



# **Sheringham Shoal and Dudgeon Offshore Wind Farm Extension Projects (SEP & DEP)**

**February 2022 – Barford and Wramplingham Parish Council**

## Meeting attendees

### In person:

### Barford and Wramplingham Parish Council

#### Equinor

- Susan Falch-Lovesey, Stakeholder and Business Development
- Jason Sparkes, Civil Lead

#### Royal HaskoningDHV

- Sam Taylor, Transport Planner.

#### New Ideas for Business

- Nigel Tompkins, Community Liaison Officer.

## Agenda

- Introductions and overview
- Changes we have made since the Phase 2 Consultation ended in June last year and how these will affect Barford and Wramplingham Parish
- Equinor and the Offshore Transmission Network Review (OTNR) Holistic Network Design (HND) and how we are both responding to and leading moves towards greater coordination
- Questions

NB. We have prepared a full set of slides which we hope will be useful, though we will not use all of these this evening. We will follow up with a PDF of the slides in the morning.

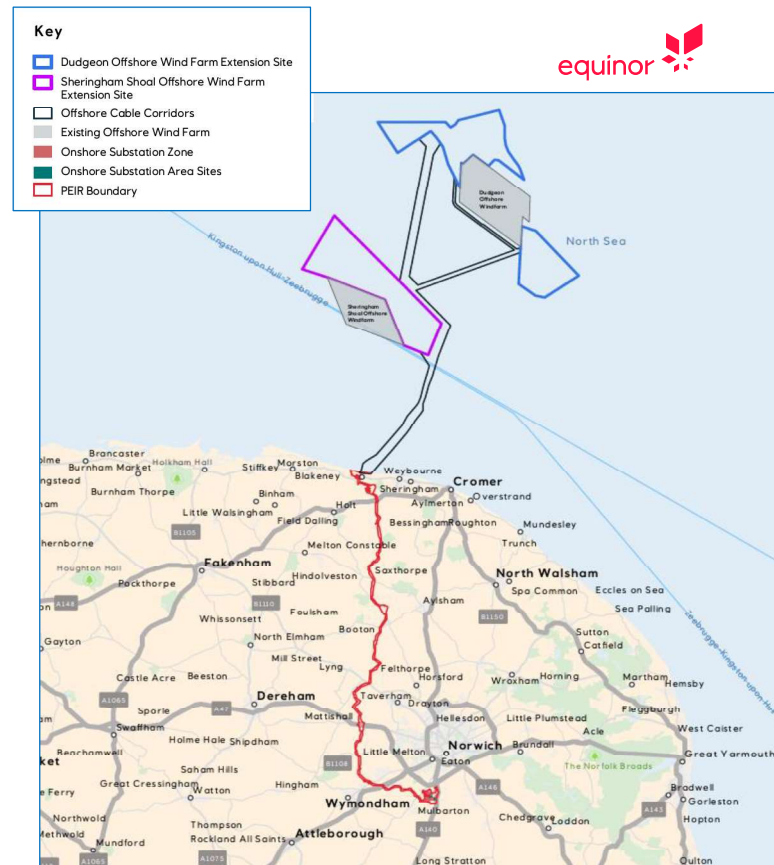


## Project overview and next steps



## Re-introducing SEP and DEP

- We are proposing to extend both existing Sheringham Shoal and Dudgeon offshore wind farms.
- SEP and DEP could provide enough clean renewable energy to power 785,000 UK homes.
- Both projects have a shared point of connection at the National Grid Norwich Main Substation.
- The Phase 2 Consultation Period closed in June 2021, Consultation Summary report was available in November '21.
- We anticipate submitting an application for a Development Consent Order (DCO) by summer 2022.





## Barford and Wramplingham Project updates since Phase 2 consultation

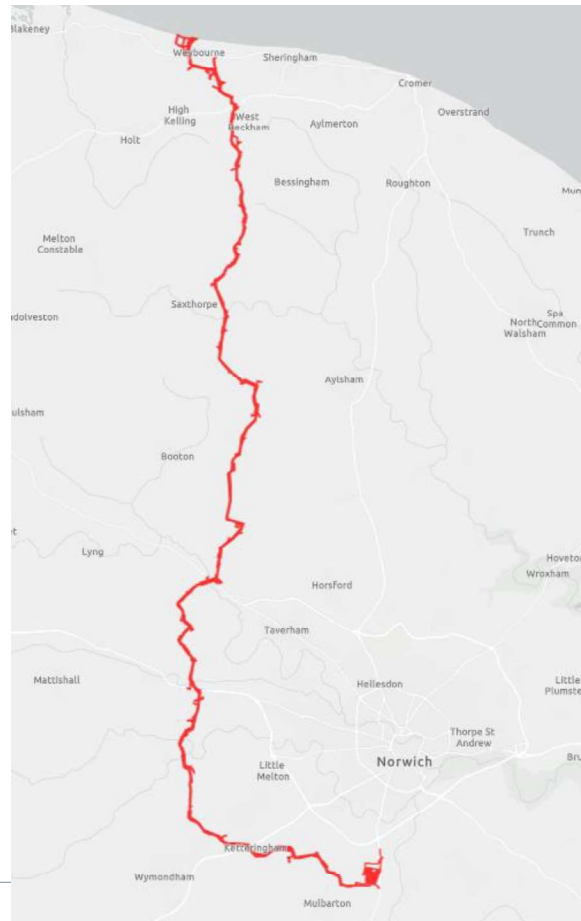
- Onshore Cable Corridor & Trenchless Crossings

