



# Sheringham Shoal and Dudgeon Offshore Wind Farm Extension Projects

## Stakeholder Forum Reports

August 2022  
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# 1 20 April 2021 Stakeholder Forum Report



## SEP and DEP Stakeholder Forum 1 – Tuesday 20<sup>th</sup> April 17:30-19:00

### Purpose of the meeting

The meeting was convened with the aim of providing an opportunity for parish councils to identify questions and issues that they would like to discuss further with Equinor, so that they can respond effectively to the Preliminary Environmental Information Report (PEIR) consultation.

The meeting took place on Zoom with the attendance of 21 parish councils, as well as participation from the Equinor technical and consultation team. The meeting was led by six independent facilitators from Good Partnership. Following a short introduction to the meeting and a presentation outlining the PEIR consultation, the participants divided into four small groups (see below). The groups were invited to discuss key issues and topics they would like to discuss with Equinor before the end of the consultation period. Issues and questions were captured by the facilitators on an interactive white board. The meeting then reconvened in plenary and Pippa Hyam (lead facilitator) and Johannes Leininger (Equinor consultation manager) reviewed the key issues that arose from the discussion. These were discussed in plenary and actions were agreed. The Equinor team responded to a number of questions that were raised during the course of the meeting.

### Key issues identified across the groups

- An 'Offshore Transmission Network' solution was regarded by all of the groups as a solution to the cumulative onshore construction impacts from multiple developments.
- The cumulative impact of other developments (such as other infrastructure projects from Orsted, Anglian Water and Norwich Western Link) was identified as a burden on local communities.
- Cable trenching was identified as having a variety of impacts, from traffic, noise and environmental impacts; it was felt that these issues needed to be discussed to find ways of reducing impact.
- The groups also identified a lack of effective communication to date on this project. They highlighted a number of other stakeholder groups who need to be engaged with, including farmers, environmental groups, Toad Watch, Norfolk Wildlife Trust, Anglian Water, Ofgem, and Highways England.
- The potential for communities being compensated for the impact of construction was raised.
- An issue was raised regarding the use of non-disclosure agreements (NDAs) between developers and local landowners, and how this would potentially prevent landowners criticising a project if an NDA had been signed.
- Questions around broad public health issues from construction projects and EMFs were raised.

### Actions and next steps

**'Offshore Transmission Network' solution:** it was explained that as this is a broader strategic option for electricity connections in the region, Equinor has limited influence on this issue. However, it was agreed that Equinor should play an active role in discussing this with relevant parties. As a result, the Equinor team will seek to organise a meeting inviting relevant stakeholders to discuss this issue further with members of the local community.



**Cumulative impact:** it was agreed that Equinor would look at how it is working with other developers to reduce cumulative impacts. Equinor will arrange a meeting with Orsted and report back. Equinor will also seek input from stakeholders on ways to reduce the impact of cumulative construction.

**Landowner NDAs:** the Equinor team was concerned about reports of landowners being constrained by the use of NDAs and will look into this and report back.

**Local funding:** Equinor agreed that it would be a good idea if local community benefits receiving funding could be concentrated on areas where the impact is felt most. Upskilling and job creation were mentioned by Equinor as an area where resources could be provided and where local feedback from the parish councils would be welcomed. Equinor agreed to investigate and report back, whilst parish councils were invited to consider and make suggestions for community benefits funding.

It was agreed at the end of the meeting that further discussions and a follow up report would take place during the consultation period, providing sufficient time for stakeholders to effectively provide feedback on the proposals.

#### **Issues raised during small group discussions**

The following section is a transcription of the issues and questions raised by the small groups.

##### **Group 1**

- ORM is preferred option.
- The last point was the need to embrace the Offshore Transmission Network (Ring Main) and not allow commercial pressures to side-line this essential alternative transmission methodology.
- Mitigation of impact of cables isn't solved by relocating where they go: they have to go somewhere. So on-land mitigation is in principle not going to work.
- Concern that Equinor will get too committed to onshore cables and not be able to change its approach.
- Multiple trenches across Norfolk - is the pressure for approval and building meaning we lose sight of the big picture. ORM makes sense to me.
- If it is to come onshore, there should be funding offered to affected parishes, not wider Norfolk community
- Offshore wind farms help reduce need for onshore wind farms. Visual impact.
- Weybourne is the site for lots of places where wind farms are coming onshore. The village is running out of space for the works. And people are sick to death of being 'in the firing line' five times already.
- Communications – not a lot of detail is being communicated about time lines, detailed impact of landfall, noise, impact on tourism Too general at the moment.
- Other stakeholder, Norfolk Wildlife Trust.

##### **Group 2**

- Why are we still all here discussing a long onshore cable trench AT ALL? How will Equinor progress an ORM? Various views in support of this expressed.
- Why have Equinor not already announced their involvement as a pathway project for offshore cables? Same concern raised by others too.
- Cabling needs to go offshore - reluctant to discuss details onshore.
- Does Equinor have any Non-Disclosure Agreements regarding any aspect of this public consultation? This might be why some parishes are not present tonight.
- Cumulative impact: not considered anywhere near enough.
- Traffic generated due to diversions and road closures.





