



# Sheringham Shoal and Dudgeon Offshore Wind Farm Extension Projects

Draft Statement of Common Ground with Maritime  
and Coastguard Agency

**Revision B**

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Prepared by:	
<b>Royal HaskoningDHV</b>	
Approved by:	Date:
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## Glossary of Acronyms

CIA	Cumulative Impact Assessment
DCO	Development Consent Order
DECC	Department for Energy and Climate Change
DEFRA	Department for the Environment and Rural Affairs
DEL	Dudgeon Extension Limited
DEP	Dudgeon Offshore Wind Farm Extension Project
DOW	Dudgeon Offshore Wind Farm
EIA	Environmental Impact Assessment
EPP	Evidence Plan Process
ES	Environmental Statement
HVAC	High-Voltage Alternating Current
HVDC	High-Voltage Direct Current
km	Kilometre
MCA	Maritime and Coastguard Agency
MGN	Marine Guidance Note
MW	Megawatts
OWF	Offshore Wind Farm
PEIR	Preliminary Environmental Information Report
SEL	Scira Extension Limited
SEP	Sheringham Offshore Wind Farm Extension Project
SoCG	Statement of Common Ground
SOW	Sheringham Shoal Offshore Wind Farm
UK	United Kingdom

## Glossary of Terms

Dudgeon Offshore Wind Farm Extension Project (DEP)	The Dudgeon Offshore Wind Farm Extension onshore and offshore sites including all onshore and offshore infrastructure.
DEP offshore site	The Dudgeon Offshore Wind Farm Extension consisting of the DEP wind farm site, interlink cable corridors and offshore export cable corridor (up to mean high water springs).
DEP onshore site	The Dudgeon Offshore Wind Farm Extension onshore area consisting of the DEP onshore substation site, onshore cable corridor, construction compounds, temporary working areas and onshore landfall area.
DEP North array area	The wind farm site area of the DEP offshore site located to the north of the existing Dudgeon Offshore Wind Farm
DEP South array area	The wind farm site area of the DEP offshore site located to the south of the existing Dudgeon Offshore Wind Farm
DEP wind farm site	The offshore area of DEP within which wind turbines, infield cables and offshore substation platform/s will be located and the adjacent Offshore Temporary Works Area. This is also the collective term for the DEP North and South array areas.
Horizontal directional drilling (HDD) zones	The areas within the onshore cable route which would house HDD entry or exit points.
Infield cables	Cables which link the wind turbine generators to the offshore substation platform(s) (commonly referred to as array cables).
Interlink cables	Cables linking two separate project areas.
Interlink cable corridor	This is the area which will contain the interlink cables between offshore substation platform/s and the adjacent Offshore Temporary Works Area.
Landfall	The point at the coastline at which the offshore export cables are brought onshore, connecting to the onshore cables at the transition joint bay above mean high water
Offshore cable corridors	This is the area which will contain the offshore export cables or interlink cables, including the adjacent Offshore Temporary Works Area.
Offshore export cable corridor	This is the area which will contain the offshore export cables between offshore substation platform/s and

	landfall, including the adjacent Offshore Temporary Works Area.
Offshore export cables	The cables which would bring electricity from the offshore substation platform(s) to the landfall. 220 – 230kV.
Offshore scoping area	An area presented at Scoping stage that encompassed all planned offshore infrastructure, including landfall options at both Weybourne and Bacton, allowing sufficient room for receptor identification and environmental surveys. This has been refined following further site selection and consultation for the PEIR and ES.
Offshore substation platform (OSP)	A fixed structure located within the wind farm site/s, containing electrical equipment to aggregate the power from the wind turbine generators and convert it into a more suitable form for export to shore.
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.
Order Limits	The area subject to the application for development consent, including all permanent and temporary works for SEP and DEP.
Sheringham Shoal Offshore Wind Farm Extension Project (SEP)	The Sheringham Shoal Offshore Wind Farm Extension onshore and offshore sites including all onshore and offshore infrastructure.
SEP offshore site	Sheringham Shoal Offshore Wind Farm Extension consisting of the SEP wind farm site and offshore export cable corridor (up to mean high water springs).
SEP onshore site	The Sheringham Shoal Wind Farm Extension onshore area consisting of the SEP onshore substation site, onshore cable corridor, construction compounds, temporary working areas and onshore landfall area.
SEP wind farm site	The offshore area of SEP within which wind turbines, infield cables and offshore substation platform/s will be located and the adjacent Offshore Temporary Works Area.

Study area	Area where potential impacts from the project could occur, as defined for each individual Environmental Impact Assessment (EIA) topic.
The Applicant	Equinor New Energy Limited. As the owners of SEP and DEP, Scira Extension Limited and Dudgeon Extension Limited are the named undertakers that have the benefit of the DCO. References in this document to obligations on, or commitments by, 'the Applicant' are given on behalf of Sheringham Extension Limited (SEL) and Dudgeon Extension Limited (DEL) as the undertakers of SEP and DEP.