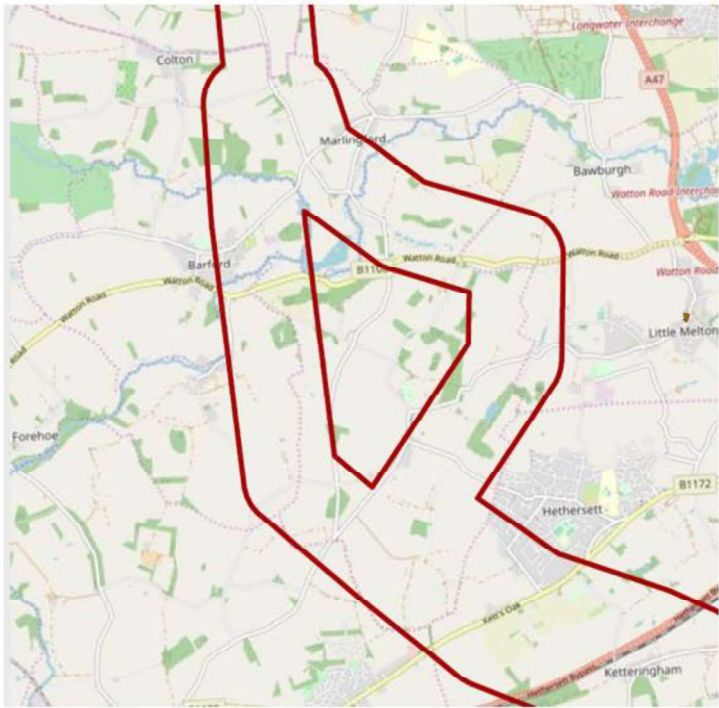
## Onshore cable corridor

- Since phase two consultation the width of the corridor has been reduced from **200 metres to 60 metres. Approximately 36m for two projects built together.**
- A wider corridor of 100 metres has been maintained for trenchless crossings at locations such as main rivers and woodland.
- Over 50% trenchless crossings in your area, significantly reducing visible impacts.

The main principles that have informed the refinement of the onshore cable corridor include:

- feedback from phase one and two consultation
- avoiding populated areas
- avoiding key sensitive features where possible
- a preference for the shortest route.