- What roads are identified for construction traffic, and what impacts might this cause?
- Has Equinor considered the public health impact of onshore cabling and how is this being addressed?
- What is the impact of the large solar farm proposal on this project which is being determined tomorrow morning? How will cabling get around/under it? HDD not possible or likely, so route likely to be changed - may drive route closer to residential areas which we don't support at all.
- Why does project fail to take account of Green Book, Govt guidance on appraisal and evaluation, 2018?
- PEIR timescales are too tight.

**Group 3**

- What is the impact of high court decision on Equinor thinking?
- Project should be put on hold until Offshore Ring Main is in place - could be a pathfinder project that BEIS looking for.
- Offshore ring main is a solution.
- Better co-ordination: Not NIMBYism for offshore wind - want to see better co-ordination between the different developers - offshore (and others).
- Recognition Anglian Water putting in a water main - co-ordination. Thickthorn roundabout plus electrical development - disruption to business and traffic disruption - disruption prolonged .
- Significant acreage of the parish being dug up.
- Accept need for project - but Orsted going through too - issue is cumulative impact - similar route but different timescales. Plus Western link - about working together on project. A lot happening - minimising impact on parish - noise, disruptions (green corridors).
- Good communications opportunity.
- Opportunity to avoid/co-ordinate repetition of surveys.
- Assurance that pay-outs not attached to NDAs (reference Suffolk experience).

**Group 4**

- How long is the period of digging and burying?
- What is the process for looking after the archaeology?
- Is it AC or DC (answered in the group - it's AC).
- No details as to what the exact route is and how close to houses - need to know within 100 yards where it is going to go.
- Substation - worried about construction traffic, using local roads to cut through.
- Maintaining ecology and the environment, this needs to be taken into account.
- Electromagnetic radiation.
- Disruption of footpaths.
- Other infrastructure projects in the area - duration of disruption or quantity of disruption.
- Other projects being unaware of the project (Anglia Water).
- Other stakeholder - Toad Watch - important breeding ponds around Hetherset.
- Other stakeholders - Highways England project around A11/A47
- Other stakeholders - Anglia Water





Cllr John Morse (Marlingford and Colton Parish Council)  
 Cllr Sandra Betts (Barford and Wrampingham Parish Council)  
 Cllr Liesl Richardson (Great Melton Parish Council)  
 Prof. Mervyn Bibb (Little Melton Parish Council)  
 Dr Anne Edwards (Hethersett Parish Council)  
 Cllr Helen Simmons (Cringleford Parish Council)  
 Cllr Monica Warmerdam (Keswick and Intwood Parish Council)  
 Cllr Tim Cave (East Carleton & Ketteringham Parish Council)

**Equinor**

Johannes Leininger (Equinor)  
 Magnus Eriksen (Equinor)  
 Callum Draper (Equinor)  
 Johiris Rodriguez Tablante (Equinor)  
 Jan Addicks (Equinor)  
 Nigel Tompkins (New Ideas for Business)  
 Lily Downes (Counter Context)

**Facilitation team**

Pippa Hyam  
 Penny Walker  
 Rhuari Bennett  
 Suzannah Lansdell  
 Helene Jewell  
 Hannah Wynne

**Break out groups**

<p><b>Group 1</b></p> <ul style="list-style-type: none"> <li>• Facilitator, Penny</li> <li>• Equinor, Magnus Eriksen</li> <li>• Weybourne, Cllr Valerie Stubbs</li> <li>• High Kelling, Cllr John Mangan</li> <li>• East and West Beckham, Cllr Daviid Barrass</li> <li>• Baconsthorpe, Cllr Sarah Heydon</li> <li>• Plumstead, Cllr Nick Fulford</li> <li>• Wells Town Council, Cllr Mel Catton</li> </ul>	<p><b>Group 3</b></p> <ul style="list-style-type: none"> <li>• Facilitator, Suzannah</li> <li>• Equinor, Callum Draper</li> <li>• Weston Longville, Cllr Paul Cowley</li> <li>• Marlingford and Colton, Cllr John Morse</li> <li>• Barford &amp; Wrampingham, Cllr Sandra Betts</li> <li>• Great Melton, Cllr Liesl Richardson</li> </ul>
<p><b>Group 2</b></p> <ul style="list-style-type: none"> <li>• Facilitator, Rhauri</li> <li>• Equinor, Johiris Rodriguez Tablante</li> <li>• Itteringham, Ms Sharon Bedford-Payne</li> <li>• Oulton, Cllr Alison Shaw</li> <li>• Cawston, Cllr Chris Monk</li> <li>• Haveringland, Cllr Andre Korolus</li> <li>• Oulton, Mr Ray Pearce</li> <li>• Corpusty and Saxthorpe, Cllr Tony Barnett</li> </ul>	<p><b>Group 4</b></p> <ul style="list-style-type: none"> <li>• Facilitator, Helene</li> <li>• Equinor, Jan Addicks</li> <li>• Little Melton, Prof. Mervyn Bibb</li> <li>• Hethersett, Dr Anne Edwards</li> <li>• Cringleford, Cllr Helen Simmons</li> <li>• Keswick and Intwood, Cllr Monica Warmerdam</li> <li>• East Carleton &amp; Ketteringham, Cllr Tim Cave</li> </ul>



