



Sheringham Shoal and Dudgeon Offshore Wind Farm Extension Projects

Environmental Statement

Volume 3

Appendix 3.3 - Onshore Main Construction Compound Site Selection Report

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Table of Contents

3.3	Onshore Main Construction Compound Site Selection	6
3.3.1	Introduction.....	6
3.3.2	Legislation, Guidance and Best Practice	6
3.3.3	Methodology.....	6
3.3.3.1	Overview	6
3.3.3.2	Black-Red-Amber-Green (BRAG) assessment.....	7
3.3.4	Onshore Construction Compound Design Assumptions and Site Selection Principles.....	9
3.3.4.1	Design assumptions.....	9
3.3.5	Identification of Long List of Potential Main Compound Locations	9
3.3.6	BRAG Assessment of Long List.....	11
3.3.6.1	BRAG Summary Findings	12
3.3.6.2	Emerging Short-List Options	14
3.3.7	Identification of Preferred Option	17
3.3.7.1	Norfolk County Council.....	17
3.3.7.2	Local Communities.....	18
3.3.7.3	Parish Councils	19
3.3.7.4	Stakeholder and Community Recommendations.....	20
3.3.7.5	Further Technical Evaluation	21
3.3.7.6	Preferred Option.....	23
	References	24

Table of Tables

Table 3.3-1: An Indicative Table for EIA Topic ‘Traffic and Transport’ to Demonstrate some of the Early Key Constraints Associated with the Site Selection and Design Considerations.....	8
Table 3.3-2: BRAG Summary Findings	15
Table 3.3-3: Norfolk County Council Feedback on Main Compound Options.....	17
Table 3.3-4: Norfolk County Council Community Feedback on Main Compound Options	18
Table 3.3-5: Summary of Issues for the Two Remaining Options for the SEP and DEP Main Construction Compound	23

Table of Annexes

Annex 3.3.1 Figures

Annex 3.3.2 BRAG Assessment Spreadsheet



Glossary of Acronyms

AONB	Area of Outstanding National Beauty
BRAG	Black-Red-Amber-Green
CWS	County Wildlife Sites
DECC	Department for Energy and Climate Change
DEP	Dudgeon Offshore Wind Farm Extension Project
EIA	Environmental Impact Assessment
EN-1	Overarching National Policy Statement for Energy
EPP	Evidence Plan Process
ETG	Expert Topic Group
HGV	Heavy Goods Vehicle
IEMA	Institute of Environmental Management and Assessment
km	Kilometre
LNR	Local Nature Reserve
NNR	National Nature Reserve
OWF	Offshore Wind Farm
PEIR	Preliminary Environmental Information Report
RAF	Royal Air Force
RSPB	Royal Society for the Protection of Birds
SAC	Special Area of Conservation
SEP	Sheringham Offshore Wind Farm Extension Project
SPA	Special Protection Area
SPZ	Source Protection Zones
SSSI	Site of Special Scientific Interest
UK	United Kingdom

Glossary of Terms

Dudgeon Offshore Wind Farm Extension Project (DEP)	The Dudgeon Offshore Wind Farm Extension site as well as all onshore and offshore infrastructure.
Evidence Plan Process (EPP)	A voluntary consultation process with specialist stakeholders to agree the approach, and information to support, the EIA and HRA for certain topics.
Expert Topic Group (ETG)	A forum for targeted engagement with regulators and interested stakeholders through the EPP.
Landfall	The point at the coastline at which the offshore export cables are brought onshore and connected to the onshore export cables.
Onshore cable corridor	The area between the landfall and the onshore substation sites, within which the onshore cable circuits will be installed along with other temporary works for construction.
Onshore export cables	The cables which would bring electricity from the landfall to the onshore substation. 220 – 230kV.
Onshore Substation	Compound containing electrical equipment to enable connection to the National Grid.
PEIR boundary	The area subject to survey and preliminary impact assessment to inform the PEIR.
Sheringham Shoal Offshore Wind Farm Extension Project (SEP)	The Sheringham Shoal Offshore Wind Farm Extension site as well as all onshore and offshore infrastructure.
The Applicant	Equinor New Energy Limited.

3.3 Onshore Main Construction Compound Site Selection

3.3.1 Introduction

1. This report outlines the onshore main construction compound site selection activities undertaken for the proposed Sheringham Shoal Extension Offshore Wind Farm Project (SEP) and Dudgeon Offshore Wind Farm Extension Project (DEP) leading to the identification of the preferred option.
2. This report also sets out the methodology, rationale and design assumptions used to inform the site selection and assessment of alternatives process for the onshore main construction compound.
3. A critical part of the Environmental Impact Assessment (EIA) process is to review the alternatives considered during the evolution of the project and set out why they have been discarded in favour of preferred sites.
4. Whilst the onshore construction compound will only be a temporary site required during the onshore construction works, and any impacts from the use of the site would be temporary and reversible. Equinor recognises that the main works compound will be the subject of a continuous construction presence throughout the onshore works. On this basis, although there are no requirements to follow a formal site selection process for temporary construction areas supporting the main works, a decision has been made to adopt a similar level of assessment for the identification of this site to that taken for the permanent infrastructure.

3.3.2 Legislation, Guidance and Best Practice

5. The site selection process for offshore wind farms (OWFs) in the UK is governed by the existing legislative, policy and guidance framework for the development of electrical infrastructure and for environmental assessment within the UK. The key pieces of legislation, policy and best practice guidance which set the framework for site selection and the assessment of alternatives for OWFs in the UK, and upon which this methodology has been based, are summarised in **Chapter 3 Site Selection and Assessment of Alternatives** of the Environmental Statement.
6. As stated earlier this legislation does not govern temporary construction areas that support the construction of wind farm developments, but SEP and DEP have decided to follow them as a guide for a systematic approach to site selection of the main construction compound

3.3.3 Methodology

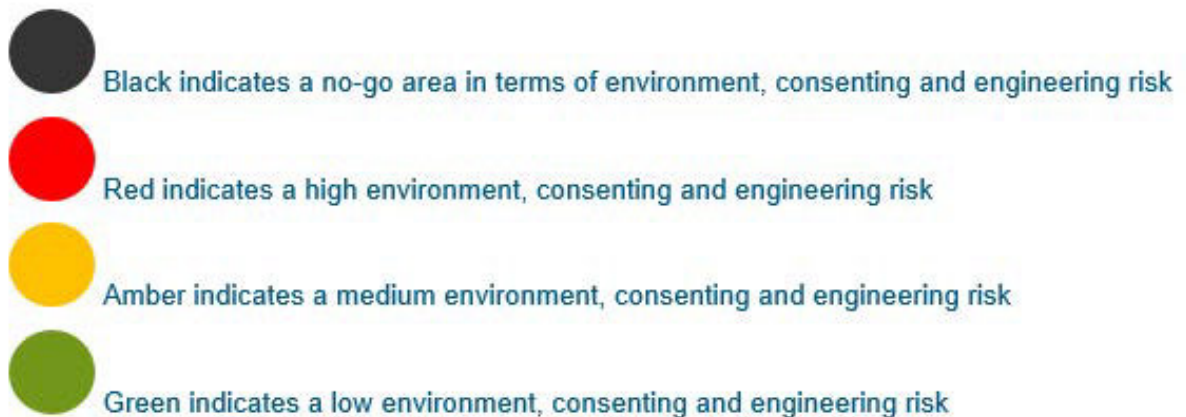
3.3.3.1 Overview

7. Site selection is an iterative process that is informed through constraints mapping, assessment and consultation providing a transparent audit trail setting out the assumptions and decisions that ultimately lead to the identification of the preferred site. To demonstrate that the site selection process is iterative and has been informed by investigative work and stakeholder consultation, some flexibility over the location must be allowed for during the initial stages of site selection to allow for further refinement during the subsequent stages of the EIA process.

8. The identification of a series of transparent design principles and engineering assumptions are necessary to govern the decisions made at each stage of the site selection process. These design principles and engineering assumptions cover environmental, physical, technical and commercial, and are set out in **Section 3.3.3.2** below. Each step of the process then involves gathering data from a number of different sources including environmental, engineering, land and stakeholder data and using this information to define and assess the options for each element of project infrastructure.
9. Workshops were held at key stages of the site selection process to collate and review the data gathered to date, and to reach cross-discipline decisions to further refine the options. A further key driver is the consultation undertaken as part of this process, which is further described in **Section 3.3.7**.

3.3.3.2 Black-Red-Amber-Green (BRAG) assessment

10. A BRAG assessment provides a way to compare each option based on defined consenting risks. Higher risk options were given a red rating, whilst those with medium risks were coded amber and those with the least risk were assigned green. Black options are those which were not feasible from an engineering or environmental perspective. The aim was to ascertain which option carries the least risk with respect to the assessment criteria applied and based upon the professional judgement. A summary of the option classification system is provided below:



11. Once the BRAG assessments were completed for each criteria, they provided an aid to the decision-making process of site selection and ultimately helped inform the options which could be discounted from the site selection process, and which options could be taken forward for further consideration. The BRAG assessment also identified areas where further work and information was required in order to feed into the decision-making process. An example of the typical criteria used within each BRAG assessment is provided in **Table 3.3-1**.

Table 3.3-1: An Indicative Table for EIA Topic ‘Traffic and Transport’ to Demonstrate some of the Early Key Constraints Associated with the Site Selection and Design Considerations

Topic	Criteria	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
Traffic and Access	Highway network constraints (Red - road not wide enough for two vehicles unable to widen; Amber - road generally not wide enough for two vehicle potential to widen; Green - Road generally wide enough for two vehicles to pass)	Few constraints assuming access direct from XX Road	No suitable access	No suitable access	No suitable access	Few constraints assuming access direct from the B Road	Few constraints assuming access direct from XX Road
	Access constraints (Red - Access not achievable; Amber - Achievable with accommodation works; Green - Existing access available)	No suitable access location direct from XX Road	n/a	n/a	n/a	Possible with accommodation works	Possible with accommodation works
	Sensitive receptors (Red - High concentrations of sensitive receptors Amber - low concentrations of sensitive receptors Green - Few sensitive receptors)	n/a	n/a	n/a	n/a	Route to option passes a number of high sensitive receptors	Route to Options 6 passes a number of high sensitive receptors
	Road safety (Red - More than three collisions clustered Amber - Three collisions clustered Green - No existing collision clusters)	n/a	n/a	n/a	n/a	No issues	No issues
	Summary	No suitable highway access options available, therefore alternative access would need to be identified	No suitable highway access options available, therefore alternative access would need to be identified	No suitable highway access options available, therefore alternative access would need to be identified	No suitable highway access options available, therefore alternative access would need to be identified	Highway network constraints and access constraints limited but passes through a high sensitive area	Highway network constraints and access constraints limited but passes through a high sensitive area

12. The BRAG assessment methodology is an effective tool for comparing a number of different factors which need to be considered during the site selection process where:
 - Each discipline has the opportunity to assess the key risks and opportunities;
 - The ranking process itself is a clear process by which it is possible to compare factors between each site; and
 - It provides a consistent and repeatable framework in which to make decisions.
13. Furthermore, it is important to note:
 - Each decision is led by expert opinion and applying professional judgement; and
 - The decision at key stages of the site selection process was led by a workshop to bring together the different workstreams to make sure and ground truth and test the decisions being made.
14. The outcome of this process is:
 - An initial identification of a ‘lowest risk’ options based on the balance of risks.
 - The identification of further studies that were required to support the conclusions reached through the BRAG assessment.



3.3.4 Onshore Construction Compound Design Assumptions and Site Selection Principles

15. The site selection process is underpinned by a series of design assumptions and site selection principles which are used as a transparent framework for making site selection decisions at each stage of the site selection process.

3.3.4.1 Design assumptions

- Construction compound footprint – up to 6ha (one site or two smaller sites).
- Two-way vehicular access (heavy goods vehicles – HGVs) required.

