



Sheringham Shoal and Dudgeon Offshore Wind Farm Extension Projects

The Applicant's Response to Issues Raised at the Open Floor Hearing

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1 Introduction

1. This document provides the Applicant's summary response on key topics raised at Open Floor Hearing (OFH) 1 which took place at 2pm, 17th January 2023 at 10:00am at Blackfriars Hall, The Halls, St Andrew's Plain, Norwich, NR3 1AU.
2. The topics and responses can be found in **Table 1** below.

Table 1 The Applicant's Response to Issues Raised at the Open Floor Hearing

I.D.	Stakeholder Comment	Applicant Response
1. Traffic Impacts		
1	Concerns raised regarding the impact on the local road network, outside of Cawston (recognising that HGV traffic will not be routed through Cawston)	The Applicant considers that any restrictions on traffic movements outside of the standard working hours (outlined within Requirement 20 of the draft DCO (Revision C) [document reference 3.1]) should be assessment led and informed by the impact significance. Chapter 24 Traffic and Transport [APP-110] of the Environmental Statement (ES) provides an assessment of the impact of SEP and DEP construction traffic on all links within the traffic and transport study area and details mitigation measures as required. These include a reduction in peak daily and hourly flows along some links.
2	A query was raised regarding whether HGVs could be subject to restricted hours. Hornsea Project Three was cited as an example.	The Applicant would like to clarify that the Hornsea Project Three CTMP [Hornsea Project Three Application Reference REP10-049] outlines the restriction referred to on HGV movements applies to movements through the village of Cawston. The Applicant would reiterate that it has committed to not routing any HGVs through Cawston and that this commitment is contained within the Outline Construction Traffic Management Plan (Revision B) [document reference 9.16] which is secured by Requirement 15 for the draft DCO (Revision C) [document reference 3.1].
3	Concern raised regarding the impact of SEP and DEP on the ambulance service.	Chapter 24 Traffic and Transport of the ES [APP-110] provides an assessment of the impact of driver delay (on all road users) from increases in SEP and DEP traffic and details mitigation measures (as required) to ensure that impacts are not significant. The Applicant is in dialog with the East of England Ambulance Service regarding the potential impacts upon their service, has prepared a response to the Relevant Representation submitted by the East of England Ambulance Service (EEAST) [RR-029] and is in the process of agreeing a Statement of Common Ground.
4	Concern raised regard noise generated by HGV traffic associated with SEP and DEP construction works around Cawston	Noise impacts due to changes in road traffic flows associated with the construction of the project are assessed in Section 23.6.1.4 of the ES Chapter 23 Noise and Vibration [APP-109]. Mitigation measures to control road traffic impacts are specified in the Outline Construction Traffic

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		<p>Management Plan (Revision B) [document reference 9.16] which will form the basis for the final CTMP.</p> <p>In terms of avoiding impacts on Cawston, paragraph 33 of the Outline CTMP states “<i>The proposed routes to be used by HGVs have been carefully selected to minimise impacts upon sensitive receptors. Furthermore, at the request of highway stakeholders and local communities the following routes and locations will be prohibited for use by SEP and DEP HGV traffic:... Cawston</i>”. With the mitigation measures specified in the Outline CTMP in place, the Chapter 23 Noise and Vibration concludes that residual impacts from construction traffic noise will be not significant [paragraph 188 and 199, APP-109]. The Outline Construction Traffic Management Plan (Revision B) [document reference 9.16] is secured by Requirement 15 of the draft DCO (Revision C) [document reference 3.1].</p>
<p>2. Offshore Transmission Network Review (OTNR)</p>		
5	<p>Advised that the Offshore Transmission Network Review is the correct solution for SEP and DEP</p>	<p>The Applicant is supportive of the idea of an Offshore Transmission Network Review (OTNR). However, neither the regulatory nor technical framework exists at this current time.</p> <p>SEP and DEP are designated OTNR pathfinder projects, and as such the Applicant is committed to initiatives to encourage coordination in the sector. The Applicant is working with governmental and industry bodies, including OFGEM and BEIS, to identify barriers and solutions to offshore wind coordination.</p>
<p>3. Site Selection – Connection to National Grid Infrastructure</p>		
6	<p>Walpole Lane is a more appropriate location for connecting into National Grid Infrastructure</p>	<p>The Connection and Infrastructure Options Note (CION) Process is the mechanism used by National Grid to evaluate potential transmission options to identify the connection point in line with their obligation to develop and maintain an efficient, coordinated and economical system of the electricity transmission network. The grid connection point for SEP and DEP was determined by National Grid following the completion of the CION process. The CION process stipulates that it is the decision of National Grid rather than the applicant to decide where the grid connection point will be.</p>

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4. Socio-economics and Tourism		
7	Impact on the Tourism Industry	<p>Chapter 27 Socio-economics and Tourism [APP-113] assesses the impact of SEP and DEP on tourism and the tourism industry. As set out within paragraph 197 of the ES Non-Technical Summary [APP-086], 'whilst it is recognised that there will be certain areas which will be particularly sensitive, the limited magnitude of effects [of SEP and DEP] means no significant negative effects on tourism were identified.</p>
8	Data Sources - One member of the public raised a query on the socio-economic and tourism surveys which supported the assessment and the fact that they were undertaken in areas outside of Norfolk and outside of the UK (in Europe) by people who have no local knowledge.	<p>The majority of research presented in Section 27.2.3.9 of Appendix 27.2 - Socio-Economics and Tourism Technical Baseline [APP-277] is UK based. However, the evidence base drawn upon does include a variety of both UK and international research evidence assessing the relationship between offshore wind farm development and the volume and value of tourism. The literature review was intentionally broad in its scope in order to gain access to the full breadth of research.</p> <p>It should be noted that the focus of the research was on UK based research and more weight is given to higher quality (i.e. academic peer reviewed research using robust methodologies) UK based research in the determination of impacts in Section 27.6 of Chapter 27 Socio-Economics and Tourism [APP-113].</p>
5. Cumulative Impact Assessment (CIA)		
9	A cumulative Impact Assessment must be undertaken	<p>The scope of the cumulative impact assessment (CIA) (in terms of relevant issues and projects) has been established with stakeholders (including other developers) during the EIA process. The cumulative impacts of SEP and DEP in conjunction with other projects, including the Hornsea Three, Vanguard and Boreas, and A47 improvement projects, is included in the ES. Further information regarding this can be found in Section 5.8 of Chapter 5 EIA Methodology [APP-091].</p> <p>The list of plans and projects included in the CIA is specific to each EIA topic and is detailed in each technical chapter (Chapters 6 – 29) [APP-092 – APP-115], having been developed through ongoing consultation with stakeholders. ES Chapters contain a Project Screening Table which describes the rationale for considering plans or projects further in the CIA or</p>

