

NORTH NORFOLK DISTRICT COUNCIL
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My Ref: NNDC/NV/081217
Date 08 December 2017

Contact: Mr G Lyon

Ruari Lean
Norfolk Vanguard Project Manager
Norfolk Vanguard
The Union Building
51-59 Rose Lane
Norwich
NR1 1BY

Sent by email

Dear Mr Lean

**Norfolk Vanguard Wind Farm
Statutory Consultation under Section 42 of the Planning Act 2008 and Regulation 11 of
Infrastructure Planning (Environmental Impact Assessment) Regulations 2009**

Thank you for your letter dated 27 October 2017 inviting North Norfolk District Council (NNDC), as statutory consultee, to comment on the proposed Norfolk Vanguard wind farm development as set out in the Preliminary Environmental Information Report (PEIR) and supporting consultation materials placed on Vattenfall's website dated October 2017.

This letter should be considered as the formal position of North Norfolk District Council at this time in relation to the PEIR report and these comments are given without prejudice to future consideration by the Council as the project develops.

In setting out the Council's position a report was produced for discussion by the Council's Cabinet at its meeting of the 04 Dec 2017. A copy of the Cabinet report and draft minutes of the meeting are enclosed with this letter.

Cabinet resolved on 04 December 2017 to:

- 1) **Endorse the content of the report as being the Council's formal position and response to the current round of consultation being undertaken in respect of Vattenfall's Norfolk Vanguard offshore windfarm development, and**
- 2) **Re-state the Council's ongoing commitment to discuss and negotiate with Vattenfall to achieve the best outcome for North Norfolk from this major development proposal.**
- 3) **Form a Sub-Committee of the Cabinet which will be tasked with ensuring that the very best possible outcome is achieved for the residents of North Norfolk through developing formal contact with Vattenfall**

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In respect of points 2) and 3) above, the Cabinet meeting on 04 Dec 2017 was well attended by local residents likely to be affected by the proposed development including the cable relay stations near Ridlington and East Ruston. It was clearly evident from the issues raised by local residents that there is a lack of confidence in the way that Vattenfall are managing the consultation process for the Norfolk Vanguard and upcoming Norfolk Boreas wind farm developments. With this in mind the Cabinet have asked me to restate the public engagement and consultation concerns set out at Section 7 of the Cabinet report as follows:

7.2 The District Council recognises the logistical complexity involved in a project of this scale in terms of evidence gathering, public consultation and response and engagement with those who have a legitimate interest in the project. However, it is critically important, both as a matter of fairness and to ensure proper decision making, that the following principles are adhered to:

- i. Vattenfall, and all consultees including in particular potentially affected communities as well as the wider public must have accurate, comprehensive, relevant, understandable and up-to-date information. Without that information, rational and evidence-based decisions cannot be made, rendering the project liable to challenge;*
- ii. It is crucial that Vattenfall address the issues raised by consultees in a timely, comprehensive, rational and evidence based manner so that consultees have a clear understanding of the advantages and disadvantages of any proposal. This is also important to help dispel any confusion or uncertainty about what the project is likely to entail and to help minimise fear in the local community about the impact that significant infrastructure projects such as this can bring;*
- iii. In the event that there is disagreement as to a particular approach or direction, it will be essential that any subsequent decision is securely based on publicly available evidence taking into account public law principles of decision making.*
- iv. Consultation must be, and must be seen to be, genuine. Consultees, including affected local communities, have a right to be heard. They also have the right to have their concerns or issues genuinely considered and to receive adequate and reasonable responses to any concerns advanced. That process may take some time but sufficient time must be allowed if the rights of consultees are not to be adversely affected. Where issues raised cannot reasonably be addressed, it will be for Vattenfall to explain clearly the reasons why not and also provide adequate reasons to support any decision taken.*

7.3 In order to help Vattenfall act consistently with the above suggested principles, the District Council:

- 1) Invites Vattenfall to establish protocols for the dissemination of information and protocols for addressing issues and providing evidence based reasoning in response, to be agreed with the District Council on behalf of its residents;*
- 2) To ensure the agreed protocols can be adhered to, Vattenfall need to ensure adequate resources at appropriate levels of skill and professional expertise; and*

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- 3) *If Vattenfall wish to establish a staff presence at the Council Offices to help meet the above obligations, then the District Council will seek to assist with that request.*

7.4.2 As it stands the available evidence suggests that, in particular, the cable relay stations at either Ridlington (Option 5a) or East Ruston (Option 6a) and the need for noise and landscape mitigation in order to try make those elements of the project acceptable, would likely result in a form of development that would be totally out of character with this relatively intact, historic and highly valued landscape within which many historic assets are located and whose setting would be harmed by the proposal.

7.4.3 Whilst the District Council recognise that Vattenfall do not wish to select a specific transmission system at this stage, the need for cable relay stations associated with a HVAC transmission system and a desire for cable relay stations be situated at a 'near to mid-point' location between the windfarm and substation at Necton mean that the ability to find a suitable site for one/two cable relay stations for the Norfolk Vanguard and Norfolk Boreas schemes is proving highly challenging. The District Council will continue to push Vattenfall to consider more appropriate and less sensitive locations on which to place the cable relay stations. In the absence of a viable alternative, the District Council would suggest that a High Voltage Direct Current (HVDC) transmission system which does not require cable relay stations may be the only suitable option which will not result in long-term significant adverse impacts across the District of North Norfolk.

Notwithstanding the position outlined above, the District Council recognises the need for continued dialogue with Vattenfall in the coming months as the project proposals for Norfolk Vanguard (and also Norfolk Boreas) are refined so as to achieve the best possible outcome for communities in North Norfolk.

With this in mind Members of the Cabinet Sub-Committee would hope to meet with you early in the New Year to better understand Vattenfall's position in proposing use of an HVAC transmission system which requires construction of large cable relay station facilities in the open countryside. I will therefore ask Sandra King of the Council's Corporate Support Team to contact you in the next few days to co-ordinate dates for the Cabinet Sub-Committee to have an initial meeting with you, supported by myself and Steve Blatch, Corporate Director and Head of Paid Services.

Yours sincerely

A handwritten signature in black ink, appearing to read 'G Lyon', with a stylized flourish at the end.

Geoff Lyon (MTCP, MRTPI)
Major Projects Manager

Cabinet



Please Contact: Emma Denny

Please email: emma.denny@north-norfolk.gov.uk

Please Direct Dial on: 01263 516010

24th November 2017

A meeting of the **Cabinet** of North Norfolk District Council will be held in the Council Chamber at the Council Offices, Holt Road, Cromer on **Monday 4th December 2017 at 10.00am**

At the discretion of the Chairman, a short break will be taken after the meeting has been running for approximately one and a half hours

Members of the public who wish to ask a question or make a statement item are requested to notify the committee clerk 24 hours in advance of the meeting and arrive at least 15 minutes before the start of the meeting. This is to allow time for the Committee Chair to rearrange the order of items on the agenda for the convenience of members of the public. Further information on the procedure for public speaking can be obtained from Democratic Services, Tel: 01263 516010, Email: democraticservices@north-norfolk.gov.uk

Anyone attending this meeting may take photographs, film or audio-record the proceedings and report on the meeting. Anyone wishing to do so should inform the Chairman. If you are a member of the public and you wish to speak on an item on the agenda, please be aware that you may be filmed or photographed.

Emma Denny
Democratic Services Manager

To: Mrs S Arnold, Mrs A Claussen-Reynolds, Mr N Dixon, Mr T FitzPatrick, Mr J Lee, Mrs J Oliver, Mr W Northam, Miss B Palmer, Mr R Price, Ms M Prior

All other Members of the Council for information.

Members of the Management Team, appropriate Officers, Press and Public.



**If you have any special requirements in order
to attend this meeting, please let us know in advance**

If you would like any document in large print, audio, Braille, alternative format
or in a different language please contact us

Heads of Paid Service: Nick Baker & Steve Blatch
Tel 01263 513811 **Fax** 01263 515042 **Minicom** 01263 516005
Email districtcouncil@north-norfolk.gov.uk **Web site** northnorfolk.gov.uk

A G E N D A

1. TO RECEIVE APOLOGIES FOR ABSENCE

2. MINUTES

(page 14)

To approve, as a correct record, the minutes of the meeting of the Cabinet held on 30 October 2017.

3. PUBLIC QUESTIONS /STATEMENTS

To receive questions or statements from the public, if any.

4. ITEMS OF URGENT BUSINESS

To determine any other items of business which the Chairman decides should be considered as a matter of urgency pursuant to Section 100B(4)(b) of the Local Government Act 1972.

5. DECLARATIONS OF INTEREST

Members are asked at this stage to declare any interests that they may have in any of the following items on the agenda. The Code of Conduct for Members requires that declarations include the nature of the interest and whether it is a disclosable pecuniary interest.

6. MEMBERS QUESTIONS

To receive oral questions from Members, if any.

7. OVERVIEW & SCRUTINY COMMITTEE MATTERS

To consider reports and recommendations from the Overview & Scrutiny Committee:

The Committee made recommendations regarding Agenda items 9 and 10:

Agenda Item 9: LEISURE CONTRACT PROCUREMENT AND SHERINGHAM LEISURE FACILITY

Recommended to Cabinet:

That Options are kept as flexible as possible as the Project moves forward.

Agenda item 10: NORTH NORFOLK COMMUNITY SPORTS HUB

Recommended to Cabinet:

That officers do further work regarding outreach to the whole District and ensuring that the facility was accessible to all.

8. VATTENFALL NORFOLK VANGUARD OFFSHORE WIND DEVELOPMENT (page 21)

Summary: This report details the District Council's proposed response to the Preliminary Environmental Information Report prepared by Vattenfall in support of its proposed Norfolk Vanguard offshore wind development.

Options considered: Not applicable – the District Council would be disadvantaged in not commenting on these proposals

Conclusions: That North Norfolk District Council should submit a response to the formal process of consultation being undertaken by Vattenfall in respect of its Norfolk Vanguard offshore wind proposal

Recommendation: **Cabinet is asked to:-**

**Cabinet
Decision**

- **endorse the content of this report as being the Council's formal position and response to the current round of consultation being undertaken in respect of Vattenfall's Norfolk Vanguard offshore windfarm development, and**
- **re-state the Council's ongoing commitment to discuss and negotiate with Vattenfall to achieve the best outcome for North Norfolk from this major development proposal.**

To publicly state North Norfolk District Council's position with respect to the impact this major development might have on local communities in parts of North Norfolk.

Cabinet member(s): Cllrs S Arnold & N Dixon
Ward member(s) Happisburgh, Waxham, North Walsham North, North Walsham West, Gaunt, Worstead, Erpingham
Contact Officer Geoff Lyon & Steve Blatch
telephone 01263 516226, 01263 516232
and e-mail: geoff.lyon@north-norfolk.gov.uk ; steve.blatch@north-norfolk.gov.uk

~~9. LEISURE CONTRACT PROCUREMENT AND SHERINGHAM LEISURE FACILITY~~

(page 56)

(Appendix 1 – p.70) (Appendix 2 – p.115)
(Exempt Appendix 1 – p.248) (Exempt Appendix 2 – p.267)

**** NOT FOR PUBLICATION – BY VIRTUE OF PARAGRAPH 3 OF PART 1 OF SCHEDULE 12A (AS AMENDED) OF THE LOCAL GOVERNMENT ACT 1972****

Summary: This report is brought to update members on progress towards a replacement for the Splash Leisure Centre in Sheringham and the procurement of a new Leisure Services Management Contract.

The Council is now at the point where it needs to needs to formalise procurement of a new leisure centre on the Splash site.

Following the completion of a feasibility study by external consultants, the high level financial issues around re-providing a

VATTENFALL NORFOLK VANGUARD OFFSHORE WIND DEVELOPMENT

Summary:	This report details the District Council's proposed response to the Preliminary Environmental Information Report prepared by Vattenfall in support of its proposed Norfolk Vanguard offshore wind development.
Options considered:	Not applicable – the District Council would be disadvantaged in not commenting on these proposals
Conclusions:	That North Norfolk District Council should submit a response to the formal process of consultation being undertaken by Vattenfall in respect of its Norfolk Vanguard offshore wind proposal
Recommendations:	<p>Cabinet is asked to:-</p> <ul style="list-style-type: none"> • endorse the content of this report as being the Council's formal position and response to the current round of consultation being undertaken in respect of Vattenfall's Norfolk Vanguard offshore windfarm development, and • re-state the Council's ongoing commitment to discuss and negotiate with Vattenfall to achieve the best outcome for North Norfolk from this major development proposal.
Reasons for Recommendations:	To publicly state North Norfolk District Council's position with respect to the impact this major development might have on local communities in parts of North Norfolk.

LIST OF BACKGROUND PAPERS AS REQUIRED BY LAW

(Papers relied on to write the report, which do not contain exempt information and which are not published elsewhere)

<https://corporate.vattenfall.co.uk/projects/wind-energy-projects/vattenfall-in-norfolk/norfolkvanguard/>

<p>Cabinet Member(s)</p> <p>Nigel Dixon, Cabinet portfolio holder for Economic Growth</p> <p>Sue Arnold, Cabinet portfolio holder for Planning</p>	<p>Ward(s) affected:-</p> <p>Happisburgh, Waxham, North Walsham North, North Walsham West, Gaunt, Worstead, Erpingham</p>
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Contact Officer, telephone number and email:

Geoff Lyon, Major Projects Manager 01263 516226; geoff.lyon@north-norfolk.gov.uk

Steve Blatch, Corporate Director and Head of Paid Service, 01263 516232;
steve.blatch@north-norfolk.gov.uk

1. Introduction

- 1.1 Norfolk Vanguard is an off-shore wind farm proposal, developed by Vattenfall, which would be located approximately 47km north-east of Winterton, off the Norfolk coast **(see fig 1)**. The Norfolk Vanguard wind farm would have a total generating capacity of up to 1,800 MW (1.8GW) enough electricity to supply approximately 1.3 million homes and to meet approximately 2% of the UK's annual energy demand (domestic, commercial and industrial).
- 1.2 Vattenfall is also developing proposals for a second development, Norfolk Boreas, to the north-east of the Norfolk Vanguard scheme. Norfolk Boreas, would have a similar generating capacity and, combined, the two schemes would be one of the largest offshore wind developments in the world. Proposals for the Norfolk Boreas scheme are approximately twelve months behind the Norfolk Vanguard proposals and will be subject to separate public consultation and consenting processes, although it is anticipated that both schemes will achieve landfall at one location on the Norfolk coast and follow a single cable route and connection into the National Grid at Necton. Except as where indicated, the remainder of this report, concentrates on issues relating to the Norfolk Vanguard proposal.
- 1.3 The precise number, size and model of turbine to be used in the Norfolk Vanguard development and method of transmission will depend upon technology available in the future. Vattenfall have been offered a connection into the UK national electricity transmission infrastructure by National Grid at Necton, to the east of Swaffham (alongside the sub-station facilities developed to support the grid connection for the Dudgeon Offshore Wind scheme), and therefore require to lay underground cables across parts of North Norfolk, Broadland and Breckland so that the electricity generated can connect with National Grid infrastructure **(see figs. 2-5)**.
- 1.4 Norfolk Vanguard is a project that will consist of an offshore generating station(s) with a capacity of greater than 100 MW and therefore is a Nationally Significant Infrastructure Project (NSIP), as defined by Section 15(3) of the Planning Act 2008. As such, there is a requirement for Vattenfall to submit an application for Development Consent to the Planning Inspectorate (PINS) to be decided by the Secretary of State for Business, Energy and Industrial Strategy. This process involves NNDC as a statutory consultee. In the process of developing the proposal to date, Vattenfall has consulted with the District Council on its proposals in the period since the summer of 2016 and has staged two rounds of public consultation in which they have outlined their proposals and identified initial landfall and onshore cable route options. These elements have now been refined to the point that a Preliminary Environmental Information Report (PEIR) has been prepared and is now the subject of formal consultation.