3.3.4.1.1 Site selection principles

- Avoid residential titles (including whole garden) where possible;
- Avoid direct significant impacts to internationally and nationally designated areas (e.g. SACs, SPAs, and SSSIs etc.);
- Minimise significant impacts to the special qualities of Areas of Outstanding Natural Beauty;
- Avoid mature woodland and historic woodland;
- Avoid areas that fall within Flood Zones 2 and 3;
- Areas of local amenity value, important existing habitats and landscape features including ancient woodland, historic hedgerows, surface and ground water sources and nature conservation areas should be protected as far as reasonably practicable;
- Locations should take advantage of the screening provided by landform and existing features and the potential use of site layout and levels to keep intrusion into surrounding areas to a reasonably practicable minimum;
- Options should keep the visual, noise and other environmental effects to a reasonably practicable minimum; and
- The space required should be limited to the area required for development consistent with appropriate mitigation measures and to minimise the adverse effects on existing land use and Public Rights of Way.

3.3.5 Identification of Long List of Potential Main Compound Locations

16. Following the identification of the route of the onshore cable corridor to inform the Preliminary Environmental Information Report (PEIR) the project engineering team and land team sought to identify potentially suitable locations to accommodate the main construction compound. Options were identified based on available space to accommodate the up to 6 ha footprint (or two smaller sites), positioned to provide support along the full length of the cable corridor, proximity to the cable corridor and proximity to the existing road network. Potential sites identified as a result of landowner discussion were also included in the assessment. Eight potential sites were identified following this exercise, which are shown in **Annex 3.3.1**:

- Royal Air Force (RAF) Attlebridge;
- A1067 Fakenham Road, Attlebridge;
- East of Cawston;
- Woodforde Farm, Weston Longville;
- Longwater Business Park;
- RAF Oulton Airbase;
- Felthorpe; and
- A1067 Norwich Road.

17. For each of these potential options the following constraints were mapped:

- Special Protection Areas (SPAs);
- Special Area of Conservations (SACs);
- Ramsar sites;
- Areas of Outstanding Natural Beauty (AONB);
- Sites of Special Scientific Interests (SSSIs);
- Local Nature Reserves (LNRs);
- National Nature Reserves (NNRs);
- County Wildlife Sites (CWSs);
- Registered Parks and Gardens;
- Ancient Woodland;
- Royal Society for the Protection of Bird (RSPB) reserves;
- National Trust land;
- Common land;
- Public Rights or Way;
- Main Rivers;
- Flood Zones 2 & 3;
- Scheduled Monuments;
- Conservation Areas;
- Listed buildings;
- Historic Environment Records;
- Historic landfill sites;
- Source Protection Zones (SPZs); and
- Other proposed Nationally Significant Infrastructure Projects (Hornsea Project Three).

18. The proximity of the nearest residential properties was also determined based on aerial imagery. Figures for each location with these constraints mapped are provided in [Annex 3.3.1](#).



3.3.6 BRAG Assessment of Long List

19. A BRAG assessment was undertaken for the eight main construction compound options (refer to methodology set out in [Section 3.3.3](#)) using defined BRAG criteria to identify the risks and opportunities associated with each option. Higher risk options were given a red rating, whilst those with medium risks were coded amber and those with the least risk are assigned green. Black options are those which are not feasible from an engineering or environmental perspective. The aim was to ascertain which options carry the least risk with respect to the assessment criteria applied and based upon professional judgement.
20. As part of the BRAG assessment for each option, the following was undertaken:
 - Review of the relevant datasets and development considerations;
 - Define the criteria to be used in the BRAG, and the scoring system to classify the BRAG for each;
 - Populate the BRAG assessment spreadsheet giving each long list option a BRAG classification for each development consideration identified and a brief explanation within each cell – a copy of the assessment spreadsheet is included as [Annex 3.3.2](#); and
 - A short-written summary, which is presented within this section, to provide a narrative and context to support the information presented in the BRAG spreadsheet.
21. Given the temporary nature of the construction compound this assessment of alternatives focussed on the following key aspects of the main construction compounds:
 - Engineering feasibility
 - Proximity to the cable corridor
 - Location along the cable corridor
 - Existing hard standing
 - Available space
 - Existing services
 - Land
 - Availability during construction
 - Community / disturbance effects
 - Proximity to nearest residential properties
 - Proximity to nearest Public Rights of Way (PRoW)
 - Cumulative community impacts with other similar projects
 - Traffic / transport
 - Highway network constraints
 - Access constraints



- Proximity of access routes to sensitive receptors (schools, retirement homes, residential dwellings, etc)
- Road safety
- Nature conservation
 - Proximity to sites designated for nature conservation
- Historic environment
 - Proximity to sites designated for historic significance

3.3.6.1 BRAG Summary Findings

22. The following sections represent short summaries providing a narrative and context to support the information in the BRAG spreadsheet presented in full in **Annex 3.3.2. Table 3.3-2** provides a visual summary of the BRAG assessment outputs. A simple scoring system is used to understand how each option compares overall against the others – red = 1 point, amber = 2 points and green = 3 points; those receiving more greens and ambers will score relatively more favourably than those receiving more reds and ambers. Any site receiving a black rating for any category is in effect identified as not feasible.

3.3.6.1.1 *Engineering / Land*

23. The sites to the east of Cawston and RAF Oulton both benefit from central locations along the cable corridor, in addition the Cawston site would have a direct connection to the cable corridor itself and enough available space, however existing services on site appear limited and there is no existing hardstanding. In addition, its location would be affected by planning restrictions imposed on Hornsea Project Three, Norfolk Vanguard and Norfolk Boreas on the road network in proximity to these sites. RAF Oulton benefits from existing hard standing and good opportunities to connect to existing utilities. However, it is located at a longer distance to the cable corridor (1.8km). The site is a commercial site without a guarantee of its availability during construction and it is also the location of the Hornsea Project Three main compound. Interactions with this project introduces potential planning restriction to construction logistics.
24. The site along A1067 Fakenham Road benefits from good available space, it is positioned immediately adjacent to the cable corridor, there are no planning restrictions to the site and it is not a commercial site, however existing services on site appear limited, it is not as central along the cable corridor and does not have any existing hard standing.
25. Woodforde Farm also has good available space with no planning restrictions and it is not a commercial site, but it is not as central along the cable corridor, there are no existing services to the site, no hardstanding and is further away from the cable corridor.
26. These four sites are all marginally preferable from an engineering and land perspective, with the A1067 Fakenham Road site scoring highest out of all the options.



27. The next highest scoring sites are the A1067 Norwich Road and Felthorpe. Both of these sites are further away from a preferred central location compared to the four previously discussed. They have low available space, and are further away from the cable corridor. The A1067 Norwich Road site does benefit from existing hardstanding but it is a commercial site without a guarantee of its availability during construction. Both sites have good opportunities to connect to utilities.
28. The Longwater Business Park site scores relatively poorly across all the engineering criteria.
29. RAF Attlebridge has been confirmed as not available due to biosecurity issues and is not discussed further.

3.3.6.1.2 *Community Disturbance*

30. Longwater Business Park scores marginally best in this category. This site is an existing commercial site in excess of 500m from any residential properties and in excess of 250m from any PRowS. The site is not identified as being affected by cumulative impact with similar projects.
31. A1067 Fakenham Road, A1067 Norwich Road and Woodforde Farm also score highly in this category. Whilst these are located relatively closer to residential properties (200m, 210m and 175m respectively) this distance of separation is not expected to represent a significant potential for noise disturbance. They are furthest away from any PRow. They also benefit of longer distance to areas with potentially significant cumulative impact with similar projects.
32. These four sites represent the preferred options in relation to potential impacts on local communities.
33. RAF Oulton and the site east of Cawston both scored poorly when considering the risk of significant cumulative traffic impact with similar projects, given that Hornsea Project Three, Norfolk Vanguard and Norfolk Boreas are all present in this area. While both are far from PRowS, the site east of Cawston is within 20m of residential property. The three other sites are all within 100m of the nearest residential properties with the Felthorpe site also within 20m of residential properties.

3.3.6.1.3 *Traffic and Transport*

34. The A1067 Fakenham Road and the A1067 Norwich score relatively higher than the other options from a transport perspective. These all have either no, or very minor, constraints related to access, highway network and proximity to sensitive transport receptors. These two sites are all considered to be equally preferable.
35. The sites at Woodforde Farm and Longwater Business Park score very marginally lower as typically some form of localised road widening (passing places) would be required.
36. The site east of Cawston scores relatively lower in relation to sensitive receptors. Whilst the site itself is located on the B1149, which has very few sensitive receptors, it is located on the junction with the B1145 at Cawston. The B1145 is considered a sensitive route given the planning constraints placed on Hornsea Project Three, Norfolk Vanguard and Norfolk Boreas, and this is reflected in the scoring.

37. The other site options are not currently served by routes that are wide enough for two-way construction traffic, and with little scope to introduce measures to widen them, making them less preferable to the other site options.

3.3.6.1.4 *Archaeology / Nature Conservation*

38. None of the options are considered to represent a concern in relation to the historic environment. A number of the sites are located approximately 150m from the nearest listed buildings, however, given the temporary nature of the works this distance of separation is not considered to represent a risk to the significance of the setting of these buildings.
39. RAF Oulton and the site at Felthorpe are marginally preferable from a nature conservation perspective. However, none of the sites scored worse than amber for this category and are not considered to represent significant risks to any sites designated for nature conservation.

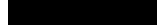
3.3.6.2 *Emerging Short-List Options*

40. The site at the A1067 Fakenham Road is considered the option with the fewest risks due its proximity to the cable corridor, its available space and location adjacent to an A road, which offers good transport links and accessibility. The site does not present major concerns from an ecology perspective or distance to residential properties. It is located at further distance from PRoWs in comparison to other high scoring sites, and is assessed as low risk for planning and potential cumulative impact with similar projects.
41. The sites at Woodford Farm, the A1067 Norwich Road and RAF Oulton score next highest. However, RAF Oulton scores relatively worse for all the transport constraints and the risk of cumulative impacts with other similar projects, which is particularly sensitive when considering the road network in this part of Norfolk.
42. The site at RAF Attlebridge was confirmed as not available relatively early in the process, but is presented in the BRAG assessment tables for completeness.
43. As such the sites taken forward for further consideration comprised:
- A1067 Fakenham Road;
 - Woodforde Farm;
 - A1067 Norwich Road; and
 - RAF Oulton.



Table 3.3-2: BRAG Summary Findings

Topic	Considerations	1	2	3	4	5	6	7	8
		RAF Attlebridge	A1067 Fakenham Road	East of Cawston	Woodforde Farm	Longwater Business Park	RAF Oulton Airbase	Felthorpe	A1067 Norwich Road
Engineering	Distance (m) to cable corridor Red = >500m Amber = 100 - 500m Green = < 100m	1	3	3	1	1	1	1	1
Engineering	Location along cable corridor Red = >20km from middle point along cable corridor Amber = 10-20km from middle point along cable corridor Green = within 10km of middle point along cable corridor	2	2	3	2	1	3	2	2
Engineering	Existing hard standing Red - No existing hardstanding (greenfield site) Green - Existing hardstanding	3	1	1	1	1	3	1	3
Engineering	Available space Red = < 30,000m ² Amber = 30,000 - 60,000m ² Green = > 60,000m ²	3	3	3	3	1	2	1	1
Engineering	Existing services Red = No services in vicinity Amber = Opportunity to connect nearby Green = Services present	2	2	2	1	2	3	2	2
Land	Availability / Planning Risk Black = Confirmed not available Red = Commercial site (not guaranteed to be available when construction starts) or known local planning restriction Green = Non-commercial site (subject to landowner agreement) / no known local planning restriction	0	3	1	3	1	1	3	1
Local community	Distance (m) from nearest residential property Red = <100m Amber = 100 - 400m Green = > 400m	1	2	1	2	3	3	1	2
Local community	Number of PRoW in proximity (<250m) Red = >1 Amber = 1 Green = 0	1	3	3	3	3	3	1	3
Local community	Cumulative impacts with other projects Red = Significant potential risk of cumulative impacts with another project Amber = Potential cumulative risk Green = No obvious cumulative risk	3	3	1	3	3	1	3	3



