



Sheringham Shoal and Dudgeon Offshore Wind Farm Extension Projects

Draft Statement of Common Ground with National Highways (Revision C)

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Glossary of Acronyms

CIA	Cumulative Impact Assessment
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
ESTTC	Environmental Statement Traffic and Transport Chapter
ETG	Expert Topic Group
NH	National Highways
LRN	Local Road Network
MW	Megawatts
NPPF	National Planning Policy Framework
NPS	National Policy Statement
NSIP	Nationally Significant Infrastructure Project
OWF	Offshore Wind Farm
PEIR	Preliminary Environmental Information Report
SEL	Scira Extension Limited
SEP	Sheringham Offshore Wind Farm Extension Project
SoS	Secretary of State
SOW	Sheringham Shoal Offshore Wind Farm
SRN	Strategic Road Network
UK	United Kingdom

Glossary of Terms

Order Limits	The area subject to the application for development consent, including all permanent and temporary works for SEP and DEP.
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.
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.
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.
Expert Topic Group (ETG)	A forum for targeted engagement with regulators and interested stakeholders through the EPP.
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.

<p>Sheringham Shoal Offshore Wind Farm Extension Project (SEP)</p>	<p>The Sheringham Shoal Offshore Wind Farm Extension onshore and offshore sites including all onshore and offshore infrastructure.</p>
<p>SEP onshore site</p>	<p>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.</p>
<p>Study area</p>	<p>Area where potential impacts from the project could occur, as defined for each individual Environmental Impact Assessment (EIA) topic.</p>
<p>The Applicant</p>	<p>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 SEL and DEL as the undertakers of SEP and DEP.</p>

1 Introduction

1.1 Background

1. This draft Statement of Common Ground (SoCG) has been prepared by Equinor New Energy Limited (the Applicant) and National Highways. 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 National Highways. The applicable matters considered within this draft SoCG apply to National Highways statutory remit.
4. **Table 1** presents the topics included in the draft SoCG with the Applicant and National Highways.

Table 1: Topics included in the Draft SoCG

Topic/Chapter	DCO Document Reference	Part of the Evidence Plan Process (EPP) (Yes/No)
Traffic and Transport	APP-110	Yes

5. Further detail of those topics included in the Evidence Plan Process (EPP) can be found in the **Consultation Report Appendix 1 (Evidence Plan)** [APP-030]. Details of the consultation undertaken on those topics not included in the EPP are set out in the corresponding chapters of the Environmental Statement (ES).
6. Topic specific matters agreed, not agreed and matters that remain under discussion between the Applicant and National Highways are included within this draft SoCG. Matters that are not yet agreed will be the subject of ongoing discussion between the Applicant and National Highways to reach agreement on each matter wherever possible or refine the extent of disagreement between parties.
7. Throughout the draft SoCG the phrase “Agreed” identifies any point of agreement between the Applicant and National Highways. The phrase “Not Agreed” identifies any point that is not agreed between the Applicant and National Highways.

1.2 Consultation with National Highways

8. The Applicant has engaged with National Highways on the project during the pre-Application process, both in terms of informal non-statutory engagement and formal consultation carried out pursuant to Section 42 of the Planning Act 2008.
9. During formal (Section 42) consultation, National Highways provided comments on the Preliminary Environmental Information Report (PEIR) by way of a letter dated 3rd June 2021.
10. Further to the statutory Section 42 consultation, four meetings were held with National Highways through the EPP. These are detailed throughout the SoCG and

minutes of the meetings are provided as Appendices to the **Consultation Report Appendix 1** [APP-030].

11. In its relevant representation [RR-060], National Highways has identified that Compulsory Powers are sought in relation to land forming part of the Strategic Road Network (SRN) (the A47 and A11).
12. National Highways has also identified that these powers have the potential to impact the A47 North Tuddenham to Easton and A47-A11 Thickthorn Junction schemes.
13. National Highways instructed AECOM to review the relevant documents within the Examination Library for matters, including the above, in terms of potential impacts of the scheme on the SRN.
14. The Applicant is therefore actively engaging and negotiating with National Highways with regards to including suitable protective provisions within the DCO.

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

15. In order to easily identify whether a matter is ‘agreed’, ‘not agreed’ or ‘in discussion’, the position status colour coding system set out in **Table 2** is used in the SoCG.
16. Details on specific topics that are ‘agreed’, ‘not agreed’ or ‘in discussion’ between the Applicant and National Highways are presented in **Table 4**.

