be more expensive to install, and would also have a detrimental fact on the beauty of the area, but in a world where difficult choices need to be made, surely it is better to favour the village, tourism and local humans over trees and cost?	Y	Noted. The final cable corridor will be via the 'easterly route' as designated during Phase Two consultation. The Applicant has committed to using trenchless crossing through Weybourne Woods which means that the cables will be drilled underground. The trenchless crossing will be undertaken in two parts, each approximately 400 metres in length. The midway point (400 metres into Weybourne Woods) will require a compound area for the drilling activity. An arboricultural survey of this area has been undertaken which indicates that approximately 50% of the trees in this area are dead or dying, with a number of healthy trees also marked for removal by the Forestry Commission. We are currently exploring long-term opportunities to create an alternative habitat within this area that will improve species and structural diversity.

P2_CP_036	We currently have a holiday lodge in Weybourne Forest Lodges in Sandy Hill Lane. What we would like is some re-assurance that the route will not pass through Sandy Hill Lane and the immediate woods behind the lodges. The lodges, and also Kelling Heath campsite rely heavily on income from rental during the holiday periods and could potentially put people off coming to the village.	N	The cable corridor will not cross Sandy Hill Lane; the road will remain open during construction. The width of the red line boundary for trenchless crossings is set at 100m to allow the project to split the two circuits into their individual cables. To maximise the distance between the cables and Weybourne Forest Lodges, the project intends to commence with the first drill at the furthest point east of the red line boundary and work west. The total width of the installation will be between 50m to 70m, and the red line boundary is 100m wide. With the installation of the circuit starting on the east there will be approximately 30m to 50m distance between the cables and the western limit of the red line boundary. Adding this to the distance between the lodges and the red line boundary gives the estimated distance between the properties and the cables.
P2_CP_037; P2_FF_312	Concern regarding difficulty to sell property.	N	The onshore substation will not be visible from any nearby properties given that it is at least 500m from the nearest property and benefits from existing screening. Further details are set out within in **ES Chapter 26 Landscape and visual assessment** (document reference 6.1.26) and the **Outline Landscape Management Plan** (document reference 9.18). During operation there will be no above ground infrastructure along the cable corridor. The offshore turbines will be visible from the coast from Cromer and Sheringham, but will be set in the context of the existing Sheringham and Dudgeon wind turbines. On this basis the Applicant does not believe
P2_CP_037	Local estate agents are loosing out on income from potential fees.	N	

			that this would significantly change property prices compared to a scenario where SEP and DEP are not installed. For the visual impact assessment see **ES Chapter 25 Seascape and Visual Impact Assessment** (document reference 6.1.25).
P2_CP_038	Show the exact cable route so that every property owner in the area knows exactly where the disruption will take place. This would help any potential buyers/investors wanting to move into the area. At the moment it is putting people of buying which is not good for sellers or the local housing martket.	N	See **ES chapter 4 Project Description** (document reference 6.1.4) for the onshore cable corridor.
P2_CP_046, **P2_CP_047**	During the sub stations construction and subsequent cable laying stages there will be significant disruption - will there be financial compensation for communities thus affected?	N	Compensatory measures have been discussed with industries and stakeholders who are directly impacted due to construction; such as the fishing industry and farmers. Compensation measures will not be offered to all residents within the project area. If SEP and DEP are successful in achieving consent, then the Applicant will consult with the community and stakeholders on an appropriate community benefit programme.
P2_CP_051	I also understand that the prospect of the work has blighted the area in terms of property sales. Because the map around Weybourne is non specific, we do not know where the route of the cables will go. This uncertainty is very unsettling.	N	See **ES Chapter 4 Project Description** (document reference 6.1.4) for the final cable corridor.
P2_FF_064	As far away as possible. I am intending to sell my property and believe this will have an impact on its value	N	Noted.

