



HEARING AGENDA

Application by Equinor New Energy Limited for an Order Granting Development Consent for the Sheringham Shoal Offshore Wind Farm Extension Project and Dudgeon Offshore Wind Farm Extension Project

Issue Specific Hearing 7

Date	Wednesday 21 June 2023
Hearing Start Time:	10:00 am
Timings	Arrangements Conference for virtual attendance online: 09:30 am Seating for in-person hearing available at the venue from: 09:30 am
Location	Main Auditorium, The Kings Centre, 63-75 King Street, Norwich, NR1 1PH Microsoft Teams for virtual attendance online

REQUESTED ATTENDEES

1. Applicant
2. Maritime Coastguard Agency
3. Perenco
4. Broadland District Council
5. Natural England
6. National Trust
7. North Norfolk District Council
8. South Norfolk District Council
9. Historic England

In addition, the Examining Authority welcomes involvement from all parties at Issue Specific Hearing 7. You were required to confirm attendance, and your intention to participate at Issue Specific Hearing 7 by **Deadline 5, Tuesday 13 June 2023**.

PURPOSE OF ISSUE SPECIFIC HEARING 7

The main purpose of the Issue Specific Hearing 7 is to clarify and get views on matters relating to:

1. Shipping, navigation and marine safety;
2. Helicopter access and effects on viability of Waveney installation;
3. Removal, replanting and maintenance of existing trees and hedgerows;



4. Update on Statement of Common Ground with Historic England; and
5. The extent, suitability, and security of the compensation measure at Blakeney.

This Agenda is based on information received up to Deadline 4. However, Deadline 5 on 13 June 2023 is prior to the Issue Specific Hearing 7 and will include responses to the Examining Authority's Third Written Questions, as well as other responses and further information. As such, this Agenda may change in response to the submissions received at Deadline 5. The Examining Authority will notify attendees of the changes to the agenda right at the outset of the Hearing.

DOCUMENTS

The Examining Authority referred to several documents in the preparation of this agenda, and some of the documents that we will be referring to during the Hearing are listed here. These documents can be located using the Examination Library reference number in [] square brackets:

1. Environmental Statement Chapter 13 Shipping and Navigation [APP-099]
2. Environmental Statement Chapter 16 Petroleum Industry and Other Marine Users [APP-102]
3. Maritime and Coastguard Agency - Deadline 3 Submission - Responses to the Examining Authority's Second Written Questions (WQ2) [REP3-134]
4. Maritime and Coastguard Agency - Deadline 4 Submission - Comments on any other information and submissions received at D3 [REP4-047]
5. Navigation Risk Assessment [APP-198]
6. Initial Biodiversity Net Gain Assessment (Revision B) [REP3-048]
7. Navigational Safety Technical Note [REP3-031]
8. Helicopter Access Study [APP-205]
9. Waveney Helicopter Access Supplementary Analysis [REP4-039]
10. Perenco UK Ltd – Deadline 4 Submission [REP4-051]
11. Draft Development Consent Order [REP4-003]
12. Explanatory Memorandum [REP4-007]
13. Applicant's response to Examining Authority's Fourth Written Questions received at Deadline 5

HEARING FORMAT

The Hearing will be a blended event, whereby the principal means of conducting the Hearing will be face-to-face within the venue cited above. Participants may join online if they wish using the Microsoft Teams platform and, if you have registered to join using this format, the joining link for the virtual Issue Specific Hearing will be sent to parties the day before, or on the day of, each session. Observers may attend in person or can watch remotely via the livestream of the event, the link for which will be published on the project page of the National Infrastructure website on the day of



the Hearing. The Examining Authority will not accept representations at the Hearing in the form of video or audio recordings.

The virtual event will be open 30 minutes prior to the start of the Hearing to enable a prompt start. Hearings will finish as soon as the Examining Authority deems that all those present have had their say and that all matters have been covered.

The agenda is for guidance only. It is not designed to be exclusive or exhaustive. The Examining Authority may add other issues for consideration, may alter the order in which issues are considered and will seek to allocate sufficient time to each issue to allow proper consideration of them. Any lack of discussion of a particular issue at a hearing does not preclude further examination of this issue, including the asking of further written questions.

AGENDA

The Hearing will start promptly at the indicated time of 10:00 am. All other times in the agenda are indicative. The Examining Authority will close the Hearing at 05:30 pm, or sooner if all relevant matters have been covered.

09:00 am Seating available for in-person attendance

1. Registration by the Case Team

09:00 am Arrangements Conference for virtual attendance

2. Registration by the Case Team

10:00 am Issue Specific Hearing 7 (session 1)

1. Welcome by Lead Member of the Examining Authority

2. Procedure for running the Issue Specific Hearing

3. Shipping and Navigation – Updates on the Ongoing Discussions

- i. Maritime and Coastguard Agency and the Applicant to provide an update on progress with negotiations.
- ii. Is there a potential for a negotiated agreement within the Examination to satisfactorily overcome the Maritime and Coastguard Agency objections with the Proposed Development? How would any negotiated agreement be secured in the dDCO?



