

Appendix: FAQs

How long will the beach at Saunton be affected?

There are two phases to lay the cable across the beach. The initial phase is to excavate the reception pit at the back of the beach below the foredune - this is the location for the cable to be pulled through into the car park. This work will in reality only take a couple of days but is dependent on a weather window – so we have allowed a month to ensure we get the weather required.

The second phase will be to lay the cable across the width of the beach and this will be completed within a maximum of two tides ie two days max as the trench will be backfilled as the machine trenches.

The project will use a cable plough to excavate to the agreed depth. This piece of machinery operates at 4mph so any exclusion will be limited to the vicinity of the cable plough at that point. However, the cable plough will also have to wait for an acceptable weather window, which could fall within a fortnight's forecast. This would entail the cable plough being in situ for up to a week whilst the weather is determined; it would not restrict access to the beach.

How much of the car park will be taken up for construction and over what time period? When work is going on – how much of the car park will be needed for storage?

To ensure the car park and users are impacted to the least possible extent, the aim is to conduct the majority of the works outside of the tourist season. The work will be conducted in a series of phases to ease the situation. Different parts of the car park will be used at different times. The works will start in September through to mid Dec and will feature the west side of the car park, with a compound taking up c 24% of the space. The compound will then be removed. A new one will be moved into place for the next phase, which will be to trench the cable across the car park from January to mid Feb and will use 21% of the car park.

The next phase will run contiguously and will build a drilling compound (17% of the car park) to the rear of the car park in January / early Feb which will be used for c 7 months before being demobilised (ie removed). This enables the trenching of the cable to continue over the winter from the rear of the car park. Then, by September, another small compound will be created at the front of the car park site directly behind the dunes. This will be 24% of the car park, and will enable the forward drilling to connect to the sea borne cable.

Will there be any surface disruption from the entry point at Saunton to final destination at Yelland – is the cable being tunnelled under the Taw?

Yes, the cable is being tunnelled under the Taw but it's not going all the way from Saunton to Yelland. Two methods will be used. It will initially be tunnelled from Saunton car park – as noted above – under the golf club / Braunton Burrows SAC to the fields behind. From here on, the cable will be trenched, rather than drilled. So from the fields to the River Taw, it will be trenched – creating some temporary surface disruption which will be made good. Consequently, there will not be any long term surface impact as every care is being taken to maintain and protect the ecology and habitat. This will mean it is as before or better than in terms of reinstatement.

Why this route and not the estuary or over Crow Point?

Natural England objected to Crow Point as a route, as this would traverse extremely sensitive landscape (SSSI). The estuarine route has too great a tidal range to make the route feasible – the movement of the silt would expose the cable. A deeper excavation for the cable would mean the use

of large drilling rigs on jack-up vessels, which would not be acceptable to Natural England. There would also be some navigational risk to craft with a longer estuarine route which is clearly desirable to avoid.

What traffic management is to be put into place for construction?

The traffic management is constrained due to Devon County Council operations and limits on third party road management measures. That notwithstanding, the traffic impact is expected to be minimal. To avoid using local roads, a smaller haul road will be installed, taking traffic off the main routes. In addition, a full construction traffic management plan will be implemented once it has been approved by the local authority. This will contain necessary management and mitigation measures that will be calibrated to the situation at the time.

Is White Cross willing to put forward a plan for community compensation / enhancement above and beyond the likely planning conditions?

Since we are unaware at this stage of the likely planning requirements, this is tricky to determine. As we have repeatedly stated, we are keen to oblige with the new government policy, once published, on community compensation and benefits. We feel that pre-empting this situation could inadvertently raise or mismanage expectations. Instead, we have been in dialogue with a number of community and other groups to understand the likely challenges for the area, and to appreciate where funds might best be directed, once they are required.