## 2 24 May 2021 Stakeholder Forum Report



### SEP and DEP Stakeholder Forum 2 – Monday 24<sup>th</sup> May 17:30-19:00

#### Introduction

This was the second of the parish and town council stakeholder forums for the Sheringham Shoal Extension Project (SEP) and Dudgeon Extension Project (DEP). The meeting was independently facilitated, and the **purpose** of the forum was to arrange for parish and town councils:

- An opportunity to question, in detail, the onshore construction issues raised at the first stakeholder forum on Tuesday 20 April.
- An opportunity to understand specific concerns and for Equinor to give answers with examples of options available to response problems.
- To have a discussion that will enable the participants to submit effective comments to the Preliminary Environmental Information Report (PEIR) consultation.

The facilitators agreed the following set of **ground-rules** at the outset of the meeting:

- We understand that for many community stakeholders priority should be given to developing an Offshore Transmission Network. We recognise that any views expressed today on onshore construction issues does not mean participants support any onshore solution in preference to an offshore solution.
- The focus of discussion for this meeting is on the key issues raised at the first stakeholder forum.
- While the meeting will cover specific questions, if participants have corrections or location specific points, Equinor are happy to talk to them outside the meeting or receive written responses as part of the PEIR consultation.
- Questions that can't be answered during the meeting will be captured and responded to after the meeting.
- Be concise.
- Respect the views of others.
- There will be publicly available report of the meeting.

The **agenda** was designed in response to what was discussed at the first forum meeting.

The meeting started by giving participants the opportunity to raise specific questions on the two principal onshore construction issues that arose at the first forum on the Tuesday 20 April, around traffic & public health and environment & ecology. These questions were captured on an interactive white board and are transcribed below. Technical specialists from Equinor listened to the participants' questions and issues, and then responded via two short presentations to address some of the key issues and questions raised by participants.



### **Meeting outputs**

#### **Point of order**

Before the meeting began a point of order was presented by Sandra Betts of Barford and Wrampingham Parish Council, regarding the length of the current consultation. She stated that the level of information in the PEIR was too much to give parish councils the time to read, consider and agree a response to the consultation within six weeks and she requested for an extension. Please see appendix for statement in full.

#### **Update on the Offshore Transmission Network discussion**

Equinor will undertake to circulate all the information stakeholders need in order to participate in the Government's upcoming consultation on an Offshore Transmission Network. It was noted that BEIS will also hold webinars. Equinor are continuing to organise a meeting with other industry players on this issue.



**Discussion groups**

Participants divided into two groups. A facilitator, scribe and technical staff from Equinor also joined each group. Group A began by discussing about traffic & public health concerns and group B started on the environment & ecology. Halfway through the meeting participants then moved onto the other issue where they were able to see questions raised by the other group, and add to them. Participants were asked to raise general and specific questions on these themes. The section below is a transcription of the questions raised in the groups. The report appendix shows a screenshot of the interactive white board used to capture the questions.

**Questions and issues raised during small group discussions**

Group A	Group B	Plenary questions, raised in the zoom chat
<b>Traffic and health</b>		
<ul style="list-style-type: none"> <li>Holt road - planning on building a crossing, this looks as if it's going along the nasty bend - is this trenched or trenchless, if trenchless then does it need shutting?</li> <li>Alton main construction route link 131 construction compound</li> <li>Beach road - very narrow and busy - is any construction traffic planning to use this?</li> <li>In PEIR - talking about bringing in traffic along A149 is it coming from Sherringham, or down from Weybourne?</li> <li>Link 57 Blickling Road Boris and vangare link 75 have not been assessed - why?</li> <li>Link 58 - what is the unnamed road? Want to make sure it's not the Haverington Road</li> <li>Beach road - very narrow and busy - is any construction traffic planning to use this?</li> <li>Holt Road - planning on building a crossing, this looks as if it's going along the nasty bend - is this trenched or trenchless, if trenchless then does it need shutting?</li> <li>Alton main construction route 131 construction compound</li> <li>In PEIR - talking about bringing in traffic along A149. Is it coming from Sherringham, or down from Weybourne?</li> <li>How has the impact of HGV's been accounted for in the Studies?</li> <li>Seasonal increase in traffic (quadruples in summer). When will this be carried out?</li> </ul>	<ul style="list-style-type: none"> <li>Thickthorn junction is being widened, tunnel going under the roundabout - this needs to be added into the mix</li> <li>Potential impact of A47 dualling that will impact local roads - lots of disruption</li> <li>Traffic volume specifically related to the HGV route going through Woodford farm compound - we would welcome a meeting on this.</li> <li>A lot of questions about the whole Woodford compound... want a meeting to follow this up</li> <li>The size of some of the roads are narrow and verges will be ruined - damage that HGV lorries will do</li> <li>Emergency services - our roads will be completely blocked, eg Melton Road - how will emergency services get through?</li> <li>Where are the access points form the roads to the pipeline routes?</li> <li>Are the maps accurate? Ch 26 vol 2 appendices</li> </ul>	<ul style="list-style-type: none"> <li>What are the traffic numbers for the main construction compounds?</li> <li>How are the crossing points with water mains going to be managed to minimize disruption and longer-term issues?</li> <li>What factors have been used to scale up 2020 Covid impacted traffic levels to realistic levels for normality?</li> </ul>