Table 2: Position status key

Position Status	Position Colour Coding
Agreed The matter is considered to be agreed between the parties.	Agreed
Not Agreed – no material impact The matter is not agreed between the parties; however, the outcome of the approach taken by either the Applicant or National Highways 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
Not Agreed – material impact The matter is not agreed between the parties and the outcome of the approach taken by either the Applicant or National Highways is considered to result in a materially different impact to the assessment conclusions. Discussions on these matters have concluded.	Not Agreed – material impact
In discussion 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 National Highways).	In discussion

2 Statement of Common Ground

17. A summary of the consultation undertaken to date with National Highways and the matters agreed or not agreed (based on discussions and information exchanged between the Applicant and National Highways during the pre-application phase of the Application) are set out below for each of the draft SoCG topic areas.

2.1 Traffic and Transport

Table 3: Summary of consultation with National Highways regarding traffic and transport

Date	Contact Type	Topic
Pre-Application		
23/03/2020	ETG meeting 1	<p>The following topics were discussed during the ETG meeting 1:</p> <ul style="list-style-type: none"> • The scope of the Transport Method Statement; • The proposed impact assessment methodology; • The approach to deriving construction traffic; • The approach to distribution of HGV and employee construction traffic; • No requirement for a separate Travel Plan (to be incorporated in the Construction Traffic Management Plan) and Requirement for a stand-alone Transport Assessment; and • The approach to deriving future baseline traffic flows.
18/09/2020	ETG meeting 2	<p>The following topics were discussed during the ETG meeting 2:</p> <ul style="list-style-type: none"> • Confirmation of ETG meeting 1 agreements; • The findings of the baseline data collection; • The approach to the distribution of HGV traffic; and • The approach to considering operational and decommissioning phase impacts
03/06/2021	Section 42 Consultation	National Highways response to section 42 consultation on PEIR. Appendix 4 of the Consultation Report (APP-033).
13/07/2021	ETG meeting 3	<p>The following topics were discussed during the ETG meeting 3:</p> <ul style="list-style-type: none"> • Confirmation of ETG meeting 1 and 2 agreements; • The extent of the Traffic and Transport Study Area; • The scope of the Transport Assessment; • The validity of the baseline traffic flows; • Driver delay, capacity, assessment methodology; • Impacts assessment findings; • Outline access designs; • Cumulative impacts.
31/03/2022	ETG meeting 4	National Highways did not attend ETG 4 (Norfolk County Council only)
05/04/2022	ETG meeting 5	<p>The following topics were discussed during the ETG meeting 5:</p> <ul style="list-style-type: none"> • Confirmation of ETG meeting 1, 2 and 3 agreements; • The baseline data; and

Date	Contact Type	Topic
		<ul style="list-style-type: none"> • Driver delay.
Post-Application		
11/01/2023	Meeting	A meeting to discuss the proposed approach to engagement following submission of the DCO.
16/03/2023	Meeting	A meeting to discuss emerging issues following National Highways review of the DCO documents.
18/04/2023	Meeting	A meeting to discuss the Applicant's response to emerging issues identified by National Highways and any new areas of agreement.
20/04/2023	Meeting	A meeting to discuss to discuss interactions between SEP and DEP and the Road Investment Strategy (RIS) Schemes.
06/06/2023	Meeting	A meeting to discuss the Applicant's response to emerging issues identified by National Highways and any new areas of agreement.

Table 4: Topics agreed, in discussion or not agreed in relation to traffic and transport

