



**BACTON STORAGE COMPANY LTD (BSCL) & ENI
HEWETT LIMITED**

STATEMENT OF COMMUNITY INVOLVEMENT

**PROPOSED VEHICLE CHECKING AND
CONSTRUCTION LAYDOWN AREA ASSOCIATED
WITH DEVELOPMENTS AT THE BACTON TERMINAL
COMPLEX, LAND SOUTH OF THE B1159 PASTON
ROAD AND EAST OF THE NATIONAL GRID GAS
TERMINAL, BACTON, NORFOLK**

10 December 2010

Our Ref: JLL0403
Client Ref: BD-017-EV-RPT-008

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1 INTRODUCTION

- 1.1 This Statement of Community Involvement (SCI) has been prepared by RPS Planning & Development Ltd for Bacton Storage Company Ltd (BSCL) (a joint venture company formed by Centrica Storage and Perenco UK) and Eni Hewett Limited (Eni). Both companies have planning permission to develop natural gas storage projects at Bacton utilising, respectively, the offshore Baird and Deborah fields in the southern North Sea.
- 1.2 The SCI supports a full planning application that has been submitted jointly by BSCL and Eni to North Norfolk District Council (the local planning authority) for a temporary vehicle checking and construction laydown site (the development) on the western half of the large arable field south of the main Bacton Terminal Complex (BTC), across the B1159 Paston Road and immediately to the east of the National Grid and Interconnector Terminals. This area is required to support the construction of the onshore elements of the Baird project and also a number of other projects that are being advanced at the BTC.
- 1.3 The onshore elements of the Baird project include the construction of new gas reception, compression and conditioning facilities within an area of the Perenco UK Terminal (part of the BTC), as well as a new landfall for the sub-sea pipeline that will connect these facilities with the gas field, which is approximately 86 kilometres from the shore. The local planning authority (LPA) granted planning permission (ref. no. PF/10/0141) for these works on 27 July 2010.
- 1.4 The Deborah gas storage project requires the redevelopment of areas of the existing Eni Hewett onshore terminal (part of the BTC). New gas reception, treatment and transfer facilities will be installed as well as the landfall for two new pipelines. Planning permission was granted for this development on 24 November 2010 (ref. no. PF/10/0737).
- 1.5 The Baird and Deborah projects are in the national interest. The UK's own gas reserves are now in decline and the country is becomingly increasing reliant on imported gas to meet its energy needs. Gas will remain an important component of the UK's energy mix over the next two decades, and will have a particularly important role to play in filling the energy gap as ageing energy infrastructure is decommissioned and the new generation of nuclear power stations and major offshore wind farms are delivered. However, at present, the UK has only around 15 days worth of gas storage (France has around 100 days) meaning that it is heavily reliant on pipelines for much of its gas. The provision of gas storage projects, such as Baird and Deborah, therefore provide a much needed buffer for the UK in the event of any disruptions to imported gas supplies and increase the security of the country's energy supplies.
- 1.6 In granting planning permission for the onshore works for the Baird and Deborah projects, the LPA has recognised the national importance of the projects in terms of safeguarding future energy supplies.
- 1.7 The development will be used by BSCL for the Baird project and, as indicated above and also by a number of the other projects being advanced at the gas terminals, including by Eni (Deborah gas storage project) and National Grid (works at its Terminal south of Paston Road to link the Baird and Eni projects with the National Transmission System). The site will also include an expansion/contingency area in the event that further land is required to support the construction of the projects at the terminals.