<ul style="list-style-type: none"> <li>• According to traffic numbers you seem to only give peak hourly numbers – 7.30 -8.30 and 4.30 -5.40. what happens in the rest of the day?</li> <li>• Sandy Hill Lane – trenchless or trenched drilling along carriage way – how long will this take and what will the impact be?</li> <li>• Agricultural traffic needs to be taken into account</li> <li>• Can we have clarification on criteria used (classified) eg drawing no 26.5 marks all the roads then sets them into 2 different criteria - low and high sensitivity. How has the conclusion been arrived at B1145? Chris said that a lot of studies have been done before and are not picked up or acknowledged.</li> <li>• Once the work is done – how often is access going to be required to inspection points, what is going to be needed – is it pedestrian, vehicle access?</li> <li>• Concerns that there will be Lincs company doing remedial work on agricultural drainage – not local</li> <li>• With all these projects happening at the same time – what is your mitigation going to be on roads impacted – Are you going to replace like for like roads?</li> <li>• Are there any plans for meetings with individual parishes or small groups of parishes that are all related to each other? And if not why not?</li> </ul>		
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Group A	Group B	Plenary questions, raised in the zoom chat
<b>Environment and ecology</b>		
<ul style="list-style-type: none"> <li>• Availability of funding for projects which enhance biodiversity: might this exist? How might this be implemented?</li> <li>• An ancient track on the course – can we make sure this track is not damaged?</li> <li>• How to minimize the impact and look at reinstatement afterwards – not just reinstatement but benefits by planting more trees and hedges or other enhancements?</li> <li>• Ponds: some ponds look scheduled for destruction. What mitigation (e.g. potential</li> </ul>	<ul style="list-style-type: none"> <li>• Beach Road Weybourne – is a county wildlife site with Cetti’s Warblers – these are Schedule 1 birds so damage, needs to be avoided, not ‘if possible’.</li> <li>• Watercourses – previous experience of projects damaging springs and aquifers – impact on agriculture and environment. Has the water</li> </ul>	<ul style="list-style-type: none"> <li>• When the trenching has been done and Equinor leaves after 4 weeks, what is the time scale for remedial work, be it drains, hedgerows,</li> </ul>



<p>replacements) can be put in for ponds? Can't see how this can happen.</p> <ul style="list-style-type: none"> <li>• Bats: seem to have been ignored in the studies. There are very rare bats nearby</li> <li>• Overwintering invertebrates, which hibernate in fields – toads, newts.</li> <li>• Timescales – Great Melton Parish farmland – how long does it take to put in a km of trenching and what time of year might this happen?</li> <li>• Timescales – avoiding nesting season, damage to wild flowers</li> <li>• Local businesses need to know timescales, so they can communicate accurately to their customers and users.</li> <li>• Compound – road widening could damage hedgerows. We'd like to minimize damage from compounds too</li> </ul>	<p>beneath the soil been considered too?</p> <ul style="list-style-type: none"> <li>• Have the investigations included wells, springs?</li> <li>• How long does a km of trenching and cabling take to put in?</li> <li>• This disruption includes noise, pollution etc.</li> <li>• Oulton – the proposal includes more road widening – will this lead to damage of hedgerows and trees?</li> <li>• Widening to put in passing places will lead to destruction of hedges and verges. Has this been assessed?</li> <li>• Weybourne Woods – use of fire breaks for trenching areas – has the likelihood of fragmenting the habitats been assessed? How wide will the corridors be?</li> <li>• Fudging of issues of whether it will be done as a single project or not – impact will be increased if projects done sequentially rather than all in one.</li> <li>• Uncertainty around construction as combined or separate projects reduces faith in the process</li> <li>• HVDC as an option? In order to reduce number of cables needed and trench sizes. Has this been asked for by District Councils?</li> <li>• Clarity needed over AC/DC choice</li> </ul>	<p>planting, foot paths etc.</p> <ul style="list-style-type: none"> <li>• How are the crossing points with the water mains going to be managed to minimize disruption and longer term issues?</li> <li>• How are the crossing points with water mains going to be managed to minimize disruption and longer terms issues?</li> </ul>
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**Plenary session after breakout groups**

Participants asked if they could view the Concept board after the meeting. This was agreed and links were sent out within two days of the meeting.

**Environment and ecology presentation**

Callum Draper, Equinor’s EIA lead, had prepared a presentation on environment and ecology. As he presented, he responded to some of the questions raised in the group sessions. The Equinor team agreed they would address the questions raised and, where appropriate, refer to sections of the PEIR. This section includes the presentation slides and a summary of the points made by Callum.