P2_FF_081	Living just within Bodham Boundary we now wish to know the true implications for our property	N	Noted. For information regarding the Projects see **ES Chapter 4 Project Description** (document reference 6.1.4)
P2_FF_088, P2_CP_070, P2_CP_071	Oppose disruption to industry.	N	Noted. see **ES Chapter 27 Socio-Economics and** (Document reference 6.1.27) for the impact assessment on the local economy.
P2_FF_088, P2_CP_070	Oppose disruption to Tourism	N	As set out in **ES Chapter 27 Socio-Economics and** (Document reference 6.1.27) moderate adverse impacts are predicted to result from SEP and DEP. The assessment found that during the construction phase the cumulative impact of onshore construction on volume and value of tourism activity would be moderate adverse for landfall and the cable corridor within the North Norfolk AONB.
P2_CP_063; P2_FF_133	Issues for Tourism business interests around Weybourne.	N	
P2_CP_058	Regarding onshore cable corridor routing from Weybourne to Bodham, your preference (following the alignment of Sandy Hill Lane using trenchless crossing techniques) will be disruptive and intrusive to local businesses (particularly the holiday businesses) and home owners.	N	The final cable corridor will be routed further East to Sandy Hill Lane. Sandy Hill Lane will not be impacted by the cable corridor, the adjacent Station Road will be crossed using a trenchless crossing technique. See **ES Chapter 4 Project Description** (document reference 6.1.4) for the final cable corridor.
P2_CP_064	You say you prefer Sandy Lane, Sandy Lane is too narrow and the tourism impact (on Weybourne Rail bridge and station, Kelling Heath holiday park, lodges, stables Breck Farm etc) of extended major works on that route is commercially unacceptable	Y	
P2_CP_075	The village depends on tourism, especially in the peak April-October period, with the pub and shop, campsites, B&Bs and holiday lets and the North Norfolk Railway all vulnerable to the effects of any road closures and construction activity.	N	Timing constraints noted. See the **Outline CTMP** (document reference 9.16) for information regarding how the Applicant will manage construction traffic during periods of increased demand

P2_CP_075	Any activity on Sandy Hill Lane would have a very significant impact on a number of businesses. Trenchless technology would be the preferred method.	N	Sandy Hill Lane will not be crossed by the cable corridor. The adjacent Station Road will be crossed using a trenchless crossing technique. See **ES Chapter 4 Project Description** (document reference 6.1.4) for further information.
P2_CP_075	There are plans for a Community Land Trust for a social housing project to be constructed on land adjacent to Station Road, north of the PEIR area.	N	Noted.
P2_CP_075	The Community strongly believe that there should be some form of targeted compensation for the disruption and worry caused by each windfarm that affects the village; this should also apply to other areas affected. Such funding could be used for projects to benefit the community as a whole.	Y	If SEP and DEP are successful in achieving consent, then the Applicant will consult with the community and stakeholders on an appropriate community benefit programme.
P2_CP_075	Norfolk-wide grant funding, or funding for STEM bursaries etc do not directly benefit the communities that bear the brunt of the disruption.	N	Noted.
P2_FF_096	This is a holiday location and disruption caused by traffic and access and noise impact during construction would have a big impact on people who come here for a peaceful stay in lovely surroundings	N	The ES considers a wide range of potential construction phase impacts, including impacts from traffic and transport (see **ES Chapter 24: Traffic and Transport** (document reference 6.1.24)) and noise (see **ES Chapter 23 Noise and Vibration** (document reference 6.1.23)). Mitigation measures are identified within each assessment to reduce or eliminate any predicted significant adverse effects. This assessment has been updated during the preparation of the ES, identifying mitigation measures that contribute to the avoidance of significant adverse effects to socio-economics and tourism.
P2_FF_357	Concern for traffic disruption on tourism	N	
P2_FF_248	Concern about Impact and reduction of tourism because of increased traffic	N	

P2_FF_170	The Holt road is the tourism route from Norwich to coast and disrupting this will impact widely on an area that relies on that income	Y	Holt Road will be crossed using a trenchless crossing technique preventing its closure.
P2_FF_172	The Holt road is the tourism route from Norwich to coast and disrupting this will impact widely on an area that relies on that income	Y	
P2_FF_253	As we own The Romantic Garden Nursery at Swannington (NR9 5NW). I am concerned regarding disruption, and delays for goods coming into us and deliveries going out from the Nursery. We have several certeculete lorries, small lorries and vans in and out of the nursery weekly and the roads and access is already very tight. We also have retail customers visiting the nursery. Can you confirm what measures will be in place to allow easy access and to let lorries and customers know local businesses are still open and can be accessed?	N	Clay Lane, Church Lane, and School Road will all be closed for a period of time due to the cable crossing. During these times suitable diversions will be created which will be agreed with Norfolk County Council. For more information see the **Outline CTMP** (document reference 9.16)
P2_FF_347	Local people have not been considered and disruption to our life will be immense	N	The community have been considered see the **Consultation Report** for full details of the community consultation process.
P2_FF_356	Hope we don't ruin Weybourne	N	Noted.
P2_FF_358	Any work should be done out of holidaying season (march - sept)	N	Timing constraints noted. See the **Outline CTMP** (document reference 9.16) for information regarding how the Applicant will manage construction traffic during periods of increased demand
P2_FF_369	Sandy Hill Lane between the Holt Road (A148) and the A149 (Cromer Rd) is the sole access road for both Weybourne Forest Lodges, Break Farm, Heath Holiday Park and Weybourne Poppy Lane Station. During construction in the area, what would be the proposed access to these areas for home owners and tourists? Can	N	Sandy Hill Lane will remain open during construction. The adjacent Station Road will be crossed using a trenchless crossing technique preventing its closure.