- 1.8 The need for the vehicle checking area has arisen due to the requirements of the security services. The security services have confirmed that a secure vehicle checking area needs to be provided close to the BTC, as the existing arrangements inside the Terminals will not be sufficient to accommodate the number of construction vehicles associated with the Baird and Deborah projects. The vehicle checking area will provide a secure area where deliveries and consignments associated with the project can be security-cleared before entering the BTC. BSCL, Eni and National Grid (NG) will also make use of the vehicle checking area during the construction of their respective projects.
- 1.9 Furthermore, since planning permission was granted in July 2010 for Baird, additional work has been undertaken on the construction programme for the project. This has identified a requirement for additional land to support the construction phase of the project in addition to that already identified within the Perenco Terminal and adjacent to Seagulls Field. Due to the limited space available within the Perenco Terminal and the BTC generally, it has been necessary to identify land that lies outside of the BTC boundary to provide laydown/construction compounds. These will be used for both the Baird and the NG works.
- 1.10 The large arable field south of Paston Road is an ideal location in which to provide the vehicle checking and construction laydown area due to its proximity to the BTC. The field has previously been the subject of development associated with the terminals, including the installation of the Interconnector and BBL pipeline.
- 1.11 The development will be used for a temporary period of approximately 5 years from spring 2011 until the final quarter of 2015 and will be established on a phased basis. The site will be fully reinstated and returned to agricultural use following the completion of the construction works relating to the various projects at the terminals.
- 1.12 BSCL and Eni are also in the process of identifying park and ride sites to support the construction activities at the BTC. The Baird and Deborah planning permissions (and also the Shell permission – ref no. PF/10/0039) contain conditions that require the provision of park and ride facilities for the duration of the construction works, so as to minimise the impact of construction traffic in the local area. Separate applications will be submitted for the park and ride sites in the near future. The intention is that there would be a park and ride site to the north of the terminals and one to the south.
- 1.13 Further information relating to this planning application is provided within the Planning Statement. A copy of the SCI and the other documents that form part of the application can be obtained from RPS Planning & Development Ltd, 1st Floor West, Cottons Centre, Cottons Lane, London, SE1 2QG or viewed at North Norfolk District Council offices or the project website www.bairdgasstorageproject.com.

2 GUIDANCE ON CONSULTATION

a) Introduction

- 2.1 Pre-application consultation is becoming an increasingly important component of the planning system and is a key facet of the Government's emerging 'Localism' agenda. The introduction of the SCI within the Local Development Framework, e-voting and the 2004 publication 'Positive Engagement - A Guide for Planning Councillors' have all placed public consultation firmly at the heart of the planning process.
- 2.2 Additionally, increasing importance has been placed on the need for Local Planning Authorities (LPAs) to reach a decision on planning applications within the statutory timescales (8 weeks for minor applications, 13 weeks for major applications). As such, it is now considered by most LPAs that the majority of, if not all, issues should be resolved prior to submission of any planning application.

b) North Norfolk District Council Consultation Guidance

- 2.3 The North Norfolk District Council (NNDC) Statement of Community Involvement (SCI) was adopted in April 2006. This sets out the LPA's guidance on involving the community in the preparation and revision of planning policy documents and in the consideration of planning applications within the District.
- 2.4 Section 5.2 of the SCI states that in the case of 'major applications' the LPA believes that potential developers should engage with the wider community before submitting a planning application.
- 2.5 The SCI defines 'major development' as 10 or more dwellings; housing sites of 0.5 hectares and over; and other proposals with over 1,000m² of floorspace or a site area of 1 hectare or more. The proposed vehicle checking and laydown area extends to approximately 8 hectares and is therefore a 'major development'.
- 2.6 The SCI goes on to advise at 5.4.1 that applicants will be expected to undertake pre-application community engagement tailored to reflect the nature and scale of the proposed development.
- 2.7 NNDC has also produced a 'Planning Advice' note entitled 'Pre-application publicity and consultation for major developments'. The note confirms that once developers have completed pre-application consultation, they should prepare a statement setting out the community engagement that has been undertaken. This should accompany the application and cover the following points:
- The nature of the publicity and consultation carried out.
 - Who was notified?
 - The location and duration of any event held.
 - A summary of all comments received and issues that have been raised (the applicant should retain all responses).

- A clear indication of how, if at all, the proposals have been amended as a result of comments received.
- Any criticism by groups or individuals regarding the public engagement process.

2.8 The NNDC SCI and the Planning Advice note advise that the main consultation activities for major applications should ideally include:

- Pre-application discussions with the LPA.
- Consulting the relevant parish council.
- Informing district councillors and the chair of the relevant committee.
- Placing an advert in the local newspaper and putting up site notices.
- Informing immediate neighbours.
- Placing details of the proposal on the LPA's pre-app website page.

2.8 There is, however, no statutory duty to undertake consultation in relation to planning applications. It is important to recognise that consultation should be proportionate to the scale and nature of the development.

