Sheringham Shoal and Dudgeon Offshore Wind Farm Extension Projects

March 2022 Public Information Day Materials and Publicity

August 2022
Document Reference: 5.2.20
APFP Regulation: 5(2)(q)

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Title: **Sheringham Shoal and Dudgeon Offshore Wind Farm Extension Projects Consultation Report** **Appendix 20 – March 2022 Public Information Day Materials and Publicity**		
PINS document no.: 5.2.20.		
Document no.: C282-CC-Z-GA-00022		
Date:	Classification	
August 2022	**Final**	
Prepared by: **Counter Context**		
Approved by: **Jan Trønningsdal, Equinor**	Date: August 2022	

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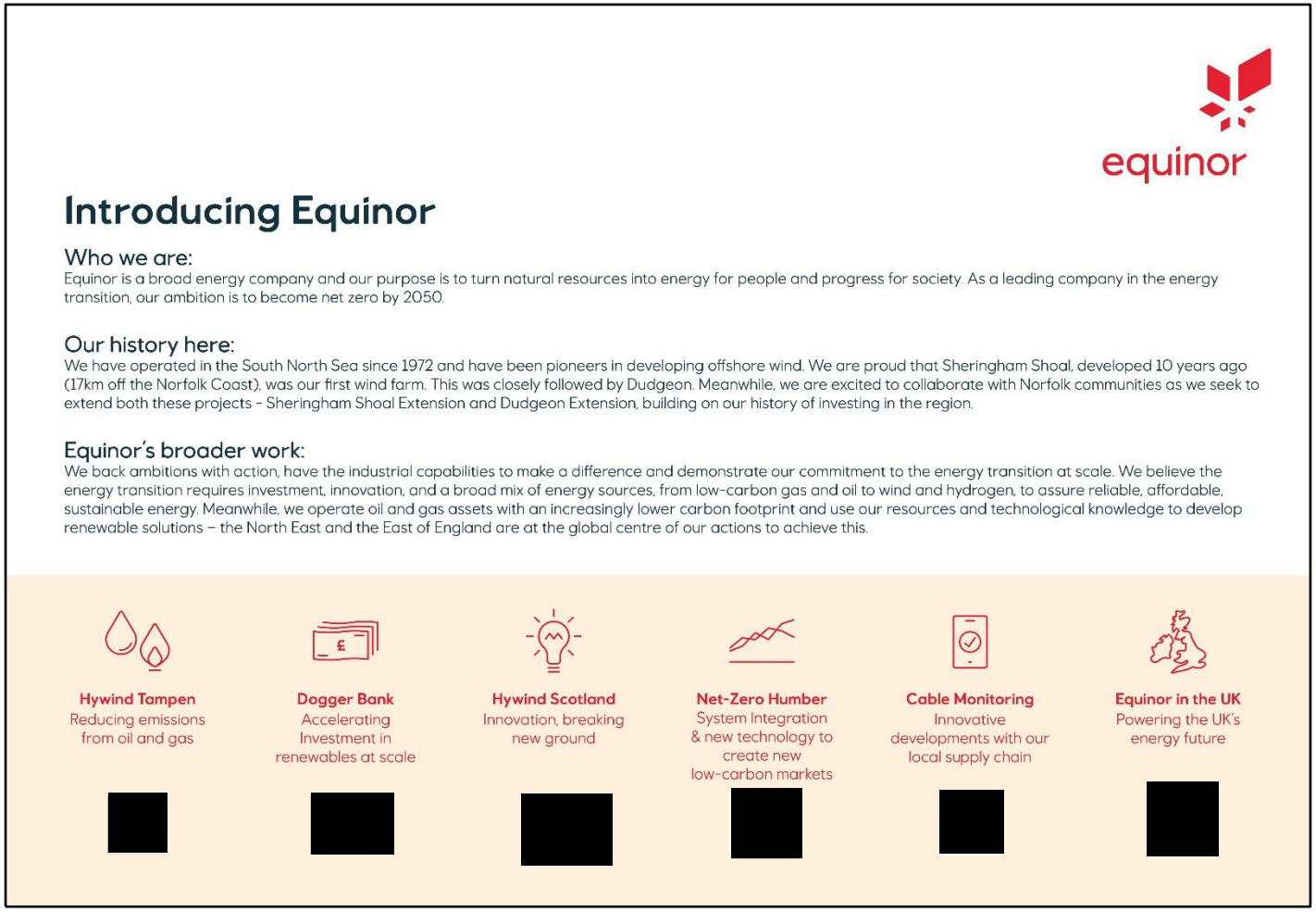
1 Public Information Day Materials

1.1 Exhibition Boards



equinor

Introducing Equinor

Who we are:

Equinor is a broad energy company and our purpose is to turn natural resources into energy for people and progress for society. As a leading company in the energy transition, our ambition is to become net zero by 2050.

Our history here:

We have operated in the South North Sea since 1972 and have been pioneers in developing offshore wind. We are proud that Sheringham Shoal, developed 10 years ago (17km off the Norfolk Coast), was our first wind farm. This was closely followed by Dudgeon. Meanwhile, we are excited to collaborate with Norfolk communities as we seek to extend both these projects - Sheringham Shoal Extension and Dudgeon Extension, building on our history of investing in the region.

Equinor's broader work:

We back ambitions with action, have the industrial capabilities to make a difference and demonstrate our commitment to the energy transition at scale. We believe the energy transition requires investment, innovation, and a broad mix of energy sources, from low-carbon gas and oil to wind and hydrogen, to assure reliable, affordable, sustainable energy. Meanwhile, we operate oil and gas assets with an increasingly lower carbon footprint and use our resources and technological knowledge to develop renewable solutions – the North East and the East of England are at the global centre of our actions to achieve this.

Hywind Tampen
Reducing emissions from oil and gas

Dogger Bank
Accelerating Investment in renewables at scale

Hywind Scotland
Innovation, breaking new ground

Net-Zero Humber
System Integration & new technology to create new low-carbon markets

Cable Monitoring
Innovative developments with our local supply chain

Equinor in the UK
Powering the UK's energy future

Sheringham Shoal Extension Project (SEP) and Dudgeon Extension Project (DEP)

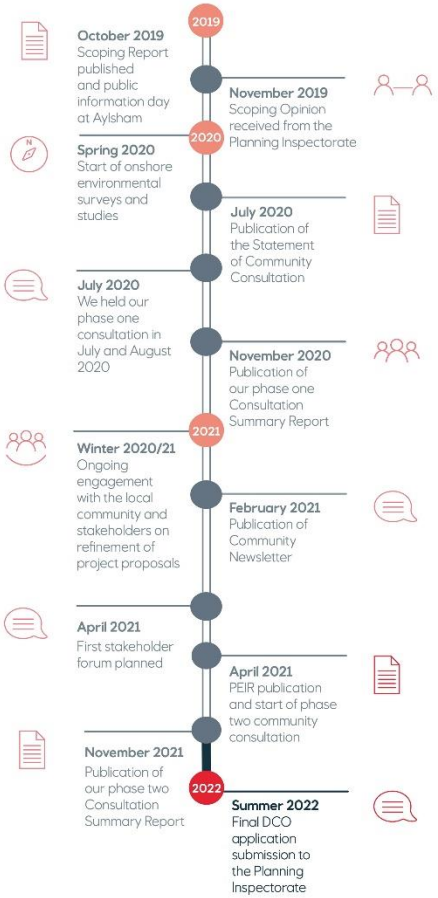
Equinor is the operator of the existing Sheringham Shoal and Dudgeon Offshore Wind Farms and is now proposing to extend these assets on behalf of their two operational partnerships.

SEP and DEP will be located off the coast of North Norfolk, adjacent to the operational windfarms, and will help the UK to address climate change and reach its target of net zero carbon emissions by 2050.

We will apply for a joint Development Consent Order (DCO), which will be determined by the Secretary of State for Business, Energy and Industrial Strategy (BEIS). Submission of the joint DCO application is indicatively planned for early summer 2022.

Both projects have a shared point of connection at the National Grid Norwich Main Substation. SEP and DEP could provide enough clean renewable energy to power **785,000 UK homes**.

Project Timeline



Our onshore proposals

Electricity generated by SEP and DEP offshore will be brought onshore via subsea cables, which will reach the coastline at a point known as landfall.

To avoid the use of permanent overground infrastructure, the cables will be buried underground, along a cable route leading to an onshore substation close to the grid connection point.

Landfall

We have chosen a landfall location for SEP and DEP to the west of Weybourne Beach car park at the Muckleburgh Estate.

This location benefits from favourable conditions for horizontal directional drilling (HDD) to install cable ducts beneath Weybourne beach, minimising disruption to the shoreline and avoiding impact on the Weybourne Cliffs Site of Special Scientific Interest, and the outcropping chalk feature of the Cromer Shoal Chalk Beds Marine Conservation Zone.

The landfall compound has been positioned and reduced in size to minimise impacts to the surrounding habitat. We have also identified vehicle access routes and space for cable duct preparation that makes use of existing access tracks within the Muckleburgh Estate. This allows us to avoid public roads in this area, minimising any potential disruption to accessing Weybourne Beach.

HDD will be used to cross Weybourne Woods. This will be undertaken in two parts, each 400 metres in length. The midway point has been the subject of an arboricultural (tree) survey, which has been used to locate a drilling compound within an existing gap in the wood that can be accessed via the firebreak within the woodland. This site was chosen due to a low density of trees with limited ecological value as well as being sited within private land.

Onshore cable corridor

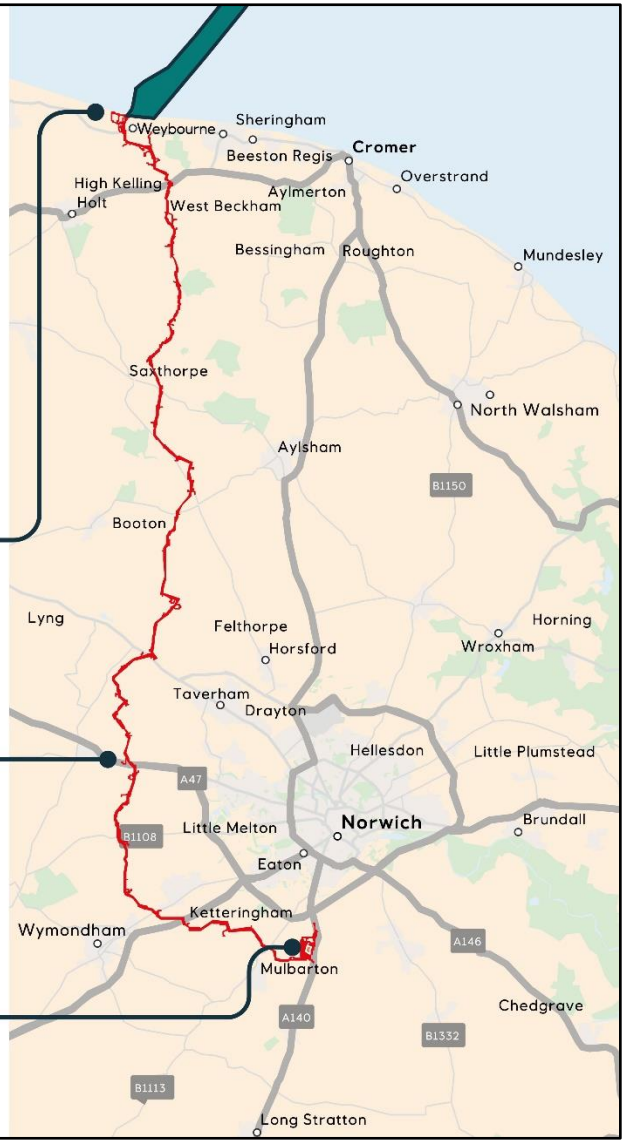
The cable route will be approximately 60 km long from landfall in Weybourne to the onshore substation close to the existing National Grid Norwich Main substation near Swardeston.

Informed by consultation feedback, technical studies, and environmental surveys the onshore cable corridor has been refined to a width of 60 metres for the DCO application. The exception to this 60-metre boundary is trenchless crossing zones, such as main rivers and A roads where the width will be 100 metres. The working easement is expected to be narrower than the width of the Order limits. This will allow room for micro-siting during detailed design, and for onward connection to the existing surface water drainage network.

The primary onshore cable installation method will be open-cut trenching, with cable ducts installed within the trenches for each project and backfilled with soil. Cables would then be pulled through the pre-laid ducts at a later stage in the construction programme. This cable installation method would require a trench of approximately 2 metres deep and 2 metres wide.