Onshore Main Construction Compound Site
Selection

Doc. No. C282-RH-Z-GA-00141 6.3.3.3
Rev. no.1

European Nature Conservation Designated Sites	Proximity (m) to SPAs, SACs, Ramsar sites Red = 0m Amber = 1 - 3,000m Green = >3,000m	2	2	2	2	2	3	3	2
National Nature Conservation Designated Sites	Proximity (m) to SSSIs, Ancient Woodlands, National Nature Reserves Red = 0m Amber = 1 - 1,000m Green = >1,000m	2	2	2	2	2	3	3	2
Local Nature Conservation Designated Sites / CWS	Proximity (m) to Local Nature Reserves Red = 0m Amber = 1 - 100m Green = >100m	3	2	3	3	2	3	2	2
Known designated heritage assets	Presence of known designated heritage assets in proximity to the compound location Red = impact on designated asset with limited mitigation options Amber = impact on designated asset with mitigation options available Green = no designated assets present, no impact	3	3	3	3	3	3	2	3
Transport	Highway network constraints Red - road not wide enough for two vehicles unable to widen Amber - road generally not wide enough for two vehicle potential to widen Green - Road generally wide enough for two vehicles to pass	2	3	2	2	3	1	1	3
Transport	Access constraints Red - Access not achievable Amber - Achievable with accommodation works Green - Existing access available	3	2	3	3	3	2	3	2
Transport	Sensitive receptors Red - High concentrations of sensitive receptors Amber - low concentrations of sensitive receptors Green - Few sensitive receptors	2	3	1	3	2	1	1	3
Transport	Road safety Red - More than three collisions clustered Amber - Three collisions clustered Green - No existing collision clusters	1	3	1	1	1	1	1	1
	Score	34	42	35	38	34	37	31	36
	Rank	6	1	5	2	6	3	8	4



3.3.7 Identification of Preferred Option

44. The four short-listed main compound options were presented to stakeholders and local communities during formal consultation on the PEIR via a digital engagement consultation website. Consultation was undertaken between 29th April to 10th June 2021, which included meetings with affected communities, landowners, stakeholders and regulators as well as responses to the consultation material either via the consultation website or as written responses.
45. The key responses to help inform the identification of the preferred main compound site were from:
- Norfolk County Council in their role as Local Highway Authority;
 - Affected Parish Councils; and
 - Affected communities (in addition to feedback provided separately by their representative Parish Councils).

3.3.7.1 Norfolk County Council

46. Norfolk County Council were consulted directly in their role as Local Highway Authority as part of a Traffic and Transport Expert Topic Group (ETG) to discuss the information presented within the PEIR. The Council provided the following feedback on the four main compound site options (see [Table 3.3-3](#)).

Table 3.3-3: Norfolk County Council Feedback on Main Compound Options

Option	Council feedback
A1067 Fakenham Road	The A1067 is a busy commuter route and would need control measures for safe access and egress if access was taken directly onto the A1067. Any option introducing a new junction with the A1067 in this location would unlikely be supported by Norfolk County Council. If access were taken off the Old Fakenham Road this would be more acceptable as there is an existing junction from Old Fakenham Road onto the A1067, although this may require upgrading. Location is close to the Norwich Western Link and so this would need to be taken into account if the construction periods overlapped.
Woodforde Farm	There are significant volumes of traffic already using the B1535. The Norwich Western Link is designed to take traffic off the B1535, to relieve congestion, and any proposal that would induce additional traffic on the B1535 would not be supported by Norfolk County Council. This option is the least preferred of the four proposed sites.
A1067 Norwich Road	This is the Council's preferred option of the four proposed. Norfolk County Council are unlikely to support the introduction of a new access off the A1067 in this location. This industrial site has three existing accesses and those should be upgraded to accommodate the compound. These three existing accesses are all considered to have poor visibility along the A1067, and the SEP/DEP proposal would need to improve the existing visibility based on the speed of traffic using the A1067 and the volume of construction traffic proposed.
RAF Oulton	Norfolk County Council would not be able to support the use of this site given the existing proposals of both Hornsea Project Three and Norfolk Vanguard/Boreas, particularly on the local roads that lead to RAF Oulton.



Option	Council feedback
	If a new access was proposed off the B1149 (to avoid the local routes used by Hornsea Project Three and Norfolk Vanguard/Boreas) the council would also not be able support that as they have previously refused a similar proposal.

3.3.7.2 Local Communities

47. Key feedback from local communities, relevant to the main compound, is presented in **Table 3.3-4**.

Table 3.3-4: Norfolk County Council Community Feedback on Main Compound Options

Option	Community feedback
A1067 Fakenham Road	<p>Two respondents stated a preference for this option based on:</p> <ul style="list-style-type: none"> • It has direct access to an A road. • It is adjacent to the cable corridor. <p>Two respondents provided feedback stating that this option would not be appropriate based on:</p> <ul style="list-style-type: none"> • The A1067 is already a busy route and concerns of the extra traffic this would induce. • The proposed Norwich Western Link (connecting the A1067 to the A47) may be constructed at a similar time to SEP and DEP, which would create a level of construction traffic intolerable to people in the area and push traffic onto small back roads. • It is currently a greenfield site containing woodland and ponds [Note: the proposed footprint of this site is in arable farmland and avoids all woodland and ponds]
Woodforde Farm	<p>Four respondents stated a preference for this option based on:</p> <ul style="list-style-type: none"> • It is away from residential properties. • It is adjacent to an existing industrial area. • It is served by an existing HGV route and has excellent links to the A47 and A1067. <p>A total of 23 respondents provided feedback stating that this option would not be appropriate based on:</p> <ul style="list-style-type: none"> • There would be environmental impacts as it would use agricultural land which has ponds and woodland and located within the environmentally sensitive Wensum Valley. • It is the furthest option from the cable corridor. • There is no existing hard standing. • The local roads are not wide enough to accommodate construction traffic. • There are three equestrian centres on Rectory Road that may be affected. • Potential impacts on Weston Longville: <ul style="list-style-type: none"> ○ Could exacerbate the rat-run through the village. ○ The cumulative impact on the village as a result of other construction projects including the Norwich Northern Distributor Route, dualling of the A47, Norwich Western Link and Hornsea Project Three. • Inappropriate local roads:



Option	Community feedback
	<ul style="list-style-type: none"> ○ The site only appears accessible from the north via Marl Hill or the south from Paddy's Lane, both of which have width restrictions. ○ Weston Hall Road already has too much traffic for the road surface leading to constant potholes and is too narrow for HGVs to pass one another. ○ The B1535 is already very busy with several sharp bends that are not suitable for HGVs. ○ It will put increased pressure on the A47 and A1067 junctions at Wood Lane and Lenwade, and in turn force existing traffic to try and use other local routes.
A1067 Norwich Road	<p>Five respondents stated a preference for this option based on:</p> <ul style="list-style-type: none"> ● It is an existing industrial site. ● There is existing hard standing. ● There are existing buildings and infrastructure to support a development of this nature. <p>Four respondents provided feedback stating that this option would not be appropriate based on:</p> <ul style="list-style-type: none"> ● There is already too much traffic using the A1067 and using it as a rat run. ● Cumulative traffic impacts with the Norwich Western Link and A47 dualling. ● It is located in the environmentally sensitive Wensum Valley.
RAF Oulton	<p>Four respondents stated a preference for this option based on:</p> <ul style="list-style-type: none"> ● It is an existing brownfield site. ● It is on the cable corridor. ● It appears to be midway along the cable corridor. ● It is sufficiently far from existing residential properties. <p>Five respondents provided feedback stating that this option would not be appropriate based on:</p> <ul style="list-style-type: none"> ● It is not suitable due to the restrictive road access. ● It should not be considered a brownfield site as it was used 75 years ago during World War 2. ● It is too far from the local main road and will require traffic to navigate 1km on narrow local roads to reach a suitable route for HGV traffic.

3.3.7.3 Parish Councils

48. The following responses were provided from Parish Councils located along the cable corridor.

3.3.7.3.1 Weston Longville Parish Council

3.3.7.3.1.1 A1067 Fakenham Road

49. The Parish Council do not support this site as a construction compound as it is mostly greenfield, which would result in the destruction of the countryside.



3.3.7.3.1.2 Woodforde Farm

50. Woodforde Farm site is of major concern as it is located on the B1535, an already congested route that is not suited to HGVs.
51. Concerned that the construction of the A47 widening is going to further increase the traffic on this route prior to the construction of the Western Link. The junctions to the A47 and A1067 are already congested at peak times and the traffic to the compound will only make it worse.
52. The Parish Council is currently in conversation with Norfolk County Council to discuss what can be done to alleviate the impact of traffic prior to the Western Link being built.
53. The Parish Council is seeking Norfolk County Council's support in objecting to Woodforde Farm as a construction compound site.

3.3.7.3.1.3 A1067 Norwich Road

54. The Parish Council has selected the A1067 Norwich Road at Lenwade as their preferred site for the onshore construction compound. This is due to:
 - The site having an existing hard standing surface and good HGV access.
 - HGV construction traffic would be able to access this compound without going through Norwich or using single carriageway roads, as the Norwich southern bypass and Broadland Northway can be used.

3.3.7.3.2 Oulton Parish Council

55. The Parish Council has stated that RAF Oulton is not on the brownfield register and is in fact an area of "arable land in an agricultural area, which has been consistently farmed since the second World War", adding that the site "is also an undesignated heritage site".
56. The Parish Council has voiced concerns "that the continuing use of this location and the ever-increasing length of temporary uses for industrial purposes, may well leave the community with a legacy issue".

3.3.7.4 Stakeholder and Community Recommendations

57. Based on strong community and Parish Council opposition to the proposed use of Woodforde Farm as a main construction compound site, related to existing traffic problems, and that it was the least preferred option for Norfolk County Council, this option was not taken forward for further consideration.
58. There was similarly strong opposition from Oulton Parish Council over the use of RAF Oulton. Norfolk County Council also confirmed that they would not support a proposal for the use of RAF Oulton due to the cumulative traffic impacts with Hornsea Project Three and Norfolk Vanguard/Boreas. Existing commitments by those projects effectively means that no additional construction traffic could use the approaches to RAF Oulton and it, was not taken forward for further consideration.



59. There was equal positive and negative community sentiment towards the remaining two main construction compound options, and these were taken forward for further consideration.

3.3.7.5 Further Technical Evaluation

60. The two remaining options taken forward for further feasibility work were:
- A1067 Fakenham Road; and
 - A1067 Norwich Road.

3.3.7.5.1 Engineering Feasibility

61. There was a general preference to use the A1067 Norwich Road site from Norfolk County Council and Weston Longville Parish Council, as it is an existing industrial site with existing connections onto the A1067. However, the footprint of this site alone is not large enough to accommodate a single compound, and a significant part of the site has existing warehouses present; which would not be suitable for the proposed cable drum storage required for SEP and DEP. To take advantage of the industrial site at Norwich Road this option could only be taken forward if part of the A1067 Fakenham Road site were also utilised. In addition, the internal roads within the industrial site are not currently suitable for the proposed cable drum delivery vehicles, this would lead to conflict between SEP and DEP construction traffic and other users of the wider industrial site, which raised safety concerns. A new access into the site would have been necessary..

3.3.7.5.2 Surveys

62. Further engineering and ecology surveys were also undertaken at both of these locations.

3.3.7.5.2.1 A1067 Norwich Road

63. The existing warehouses were surveyed and were not considered suitable for use for the SEP/DEP works due to the layout and sizes of the buildings. As set out in **Table 3.3-5** the options would be to avoid the warehouses and use a larger part of the Fakenham Road site to compensate or demolish the warehouses to maximise the available space and take a smaller area at the Fakenham Road site. Any significant demolition would involve potential liability in connection with site conditions which it was considered were best avoided.
64. The existing access off the A1067 into this site is shared with several other industrial units. The layout of this junction with the A1067 and the internal roads within the industrial site, are not currently suitable for the proposed cable drum transporters and could lead to conflict with other road users both within the industrial site and along the A1067. A dedicated new access would be required to resolve these issues.

65. An ecological survey was also undertaken at the Norwich Road site. Whilst the majority of the site is hard standing with no ecological value, the warehouses support roosting bats. Should any plans require the demolition of the warehouses then this would need to be undertaken under the direction of an appropriately licensed ecologist and replacement roosting habitat would need to be provided.

3.3.7.5.2.2 A1067 Fakenham Road

66. The site is greenfield (arable) and would require a temporary area of hardstanding to be introduced. A new access would also be required, which could be taken either directly from the A1067 or from Old Fakenham Road. However, neither of these are considered significant constraints.
67. An ecological check was also undertaken, and no protected species or protected habitats were identified.