## 1 Introduction

### 1.1 Background

1. This draft Statement of Common Ground (SoCG) has been prepared by Equinor New Energy Limited (the Applicant) and the Maritime and Coastguard Agency (MCA). It identifies areas of the Sheringham Shoal Offshore Wind Farm Extension Project (SEP) and Dudgeon Offshore Wind Farm Extension Project (DEP) Development Consent Order (DCO) application (the Application) where matters are agreed, not agreed or that remain under discussion between the parties.
2. The Applicant has had regard to the Planning Act 2008: Guidance for the examination of applications for development consent (Department for Communities and Local Government, 2015) when compiling this draft SoCG.
3. This draft SoCG has been structured to reflect topics of the Application which are of interest to the MCA. The applicable matters considered within this draft SoCG apply to the MCA’s statutory remit which includes *Shipping and Navigation*.
4. **Table 1** presents the topics included in the draft SoCG with the Applicant and the MCA.

Table 1: Topics included in the draft SoCG

Topic/Chapter	Reference	Evidence Plan Process (EPP) (Yes/No)
Shipping and Navigation	<b>Environmental Statement Chapter 13 – Shipping Navigation</b> APP-099 and <b>Environmental Statement Appendix 13.1 – Navigation Risk Assessment</b> APP-198	No

5. Further detail of this topic can be found in the **Consultation Report Appendices** (APP-030).
6. Topic specific matters agreed, not agreed and matters that remain under discussion between the Applicant and *the MCA* are included within this draft SoCG. Matters that are not yet agreed will be the subject of ongoing discussion between the Applicant and *the MCA* to reach agreement wherever possible, or to refine the extent of disagreement between parties. The notes column of the draft SoCG tables provides commentary on these matters.
7. Throughout the draft SoCG the phrase “Agreed” identifies any point of agreement between the Applicant and *the MCA*. The phrase “Not Agreed” identifies any point that is not agreed between the Applicant and *the MCA*.

### 1.2 The Development

8. SEP and DEP will each have a maximum export capacity greater than 100 megawatts (MW). The SEP and DEP wind farm sites are 15.8 kilometres (km) and 26.5km from the coast for SEP and DEP respectively at their closest point. When operational, SEP and DEP combined would have the potential to generate renewable power for around 785,000 United Kingdom (UK) homes from up to 23 wind turbines at SEP and up to 30 wind turbines at DEP.





9. SEP and DEP will be connected to shore by offshore export cables installed to the landfall at Weybourne, on the north Norfolk coast. From there, the onshore export cables travel approximately 60km inland to a new high voltage alternating current (HVAC) onshore substation near to the existing Norwich Main substation. The onshore substation will be constructed to accommodate the connection of both SEP and DEP to the transmission grid.
10. The key offshore components will comprise:
  - Offshore wind turbines and their associated foundations;
  - Offshore Substation Platform/s (OSP/s) and their associated foundations;
  - Scour protection around foundations;
  - Subsea cables comprising:
    - Offshore export cables (linking the OSP/s to the landfall)
    - Interlink cables (linking two separate Project areas)
    - Infield cables (linking the wind turbine generators to the OSP/s)
    - External cable protection on subsea cables as required
    - Fibre optic communications cables integrated with the power cables; and
  - Temporary working areas.
11. The key components at the landfall will comprise:
  - Up to two ducts (one per Project) installed under the cliff by Horizontal Directional Drilling (HDD). An additional drill per Project is included (four in total) in the impact assessment worst-case scenarios where applicable, for contingency purposes in the unlikely event of HDD failure; and
  - Up to two transition joint bays to house the connection between the offshore and onshore cables.
12. The key onshore components will comprise:
  - Ducts installed underground to house the electrical cables along the onshore cable corridor;
  - Onshore cables installed within ducts;
  - Joint bays and links boxes installed along the cable corridor;
  - Trenchless crossing zones at certain locations such as some roads, railways, and sensitive habitats (e.g. rivers of conservation importance);
  - Temporary construction compounds and accesses;
  - An onshore substation and onward 400kV connection to the existing Norwich Main substation; and
  - Permanent operational substation access.

### 1.3 Consultation with *the MCA*

13. The Applicant has engaged with *the MCA* on the Projects during the pre-Application process, both in terms of informal non-statutory engagement and statutory consultation carried out pursuant to Section 42 of the Planning Act 2008.
14. During the statutory Section 42 consultation, the MCA provided comments on the Preliminary Environmental Information Report (PEIR) by way of a letter dated 10<sup>th</sup> June 2021.
15. Further to this, three meetings were held with *the MCA* through the pre application process. These are detailed throughout the SoCG and minutes of the meetings are provided as Appendices to the Consultation Report (APP-030).