ID	The Applicant Position	National Highways Position	Position Summary
EIA – Policy and Planning			
1	All relevant plans and policies have been identified in Section 24.4 of ES Chapter 24 Traffic and Transport [APP-110] and these have been appropriately considered in the assessment.	National Highways is content that all relevant policies have been considered and appropriately considered in the assessment. The only exception being the omission of the recently adopted DfT Circular 01/2022, but this is understandable as this was adopted after the completion of the Environmental Statement Traffic and Transport Chapter (ESTTC) and National Highways do not foresee the publication of this document requiring a material change to the approach adopted.	<i>Agreed</i>
EIA – Baseline Environment			
2	The ES adequately characterises the baseline environment in terms of traffic and transport as detailed in Section 21.5 of ES Chapter 24 Traffic and Transport [APP-110].	National Highways considers that the ESTTC adequately characterises the baseline environment in terms of traffic and transport in relation to the SRN (Strategic Road Network).	<i>Agreed</i>
3	Sufficient survey data (extent/duration) has been collected to inform the characterisation of the baseline environment and the assessment as presented within ES Chapter 24 Traffic and Transport [APP-110].	Agreed following review of ESTTC and TA (Transport Assessment) that sufficient data has been collected.	<i>Agreed</i>
4	Neutral daily traffic flows and road safety data deemed appropriate to inform baseline situation.	Agreed at ETG meeting 2 (18/09/2020). Agreed following review of ESTTC and TA that data presented is neutral.	<i>Agreed</i>
5	2025 is considered appropriate as a base year for the assessment.	Agreed at ETG meeting 2 (18/09/2020) to consider 2025 as a base year for the purposes of the EIA.	<i>Agreed</i>
6	Baseline data (junctions).	Agreed following review of ESTTC and TA that the baseline in terms of the SRN has been established.	<i>Agreed</i>
EIA – Assessment Methodology			
7	The study area identified in Section 24.3 of ES Chapter 24 Traffic and Transport [APP-110] is appropriate for the assessment.	Agreed at ETG meeting 3 (13/07/2021) the extent of the Traffic and Transport Study Area (TTSA) and that this is confirmed following review of the ESTTC.	<i>Agreed</i>

ID	The Applicant Position	National Highways Position	Position Summary
8	The approach to scoping out assessment of SEP and DEP traffic and transport operational and decommissioning impacts is acceptable.	Agreed at ETG meeting 2 (18/09/2020) that operational and decommissioning impacts can be scoped out of the EIA and confirmed following review of the ESTTC.	<i>Agreed</i>
9	Scoping out the in-combination assessment of SEP and DEP traffic and transport impacts associated with the vehicle movements for the offshore phases via the base port is acceptable.	Agreed at ETG meeting 1 (23/03/2020) that the approach assessment of traffic movements to the base port can be scoped out of the EIA.	<i>Agreed</i>
10	The impact assessment methodologies used for the assessment presented in Section 24.4 of ES Chapter 24 Traffic and Transport [APP-110], represent an appropriate approach to assessing potential impacts.	National Highways agree that impact assessment methodologies used for the assessment presented in Section 24.4 of ES Chapter 24 Traffic and Transport [APP-110], represent an appropriate approach to assessing potential impacts.	<i>Agreed</i>
11	The assessment of impacts presented are consistent with the agreed assessment methodologies, as detailed in Section 24.6 and 24.4 respectively of ES Chapter 24 Traffic and Transport [APP-110].	National Highways agree that assessment of impacts presented are consistent with the agreed assessment methodologies, as detailed in Section 24.6 and 24.4 respectively of ES Chapter 24 Traffic and Transport [APP-110].	<i>Agreed</i>
12	Section 24.6 of the ES Chapter 24 Traffic and Transport [APP-110] represents a comprehensive list of the potential impacts.	Agreed at ETG meeting 1 (23/03/2020) the impacts that should be assessed.	<i>Agreed</i>
13	The assessment adequately defines the realistic worst-case scenario for traffic demand. The worst-case scenario is detailed in Table 24.2 of ES Chapter Traffic and Transport [APP-110].	Agreed following review of ESTTC that the assessments, covering construction in isolation and concurrently, are defined and accepted as worst-case scenarios.	<i>Agreed</i>
14	The approach to the distribution of HGV traffic is acceptable.	National Highways agree that the distribution of HGV traffic is acceptable.	<i>Agreed</i>
15	The approach to the distribution of employee traffic is acceptable.	National Highways agree that the distribution of employee traffic is acceptable.	<i>Agreed</i>