Onshore substation

We have selected a site to locate our onshore substation, close to our grid connection point at National Grid Norwich Main Substation. Learn more about the onshore substation on the onshore substation exhibition board.



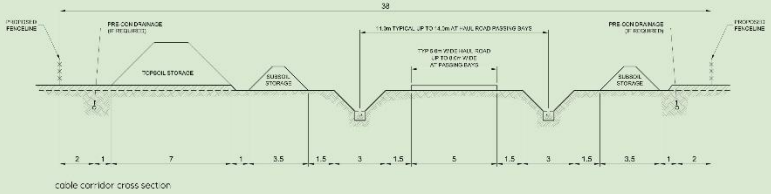
Constructing SEP and DEP

Crossing methods

Trenchless crossing

Major crossings, such as major roads, rivers, woodland and rail crossings will be undertaken using trenchless crossings techniques such as Horizontal Directional Drilling (HDD). This process involves drilling directly underneath the feature being avoided to ensure minimal impact on the surface and minimal disruption.

Equinor has committed to trenchless crossing of all A and B roads and 20 other local roads. Equinor has also committed to use trenchless crossings for all main rivers such as the River Wensum and the River Bure.



cable corridor cross section

Minor crossings

Where the onshore cable corridor crosses minor roads, tracks and public rights of way, open cut trenching as well as trenchless crossings are proposed.

Open cut trenching would typically occur for one to two weeks. During this period, access for traffic along the highway would either be controlled via traffic signals or stop-go boards, or appropriate diversions would be implemented. Access for pedestrians and cyclists would however be maintained at all times.

Temporary construction compounds

A main construction compound is needed for project offices, welfare facilities, and material and equipment storage. Equinor has identified its preferred main construction compound location, adjacent to the A1067 (Fakenham Road) near Attlebridge.

The site benefits from being connected to the onshore cable corridor and is adjacent to the A1067, which is a main distributor road and is located at the longest HDD on the project under the A Road and River Wensum.

The main construction compound will have an area of up to six hectares. The compound will be in place for 36 months for the single project or two-project concurrent scenario and up to 72 months under the two-project consecutive scenario.

Secondary compounds will operate as support bases for the onshore construction works as the work on the onshore cable corridor passes through an area. They may house portable offices, welfare facilities, localised stores, as well as acting as staging posts for localised secure storage for equipment and component deliveries.

Secondary compounds will be established during the early works stages and will be operational until demobilisation and reinstatement is complete for the sections they are serving. Typically, a secondary compound will serve a 5km - 10km section. The operational life of a secondary compound will be approximately 12 - 18 months, however the duration of active operation will be closer to six months.

Traffic and transport

We know that traffic and access during the construction of SEP and DEP are key concerns for the local community and the team are working hard to mitigate the impacts of construction related traffic in the area.

As part of our DCO application we are undertaking a comprehensive assessment of traffic and transport impacts upon, road safety, capacity/delay, amenity, and severance. A Traffic and Transport Study Area has been established through stakeholder engagement and by determining the most probable routes for traffic. In total 156 roads were identified for assessment.

An Outline Construction Traffic Management Plan (CTMP) will be produced to accompany the DCO application. This document will set out measures to address potential adverse impacts and to secure compliance with mitigation commitments, such as vehicle routeing.

We have already announced a series of measures that will help to alleviate the impacts of construction traffic, these include:

- A commitment to the use of trenchless crossing to prevent the need for temporary road closures of: all A and B roads, as well as 20 other local roads.
- The construction of a haul road along the cable route to reduce the number of access points and Heavy Goods Vehicle (HGV) movements on the local road network.
- Repositioned numerous construction access locations to meet stakeholder and landowner requests, avoid ecological features and to ensure road safety.
- Use of pilot/escort vehicles and/or passing places to manage the movement of construction traffic via narrow roads.
- Driver information packs and inductions/training to ensure compliance with delivery times, approved/prohibited routes, and raise awareness of highway safety concerns.
- The appointment of a community liaison officer to help effectively co-ordinate deliveries during local planned events (e.g., harvests, fêtes) and to respond to any concerns.
- Liaison with other projects to ensure the co-ordination of deliveries, road closures, etc.
- Establishing monitoring and reporting system to ensure compliance with the Construction Traffic Management Plan.

Our site selection process has also contributed to the mitigation of traffic related impacts, such criteria included:

- Locating accesses to the cable route in locations which will ensure that where possible, HGV traffic can avoid populated areas.
- Where possible, locating temporary construction compounds close to main A roads and away from population centres to minimise impacts upon local communities and utilising the most suitable roads.

Coordination in offshore wind

Equinor is fully supportive of the efforts for greater coordination in the offshore wind sector.

We continue to work with trade body RenewableUK, the teams at the Department for BEIS, Ofgem and National Grid, to feed into the Government's ongoing Offshore Transmission Network Review (OTNR).

The UK Government's target of 40 GW of offshore wind energy by 2030 guides the SEP and DEP project and its grid connection date. Whilst Equinor continues to contribute to further offshore wind coordination, it is not currently technically or regulatorily feasible for SEP and DEP to incorporate such technology associated with the OTNR, such as an offshore ring main, as SEP and DEP is a mature project.

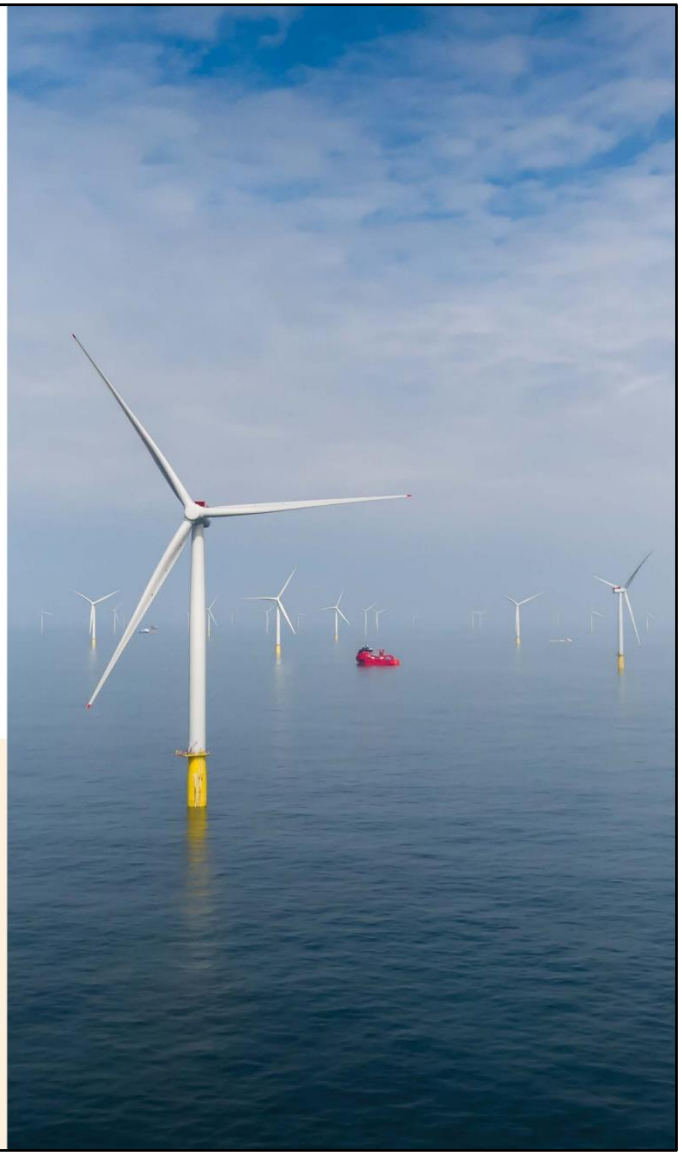
SEP and DEP is a designated OTNR pathfinder project, and as such Equinor is committed to initiatives to encourage coordination in the sector. Pathfinder projects are those that are developing ways to further offshore wind coordination as part of the OTNR, working with BEIS and Ofgem to identify perceived barriers to coordination. We have committed to reducing impacts on local communities by taking a joined-up approach and bringing together two separately owned offshore wind farm extensions into one single DCO application, which is an industry first. It's our intention to install both cables concurrently within a shared onshore footprint.

Coordination with other developers

We are working hard to avoid, minimise and mitigate any potential cumulative impacts with other projects in the area. As part of our application, we must assess the cumulative impacts with other plans and projects.

Our coordination efforts include:

- The discussion of the site selection of construction compounds.
- Preparation for cable crossings to minimise disruption to transport networks.
- Access routes to the onshore substation, to alleviate traffic as much as possible.
- Discussion of biodiversity net gains to deliver the best possible results through cooperation.



Ecology

Avoiding and minimising ecological impacts has been important throughout the development of SEP and DEP. We have undertaken a wide range of studies and made commitments based on these to ensure that the impacts of the project on ecology are mitigated.

Some of the studies we have undertaken to understand the potential ecological impacts of SEP and DEP are as follows:

- Two years of monthly offshore aerial surveys to inform our understanding of the presence of seabirds and marine mammals.
- A benthic ecology survey with a particular focus on the Cromer Shoal Marine Conservation Zone.
- Onshore surveys for wintering and breeding bird, bat activity, great crested newts, water voles, otters, white-clawed crayfish, reptiles, invertebrates, and badgers.

Grey seal is an example marine mammal species which will be assessed.

Some of the commitments we have made to reduce and mitigate ecological impacts are listed below:

- Refined the onshore boundary to exclude key ecological features such as ponds, known badger setts, and trees with bat roost potential.
- Introduced additional trenchless crossings to avoid tree and hedgerow removal. Where it is not possible to avoid hedgerows, we will replant them and commit to their maintenance after the construction phase.
- Routed our onshore cable corridor to avoid woodland habitat wherever possible, such as Mossymere Wood, Colton Wood and Smeeth Wood.
- Committed to cross all woodland habitat using trenchless crossing techniques.
- Committed to cross all main rivers, including the River Wensum, using trenchless crossing techniques.
- Reduced the size of the landfall area to minimise the impact to grassland habitat.
- Identified land within the DCO boundary and engaged with Natural England to deliver long-term ecological enhancements and a biodiversity net gain.

Sandwich tern is an example bird species which will be assessed.

Ecology

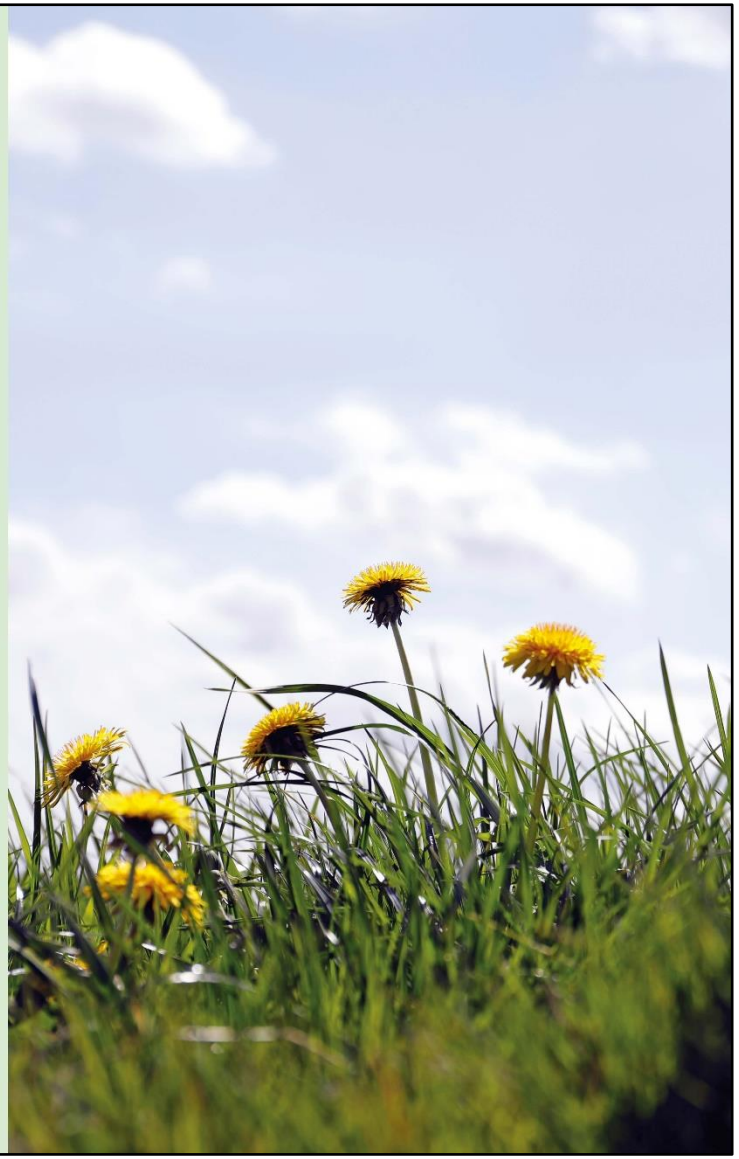
Our aim to improve biodiversity onshore

'Net gain' is a term which is used to describe an approach to development that leaves biodiversity in an overall better state than it was before. We see it as our responsibility to improve biodiversity wherever we can, and so Equinor has made a commitment to achieve a biodiversity net gain for the onshore elements of SEP and DEP.