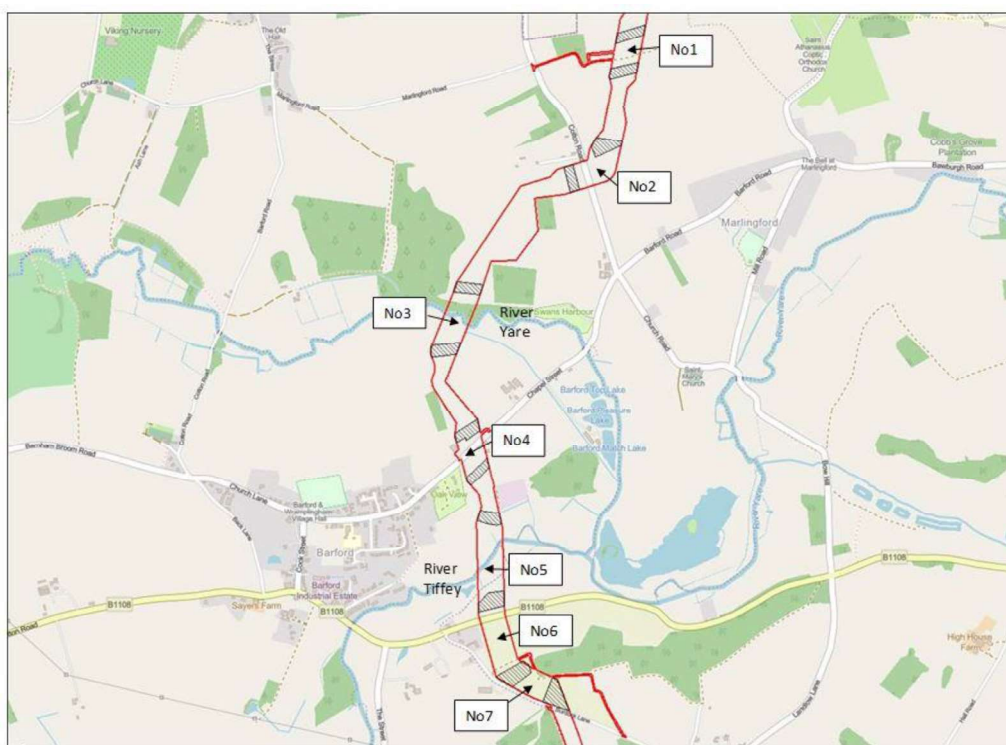




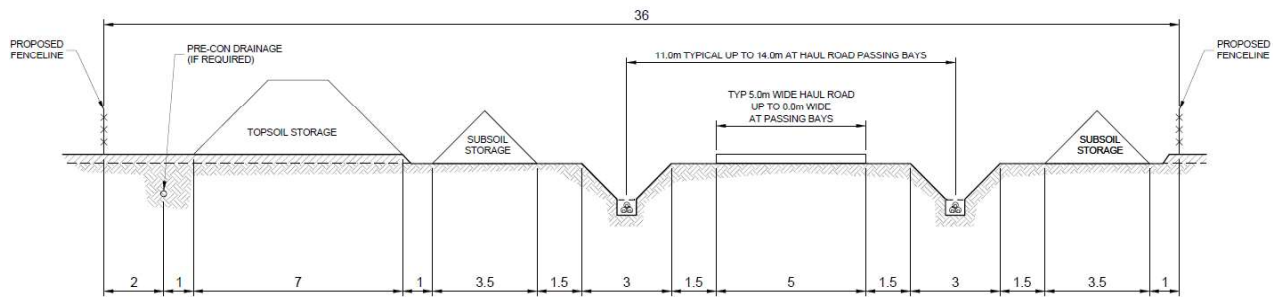
Cable Corridor at PEIR

## Trenchless Crossings

- We have committed to **7** trenchless Crossings north and south of Barford including both the River Yare and Tiffey along with the B1108 and the Christmas Tree Plantation.
- The total length of the cable corridor in this snapshot is 3.3km with the total length of Trenchless Crossings being 1.86Km.
- Over 50% trenchless.



## Onshore cable corridor



- In addition to the cable trenches the onshore cable corridor would also include a haul road to deliver equipment to the working easement from construction compounds, storage areas for topsoil and subsoil and drainage.
- The working easement is expected to be narrower (**approximately 36m for two projects built together**) than the width of the Order limits. This will allow room for micro-siting during detailed design, and for onward connection to the existing surface water drainage network.

## Cable Corridor refinement from PEIR to DCO

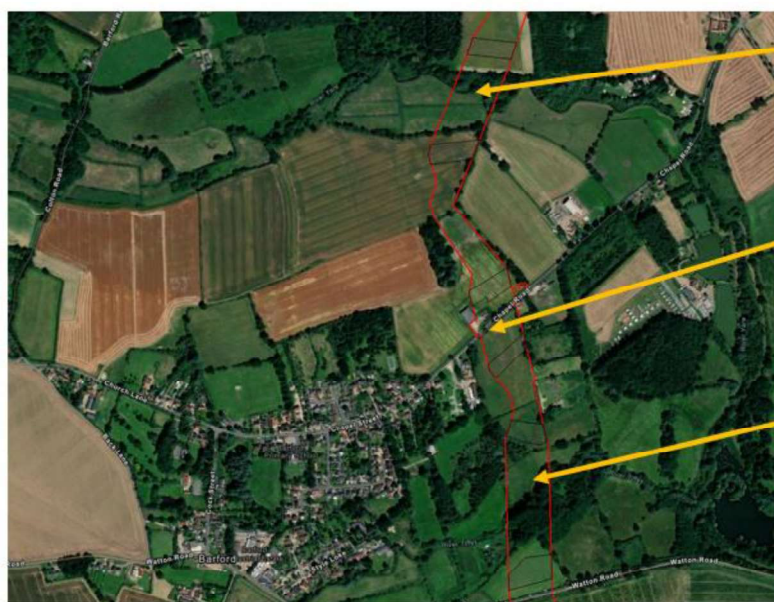


Trenchless crossing of Woodland

Trenchless crossing of Cotton Road and Woodland



## Cable Corridor refinement from PEIR to DCO



Trenchless crossing of Woodland, Rive Yare, Water Meadow and Trees with Bat Roast Potential