### 1.4 Summary of ‘Agreed’, ‘Not Agreed’ and ‘In Discussion’ Matters

16. In order to easily identify whether a matter is ‘agreed’, ‘not agreed’ or ‘in discussion’, the colour coding system set out in **Table 2** has been used.
17. Details on specific matters that are ‘agreed’, ‘not agreed’ or ‘in discussion’ between the Applicant and *the MCA* are presented in **Table 4**.

Table 2: Position status key

Position Status	Position Colour Coding
<b>Agreed</b> The matter is considered to be agreed between the parties.	Agreed
<b>Not Agreed – no material impact</b> The matter is not agreed between the parties; however, the outcome of the approach taken by either the Applicant or <i>the MCA</i> is not considered to result in a material impact to the assessment conclusions and the matter is considered to be closed for the purposes of this SoCG.	Not Agreed – no material impact
<b>Not Agreed – material impact</b> The matter is not agreed between the parties and the outcome of the approach taken by either the Applicant or <i>the MCA</i> is considered to result in a materially different impact to the assessment conclusions.	Not Agreed – material impact
<b>In discussion</b> The matter is neither ‘agreed’ nor ‘not agreed’ and is a matter where further discussion is required between the parties (e.g. where documents are yet to be shared with the MCA).	In discussion

## 2 Statement of Common Ground

18. A summary of the consultation undertaken to date with *the MCA* and the matters agreed, in discussion or not agreed (based on discussions and information exchanged between the Applicant and *the MCA* during the pre-application and examination phases of the Application) are set out below for each of the draft SoCG topic areas.

## 2.1 Shipping and Navigation

*Table 3: Summary of consultation with the MCA regarding Shipping and Navigation Matters*

Date	Contact Type	Topic
<b>Pre-Application</b>		
16/10/2018	Scoping Response	Scoping opinion responses provided by MCA
25/09/2018	Meeting	Introduction to DEP and SEP
15/06/2020	Online Meeting	Meeting to discuss approach to layouts
10/06/2021	PEIR response	Section 42 responses provided by MCA
10/08/2021	Hazard workshop	Group stakeholder meeting to review the Navigation Risk Assessment hazard log
11/03/2022	Online Meeting	Project updates and layout discussions
<b>Post-Application</b>		
19/10/2022	Relevant Representation	Relevant representation submitted to the Planning Inspectorate
10/01/2023	Online Meeting	Introduction and initial conversations on the SoCG
09/02/2023	Written Representation	Written representation submitted to the Planning Inspectorate
14/02/2023	Online Meeting	Discussion on written representation and updates to SoCG
24/03/2023	Online Meeting	Pre meeting before hearings
26/04/2023	Online Meeting	Updates to SoCG and way forward

**Table 4: Topics agreed, in discussion or not agreed in relation to Shipping and Navigation**

ID	The Applicant Position	MCA Position	Position Summary
<b>Consultation</b>			
1	The MCA has been adequately consulted on shipping and navigation matters to date.	Agreed	Agreed
<b>NRA and EIA – Baseline Environment and Data</b>			
2	<b>Marine Traffic Surveys</b> The vessel traffic surveys were conducted in accordance with Marine Guidance Note (MGN) 654 (MCA, 2021) and therefore suitable for assessment.	Agreed	Agreed
3	<b>Secondary Data Sources</b> Other supporting data sources as detailed within the NRA (APP-198) adequately inform the shipping and navigation baseline.	Agreed	Agreed
4	<b>Baseline Environment</b> The data presented within the NRA (APP-198) and Environmental Statement (ES) Shipping and Navigation Chapter (APP-125) adequately identifies shipping and navigation baseline including main routes operating within the area.	Agreed	Agreed
<b>NRA and EIA - Assessment Methodology</b>			
5	<b>NRA and EIA Methodology</b> The assessment has been undertaken in line with relevant shipping and navigation legislation and guidance including being compliant with MGN 654 requirements.	Agreed	Agreed
6	<b>Future Case Methodology</b> The approach to the assessment of impacts is deemed appropriate for the purposes of predicting changes to the baseline environment. This includes modelling of base case plus future case and adverse weather routing.	Agreed	Agreed
<b>NRA and EIA – Assessed Boundary and Worst Case</b>			
7	<b>Worst Case</b> The worst case for shipping as identified in the NRA (APP-198) and ES Shipping and Navigation Chapter (APP-125) has been assessed. This	The impacts on shipping have been assessed assuming the whole area within the RLB is used and that the layout plan will comply with MGN654.	Agreed