We have been engaging with Natural England and other key stakeholders on this topic and asked for suggestions from the wider community for any local environmental initiatives that could assist in our aim of delivering a positive contribution to biodiversity during our phase two consultation.

We are currently considering the following opportunities to assist with delivering a biodiversity net gain onshore:

- Woodland planting, field boundary improvements and grassland habitat restoration.
- Inclusion of bird (e.g., barn owl) and bat (and other small mammal) boxes / creation of artificial badger setts where required.
- planting of tall herbs, scrub and woodland of varying heights to provide mosaic habitat for invertebrates, reptiles, badgers, foraging habitat for bats.
- Identification of hedgerow improvements (e.g., replanting of gaps).



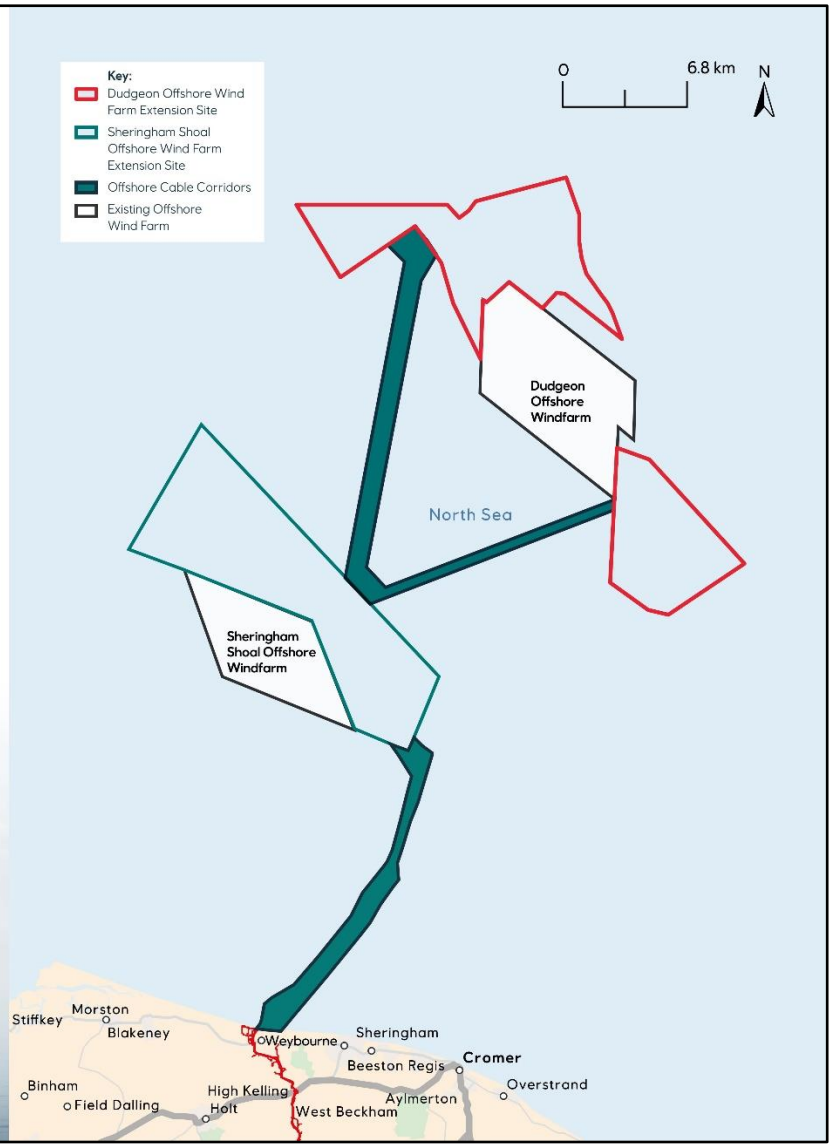
Offshore proposals

SEP and DEP will be located approximately 14 kilometres (8.7 miles) and 25 kilometres (15.5 miles) offshore at the nearest point to shore, respectively.

We are investigating offshore generating areas of up to 196 kilometres squared in total, where 30 to 53 turbines could be located. Each offshore turbine could be between 15 and 26 megawatts (MW) in capacity and between 265 and 330 metres in height. The larger the turbine, the greater the amount of power produced, therefore fewer turbines will need to be erected.

We are engaging with technical stakeholders, including the Marine Management Organisation and Natural England, as part of our ongoing discussions on mitigation for impacts on offshore ecological receptors. We are also in discussion with interested parties regarding the projects in relation to other marine activities.

We are working closely with the fishing industry to develop a fisheries engagement strategy. Throughout construction we will use a Fisheries Liaison Officer (FLO) to facilitate engagement and information sharing with local fisheries.



Onshore substation site

A new onshore substation will be constructed to accommodate both SEP and DEP. This site will be close to the existing Norwich Main substation. Following feedback from our consultation we have now chosen our preferred substation site.

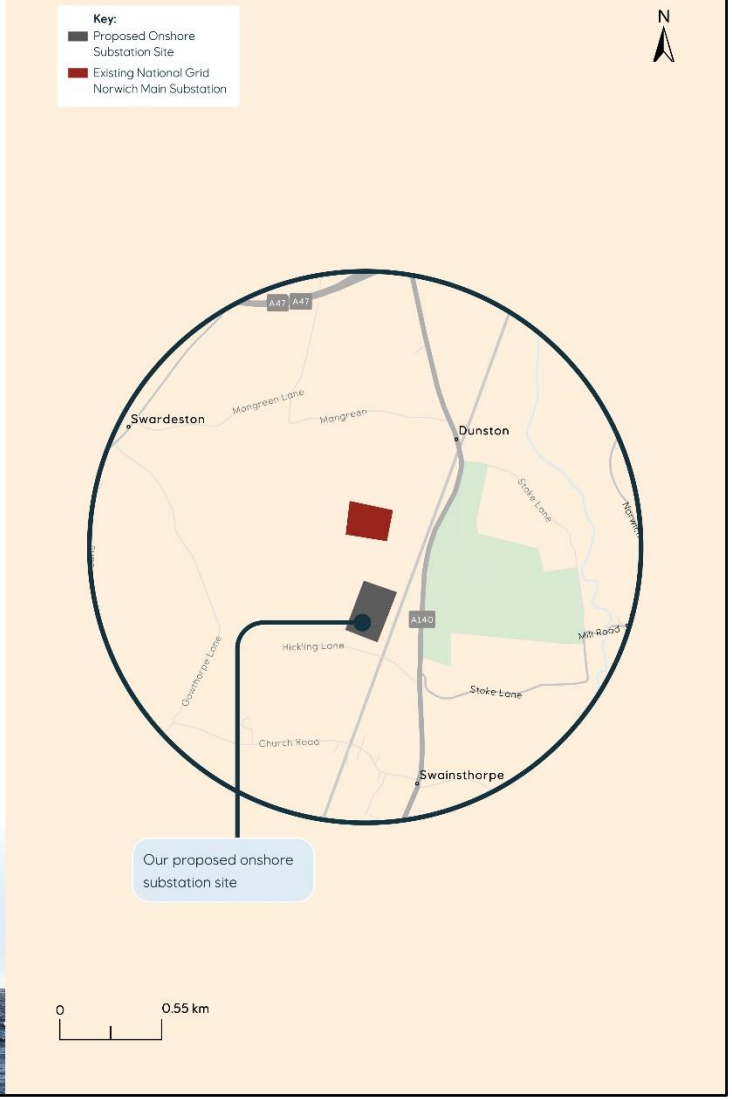
This site was selected because:

- There is existing screening from mature trees and woodland that effectively enclose the site, resulting in no clear views to the substation from nearby residential areas.
- It is sited closest to existing industrial landscape features, and at a natural low point within the landscape, reducing visual impact to the Tas Valley.
- It has the fewest residential properties located in proximity, and any potential operational noise impacts to residential properties can be mitigated by noise reduction technologies in the form of equipment housing and refining the layout of the substation during the detailed design process.
- It avoids sites that are likely to be of high potential for archaeology.
- There was a slight preference for this site from community feedback.

Access to the substation during both construction and operation will be via the A140. Access will not be taken via the B1113.

The design assumptions of the substation are:

- A site area of up to 6.25 hectares.
- A building height of up to 15 metres.
- External equipment (lighting protection mast) height of up to 30 metres.



Skills and education

Developing skills and creating jobs are two of the most important outcomes from large scale offshore wind projects.

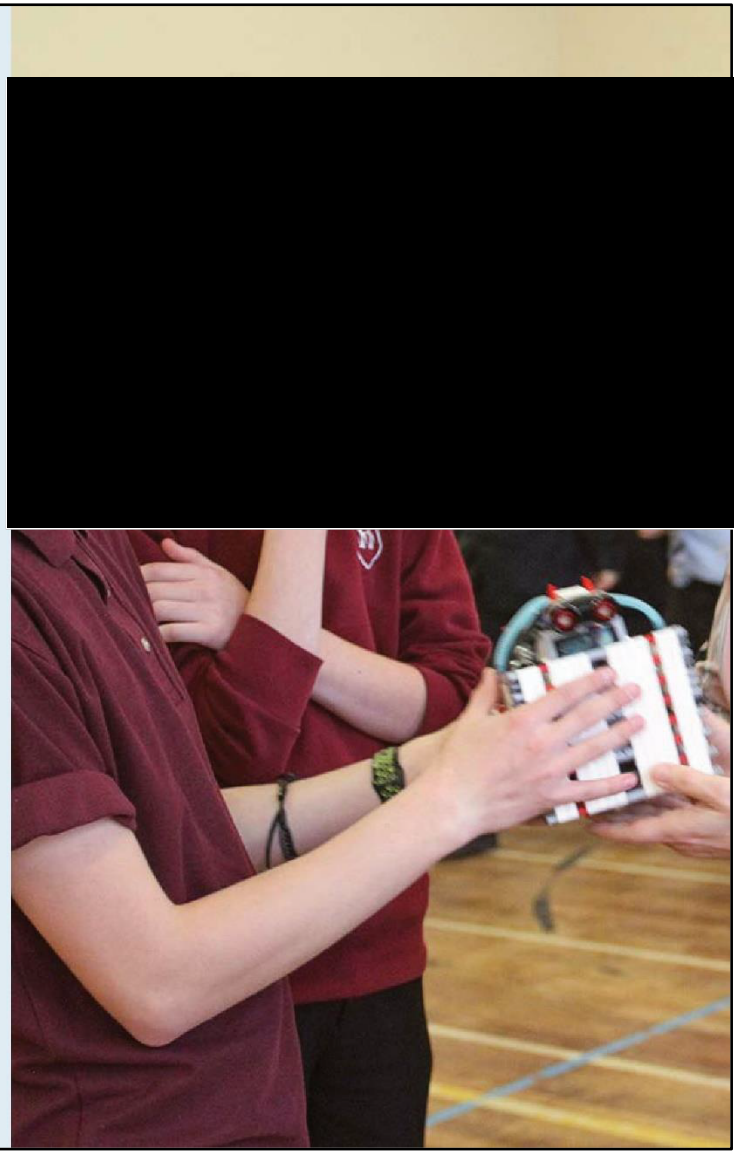
Sheringham Shoal and Dudgeon wind farms already directly employ more than 100 people working in wind farm operations and maintenance and associated roles. The extension projects would boost this by about 50%.

Meanwhile, since the inception of the Sheringham Shoal and Dudgeon Offshore Wind Farms the projects have supported education initiatives in the Norfolk area. The extension projects will continue to invest in skills and education funding that helps young people and those transitioning to offshore wind, appreciate the diverse opportunities on their doorstep. Below are some examples of the past investments in skills and education.

2013 – Through the Sheringham Shoal Community Fund a bursary Scheme was created to help young people from lower income families in Norfolk to study engineering at one of four Norfolk colleges, the College of West Anglia, East Coast College, City College, and University Technical College Norfolk.