Trenchless crossing of Chapel Road and Mature Trees

Trenchless crossing of Water Courses, Meadow, River Tiffey and Mature Trees



## Cable Corridor refinement from PEIR to DCO



Trenchless crossing of B1108 and Tree Plantation

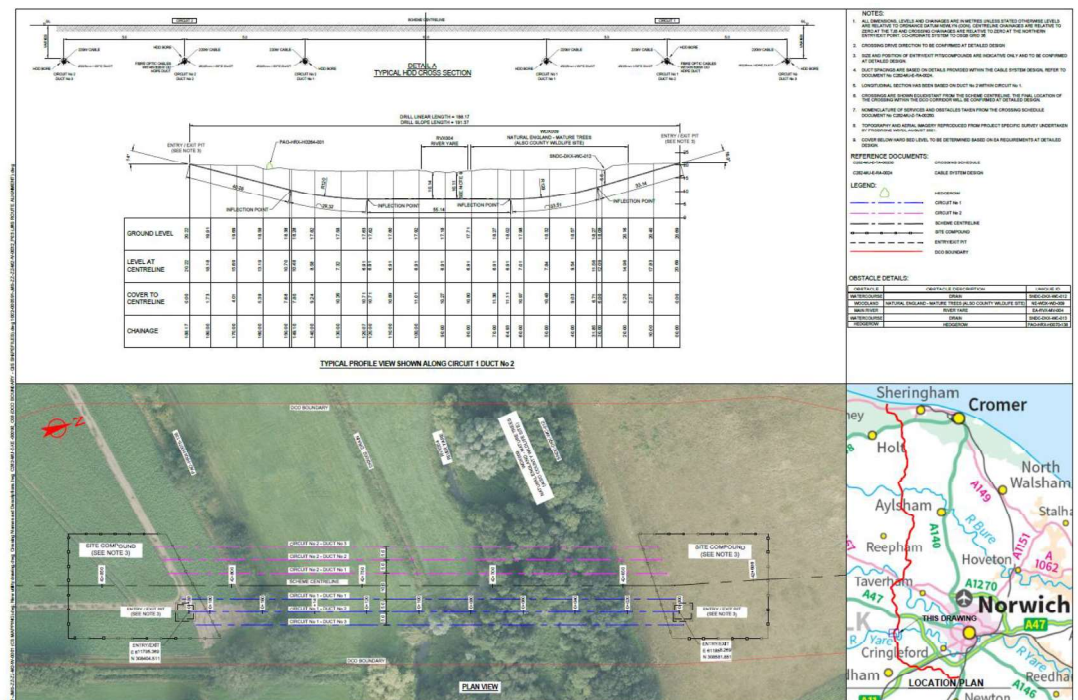
Trenchless crossing of Tree Plantation

Example highlighting refinement of DCO to field boundaries

## EXAMPLE-River Yare Crossing

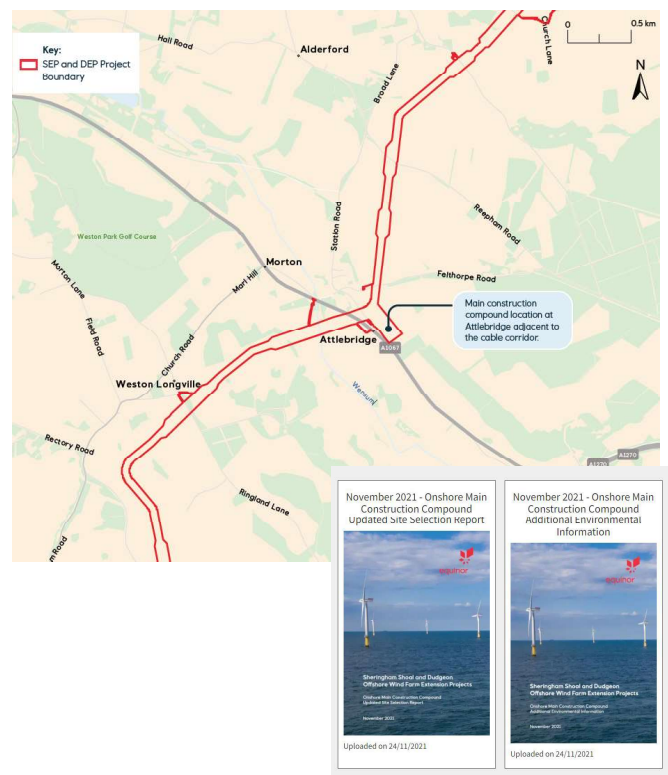
Horizontal directional drilling (HDD) is a trenchless construction method for installing ducts which incorporates the following features:

- Pilot hole is drilled along the design alignments using a steerable and trackable drill
- The hole is reamed to the required diameter in one or more passes
- The duct is pulled through the enlarged borehole



## Main compound location

- Following feedback from the phase two consultation, engagement with the Local Highways Authority, and discussions with landowners, Equinor has now selected a site adjacent to the A1067 (Fakenham Road) near Attlebridge for the main construction compound.
- In November we published two documents alongside the Consultation Summary Report to explain and support this decision:
  - **Onshore Main Construction Compound – Updated Site Selection Report**
  - **Onshore Main Construction Compound – Additional Environmental Information**