**Key concerns from the previous forum**

- Impacts to landscape features such as trees, hedgerows and other sensitive habitats
- Harm or disturbance to wildlife
- Restricted access to public rights of way
- Impacts to agricultural land including access, soil compaction and drainage
- Impacts to unknown archaeology
- Public health and nuisance issues from noise, dust emissions and EMFs
- Cumulative impacts with other projects



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**Callum’s presentation narrative**

*We recognise that we will make an impact. The project will connect 800,000 homes to the national grid and that comes with disruption, but we take an approach with mitigation at the heart of our design to address these impacts. Onshore – installing the cables. In groups points have been raised about timescales.*

- Anticipated construction presence – sectionalised approach to cabling.
- Sensitive crossings using trenchless techniques.

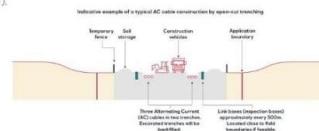
*This Hierarchy of mitigation measures is the general approach we apply. The priority is to avoid impacts as much as possible. Site selection helps and it is only where we can’t avoid impacts that we introduce measures to mitigate.*

*Enhancement – biodiversity net gain, we are not just talking about reinstatement but also leaving a positive impact on the environment.*

**Presentation slide**

**Sources of impacts**

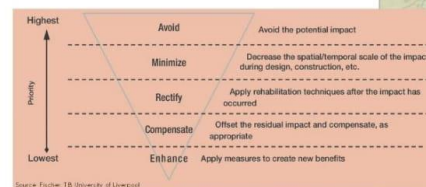
- The onshore cable corridor will be up to 60m wide for open-cut trenching providing space for both SEP and DEP.
- This includes space for the cables, a haul road, storage areas for topsoil and subsoil, construction drainage and some additional space for micro-siting during detailed design.
- The onshore cable duct will be installed in sections of up to 1 km at a time, with a typical construction presence of up to four weeks along each 1 km section.
- Major crossings, such as major roads, river and rail crossings will be undertaken using trenchless crossings techniques such as Horizontal Directional Drilling (HDD).



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**Hierarchy of mitigation measures**



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Wherever we have features of importance, e.g. hedgerows – we use same approach for all ecological features.

- Keeping impacts to absolute minimum
- Picking up on Paul's comments about net gain – hedgerows are just one opportunity. Also looking at filling in gaps in pre-existing hedgerows and planting trees in hedgerows. We are at an early stage of looking for opportunities on site. But also looking at off-site opportunities – and keen to engage with PCs for any suggestions.

Issues relating to agriculture were also raised. Some PCs are interested on timings of work and impact on agriculture.

We will appoint an agricultural liaison officer to support planning and timing of works, to minimise disruption. Includes how we layout our cables. E.g. using existing accesses rather than creating new ones. Avoiding time of year that will cause damage or compaction issues in those arable areas. Duration of impacts depends on weather conditions and other actors that play a part. If all goes well we will install 1km of cable route within 2-4 weeks.

No archaeology questions were raised.

#### Applying the hierarchy of mitigation for SEP and DEP – Hedgerows

Mitigation Hierarchy	Mitigation proposed for SEP and DEP
Avoid	<ul style="list-style-type: none"> <li>• Refinement of the DCO boundary and to avoid hedgerow habitat wherever possible</li> <li>• Trenchless techniques</li> </ul>
Minimise	<ul style="list-style-type: none"> <li>• Working corridor to be aligned as far as reasonably possible with existing hedgerow gaps, or falling that, with sections of hedgerows with relatively limited ecological value</li> <li>• Where the onshore cable corridor crosses through woodland and hedgerows, the working corridor width will be reduced to a typical working width of 20m.</li> </ul>
Rectify	<ul style="list-style-type: none"> <li>• On completion of construction all hedgerows that have been removed as a result of the works, corridor will be reinstated by planting with suitable native hedgerow species.</li> </ul>
Compensate	<ul style="list-style-type: none"> <li>• For every length of hedgerow removed at least an equivalent length will be reinstated. This will ensure no overall net loss in hedgerow habitat.</li> </ul>
Enhance	<ul style="list-style-type: none"> <li>• Ecological enhancements and opportunities for BNG associated with DEP and SEP will focus in part on hedgerow habitat.</li> <li>• Where landowners are agreeable and once ecological benefits are clearly established (once the onshore cable corridor is refined) existing gaps in hedgerows will be in-filled and new hedgerows will be planted along currently un-hedged boundaries.</li> </ul>



Hedgerow survey

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#### Applying the hierarchy of mitigation for SEP and DEP – Agricultural Land

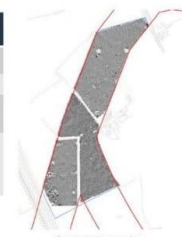
Mitigation Hierarchy	Mitigation proposed for SEP and DEP
Avoid	<ul style="list-style-type: none"> <li>• Avoidance of Best and most versatile (BMV) land where possible.</li> </ul>
Minimise	<ul style="list-style-type: none"> <li>• Obtain feedback from landowners and occupiers to determine the most appropriate cable route to minimise disruption to agricultural activities.</li> <li>• Appoint Agricultural Liaison Officer (ALO) to support the appropriate planning and timings of works.</li> </ul>
Rectify	<ul style="list-style-type: none"> <li>• ALO and land drainage consultant to develop pre- and post-construction drainage plans.</li> <li>• Reinstatement of drainage to as soon as practicable following the completion of the works.</li> </ul>
Compensate / Enhance	<ul style="list-style-type: none"> <li>• Private agreements to be sought with relevant landowners/occupiers and the land reinstated to pre-construction condition as a minimum.</li> </ul>