1.5 The District Council is therefore now provided with a formal opportunity to comment on the proposed development and how it might impact upon the District as part of the NSIP process, in advance of formal consideration of the Development Consent application which is anticipated during 2018.

1.6 This report therefore details the District Council's position with respect to the emerging Norfolk Vanguard proposal.

2.0 The Project Proposal (overview)

2.1 The boundary of the Norfolk Vanguard offshore wind development encompasses the:-

- Norfolk Vanguard array area: This is where the offshore wind farm will be located, which will include the wind turbines (up to 257), wind turbine foundations, array cables, and a range of offshore substations and offshore interconnector cables;
- Norfolk Vanguard offshore cable corridor: This is where the offshore export cables will be located;
- Norfolk Vanguard onshore cable corridor area: This is where the onshore export cables, as well as the onshore HVAC cable relay station, if required; and
- Onshore substation and connections to the National Grid.

2.2 Other key components of Norfolk Vanguard could consist of:

- Operations and maintenance facility (to be located at Great Yarmouth);
- Offshore accommodation/facilities platform(s) for service technicians and workers;
- Array cables linking the individual wind turbines to an offshore substation; and
- A High Voltage Alternating Current (HVAC) or High Voltage Direct Current (HVDC) transmission system (yet to be determined) which will transmit the electricity between the turbine field and the National Grid infrastructure. Dependent on the chosen transmission method the associated infrastructure would include including either:

- HVAC:- (See **Fig. 6**)
 - Up to three offshore HVAC collector substation(s);
 - Interconnector cable(s);
 - Offshore export cable(s);
 - Onshore export cable(s);
 - Onshore HVAC cable relay station;
 - Onshore substation; and
 - Grid connection export cable(s)
- HVDC:- (See **Fig. 7**)
 - Up to two offshore HVDC converter stations;
 - Offshore HVDC interconnector cable(s);
 - AC cable connectors from Turbines
 - Offshore HVDC export cables(s);
 - Onshore HVDC export cables(s);
 - Onshore substation; and

- Grid connection export cable(s).

2.3 In addition to the Vanguard proposal, Vattenfall have indicated that, as part of the DCO application, they will also be seeking to obtain consent to undertake some enabling works for the Norfolk Boreas project, these include (where they affect North Norfolk):

- Installation of ducts to house the Norfolk Boreas cables, along the entirety of the onshore cable route from the landward side of the transition pit to the onshore project substation; and
- Landscape and planting schemes designed to mitigate the impacts of both projects.

3.0 Purpose of Consultation

3.1 The application for Development Consent will comprise full details of the development proposal and will be accompanied by an Environmental Statement prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (the 'EIA Regulations') as amended.

3.2 The Preliminary Environmental Information Report (PEIR) has been prepared, the purpose of which is to set out the preliminary environmental information that has been gathered to assess the potential environmental effects of the development and to enable consultees to comment on the proposals.

3.3 This process affords an opportunity for Vattenfall to engage with PINS, statutory and non-statutory consultees during the pre-application process, inviting them to review those assessments undertaken to date and to provide comment, which in turn will inform the EIA process and associated Environmental Statement. Consultation on the PEIR began on 7th November 2017. North Norfolk District Council, as a statutory consultee, has until **11th December 2017** to provide a response to the Preliminary Environmental Information Report findings.

3.4 The Environmental Statement, which will outline the full EIA for Norfolk Vanguard, will be informed by stakeholder responses to this PEIR. The Environmental Statement, which will accompany the application for Development Consent, will be submitted to PINS in Quarter 2 of 2018.

4.0 Elements of the Project Affecting North Norfolk

4.1.1 North Norfolk District Council's jurisdiction extends inland from mean the low-water mark along the coastline. This would include a small section of the proposed offshore cable corridor where it meets landfall. Whilst the precise landfall location has not yet been fixed, this is identified as being in the Cart Gap area, within the Parish of Happisburgh.

4.1.2 The proposed cable route follows a course inland in a westerly direction to the south of the village of Happisburgh, but to the north of Happisburgh Common and would then cross the B1159 to the south of the Ridlington / Walcott crossroads. It is at this point where an onshore High Voltage Alternating Current (HVAC) cable relay station is being proposed with two options being considered by Vattenfall. Option 5a is sited due east of Ridlington whilst Option 6a sits to the south of this in the direction of East Ruston. After the proposed HVAC site(s) the cable route would then proceed to the south of

Ridlington, and then westwards to the south of Witton Bridge, north of Bacton Woods and then to the north of North Walsham, crossing both the North Walsham to Bacton Road and the B1145 North Walsham to Mundesley Road. The proposed cable corridor then passes close to the north-west of North Walsham under the railway line and A149 road between North Walsham and Antingham and onwards towards Aylsham taking a route close to the north of the village of Banningham and then crossing the A140 road to the south of Ingworth before heading into Broadland District Council's area.

4.2 Landfall at Cart Gap, Happisburgh

- 4.2.1 The offshore export cables will make landfall near Cart Gap, Happisburgh. The works at the landfall comprises infrastructure required to bring the offshore export cables through the intertidal area to a location where they can be connected to the onshore export cables. The offshore cables are connected to the onshore cables via Transition Joint Bays/Pits. It is understood that this infrastructure will be provided in fields located beyond the clifftop within an area north of the Cart Gap beach ramp access.
- 4.2.2 Vattenfall have set out that each cable circuit would require a separate transition pit to connect the offshore and onshore cables at the landfall. Therefore, up to six transition pits may be required at landfall. The transition pits would be grouped together and staggered as necessary to allow them to be accommodated within the trenchless crossing zone. Each transition pit would comprise an excavated area of 15m x 10m x 5m, per circuit, with a reinforced concrete floor to allow winching during cable pulling and a stable surface to allow jointing.
- 4.2.3 A temporary enclosure would be provided to allow a controlled environment to be maintained during jointing activities. A small generator could be required to provide the necessary electrical power for the enclosure, any powered jointing equipment and any pumps to manage groundwater.
- 4.2.4 Following cable pulling and jointing activities, the joints would be buried to a depth of 1.2m using stabilised backfill, pre-excavated material or a concrete box. The remainder of the jointing pit will be backfilled with the pre-excavated material and returned to the pre-construction condition, so far as is reasonably possible. Link boxes for each of the required transition pits would also be required for an HVAC solution and may be utilised for a HVDC solution.
- 4.2.5 During landfall works, a construction compound is required on the onshore side of the beach (Vattenfall have identified a landfall compound zone area within which this would be sited). This will house the Transition Joint Bay/Pit works as well as any Horizontal Directional Drilling (HDD) works, including supporting equipment and facilities.
- 4.2.6 Vattenfall have identified two options in respect of bringing the offshore cable on to land. Both options involve Horizontal Directional Drilling (HDD) but one option involves a longer element of HDD whereas the other 'short' HDD option would involve some trench excavation in the tidal area of the beach and there would need to be consideration of how this might affect coastal processes.
- 4.2.7 The works at the landfall would primarily be the same irrespective of whether HVAC or HVDC transmission is selected. Once operational there will minimal visual impact of the landfall infrastructure, (i.e. no buildings) other than a small number of manhole covers.

4.3 Cable Route

- 4.3.1 Within Volume 1, Chapter 5 (Project Description) of the Preliminary Environmental Information Report (PEIR), Vattenfall indicate that the construction of the onshore cable route would typically require a working corridor of approximately 100 metres in width for a HVAC solution and 45m in width for a HVDC solution (**see Fig 8 and 9 below**). At the outer edge of the corridors on both sides would be an area of soil scraped from the corridor route separated in to topsoil and subsoil. These soils would be put back once the cable laying works are completed. Within the HVAC corridor would be two six-metre wide running tracks / haul roads (one in the HVDC solution) along which cable associated traffic would pass. Vattenfall have indicated that, with the inclusion of the ducting for the Norfolk Boras windfarm, the HVAC solution would require twelve separate trenches each carrying three HVAC cables (36 in total). The HVDC would require four separate trenches, each carrying two HVDC cables (8 in total).
- 4.3.2 It should be noted at this stage that Vattenfall are working with a cable corridor of approximately 200m in width which, until the final route is fixed, allows some flexibility *'for the onshore cable route to be located in such a way to minimise potential impacts'*.
- 4.3.3 Whilst much of the route will use the open cut method, Vattenfall have indicated that six areas along the cable corridor within North Norfolk will require the use of trenchless crossing methods including horizontal directional drilling (HDD), auger boring and micro-tunnelling such as crossing under the majority of roads and the North Walsham to Cromer railway line or where there are sensitive environmental considerations which dictate the use of HDD. Each HDD will require a compound at each side of the crossing point to house the HDD rig and the various supporting equipment and components required. Along the cable route in North Norfolk it is proposed to establish two project mobilisation zones, these being north of Lyngate Rd and the North Walsham industrial estate at North Walsham, land at Rectory Road, Suffield; with a third being located on the District boundary with Broadland to the north east of the junction with the A140/B1145 road. These sites will be temporary facilities operational during the construction phase only.
- 4.3.4 The onshore cable route would include joint pits at approximately 800m intervals together with link boxes within 10m of joint pit locations at every second or third joint pit location.
- 4.3.5 Once operational, whilst the cables are shielded, soils around the cables would likely be warmed by heat resulting from electricity transmission along the cable. Minimising the heating effect is critical for efficiency and trenches (whether open cut or HDD) are required to be apart from each other so as to reduce the effect of heating. Once laid the cables would have a typical life span of 50+ years and remain in situ for the lifetime of the project (circa 25-30 years). Given that the cables are ducted, it would be possible to remove the cables after the wind farm has ceased operating but ducting would remain in situ.
- 4.3.6 Whilst the excavation of the cable route and laying of the cables would involve a degree of disturbance during the construction programme (further comment about which is set out below), there would be limited permanent visual impact of the cable route across North Norfolk in the longer term other than possible loss of hedgerow and trees to be removed along the route and visual clues such as way-markers.
- 4.4 High Voltage Alternating Current (HVAC) Cable Relay Station
- 4.4.1 A decision as to whether an AC or DC transmission system is used is yet to be taken and is likely to be dependent upon technological developments and cost issues. At the

present time therefore the project proposals make provision for both technologies which, in the context of an AC system being used, requires the identification of a site for an onshore cable relay station along the route of the onshore cable corridor. This is because long distance, large capacity HVAC transmission systems require reactive compensation equipment to reduce the reactive power generated by the capacitance of the export cable in order to allow the power delivered to the National Grid to be useable.

- 4.4.2 In the early stages of consultation, Vattenfall identified three potential sites on which to locate an HVAC cable relay station (based on the Happisburgh Cart Gap land fall location). These sites are all located to the west of the B1159 road, to the east/southeast of Ridlington and north of East Ruston. Subsequently, the number of sites under consideration has been reduced to two. Both sites are in open countryside, the northern most of which has little natural screening in the form of topography or established areas of woodland or planting and would therefore be particularly visible in the relatively flat, open landscape of this part of the North Norfolk District.
- 4.4.3 Vattenfall have indicated within Volume 1 Chapter 4 (Site Selection and Assessment of Alternatives) that the HVAC cable relay station would need to be located within 5km of the landfall site (as close to the midpoint between the offshore substation and onshore substation as possible). However, in the current PEIR documents, Vattenfall have not clearly set out the technical implications of a HVAC cable relay station being located further inland, other than reference in Volume 1 Chapter 5 para 297 to 'maximise electrical efficiency'. Vattenfall have subsequently confirmed that *'preference is to site the CRS at a 'near to mid-point' location, close to the landfall. The consequences of moving the CRS further inland can be summed up as follows:*
- *More and/or bigger cables would be required in order to transmit the same amount of power*
 - *Losses in the cables would be greater; this difference would result in a large amount of 'lost energy' over the lifetime of the project'.*

Whilst the response from Vattenfall sets out that a location further inland would have a requirement for more reactive power compensation and could therefore result in greater electrical inefficiencies during transmission, it would be expected that Vattenfall would set out the likely technical implications so that a reasonable planning judgement can be reached in considering whether any loss in electrical efficiency can be outweighed by the landscape impacts of a cable relay station at either Ridlington or East Ruston. As there is significant local opposition to the siting of this large infrastructure in an essentially unchanged rural landscape, the District Council would wish to understand why this facility has to be in this location and could not, for example, be sited somewhere closer to the North Walsham industrial estate where the wider landscape impact may not be as significant.