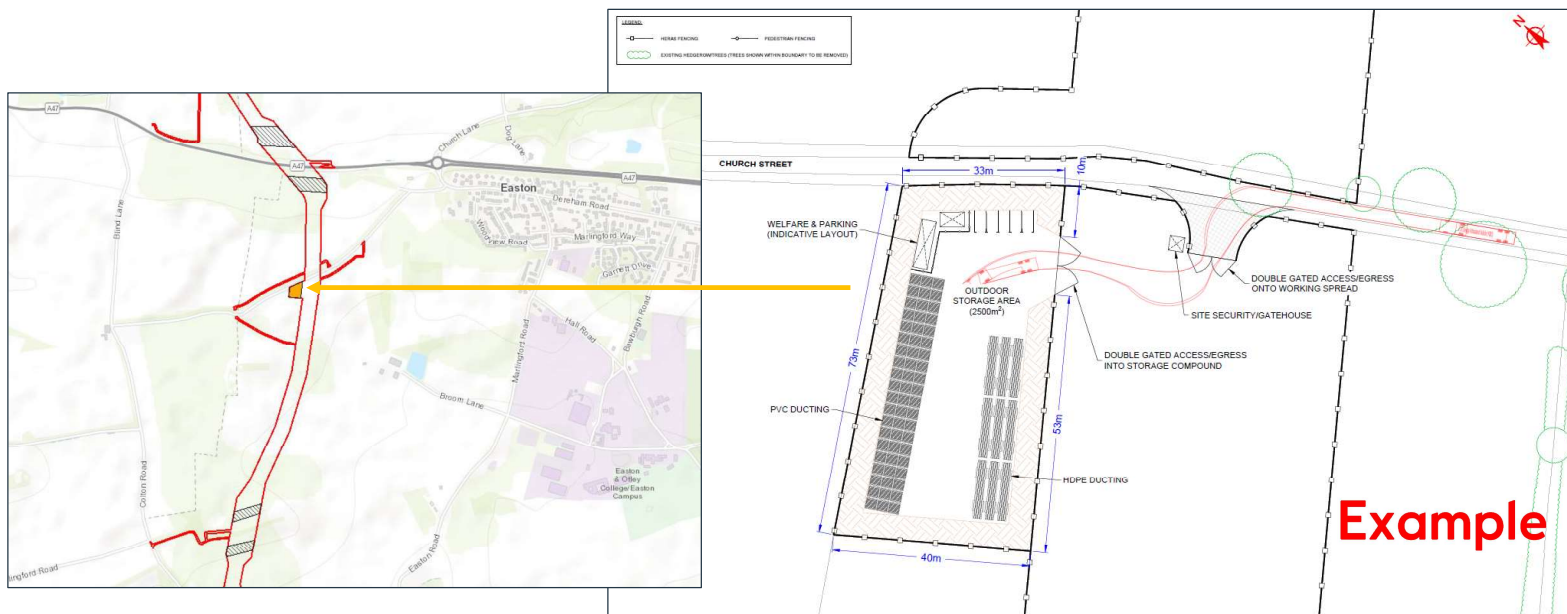


[LINK](#)

[LINK](#)

Open

In addition to the main compound secondary compounds will be located in strategic areas – Church Lane, Easton is a 2,500m<sup>2</sup> compound with laydown area



Example



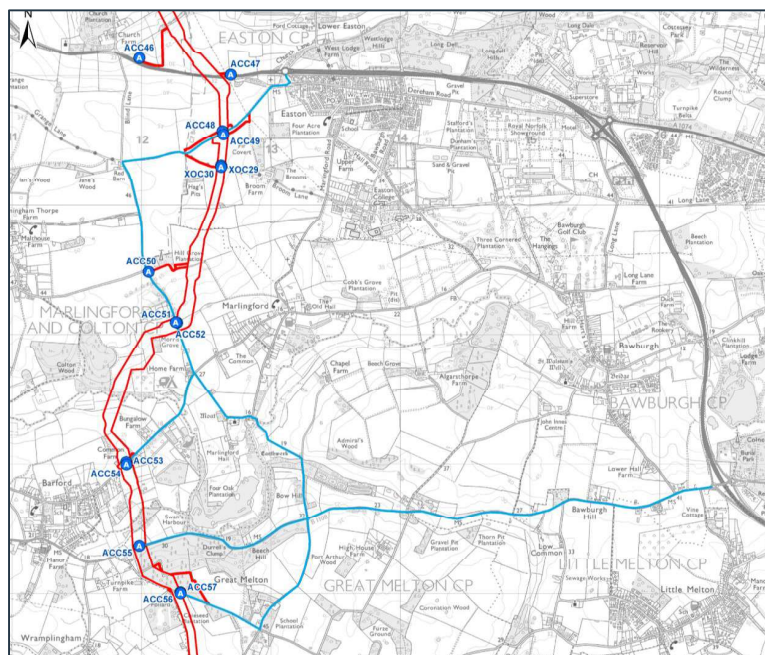
# Barford and Wramplingham Project updates

