



# Sheringham Shoal and Dudgeon Offshore Wind Farm Extension Projects

Statement of Common Ground with East of  
England Ambulance Service NHS Trust - Signed

Revision A  
Deadline 3  
May 2023  
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Prepared by:	
<b>Royal HaskoningDHV</b>	
Approved by:	Date:
<b>Sheery Atkins, Equinor</b>	May 2023



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## Glossary of Acronyms

DCO	Development Consent Order
DEL	Dudgeon Extension Limited
DEP	Dudgeon Offshore Wind Farm Extension Project
EIA	Environmental Impact Assessment
EPP	Evidence Plan process
ES	Environmental Statement
SEL	Scira Extension Limited
SEP	Sheringham Offshore Wind Farm Extension Project
SoCG	Statement of Common Ground
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 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.
Evidence Plan Process (EPP)	A voluntary consultation process with specialist stakeholders to agree the approach, and information to support, the EIA and HRA for certain topics.
Horizontal directional drilling (HDD) zones	The areas within the onshore cable route which would house HDD entry or exit points.
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
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 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.
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

	<p>have the benefit of the DCO. References in this document to obligations on, or commitments by, 'the Applicant' are given on behalf of SEL and DEL as the undertakers of SEP and DEP.</p>
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## 1 Introduction

### 1.1 Background

1. This draft Statement of Common Ground (SoCG) has been prepared by Equinor New Energy Limited (the Applicant) and East of England Ambulance Service NHS Trust (EEAST). 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 EEAST. The applicable matters considered within this draft SoCG apply to EEAST non-statutory remit.
4. **Table 1** presents the topics included in the draft SoCG with the Applicant and EEAST.

*Table 1: Topics included in the draft SoCG*

Topic/Chapter	DCO Document Reference	Evidence Plan Process (EPP) (Yes/No)
Traffic and Transport	APP-110	Yes
Socioeconomics and Tourism	APP-113	No
Health	APP-114	Yes

5. Topic specific matters agreed, not agreed and matters that remain under discussion between the Applicant and EEAST are included within this draft SoCG. Matters that are not yet agreed will be the subject of ongoing discussion between the Applicant and EEAST to reach agreement wherever possible, or to refine the extent of disagreement between parties.
6. Throughout the draft SoCG the phrase “Agreed” identifies any point of agreement between the Applicant and EEAST. The phrase “Not Agreed” identifies any point that is not agreed between the Applicant and EEAST.

### 1.2 Consultation with the East of England Ambulance Service NHS Trust

7. The Applicant has engaged with EEAST on the Projects during the post DCO Application submission process, both in terms of informal non-statutory engagement and statutory consultation carried out pursuant to Section 42 of the Planning Act 2008.
8. During the DCO Examination process, EEAST provided a Relevant Representation by way of a letter dated 14<sup>th</sup> November 2022.

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

9. 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.

10. Details on specific matters that are ‘agreed’, ‘not agreed’ or ‘in discussion’ between the Applicant and EEAST 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 EEAST 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. Discussions on these matters have concluded.	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 EEAST is considered to result in a materially different impact to the assessment conclusions. Discussions on these matters have concluded.	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 EEAST).	In discussion

## 2 Statement of Common Ground

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

### 2.1 Consultation with EEAST

*Table 3: Summary of consultation with EEAST regarding SEP and DEP*

Date	Contact Type	Topic
<b>Post-Application</b>		
14/11/2022	Relevant Representation	EEAST response to the relevant representation consultation on the DCO Application documentation.
14/02/2023	Meeting	The focus of the meeting was to present the scope of the Project together with key embedded mitigation and construction working practices. The Relevant Representation was also discussed with a view to developing the draft SoCG.