3 PRE-APPLICATION CONSULTATION UNDERTAKEN

a) Introduction

- 3.1 This section sets out the consultation that has been undertaken by BSCL prior to the submission of the application for the temporary vehicle checking and construction laydown area.
- 3.2 As explained above, the site is required to support the approved Baird gas storage project, the delivery of which is in the national interest. It is important to highlight that extensive public consultation was carried out prior to the submission of the planning application (ref. no. PF/10/0141) for the Baird project. This consultation included a public exhibition, community newsletter, presentation to Bacton Parish Council and briefing meetings with NNDC councillors and the local MP. The consultation was well received by the LPA, local community and key stakeholders. No objections were received. The consultation that was undertaken is documented in the 'Baird Gas Storage Project Statement of Community Consultation' dated February 2010, which can be viewed on the project website www.bairdgasstorageproject.com.
- 3.3 The consultation that BSCL has carried out for the temporary vehicle checking and construction laydown areas therefore reflects the fact that extensive consultation was undertaken for the Baird project in late 2009/early 2010 and also the temporary nature of the proposed development. It is considered that the consultation is appropriate and proportionate to the scale and nature of the development and satisfactorily accords with the NNDC consultation guidance.

b) Initial Meeting with NNDC and Norfolk County Council - 30 June 2010

- 3.4 BSCL held an initial meeting with Planning Officers from NNDC and Norfolk County Council (NCC) Highways to advise upon and discuss the off-site land requirements for the Baird project. This meeting was also attended by representatives from Eni and Shell as these companies had indicated that they may wish to make use of the vehicle checking and laydown area and park and ride sites.
- 3.5 A number of issues were raised at this meeting by NNDC and NCC including:
- A single access point (in and out) for the vehicle checking and laydown site was preferred.
 - There may be a requirement for temporary traffic lights on Paston Road to control the movement of construction vehicles between the vehicle checking/laydown area and the terminals.
- 3.6 A number of potential options for park and ride sites were also discussed with the Officers of NNDC and NCC, who provided feedback on these in terms of planning and highway considerations.

c) Site visit and meeting with NNDC and NCC - 1 September 2010

- 3.7 BSCL visited the proposed vehicle checking and laydown area and a number of potential park and ride sites (within the vicinity of Mundesley and Walcott) with Officers from NNDC and NCC and also a representative from Eni. The site visits focused on the suitability of the various sites in planning and highway terms with the objective being to obtain the views of Officers and agree the preferred locations.

- 3.8 A number of issues were raised during the site visits including:
- The proposed vehicle checking and laydown site was considered to be relatively open to the east and south.
 - The Officer for NNDC enquired whether the entire arable field south of Paston Road would be required for construction purposes and if the land-take could be scaled back, with the vehicle checking and laydown area located to the west adjacent to the National Grid (NG) site. This area would be better screened by the vegetation along Paston Road and the shelter belt between the field and the NG site. It would also be further from the nearest residential properties.
 - The Officer for NNDC suggested that the eastern part of the field south of Paston Road would be less suitable for construction purposes due its proximity to houses further to the east along the Coast Road and in St Andrews Close
 - The vehicle checking and laydown site may be sensitive with the local residents.
- 3.9 A number of potential park and ride sites were visited around Mundesley and Walcott. It was considered that none of the site identified around Mundesley to provide the northern park and ride site would be suitable as all had either planning or highway constraints. It was agreed that BSCL would identify further locations for this park and ride site. Several sites were visited around Walcott for the southern park and ride site and in principle agreement was reached that an area of land to the north and east of the Lighthouse Inn would be suitable.
- d) Bacton & Edingthorpe Parish Council - 11 October 2010**
- 3.10 BSCL made a presentation to Bacton & Edingthorpe Parish Council on 11 October 2010 at Bacton Village Hall with representatives of both Walcott and Paston Parish Councils in attendance. The presentation provided an overview of the proposals for vehicle checking and laydown area and also the park and ride sites. It included a draft layout drawing for the vehicle checking and laydown site. No significant concerns were raised at the meeting with respect to the Vehicle Checking & Construction Laydown site.
- 3.11 Presentations were also offered to the other Parish Councils in the area but the feedback received was that this presentation was sufficient at the current time.
- 3.12 The following questions were subsequently submitted by Bacton & Edingthorpe Parish Council to the BSCL in a letter dated 25 October 2010.
- What is the projected maximum and average daily traffic movement of all types of vehicles by category?
 - What days/hours will this traffic movement occur?
 - What is the anticipated period of all/each project?
 - Will there be compulsory parking restrictions along the route, especially along the sea front at Walcott?
 - Will the parking/waiting bay at Walcott be re-opened to allow HGVs to wait during school drop off times - am and pm?
- 3.13 The letter suggested that there was a need for additional publicity of the proposals for each individual household that may be affected. This request was addressed by the issue of an edition of the "Bacton Gas Terminal News" (see item (g) below and included information in response to the above questions).
- 3.14 A copy of the presentation made to Bacton Parish Council and the Parish Council letter is provided in **Appendix 1**.