- Traffic

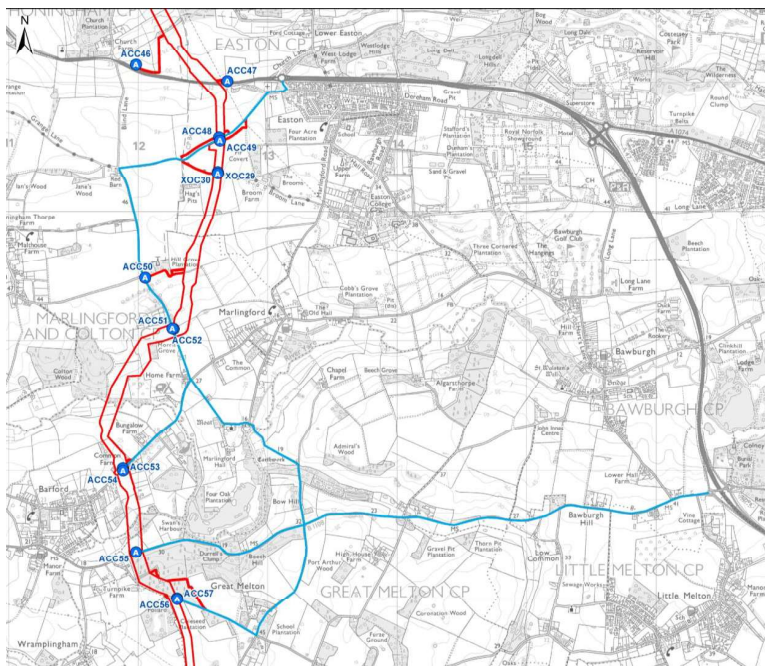


## Traffic Key Points

- An access strategy has been developed to ensure HGVs are not routed via local communities, inc. Marlingford, Barford and Wramplingham.
- Measures to manage two-way HGV movements via narrow roads will be implemented:
  - New/improved passing places.
  - Escort/pilot vehicles.
- An outline Construction Traffic Management Plan (CTMP) will be submitted in support of the DCO and secured by Requirement. The CTMP will include detail of how traffic movements will be managed, monitored and enforced.

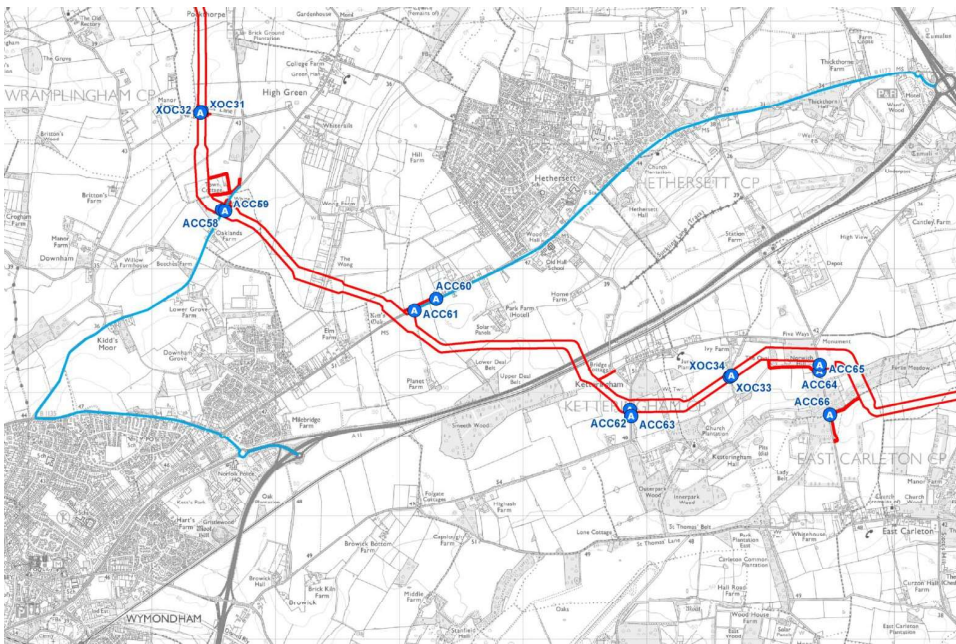


## Access Strategy (North and East of Barford and Wramplingham)



- Access strategy developed to ensure HGVs are not routed via local communities, inc. Marlingford, Barford and Wramplingham.
- All HGV traffic to arrive and depart via the A47.
- No HGV traffic to travel west beyond access ACC53/54 into Barford.
- Measures to manage two-way HGV movements via narrow roads will be implemented:
  - New/improved passing places.
  - Escort/pilot vehicles.

## Access Strategy (South of Barford and Wramplingham)



- All HGV traffic to arrive and depart via the A11 and A47.
- No HGV traffic to travel north beyond access ACC58/59.
- Measures to manage two-way HGV movements via Melton Road will be implemented:
  - New/improved passing places.
  - Escort/pilot vehicles.



## Traffic Routeing Controls

- All HGVs and the majority of employee vehicles will arrive and depart via the A47 and A11.
- No HGV traffic would be permitted to travel via Barford and Wrampingham villages.
- The routeing strategy would be captured within a Construction Traffic Management Plan (CTMP) and secured by Requirement.
- The CTMP will include measures to monitor and enforce route compliance.
- Measures to control and enforce the routeing strategy will include:
  - Delivery instructions.
  - Direction signing.
  - Vehicle tracking.
  - A unique identifier.
  - Complaints procedure.