3.3.7.5.3 Further engagement

68. In parallel to the site surveys further engagement with Norfolk County Council was undertaken to discuss the feasibility of connections from the existing road network to both of these sites.
69. At the Norwich Road site, Norfolk County Council confirmed that the existing shared access in the central part of the wider industrial site is not considered safe to access and egress the A1067 due to the existing junction layout and visibility up and down the A1067. A new junction was proposed by Equinor further west along the A1067 that would lead directly into the compound area and avoid conflict with the internal roads. This would be positioned away from the existing shared access and would remove the potential conflict with other users of the industrial site. However, further engagement with Norfolk County Council confirmed that a new junction off the A1067 would not be acceptable unless it was to upgrade the existing shared access.
70. The use of the existing shared access was therefore investigated further; however, it was established from swept path analysis that access for the cable drum transporters would not be possible without the widening of the internal roads. This is due to the poor layout of the internal roads within the site. This would have a direct impact on the existing site users. Furthermore, a series of visits to the site established that the use of a shared access with other site users represents a significant construction risk, both in terms of preventing the unhindered flow of SEP/DEP construction traffic and the risk of potential traffic accidents within the wider industrial site due to the poor layout of the internal roads.
71. A proposed access for the A1067 Fakenham Road site was also presented to Norfolk County Council. This access would be taken off the Old Fakenham Road with vehicles leaving the A1067 at an existing junction with Old Fakenham Road. Norfolk County Council had no objection to the proposed access arrangement for the A1067 Fakenham Road site. The Council confirmed that they would not be able to support a new junction directly off the A1067, but that the proposal for the access to come off Old Fakenham Road was acceptable.

3.3.7.6 Preferred Option

72. Of the final two sites under consideration, the preferred option for the SEP and DEP onshore main construction compound is the site adjacent to the A1067 Fakenham Road, based on the summary set out in **Table 3.3-5**:

Table 3.3-5: Summary of Issues for the Two Remaining Options for the SEP and DEP Main Construction Compound

Topic	A1067 Norwich Road	A1067 Fakenham Road
Access	<ul style="list-style-type: none"> Proposed new access off the A1067 not acceptable to Norfolk County Council. Shared access (if upgraded) would lead to potential conflict with existing users of the wider site and A1067. The internal roads from the shared access are not suitable for the size of the cable drum transporter. 	<ul style="list-style-type: none"> Proposed new access off Old Fakenham Road accepted in principle by Norfolk County Council
Engineering	<ul style="list-style-type: none"> Insufficient space (would require part of the Fakenham Road site to meet total footprint requirements). Existing warehouses would need to be demolished in order to use the site. 	<ul style="list-style-type: none"> Site is of a sufficient size to accommodate all the compound requirements. No contamination concerns. Greenfield site would require temporary hard standing to be introduced.
Ecology	<ul style="list-style-type: none"> Warehouses support roosting bats. 	<ul style="list-style-type: none"> No significant ecological constraints.



References

Department for Energy and Climate Change (DECC) (2011a) Overarching National Policy Statement for Energy (EN-1).

Her Majesty's Government (1989) The Electricity Act.

Institute of Environmental Management and Assessment (IEMA) (2015) IEMA Environmental Impact Assessment Guide to Shaping Quality Development

Annex 3.3.1 - Figures

Sheringham Shoal and Dudgeon Extension Projects

Title:
Figure 3.3.1 Main Compound Alternatives Overview

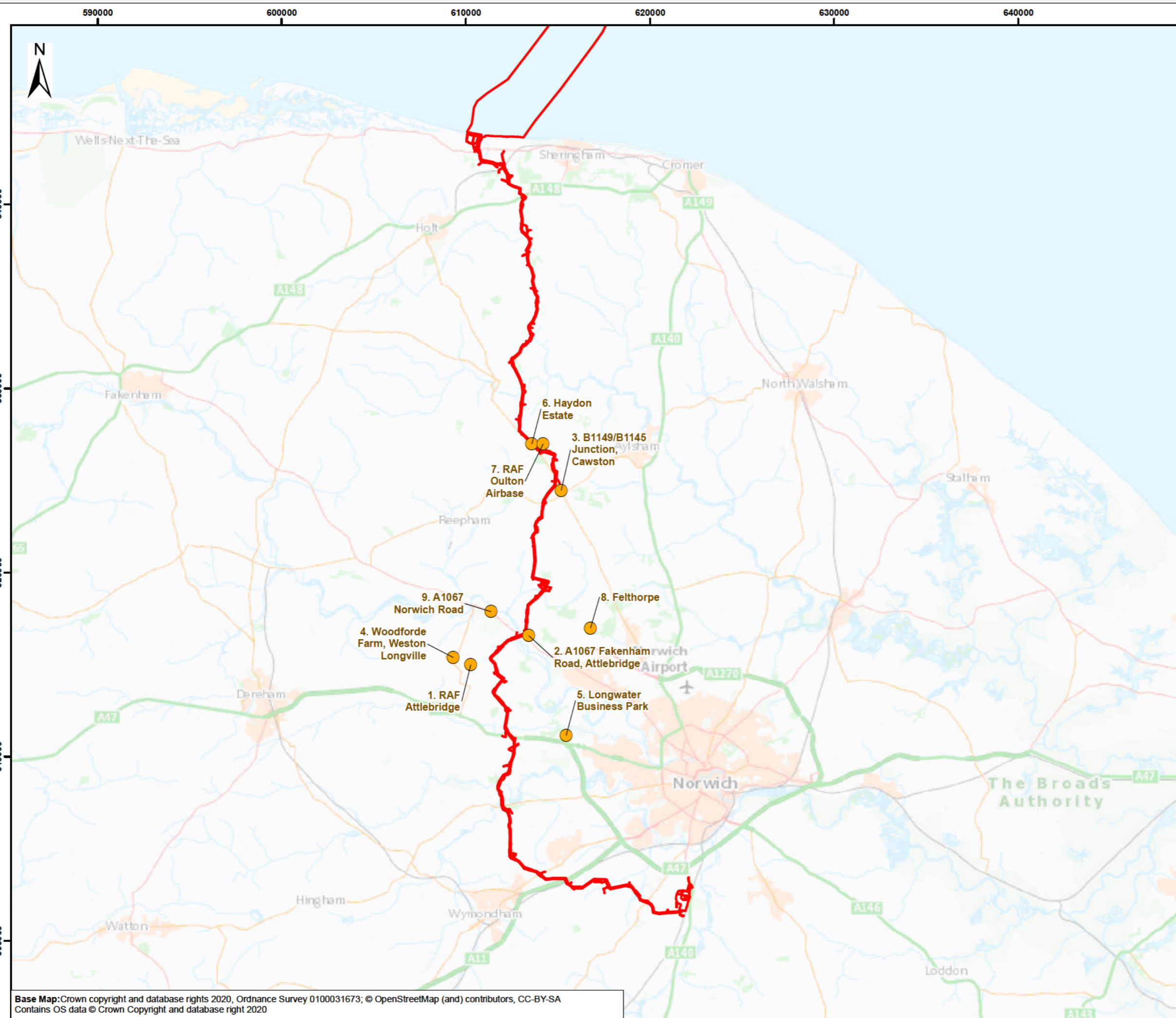
Sheet 1 of 9

Document:
Environmental Statement (ES)
Appendix 3.1 Onshore Substation Site Selection Report

Application Doc. no.: 6.3.3.1

Legend:

- Order Limits
- Potential Compound Location



Coordinate Reference System: British National Grid
Transformation WGS84: OSGB_1936_To_WGS_1984_7

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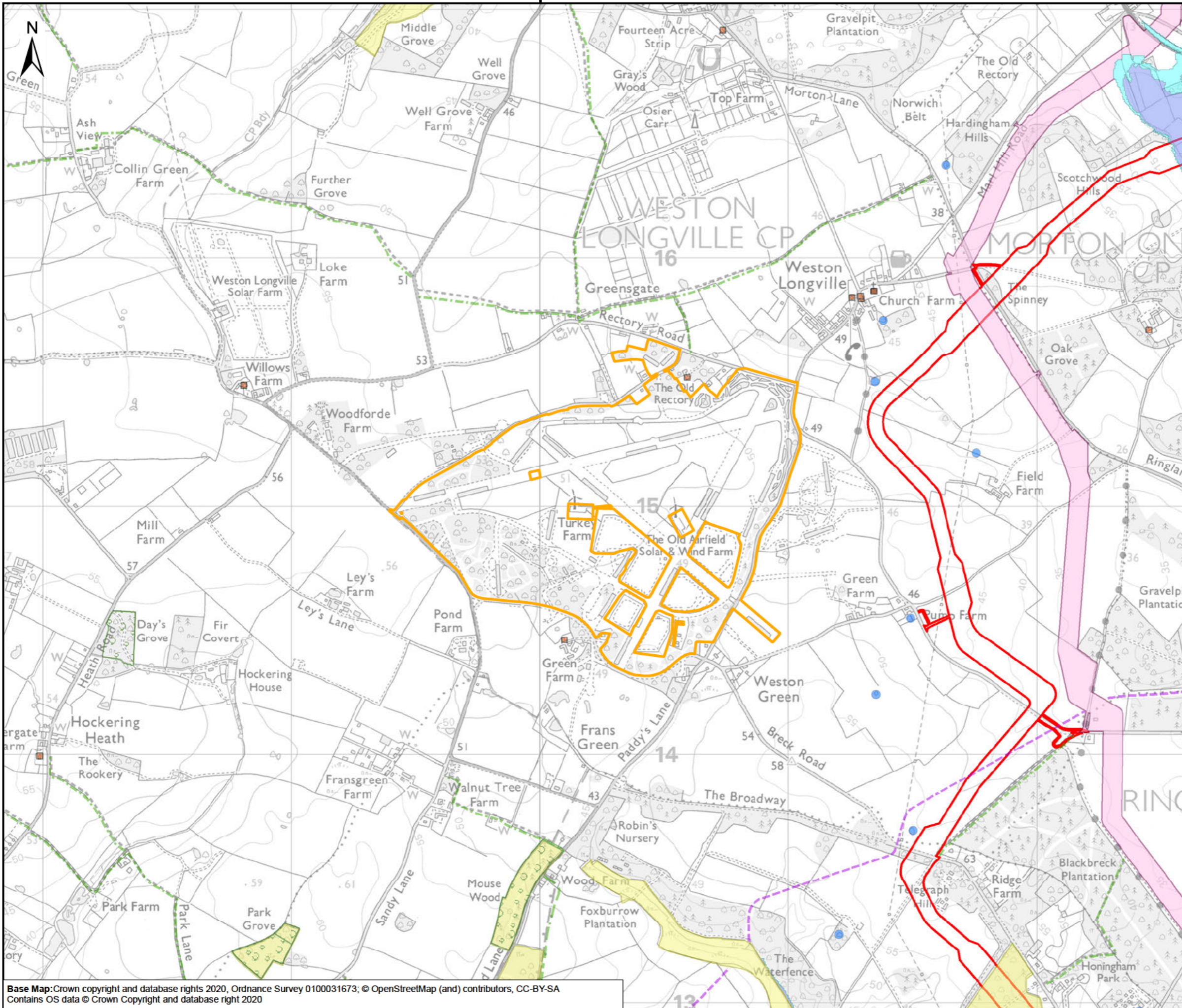
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RHDHV Doc. no.: PB8164-RHD-ZZ-ON-DR-Z-0192

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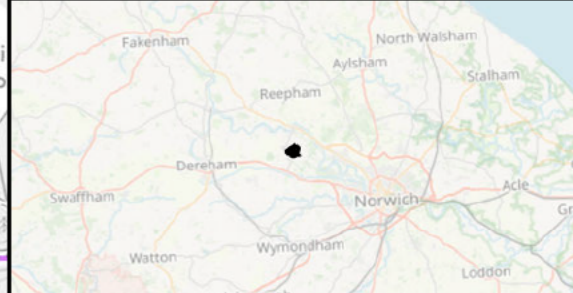
Title: Figure 3.3.1 Main Compound Alternatives
1. RAF Attlebridge

Sheet 2 of 9

Document: Environmental Statement (ES)
Appendix 3.1 Onshore Substation Site Selection Report