e) Update Meeting with NNDC and NCC - 3 November 2010

- 3.15 A further meeting was held with officers of NNDC and NCC at the Perenco Terminal on 3 November 2010 to provide an update on the progress made with regard to defining the requirements for the vehicle checking and laydown area and also identifying the northern and southern park and ride sites. Officers were given a tour of the Terminal in order to better understand the approved Baird project.
- 3.16 Officers were informed that Eni, Shell and NG had confirmed their requirements for land outside the terminals to assist with construction of the various projects and that this had allowed the size of the vehicle checking and laydown area to be reduced and for the facility to be consolidated at the western end of the field. Officers were also advised and a number of options were being investigated for the second park and ride in North Walsham and their initial views were sought on the suitability of the potential sites. BSCL also confirmed that agreement had been reached with the owner of the land to the north and east of the Lighthouse Inn at Walcott and that this site would be progressed for the southern park and ride.
- 3.17 BSCL also sought the view of the officer from NNDC on a schedule of proposed documents for the planning application submissions for the vehicle checking and laydown and park and ride sites that had been provide in advance of the meeting.
- 3.18 At the meeting, BSCL informed the officer that it would be making a request for a Screening Opinion as to whether the vehicle checking and laydown application would require an Environmental Impact Assessment (EIA).

f) EIA Screening Request - 15 November 2010

- 3.19 BSCL submitted a formal request to NNDC on 15 November 2010 as to whether the proposed vehicle checking and laydown site would require EIA necessitating the submission of an Environmental Statement with the planning application.
- 3.20 NNDC has not formerly responded to the Screening Request. A response is expected by the end of the year.

g) Bacton Gas Terminal News - 30 November 2010

- 3.21 An edition of the newsletter was produced and distributed to local residents and ward councillors on 30 November 2010 providing information on the proposed vehicle checking and laydown area and park and ride sites. The newsletter included a proposed layout plan for the vehicle checking and laydown area. A copy of the newsletter is provided at **Appendix 2**.
- 3.22 The newsletter informed local residents that the proposals would be further presented to Bacton Parish Council on Monday 13 December 2010 and Walcott Parish Council on Monday 17 January 2011 and that both meetings would be open to the public.
- 3.23 The newsletter informs residents to contact BSCL's local liaison, Jane Bailey, with regard to any queries.

h) NNDC Website

- 3.24 NNDC has uploaded details of the proposed vehicle checking and laydown area scheme to its webpage 'Pre-application Consultations for Major Developments'. This can be viewed at <http://www.northnorfolk.org/planning/3941.asp>. This allows people beyond the immediate area of the site to access the information quickly and easily.
- 3.25 The information uploaded to the webpage includes a site location plan, site layout drawing, the Bacton Gas Terminal newsletter and a 'Feedback Form'. The Feedback form requests that local residents send any comments to BSCL's local liaison, Jane Bailey. A copy of the Feedback Form is provided at **Appendix 3**.

i) Landowner Consultation

- 3.26 During the process of identifying and selecting the vehicle checking and laydown area and park and ride sites, BSCL has liaised closely with the relevant landowners and sought to accommodate their requests.
- 3.27 With regard to the vehicle checking and laydown area, this has included discussions that have resulted in the landowners 'Countryside Stewardship Scheme' strip being excluded from the development site.
- 3.28 BSCL will continue to liaise with the relevant landowners to ensure that any issues that arise are dealt with quickly.

j) Terminal Liaison Meetings

- 3.29 Throughout the process of identifying the requirements for land outside the terminals to support construction activities associated with Baird and other projects, BSCL has liaised closely with the other terminal operators. This has included regular meetings with representatives from BSCL, Eni, Shell and National Grid.

k) Project Website

- 3.30 BSCL established a project website www.bairdgasstorageproject.com at the end of October 2009. This website continues to be updated and includes a contact form.