2018 – The first grants associated with the Dudgeon STEM Programme were awarded in early 2018, with the first five projects including:

- Six STEM Design School projects Key Stage 3 pupils (11 - 14-year-olds) and their parents/carers at Neatherd High School in Dereham.
- The Mason Trust delivered six interactive Renewable Energy Days to six schools in Great Yarmouth and Breckland, targeting students in school years 9 - 11.
- Greenpower worked with ten secondary schools in Great Yarmouth, North Norfolk and Breckland where pupils designed, built, and raced a single seat electric car, competing in the inter-school challenge at Scottow Enterprise Park.
- Sheringham High School delivered a programme of robotics development moving towards an international robotics competition in Tallinn, Estonia.
- A STEM Coordination Hub was funded, in partnership with two other developers. This collaborative initiative supports education to industry links and illustrates the STEM careers that will enable the workforce of the 21st Century.

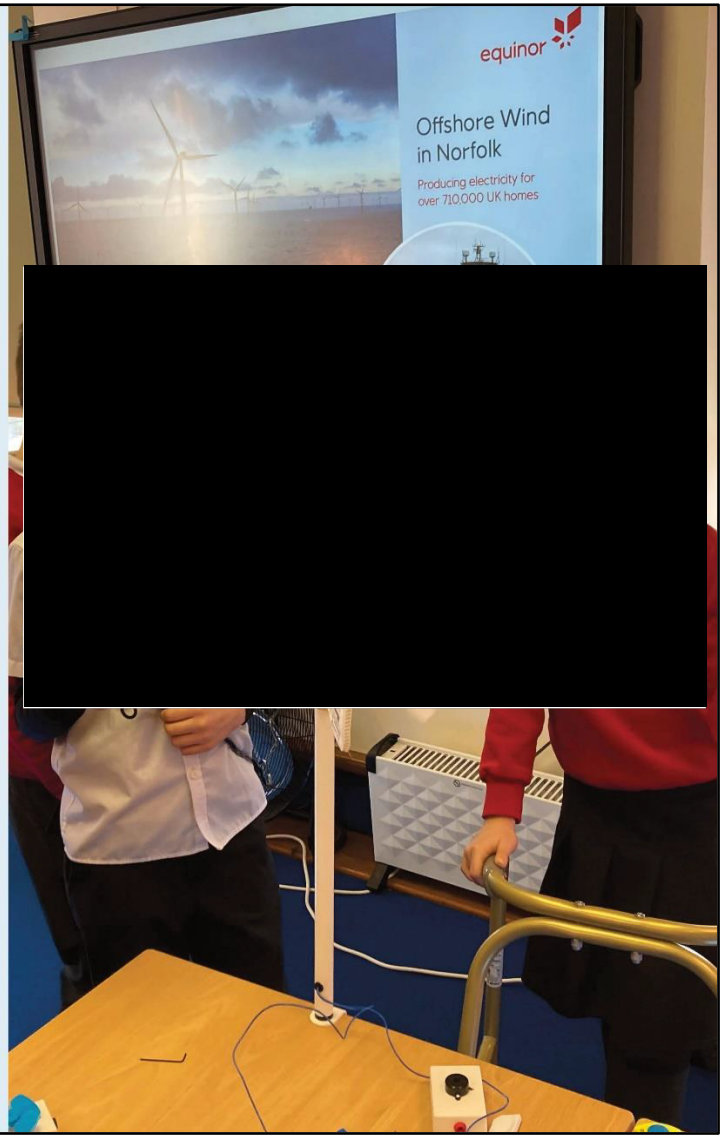


Skills and education

2019 – In 2019 grant funding was continued for the projects being delivered by Neatherd High School, Sheringham High School and the STEM Coordination Hub. In addition, five new grants were awarded in June 2019, which supported the following projects:

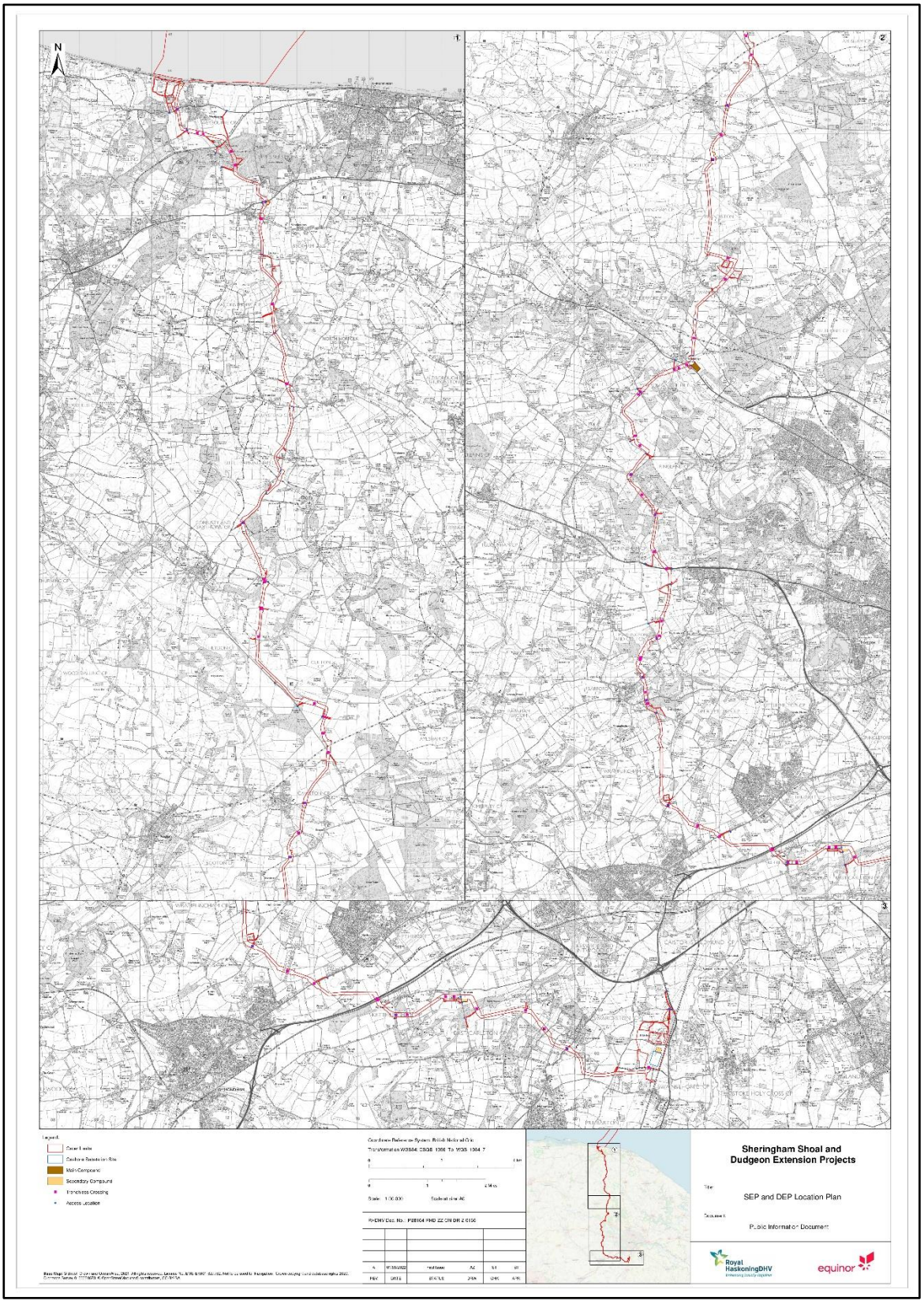
- Cambridge Science Centre provided Pop-Up Science Centres in two secondary schools in each of the Great Yarmouth, North Norfolk and Breckland districts of Norfolk.
- Cromer Academy Trust is undertaking an initiative to highlight careers and their role models within the STEM sector, aiming to inspire students to consider the career opportunities offered by this sector in Norfolk.
- East Norfolk 6th Form College delivered three practical workshops across school years 7 - 11 in chemistry, programming/coding and electronic engineering to high schools in Great Yarmouth.
- Teacher Scientist Network (a science education charity) delivered a series of four STEM workshops to year 9 and 10 students in ten schools in the Great Yarmouth, North Norfolk and Breckland districts of Norfolk.
- V3 Power (an organisation which promotes DIY sustainable energy technologies through education) worked with ten schools in Norfolk to deliver a project using model wind turbine kits to explore the science behind sustainable energy generation.

2021 – Dudgeon Community Fund awarded its 2021 grant funding totalling £100,000 to the Every Child Online programme to ensure that every online learning technology was available to those who needed it during the COVID-19 related school closures.