## Traffic Demand

- Vehicle movements would occur 7am – 7pm Monday – Friday and 7am – 1pm Saturday.
- HGV movements spread between 7am and 7pm.
- Light vehicles would comprise of a range of vehicle types, e.g. cars, vans, pick-ups, etc, and would be subject to a Travel Plan.
- Light vehicles would typically arrive at the start of the working day and depart at the end.
- All vehicles would park and unload off the public highway.
- Worst case peak periods represent a small proportion of the overall 36 month construction programme.

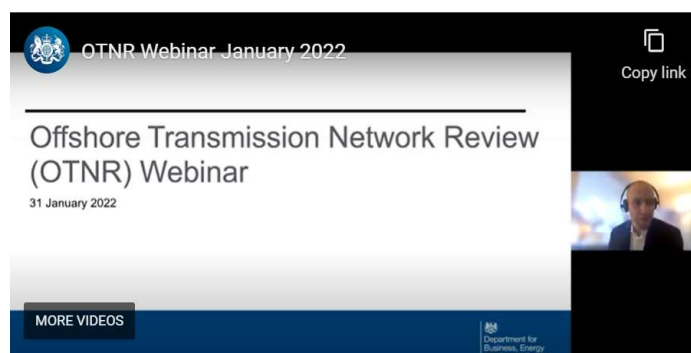


## Barford and Wramplingham Project updates

- Offshore Transmission Network Review (OTNR)  
and the Holistic Network Design

## Equinor and the Offshore Transmission Network Review (OTNR)

- The BEIS Led OTNR and Holistic Network Design (HND) is well underway and the East Anglian Coordination Project (supported by RenewableUK) has just been initiated
- Equinor are part of the Early Opportunities Project where options are now being generated (in time for regulatory change to reach optimum solutions)
- The SEP and DEP Projects (though they have different owners) are being planned together. Even so there is a risk that one is consented and one is not.
- If this is the case then an 'anticipatory' investment is being considered – this would cover the onshore transmission but not the generating asset.



### Links

<https://www.gov.uk/government/groups/offshore-transmission-network-review> See 1hr and 30 mins in for Q&A on East Anglia Coordination Project  
[Update following our consultation on changes intended to bring about greater coordination in the development of offshore energy networks | Ofgem](#)