4 RESPONSES TO THE ISSUES RAISED

4.1 Responses to the questions and issues raised during the consultation are provided in the table below.

Issue/Question	Response
Single access point in and out.	Due to the anticipated sizes of loads and the need to provide adequate turning distances a single access point (for ingress/egress) on Paston Road would be difficult to achieve. It has been agreed with NCC Highways that a one-way in/out access arrangement would be most appropriate.
Temporary traffic lights.	Temporary traffic lights would be provided at the crossing point between the vehicle checking/laydown area and the terminals on Paston Road. This has been agreed with NCC Highways. A temporary speed restriction may also be imposed on this section of Paston Road.
Can the land requirement be scaled back, with the construction compound consolidated to the west adjacent to the NG site?	BSCL had originally considered it necessary to use the entire field to accommodate all of the projects (Baird, Eni, Shell and National Grid) at the terminals. However, has now established the exact requirements of the other terminal operators and this has resulted in a much reduced land take south of Paston Road. The result is that the vehicle checking and laydown area can now be provided on the western half of the field south of Paston Road, adjacent to the NG site.
The eastern part of the proposed site would be less suitable due to the proximity to houses along the Coast Road and St Andrews Close.	The vehicle checking and laydown area will be located on the western part of the field, as far from the nearest residential properties as possible. The area will also be screened from these properties by grass bunds.
The site is very visible as it is open to the east and the south.	The topsoil stripped from the field as part of establishing the vehicle checking and laydown area will be stored in bunds. These will be positioned to the east, south and west boundaries of this area. The bunds will be approximately 2m high and will assist in screening the area from the nearest residential properties and surrounding countryside. Additionally, new trees and hedging will be planted on the north east boundary with B1159 Paston road to aid screening.
The site is likely to be sensitive with the local	The western section of the field was previously

Issue/Question	Response
residents.	used as a laydown area in 2005/06 to support the construction of the BBL pipeline. Additionally, the site is now located away from the nearest residential properties to the east and will be screened by bunds.
What are the projected maximum and average daily traffic movements of all types of vehicles by category?	The construction traffic associated with the Baird and other projects has previously been assessed by NNDC and NCC and found to be acceptable. For the Baird, Eni, National Grid and related EDF projects, the maximum and average number of cars in the Laydown/Security checking area will be four per day. The maximum and average number of Light Goods Vehicles (LGV's = 1 - 3.5 Tonnes laden weight) are 13 and 5 per day. The maximum & average numbers of Heavy Goods Vehicles (greater than 3.5 tonnes) are 16 and 7 per day.
What days/hours will this traffic movement occur?	The vehicle checking and laydown area will be in use between 7am and 7pm Monday to Saturday and not on Sundays or Bank Holidays. Construction vehicles will be required to use agreed routes (to be consulted upon and agreed with NNDC and NCC as part of a Construction and Traffic Management Plan). Construction vehicles, in particular HGVs and heavy loads will be required to avoid school drop-off and pick-up times. Lay-by facilities will be provided by BSCL for vehicles to pull into if they are in the locality during school drop-off and pick-up times.
What is the anticipated period of all/each project?	It is anticipated that construction works will occur at the terminals from early 2011 until 2015. The vehicle checking and laydown area and park and rides sites will be returned to agricultural use at the end of this period.
Will there be compulsory parking restrictions along the route, especially along the sea front at Walcott?	Construction vehicles will be required to adhere to the Construction Traffic Management Plan and set access routes. Construction vehicles will not be allowed to park on the sea front at Walcott and suitable lay-by facilities will be provided by BSCL to further assist in ensuring that this does not occur. It is not currently anticipated that any parking restrictions shall be required along the route.
Will the parking/waiting bay at Walcott be re-opened to allow HGVs to wait during school drop	The lay-by at Walcott will be available for construction vehicles to park in during school drop-off and pick-up times. As explained above,

Issue/Question	Response
off times- am and pm?	construction vehicles will be required to avoid these times, but if for any reason they are in the locality during these times they will be required to make use of the lay-by facilities.

5 SUMMARY AND CONCLUSIONS

- 5.1 BSCCL has sought to engage with the LPA, relevant stakeholders and the local community, including the Parish Councils and local residents regarding the proposed temporary vehicle checking and laydown area and the park and ride sites that are required to support construction activities at the Bacton terminals over the next few years.
- 5.2 BSCCL has previously consulted extensively in relation to the Baird gas storage project and the level of consultation that has been undertaken for off-terminal sites is considered to accord with the NNDC guidance on consultation and to be proportionate to the scale and temporary nature of the developments.
- 5.3 BSCCL has taken account of the responses that have been received to the consultation and has sought to incorporate these, where appropriate, within the schemes designs.
- 5.4 BSCCL is committed to continuing discussions with all parties throughout the planning application process.