- 4.4.4 Vattenfall have indicated that only one cable relay station would be required for the Vanguard project. This would consist of a three phase reactor per High Voltage Alternating Current (HVAC) circuit (a total of six reactors) with associated outdoor Gas Insulated Switchgear (GIS). Each reactor would be installed in concrete bunds to contain oil leakage and prevent damage to the surrounding area. The precise design of the HVAC cable relay station has not been fixed at this stage but Vattenfall have set out visual representations of how the cable relay station may look within Volume 2 Chapter 29 LVIA Visualisations. These include details of suggested landscape mitigation planting as well as visualisations of the Norfolk Vanguard and Norfolk Boreas cable relay stations as they may look together. Vattenfall has indicated the

following maximum design scenario for the Norfolk Vanguard development (a similar facility could also be proposed if plans for the Norfolk Boreas scheme are also progressed):

Fig. 10 – High Voltage Alternating Current (HVAC) Cable Relay Station dimensions

Element	Maximum
Length of Site (m)	73
Width of Site (m)	135
Maximum Operational Area Total Footprint (sqm)	10,413
Maximum additional temporary construction area (sqm)	15,000
Total Site Area (sqm)	25,413
Tallest Structure (m)	8.0
Access Road Length (m)	1,000
Fencing Height (m)	2.5
Total Construction Time (months)	18

4.4.5 Vattenfall have indicated that no decision has been made regarding the final decommissioning policy once the windfarm is no longer operational and any such station becomes redundant other than to set out that this would likely include:

- Dismantling and removal of electrical equipment;
- Removal of cabling from site;
- Removal of any building services equipment;
- Demolition of the buildings and removal of fences; and
- Landscaping and reinstatement of the site.

4.5 Visible elements out at sea

4.5.1 Vattenfall have stated that the wind farm array itself would not be visible from the North Norfolk Coast.

5.0 Potential Direct Impacts of the proposal

5.1 The potential impacts associated with Norfolk Vanguard scheme on communities in North Norfolk need to be considered in the short to medium term during the construction programme and then, in the longer term during the operational lifetime of the wind farm.

5.2 Impacts during construction would tend to be considered short/medium term and temporary in nature, depending on the timeframe for construction of the wind farm and the number of phases of construction. The level of impact on communities along the route may vary dependent upon the construction programme with particular concerns needing to be considered upon local businesses, especially those operating in the tourism sector and individual agricultural businesses along the route of the cable corridor.

- 5.3 Operational Impacts would generally be considered to be long term or permanent as they would likely endure for the expected 25+ years life of the wind farm and include any cable relay station facility, which would be a permanent feature in the landscape during the lifetime of the development. Such a facility, sited between Ridlington and East Ruston, would therefore have a long-term impact on this part of the district.
- 5.4 Whilst a variety of different issues and impacts would arise, the main likely impacts of the proposal would be in relation to:-
- Landscape & Ecology;
 - Impact on Coastal Management and Coastal Processes;
 - Impacts on Residential Amenity;
 - Noise
 - Light pollution
 - Impacts on the local highway network
 - Impact on Heritage Assets; and
 - Impacts on the local economy including tourism and agriculture

All of which are considered further below.

5.5 Landscape & Ecology Impacts

- 5.5.1 Volume 1, Chapter 29 within the Preliminary Environmental Information Report (PEIR) considers Landscape and Visual Impact Assessment. In considering the assessment of likely impacts Vattenfall have stated:
- The study area for the landfall extends to a radius of 1km around the outer extent of the landfall site.
 - that the cable corridor for the project would be approximately 200m wide and with the study area extending 500m on either side of the outer edge of the cable corridor. This 1.2km band extends along the 60km length of the onshore cable corridor.
 - In order to better understand the wider context to the onshore cable corridor, a contextual study area of 6km (3km either side) has been applied
 - The study areas for the two cable relay station sites extend to a radius of 3km around each site. Vattenfall have stated that the Zones of Theoretical Visibility (ZTV) demonstrate how the visual impact of these cable relay stations would largely be contained within this 3km radius. It should be noted that, while the ZTVs take into account landform and larger woodland blocks, they do not take into account hedgerows and hedgetrees which further reduce the extent of actual visibility.
- 5.5.2 The PEIR considers in detail the differing landscape character types along the route of the cable through North Norfolk. Vattenfall recognise there are broad and varying landscape types but consider that *'The common feature throughout this broad cross section is the extent of the cultivated landscape, whereby almost all these landscapes are characterised by arable farmland. Settlements and roads are an integral feature of these farmed landscapes; settlements being typically small in scale and rural in character, occurring as hamlets, villages and towns, dispersed throughout the landscape; and roads being typically narrow, winding and enclosed by hedgerows or embankments. PRoWs [Public Rights of Way] and other footpaths allow access into many of the rural landscapes and add notably to the experience people have of their*

local landscapes'. Vattenfall has considered the variety of different visual receptors likely to be affected within the 1.2km buffer zone of the cable route including:

- Settlements;
- Roads and Railways;
- Public Rights of Way and other footpaths;

5.5.3 The PEIR sets the maximum design scenario in terms of landscape impacts during the construction phase, operation phase and decommissioning phase.

5.5.4 Vattenfall has set out that they consider the duration of any impacts as follows:

- Short term (0-2 years),
- Medium term (3-5 years), or
- Long term (5 years and more)

5.5.5 In terms of the onshore cable corridor, Vattenfall has set out that this has been developed taking into account a number of constraints; in particular, ecological and landscape. The onshore cable corridor will be completely buried underground for its entire length. Where possible, the refined cable corridor will avoid areas of woodland and trees, or where this is not possible, Vattenfall will seek to minimise tree loss.

5.5.6 Whilst Vattenfall have committed to seek to mitigate landscape impacts through replacement planting of hedges and trees and planting of new areas of landscaping, for example, around the proposed cable relay station, there are constraints which affect replanting. For example, Vattenfall have indicated in respect of reinstatement that *'Hedgerows would be reinstated in the 54m sections where they would have been removed for open-cut trenching, but hedgetrees and trees would not be permitted to be replanted in these sections or 6-10m either side of the 50m cable easement owing to restrictions of planting over cables'*. The Council's Landscape Officer is of the opinion that potentially this will have a significant implication on the residual landscape and visual effects of the onshore cable route. The Landscape Officer is of the opinion that this should be quantified by Vattenfall in order to give a true assessment of how many field trees within hedgerows will be permanently lost and exactly where these will be located. **The District Council considers that further work is required by Vattenfall in establishing the likely impact of tree and hedgerow loss and replanting limits within the cable easement corridors (including around the cable relay station) to ensure the effect on landscape character can be properly quantified.**

5.5.7 In respect of the proposed HVAC Cable Relay Station sites at Ridlington and East Ruston, the District Council is aware of significant local opposition to the siting of this large infrastructure in an essentially unchanged rural landscape (See Section 7.0 below). Notwithstanding the concerns raised at paragraph 4.4.3 above in relation to the absence of clear technical justification for placing the cable relay station in this location, the District Council has a number of concerns about the intended landscape mitigation strategy:

- **Cable Relay Station Sites: Planting Design** The mitigation tree planting around the two CRS sites takes the form of linear strips following field boundaries. It would be more successfully accommodated into the existing landscape if it incorporated blocks of woodland designed to reflect the organic forms of existing woodland groups to the west, rather than rigid plantation style planting;

- **Earth Bunds:** Paragraph 202 of the LVIA chapter describes 'smoothly profiled earthwork bunds' to assist in screening the development. The Landscape Officer considers this to be a really anomalous feature to introduce into this landscape and should be avoided. However 'smoothly profiled' the bunds may be, they will be at odds with the prevailing landscape character. Planting onto bunds is never a good design solution, as moisture will leach down the bund away from the tree or shrub, slowing establishment;
- **Rate of Growth:** The aspirations set out at paragraphs 204 and 205 of the LVIA chapter for the rate of growth of planting is considered to be over-ambitious. The combination of varying ground conditions, exposed sites and prevailing wind will limit this (this position is supported by local knowledge). An estimation of 200mm per annum for core species and 300mm per annum for nurse species would be more realistic. Size of stock has not yet been proposed and should include a mixture;
- **Aftercare:** Aftercare of planting is a key component of landscape mitigation measures and will be critical to the predicted success of the schemes proposed. This does not appear to have been outlined at this stage, but should be fully itemised;
- **Extent of Mitigation Planting:** It would be advisable to consider mitigation planting wider than just immediately around the site. Strategic positioning of planting alongside roads in the wider vicinity could assist in visual mitigation. For example, at the B1159 crossroads with the roads to Happisburgh and Ridlington there may be scope for tree and hedge planting to assist with visual mitigation. A Viewpoint analysis looking west at this road transect location would have been useful in informing this.

5.5.8 The District Council considers that the areas around the proposed HVAC cable relay stations are valued landscapes and further work is required by Vattenfall in establishing the most appropriate landscape mitigation strategy that takes better account of how mitigation would fit with existing local landscape character, takes account of limitations of plant growth rates on the success of landscape mitigation and consideration of landscape aftercare. This equally applies in relation to mitigating noise and visual impacts of the HVAC cable relay stations.

5.5.9 The District Council welcomes the commitment by Vattenfall to undertake trenchless crossing points (HDD) at roads, railways and sensitive habitats. HDD points have currently been identified at the following locations in North Norfolk:

- North of Bacton Woods – Beneath Old Hall Road (C417) and area of woodland
- South of Pigneys Wood – Beneath Hall Lane (C421) and Dilham Canal/River Ant
- North-west of North Walsham at the mainline railway and A149 (Cromer Road)
- At Beck Farm, north of Colby Corner – beneath Suffield or Blackwater beck (avoiding sensitive riparian and woodland habitats)
- At A140 Aylsham Bypass – beneath road and green lane
- River Bure north of Aylsham (mainly in Broadland District)

However, it is suggested that additional HDD points will be required to miss further sensitive habitats and areas where significant/important hedgerows and hedgerow trees will otherwise need to be removed. For example:

- West of The Street, Ridlington (TG 34631 30520) – an area of former grazing pasture and a large ditch network (currently unsurveyed)
- Paston Way cutting (County Wildlife Site) (TG 28631 31559) which links with Pigneys Wood Local Nature Reserve (also option to HDD under B1145 North Walsham Bypass and burial ground) – Paston Way is a former railway cutting

which would require a deep excavated trench to get to the required levels beneath the cutting, plus contaminated land issues and breeding bird issues.

5.5.10 Due to the lack of horizontal directional drilling (HDD) there would appear to be the need to remove a significant number of hedgerows, and hedgerows with mature trees. The majority of the 310 hedgerows identified were species-rich intact hedgerows with trees (89 in total). The PEIR does not highlight which of the hedgerows surveyed are important hedgerows under the Hedgerow Regulations 1997. Furthermore, there are many more boundary features that have not been able to be surveyed due to lack of access, some of which are important landscape features e.g. north of Lyngate (TG 27603 31809). **The District Council recommends that further work needs to be undertaken by Vattenfall to identify those hedgerows/field boundaries that would benefit from trenchless techniques to ensure that these important ecological and landscape features can be retained. This is critical as compensatory planting will not be able to include replacement trees over the buried cable routes.**

5.5.11 **A number of other matters** have been identified by the Landscape Officer which **require further investigation by Vattenfall** including:

- West of The Street, Ridlington (TG 34631 30520) – This area does not appear to have been surveyed in the field as part of the Water Vole, Breeding Birds or Extended Phase 1 survey, yet appears to be existing or former grazing pasture with possible reasonable habitat (semi-improved) and has an extensive ditch network and defined historical field pattern.
- Ancient Woodland – there does not appear to be any mention of Ancient Woodland within the habitat or designated sites section of Appendix 22.1 (Extended Phase 1 Habitat Survey Report), although there are Ancient Woodland sites (or replanted AW sites) adjacent or near to the cable corridor. Have impacts on these designated sites been scoped out of the report?
- The trees along the driveway to Banningham Hall (TG 21592 30236) do not appear to have been identified on the Phase 1 Map. Have these been surveyed for bat roost potential as they are currently in the cable route corridor?
- Welcome the commitment to reduce the working width of the cable corridor to 54m (HVAC) at un-avoidable hedgerow crossings – however further input is desirable into which hedgerows will need to be removed.
- Breeding Birds Surveys – It is not clear within the reports if all features suitable to support breeding birds have been surveyed e.g. hedgerows and areas of scrub, semi-improved grassland. It appears that only the larger areas of habitat capable of supporting breeding birds have been subject to a BBS. This needs to be clarified.
- **Phase 2 Bat Surveys – there appears to be some discrepancies between the classification of the bat features in the table of Annex D of Appendix 22.1 (Extended Phase 1 Habitat Survey Report) and Figure 4 of Appendix 22.1, with features with bat interest labelled as ‘moderate’ on the maps (figure 4) but as ‘low’ on the table, e.g. Bat Reference Feature 146, 148 and 235 (for example). It is not clear therefore whether these features have been scoped into the Phase 2 activity surveys for bats. This is particularly important for features around Paston Barn, Edingthorpe and Bacton Woods. Furthermore, it is not clear from the maps provided in Annex A, Figure 4, where the linear features of low, moderate and high suitability for commuting and foraging bats are, and which of these have been included in the Phase 2 activity surveys.**
- **There could be significant limitations to the bat activity surveys as a result of the lack of access to identified areas with suitability for commuting and**

foraging bats and also due to missing out key commuting routes from Paston barn. The bat activity survey report and the survey methodology in the vicinity of Paston Barn, Edingthorpe and Bacton (Witton) Woods should make reference to the existing radio tracking data for the Paston barn colony undertaken by the Norfolk Barbastelle Study Group to justify where surveys have or have not been carried out and if not, why not. Further consideration needs to be given to the cable corridor north of Bacton Woods as possible further survey work may need to be carried out. The Paston bat colony are known to commute to and forage in the woods accessing the woods from the north and Edingthorpe. To date there is no information on the impacts of the cable construction on the commuting patterns of the Paston barn bats.

- Acknowledge that the cable corridor is currently defined as 200m wide which will be refined to allow the actual 100m wide cable route to be located in such a way to avoid sensitive features such as mature trees and take into account land owner preferences etc. It is not however clarified whether landowner preferences will override the requirement to avoid sensitive ecological features. A balance will be required to take into account the sensitivity of potential features and landowner preferences.
- General concern that only 50% of the cable route has been surveyed in the field, which could mean that many important ecological features may have been missed.
- Unable to comment on the results of many of the ecological surveys as the results have yet to be inputted into the PIER report.