Application Doc. no.: 6.3.3.1

- Legend:
- Order Limits
 - Potential Compound Location
 - Pond
 - Bridleway
 - Restricted Byway
 - Listed Building
 - Ancient Woodland
 - County Wildlife Site (CWS)
 - Flood Zone 3
 - Flood Zone 2
 - Hornsea Project Three Red Line Boundary
 - High Pressure Gas Pipe location



Coordinate Reference System: British National Grid
Transformation WGS84: OSGB_1936_To_WGS_1984_7

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Title:
Figure 3.3.1 Main Compound Alternatives
2. 1067 Fakenham Road, Attlebridge

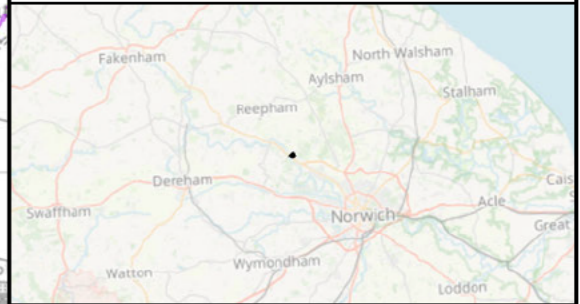
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Document:
Environmental Statement (ES)
Appendix 3.1 Onshore Substation Site Selection Report

Application Doc. no.: 6.3.3.1

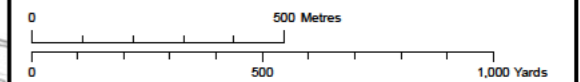
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- Order Limits
- Potential Compound Location
- Pond
- Footpath
- - - Bridleway
- · - · - Restricted Byway
- = National Cycle Route
- Listed Building
- Scheduled Monument
- Ancient Woodland
- County Wildlife Site (CWS)
- Special Area of Conservation (SAC)
- Sites of Special Scientific Interest (SSSI)
- Authorised Landfill Site
- Historic Landfill Site
- Source protection zone 1
- CRoW Registered Common Land
- Environment Agency Main River
- Flood Zone 3
- Flood Zone 2
- Horsea Project Three Red Line Boundary
- High Pressure Gas Pipe location



Coordinate Reference System: British National Grid

Transformation WGS84: OSGB_1936_To_WGS_1984_7



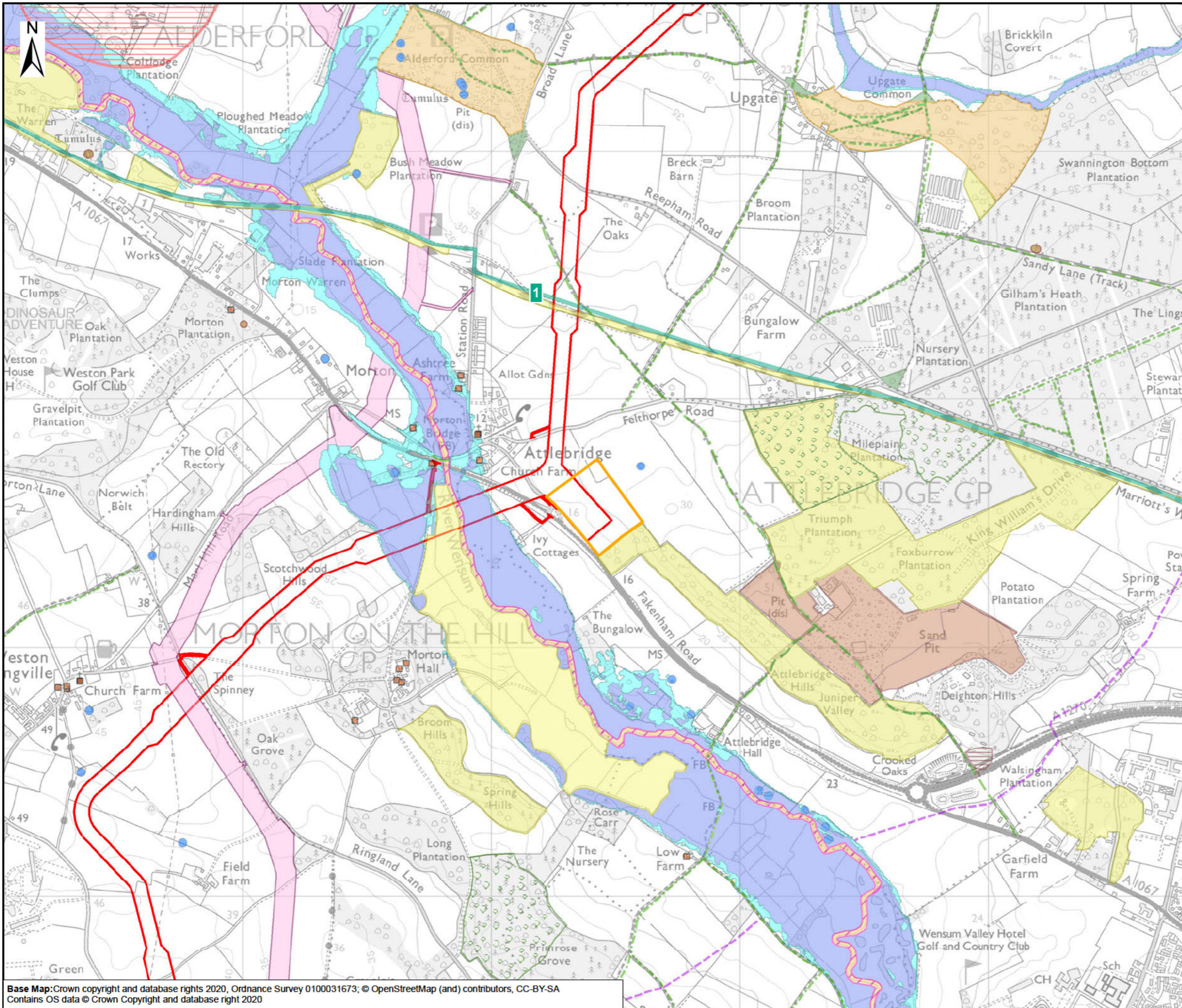
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Title:
Figure 3.3.1 Main Compound Alternatives
3. East of Cawston

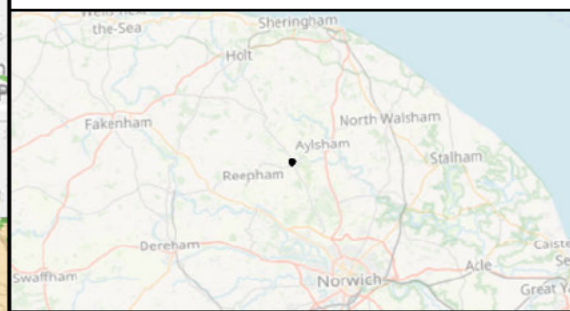
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Document:
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Appendix 3.1 Onshore Substation Site Selection Report

Application Doc. no.: 6.3.3.1

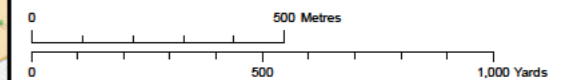
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- Potential Compound Location
- Pond
- Footpath
- Bridleway
- Restricted Byway
- Listed Building
- Registered Park and Garden
- Conservation Area
- Ancient Woodland
- County Wildlife Site (CWS)
- Sites of Special Scientific Interest (SSSI)
- Source protection zone 1
- Flood Zone 3
- Flood Zone 2
- Sheringham Shoal Underground Cable
- Norfolk Boreas Red Line Boundary



Coordinate Reference System: British National Grid

Transformation WGS84: OSGB_1936_To_WGS_1984_7



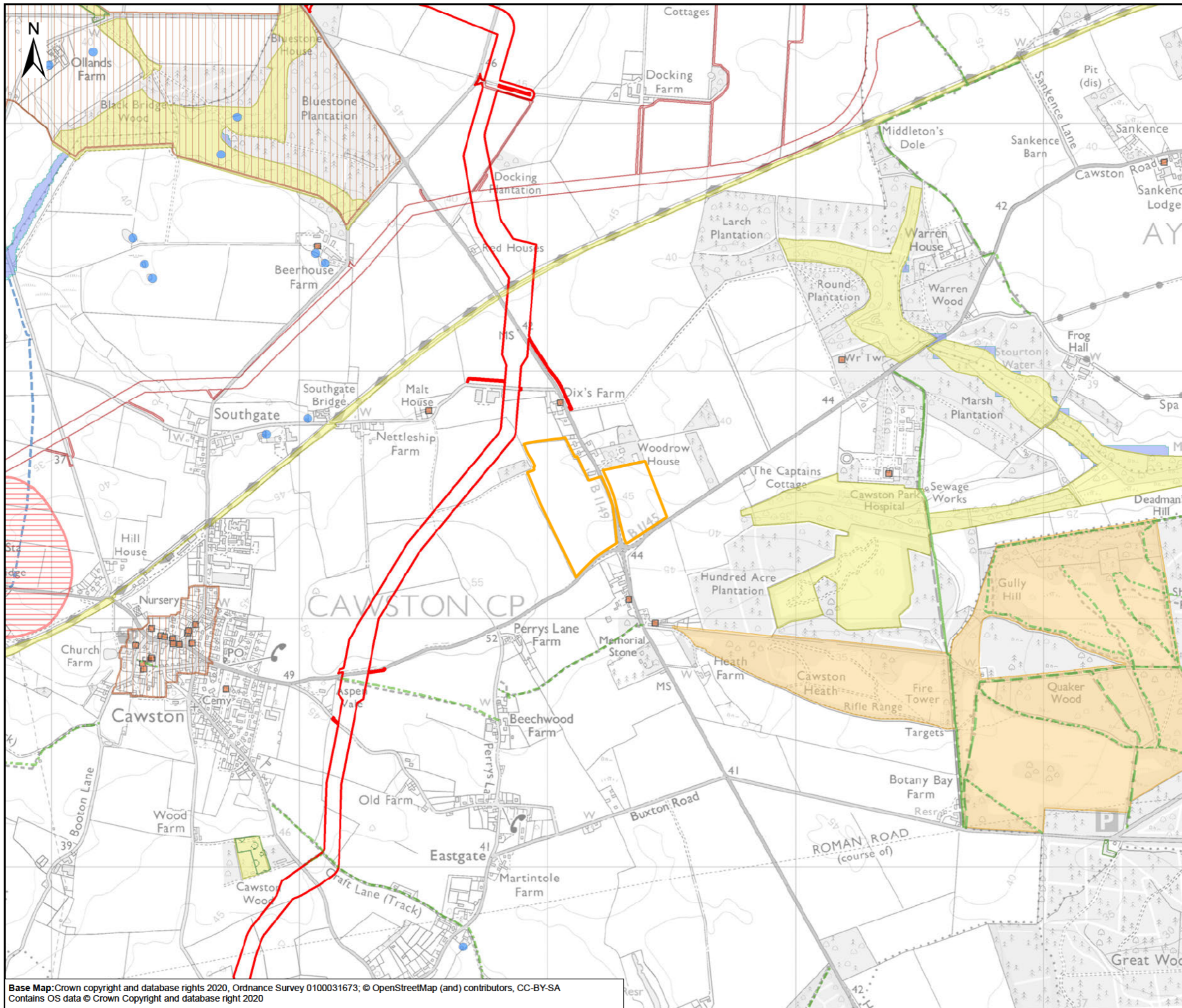
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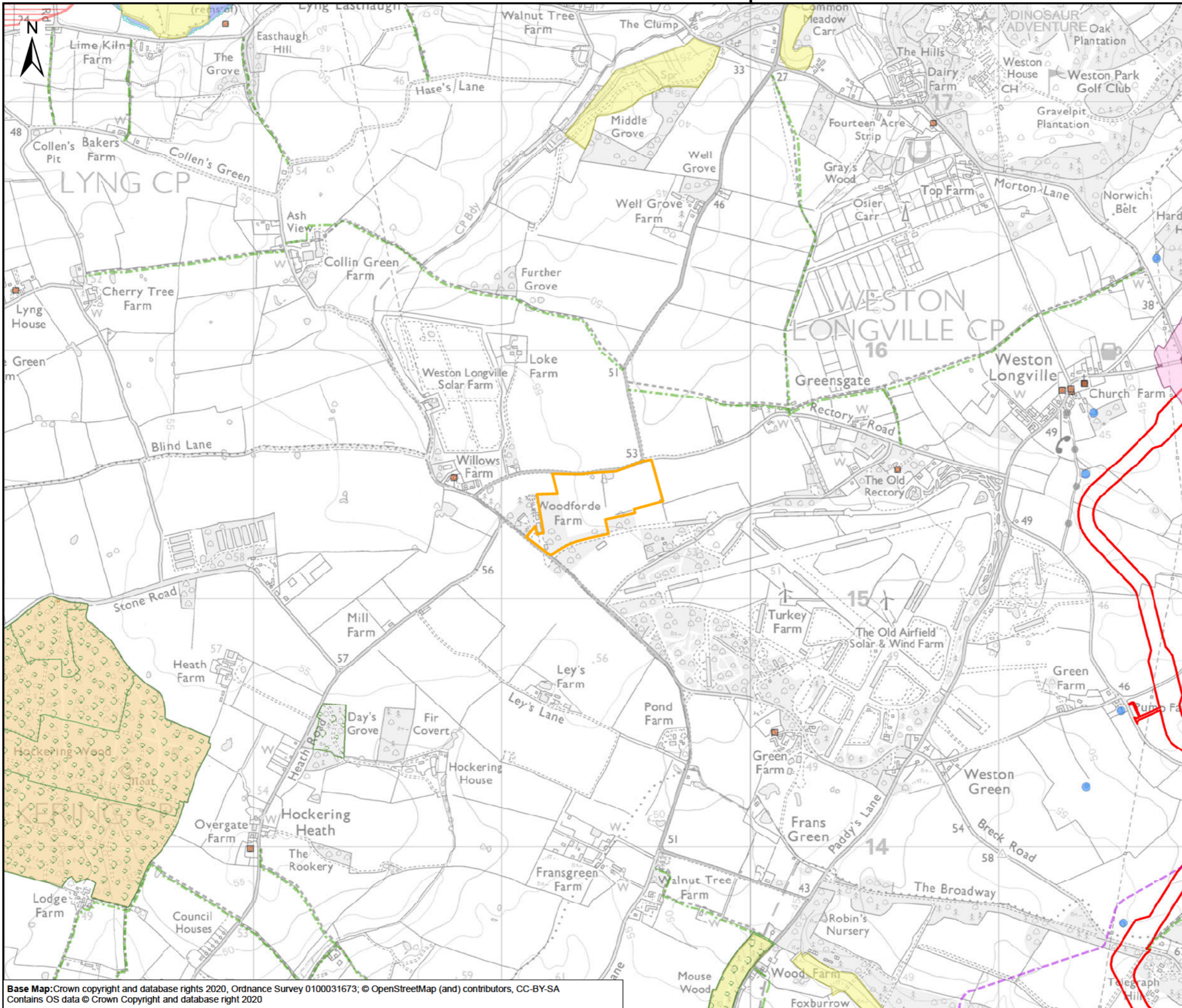
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Title:
Figure 3.3.1 Main Compound Alternatives
4. Woodforde Farm, Weston Longville