## Barford and Wramplingham Project updates

- Community Benefit Funds
- Next Steps
- Public Information Days

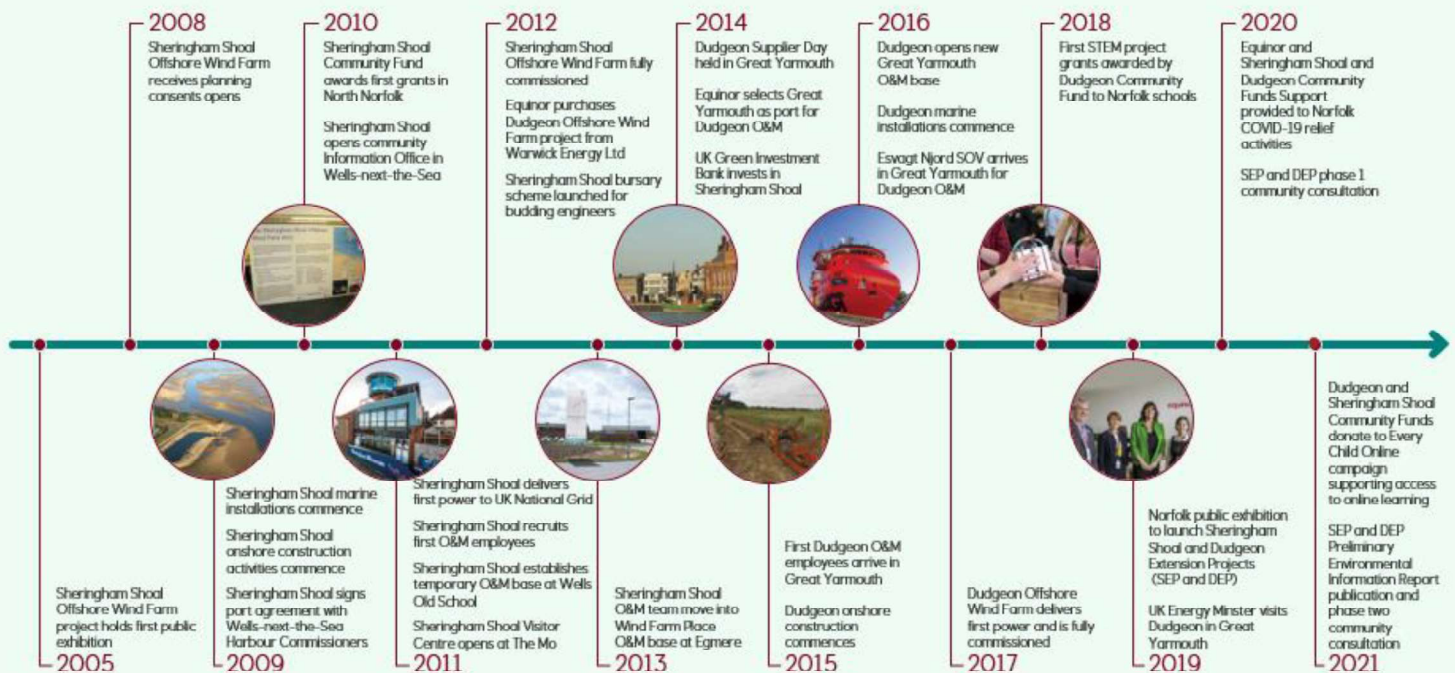
## Community Benefit Funds

- How would you want your community to benefit from any potential community funding?
- Sheringham Shoal supports projects associated with sustainability, renewables and the marine environment.
- Dudgeon supports training and education for young people.
- Any particular issues that would need support?
- LINK: [Dudgeon Community Fund | Norfolk Community Foundation \(norfolkfoundation.com\)](https://norfolkfoundation.com/dudgeon-community-fund)
- LINK: [Sheringham Shoal Community Fund | Norfolk Community Foundation \(norfolkfoundation.com\)](https://norfolkfoundation.com/sheringham-shoal-community-fund)



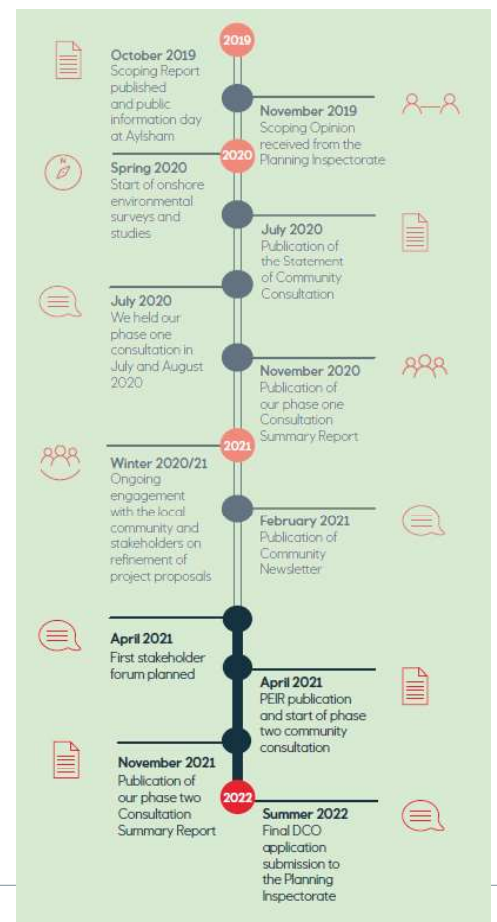
The Sheringham Shoal Community awarded a grant to the Hawk and Owl Trust at Sculthorpe Moor in North Norfolk to assist in its work to become a carbon neutral charity.

## A long term partner for Norfolk - the Sheringham Shoal and Dudgeon Offshore wind farms



## Summarised Upcoming Parish Council and Community Engagement

- Individual parish council meetings on the following topics:
  - **Landfall and EMF** – held a meeting with Weybourne Parish Council
  - **Main compound location** – meeting with Attlebridge Parish Council
  - **Onshore substation** – meetings Swardeston and Swainsthorpe Parish Councils.
  - **Traffic and transport** – meeting offered with a collection of parish councils on this topic.
  - We would like further engagement with Parish Councils in South Norfolk and Broadland.
  - Also, we would like to engage with South Norfolk and Broadland District Councilors representing Communities on the cable corridor.
- Public Information Days in **Q1 2022**.





## Public Information Days

These events will allow local stakeholders to learn more about the extension projects, and an opportunity to ask the project team questions relating to any component of the project.

The events will be widely publicised in mid February '22.

### **Monday 7th March – 2pm to 7pm**

Aylsham Town Hall, Market Pl, Aylsham, Norwich, NR11 6EL

### **Tuesday 8th March – 1pm to 6pm**

Hall for All, Weston Longville, Church Street, Weston Longville, Norwich, Norfolk, NR9 5JU

### **Wednesday 9th March – 1pm to 6pm**

Swardeston Village Hall, High Common, Swardeston, Norfolk, NR14 8DL

### **Thursday 10th March – 11am to 4pm**

Sheringham Shoal Visitor Centre, Sheringham Museum. Lifeboat Plain, Sheringham, Norfolk, NR26 8BG

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## Sheringham Shoal and Dudgeon Offshore Wind Farm Extension Projects (SEP & DEP)

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Backup

## Interaction with other developers and projects.

- Cooperation with other developers and projects to minimise the impacts wrt:
  - Assess the cumulative impacts from all projects
  - Discuss compounds
  - Preparation for cable crossings
  - Access routes to onshore substation
  - Biodiversity net gain
  
- Examples of cooperation and coordination:
  - Hornsea Project Three - Peak period of construction programmed to be complete by the end of 2023
  - Norwich Western Link - Road completed and open to traffic in late 2025
  - A47 Corridor Improvement Programme – Works are programmed to finish before the commencement of SEP/DEP construction works.