5.5.12 In terms of long term and permanent effects on the landscape, there will be a need to provide appropriate landscape mitigation particularly where open cut trenches affect field boundaries and landscape features such as mature trees. Vattenfall has indicated they will seek to do this but this would need to be set out within the mitigation strategy. **Where possible, the District Council would expect Horizontal Directional Drilling (HDD) to be used if routes through sensitive woodlands or landscapes cannot be avoided.**

5.5.13 In terms of delivering wider public benefits, there may be opportunities for Vattenfall to fund wider landscape mitigation to repair historical damage to field boundaries resulting from modern agricultural practices and to enhance local landscape character. This would also have the added benefit of helping improve biodiversity. Wider landscape enhancement could also improve the quality of walking and cycling opportunities in the countryside and enhance tourism to the benefit of the wider economy.

5.6 Impact on Coastal Management and Coastal Processes

5.6.1 Volume 1, Chapter 8 within the Preliminary Environmental Information Report (PEIR) sets out Marine Geology, Oceanography and Physical processes which captures the landfall element and coastal processes aspects of the project including Appendix 4.1 Coastal Erosion Study.

5.6.2 The Council's Coastal Manager considers that the report appears to cover the topic areas in relation to coastal erosion. The Coastal Erosion study presented is much in line with the current adopted position of NNDC (and draws from documents commissioned and used by NNDC). It is however the wind energy operator who ultimately takes responsibility for decisions regarding risks to infrastructure in consideration of historical coastal trends, coastal monitoring data, indicative erosion and flood risk and potential impacts of sea level rise.

- 5.6.3 **In respect of the Construction Phase, the Council's Coastal Manager considers that the horizontal directional drilling (HDD) long exit option is preferred as it would prevent any clear interference with coastal processes.** The HDD short exit option has the potential to have short term impacts on processes and beach stability. Local experience indicates that where beach is disturbed through mechanical means, there can be some additional losses of beach material during this disturbance and a short period following until the substrate has fully consolidated. This may be mitigated to some extent through a short construction window and adopting appropriate works timings and methodologies.
- 5.6.4 **In respect of the Operation Phase, the Council's Coastal Manager considers that as there is a preference for buried cabling in the seabed in the nearshore, there are limited concerns with regards to wider impacts to coastal erosion/processes during operation. The PIER suggests that buried cabling is preferred in all but incompatible circumstances, if it was not possible to bury cabling in the nearshore environment, further consideration would be required.** One area where issues could arise is ensuring the depth of cable under the foreshore is sufficient to prevent uncovering as the cliff, beach and shore platform erodes (and lowers) over time. This may be more likely under the short HDD exit option. A post construction monitoring plan should identify such risks and ensure appropriate coastal monitoring of coastal processes to ensure early identification of issues and timely remediation should they occur.
- 5.6.5 In respect of the Decommissioning Phase, the Council's Coastal Manager has set out that queries were raised regarding decommissioning in earlier rounds of consultation. There is recognition in the documentation that there will need to be further consideration of this factor, however, in the coastal zone it is important to gain early understanding and commitment of a funded decommissioning plan. The PIER identifies that the cabling can simply be pulled from the ducting for disposal, however, there should be recognition that as the coast erodes, there is a risk that the seaward, and, over the long term, landward duct and infrastructure will be exposed and will require removal. Currently there are no funded mechanisms for the removal of historical/redundant infrastructure as it is exposed via erosion and as such these burdens often fall to the Local Authority. Long term arrangements would be beneficial to ensure that such implications do not, through default, fall to future generations of local government.
- 5.6.6 In terms of the other opportunities, the Council's Coastal Manager has noted that, should consents be granted there may be opportunities during construction to provide some benefits to the coastal zone. The foreshore between Happisburgh ramp and Cart Gap is largely either open coast or protected by a sea wall and groyne field. At the point of interchange between open and defended coast are sections of remnant and largely redundant coastal defences which provide little or no protection. Such remnants significantly detract from the visual appearance of the beach area whilst also posing a potential hazard to beach/marine users. Further extents of such defences run to the North of Happisburgh village although this section is currently in a less deteriorated state and currently provides a level of erosion protection. Should opportunities arise during construction and it is agreed at a local level, the removal of these redundant structures could generate environmental gains, particularly if coupled with community based coastal adaptation initiatives (where applicable). A further opportunity has been identified at the western end return of the Cart Gap sea wall. This end section of seawall has suffered from cliff scour and a significant void between the cliff and defence is now present. Should appropriate locally generated clean spoil requiring disposal be generated during construction, it could be considered beneficial

to reuse these materials to infill behind this sea wall. This would be subject to necessary licences but could prevent otherwise locally useful materials being transported longer distances for disposal and provide additional erosion protection in this location.

- 5.6.7 **In conclusion, the Council considers that the PEIR is addressing the main areas relevant to coastal management and coastal processes near landfall relevant for consideration by North Norfolk District Council but there may be opportunities for further improvement as set out above. The horizontal directional drilling (HDD) long exit option is preferred when bringing the offshore cable onto land.**

5.7 Impacts on Residential Amenity – Noise

- 5.7.1 Volume 1, Chapter 25 of the Preliminary Environmental Information Report (PEIR) considers Noise and Vibration.
- 5.7.2 Vattenfall recognise within the report that construction and operational noise and vibration have the potential to create adverse impacts. The Noise and Vibration chapter sets out the legislation, guidance and policy applicable and sets out the proposed assessment methodology. Vattenfall have identified noise receptor locations along the route of the cable (including around the cable relay station sites) and have undertaken a number of noise surveys in order to establish the baseline position.
- 5.7.3 In terms of the intended approach to noise and vibration the Council's Environmental Protection Manager is *'generally happy with the approach that has been taken and the background readings taken seem to reflect the nature of the noise within this locality. They have highlighted a number of noise issues that need to be addressed through design and I would suggest that most of these are going to be achievable'*. However there are some areas which will require further consideration and these issues are set out below:

5.7.4 Cable laying – Open Trench

Experience from other on-shore cable laying processes that have taken place in the District indicate that the impacts from open cut trenching are generally localised, short in duration and usually only occur during daylight hours. As such, whilst further detail is still to be provided as to specifics of the construction process, **the Council's Environmental Protection Manager is content with the work being undertaken by Vattenfall for assessing noise impacts from cable laying activity.**

5.7.5 Cable Laying – Horizontal Directional Drilling (HDD)

The HDD process involves mechanical drilling which can create noise and vibration impacts. At this stage, whilst a number of trenchless crossing locations have been identified, a final decision has not been made by Vattenfall about where the use of HDD is to be proposed and therefore it will be important for the final Environmental Statement to set out these details and identify the vibration and noise sensitive receptors that could be affected and any mitigation that may be necessary to minimise adverse impacts.

5.7.6 HVAC Cable Relay Station

Currently two cable relay station options are being considered by Vattenfall at locations near to Ridlington and East Ruston. In terms of assessing potential noise impacts it is recognised that existing background noise levels are low in this predominantly rural area around the cable relay stations sites. This presents a significant design challenge for Vattenfall in seeking to develop a HVAC solution which does not result in unacceptable noise impacts during the operational phase.

- 5.7.7 Vattenfall have stated that they *'are committed to providing a final design of the project which is able to meet the rigorous standards of low noise emissions expected by both the UK regulatory bodies and stakeholders.....there are many proved mitigation options that, through the detailed design process, can be combined to create a design that will comfortably meet the required low noise emissions'*.

Vattenfall go on to suggest that *'Mitigation could take the form of a combination of noise barriers, bunds, enclosures, a change in site layout (e.g. location of static noise sources) and a change in plant selection at procurement stage'*.

- 5.7.8 In finding a final design solution for the HVAC site (both for the Vanguard wind farm individually and cumulatively with the Norfolk Vanguard and Boreas wind farms), the Council's Environmental Protection Manager has concerns about the extent of the difference between the potential noise from the combined HVAC option and existing background noise levels. Vattenfall predict a requirement to mitigate approximately 20 dBA in the worst case scenario. The Council's Environmental Protection Manager considers this to be a big gap to close through design. Whilst Vattenfall have stated that will achieve the highest of standards possible, it would be good to establish what exactly they are proposing. The Council's Environmental Protection Manager would be looking to achieve as close to background as possible and *'would want to see no more than 3dB above background at the absolute worst. The issue [Vattenfall] will have is the very low background noise within this locality especially at night'*.

- 5.7.9 **In coming to a design solution to mitigate noise, Vattenfall will need to consider very carefully the associated visual impact of any mitigation and consideration of impacts on landscape character (see Landscape & Ecology Impacts above).**

- 5.7.10 During the current public consultation process the Council have been made aware of public comments regarding the impact of the cable route and HVAC cable relay stations. The Council's Environmental Protection Manager has considered these comments (including those of the occupier of Tithe Barn nearest to the East Ruston HVAC cable relay station) and has noted that *'the report does address and models the possibility of co-located HVAC sites. It also gives some indicative noise levels. In terms of the noise monitoring and it not taking into account the road noise, I think the report does have some monitoring locations next to roads but there are other locations used which I feel reflect the nature of the noise environment in the locality and do not feel the road noise assessments have elevated the overall background noise levels used for the modelling'*.

- 5.7.11 **Overall Council's Environmental Protection Manager is generally content with the steps being taken by Vattenfall to assess and consider noise and vibration impacts but does have concerns about the significant difference in sound pressure levels from the HVAC cable relay stations (both individually and cumulatively with the Vanguard and Boreas windfarms) that need to be designed**

out and whether this is realistically achievable whilst meeting other planning requirements.

- 5.7.12 **The District Council would expect the opportunity for further dialogue with Vattenfall to secure a satisfactory solution for the HVAC booster station which addresses and mitigates potential noise impacts (in addition to discussions relating to planting and visual impact on the wider landscape).**

5.8 Impacts on Residential Amenity – Light Pollution

- 5.8.1 At this stage Vattenfall have not fully worked up the design for the HVAC cable relay station and is not in a position to confirm that external lighting will not be required for the operational phase of the development. **However, the District Council are satisfied that external lighting can be adequately controlled through imposition of appropriate conditions** at Development Consent Order stage and lighting would therefore be unlikely to adversely affect residential amenity.

5.9 Impact on Local Highway Network (including public rights of way)

- 5.9.1 Volume 1, Chapter 24 of the Preliminary Environmental Information Report (PEIR) considers Traffic and Transport issues. The report looks at assessment methodology, the existing environment and potential impacts including cumulative impacts of the Norfolk Vanguard and Norfolk Boreas windfarm schemes.
- 5.9.2 The report sets out the worst-case traffic scenario for HGV and construction personnel for different aspects of the project including landfall zone, cable relay station options and the onshore cable corridor. Vattenfall identify a number of locations in North Norfolk where there is high and medium sensitivity to additional HGV and other traffic generated by the proposal. Vattenfall set out in the PEIR that the construction phase will generate the greatest number of vehicle movements with potential impacts of severance, pedestrian amenity, road safety and driver delay. These impacts will require further consideration together with identification of any mitigation strategies.
- 5.9.3 Vattenfall have indicated that the level of vehicles generated during the operational and maintenance phase will be very low and irregular, only a few vehicle movements per week. Whilst those movements during the decommissioning phase are yet to be identified it is expected that these will be lower than those during the construction phase but these will need to be quantified as part of the assessment of impact on the local highway network.
- 5.9.4 **The District Council recognises that the majority of traffic movements associated with the proposal will occur during the construction phase and would expect Vattenfall to work with the District Council, the Highway Authority and local communities affected to seek to minimise any adverse impacts through appropriate mitigation strategies.**

5.10 Impact on Heritage Assets

- 5.10.1 Volume 1, Chapter 2 of the Preliminary Environmental Information Report (PEIR) considers Onshore Archaeology and Cultural Heritage

- 5.10.2 The report, associated figures and appendices identify the large number of designated and non-designated heritage assets along the route of the proposed cable including around landfall locations and locations for cable relay stations. The report recognises the statutory duties in relation to considering the impact of proposed development on heritage assets including impact on setting. Whilst it is clear that extensive work has been undertaken by Vattenfall in identifying the heritage assets likely to be affected, at this stage until a number of design solutions have been identified it is extremely difficult to assess the likely impacts on heritage assets, particularly in relation to how development will affect setting such as at HVAC cable relay station locations.
- 5.10.3 Given the statutory protection afforded to heritage assets, having a clear understanding of likely harm to heritage assets resultant from this development is important in order for the Planning Inspector to establish the correct weight that should be afforded to heritage protection when balanced against wider public benefits associated with the development.
- 5.10.4 **The District Council recognises that steps have been taken by Vattenfall to identify heritage assets likely to be affected by the proposal. This would appear to have primarily been in the form of a desktop assessment exercise and therefore extensive further work is required once final design options are developed so that a full understanding of heritage impact can be set out including consideration of any cumulative impacts especially where many number of heritage assets could be affected collectively by proposed elements of the scheme such as at the cable relay station locations.**

5.11 Anticipated timescale for completion

- 5.11.1 Within Volume 1, Chapter 5 of the Project Description, Vattenfall has sought to set out the anticipated project timescales for the offshore construction elements and an indication of the landfall and the onshore construction programme. Vattenfall have made clear in relation to offshore elements that the project could be delivered in a single phase (1 x 1.8GW), as two phases (2 x 900MW phases) or in three phases (3 x 600MW phases). However, in determining which is the likely option for construction Vattenfall go on to state that *'Project construction is highly dependent on funding mechanisms to drive financial investment decisions and therefore, the construction periods could be elongated or shortened by government funding decisions. The final design (e.g. number of turbines, platform, cables, etc.) will also affect the construction programme as well as weather conditions during construction. An overall offshore construction window of three to seven years is estimated. Offshore working hours during construction are anticipated to be 24/7'*.
- 5.11.2 In relation to the onshore construction programme, Vattenfall have set out the onshore construction timetable for a three phased construction programme assuming High Voltage Alternating Current transmission is used. This suggests an onshore construction window of seven years (2020 to 2026) albeit that Vattenfall's observations about government funding decisions potentially affecting the offshore programme would also likely impact upon how the onshore programme is undertaken (**see Fig. 11 below**). No clear indication of the likely project timescales for a High Voltage Direct Current transmission system have been provided and this makes it harder to assess/compare the benefits/disbenefits of a HVAC construction programme compared with a HVDC construction programme.