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#### Applying the hierarchy of mitigation for SEP and DEP – Archaeology and Cultural Heritage

Mitigation Hierarchy	Mitigation proposed for SEP and DEP
Avoid	<ul style="list-style-type: none"> <li>• Micro-siting and route refinement to avoid areas of potential sub-surface archaeological remains.</li> </ul>
Minimise	<ul style="list-style-type: none"> <li>• Landscape screening to minimise impacts to the setting of heritage assets.</li> </ul>
Rectify	<ul style="list-style-type: none"> <li>• Impact to the historic landscape character (including hedgerows and parish boundaries) will be minimised by retaining field boundaries, hedgerows etc. to their pre-construction condition and character post-construction.</li> </ul>
Compensate / Enhance	<ul style="list-style-type: none"> <li>• Acquisition of a robust archaeological record of a site / feature may be considered to adequately compensate identified, recognised and acceptable harm to a heritage asset</li> <li>• Analysis, publication and archiving of new data and archaeological information.</li> </ul>



Geophysical survey data

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*Equinor recognises that in Norfolk there are a number of projects proposed that will affect environment cumulatively. This is addressed through the EIA – assessing the likelihood of the impact.*

*We are working through other developers' documents to understand their assessments. Other developers also putting in stringent mitigations. Depends on the timing of works, not always the case that construction overlaps but we plan for the potential for that to happen. Later down the line we will need to co-ordinate, particularly around landfall / Hornsea. We need to work with them to ensure works delivered in an efficient way.*

*Cumulative noise impacts are associated with substation concerns – looking at sensitive receptors and considering the other projects within our assessments.*

**Feedback**

*The comments made about ancient oaks – those types of comments are very useful. We have been working for two years collecting data, using local environmental consultants etc but it is still useful to build an understanding of things that locals value.*

*Nesting birds – there is much more information in the PEIR. We know it is easy proposing them, but they need to be implemented. In the PEIR there is information about how we ensure the measures we promise are implemented.*

**Cumulative Impacts**

The cumulative impact assessment (CIA) considers other plans, projects and activities that may impact cumulatively with DEP and SEP.

**Example 1 - Potential for cumulative impacts within the River Tud catchment associated with the construction of the A47 North Tuddenham to Easton Highways scheme.**

- Although the potential for cumulative impacts exist due to potential overlap of construction, stringent mitigation measures to be implemented by both projects will act to prevent cumulative impacts that are greater than DEP and SEP alone.

**Example 2 - Potential for cumulative noise impacts associated with the operation of the Hornsea Project Three substation.**

- Although two operational noise sensitive receptors are shared between the projects, the noise levels calculated at these locations are predicted to be below the background noise level DEP and SEP will therefore not contribute to a cumulative noise impact at these locations with mitigation in place.

Furthermore, Equinor will work with other developers to reduce the potential for cumulative impacts.

(1)

Open



**All feedback is good feedback**

- "The footpath shown here forms part of a circular walk that is used on a daily basis by the local community. Disruption to this footpath should therefore be kept to a minimum and the footpath reinstated promptly."
- "There is a housing development proposed on the edge of the village, however it has not been included within the cumulative impact assessment. Should this not be considered?"
- "The construction compound that you have identified is within close proximity to my property. I am concerned about noise and dust emissions from the compound. Can the compound be located further away, or how will you deal with this issue?"
- "This area proposed for the cable route was once used as a landfill. Are you aware of this?"
- "I am concerned about noise from the electricity substation once in operation. The PEIR explains how design mitigation can prevent this issue, however I would like to understand more about the effectiveness of these measures."

(1)

Open



**Traffic and transport**

Johiris Rodriguez Tablante, Equinor’s onshore consent manager, talked through a presentation on traffic and public health, also drawing on some of the questions raised during the group session. The Equinor team agreed they would address the questions raised and where appropriate refer to sections of the PEIR. The following section includes the slides and summary of the points made by Johiris.

**Presentation slide**

**Johiris’ presentation narrative**

Key Concerns from the previous forum



- Road diversions and closures
- Avoiding vehicles using cut-throughs
- Cumulative Impact
- Noise
- Pollution
- Public health



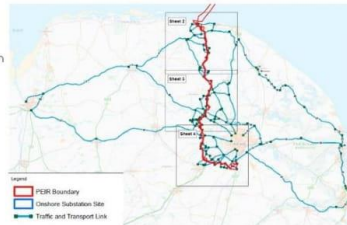
Johiris acknowledged that during the group session the majority of the concerns raised related to issues on roads / road diversions etc., and that public health was not focussed on as an issue during this forum.

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**Source of impact**

- The onshore cable corridor has a total length of 60 km from landfall at Weybourne to the substation at Norwich main.
- The construction work requires the movement of both employees and materials through the network along the cable corridor.



Johiris acknowledges that this is a big infrastructure project. With a need to move both people and materials during construction.