- iii. Taking into account the NPS EN-3 (paragraph 2.6.165), would the effects of DEP-North pose unacceptable risks to navigational safety based on current proposed mitigation?
- iv. What would be the consequences if there remained an objection to the Proposed Development from the Maritime and Coastguard Agency at the end of the Examination?

11:30 am **Break**

11:45 am **Issue Specific Hearing** (session 2)

4. Shipping and Navigation – Consideration of Possible Mitigation

- i. Clarification of the likely resultant effects of the Proposed Development of DEP-North on the routes taken by shipping through the remaining sea room corridor.
- ii. In the opinion of the Maritime and Coastguard Agency and any other relevant parties present, does the Applicant's Navigational Safety Technical Note [REP3-031] provide robust and accurate calculations and conclusions with regards to resultant navigational safety and collision risk if DEP-North is constructed as proposed. Support your response with your evidence and calculations where possible.
- iii. Other than an obstacle/turbine free buffer area on the western side of DEP-North, is there any other form of further mitigation that could be incorporated and secured with the Proposed Development to reduce the effects on collision risk and navigational safety to ALARP?
- iv. Are there alternative routes that vessels traversing through this area could feasibly and reasonably take to avoid the route near DEP-North if considered necessary?
- v. If an obstacle free buffer area to the western section of DEP-North was necessary to ensure sufficient and safe sea room for navigation, what extent of buffer would be necessary?

01:15 pm **Lunch Break**

02:15 pm **Issue Specific Hearing** (session 3)

5. Removal of Existing Trees and Hedgerows, Replanting and Management

- i. Further reasoning, from the Applicant to clarify why it remains unable to commit to a principle of replanting lost trees and hedgerows to a defined ratio.

6. Historic Environment Onshore and Offshore



- i. The Applicant to provide an update on progress of a Statement of Common Ground with Historic England which covers both the onshore and offshore historic environment.

7. Helicopter Access to Waveney Platform – Updates on the Ongoing Discussions

- i. Perenco and the Applicant to provide an update on progress with negotiations.
- ii. Is there a realistic potential negotiated agreement between both the Applicant and Perenco that could be reached before the end of Examination? How could such a negotiated agreement be secured through the dDCO?
- iii. As per the wording of NPS EN-3 (paragraph 2.6.183), does the Proposed Development minimise negative impacts and reduce risks to as low as reasonably practicable, and does it avoid or minimising disruption, economic loss or adverse effects on safety, to other offshore industries?
- iv. What would be the implications if there was to be no agreement between the parties on these matters and an objection remained from Perenco at the end of Examination?

8. Helicopter Access to Waveney Platform – Consideration of Possible Mitigation

- i. Updates on the Civil Aviation Authority's anticipated new regulations in relation to aviation in the vicinity of windfarms and how this could affect both night-time flights and flights in instrument meteorological conditions to and from the Waveney installation.
- ii. Whether the layout of the turbines would allow for safe take off from Waveney, including in one engine inoperable situations; and how would this be secured?
- iii. The Applicant's Waveney Helicopter Access – Supplementary Assessment [REP4-039] suggests that access to Waveney in day Visual Meteorological Conditions would be available and would be only slightly affected by the anticipated Civil Aviation Authority regulations. However, are these realistic conclusions based on a sufficiently robust methodology, or would access to Waveney be affected to a greater extent due to a range of other factors, such as wind direction or the need for return flights for example?
- iv. Perenco considers that the minimum obstacle-free space that would permit some helicopter operations would be 1.5nm as opposed to the 1nm proposed by the Applicant. What would be the impact to the Proposed Development of a 1.5nm obstacle free space, and how would this improve helicopter access to Waveney as opposed to current levels?



- v. Whether it would be possible and practical for rig operations alongside Waveney platform considering anticipated Civil Aviation Authority restrictions, the Proposed Development and the proximity of existing turbines.

03:45 pm **Break**

04:00 pm **Issue Specific Hearing 7** (session 4)

9. The extent, suitability and security of Habitats Regulation Assessment compensation for offshore ornithology

- i. Update from Applicant on the compensation measure at Blakeney and expected progress before the close of the examination.
- ii. Position from Natural England and National Trust on suitability and effectiveness of the proposed compensation measure.
- iii. Views from Natural England and National Trust on the risks (if any) of the compensatory measure.
- iv. Final thoughts on whether the Applicant's overall proposed package of compensatory measures is suitable and robust, and meets the requirements of the HRA process.

10. Procedural decisions, review of actions and next steps

11. Closing remarks

05:30 pm **Close of Issue Specific Hearing 7**