Fig. 11 – Indicative Onshore Project Construction Programme (HVAC)

Activity	2020	2021	2022	Year 2023	2024	2025	2026
Landfall							
Duct Installation							
Cable Pull, Joint and Commission							
Phase 1							
Phase 2							
Phase 3							
Onshore Cable Corridor							
Preconstruction Works							
Duct Installation Works							
Cable pull, joint and commission							
Phase 1							
Phase 2							
Phase 3							
Onshore Project Substation and Cable Relay Station							
Preconstruction works							
Primary works							
Electrical plant installation and commission							
Phase 1							
Phase 2							
Phase 3							

5.11.3 Part of the proposal for the Norfolk Vanguard windfarm includes constructional elements relating to the Norfolk Boreas scheme including the laying of ducting within which future cabling would be pulled through. What is not clearly set out within the Vanguard PEIR is the expected cumulative construction programme for both the Norfolk Vanguard and Norfolk Boreas schemes. This is important in understanding the cumulative projected construction timetable and whether this would extend the predicted time frame beyond the seven years for the Norfolk Vanguard scheme.

5.11.4 **The District Council would ask Vattenfall to provide greater clarity regarding the cumulative anticipated construction timetable if the Norfolk Vanguard and Norfolk Boreas schemes are delivered together as a single, two or three phase project or other likely construction scenario(s) so that the impact during the construction phase can be properly quantified. This should include construction timetables for HVAC and HVDC transmission systems. This request equally applies when considering decommissioning phases at the end of the life of the project.**

5.12 Impacts on Local Economy – Tourism

5.12.1 The Norfolk Vanguard scheme proposes landfall at Cart Gap, Happisburgh and the laying of underground transmission cables westwards through North Norfolk to the district boundary with Broadland to the north of Aylsham. Whilst the District Council acknowledges that the long-term impacts of the project in North Norfolk will be pretty benign, except for the siting of any proposed HVAC cable relay station between Ridlington and East Ruston and the potential loss of existing landscape cover along the cable route; the District Council believes that the construction works programme will have a potentially significant impact on tourism businesses in the immediate area of Happisburgh and areas in close proximity to the cable relay station locations as well as along key construction traffic access routes.

5.12.2 **Whilst the District Council recognises that construction of the landfall, cable route and cable relay station(s) will have an impact on the local area, it believes this should be kept to an absolute minimum through sound project management and detailed consideration of the timing of the works – for example if the construction programme for the cable relay stations was for an 18 month programme the District Council would hope that the works could be programmed such that they would extend over two winter periods and only one summer season; so as to minimise the impact upon tourist visitors and businesses.**

5.13. Impacts on Local Economy – Agriculture

5.13.1 The whole length of the cable corridor in North Norfolk passes through good quality agricultural land, the majority of which is under arable cropping. The District Council understands that landowners along the route of the cable corridor would be compensated for the land required for the cable route and some form of disturbance allowance for loss of income generated from the land for the duration of the contract to lay the cables.

5.13.2 The District Council is aware, through the delivery of earlier offshore wind cable routes across North Norfolk, that there might be different impacts on farm businesses of compensation payments made to tenant farmers, relative to principal landowners, and would ask Vattenfall to carefully consider the interests of such farmers so that their businesses aren't disadvantaged through payments made to landowners without reference to the tenant farming enterprise.

5.13.3 **However, the District Council would also expect Vattenfall to liaise with farmers, landowners and their contracting partners in order to minimise the wider impact of the construction works programme on planting, harvesting operations etc in terms of vehicular access along very narrow roads, so that time critical operations such as harvesting around weather windows are not compromised.**

5.14 Impact on local fishermen

5.14.1 The District Council is aware of the significant impact which the surveying and offshore cable works can have on local inshore fishermen and asks that Vattenfall carefully considers how any programme of works can be scheduled so as to minimise the impact of any offshore works on local fishing businesses, both fishermen and local processing businesses, the latter of which have not previously been considered when compensation payments have been made to fishermen in lieu of their being able to go to sea and yet the reduction in catch has had impacts on their processing businesses within the local area.

5.15 Other Impacts

5.15.1 The Preliminary Environmental Information Report (PEIR) considers a range of other issues including:

- Water Resources and Flood Risk;
- Aviation and Radar
- Health Impacts
- Air Quality
- Ground Conditions and Contamination

5.15.2 Based on the information available, the District Council are satisfied that these matters are being adequately considered by Vattenfall in the preparation of the Environmental Statement to be submitted as part of the future Development Consent Order.

6.0 **Public Benefits**

6.1 National

6.1.1 North Norfolk District Council recognises the public benefits which will be derived nationally, and indeed internationally, through the development of offshore wind electricity generation and has previously worked with developers of similar schemes off the North Norfolk Coast – particularly the Sheringham Shoal and Dudgeon schemes, both of which have achieved landfall at Weybourne and seen the accommodation of onshore cable routes across the District. Further, the construction of the Sheringham Shoal development was project managed from Wells-next-the-Sea and the operations and maintenance support for this development is provided from Egmere (Walsingham) and through the Port of Wells, providing long-term local benefits for the North Norfolk area in terms of jobs and related expenditure. **As a matter of principle therefore the District Council has previously indicated its support for offshore wind developments off the North Norfolk Coast in terms of the contribution such developments make to UK energy supply. However, the District Council does have serious concerns over the potential impact of elements of the proposed Norfolk Vanguard scheme on communities in the district and would wish to see much better engagement by Vattenfall with the Council and local communities to establish if amendments can be made to their proposals, particularly with respect to the cable relay station infrastructure proposed between Ridlington and North Walsham.**

6.2 Public Benefits / Impacts – Local

6.2.1 As noted above, whilst **North Norfolk District Council supports the principle of offshore wind developments it has some significant concerns about the impact of the proposed onshore cable relay station proposed for the Norfolk Vanguard development which it believes will have a major impact on the communities of Ridlington and East Ruston; as well as potential impacts on local tourism and agricultural economy in North Norfolk with no real compensating benefits being realised in the local area, through long-term jobs or contracts being seen locally in North Norfolk.**

- 6.2.2 The District Council believes that the greatest (onshore) impact of the Vattenfall (Norfolk Vanguard and Norfolk Boreas) developments will be on agricultural and tourism businesses in North Norfolk and that the project therefore needs to consider practical measures to minimise such impacts through sound construction programme management. At this stage there still remains uncertainty as to the cumulative construction timescale and resultant impacts of the Norfolk Vanguard and Norfolk Boreas schemes. Furthermore, in light of the emergence of significant concern about how the cable relay station(s) can be appropriately mitigated in terms of noise attenuation and whether suitable landscape mitigation is achievable for these aspects of the project having regard to current relatively unchanged and highly valued landscape, it is strongly recommended that Vattenfall consider alternative options for the cable relay station to be located in a less sensitive and more appropriate location.
- 6.2.3 Whilst the District Council are aware of the desire of Vattenfall to locate cable relay stations as close to the halfway point between the offshore windfarm and the onshore substation at Necton, the technical constraints in managing reactive power associated with the High Voltage Alternating Current transmission system need to be balanced against the resultant wider adverse impacts associated with the current intended locations of the cable relay stations. The District Council would suggest that clear evidence be presented as to the loss of power associated with relocating the cable relay stations to a less sensitive location so that a planning judgement can be made based on sound factual evidence. It is simply not good enough, in light of serious concerns about the suitability of cable relay station sites at Ridlington and East Ruston, for Vattenfall to say it is not possible to relocate the cable relay stations without evidence to back up that assertion.
- 6.2.4 In light of the concerns above, evidence is mounting to suggest there is a compelling case for the Development Consent Order process to consider that, because of the significant adverse impacts associated with HVAC transmission, HVDC transmission should be used which negates the need for the contentious cable relay stations.
- 6.2.5 The District Council would ask both Vattenfall and the Government to be mindful of the need to minimise impacts on the North Norfolk economy, particularly as there is very little potential for the area to benefit from any new jobs or contracts associated with the development, which it is understood is likely to be supported through its development and operations and maintenance phases from established facilities outside of North Norfolk.

6.3 Potential Mitigation

- 6.3.1 As part of the proposal, it is understood that Vattenfall are considering the establishment of a Community Benefits Fund. Similar schemes have been established as part of the Sheringham Shoal and Dudgeon developments, the former of which is managed by the Norfolk Community Foundation and which is open to charities, community groups, parish and town councils, educational institutions and other non-profit organisations working in the North Norfolk area. The Sheringham Shoal fund aims to award half of the funding to Wells-next-the-Sea and the surrounding area with the remaining funds being available to the wider North Norfolk area. The Dudgeon off-shore wind farm community fund has not yet commenced.
- 6.3.2 Given the scale of the impacts on North Norfolk anticipated in connection with the Norfolk Vanguard scheme, particularly of any cable relay station constructed between

Ridlington and East Ruston, and any extended construction programme, the District Council would look to discuss with Vattenfall some form of impact mitigation / community benefit for the District moving forward. This could be related to the adoption of emerging technologies around electric vehicle charging and renewable energy solutions for the public estate in North Norfolk, for example through delivery of new leisure facilities. The District Council would expect further discussion with Vattenfall regarding potential mitigation opportunities as the project progresses.

7.0 Public Engagement & Consultation

7.1 The District Council has a duty to serve the wider interests of its local communities and District Councillors share many of the local resident concerns about the effectiveness of engagement by Vattenfall in relation to the Norfolk Vanguard and Norfolk Boreas windfarm proposals.

7.2 The District Council recognises the logistical complexity involved in a project of this scale in terms of evidence gathering, public consultation and response and engagement with those who have a legitimate interest in the project. However, it is critically important, both as a matter of fairness and to ensure proper decision making, that the following principles are adhered to:

- i. Vattenfall, and all consultees including in particular potentially affected communities as well as the wider public must have accurate, comprehensive, relevant, understandable and up-to-date information. Without that information, rational and evidence-based decisions cannot be made, rendering the project liable to challenge;
- ii. It is crucial that Vattenfall address the issues raised by consultees in a timely, comprehensive, rational and evidence based manner so that consultees have a clear understanding of the advantages and disadvantages of any proposal. This is also important to help dispel any confusion or uncertainty about what the project is likely to entail and to help minimise fear in the local community about the impact that significant infrastructure projects such as this can bring;
- iii. In the event that there is disagreement as to a particular approach or direction, it will be essential that any subsequent decision is securely based on publicly available evidence taking into account public law principles of decision making.
- iv. Consultation must be, and must be seen to be, genuine. Consultees, including affected local communities, have a right to be heard. They also have the right to have their concerns or issues genuinely considered and to receive adequate and reasonable responses to any concerns advanced. That process may take some time but sufficient time must be allowed if the rights of consultees are not to be adversely affected. Where issues raised cannot reasonably be addressed, it will be for Vattenfall to explain clearly the reasons why not and also provide adequate reasons to support any decision taken.

7.3 In order to help Vattenfall act consistently with the above suggested principles, the District Council:

1. Invites Vattenfall to establish protocols for the dissemination of information and protocols for addressing issues and providing evidence based reasoning in response, to be agreed with the District Council on behalf of its residents;
2. To ensure the agreed protocols can be adhered to, Vattenfall need to ensure adequate resources at appropriate levels of skill and professional expertise; and
3. If Vattenfall wish to establish a staff presence at the Council Offices to help meet the above obligations, then the District Council will seek to assist with that request.

7.4.1 District Council Provisional Conclusion following Initial Consideration

7.4.2 The District Council is very aware of local resident/business concerns in and around the proposed cable relay station sites at Ridlington and East Ruston and is also aware that a campaign group known as N2RS (No To Relay Stations (in Open Countryside)) has been established to oppose the idea of cable relay stations in the open countryside.

7.4.2 **As it stands the available evidence suggests that, in particular, the cable relay stations at either Ridlington (Option 5a) or East Ruston (Option 6a) and the need for noise and landscape mitigation in order to try make those elements of the project acceptable, would likely result in a form of development that would be totally out of character with this relatively intact, historic and highly valued landscape within which many historic assets are located and whose setting would be harmed by the proposal.**

7.4.3 **Whilst the District Council recognise that Vattenfall do not wish to select a specific transmission system at this stage, the need for cable relay stations associated with a HVAC transmission system and a desire for cable relay stations be situated at a 'near to mid-point' location between the windfarm and substation at Necton mean that the ability to find a suitable site for one/two cable relay stations for the Norfolk Vanguard and Norfolk Boreas schemes is proving highly challenging. The District Council will continue to push Vattenfall to consider more appropriate and less sensitive locations on which to place the cable relay stations. In the absence of a viable alternative, the District Council would suggest that a High Voltage Direct Current (HVDC) transmission system which does not require cable relay stations may be the only suitable option which will not result in long-term significant adverse impacts across the District of North Norfolk.**

8.0 Implications and Risks

8.1 The implications and risks to parts of the North Norfolk District arising from this proposed development are detailed in this report.

9.0 Financial Implications and Risks

9.1 There are no direct financial implications for the District Council arising from this report.

10.0 Sustainability

10.1 This report details a proposed renewable energy development and outlines the potential impacts on parts of the North Norfolk District.