APPENDIX 1

Bacton Parish Council Presentation and Letter

04 NOV 2010

BACTON & EDINGTHORPE PARISH COUNCIL

CLERK TO THE COUNCIL-ELAINE PUGH

RAYNHAM HOUSE, 10 NEW ROAD, NORTH WALSHAM, NORFOLK NR28 9DF

01692 402998

ELAINEPUGH15@HOTMAIL.COM

25th October 2010

Mr Paul Dacombe
Consents & Licensing Manager
Centrica Energy Upstream
Millstream
Maidenhead Road
Windsor
Berkshire SL4 5GD

Dear Paul

The Members have asked me to thank you for your presentation at Bacton Village Hall on October 11th in connection with the proposed projects at Bacton Gas Terminal Complex.

At present the Council and the public present fully appreciate the magnitude and the disruption and noise which will be endured by the surrounding villages.

The Members have asked for clarification regarding traffic movements. An initial calculation of just the park and ride traffic movements suggests 24 return journeys per day alone. This is on the presumption that the companies involved intend to utilize 53 seater coaches, this of course would be considerably more utilizing a mini-bus service.

The questions which need to be addressed are:

1. What is the projected maximum and average daily traffic movement of all types of vehicles by category?
2. What days/hours will this traffic movement occur?
3. What is the anticipated period of all/each project?
4. Will there be compulsory parking restrictions along the route, especially along the sea front at Walcott?
5. Will the parking/waiting bay at Walcott be re-opened to allow HGV's to wait during school drop off times - am and pm?

Bacton and Edingthorpe Parish Council supports the Gas Terminal expansion/projects but feel that the local residents have yet to understand the length, duration and implications which will be inflicted upon them and their local Community.

We respectfully suggest that there is a need for a greater increase in publicity to each individual householder to re-assure and inform local residents both in Bacton & Edingthorpe, Walcott, Mundesley and Paston during the planning and implementation stage.

The Members also have concerns for the implications these works may have on local businesses, especially the long-term effect on the holiday parks located near to the Gas Terminal Complex.

Bacton and Edingthorpe Parish Council is keen to work with the Companies involved in these projects. The Parish Council is willing to host and incorporate any presentations at the Parish Council Meetings and extend a warm welcome to other surrounding Parish Councils who may wish to attend

Yours sincerely

A handwritten signature in black ink, appearing to read 'Elaine Pugh', with a small dot at the end.