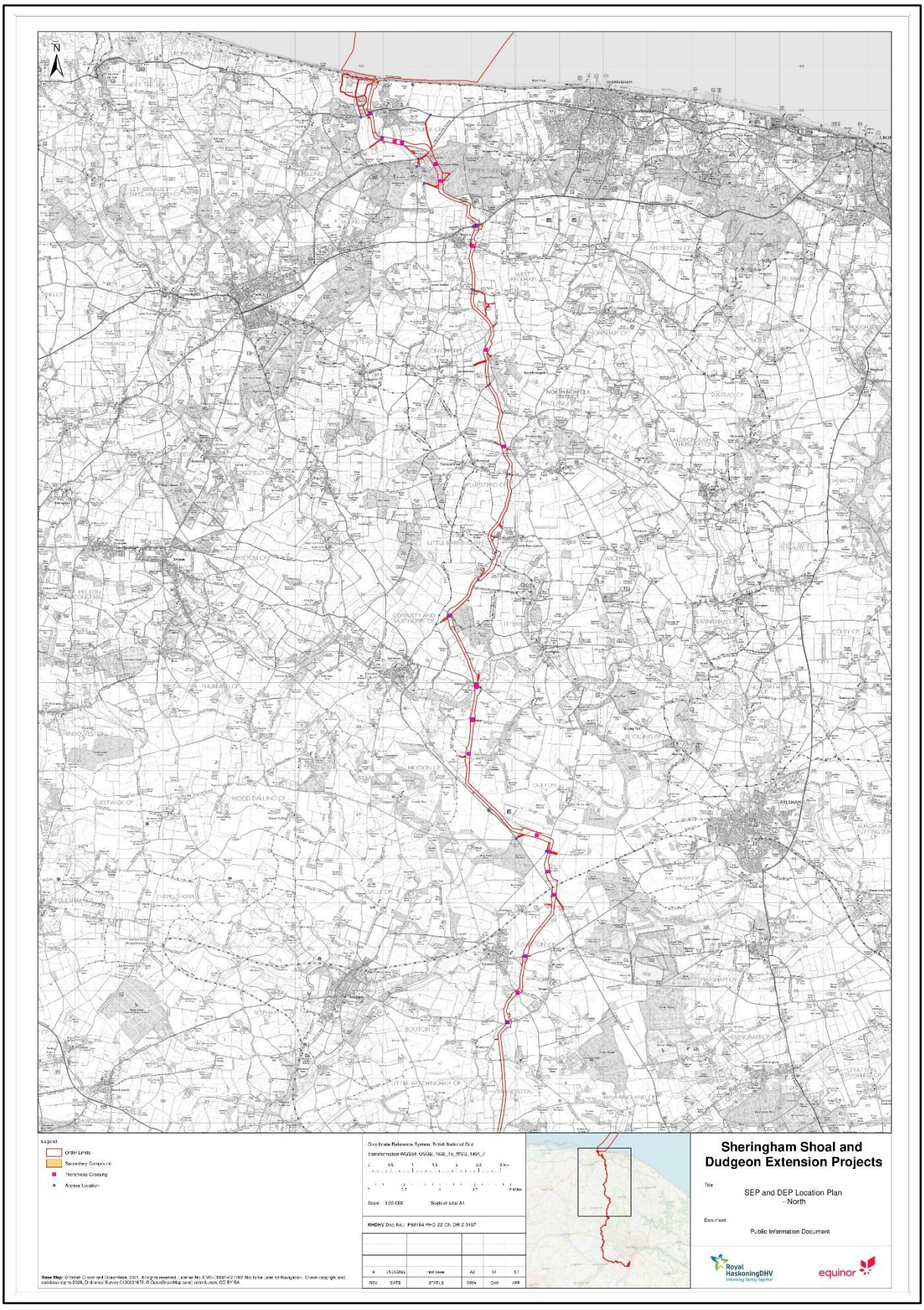


1.2 Cable Route Plans

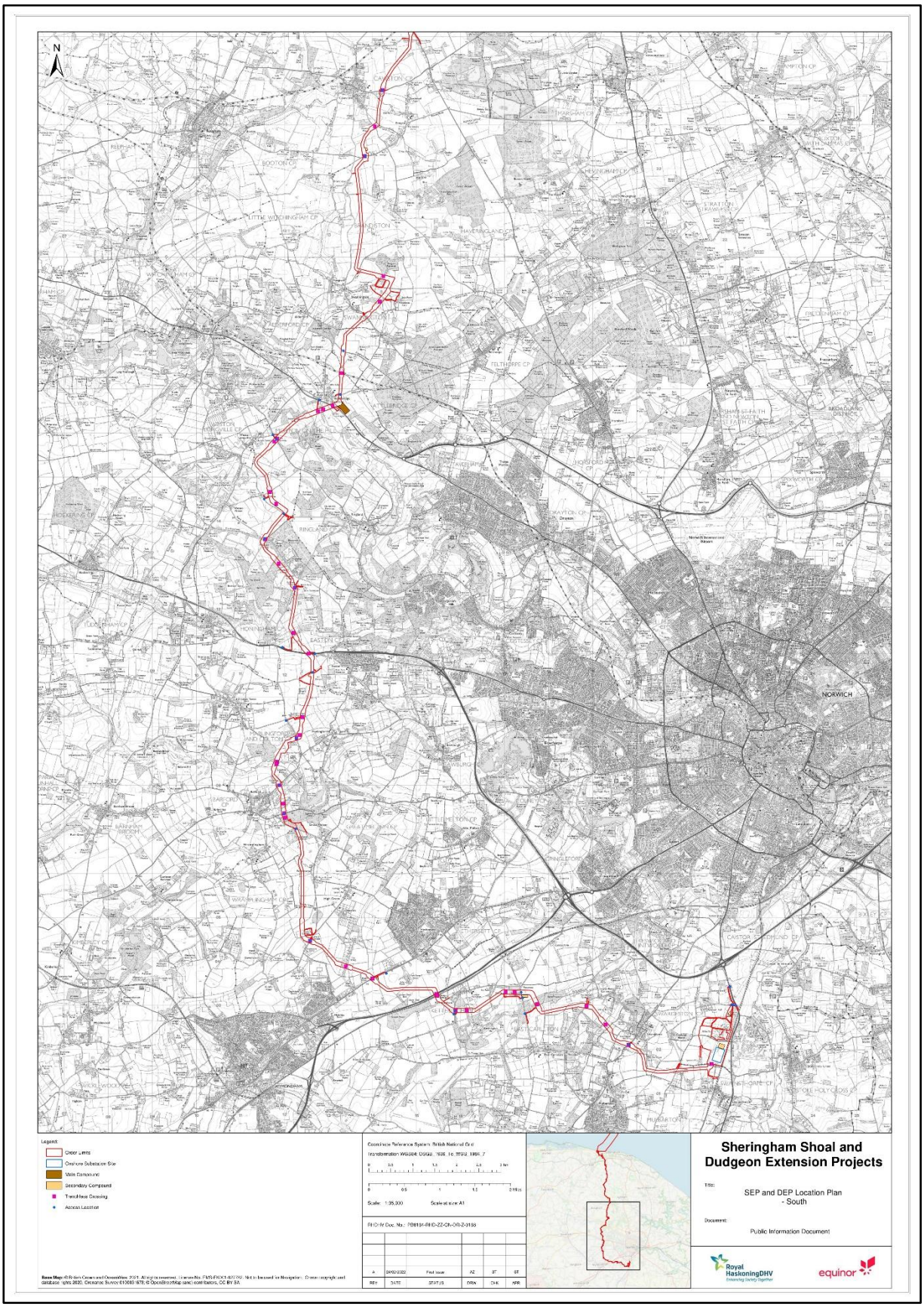
1.2.1 Cable Route Plan – Overview



1.2.2 Cable Route Plan Northern Section



1.2.3 Cable Route Plan – Southern Section



1.3 Frequently Asked Questions Booklet

SEP and DEP FAQs

General project questions

What is SEP and DEP?

On behalf of Dudgeon Offshore Wind Ltd and Scira Offshore Energy Ltd, Equinor is seeking a common Development Consent Order (DCO) for Sheringham Shoal Extension Project (SEP) and Dudgeon Extension Project (DEP) – collectively called Sheringham Shoal and Dudgeon Extension Projects (the 'Extension Projects').

Both projects will be located next to each respective existing wind farm, with SEP being approximately 14 kilometres (8.7 miles) offshore at the nearest point to shore, and DEP being approximately 25 kilometres (15.5 miles) offshore at the nearest point to shore.

Although these are two separate offshore wind farm extension projects, Equinor has adopted a strategic approach to developing the projects to minimise impacts onshore and offshore. Equinor will apply for a common DCO for the extension projects and will consult on both together. As part of the common DCO application, the two projects have a shared point of connection at the National Grid Norwich Main Substation and will have a shared onshore footprint in order to minimise potential impacts on the community and environment.

Electricity generated by each Extension Project will be brought onshore via subsea cables at a point known as 'landfall'. Underground cables will then run along the cable route and connect into an onshore substation close to the connection point at the National Grid Norwich Main Substation. As SEP and DEP are each their own projects with their own ownership structures, the DCO application will include the provision for separate cable trenching, onshore substations, offshore substations and construction periods within the shared project footprint.

Who is the developer?

Equinor is the UK's largest energy supplier and we are committed to investing in projects that secure reliable energy for years to come. As a broad energy company leading the way in decarbonisation, we are a key contributor for the UK to meet its net zero carbon target.

Headquartered in Norway, we are one of the world's largest offshore wind developers. We power over one million homes across Europe with renewable energy from our existing offshore wind farm projects in the UK and Germany. Our current UK offshore wind farms provide enough renewable electricity to power over 750,000 UK homes. We are proud to utilise local skills and suppliers and support local projects through our community funds. We have extensive experience developing, building, and operating offshore wind farms in the UK, and we are pioneering floating offshore wind technology.

What role will Equinor play in the development and operation of these projects?

Sheringham Shoal Offshore Wind Farm is owned by Equinor, Green Investment Group and Equitix through joint-venture company Scira Offshore Energy Ltd and Dudgeon Offshore Wind Farm is owned by Equinor, Masdar and China Resources (Holdings) through the joint venture company Dudgeon Offshore Wind Ltd Equinor is involved in both joint venture partnerships and acts as the operator for both offshore wind farms.

Equinor, on behalf of both partnerships, will bring the two extension projects forward as one DCO application which forms the Sheringham and Dudgeon Extension Projects. To find out more about Scira Offshore Energy Ltd and Dudgeon Offshore Energy Ltd, please visit the following websites:

Sheringham Shoal: **www.sheringhamshoal.co.uk**
Dudgeon: **www.dudgeonoffshorewind.co.uk**

What experience does the developer have?

Equinor has operated in the South North Sea since 1972 and have been pioneers in developing offshore wind. We are proud that Sheringham Shoal, our first wind farm, constructed over 10 years ago, was developed just off the Norfolk coast. This was followed by Dudgeon.

Why are you building these two offshore wind extension projects?

By proposing to extend both offshore wind farms, Equinor is contributing towards achieving the UK Government's ambition of 40 gigawatts (GW) of offshore wind capacity by 2030. This will help the UK to address climate change and reach its target of net-zero carbon emissions by 2050.

The proposed Sheringham Shoal Extension Project and Dudgeon Extension Project have the potential to generate enough renewable energy to power 785,000 UK homes.

How are you feeding into the Offshore Transmission Network Review (OTNR)?

SEP and DEP is a designated OTNR pathfinder project, and as such Equinor is committed to initiatives to encourage coordination in the sector. Pathfinder projects are those that are developing ways to further offshore wind coordination as part of the OTNR, working with the Department for Business, Energy and Industrial Strategy (BEIS) and Ofgem to identify barriers to coordination. We have committed to reducing impacts on local communities by taking a joined-up approach and bringing together two separately owned offshore wind farm extensions into one single DCO application, which is an industry first. It's our intention to install both cables concurrently within a shared onshore footprint.

Why can't you share a cable with Hornsea Three?

There are regulatory and technical reasons that do not make this possible.

The process for identifying the area within which a project can be built is by defining an envelope that should be sufficiently big for the project to be constructed in a manner that satisfies technical, environmental, landowners and community requirements. Equally this envelope must not be larger than what the project needs, due to the compulsory powers associated with a Development Consent Order. This means that when Ørsted started the application process several years ago, Hornsea Three defined an envelope that was based on their project needs, and it did not consider, or factor in, the possibility of other projects using the same space. The cable route approved for Hornsea Three is approved based on that project alone. Legally, two separate companies cannot work together on these projects due to competition laws.

From a technical perspective, the envelope for the cable corridor is defined to allow micro-siting to avoid impacting local features. If we were to combine Hornsea Three and, SEP and DEP, we would need to expand the area to the extent that there would be no space for environmental gain, as sufficient space has not been accounted for in the Hornsea Three corridor to accommodate and micro-site the three projects.

How are you coordinating with Ørsted?

We are coordinating over issues that will reduce impacts on communities, including:

- Site selection of construction compounds.
- Preparation for cable crossings to minimise disruption to transport networks.
- Access routes to the onshore substation, to alleviate traffic.
- Collaboration over biodiversity net gains to deliver the best possible coordinated results.

The planning process

What is the planning process for an offshore wind farm?

As the proposed combined generating capacity of the Sheringham Shoal Extension Project and Dudgeon Extension Project each exceed 100 MW, both SEP and DEP are classified as a Nationally Significant Infrastructure Projects (NSIP). This means that Equinor must apply for a Development Consent Order (DCO) under the Planning Act 2008. Although these are two separate offshore wind farm extension projects, Equinor has adopted a strategic approach to apply for a common DCO for SEP and DEP and will consult on both projects together.

An application for a DCO will be submitted to the Planning Inspectorate, who acts on behalf of the Secretary of State for BEIS. The final determination whether to grant the DCO will be made by the Secretary of State for BEIS.

As part of the common DCO application, SEP and DEP have a shared point of connection at the National Grid Norwich Main Substation and will have a shared onshore project footprint in order to minimise potential impacts on the community and environment.

Who decides whether to grant planning permission?

The final DCO application is submitted to Planning Inspectorate (PINS) who, upon receipt of the application, will determine whether to accept the application for examination based on the adequacy of consultation and completeness of the DCO documentation. If accepted, an independent Examining Authority panel will then be appointed to examine the application. This process will include a range of public hearings. Once this is undertaken, PINS will make a recommendation to the Secretary of State for BEIS. The SoS will then review and comment on this before deciding on whether to grant a DCO.

More information on the planning process, including guidance notes can be found on the Planning Inspectorate's website: **www.https://infrastructure.planninginspectorate.gov.uk/**

What is the Contracts for Differences (CfD) scheme?

The CfD scheme is the Government's main mechanism for supporting low-carbon electricity generation. It is a competitive process aimed to reduce the cost to consumers. Developers apply for a CfD within a designated allocation round. The timing of future CfD rounds are determined by the Government. From 2023 there will be a CfD round each year, developers must achieve the required supply chain plan standards.

What is an Environmental Impact Assessment?

Equinor is undertaking a robust Environmental Impact Assessment (EIA). This will assess the environmental impacts of the onshore and offshore aspects of each extension project and the combined impacts of both SEP and DEP.

The purpose of the EIA process is to inform the Secretary of State and the Planning Inspectorate of the potential impacts associated with the development during its construction, operation and maintenance, and decommissioning.

We are committed to undertaking a robust and extensive EIA process that considers all environmental, social and economic aspects, and includes the following steps:

1. Gathering environmental information, via a range of surveys and studies, including ecology, landscape and visual impact, traffic and transport, archaeology and socioeconomics.
2. Providing information about the development.
3. Assessing significant environmental effects of the Extension Projects.
4. Proposing ways of reducing, avoiding and mitigating any significant adverse effects.

What stage is SEP and DEP at now in the EIA process?

We published our Scoping Report in 2019 and we published our Preliminary Environmental Information Report (PEIR) in April 2021. Our PEIR was consulted on as part of our phase two consultation, running from 29 April to 10 June 2021. We are now preparing our Environmental Statement (ES) as part of our DCO application, which is due to be submitted in early summer 2022.

When will a planning application be submitted?

We are currently planning to submit our DCO application for SEP and DEP in summer 2022.

When is a planning decision expected?

Following DCO application submission, the Planning Inspectorate has 28 days to accept the application for examination. If accepted for examination, the Application will enter the pre-examination phase. There is no set amount of time for this stage, but the PINS website states that it is typically three months long. Following this period of time, the examination period will commence, which typically takes up to six months.

Once the examination closes the examining authority have three months to make a recommendation to the Secretary of State as to whether the application should be granted or not. The Secretary of State then has three months to review and consider the recommendation report and will decide whether to grant the DCO.