11.0 Equality and Diversity

11.1 There are no direct equality and diversity issues arising from this report.

12.0 Section 17 Crime and Disorder considerations

12.1 There are no crime and disorder issues arising from this report.

Fig. 1 – Norfolk Vanguard Offshore Windfarm Location

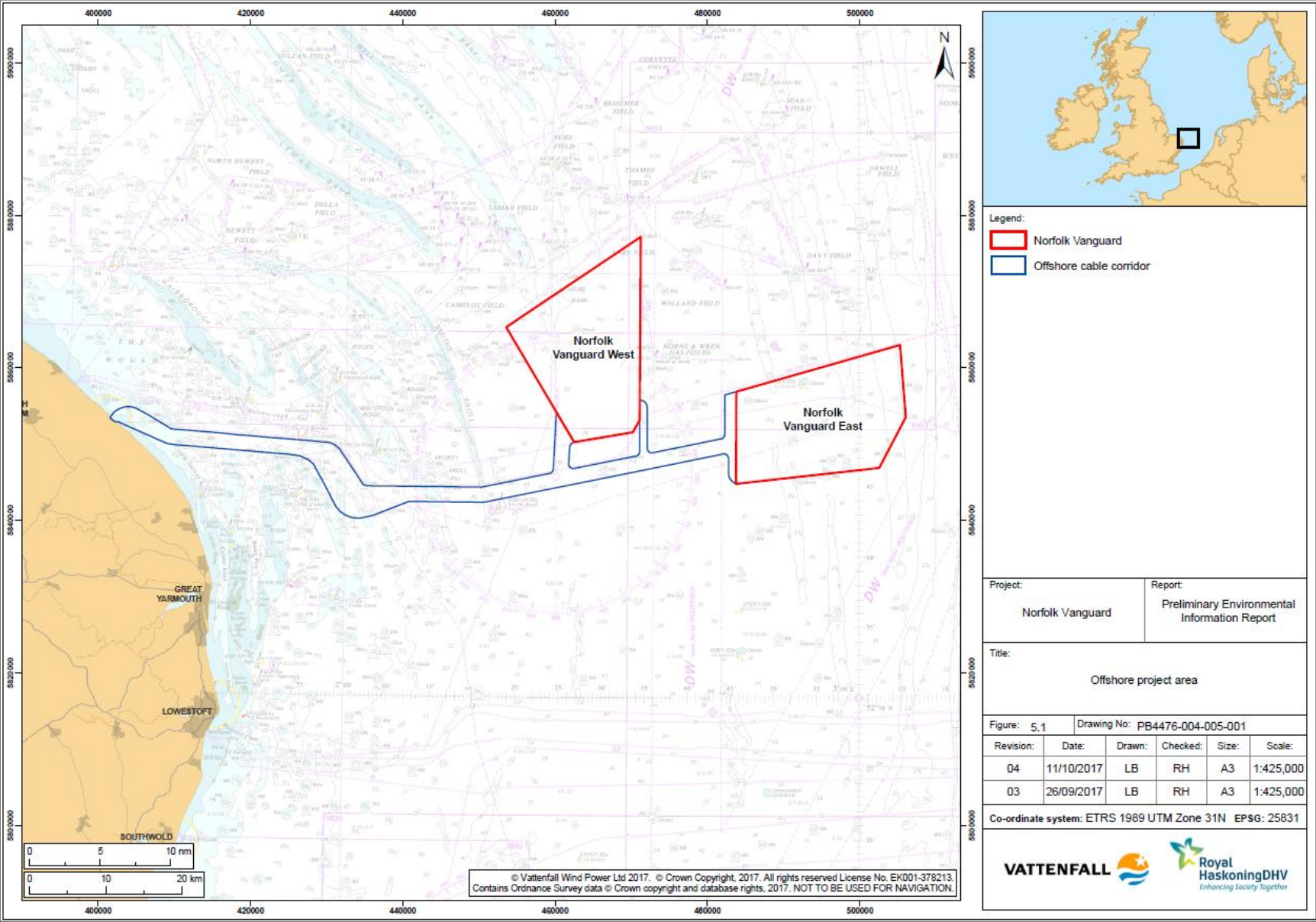


Fig. 2 – Cable Landfall at Happisburgh to North Walsham

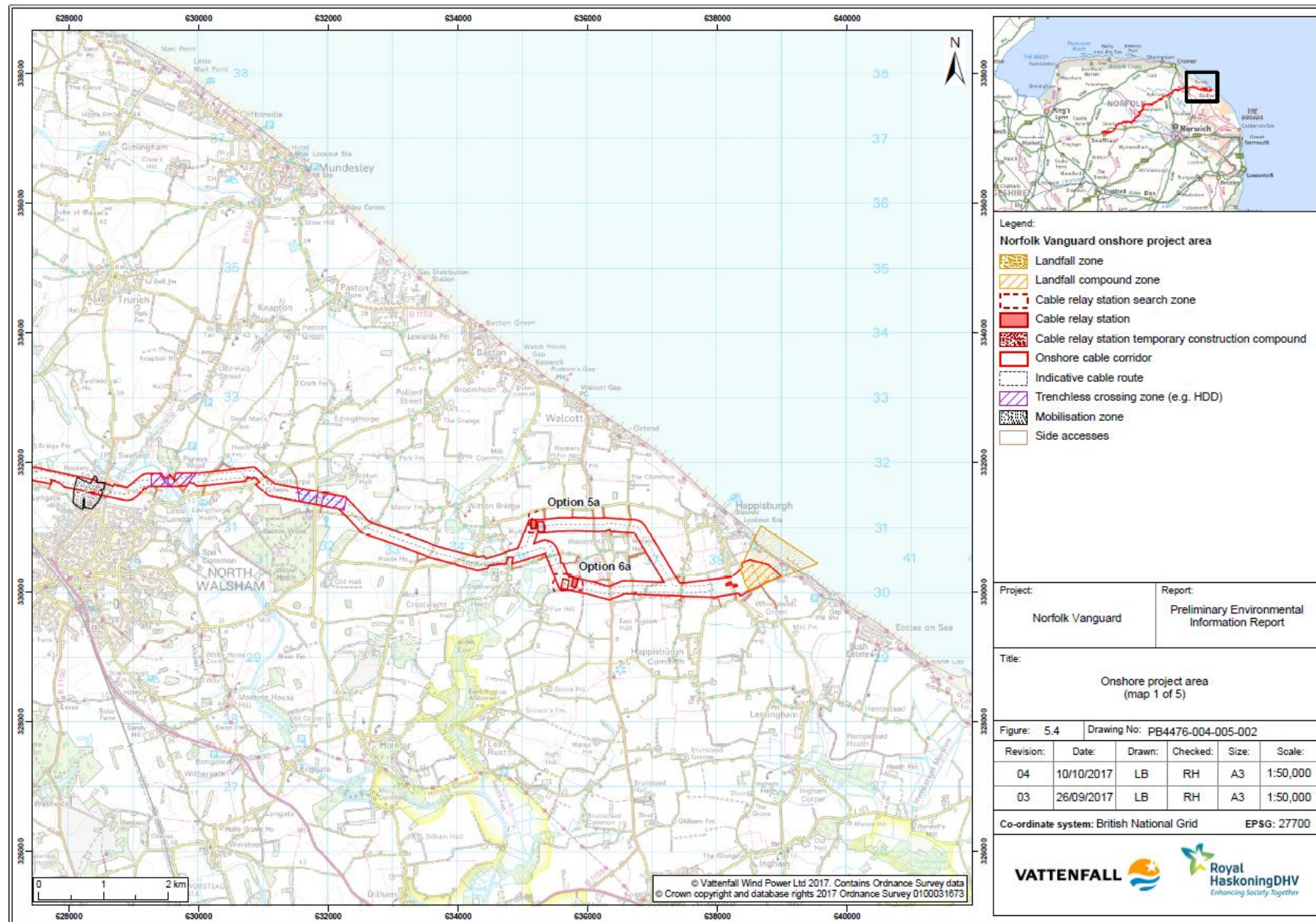


Fig.3 – Onshore cable route – North Walsham to Aylsham

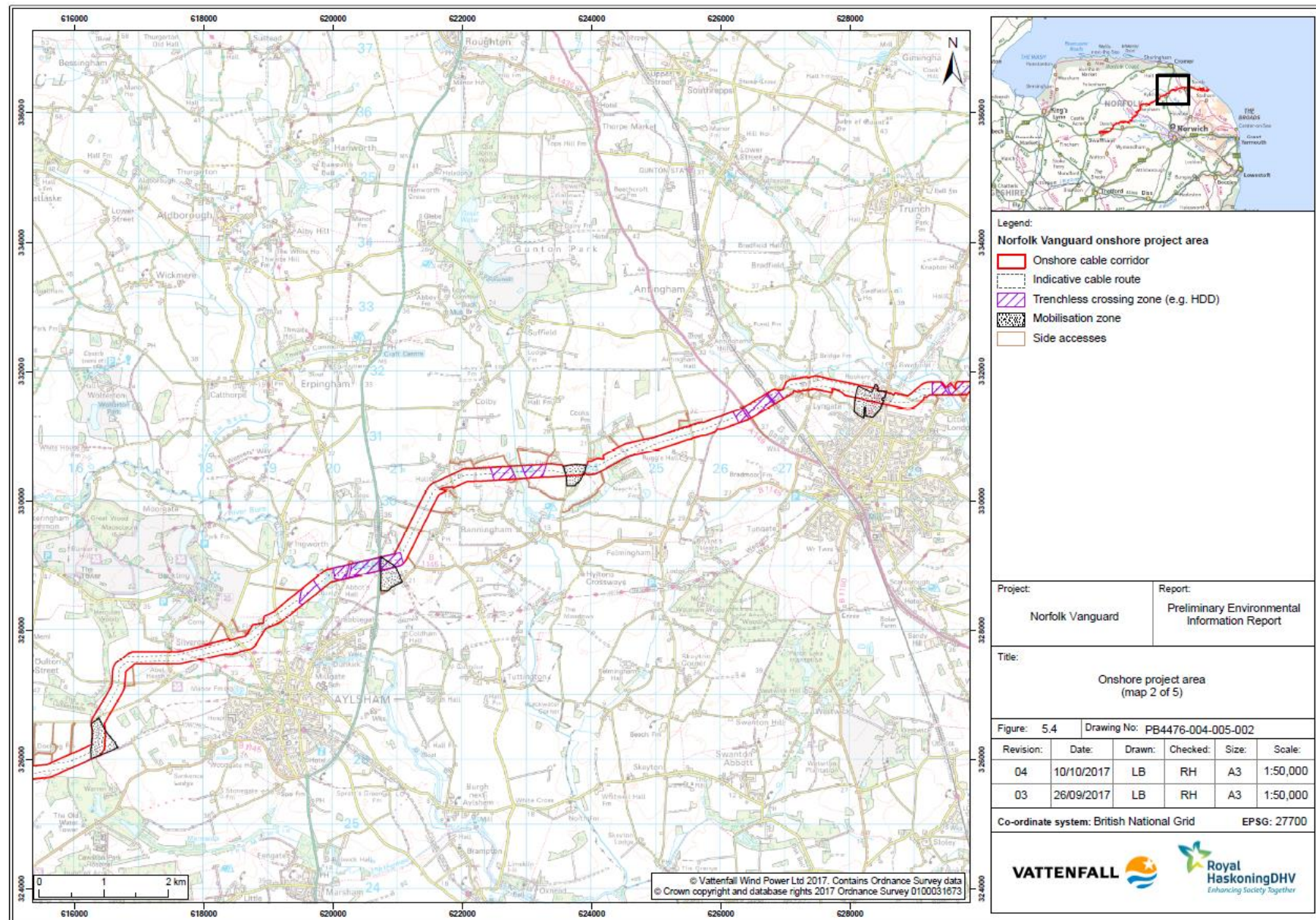


Fig.4 – Landfall location at Happisburgh

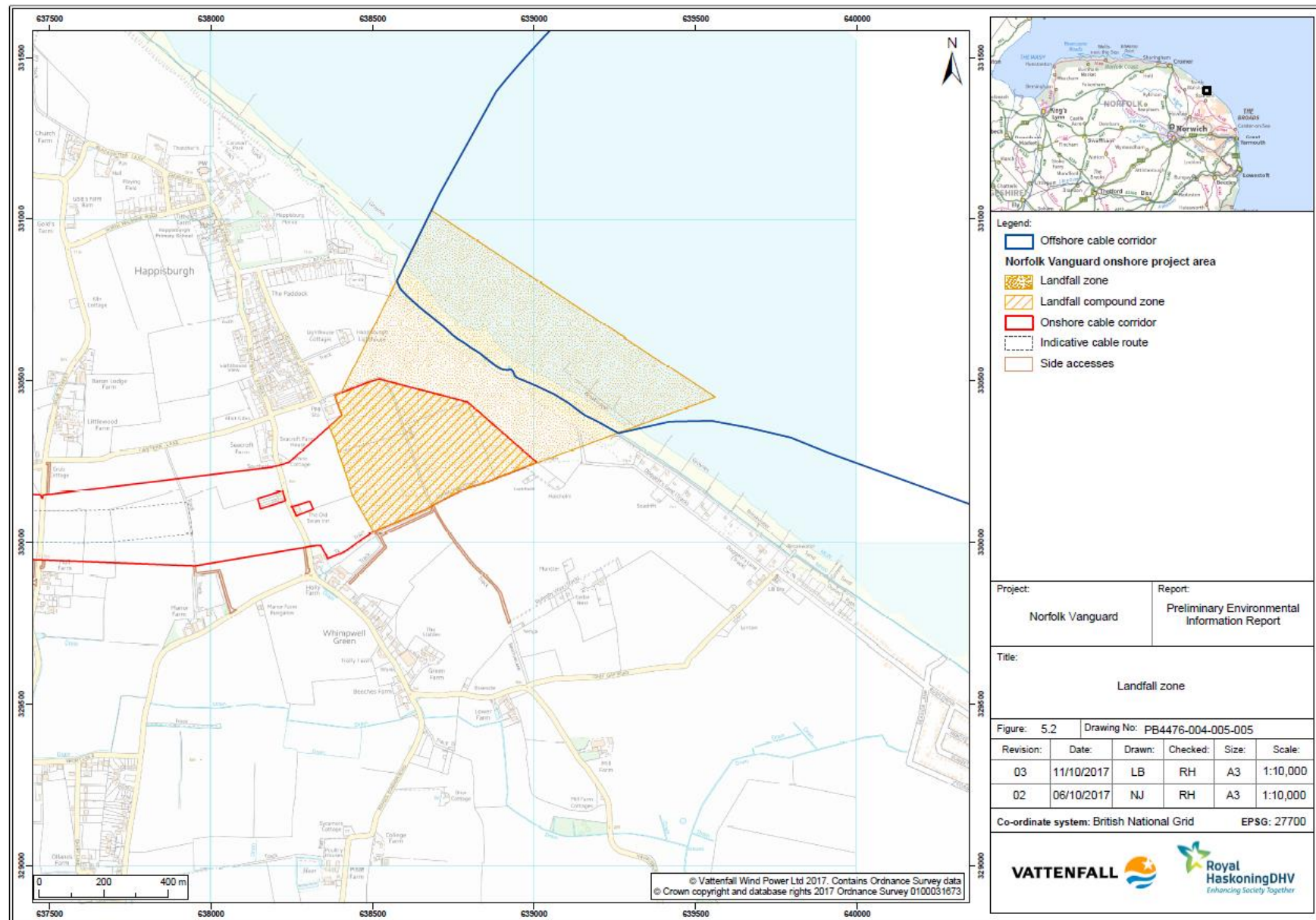


Fig.5 – Proposed High Voltage Alternating Current Cable Relay Station Locations at Ridlington and East Ruston