ELAINE PUGH
CLERK TO BACTON & EDINGTHORPE PARISH COUNCIL



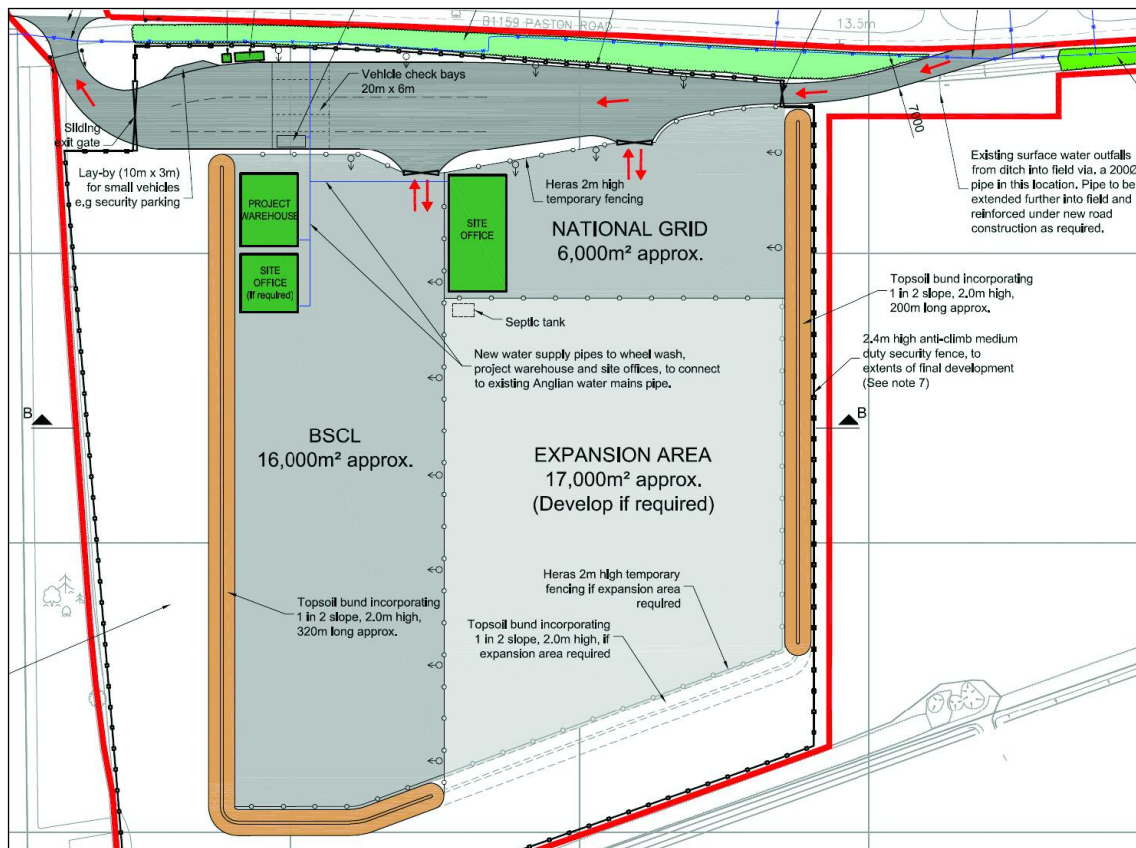
APPENDIX 2

Bacton Gas Terminal Newsletter

Update on Bacton Development Projects

Proposed Vehicle Checking Area and Laydown Compound adjacent to National Grid

As a part of the proposed developments at the Bacton Terminal Complex there will be a need to temporarily use land immediately to the east of the National Grid Terminal for the purposes of vehicle checking and the laydown of construction materials. The site is to be used by the Baird Gas Storage Project (a joint venture between Perenco and Centrica), the Deborah Gas Storage Project (by Eni) and related work by National Grid. The site will be required between 2011 and 2015 after which it will be restored and returned to agriculture. It is proposed that the site will be in use Monday to Saturday between the hours of 7am and 7pm. The site will be screened with earth bunds and there should be some benefits to the local economy during the construction phase. The proposal has been discussed with both North Norfolk District Council (Planning) and Norfolk County Council (Highways). The proposed layout of the site is illustrated below.



A planning application for the laydown/vehicle receiving area will soon be made to North Norfolk District Council.

Proposed Park and Ride Scheme

A requirement of the planning permissions that have been granted for developments at the Bacton Terminal Complex is that a park and ride scheme be implemented during the construction phase. This is intended to allow construction personnel to park away from the Terminal and then be bussed to and from the site. This will reduce traffic through Walcott and Bacton. The scheme is to be used by the Baird Gas Storage Project, the Deborah Gas Storage Project and related work by National Grid. Shell will be implementing its own scheme. If all of the proposed developments were to go ahead at the same time it is estimated that there might be a peak of up to 1,000 construction workers at the Terminals. This is a worst case assumption but is being used to determine the maximum size of the car parks. For the majority of the time the numbers of workers will be much less.

It is proposed that there will be two car parks, one near the Lighthouse Inn, Walcott and another in North Walsham. Each car park is being sized to accommodate up to a maximum of 500 cars. A site for the first has been proposed and the layout is illustrated below. The site will be required between 2011 and 2015 after which it will be restored and returned to agriculture. The site will be developed in phases as the demand for parking requires. It is proposed that the site will be in use Monday to Saturday between the hours of 6am and 8pm. The site will be screened with earth bunds and there should be some benefits to the local economy during the construction phase. The proposal has been discussed with both North Norfolk District Council (Planning) and Norfolk County Council (Highways).