Hence, a planning decision on SEP and DEP would be expected around the end of 2023.

Our consultation

Who will you consult?

Equinor is committed to holding a genuine and meaningful dialogue with communities who may be impacted by SEP and DEP. This includes residents, landowners and local businesses within our consultation area for SEP and DEP. We will also be consulting with a wide range of technical consultees such as statutory and local nature conservation groups, heritage groups and your local authority.

Our approach to consultation on SEP and DEP has been developed to be accessible to all groups in the community and to enable participation.

How have you consulted on your plans?

We outlined our approach to consultation in our Statement of Community Consultation (SoCC), which was published in July 2020. Formal consultation on our plans for SEP and DEP is now complete, but we continue to consider feedback on an ongoing basis through our information lines.

During consultation on SEP and DEP we held two phases of consultation on SEP and DEP. Phase one consultation ran from 09 July to 20 August 2020. Phase two consultation ran from 29 April to 10 June 2021.

Where can I view your latest plans?

Our latest plans, as presented in our materials for our Public Information Days, have been uploaded to our project website: **sepanddep.commonplace.is**

Hard copies of these materials are also available free of charge on request. If you would like a hard copy, please get in touch via our information lines.

How have you kept local communities informed?

Throughout consultation on SEP and DEP, we have kept communities updated via newsletters, leaflets and electronic updates. If you would like to sign up to receive updates, you can register your interest on our project website **https://event.sepanddep.co.uk/** or by contacting us directly.

Consultation information, including notification of our Public Information Days, has also been advertised across the local area at local information points and in local media.

Will my views be considered?

Equinor has a legal requirement to take into account all responses to our statutory consultations at the pre-application stage. We will submit a consultation report with our application summarising all responses.

Project infrastructure questions

Landfall

Why was Weybourne selected over Bacton?

Weybourne was selected over Bacton for the landfall site as it benefits from favourable conditions for horizonal directional drilling, to install cable ducts beneath Weybourne Beach, minimising disruption to the shoreline and avoiding the need for open trenching within an environmentally sensitive area.
The landfall location also benefits from existing access, minimising the need for site access works that would otherwise be required for landfall to the east of Weybourne.

How has the landfall location at Weybourne been refined?

The landfall construction compound has been positioned and reduced in size to minimise impacts to the surrounding habitat. This has been informed by a range of surveys including a national vegetation survey, alongside surveys for reptiles and invertebrates. We have also identified vehicle access routes and space for cable duct preparation that makes use of existing access tracks within the Muckleburgh Estate. This compound will be only used for construction and not utilised for material/cable storage.

Since our phase two consultation we have also refined the onshore cable corridor at Weybourne Woods. During our phase two consultation we were considering a number of options to route the cables across this sensitive area. Based on results from ground investigations carried out late summer 2021, we have confirmed the feasibility of a horizontal directional drill beneath Weybourne Woods.

How are you constructing the landfall?

Our export cables will be installed under the intertidal zone by horizontal directional drilling (HDD). It will take approximately five months to complete the landfall HDD for SEP and DEP together, this will then be followed by the cable pull. During construction activities at landfall access restrictions will be kept to a minimum.

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Will there be a construction compound at landfall?

During the HDD construction process there will be a 3,500m^2 construction compound at landfall.

How did you select the routing from landfall to Bodham?

Based on results from ground investigations carried out late summer 2021, we confirmed the feasibility of a horizontal directional drill beneath Weybourne Woods.

The preferred route was selected over the other options because:

- It avoids using open cut installation requiring an extended closure of Sandy Hill Lane.
- It avoids an open cut installation through the woodland resulting in more widespread tree loss and a greater impact to ecological receptors and recreational use.
- It is the most direct and shortest distance, minimising the overall footprint and number of properties that will be impacted.
- It is technically feasible while maximising the distance to the nearest receptors.

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Onshore cable corridor questions

How have you refined the onshore cable corridor?

The width of the onshore cable corridor has been reduced from 200 metres to 60 metres. A wider corridor of 100 metres has been maintained for trenchless crossings at locations such as main rivers and woodland.

In determining the width of the onshore cable corridor, consideration has been given to the project development scenarios and the need to allow for space within the onshore cable corridor for micro-siting of construction elements, should additional constraints be identified at a later stage of DEP and SEP.

How will the onshore cables be laid?

The primary onshore cable installation method will be open-cut trenching, with cable ducts installed within the trenches and backfilled with soil. Cables would then be pulled through the pre-laid ducts at a later stage in the construction programme. This cable installation method would require a trench of approximately 2 metres deep and 1.5 metres wide, where the ducts would be buried.

Firstly, topsoil would be stripped from the section of the onshore cable corridor to be worked on. The cable trench(es) would then be excavated, typically utilising tracked excavators. The excavated subsoil would be stored separately from the topsoil, and both will be managed to minimise soil erosion. Once the cable ducts have been installed, the cable trench will be backfilled and the work front will continue moving onto the next section.

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.

Will the land be reinstated once the cables have been laid?

Following the completion of laying the cables they will be jointed and tested, after this the land will be reinstated and can return to its previous use. There will be some future limitations on the land directly above the cable route such as construction activity and tree planting.

How will construction of the onshore infrastructure impact traffic and transport locally?

During the onshore construction phase there will be an increase in traffic on certain routes related to the project. The Traffic and Transport Study Area has been established through stakeholder engagement and by determining the most probable routes for traffic. In total 156 roads were identified for assessment.

As part of our DCO application we are undertaking a comprehensive assessment of traffic and transport impacts on road safety, capacity/delay, amenity and severance. A Construction Traffic Management Plan will be produced to accompany the DCO application. This document will set out in full our measures to address potential adverse impacts and to secure compliance with mitigation commitments, such as vehicle routeing.

This would include:

- Committed to the trenchless crossing of all A and B roads and 20 other local roads.
- Construction of a haul road along the cable route to reduce the number of access points and Heavy Goods Vehicle (HGV) movements on the local road network.
- Repositioned numerous construction access locations to meet stakeholder and landowner requests, avoid ecological features and to ensure road safety.
- Use of pilot/escort vehicles and/or passing places to manage the movement of construction traffic via narrow roads.
- Driver information packs and inductions/ training to ensure compliance with delivery times, approved/prohibited routes, and raise awareness of highway safety concerns, etc.
- The appointment of a Community Liaison Officer to help effectively co-ordinate deliveries during local planned events (e.g., harvests, fêtes) and to respond to any concerns.
- Liaise with other projects to ensure the co-ordination of deliveries, road closures, etc.
- Establishing monitoring and reporting system to ensure compliance with the Construction Traffic Management Plan.

Will you avoid woodland and protected sites?

We have committed to cross all woodland habitats using trenchless crossing techniques, this will significantly reduce the impact on these habitats. As well as this commitment we will be avoiding all protected sites where possible, this includes the trenchless crossing of the River Wensum, Spring Beck, River Tud, River Yare, River Tiffey and an unnamed river north of Swardeston. We have also refined the PEIR boundary to exclude key ecological features such as ponds, known badger setts, and trees with bat roost potential.

What distance will the onshore infrastructure be from residential properties?

The distance that onshore infrastructure will be from residential properties varies and is subject to change due to potential micro-siting requirements during the construction phase. However, we can confirm at this stage that the main construction compound is at least 200 metres from the nearest residential property, and the substation will have a 250 metre buffer from residential properties.

How will the day-to-day activities of onshore construction be managed and how have lessons been learnt from construction of the existing Sheringham Shoal and Dudgeon offshore wind farms?

Day-to-day activities will be firstly managed by prestart meetings held between contractor and client, each work party will have a non-working supervisor managing their individual team feeding back progress or potential issues to the senior management.

Lessons taken from the development of Sheringham Shoal and Dudgeon are that, firstly engagement with landowners has been a priority in refining our DCO boundary, taking in their knowledge of the land and the surrounding features. Secondly, our commitment to reducing vehicle movements and traffic disruption by constructing a haul road along the cable corridor. Thirdly, we have introduced numerous trenchless crossings of roads, rivers, and woodland to mitigate the impact within the local community, for example, opting for a technical trenchless crossing of Weybourne Woods rather than a road closure of Sandy Hill Lane. Fourthly, we have a local drainage contractor (who will be known to many of the landowners) to work with them on drainage designs.

We have also employed personnel who worked on the previous two projects and integrated them within the design phase to utilise their knowledge and skills. Lastly, we hold internal bi-weekly meetings and part of our agenda is the continuing engagement with the public and listen/respond to their feedback.

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Onshore substation questions

How have you selected the onshore substation location?

The site selection process for the onshore substation began with a three-kilometre search area from the existing Norwich Main Substation, which was presented in our October 2019 Scoping Report. Following a comparative assessment of a total of 17 options, the process identified five shortlisted fields for the onshore substation area.

In response to your phase one consultation feedback, and further environmental and technical assessments, we selected two preferred site options for the location of the onshore substation area.

We have now selected our preferred onshore substation site. This site was selected because:

- There is existing screening from mature trees and woodland that effectively enclose the site, resulting in no clear views to the substation from nearby residential areas.
- It is sited closest to existing industrial landscape features, and at a natural low point within the landscape, reducing visual impact to the Tas Valley.
- It has the fewest residential properties located in proximity, and any potential operational noise impacts to residential properties can be mitigated.
- It avoids sites that are likely to be of high potential for archaeology.
- There was a slight preference for this site from community feedback.

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What is the footprint of the onshore substation and how much land is required?

The onshore substation will require an operational area of up to 6.25 hectares, which will be large enough to accommodate the electrical infrastructure for both SEP and DEP. If only one project comes forward the substation will be up to 3.25 hectares in size. For both scenarios, the maximum building heights within the onshore substation will be 15 metres.

Once operational, how much traffic will there be relating to the onshore substation?

No significant traffic impacts are anticipated during the operational and maintenance phase of SEP and DEP. The onshore substation will not be manned; however, access will be required periodically for routine maintenance activities, estimated at an average of one visit per week.

How long will construction of the onshore substation take?

The enabling works to create the substation platform and access road will take around four months and to construct, commission and energising the substation will take a further two years.

Will the onshore substation be noisy?

Once mitigation techniques are taken into account, the worst case scenario for noise emitted from the onshore substation will be negligible based on our operational noise assessment. This is below the lowest observable adverse effect level of noise.

How will you mitigate for noise at the onshore substation?

There are many proven mitigation options that can be combined to ensure that noise levels at the nearby properties remain below the night-time noise levels agreed with the local planning authority. This includes noise reduction technologies in the form of equipment housing and refining the layout of the substation during the detailed design process.

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Will the onshore substation be lit?

The operational onshore substation would operate as an unmanned facility, with security and temporary maintenance lighting only to ensure a safe and secure working environment. Light spill from these elements would be minimised through design, in particular through the use of directional lighting.

How long will the onshore substation be in place?

The substation will be in place for the entirety of the 35-year operational lifespan of SEP and DEP.

Will you use battery storage technologies?

We have no plans to submit an application for battery storage as part of our DCO application.

Construction questions

If the project is approved, what will working hours be for onshore works?

The working hours will be between 07:00 and 19:00 Monday to Friday, and 07:00 to 13:00 on Saturdays, with no activity on Sundays or bank holidays.

How long would onshore construction take?

If built at the same time both Projects could be constructed in four years, with the onshore cable corridor taking 24 months to lay.

How soon will land and hedges be reinstated after construction?

We will endeavour to reinstate land and hedges as soon as possible post construction, and there will be a period of five years of monitoring and maintenance for hedgerows to ensure they re-grow successfully post reinstatement.

How long will you be working in our community?

Construction of SEP and DEP will take four years with an operational lifetime of 35 years.

Environmental Impact Assessment (EIA) questions

Socioeconomics

What is the socioeconomic impact?

SEP and DEP together are estimated to generate an annual gross value added (GVA) contribution of around £28.1 million nationally, of which £15.2 million is captured by the East Anglia economy. There will be direct and indirect jobs created during both the construction and operation of the windfarms.

Will there be local job opportunities?

SEP and DEP may create up to 1,640 UK jobs during construction if both projects are built together (of which up to 430 jobs may be based in East Anglia); and up to 260 UK jobs during operation (of which 140 jobs may be based in East Anglia). With appropriate skills and training programmes in place, the East Anglia job market could supply this demand.

Will there be a Community Benefit Fund for SEP and DEP?

Since the inception of the Sheringham Shoal and Dudgeon Offshore Wind Farms, both have established community funds which in total have awarded over £1 million to projects in Norfolk. The funds were set up to provide grants to Norfolk community groups, including schools and NGOs, seeking financial assistance for projects or initiatives that meet key criteria and focus on renewable energy, marine environment and safety, sustainability, or education in these areas. If the Extension Projects are successful in achieving consent, then we will consult with the community and stakeholders on an appropriate and complementary community benefit programme.