	you be transparent about the length of distruptions if approved?		
P2_CP_174	The area around Weybourne and Bodham, also North Norfolk in General are heavily dependent on Tourism as a source of income and I have serious concerns that your project is going to cause major disruption to both traffic entering and leaving the area as well as tourist traffic in general which will of serious detriment to the local economy.		The **Environmental Statement** considers a wide range of potential construction phase impacts, including impacts from traffic and transport (see **ES Chapter 24: Traffic and Transport** (document reference 6.1.24)) and noise (see **ES Chapter 23 Noise and Vibration** (document reference 6.1.23)). Mitigation measures are identified within each assessment to reduce or eliminate any predicted significant adverse effects. This assessment has been updated during the preparation of the **Environmental Statement**, identifying mitigation measures that contribute to the avoidance of significant adverse effects to socio-economics and tourism. For more information see **ES Chapter 27 Socio-Economics and Tourism** (Document reference 6.1.27). All the access roads to Weybourne will be crossed using a trenchless crossing technique, preventing closures. For more information see **ES Chapter 4 Project Description** (document reference 6.1.4)
P2_CP_130	Negative impact on tourism due to visual impact of wind farms	N	As set out in the **ES Chapter 27 Socio-Economics and Tourism** (Document reference 6.1.27) there would be a change to the seascape due to the construction and operation of wind turbines however, on the whole, studies suggest that the presence of offshore turbines presence do not deter visitors.
P2_CP_131	The many Norfolk beaches with wind farm views have not suddenly lost custom to other beaches.	N	
P2_FF_277	Concern about visual impact in a tourist area	N	
P2_CP_134	Experience along the east coast shows that nothing but benefit accrues to the local community.	N	Noted.
P2_FF_299	Damage to countryside from previous projects	N	Noted.

P2_FF_309	Please consider the disastrous effects of closing Sandy Hill Lane (for possibly weeks) on tourism and the local community, not to mention the residents of Sandy Hill Lane	N	Sandy Hill Lane will remain open during construction. The adjacent Station Road will be crossed using trenchless techniques in order to avoid direct impacts.
P2_FF_343	How much money will drain out of the UK economy, annually?	N	None. SEP and DEP together are estimated to generate an annual gross value added (GVA) contribution of around £28.1 million nationally, of which £15.2 million is captured by the East Anglia economy.
P2_CP_159	As the cable corridor will be 200 metres wide as it crosses farmland between the A148 and The Street, Bodham, I am concerned about the impact on the future viability of farming businesses in that area.	N	The DCO boundary has been refined to 60m in the majority of corridor but extends up to 100m for trenchless crossings. Within this the actual cable corridor will be 38m. See **ES Chapter 4 Project Description** (document reference 6.1.4) for further information.
P2_CP_159	Concern about future projects such as housing as a consequence of SEP & DEP	N	Noted. There are no proposals as part of the project for any new housing see **ES Chapter 4 Project Description** (document reference 6.1.4) for further information
P2_CP_168	As a person with a holiday business in Weybourne Forest it would be much better to substantially increase the current exclusion zone within the forest around the lodges and homes. This would ensure that the beauty and peacefulness of the setting is not compromised in any way. Holiday makers do not like visiting building sites when they expect a peaceful and tranquil holiday experience.	N	The width of the red line boundary for trenchless crossings is set at 100m to allow the project to split the two circuits into their individual cables. To maximise the distance between the cables and Weybourne Forest Lodges, the project intends to commence with the first drill at the furthest point east of the red line boundary and work west. The total width of the installation will be between 50m to 70m, and the red line boundary is 100m wide. With the installation of the circuit starting on the east there will be approximately 30m to 50m distance between the cables and the western limit of the red line boundary. Adding this to the distance between the lodges and the red line