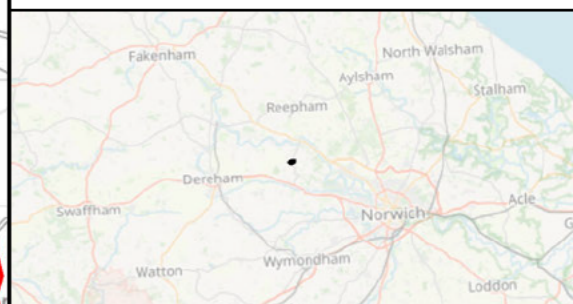
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Document:
Environmental Statement (ES)
Appendix 3.1 Onshore Substation Site Selection Report

Application Doc. no.: 6.3.3.1

Legend:

- Order Limits
- Potential Compound Location
- Pond
- Bridleway
- Restricted Byway
- Listed Building
- Ancient Woodland
- County Wildlife Site (CWS)
- Sites of Special Scientific Interest (SSSI)
- Source protection zone 1
- Flood Zone 3
- Flood Zone 2
- Hornsea Project Three Red Line Boundary
- High Pressure Gas Pipe location



Coordinate Reference System: British National Grid
Transformation WGS84: OSGB_1936_To_WGS_1984_7

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Title:
Figure 3.3.1 Main Compound Alternatives
5. Longwater Business Park

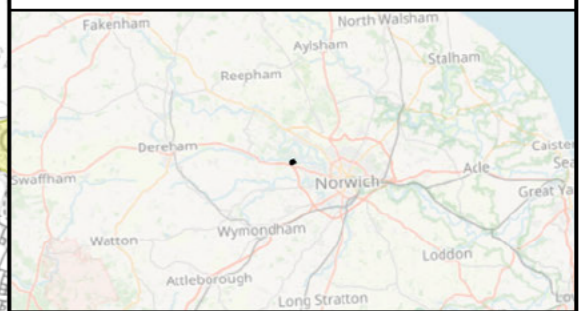
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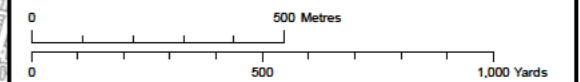
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- Ancient Woodland
- County Wildlife Site (CWS)
- Special Area of Conservation (SAC)
- Sites of Special Scientific Interest (SSSI)
- Authorised Landfill Site
- Historic Landfill Site
- Source protection zone 1
- CRoW Registered Common Land
- Environment Agency Main River
- Flood Zone 3
- Flood Zone 2
- Hornsea Project Three Red Line Boundary



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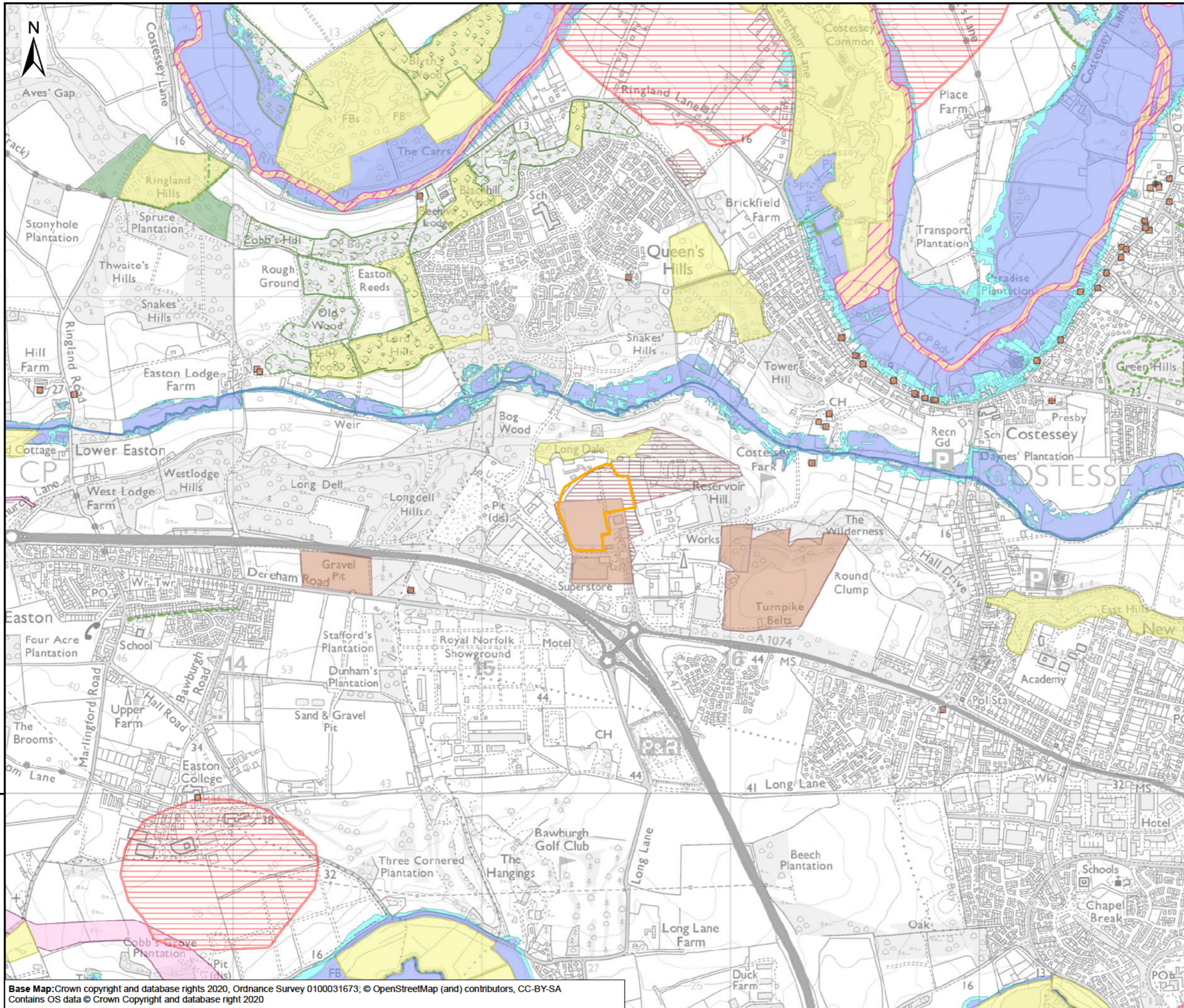
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6. RAF Oulton Airbase

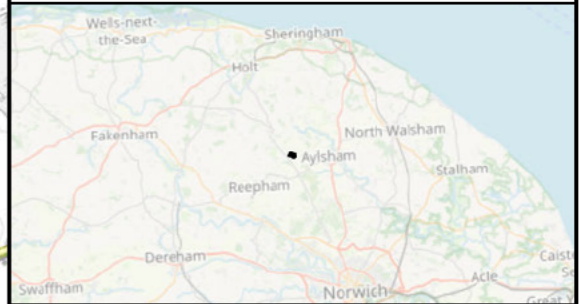
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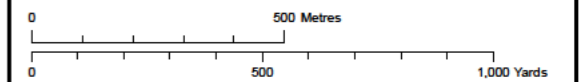
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- Footpath
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- Restricted Byway
- Listed Building
- Registered Park and Garden
- Conservation Area
- Ancient Woodland
- County Wildlife Site (CWS)
- National Trust Ownership
- Flood Zone 3
- Flood Zone 2
- Sheringham Shoal Underground Cable
- Norfolk Boreas Red Line Boundary
- Homsea Project Three Red Line Boundary
- High Pressure Gas Pipe location