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EMF

Will there be any impact to my health from EMF associated with SEP and DEP?

Maximum magnetic field strengths have been calculated for the onshore cable and onshore substation. The study concluded that on the basis of the guidance for EMFs from electricity infrastructure adopted in the UK and the published evidence to support that, it is considered that the levels of EMFs will be well below the guideline public exposure reference levels set to protect health, and therefore the impact significance is considered negligible.

What surveys has Equinor done with regards to EMF associated with SEP and DEP onshore infrastructure?

We have undertaken a detailed assessment of EMFs associated with SEP and DEP which can be read in Appendix 30.1 in our PEIR documentation.

Recreation

How will the extension projects be impacting public rights of way?

The onshore cable corridor will cross a number of Public Rights of Way and construction activities could disrupt walkers and other users of the network of footpaths. If a temporary closure is required a suitable diversion will be agreed in advance with the Countryside Access Officer at Norfolk County Council. SEP and DEP is not predicted to have any significant impacts in relation to recreation.

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Ecology

What surveys have been done regarding local ecology?

A suite of ecological surveys was undertaken during 2020 including habitats, great crested newts, birds (breeding birds and wintering birds) and bats was undertaken to describe the ecological baseline. The scope of these surveys was agreed in advance with Natural England. Further surveys were also undertaken during 2021 and are being used to inform the ecological impact assessment submitted to support the DCO application.

What are you doing to avoid impacts to local ecology?

All sites designated for their nature conservation value have been avoided, where possible, during the site selection process. Where avoidance was not possible, for example at the River Wensum, alternative construction techniques have been selected to avoid impacts (e.g. trenchless techniques to pass beneath the feature).

Ancient woodland and woodland parcels have been avoided where possible and, where hedgerows are crossed, the working width will be reduced to 20m to minimise potential impacts. Temporary habitat loss and fragmentation will occur during the project construction phase. Habitats will be reinstated as far as practicable following construction and the effects will be reversible in the long term.

We see it as our responsibility to improve biodiversity wherever we can, and so Equinor has made a commitment to achieve a biodiversity net gain for the onshore elements of SEP and DEP. We have been engaging with Natural England and other key stakeholders on this topic and asked for suggestions from the wider community for any local environmental initiatives that could assist in our aim of delivering a positive contribution to biodiversity during our phase two consultation.

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Contact us

You can get in touch with our community relations team at any time by any of the methods below:

Send us an email: info@sepanddep.co.uk

Call our Freephone information line: 08081 963 673

Visit our website: sepanddep.commonplace.is

Visit our virtual exhibition: event.sepanddep.co.uk

Send us a letter: FREEPOST DUDGEON AND SHERINGHAM EXT

Should you require this document in large print, audio or braille then please contact us using the details provided.

This document was sent in compliance with GDPR regulations. Your personal data will be stored in compliance with GDPR by Equinor and will not be shared with third parties. Your details may however be passed on to the Planning Inspectorate to ensure that our pre-application consultation is sufficient and in line with the planning process. We are available to answer any questions regarding GDPR compliance through the contact details above.

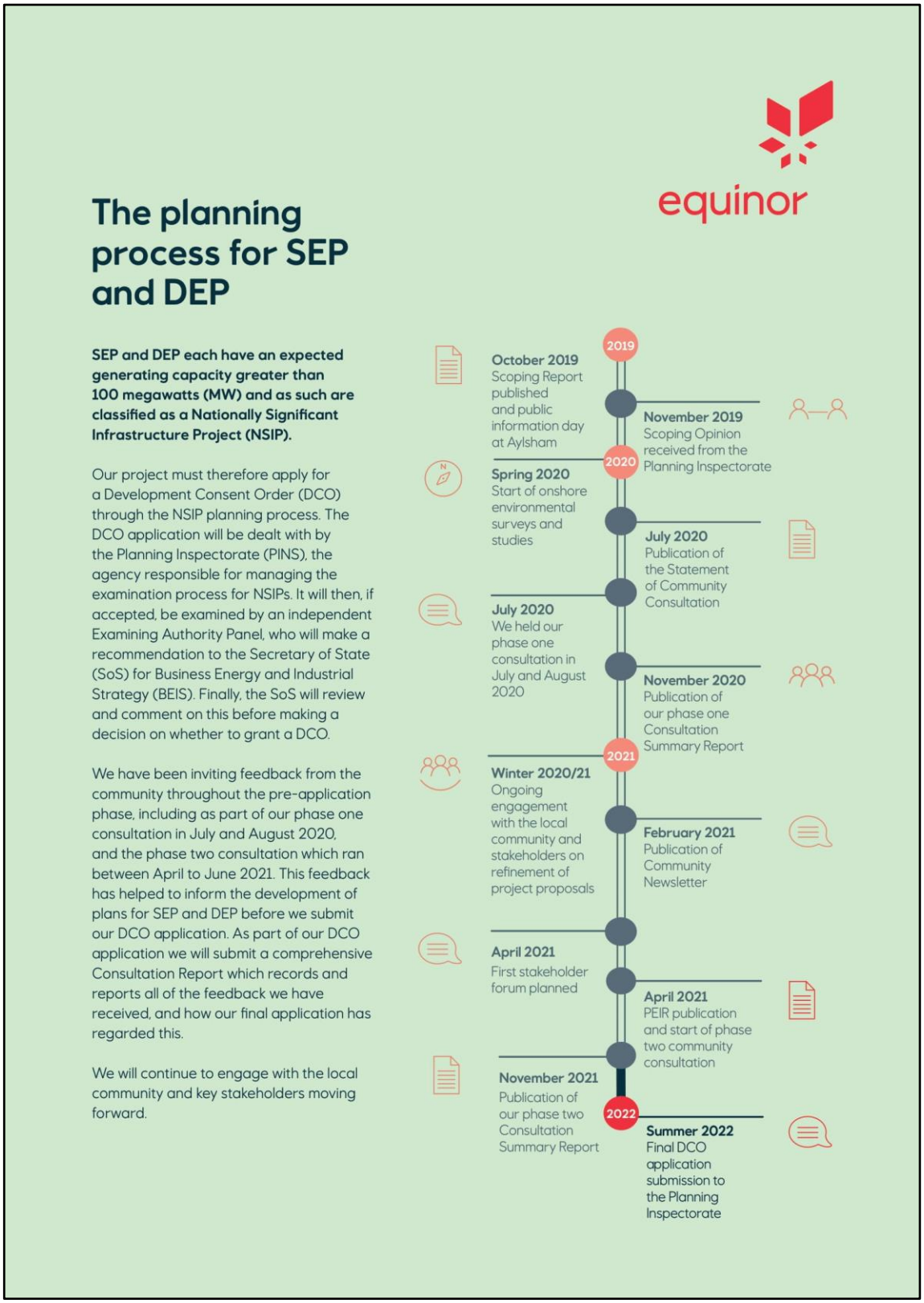
Follow us on Twitter: @Equinor_UK
#SEPandDEP

All image and graphics for illustrative purposes only.

For all sources please visit our website or contact a member of our team.
This has been printed on FSC certified paper.

1.4 Information Sheets

1.4.1 Planning Process Information Sheet



The NSIP planning process

Pre-application

- SEP and DEP is currently in the pre-application phase. This is your opportunity to influence the project prior to submission of the DCO application.
- Phase One consultation between from 09 July 2020 to 20 August 2020. Our Phase Two consultation ran between 29 April and 10 June 2021.

Acceptance

- The Acceptance stage begins when an application for development consent is submitted to PINS.
- At this point, a period of up to 28 days follows, where PINS decides, on behalf of the SoS for BEIS, whether or not the application meets the standards required to be accepted for examination.

Pre-examination

- Members of the public can register (with PINS) to be an Interested Party by making a Relevant Representation during the pre-examination stage.
- This representation is a summary of a consultees' view on the proposals.
- An Examining Authority is appointed during this stage, and all Interested Parties will be invited to attend a Preliminary Meeting.
- There is no set timescale for this stage of the process, but it could take approximately three months from formal notification of submission and publicity of an accepted application.

Examination

- PINS has up to six months to undertake the examination, where Interested Parties are invited to provide more details of their views in writing.
- The Examining Authority will consider all relevant representations, with answers provided to the Authority's questions set out in writing or posed at hearings.

Recommendation and Decision

- PINS must prepare a final report on the application to the SoS for BEIS within three months of the close of the Examination stage.
- The SoS for BEIS then has a further three months to make a decision on whether to grant or refuse development consent.

Post Decision

- Once this decision has been issued, there is a six week period in which the decision may be challenged in the High Court. This process of legal challenge is known as Judicial Review.

1.4.2 Onshore Export Cable Information Sheet

Onshore export cable installation

The final onshore cable corridor that will be the subject of the DCO application will be up to 60 metres wide, increasing to a width of 100 metres for trenchless crossing zones.

The onshore cable corridor will contain the High Voltage Alternating Current (HVAC) onshore export cables and associated fibre optic cables buried underground within ducts for both SEP and DEP. The onshore cable corridor width would also include a haul road to deliver equipment to the installation area from construction compounds, storage areas for topsoil and subsoil, and drainage.

The installation of the onshore export cable is expected to take up to 24 months in total; or two separate periods of 24 months if SEP and DEP are built sequentially.

You can read more about our onshore cable corridor below and within our **PEIR Chapter 5 Project Description.**

Open-cut trenching

The primary onshore cable installation method will be open-cut trenching, with cable ducts installed within the trenches and backfilled with soil. Cables would then be pulled through the pre-laid ducts at a later stage in the construction programme.

This cable installation method would require a trench of approximately 2 metres deep and 1.5 metres wide, where the ducts would be buried.

Firstly, topsoil would be stripped from the section of the onshore cable corridor to be worked on. The cable trench(es) would then be excavated, typically utilising tracked excavators. The excavated subsoil would be stored separately from the topsoil, and both will be managed to minimise soil erosion.

Once the cable ducts have been installed, the cable trench will be backfilled and the workfront will continue moving onto the next section.

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.

Excavation of the cable trench

Laying the ducts

Haul Road

The haul road would provide safe access for construction vehicles along the onshore cable corridor, between construction compounds and the workfronts. This will minimise the amount of vehicle movements between work areas on the existing road network.

The haul road will be up to 8 metres wide and would be installed throughout much of the onshore cable corridor.

When cable duct installation is completed the haul road would be removed and the ground reinstated using the stored topsoil. Some sections of haul road may need to be retained or reinstated to maintain access for the subsequent cable pulling stage.

Joint bays and link boxes

Joint bays would be required along the route of the onshore export cables to connect sections of cable. Joint bays would be installed at least 2 metres below ground and would typically be up to 12 metres long and 4 metres wide.

Link boxes are required close to the joint bay locations. Link boxes will be required at every joint bay location, averaging 1km apart.

The link boxes would require periodic access by technicians for inspection and testing and would be buried to ground level with above ground marker posts to locate them.

Crossing methods

Trenchless crossings

Major crossings, such as major roads, river and rail crossings will be undertaken using trenchless crossings techniques such as Horizontal Directional Drilling (HDD). This process involves drilling directly underneath the feature being avoided to ensure no impact on the surface and minimal disruption.

For example, to minimise disruption on the local road network, Equinor has committed to trenchless crossing of all A and B roads and 20 other local roads.

Equinor has also committed to cross all main rivers such as the River Wensum and the River Bure using trenchless crossing techniques.

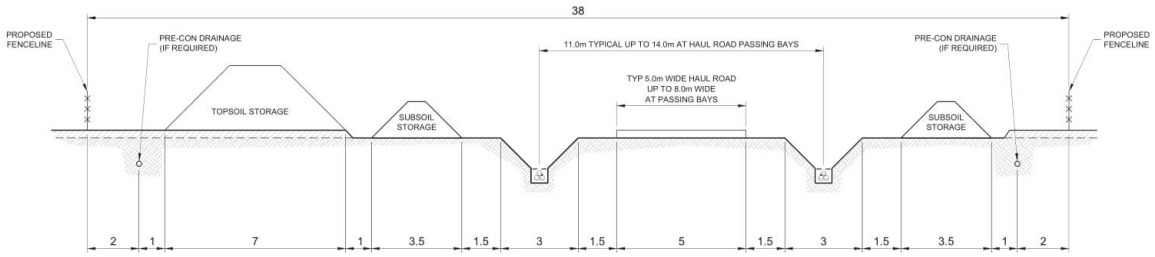
Minor crossings

Where the onshore cable corridor crosses minor roads, tracks and public rights of way, open cut trenching methods are proposed in combination with traffic management. This includes utilising single-lane traffic management with signal controls to manage traffic movements. Where the width of the road does not allow this, alternative methods such as temporary road closure or diversion could be required. In this instance, closure or diversion would only be required for the duration of time that duct installation takes place in that location, which is likely to be no more than 1 - 2 weeks for a minor road crossing.