**Table 4: Topics agreed, in discussion or not agreed in relation to EEAST Principal Areas of Interest and Concerns - DCO Application Documents and Related Mitigation and Management Measures**

ID	The Applicant Position	EEAST Position	Position Summary
<b>Highways, Traffic, Transport and Abnormal Indivisible Loads (AILs)</b>			
1.	<p>The relevant highway authorities will take a view on the assessed impact significance within ES Chapter 24 Traffic and Transport (APP-110) in accordance with their duty under the Traffic Management Act.</p> <p>This includes consideration of severance, amenity and pedestrians delay impacts, road safety impacts, driver delay (capacity), driver delay (highway constraints), driver delay (road closures) and abnormal loads (special order vehicles), all of which have the potential to impact EEAST operations.</p> <p>NCC structures team have provided agreement in principle to the movement of the SEP and DEP transformers as outlined within the Abnormal Indivisible Load (AIL) Study (APP-270).</p>	-	Agreed
2.	<p>The respondent's representation (RR-029) with regards to Highways, Traffic, Transport and AIL's was discussed during the meeting on the 14<sup>th</sup> February 2023. Discussions included the likelihood of needing an ambulance to attend site, the location of the construction compounds, access to the construction compounds and work sites and the potential for road closures.</p> <p>During the meeting, EEAST acknowledged the reassurances given with regards to the mitigation and management measures associated with the above aspects and confirmed they are satisfied these are appropriate to limit the impact of the SEP and DEP projects on the EEAST operations.</p> <p>Appendix A Minutes of Meeting provides further details of discussions from the February Meeting.</p>	EEAST agree with the position outlined by the Applicant and confirm that the matters raised in our relevant representation (RR-029) have been satisfactorily addressed.	Agreed
3.	The mitigation measures presented within the Outline Construction Traffic Management Plan (CTMP) (REP1-021) are adequate and		

ID	The Applicant Position	EEAST Position	Position Summary
	appropriate to mitigate likely significant impacts which have the potential to impact EEAST operations.		
4.	Schedule 2, Part 1, Requirement 15 of the draft DCO (Revision E) (AS-055) is sufficient to secure the measures identified in the Outline Construction Traffic Management Plan (APP-301).		
5.	The monitoring procedures set out in the Outline CTMP (REP1-021) are appropriate.		
<b>Major Accidents and Disasters</b>			
6.	<p>As per the Applicant's response to EEAST Relevant Representations [REP1-033], for EIA purposes, a disaster is typically defined as a natural hazard (e.g. earthquake) or a man-made/external hazard (e.g. act of terrorism) with the potential to cause an event or situation that meets the definition of a major accident.</p> <p>The respondent's representation was discussed during the meeting on the 14<sup>th</sup> February 2023. Discussions included the potential for construction injuries, health and safety qualifications of the workforce and processes for attending to accidents, as well as aspects of interest to other Blue Light services, e.g. Police, such as anti-social behaviour from construction workers. The Applicant also shared lessons learnt from construction of the onshore components of the Dudgeon OWF project.</p> <p>During the meeting, EEAST acknowledged the reassurances given with regards to the mitigation and management measures associated with the above aspects.</p> <p>The Applicant will ensure through its procurement process that all contractors will comply with the supplier Code of Conduct that will be put in place, as well as them being required to comply with all health and safety legislation.</p>	EEAST agree with the position outlined by the Applicant and confirm that the matters raised in our relevant representation (RR-029) have been satisfactorily addressed.	Agreed

ID	The Applicant Position	EEAST Position	Position Summary
	Appendix A Minutes of Meeting provides further details of discussions from the February Meeting.		
7.	The draft DCO (Revision F) [document reference 3.1] to be submitted at Deadline 3 includes a number of requirements that require management plans to be approved and implemented post-consent. These contain a variety of best practice measures that will have health and safety benefits.		
<b>Population Increase, Health and Wellbeing</b>			
8.	<p>The respondent's representation with regards to Construction Workforce and Hours of Work was discussed during the meeting on the 14<sup>th</sup> February 2023. These included working hours and ambulance response times.</p> <p>EEAST acknowledged the reassurances given with regards to the mitigation and management measures associated with the above aspects and are satisfied these are appropriate to limit the impact of the SEP and DEP projects on the EEAST operational capacity, efficiency and resources, including its co-ordinated response with healthcare and blue light partners.</p> <p>Appendix A Minutes of Meeting provides further details of discussions from the February Meeting.</p>	EEAST agree with the position outlined by the Applicant and confirm that the matters raised in our relevant representation (RR-029) have been satisfactorily addressed.	Agreed
9.	The mitigation measures within the Outline Code of Construction Practice (OCoCP) (Revision C) [document reference 9.17] are adequate and appropriate with regards to Construction Working Hours and stakeholder communications.		
10.	Schedule 2, Part 1, Requirement 19 of the draft DCO (Revisions E) [AS-055] is sufficient to secure the measures identified in the Outline Code of Construction Practice (OCoCP) (Revisions C) [document reference 9.17].		