			boundary gives the estimated distance between the properties and the cables. For more information see **ES Chapter 4 Project Description** (document reference 6.1.4)
P2_IL_024	Furthermore, as my land looks as if it backs directly on to the proposed site I would like to raise the issue of the possible depreciation to our properties, which will discredit the hard work we have put in. Will you, for example, have rights to access our land for maintenance?	N	If access to land was necessary for the project, the land team would have been in contact to discuss this.
P2_IL_031	Finally, besides the past £1 million community grants mentioned in the report, what are the likely economic, social and environmental impacts of the expansion for local residents. Eg possible expansion/broadening of the grant scheme , job creation, temporary and longer term impact on local economic activity (eg increased local retail activity, increased demand for local accomodation, creation of tourism opportunities around what possibly will be among the world's largest turbines).		A full analysis of employment creation is set out in in **ES Chapter 27 Socio-Economics and Tourism** (Document reference 6.1.27). With the assumption there are no cost savings resulting from parallel construction, the concurrent construction of SEP and DEP is estimated to generate demand for 1,730 Full Time Equivalent (FTE) jobs each year at the UK level. The benefit to the East Anglia economy is estimated to range from 70 FTE jobs if the construction port is based in the UK study area but outside the East Anglia study area, to 460 FTE jobs if the construction port is based in the East Anglia study area. Assuming there are cost savings resulting from parallel construction, the concurrent construction of SEP and DEP is estimated to generate demand for 1,540 FTE jobs each year at the UK level. The benefit on the East Anglia economy is estimated to range from 60 FTE jobs if the construction port is based in the UK study

			area but outside the East Anglia study area, to 400 FTE jobs if the port is based in the East Anglia study area. SEP and DEP together are estimated to generate an annual gross value added (GVA) contribution of around £28.1 million nationally, of which £15.2 million is captured by the East Anglia economy.

2.21 Health

Feedback ID	Comment	Dev. change?	Response
P2_CP_066; P2_CP_032; P2_CP_058 P2_FF_097	General concern about health	N	As set out in **ES Chapter 28 Health** (document reference 6.1.28) the effects of the projects on both physical and mental health are expected to be negligible.
P2_CP_075	In addition to the effects of the actual construction, the planning process creates stress and anxiety, and this is an ongoing nature: for example, Equinor began its consultation in 2019, with construction due to begin in 2024; thus, even before construction begins, the people of Weybourne will have had this hanging over them for five years.	N	As set out in **ES Chapter 28 Health** (document reference 6.1.28) the effects of the projects on mental health are expected to be negligible.
P2_FF_105; P2_CP_076; P2_CP_160; P2_IL_012; P2_IL_018	General concern regarding the potential health impacts of EMFs	N	All of the proposed technology options for the SEP and DEP export cables and third-party crossing points would be fully compliant with the Government policy. Specifically, all the fields produced would be below the relevant exposure limits. Therefore, there would be no

			significant EMF effects resulting from this proposed development. More information regarding EMFs can be found in **ES Appendix 28.1 Sheringham and Dudgeon Extension Projects EMF Assessment** (document reference 6.3.28.1)
P2_FF_121	Access for walkers and their safety (long term)	N	There will be no permanent closure to PRoWs. Disruption to any recreational routes would be managed to ensure continued safe access for members of the public, and all efforts would be made to minimise any closure durations. For more information see **ES Chapter 19 Land Use, Agriculture and Recreation** (document reference 6.1.19) and the **Outline PRoW strategy** (document reference 9.22)
P2_FF_226	Important to be clear about health impact on large populations	N	Noted. See **ES Chapter 28 Health** (document reference 6.1.28) for information regarding potential health impacts.
P2_FF_317	Equinor has not provided an objective assessment of mental and physical health risks posed to individuals and the population by its activities.	N	See **ES Chapter 28 Health** (document reference 6.1.28) for information regarding potential health impacts.
P2_IL_022	I am writing about my concerns that the SEP and DEP may potentially have on Skoyles Lane and Green Lane in Great Melton in the Yare Valley. This area is very important to me. I lost my [redacted] when I was 15 and when I was 26 I had a very bad reaction to a prescribed medication. This has left me with extreme noise sensitivity, tinnitus and dizziness. 5 years on, my hearing symptoms have not	N	As set out in **ES Chapter 28 Health** (document reference 6.1.28) the effects of the projects on both physical and mental health are expected to be negligible. The work in this area will be temporary; each 1km section of the cable corridor will take approximately four weeks to complete.