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		<p>not. This rationale depends on factors including whether the plans or projects have been consented, the construction period, the distance from SEP and DEP and the level of confidence in the environmental information available for the plans or projects.</p> <p>Having also identified which residual impacts assessed for SEP and DEP alone have the potential for a cumulative impact with the other plans and projects, the ES chapters go on to assess the potential for cumulative impacts using the standard industry approach of using residual effects as identified in the assessments of the other plans or projects. Please refer to the ES Chapters for details of each topic specific CIA.</p>
10	Need to incorporate East Anglia Green into the Cumulative Impact Assessment	<p>Version 3 of Planning Inspectorate Advice Note Nine: Rochdale Envelope (PINS, 2018) and version 2 of Planning Inspectorate Advice Note Seventeen: Cumulative Effects Assessment (PINS, 2019a) provide guidance on plans and projects that should be considered in the Cumulative Impact Assessment (CIA) including:</p> <ul style="list-style-type: none"> • Projects that are under construction; • Permitted application(s) not yet implemented; • Submitted application(s) not yet determined; • All refusals subject to appeal procedures not yet determined; • Projects on the National Infrastructure Planning programme of projects; and • Projects identified in the relevant development plan (and emerging development plans – with appropriate weight being given as they move closer to adoption) recognising that much information on any relevant proposals will be limited and the resulting degree of uncertainty in the assessment that is possible. <p>The response to Written Question Q1.9.1.5 (see The Applicant's Responses to the Examining Authority's First Written Questions [document reference 12.4]) provides further information on the approach and ability to incorporate East Anglia Green into the CIA for SEP and DEP.</p>
6. Impact on Health and Wellbeing		

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11	Concern raised regarding the impact of SEP and DEP on health and wellbeing	<p>The Applicant refers to ES Chapter 28 Health [APP-114] which considers the impacts of the construction, operational and decommissioning phases of SEP and DEP on human health. It also assesses in-combination affects potentially generated by SEP and DEP and other projects. It concludes that SEP and DEP do not have a significant impact on the local population.</p> <p>The Applicant would also like to confirm that a Stakeholder Communications Plan will be prepared which will set out how the Applicant will engage with local communities and businesses affected by SEP and DEP. Details of the Stakeholder Communications Plan are set out within the Outline Code of Construction Practice (Revision B) [document reference 9.17] which is secured by Requirement 19 within the draft DCO (Revision C) [document reference 3.1].</p>
7. Community Benefits and Benefits to Norfolk		
12	Query regarding community benefits associated with SEP and DEP	<p>The Applicant is keen to continue to work with the local community to deliver benefits to the area. As noted within Section 1.1 of the Outline Skills and Employment Plan [APP-310], the Applicant is a long-term partner in Norfolk and the East of England and has been an active member of the community for over a decade through its Sheringham Shoal and Dudgeon Offshore Wind Farms that it operates off the Norfolk coast [APP-310, para. 5]. Both existing wind farms have established community funds. Each fund allocates £100,000 of funds per year to Norfolk community groups including schools and non-governmental organisations seeking financial assistance for projects or initiatives that focus on renewable energy, marine environment and safety, sustainability or education. The Dudgeon Fund has also enabled the use of a cumulative fund underspend to create a new/additional Skills and Employability Fund for 2023 with extended age focus of 16-30 year olds.</p> <p>The Outline Skills and Community Plan [APP-310] is secured by Requirement 26 (Local skills and employment) of the draft DCO (Revision C) [document reference 3.1] which states that no phase of the onshore works may commence until a skills and employment plan (which accords</p>

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		with the outline skills and employment plan) for that phase has been submitted to and approved by the relevant planning authority.
13	Energy generated by SEP and DEP bypasses Norfolk entirely.	A key project objective is: 'to export electricity to the UK National Grid to support UK commitments for offshore wind generation and security of supply' (Planning Statement [AS-031]). Whilst the infrastructure proposed will enable the generation of much needed renewable energy, UK Power Networks and National Grid are responsible for the onward transmission infrastructure. However, the Applicant understands that there are feeder connections at Norwich Main which supply the local area with power and SEP and DEP will therefore support security of supply within the local area.
14	Mitigation Payments to the Fishing Industry	<p>Mitigation payments to seafood processors are not proposed for SEP and DEP.</p> <p>The Applicant believes that the fishing industry and offshore wind farm developments can co-exist and, as such, sets out with the objective to co-exist with the fishing industry in and around SEP and DEP, with key principles and measures for co-existence defined within the Fisheries Liaison and Co-existence Plan [APP-295]. On the basis that fishing will resume within and around SEP and DEP during the operational phase, medium to long-term effects on the UK potting fleet are not assessed to be significant.</p>