

I write as agent for John Barnard (identification number 20033228) in connection with his land (sheet 34 of 40 Land Plan " Onshore) as affected by the proposed Sheringham Shoal & Dudgeon Offshore Windfarm Extension Projects.

The outstanding issue of the proposed construction and temporary works access to his land was discussed at the Compulsory Acquisition Hearing 1 session 3 on 29 March 2023 and I am writing at the Inspector's request to reiterate my stated views on the need for the alternative access to his land as proposed by Mr Barnard to be adopted.

Firstly, I refer to the Equinor-Deadline 2 submission-14.2 The Applicants comments on Written Representations where comments were made on Mr Barnards previous Written Representations to include the following: -

∅ The Applicant has sought to keep works away from Ketts Oak and surrounding trees- both the Applicants and Mr Barnard's proposed alternative access are a considerable distance from Ketts Oak so this is not an issue. Likewise, we believe neither access will affect the surrounding trees.

∅ The Applicant states that Mr Barnards proposed access would require works to upgrade the access, we believe such works will be necessary whichever access is adopted.

∅ We cannot see that the access proposed by Mr Barnard would require appreciable loss of vegetation as the Applicant suggests as the hedge could be cut back in accordance with normal farming practices.

From the discussions at the Enquiry, we understand that the Applicant's view is that their preferred location was chosen as it is where the cycle path and the road merge adjacent to the David James car sales forecourt to the east and that adopting this access would avoid blocking the road and the cycleway.

It should be noted in summary as follows: -

§ Both the access proposed by Mr Barnard and that proposed by the Applicant are well away from Ketts Oak and any surrounding trees.

§ Mr Barnards access is well away from the car sales garage or any residential development while the Applicants adjoins this development.

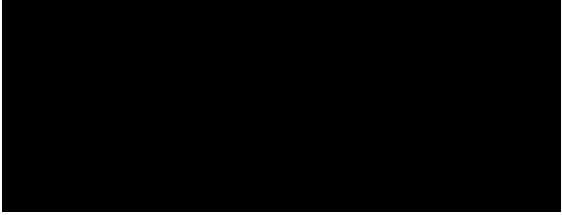
§ Mr Barnards proposal provides a gap of over 10 metres between the edge of the road/ carriageway and the cycleway in which all, but the longest vehicles could stand and wait before crossing the cycleway when no cyclists are present. There is excellent visibility along the cycleway in both directions.

§ The Applicants proposal would involve crossing the cycleway as soon as one turns off the road with a blind corner/poor visibility along the cycle path to the west which would mean that any fast-moving cyclist would be in danger from vehicles crossing the cycle path.

§ Mr Barnards proposed access provides a considerably shorter route on his land to the Working Corridor than the Applicants, it must be the duty of the Applicant to minimise the effect of the Project on the Landowners property which Mr Barnards access does.

ĩ,§ Mr Barnard would be pleased to meet with The Planning Inspectors, Equinor and their agents on site to look at the 2 alternative accesses if this can be arranged.

Christopher Bond

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