	improved. As a result of this, I am seriously restricted in where I can go and what I can do as I find virtually everything too noisy. Sounds which most people are not normally bothered by, such as cars and lawn mowers, have a serious affect on my hearing symptoms. Skoyles Lane And Green Lane are one of the few places that I can go that are peaceful and quiet as there is little through traffic; The area is mainly fields, with just a few houses. Once or twice a week I go for a walk along these lanes with my Mum, then have a picnic on the edge of one of the fields. It is one of the few things left to me that I can enjoy. I find it essential for my mental and physical well being. The area is beautiful and is used to grow crops such as rape seed and sugar beet and has many birds, such as skylarks, kestrels, green woodpeckers, partridges and chaffinches. It is very relaxing being here. When we saw the site notice on the edge of the field about the SEP and DEP our heart's sank. There have been many proposals to urbanise many parts of this area in recent years (we live in the neighbouring village) and this is one of the few places that has so far been left unspoilt. I hope that if any work is done here then the area is put back how it was before. The hedgerows and trees block much of the noise out from Wymondham and the surrounding roads. The crops and wildlife help create a very calming and therapeutic atmosphere.		Following the laying of the cables the land will be reinstated to its prior state, this includes the replanting of hedgerows and trees that were removed during construction.

	If I could no longer visit this place because of work carried out for the SEP and DEP then it would seriously decrease my quality of life and make me very unhappy. I hope that this place will not be ruined.		
P2_IL_024	I would like to discuss the consequences that the proposed pipeline and energy supply will have on my wife in a medical and mental sense. Classed as medically and extremely vulnerable, my wife cannot afford any more stress as she's recently suffered [redacted] This needs constant communication and monitoring from the hospital and any interference could be fatal. The importance of keeping this environment as peaceful as possible is paramount to us, as I hope that I have demonstrated above.	N	As set out in **ES Chapter 28 Health** (document reference 6.1.28) the effects of the projects on both physical and mental health are expected to be negligible. The work in this area will be temporary; each 1km section of the cable corridor will take approximately four weeks to complete. As set out in **ES Chapter 23 Noise and Vibration** (document reference 6.1.23) provided that best practice measures are in place, the project is predicted to have no significant impacts in relation to construction noise.

2.22 Offshore Ring Main

Feedback ID	Comment	Dev. change?	Response
FF_01_079; FF_01_078; FF_01_080; FF_01_034; FF_02_012; FF_03_066; FF_04_002; FF_04_010; FF_04_043; FF_04_052; FF_05_001; FF_05_004; FF_05_013; FF_05_032; FF_05_063; FF_05_075; FF_06_043; FF_01_008; FF_01_579; FF_01_584; FF_01_585; FF_01_578; FF_03_003; FF_02_003; FF_01_608;	General demand for an offshore ringmain to be included a part of the project.	N	The technical nor regulatory frameworks exists at this current time to incorporate an ORM into the project. Whilst the Applicant is supportive of the idea of an ORM it is not possible to include this as part of the project; the ORM concept has not yet been developed and the project timeline has been created to meet government targets. SEP and DEP are designated OTNR pathfinder projects, and as such Equinor is committed to initiatives to encourage coordination in the sector. Pathfinder projects are those that are developing ways to further offshore wind coordination as part of the OTNR, working with the Department for Business, Energy and Industrial Strategy (BEIS) and Ofgem to identify barriers to coordination. The Applicant have committed to reducing impacts on local communities by taking a joined-up approach and bringing together two separately owned offshore wind farm extensions into one single DCO application, which is an industry first. It's the Applicant's intention to install both cables

FF_02_022; FF_02_023; FF_02_002; FF_02_004; FF_02_023; FF_03_007 FF_04_003; FF_05_002; FF_05_011; FF_05_021; FF_05_023; FF_05_044; FF_05_046; FF_05_048; FF_05_058; FF_05_062; FF_05_076; CP_05_005; CP_05_015; CP_05_021; P2_FF_016; P2_FF_063; P2_FF_137; P2_FF_161; P2_FF_167; P2_FF_278; P2_FF_321; FF_01_412; FF_05_079			concurrently within a shared onshore footprint for more information see **ES Chapter 4 Project Description** (document reference 6.1.4).