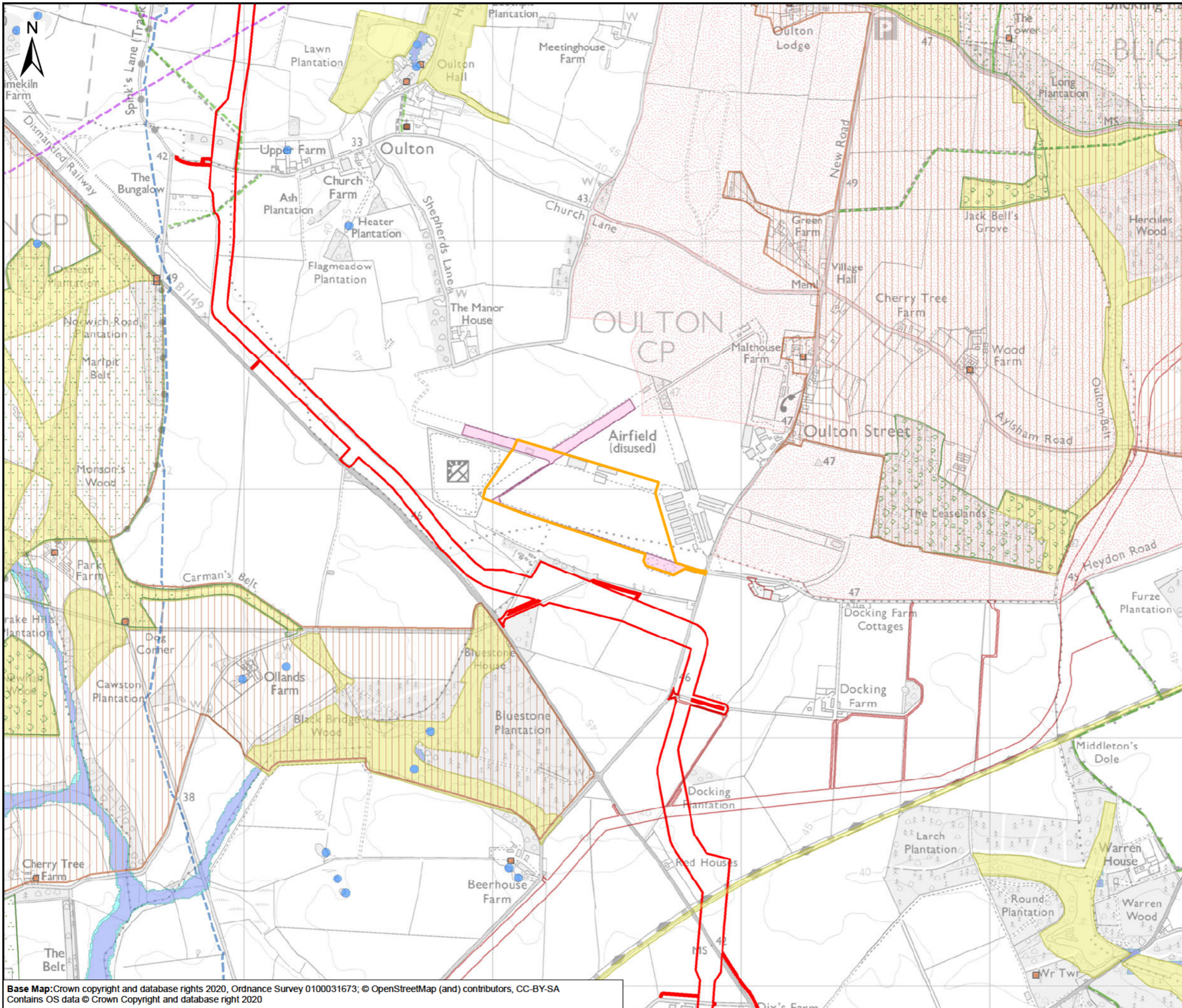
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Title:
Figure 3.3.1 Main Compound Alternatives
7. Felthorpe

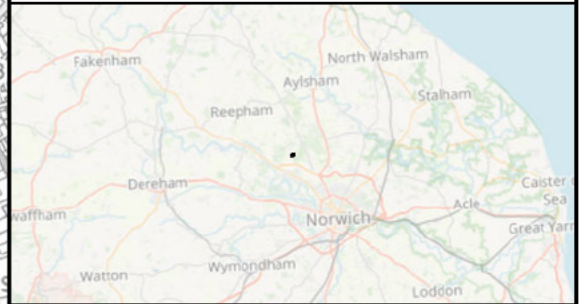
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Appendix 3.1 Onshore Substation Site Selection Report

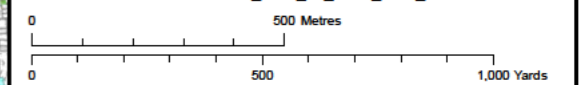
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- Restricted Byway
- National Cycle Route
- Listed Building
- Scheduled Monument
- Ancient Woodland
- County Wildlife Site (CWS)
- Special Area of Conservation (SAC)
- Sites of Special Scientific Interest (SSSI)
- Authorised Landfill Site
- Historic Landfill Site
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- Environment Agency Main River
- Flood Zone 3
- Flood Zone 2
- High Pressure Gas Pipe location



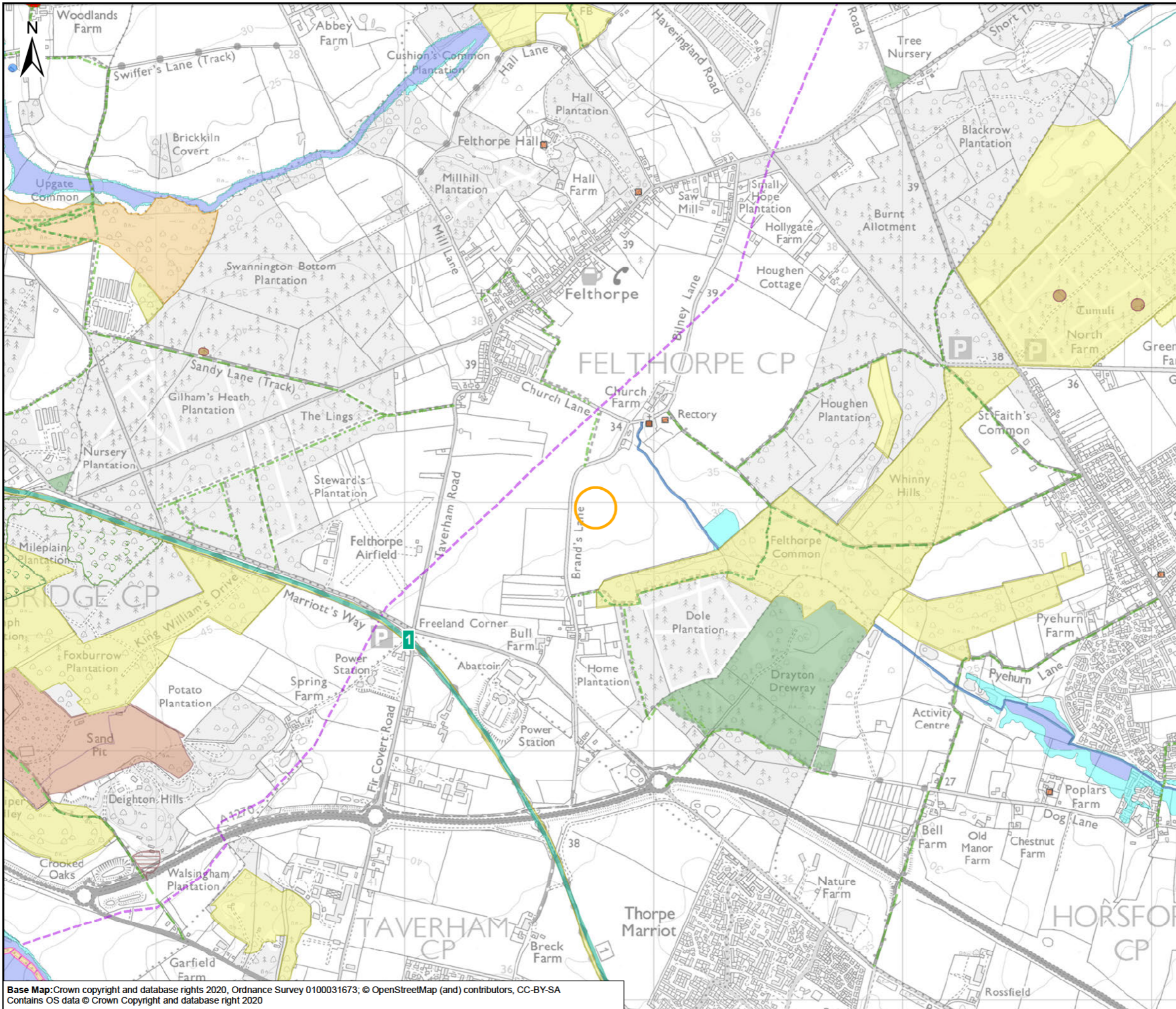
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RHDHV Doc. no.: PB8164-RHD-ZZ-ON-DR-Z-0192

REV	DATE	STATUS	DRW	CHK	APR
C	25/08/2022	Third Issue	JT	SM	SM
B	30/03/2022	Second Issue	AZ	SM	SM
A	08/11/2021	First Issue	AZ	SM	SM



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Sheringham Shoal and Dudgeon Extension Projects

Title:
Figure 3.3.1 Main Compound Alternatives
8. A1067 Norwich Road

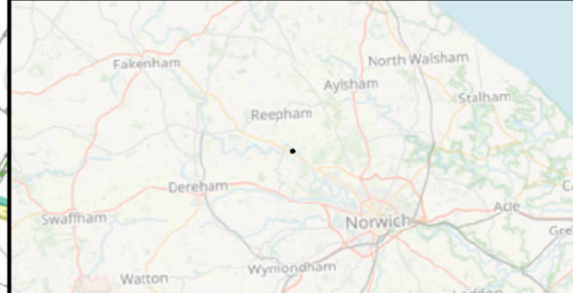
Sheet 9 of 9

Document:
Environmental Statement (ES)
Appendix 3.1 Onshore Substation Site Selection Report

Application Doc. no.: 6.3.3.1

Legend:

- Order Limits
- Potential Compound Location
- Pond
- Footpath
- - - Bridleway
- - - Restricted Byway
- National Cycle Route
- Listed Building
- Scheduled Monument
- County Wildlife Site (CWS)
- Special Area of Conservation (SAC)
- Sites of Special Scientific Interest (SSSI)
- Historic Landfill Site
- Source protection zone 1
- CRoW Registered Common Land
- Environment Agency Main River
- Flood Zone 3
- Flood Zone 2
- Hornsea Project Three Red Line Boundary

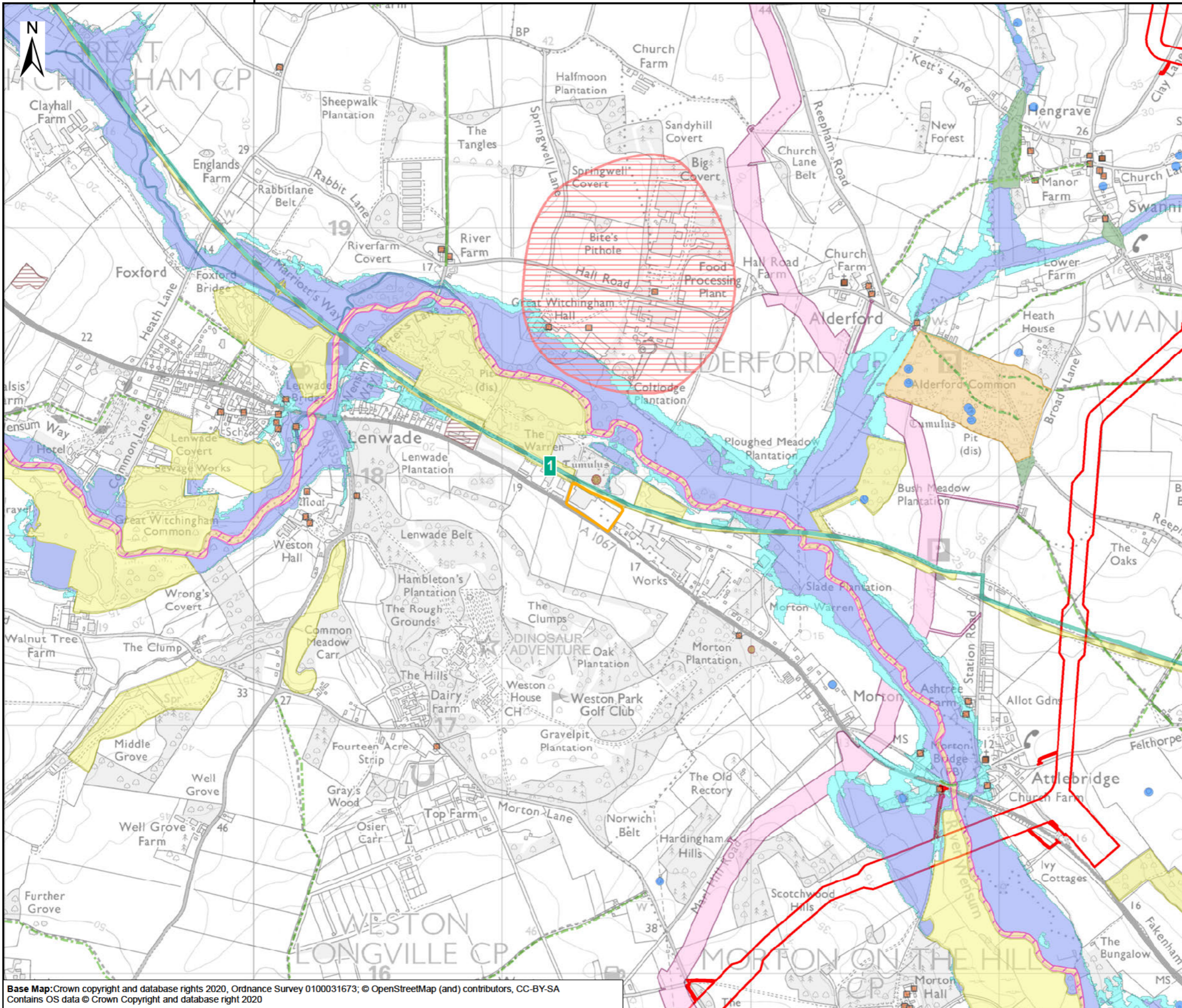
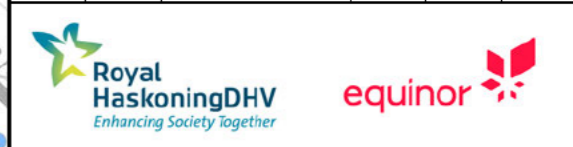