ID	The Applicant Position	MCA Position	Position Summary
	includes the maximum build out of turbines within the site boundaries and consideration of a single line of orientation.		
8	<b>Layout Commitments</b> As per the meeting held on the 11 <sup>th</sup> March 2022 and email dated 29 <sup>th</sup> March 2022 are content with the Layout Commitments detailed in Table 20.2 of the NRA (APP-198).	Agreed	Agreed
<b>EIA – (Impact) Assessment Conclusions</b>			
9	<b>Hazard (Impact) Identification</b> The hazards (impacts) identified adequately capture the potential effects on shipping and navigation that may result from the Project <u>excluding those highlighted in 9(a).</u>	With the exception of 9(a) below, this is agreed.	Agreed
9(a)	<b>Hazard (Impact) Identification - Displacement, Collision Risk and Associated Allision Risk with DEP North</b> The Applicant and MCA have agreed a series of meetings to discuss a resolution.	The MCA retain concerns about available sea room and subsequent collision and allision risk in relation to extent of the RLB to the western edge of DEP North. The hazard log appears to omit third party to third party collision.	Not Agreed – material impact
10	<b>Risk Level (Impact Significance) - Project in isolation</b> Based on the information provided within NRA (APP-198) and the ES Shipping and Navigation Chapter (APP-125) it is agreed that in isolation hazards (impacts), including main route deviations caused by the project and impacts on search & rescue, are unlikely to be significant with the mitigation measure and monitoring detailed in place <u>excluding those highlights in 10(a).</u>	With the exception of 10(a) below, this is agreed.	Agreed
10(a)	<b>Risk Level (Impact Significance) - Project in isolation - Displacement, Collision Risk and Associated Allision Risk with DEP North</b> The Applicant and MCA have agreed a series of meetings to discuss a resolution.	The MCA retain concerns about available sea room and subsequent collision and allision risk in relation to extent of the RLB to the western edge of DEP North.	Not Agreed – material impact
11	<b>Corridor between SEP and DEP</b> Following discussion the Applicant and the MCA agree that the sea area between SEP and DEP (where bounded by turbines) is acceptable and compliant with Marine Guidance Note 654.	Agreed (with the exception of 10(a))	Agreed
12	<b>Risk Level (Impact Significance) - Cumulative</b> Based on the information provided within NRA (APP-198) and the ES Shipping and Navigation Chapter	Agreed (with the exception of 10(a)),	Agreed



ID	The Applicant Position	MCA Position	Position Summary
	(APP-125) it is agreed that cumulative hazards (impacts), including main route deviations, are unlikely to be significant with the mitigation measure and monitoring detailed in place.		
<b>Draft DCO / Mitigation and Monitoring</b>			
13	<p>Schedule 10, Part 2 and Schedule 11, Part 2, Condition 5.(1), and Schedule 12, Part 2 and Schedule 13, Part 2, Condition 4. (1) regard minimising impact on marine mammals. Applicant to review wording in liaison with other stakeholders to make this purpose clear with further update at Deadline 4.</p> <p>Schedule 10, Part 2 and Schedule 11, Part 2, Condition 5.(2), and Schedule 12, Part 2 and Schedule 13, Part 2, Condition 4. (2) the applicant will look to whether this condition can be removed in liaison with other stakeholders with further update at Deadline 4.</p>	<p>MCA contact details need updating.</p> <p>Schedule 10, Part 2 and Schedule 11, Part 2, Condition 5, &amp; Schedule 12, Part 2 and Schedule 13, Part 2, Condition 4:</p> <ul style="list-style-type: none"> <li>• Appropriateness of a code of conduct and vessel coordination must not contradict compliance with, or affect vessel's ability in complying with, the Collision Regulations. MCA suggests removal.</li> </ul>	In discussion



### 3 Signatures

19. The above draft Statement of Common Ground is agreed between Equinor New Energy Limited and *the MCA* on the day specified below.

Signed: \_\_\_\_\_

Print Name: \_\_\_\_\_

Job Title: \_\_\_\_\_

Date: \_\_\_\_\_

Duly authorised for and on behalf of the **MCA**

Signed: \_\_\_\_\_

Print Name: \_\_\_\_\_

Job Title: \_\_\_\_\_

Date: \_\_\_\_\_

Duly authorised for and on behalf of **Equinor New Energy Limited**



## References

Department for Communities and Local Government (2015) Planning Act 2008: Guidance for the examination of applications for development consent. [Online] Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/418015/examinations\\_guidance-\\_\\_final\\_for\\_publication.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/418015/examinations_guidance-__final_for_publication.pdf). Accessed 05/07/2022.

Maritime and Coastguard Agency (2021). Marine Guidance Note (MGN) 654 Safety of Navigation: Offshore Renewable Energy Installations (OREIs) - Guidance on UK Navigational Practice, Safety and Emergency. [Online] Available at: Response [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/980898/MGN\\_654\\_-\\_FINAL.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/980898/MGN_654_-_FINAL.pdf)