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<b>Surveys done to establish baseline</b>	<ul style="list-style-type: none"> <li>Desk based assessments, utilising open source data from the Department for Transport and the relevant Highway Authorities.</li> <li>Traffic count surveys undertaken in 2020.</li> <li>To ensure traffic numbers collected during the COVID-19 Pandemic were representative of the normal traffic present on roads in this part of Norfolk scaling was applied to the data and agreed with the Highway Authorities to ensure that the traffic numbers used reflect the expected baseline.</li> </ul>
<b>Who have we been consulting with on this topic</b>	<ul style="list-style-type: none"> <li>Norfolk County Council (as Local Highway Authority).</li> <li>Highways England consulted as part of the Expert Topic Group.</li> </ul>



Due to the pandemic – it has been necessary to model what the traffic would have been in ‘normal times’. There was a question on whether Equinor had up-to-date information. Equinor use information from transport authorities – Highways England. On the map you can see the variety of constraints

**Mitigations Measures Embedded into the design of DEP and SEP**

Site selection for the cable corridor from Weybourne to Norwich Main

- Avoiding key constraints e.g. height or weight restrictions on the highway network, where possible;
- Avoiding populated areas, where possible;
- Avoiding proximity to residential dwellings;
- Minimising impacts to local residents in relation to access to services and road usage, including road and footpath closures; and
- Preference for the shortest cable corridor to minimise the overall footprint and the number of receptors that will be affected.

In order to identify a site for the cable corridor, we applied this set of criteria to minimise impact.

**Mitigations Measures Embedded into the design of DEP and SEP**

Duct Installation Method

- Sectionalised cable duct installation to minimise the duration of works on any given section of the route

Trenchless Crossings

- Commitment to trenchless crossing techniques of sensitive roads;
  - ✓ Roads: A11, A47, A148, A149, A1067, B1145, B1149, B1354, Old Fakenham Road
  - ✓ Norwich Western Link Road (not yet constructed)

Temporary Construction Compounds (TCCs)

- TCCs are located away from population centres where practical to reduce impact on local communities and population centres.

Many of questions were specific on how long different stretches of the connection would be. We are looking at sectionalising the route so our presence in an area shouldn't be for longer than four weeks. We can avoid seasonal issues. Questions about trenchless crossing for a number of specific roads and questions about whether need to close roads? No with trenchless crossing we don't have to close roads. Temporary construction compounds will minimise traffic on the network





Mitigations Measures Embedded into the design of DEP and SEP

Vehicle movement

- Construction of an (up to) 6m wide haul road with an approximate length of 60km to reduce the number of access points and HGV movements on the local road network.
- Carefully selected delivery routes to minimise impact on the sensitive receptors within the TTSA.

Vehicle routing

- Links 91 (Blind Lane), 120 (Cantley Road) and Cawston Village prohibited for use by HGV traffic at the request of highway stakeholders.

A 6m wide haul road will be created along the route, to minimise vehicle movements on public roads. This reduces access points and HGV movements. At the request of highways stakeholders, we are prohibited from using certain sensitive routes.

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Cumulative Impacts Assessment (CIA):

PEIR
Preliminary traffic assessment for DEP & SEP concurrent construction scenario
Initial HGV and LCV numbers assessed
CIA with other projects based on available information (e.g. timeline, traffic movements where specified)
Traffic distribution taking into account identified secondary compound
No main construction compound (s) yet included in current traffic distribution



DCO
Traffic assessment for concurrent and single project construction scenarios
Refinement of HGV and LCV numbers
Outline Traffic Management Plan (OTMP)
Outline Access Management Plan (OAMP)
Outline travel plan (OTP)
An Abnormal Inadvisable Load Study
CIA with other projects based on updated information at DCO submission
Construction traffic routing strategy will include: <ul style="list-style-type: none"> <li>• Installation of appropriate traffic signage and</li> <li>• driver training to direct suppliers and contractor's vehicles along appropriate delivery routes.</li> </ul>
There will also be measures set out to explain how the public can report concerns or non-compliance
Main Compound(s) <ul style="list-style-type: none"> <li>• Full details of the numbers of HGV and employee vehicle movements to the main compound(s).</li> <li>• Assessment of the impacts of these vehicle movements upon traffic and transport effects</li> </ul>

Cumulative impacts

- It is important to reiterate this is still is preliminary assessments. There is a lot to consider and we are doing our homework. Looking at worst case scenarios, in reality numbers of traffic movements are likely to be less.
- PEIR is informed by available information at the time it is written

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The type of feedback that will help us:

- Information about upcoming projects not identified in PEIR
- Additional intel that can be used to inform traffic assessment (e.g. known local accident hot spots)
- Confirmation if estimated baseline traffic numbers agree with data that local PC may have.

*Someone in the small group discussion had access to good traffic data – which was in line with our ball park numbers – that information is really useful.*

*It is important to note that these questions are all important, even if they are not addressed by the PEIR they will need to be addressed at a later stage when Equinor produce Traffic Management Plans.*

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### Summary and next steps

It was agreed that in addition to the report, Equinor will respond to all the questions and will make a reference to where in the PEIR you can find this information.