Coordinate Reference System: British National Grid
Transformation WGS84: OSGB_1936_To_WGS_1984_7

Scale: 1:15,000 Scale at size: A3

Equinor Doc. no.: C282-RH-Z-GA-00064
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Annex 3.3.2 – BRAG Assessment Spreadsheet

Topic	Considerations	1	2	3	4	5	6	7	8
		RAF Attlebridge	A1067 Fakenham Road	East of Cawston	Woodforde Farm	Longwater Business Park	RAF Oulton Airbase	Felthorpe	A1067 Norwich Road
Engineering	Distance (m) to cable corridor Red = >1,000m Amber = 1 - 1,000m Green = < 1m	1,800m	0m	0m	1,900m	2,500m	1,700m	3,300m	2,000m
Engineering	Location along cable corridor Red = >20km from middle point along cable corridor Amber = 10-20km from middle point along cable corridor Green = within 10km of middle point along cable corridor								
Engineering	Existing hard standing Red - No existing hardstanding (greenfield site) Green - Existing hardstanding								
Engineering	Available space Red = < 30,000m2 Amber = 30,000 - 60,000m2 Green = > 60,000m2	>60,000m2	66,000m2	165,000m2	72,000m2	29,500m2	30,000m2	>16,000m2	26,700m2
Engineering	Existing services Red = No services in vicinity Amber = Opportunity to connect nearby Green = Services present								
Land	Availability / Planning risk Black = Confirmed not available Red = Commercial site (not guaranteed to be available when construction starts) or known local planning restriction Green = Non-commercial site (subject to landowner agreement) / no known local planning restriction		No known issues	Access would be required off the B1149 for this site. Norfolk County Council has previously rejected an application for a large construction compound to take a new access off the B1149 in proximity to this site	No known issues	Commercial site	Commercial site and already identified for use by Hornsea Project Three	No known issues	Commercial site and required access upgrades that are not currently supported by NCC.
Local community	Distance (m) from nearest residential property Red = <100m Amber = 100 - 400m Green = > 400m	75m	200m	20m	175m	550m	550m	20m	210m
Local community	Number of ProW in proximity (<250m) Red = >1 Amber = 1 Green = 0	5	0	0	0	0	0	3	0
Local community	Cumulative impacts with other projects Red = Significant potential risk of cumulative impacts with another project Amber = Potential cumulative risk Green = No obvious cumulative risk	No obvious cumulative risk	No obvious cumulative risk	Hornsea Project Three's main construction compound is located in proximity to this site combined with traffic Norfolk Vanguard both projects have had to commit to a significant reduction in construction traffic and additional measures on the roads in and around Cawston. Whilst DEP and SEP commit to not routing traffic through Cawston, the proximity of this site to Cawston would inevitably risk traffic periodically routing through Cawston even with controls in place, which would generate significant cumulative traffic impacts on the local communities	No obvious cumulative risk	No obvious cumulative risk	Hornsea Project Three has already secured this site for its main construction compound and combined with traffic also using The Street associated with Norfolk Vanguard both projects have had to commit to a significant reduction in construction traffic on the nearest roads to avoid significant impacts. Any additional traffic routed along The Street, in combination with these two projects, would require significant additional mitigation to avoid significant cumulative traffic impacts on the local communities.	No obvious cumulative risk	No obvious cumulative risk



European Nature Conservation Designated Sites	Proximity (m) to SPAs, SACs, Ramsar sites Red = 0m Amber = 1 - 3,000m Green = >3,000m	2,100m	400m	2,800m	2,100m	1,100m	4,600m	3,050m	240m
National Nature Conservation Designated Sites	Proximity (m) to SSSIs, Ancient Woodlands, National Nature Reserves Red = 0m Amber = 1 - 1,000m Green = >1,000m	1,600m	400m	425m	1,600m	1,100m	3,200m	3,050m	240m
Local Nature Conservation Designated Sites / CWS	Proximity (m) to Local Nature Reserves Red = 0m Amber = 1 - 100m Green = >100m	800m	1m	330m	800m	1m	450m	1m	1m
Known designated heritage assets	Presence of known designated heritage assets in proximity to the compound location Red = impact on designated asset with limited mitigation options Amber = impact on designated asset with mitigation options available Green = no designated assets present, no impact	Listed building present within approximately 150m. The construction presence and increased HGV traffic could represent a temporary impact to the setting of this site. However, this would be temporary in nature and would not represent a long term change to the significance.	Listed building present within approximately 350m. However, given the distance of separation and the temporary nature of the construction compound no impacts are anticipated on the settings of these features.	Listed building present within approximately 200m. The construction presence and increased HGV traffic could represent a temporary impact to the setting of these features. However, this would be temporary in nature and would not represent a long term change to the significance of these features.	Listed building present within approximately 150m. The construction presence and increased HGV traffic could represent a temporary impact to the setting of this site. However, this would be temporary in nature and would not represent a long term change to the significance.	No historic features in proximity to this site.	Heydon and Salle Conservation Area and Historic Park and Garden located on the opposite side of the B1149. Visibility of the works compound would be limited to a small section of this historic site adjacent to the B1149. In addition, the construction compound would only be present for relatively short period (up to 36 months) and would not represent any permanent change to the significance of these sites.	Listed building present within approximately 150m. The construction presence and increased HGV traffic could represent a temporary impact to the setting of this site. However, this would be temporary in nature and would not represent a long term change to the significance.	Scheduled Monument approximately 40m north of the site (Tumulus in the Warren). No other heritage assets within proximity of the site. Whilst the site is close to this scheduled monument, the site is already an active commercial facility for storage and industrial activities and the proposed use of the area as a works compound would not constitute a change of use or represent any significant change to the setting of this feature.
Transport	Highway network constraints Red - road not wide enough for two vehicles unable to widen; Amber - road generally not wide enough for two vehicle potential to widen; Green - Road generally wide enough for two vehicles to pass	Rectory Road feeds directly into the A1067 whilst the unnamed road feeds into B1535 which in turn feeds into the A47. Honningham Road also feeds into the A1067 and the A47. All routes to the wider highway network are generally wide enough to accommodate two-way HGV movements however there are some potential pinch points. The highway geometry of the roads could potentially limit the widening options at these locations.	Old Fakenham Road feeds directly into the A1067. Both roads are wide enough to accommodate two-way HGV movements.	Both the B1149 and the B1145 are main B-roads. An access strategy similar to that in the Preliminary Environmental Impact Report (PEIR) would be appropriate for the site. This access strategy involves the routing of traffic on the B1145 to the A140 to avoid Horsford. The route is generally wide enough to accommodate two-way HGV movements however there are some potential pinch points along the B1145 route.	Rectory Road feeds directly into the A1067 whilst the unnamed road feeds into B1535 which in turn feeds into the A47. Both the A1067 and A47. Both routes to the wider highway network are generally wide enough to accommodate two-way HGV movements however there are some potential pinch points. The highway geometry of the roads could potentially limit the widening options at these locations.	Both John Hyrne Way and William Frost Way are modern industrial type roads with direct access to the A1074. The roads are wide enough to accommodate two-way HGV movements.	The Street is a single lane road that feeds directly onto the B1145. It is proposed by Hornsea Project Three (HP3) to locate a compound off the Street and to facilitate access passing places are proposed. It is envisaged that the cumulative impact with HP3 traffic would warrant more extensive road widening, i.e. widening the entire road to two lanes.	Brand's Lane is not wide enough to accommodate two-way HGV movements and there is limited opportunity for road widening.	The site provides direct access to the A1067 which is a main A road suitable for two-way HGV movements.



<p>Transport</p>	<p>Access constraints</p> <p>Red - Access not achievable; Amber - Achievable with accommodation works; Green - Existing access available</p>	<p>Access to the site is available via existing accesses on Honningham Road, Rectory Road and an unnamed road.</p>	<p>An access from the A1067 should be discounted as it would not be possible to provide appropriate separation from the junction with Old Fakenham Road. This review therefore assumes that access would be taken from Old Fakenham Road.</p> <p>Due to the proximity of the existing junctions, an access on Old Fakenham Road would potentially require further land acquisition (to the north) to ensure appropriate junction spacing. There would also be a requirement for vegetation clearance to accommodate visibility.</p>	<p>Two potential access points are considered, the B1149 and the B1145. Both locations are considered feasible but would require some localised vegetation clearance to accommodate visibility.</p>	<p>Two potential access points are considered, Rectory Road and an unnamed road. Both locations are considered feasible as points of access but would require localised vegetation clearance to accommodate visibility.</p>	<p>Two potential access points are considered on John Hyme Way and William Frost Way. Both locations are considered feasible as points of access but would require localised vegetation clearance to accommodate visibility.</p>	<p>Access to the site is available via an existing access on The Street. This route does not currently support two-way traffic but temporary passing places are proposed for Hornsea Project Three. Similar measure would be required for DEP/SEP construction traffic to access this site.</p>	<p>Access to the site is achievable from Brands Lane but would require some localised vegetation clearance.</p>	<p>Access to the site is available via existing accesses from the A1067; however, these are not suitable for the cable drum transporters and a new access is likely to be required. Initial discussions with NCC indicate they would not support an alternative access off the A1067.</p>
<p>Transport</p>	<p>Sensitive receptors</p> <p>Red - High concentrations of sensitive receptors Amber - low concentrations of sensitive receptors Green - Few sensitive receptors</p>	<p>The Honningham Road access route passes through Weston Longville which has extensive frontage developments.</p> <p>Other access routes include roads that have minimal frontage development.</p>	<p>Whilst the site is within proximity of Attlebridge, all traffic would be directed to the A1067 and would therefore avoid the village.</p>	<p>The B1149 is a main B road with minimal frontage development. However, the B1145 is a narrower route with frontage development through Cawston.</p>	<p>Both access routes include roads that have minimal frontage development.</p>	<p>The site is located within a business park, a cluster of sensitive receptors is present. However, there are pedestrian facilities present and it is considered that the highway environment could accommodate a change in traffic.</p>	<p>The main access would require vehicles to travel along The Street. Whilst there are very few properties along this route, the road not able to accommodate 2-way traffic and has no pavement resulting in increased sensitivity to pedestrians and residential receptors.</p>	<p>Not considered further due to access limitations.</p>	<p>The site located within an existing industrial estate with good links to the A1270. The A1067 however passes through a small settlement (Morton on the Hill) with minimal frontage development.</p>
<p>Transport</p>	<p>Road safety</p> <p>Red - More than three collisions clustered Amber - Three collisions clustered Green - No existing collision clusters</p>	<p>There is a cluster of collisions on the Rectory Road, as well as its junction with the A1067. There is also a cluster of collisions at the B1535's junction with the A47.</p>	<p>No collisions clusters identified.</p>	<p>There is a cluster of collisions along the B1145.</p>	<p>There is a cluster of collisions on the Rectory Road, as well as its junction with the A1067. There is also a cluster of collisions at the B1535's junction with the A47.</p>	<p>Multiple locations with collision clustered are identified at the entrance to the business park.</p>	<p>There is a cluster of collisions along the B1145.</p>	<p>Not considered further due to access limitations.</p>	<p>There is a cluster of six collisions at the junction of the A1067/ Marl Hill Rd and The Street to the south of the site.</p>