ID	The Applicant Position	EEAST Position	Position Summary
11.	Schedule 2, Part 1, Requirement 20 of the draft DCO (Revisions E) [AS-055] is sufficient to secure Construction Working Hours.		
12.	The Projects potential environmental and social impacts on EEAST's operational capacity, efficiency and resources (namely staff, vehicle fleet and estate assets) have been appropriately baselined, sufficiently assessed and mitigated.		
<b>Joint Working with EEAST, Health and Wellbeing Blue Light Partners - Transport, Community Safety, Health and Wellbeing Working Group</b>			
13.	<p>Section 2.4 of the Outline Code of Construction Practice [REP1-023] 'Local Community Liaison', paragraph 28 states that a Stakeholder Communications Plan will be developed which will set out how effective and open communication with local residents, businesses, the local community and the emergency services that may be affected by the construction works will take place.</p> <p>Following the meeting with EEAST on 14<sup>th</sup> February, the Applicant understands the respondent is satisfied with the provisions set out in the Outline Code of Construction Practice and there is no longer a request to include suitable Terms of Reference, Membership or a Communications Strategy for a Transport, Community Safety, Health and Wellbeing Working Group to be set up.</p> <p>Appendix A Minutes of Meeting provides further details of discussions from the February Meeting.</p>	EEAST agree with the position outlined by the Applicant and confirm that the matters raised in our relevant representation (RR-029) have been satisfactorily addressed.	Agreed
<b>Other Matters</b>			
14.	The Applicant understands there is no longer a request for a DCO Requirement and/or a Section 106 planning obligation (or Deed of Obligation).	EEAST agree with the position outlined by the Applicant and confirm that the matters raised in our relevant representation (RR-029) have been satisfactorily addressed.	Agreed

### 3 Signatures

12. The above draft Statement of Common Ground is agreed between Equinor New Energy Limited and East of England Ambulance Service NHS Trust on the day specified below.

Signed:



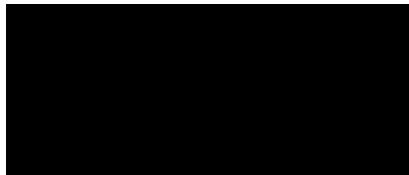
Print Name: \_\_\_\_\_ Zoë May \_\_\_\_\_

Job Title: \_\_\_\_\_ Head of Business Relationships \_\_\_\_\_

Date: \_\_\_\_\_ 25 April 2023 \_\_\_\_\_

Duly authorised for and on behalf of the **East of England Ambulance Service NHS Trust**

Signed:



Print Name: \_\_\_ Sheery Atkins \_\_\_\_\_

Job Title: \_\_\_\_\_ Onshore Consents Manager \_\_\_\_\_

Date: \_\_\_\_\_ 25 April 2023 \_\_\_\_\_

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.

## Appendix A Minutes of Meeting

### Minutes

HaskoningDHV UK Ltd.  
Industry & Buildings

Present: Zoe May ZM (EEAST), Sheery Atkins SA (Equinor), Ellen Shields ES (RHDHV), Nigel Tompkins NT (New Ideas for Business), Sam Taylor ST (RHDHV), Jason Sparks JS (Equinor) Ben Cave BC (Ben Cave Associates Ltd)

Apologies:

From: Click to enter "Sender"

Date: 14 February 2023

Location: Online

Copy:

Classification: Confidential

Enclosures: N/A

**Subject: EEAST SEP and DEP SoCG Relevant Rep meeting**

Number	Attendee	Details	Action
<b>Introductions</b>			
1	ALL		
<b>Project overview</b>			
2	SA	Provided an overview of the project. Showed slides to illustrate the linear nature of the onshore work. Onshore export cable installed in sections of up to 1km at a time. Construction presence of up to 4 weeks along each 1km section. Each team to work on 400m length of corridor at a time. Trenchless crossing zones at certain locations such as some major roads, railways, major rivers and sensitive habitats. Where the onshore cable corridor crosses minor roads, tracks and public rights of way, open cut trenching methods are proposed in combination with traffic management. The approach for each crossing would be agreed with the relevant authority prior to works beginning.	
<b>Scoping, Baseline and Key Project Information</b>			
3	ES/BC	Provided an overview of the work undertaken for the Environmental Impact Assessment. The Sheringham Shoal & Dudgeon Extension Projects is a Nationally Significant Infrastructure Project (NSIP) but it is smaller than other NSIPs with a smaller workforce: it will generate 2,190 FTE jobs across the UK; 70-450 will be taken by residents of East Anglia (dependent upon the location of the construction port); 670 will come from outside East Anglia.	