Johannes from Equinor responded to Sandra Bett’s consultation extension request. He acknowledged that the PEIR is a large document, however an extension cannot be granted as the six week timeframe is applied to all stakeholders, and it is important stakeholders are treated with equal regard. He described how Equinor will do what it can to assist councils to respond, and if there are any issues parish councils need explanation or more information on, he is happy to arrange a meeting to discuss these issues, and this can be done within the consultation timeframe. Currently meetings will have to be online – but Equinor is making plans about how to hold a face-to-face public information event as soon as possible.

Members of the forum should contact the team to set up a meeting if desired at [info@sepanddep.co.uk](mailto:info@sepanddep.co.uk)

### Actions

- Questions in the chat have been included in the notes above
- Glossary – will be included in Equinor response to questions
- Concept board will be made available to everyone within 48 hours of the meeting and it will be made available to at least the end of the consultation.
- Report of the meeting will be made available with a short turnaround.

A final point was made at the end of the meeting, Equinor stated that the information raised today is hugely helpful.

**Below is a screenshot of the issues captured on the interactive white board, transcribed above.**





**Attendees**

**Parish council representatives**

- Cllr Valerie Stubbs (Weybourne Parish Council)
- Cllr John Mangan (High Kelling Parish Council)
- Cllr Chris Monk (Cawston Parish Council)
- Cllr Alison Shaw (Oulton Parish Council)
- Cllr Andre Korolus (Haveringland Parish Council)
- Cllr Mel Catton (Wells-next-the-sea Town Council)
- Cllr Jane Cadman (Booton Parish Council)
- Cllr Liesl Richardson (Great Melton Parish Council)
- Dr Anne Edwards (Hethersett Parish Council)
- Cllr Paul Cowley (Weston Longville Parish Council)
- Prof. Mervyn Bibb (Little Melton Parish Council)
- Cllr Sandra Betts (Barford and Wrampingham Parish Council)
- Cllr Derek Barber (Swardeston Parish Council)
- Cllr Helen Simmons (Cringelford Parish Council)

**Equinor**

- Johannes Leininger (Equinor)
- Callum Draper (Equinor)
- Johiris Rodriguez Tablante (Equinor)
- Jan Addicks (Equinor)
- Jon
- Sam
- Nigel Tompkins (New Ideas for Business)
- Lily Downes (Counter Context)

**Facilitation team**

- Pippa Hyam
- Penny Walker
- Richard Harris
- Suzannah Lansdell
- Helene Jewell
- Hannah Wynne

**Break out groups**

<b>Group A</b>	<b>Group B</b>
<ul style="list-style-type: none"> <li>• Facilitator, Suzannah</li> <li>• Weybourne, Cllr Valerie Stubbs</li> <li>• High Kelling, Cllr John Mangan</li> <li>• Cawston, Cllr Chis Monk</li> <li>• Oulton, Cllr Susan Mather</li> <li>• Haveringland, Andre Korolus</li> <li>• Wells Town Council, Cllr Mel Catton</li> <li>• Booton, Cllr Jane Cadman</li> </ul>	<ul style="list-style-type: none"> <li>• Facilitator, Richard</li> <li>• Great Melton, Cllr Liesl Richardson</li> <li>• Hethersett, Cllr Anne Edwards</li> <li>• Weston Longville, Cllr Paul Cowley</li> <li>• Little Melton, Cllr Mervyn Bibb</li> <li>• Barford &amp; Wrampingham, Cllr Sandra Betts</li> <li>• Swardeston, Cllr Derek Barber</li> <li>• Cringleford, Cllr Helen Simmons</li> </ul>

Wickmere Parish Councillor Leslie Ash attended for the second half of the meeting.



### Deferral proposal

Sandra Betts, Parish Councillor, Barford and Wrampingham

*"It is clear that Equinor has commissioned an enormous amount of work as part of the PEIR. It is also clear that there is considerable fine detail in the documentation which attempts to assess the impact of the damage caused by the project on the local environment and on people's lives. Leaving aside for a moment the incomplete aspects of the report and the subjective nature of the interpretation of these impacts, as a Parish Councillor I would like to express my serious concern about the time given for a proper assessment of all this information and data. The PEIR extends to many thousands of pages and there is much additional detail in the maps and data tables. Most Parish Councils meet once a month – some less frequently. You have allowed a period of just over 6 weeks for this consultation phase. It is completely unreasonable to expect Parish Councils to read the documentation in full, discuss and produce an agreed position with regard to the project within this timeframe. It needs to be remembered that Parish Councillors are, unlike your employees, unpaid and do this in their spare time. One interpretation could be that the intention of Equinor with this consultation is to drown objections in a sea of paperwork. It should be further understood that the Equinor timetable takes no account of the disruption caused by Covid and the significant changes to people's lives being brought about by easing of lockdown restrictions and the resulting increased commitments of individuals.*

*I would like to propose, and here I seek the support from other councils, an extension to the consultation phase of an additional 3 months to allow appropriate time for proper consideration of the documentation now provided by Equinor.*

*I recognise that Equinor, as project leaders for SEP and DEC have stated their commitment to a fair and full consultation with those affected by the projects. They also have stated their desire to minimise the impact of the projects on the local environment and on local people. Will they now commit to this 3-month extension of the consultation phase to assist these objectives to be met?"*