Public rights of way will remain open at all times and would require a small diversion of about 50 metres for no more than one day.

Minor watercourses such as field drains, may also be crossed using open-cut trenching. In these locations, temporary damming and over pumping of the watercourse would be undertaken. The suitability of this method would be agreed at the detailed design stage.

The approach for each crossing will be agreed with the relevant authority prior to construction works.



Cable corridor cross section

2 Newspaper Adverts

2.1 Full Page Advert

equinor

Attend Our Public Information Days!

We are holding public information days on the Sheringham Shoal Extension Project (SEP) and Dudgeon Extension Project (DEP).

Come along to our events to find out more, meet the team and ask us your questions about the offshore wind farm extension projects off the North Norfolk coast.

Monday 7th March – 2pm to 7pm
Aylsham Town Hall, Market Pl, Aylsham, Norfolk NR11 6EL

Wednesday 9th March – 1pm to 6pm
Swardeston Village Hall, High Common, Swardeston, Norfolk NR14 8DL

Tuesday 8th March – 1pm to 6pm
Hall for All, Weston Longville, Church Street, Weston Longville, Norfolk NR9 5JU

Thursday 10th March – 11am to 4pm
Sheringham Shoal Visitor Centre, Sheringham Museum, Lifeboat Plain, Sheringham, Norfolk NR26 8BG

To learn more about the events and our proposals for SEP and DEP please get in touch.

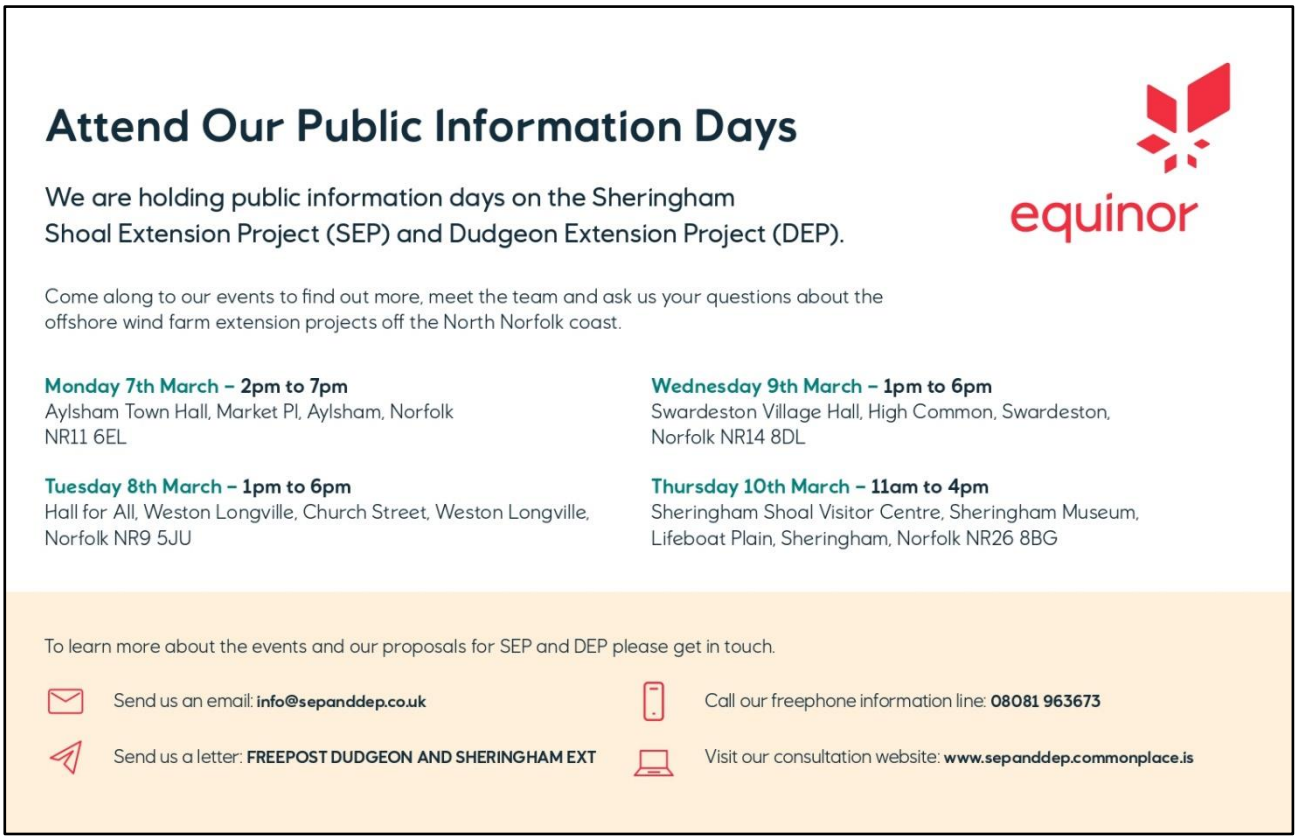
Send us an email: **info@sepanddep.co.uk**

Call our freephone information line: **08081 963673**

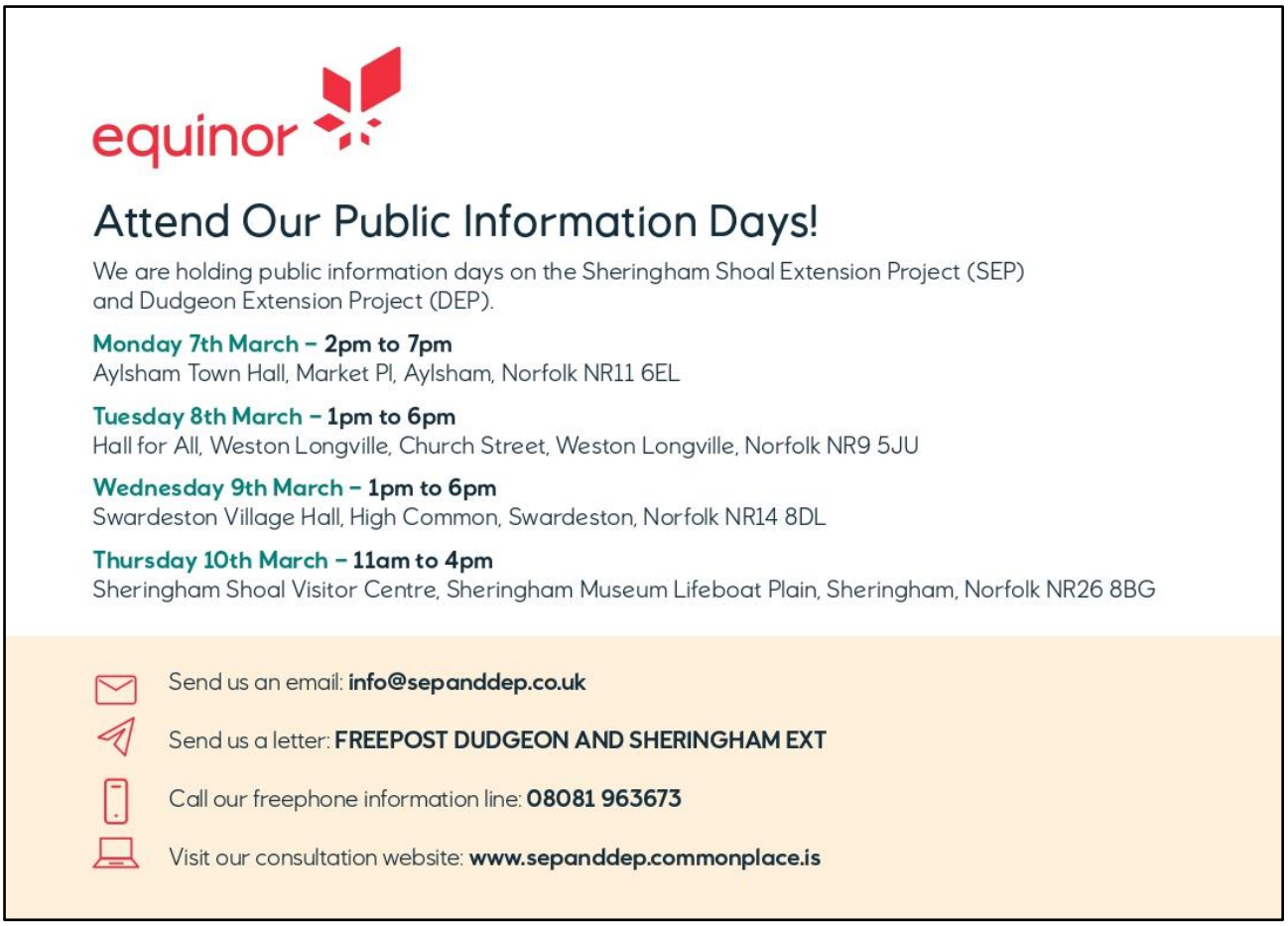
Send us a letter: **FREEPOST DUDGEON AND SHERINGHAM EXT**

Visit our consultation website: **www.sepanddep.commonplace.is**

2.2 Half Page Advert – 265mm x 170mm



2.3 Half Page Advert – 132mm x 185mm



3 Postcard

3.1 Side One

3.2 Side Two

Come along to our events to find out more, meet the team and ask us your questions about the offshore wind farm extension projects off the North Norfolk coast.

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Call our freephone information line: **08081 963673**

Send us a letter: **FREEPOST DUDGEON AND SHERINGHAM EXT**

Visit our consultation website: **www.sepanddep.commonplace.is**

Return address if undelivered:5th Floor, St. James House, Vicar Lane, Sheffield S1 2EX

4 Poster for Public Information Points

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Attend Our Public Information Days!

We are holding public information days on the Sheringham Shoal Extension Project (SEP) and Dudgeon Extension Project (DEP).

Come along to our events to find out more, meet the team and ask us your questions about the offshore wind farm extension projects off the North Norfolk coast.

Monday 7th March – 2pm to 7pm
Aylsham Town Hall, Market Pl, Aylsham, Norfolk NR11 6EL

Wednesday 9th March – 1pm to 6pm
Swardeston Village Hall, High Common, Swardeston, Norfolk NR14 8DL

Tuesday 8th March – 1pm to 6pm
Hall for All, Weston Longville, Church Street, Weston Longville, Norfolk NR9 5JU

Thursday 10th March – 11am to 4pm
Sheringham Shoal Visitor Centre, Sheringham Museum, Lifeboat Plain, Sheringham, Norfolk NR26 8BG

To learn more about the events and our proposals for SEP and DEP please get in touch.

Send us an email: **info@sepanddep.co.uk**

Call our freephone information line: **08081 963673**

Send us a letter: **FREEPOST DUDGEON AND SHERINGHAM EXT**

Visit our consultation website: **www.sepanddep.commonplace.is**

5 Letter to Stakeholders

Dear Sir/Madam,

Sheringham Shoal Extension Project and Dudgeon Extension Project Public Information Days.

We are contacting you to inform you of our public information days for the proposed Sheringham Shoal (SEP) and Dudgeon (DEP) extension projects.

These events will allow local stakeholders to learn more about the SEP and DEP projects, provide an opportunity to ask the project team questions, and for the project team to understand local concerns. The details of the events can be found below.

- Monday 07 March - 2pm to 7pm – Aylsham Town Hall, Market Pl, Aylsham, Norfolk NR11 6EL
- Tuesday 08 March – 1pm to 6pm – Hall for All, Weston Longville, Norfolk NRP 5JP
- Wednesday 09 March – 1pm to 6pm – Swardeston Village Hall, High Common, Swardeston, Norfolk NR14 8DL
- Thursday 10 March - 11am to 4pm – Sheringham Museum, Lifeboat Plain, Sheringham, Norfolk NR26 8BG

In October 2021, we announced our decision to extend the pre-application period for the SEP and DEP projects to allow time to carry out additional analysis and further develop proposals. We had originally planned to submit the Development Consent Order (DCO) by the end of 2021, but we now intend to make the submission to the Planning Inspectorate by early summer 2022.

We look forward to seeing you at our events.

Kind regards,

The SEP and DEP community relations team.

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Email: info@sepanddep.co.uk
Freephone: 0808 1963 673
Freepost: FREEPOST DUDGEON AND SHERINGHAM EXT