Number	Attendee	Details	Action
	ZM	Outlined issues of interest to EEAST around potential for construction injuries and processes for attending to them as well as aspects of interest to other Blue Light services, eg Police, such as anti-social behaviour from construction workers.	
	JS	Summarised lessons learnt from the onshore components of earlier Offshore Wind Farm projects, for example: compensate for poor mobile signal and ensure secure line of communication with construction teams by erecting low bandwidth mast and providing all construction teams with radios; use of What3Word app to ensure swift identification of geographic location. Only approved contractors would be used, a validated H&S record is part of approval process and that Equinor would monitor this. Construction teams would include a non-working supervisor with First Aid kit and training. Defibrillators will be present in all compounds.	
	ZM	Queried the level of First Aid training construction teams would receive.	
	JS	Clarified the training would be 3 days.	
	ZM	EEAST operatives do not work within 6 feet (1.8m) of water and that the Helicopter Emergency Service is required when a patient is in or near water.	
	JS	Confirmed that no construction work will be conducted within 5m of water.	
	ES	Horizontal Direct Drilling (HDD) is used to tunnel beneath bodies of water.	
	JS	Described the two Lost Time Injury (LTI) events that occurred on the previous project: a broken ankle and a broken wrist. In each case the injured worker was taken directly to hospital.	
	ZM	The likelihood of needing an ambulance would appear to be low and that EEAST would be able to absorb any incidents that did occur. Queried the location of the compounds.	
	SA	There would be eight secondary compounds and one main compound with separate compounds at the Landfall and Onshore Substation.	
<b>Transport</b>			
4	ZM	Asked about access to the compounds and construction sites in the event of an incident.	





Number	Attendee	Details	Action
	ST	A haul road with a hard surface will be constructed.	ZM - EEAST to provide the mobile number of the 24/7 operations manager.
	ZM	Asked about road closures.	
	ST	Confirmed these would be agreed with the local authority in advance. NT will be a point of contact.	
	ZM	Noted that there is an ambulance station in Sheringham and approximately six in the Norwich area.	
	ZM/SA	Discussed working hours.	
	SA	Confirmed that from Monday to Friday, working hours would be 0700 - 1900 and on Saturday, 0700 – 1300. Variations to these hours will require agreement with the Local Planning Authority.	
	ZM	Asked about protestors.	
	NT	Stated that protestors are not expected.	
	ZM	Asked about hazardous waste.	
	ST	Hazardous waste is not expected other than potential contaminated ground. If there is contaminated ground, a programme of remediation would be agreed with the relevant planning authority prior to works commencing.	
	ZM	Ambulance response times are calculated as being from the ambulance station to the incident regardless of the actual location of the ambulance. EEAST considers a delay of 1 minute to be significant and noted that local authorities regard a 15 minute delay for drivers as being acceptable.	
	ST	Agreed that 15 minutes is long.	
<b>Next steps</b>			
5	NT	Examination closes on 17 July 2023. A decision is expected in Jan/Feb 2024. If consent is granted, then onshore work is expected to commence in early 2025.	SA to provide EEAST with presentation and meeting minutes from the meeting  Equinor and EEAST to work together
	ZM	Noted that financial contribution from Equinor to EEAST would not be required.	
	SA	Noted that the Equinor response to EEAST Relevant Response would be submitted at deadline 2 (7 March 2023). The Statement of Common Ground (SoCG) could be made	



<b>Number</b>	<b>Attendee</b>	<b>Details</b>	<b>Action</b>
	SA  ZM	up of this exchange, minutes from this meeting and any other dialogue.  Deadline 3 is in early May (2 <sup>nd</sup> ) and this is a realistic target for submitting a SoCG between Equinor and EEAST.  Agreed. Noted that the minutes of, and the presentation from, this meeting would be shared with colleagues and that she had delegated powers to sign the SoCG.	to draft the SoCG.