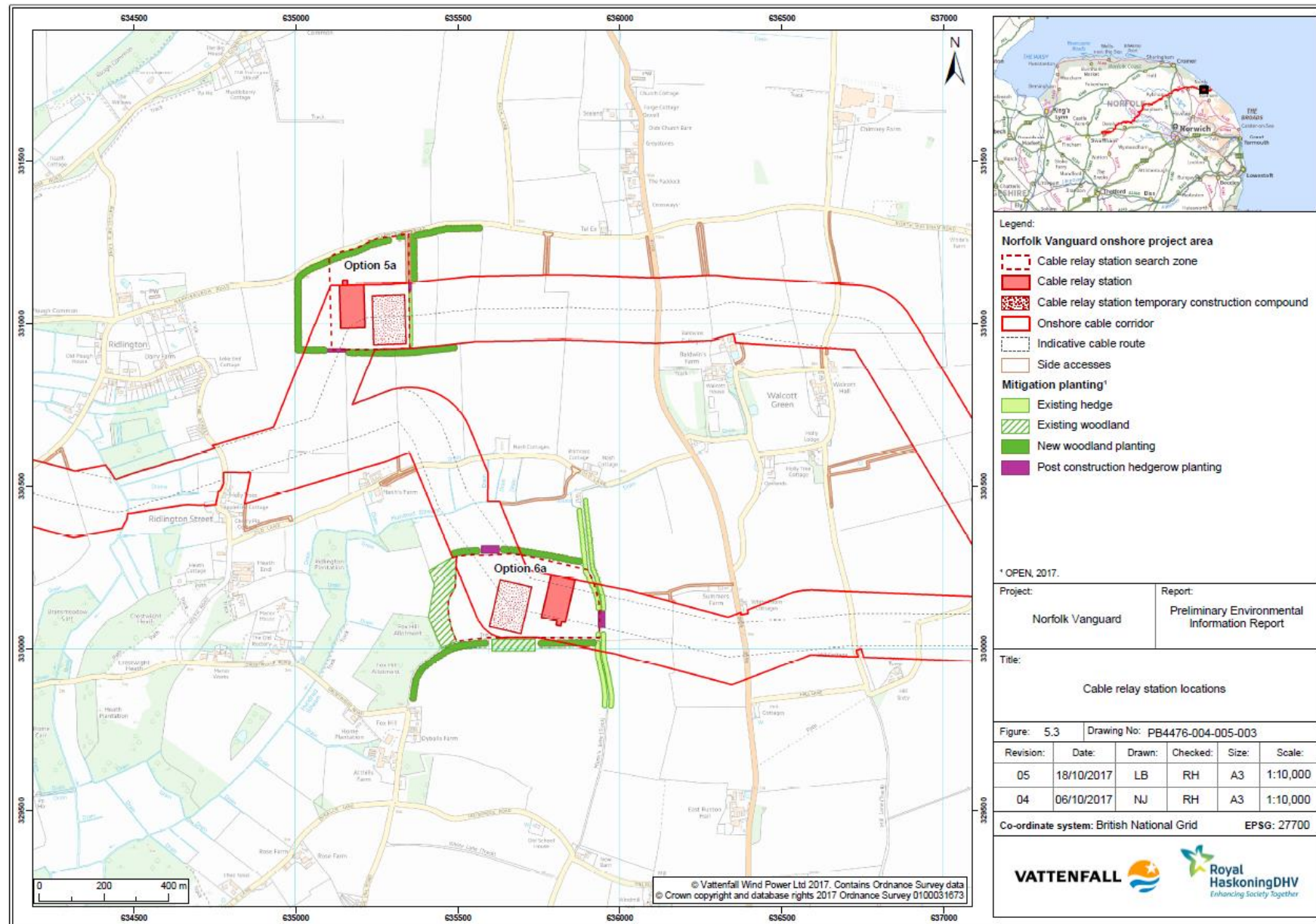


Fig.6 – Maximum Requirements for High Voltage Alternating Current (HVAC) Transmission System

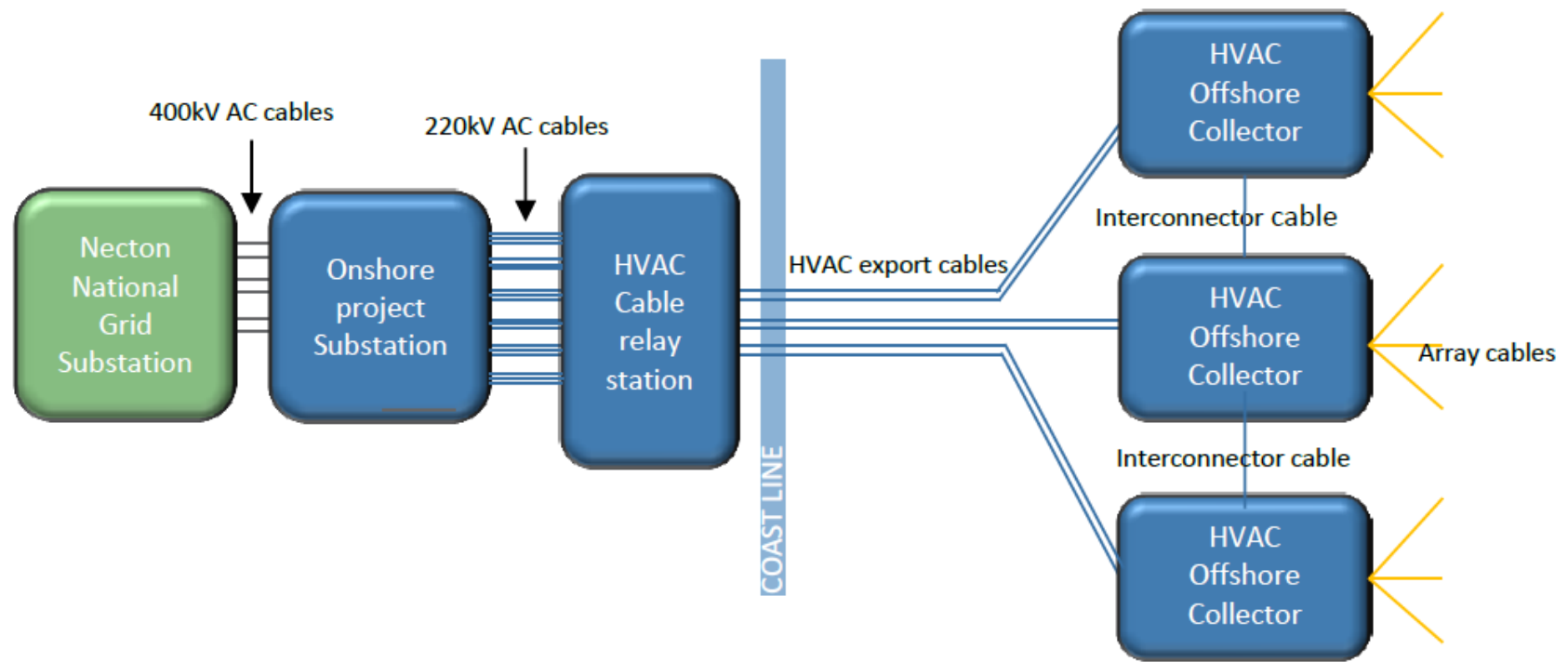


Plate 5.1 Maximum requirements HVAC

Fig.7 – Maximum Requirements for High Voltage Direct Current (HVDC) Transmission System

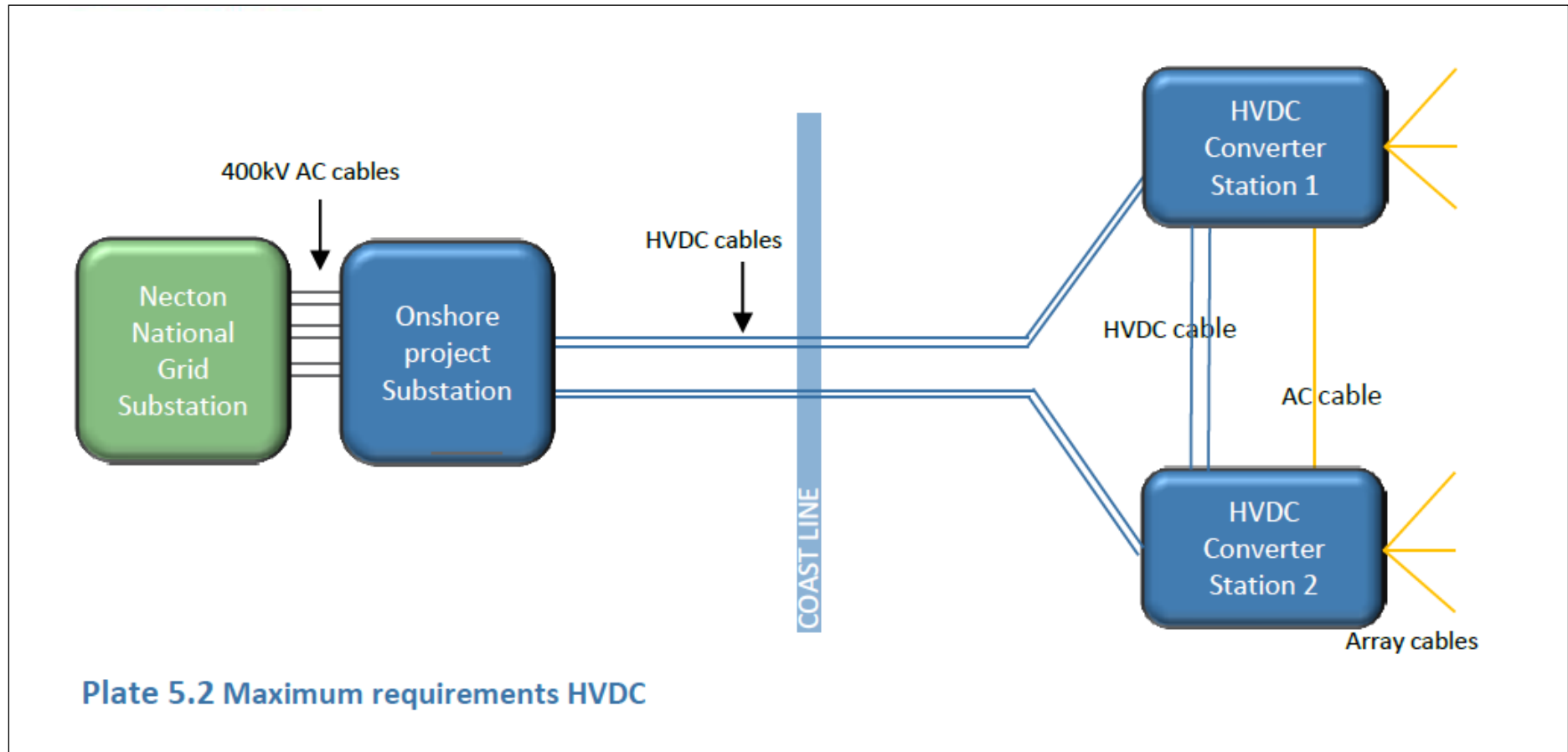


Fig.8 – Cable Corridor Indicative layout

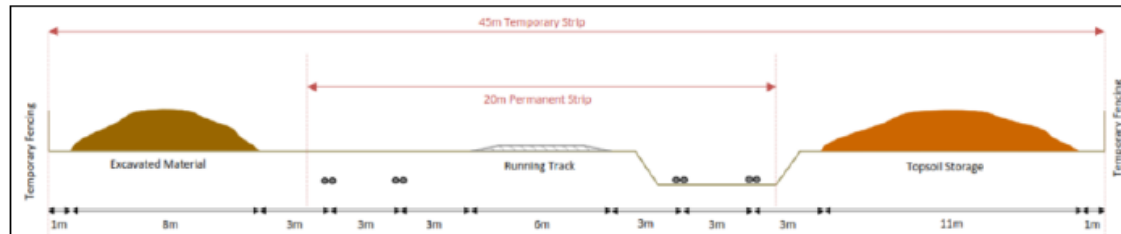


Plate 5.16 Indicative Norfolk Vanguard and Norfolk Boreas HVDC onshore cable route



Plate 5.17 Indicative Norfolk Vanguard and Norfolk Boreas HVAC onshore cable route