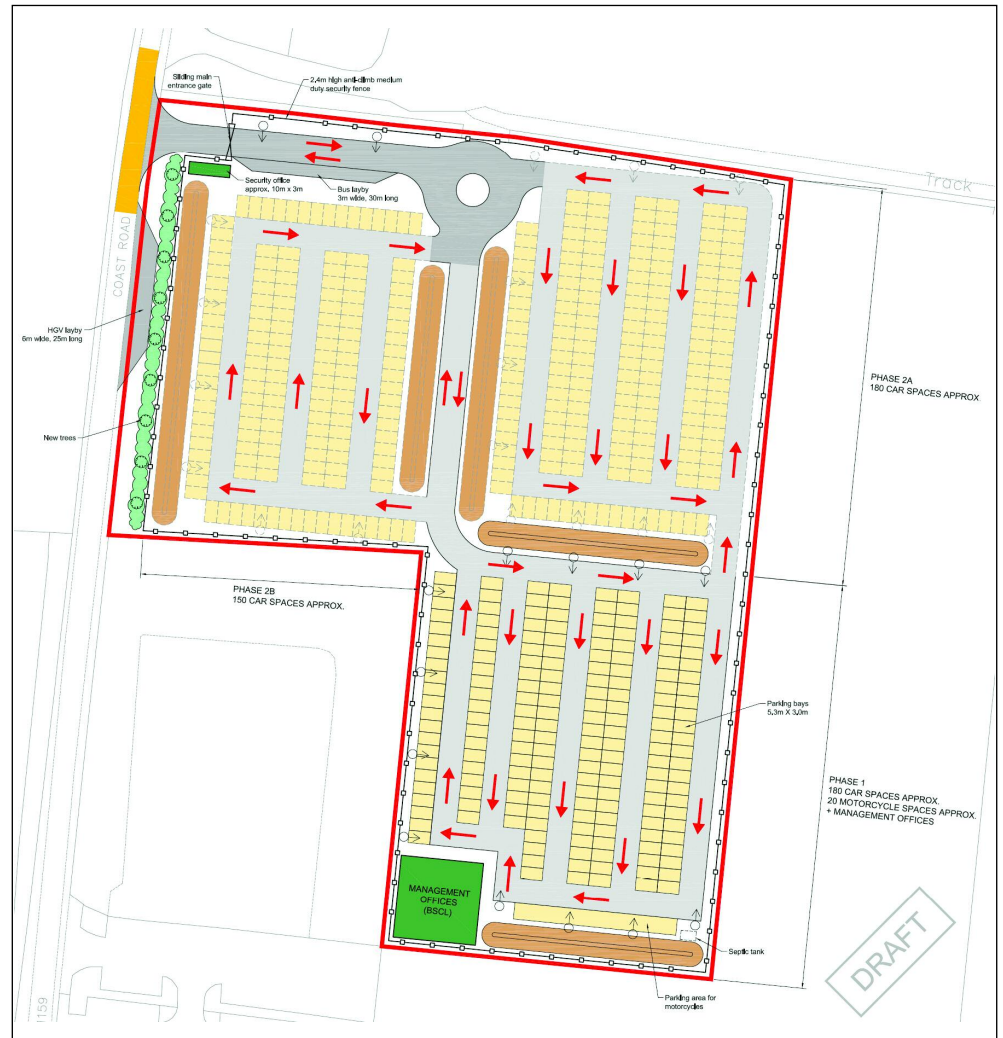
Single decker buses with up to 50 seats will transport the workers to and from the Terminal. It is not currently anticipated that any parking restrictions shall be required along the route.

Adjacent to the car park at Walcott a lay-by will also be provided to ensure heavy goods vehicles do not pass Bacton First School during school opening and closing times and also to avoid traffic queuing behind deliveries.

A planning application for the car park at Walcott will soon be made to North Norfolk District Council.

A site for a car park in North Walsham is still under consideration.

The proposals at both Bacton and Walcott shall be presented in more detail to Bacton Parish Council on **Monday 13th December** and Walcott Parish Council on **Monday 17th January**. Both meetings are open to the public.



Demolition Works at Perenco Terminal

As preparation for the Baird Gas Storage Project some demolition works need to be carried out on some redundant areas within the Perenco Terminal. This was presented at the last meeting of Bacton Parish Council on 11th October.

The work is due to commence 30th November for approximately 8 weeks with a 2 week break over Christmas. This work will utilise heavy machinery for the demolition of plant and buildings and include removing concrete so will be noisy at times. Work times will be 7am to 7pm, 6 days a week (not Sundays).

Lorries will be carrying waste materials away from the site and some of these will be large enough to require an escort. All lorries will be required to adhere to the agreed routes to and from site and will be aware of the restrictions on travel through the village at school drop off/pick up times. Heavy plant will be arriving on Tuesday 30th November and Wednesday 1st December.

Please contact Jane Bailey if you have any queries on anything above. She will then pass them on to the relevant person. Telephone [01263 732449](tel:01263732449) Email bailey@paston.co.uk



APPENDIX 3

Feed Back Form

Have your say

Thank you for taking the time to read our update on the proposals for the Baird Gas Storage Project. We are very interested to hear your opinion on our plans. Please respond by 10 December 2010.

You can submit your views:

- BY E-MAIL:
Jane Bailey - bailey@paston.co.uk
- BY POST:
Jane Bailey
Wayside
Blickling Road
Aylsham
Norfolk
NR11 6DA

Your details:

Title _____ Name _____ Surname _____

Address _____

E-Mail _____

Are You:

- A local resident
- A local business
- Other (specify) _____

Have your say

What do you like about the plans?

What do you not like about the plans?

Do you have any suggestions?