Fig. 9 - AC and DC Trench profiles

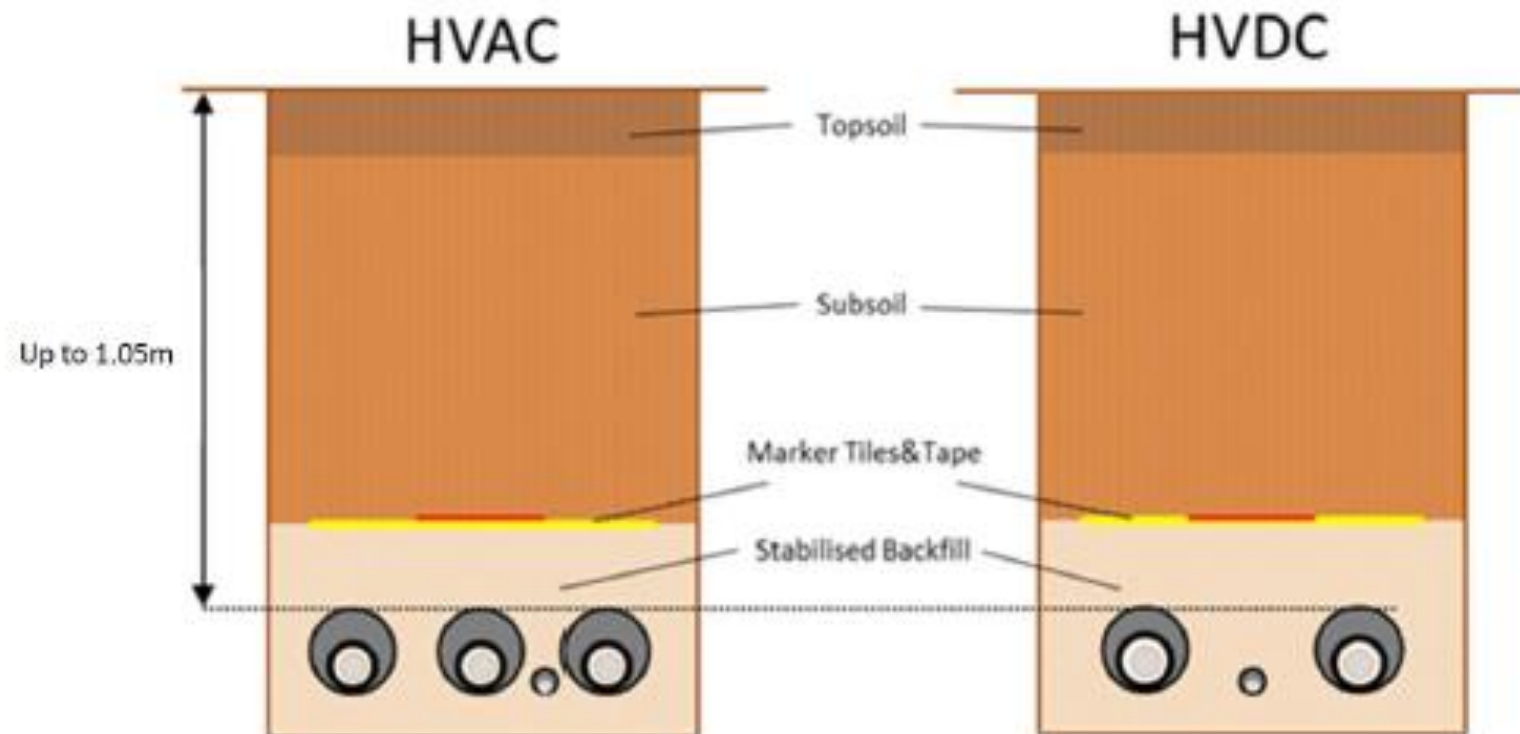
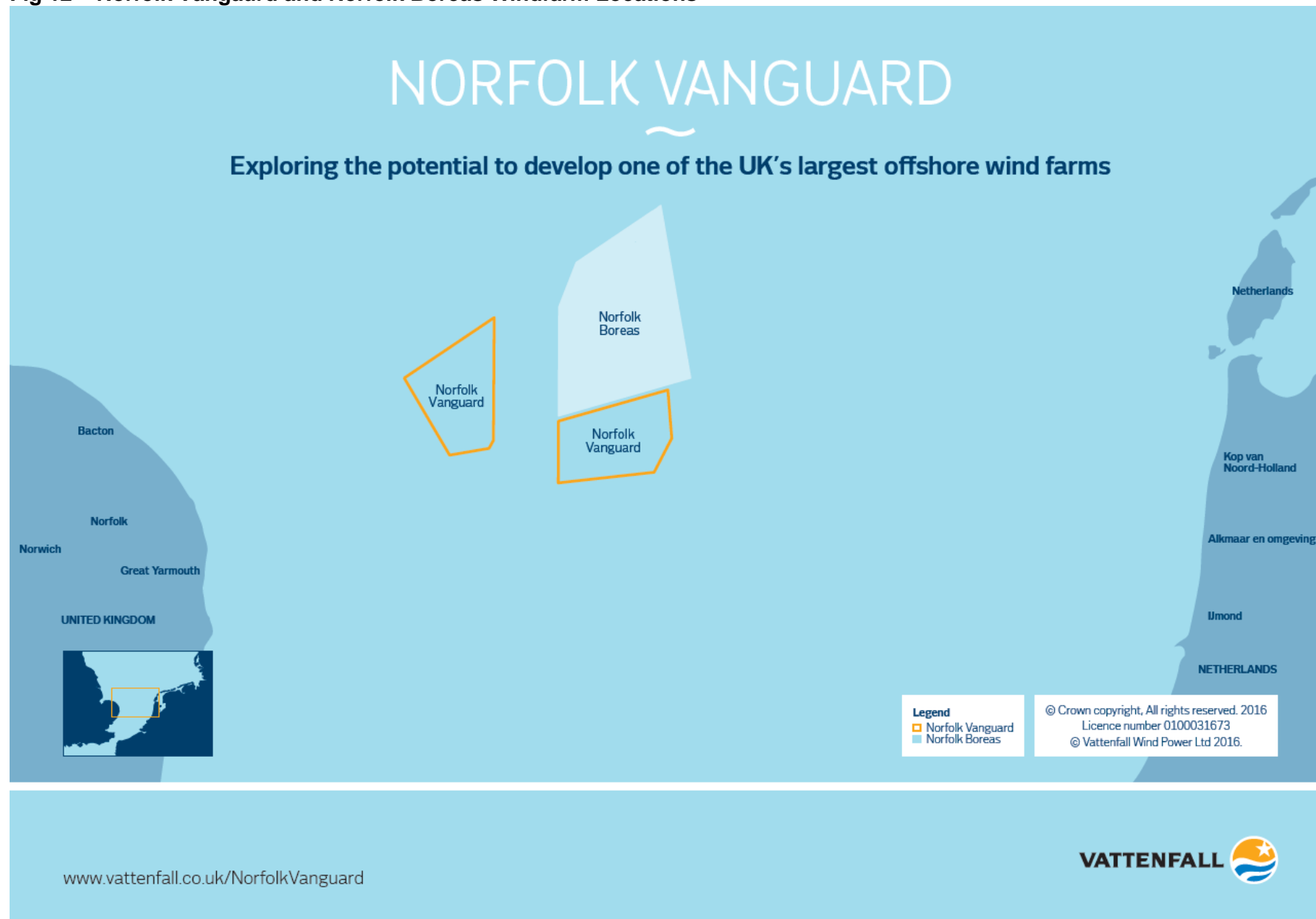


Plate 5.18 Trench arrangement (HVAC and HVDC)

Fig 12 – Norfolk Vanguard and Norfolk Boreas Windfarm Locations



CABINET

Minutes of the meeting of the Cabinet held on Monday 04 December 2017 at the Council Offices, Holt Road, Cromer at 10.00am

Members Present:

Mrs A Claussen-Reynolds	Mrs J Oliver
Mr N Dixon	Miss B Palmer
Mr T FitzPatrick	Mr R Price
(Chairman)	Ms M Prior
Mr J Lee	

Also attending:

Mr N Coppack	Mr J Rest
Mrs A Fitch-Tillett	Mr R Reynolds
Mr V FitzPatrick	Mr E Seward
Mrs P Grove-Jones	Mr B Smith
Mr S Hester	Mr R Shepherd
Mr N Pearce	Mrs L Walker
Mrs G Perry-Warnes	Mr G Williams

Officers in Attendance:

The Corporate Directors, the Monitoring Officer, the Head of Finance and Asset Management, the Leisure and Locality Services Manager, the Major Projects Manager, the Media and Campaigns Officer, the Democratic Services Manager and the Democratic Services Officer.

Public Speakers: For Agenda Item 8: Vattenfall Norfolk Vanguard Offshore Wind Development

Edward De Feyter, G de Feyter & Partners, Edingthorpe
Katie Taylor, N2RS
Dermot Allen, East Ruston
Beverley Wigg, Fox Hill
Sue Allen, East Ruston Country Cottages
Paul Kirby, Long Common
William De Feyter, C H Callow & Partners, East Ruston
Irving Watson, East Ruston
Heath Brooks, Chairman of East Ruston Parish Council
Glenn Berry, Happisburgh Parish Council
Peter Soldan, Ridlington
Roger Fitches, Ridlington
Mick Sims

Also in attendance: David Bale, North Norfolk News
Students from North Walsham High School

The Chairman welcomed members of the public who were attending for Agenda Item 8, Vattenfall Norfolk Vanguard Offshore Wind Development. He also welcomed students from North Walsham High School who were being mentored by Cllr J Oliver.

73. APOLOGIES FOR ABSENCE

Apologies were received from Mrs S Arnold and Mr W Northam.

74. MINUTES

The minutes of the meeting held on 30 October 2017 were approved as a correct record and signed by the Chairman.

75. PUBLIC QUESTIONS

Public questions would be taken within item 8, Vattenfall Norfolk Vanguard Offshore Wind Development.

76. ITEMS OF URGENT BUSINESS

None.

77. DECLARATIONS OF INTEREST

Mrs J Oliver and Miss B Palmer declared an interest in item 10, North Norfolk Community Sports Hub. Mrs Oliver is a member of Cromer Lawn Tennis Association and her son is employed there as a coach. Miss Palmer is a tennis coach.

78. MEMBERS QUESTIONS

The Leader confirmed that Members could ask questions as each item arose.

79. OVERVIEW & SCRUTINY COMMITTEE MATTERS

The Overview and Scrutiny Committee had, at the meeting of 08 November 2017, made recommendations on item 9, Leisure Contract Procurement and Sheringham Leisure Facility and item 10 North Norfolk Community Sports Hub. The Vice Chair of Overview and Scrutiny, Mr G Williams, confirmed that the Committee's recommendations had been incorporated in the updated reports.

80. VATTENFALL NORFOLK VANGUARD OFFSHORE WIND DEVELOPMENT

The report was introduced by the Portfolio Holder for Business and Economic Development, Mr N Dixon. He stated that he wished to hear the views of the public before saying anything further. Mr R Price thanked officers for their hard work and for listening to public concern. He reassured the public that the response being discussed today was only the beginning of the process.

The members of the public were invited to speak (their statements are appended to the minutes). Two visual presentations were also made and the Chairman announced that a petition from 90 residents of Happisburgh had been received.

The Chairman introduced the Corporate Director (SB) and the Major Projects Manager and invited them to respond.

The Corporate Director (SB) explained that the Council, as a Section 42 consultee, had aimed to consider all issues. He expressed gratitude for the public comments and understanding of the personal subjective concerns which were also understood and appreciated by officers. Although it was possible for Members to strengthen the officers' recommendations in light of what had been said in support of HVDC, it must be remembered that both options were still under consideration. It was necessary to

evaluate the AC options. He believed the report covered all issues but explained that NNDC was not the Highways authority. This was the role of Norfolk County Council. However the report had referred to highway issues because they impacted on other areas, e.g. the environment.

Mr N Dixon thanked all the members of the public who had spoken so lucidly and visually. He proposed endorsing the contents of the report, which covered all issues and agreed with the Corporate Director (SB) that it would not be appropriate, at this stage, to strengthen the recommendations in favour of HVDC. It was a first response. There would be ongoing dialogue and further opportunities to reinforce the points that had been made. The process would take time.

Mr R Price thanked the public speakers and proposed an additional recommendation that a sub-committee of Cabinet be formed to ensure that the best possible outcome was obtained for the residents of the District. With this in mind, he seconded endorsement of the officers' original recommendations and taking the work forward as outlined in the report.

Discussion

- a) Mr R Price expressed concern that Vattenfall's stated aim of providing the scheme at the lowest cost to meet government requirements wasn't in the best interests of the people of North Norfolk. As a County Councillor, he had been able to contribute to the County response and referred to the proposed development as an industrial unit which, he believed, should be on an industrial site. He asked if the report (at section 7.4.3) should also refer to an industrial unit. Mr N Dixon urged caution regarding minor changes because they could prevent concluding this stage of the business in a timely manner.
- b) The Corporate Director (SB) explained that clarification had been sought from Vattenfall regarding an alternative site. It was not their preferred option but it was not impossible. There was industrial land at North Walsham but there would be significant public opposition in any location that might be identified.
- c) In response to a question about revisiting grid connection, the Corporate Director (SB) said that he and the Leader had met with National Grid in March and had been told that this would only be possible via overground cables. There was no technical solution to allow undergrounding, The interconnector option wasn't feasible or economically viable. However, further representation could be made if Cabinet were so minded.
- d) The Leader said that there was a feeling that there should be further engagement with Vattenfall. He advised not amending the recommendations but to task the proposed sub-committee to take matters further.
- e) The Major Projects Manager explained that a lot of the issues could be taken to further expert topic group meetings arranged for January 2018. They could also be fed back to Vattenfall in the covering letter with the Council's response to the PEIR. Mrs J Oliver said that the points about industrial units and industrial sites should be included in the letter.
- f) Mrs G Perry-Warnes said that the issues raised also applied to the Hornsea Three project.
- g) Mr E Seward congratulated officers on a comprehensive report and endorsed what had been said in the discussions. He believed that the DC option should be pursued but agreed that, at this stage, both options should be pursued. Referring to the suggestion that the proposed scheme should be sited at North Walsham, he said that residents would want the same mitigation and protection as East Ruston and Ridlington. He expressed concern that Vattenfall's engagement with the public had resulted in loss of confidence and had caused difficulties for the Council. Mrs L Walker asked for transparency from Vattenfall.

- h) Mrs A Fitch-Tillett said that reliance on fossil fuel would have to change. She commended the report but observed that any arguments would need to be evidence-based. She expressed concern that the following issues had not been addressed and must be monitored by the proposed sub-committee:
- Loss of hedgerows and trees.
 - Wildlife habitats, especially bats.
 - Coastal processes, especially at Cart Gap.
- She observed that the proposed sub-committee must also monitor management of the site after Vattenfall had gone.
- i) Mr S Hester said that any damage to the environment needed to be proved to be justified. He had particular concerns about the proposed screening.

In conclusion, the Leader thanked the public for their attendance and gave assurance that the Council would strive to achieve the best possible outcome for the residents of North Norfolk, taking into account all that had been said.

It was proposed by Mr N Dixon, seconded by Mr R Price and

RESOLVED to

- 1. Endorse the content of this report as being the Council's formal position and response to the current round of consultation being undertaken in respect of Vattenfall's Norfolk Vanguard offshore windfarm development, and**
- 2. Re-state the Council's ongoing commitment to discuss and negotiate with Vattenfall to achieve the best outcome for North Norfolk from this major development proposal.**
- 3. Form a Sub-Committee of the Cabinet which will be tasked with ensuring that the very best possible outcome is achieved for the residents of North Norfolk through developing formal contact with Vattenfall.**

Reason for the decision:

To publicly state North Norfolk District Council's position with respect to the impact this major development might have on local communities in parts of North Norfolk.

~~01. LEISURE CONTRACT PROCUREMENT AND SHERINGHAM LEISURE FACILITY~~

Presentation – Feasibility Study

- a) The Feasibility Study, which had been provided to Members in advance, was presented by Damian Adams, Director, FMG Consulting Ltd and Nathan Swift of Saunders Boston Architects.
- b) The report followed on from the Council's Indoor Leisure Facilities Strategy and ensured that there was a match with the strategies of Central Government and Sport England. It had made use of demographic information, including tourism. However, the facility would be predominantly for local people.
- c) There were 2 options for new build as well as a refurbishment option for the existing facility. However, there wasn't much of a case for the latter. Option 1 was preferred.

Discussion of Presentation

- a) In response to a concern expressed by Mrs G Perry-Warnes regarding possible protest at the loss of the wave machine, it was explained that longevity was a major consideration and that Sport England were unlikely to fund a wave