ID	The Applicant Position	National Highways Position	Position Summary
16	Driver delay, capacity, assessment methodology.	The Applicant has provided further clarification to National Highways on this matter and National Highways is in the process of reviewing and will confirm to the ExA in due course.	<i>In Discussion</i>
EIA – Project-Alone Assessment Conclusions			
17	Residual driver delay (capacity) impacts as presented in Section 24.6 of ES Chapter 24 Traffic and Transport [APP-110] during construction are not-significant in EIA terms assuming the inclusion of the proposed mitigation.	The Applicant has provided further clarification to National Highways on this matter and National Highways is in the process of reviewing this information and will confirm to the ExA in due course.	<i>In Discussion</i>
18	Residual severance, amenity and pedestrian delay impacts as presented in Section 24.6 of ES Chapter 24 Traffic and Transport [APP-110] during construction are not-significant in EIA terms assuming the inclusion of the proposed mitigation.	Agreed at ETG meeting 3 (13/07/2021) that these impacts are not likely to be significant on the Strategic Road Network.	<i>Agreed</i>
19	Residual road safety impacts as presented in Section 24.6 of ES Chapter 24 Traffic and Transport [APP-110] during construction are not-significant in EIA terms assuming the inclusion of the proposed mitigation.	National Highways agree residual road safety impacts as presented in Section 24.6 of ES Chapter 24 Traffic and Transport [APP-110] during construction are not-significant in EIA terms with the inclusion of the proposed mitigation.	<i>Agreed</i>
20	Residual driver delay (road closures) impacts as presented in Section 24.6 of ES Chapter 24 Traffic and Transport [APP-110] during construction are not-significant in EIA terms assuming the inclusion of the proposed mitigation.	Agreed at ETG 5 meeting (05/04/2022) that there would be no impact upon the Strategic Road Network.	<i>Agreed</i>
21	Residual impacts driver delay (highway constraints), as presented in Section 24.6 of ES Chapter 24 Traffic and Transport [APP-110] during construction are non-significant in EIA terms assuming the inclusion of the proposed mitigation.	Agreed at ETG 5 meeting (05/04/2022) that there would be no impact upon the Strategic Road Network.	<i>Agreed</i>
22	Residual impacts abnormal loads –, as presented in Section 24.6 of ES Chapter 24 Traffic and Transport [APP-110] during construction are non-significant in EIA terms assuming the inclusion of the proposed mitigation.	National Highways' consultant, Atkins, is currently working on the Scarning Bridge (Structure Key 7650). Our consultant will be issuing their report for National Highways review and acceptance. Once this assessment is ready and issued to us, we will be sending an update to you by Deadline 05 (dated 13 June 2023).	<i>In Discussion</i>

ID	The Applicant Position	National Highways Position	Position Summary
		<p>The Applicant and National Highways agreed at a meeting on the 18/04/2023 that with regard to Scarning Bridge, the Abnormal Load Study [APP-271] shows a diversion route via the local highway network (agreed with NCC) that would allow this bridge to be bypassed (if needed). The Applicant has also employed heavy haul specialist Wynns to engage with National Highways structures specialist who have confirmed in writing that the culvert can be passed by contraflowing and plating (temporary placement of steel plates over the culvert whilst the load passes over).</p> <p>The structural reviews for West Bilney No 1 Culvert (Structure Key 1291 and extension 1292) found that the structure's condition has significantly deteriorated since the previous assessment, and its previous assessed capacity would only be valid once the crack has been repaired. The recommended proposal is to move the abnormal load into the opposite, westbound lane (moving the load away from the damaged wall), so that the load distribution remains within the undamaged part of the overall structure.</p> <p>It has been agreed between the parties that abnormal load movements can be dealt with post consent through the development of the CTMP and established ESDAL processes (Electronic Service Delivery for Abnormal Loads). Engagement will also be required with the A47 scheme major project teams to proactively understand risks to abnormal load movements and not solely rely on the ESDAL process.</p>	
23	The outline design for an access off the A47 is appropriate, as presented in Annex 30 of the Transport Assessment [APP-268 and APP-269]	National Highways agree that the outline design for an access off the A47 (ACC47) is appropriate subject to Stage 1 and 2 Road Safety Audits being carried out post consent. Please note that this access is only usable until the A47 Tuddenham scheme starts construction, or if the A47 Scheme does not go ahead.	<i>Agreed</i>
EIA – Cumulative Impact Assessment (CIA) Conclusions			

ID	The Applicant Position	National Highways Position	Position Summary
24	Cumulative impacts assessment with other windfarms, as presented in Section 24.7 of ES Chapter 24 Traffic and Transport [APP-110], is appropriate based on currently available information and proposed mitigation, impacts are not significant in EIA terms.	National Highways agree that the cumulative impacts assessment with other windfarms, in relation to effects on traffic along the SRN, as presented in Section 24.7 of ES Chapter 24 Traffic and Transport [APP-110], is appropriate based on currently available information and proposed mitigation, impacts are not significant in EIA terms.	<i>Agreed</i>
25	Cumulative impacts assessment with highway schemes, as presented in Section 24.7.3 of ES Chapter 24 Traffic and Transport [APP-110], is appropriate based on currently available information and proposed mitigation, impacts are not significant in EIA terms.	National Highways agree that the cumulative impacts assessment with highway schemes, as presented in Section 24.7.3 of ES Chapter 24 Traffic and Transport [APP-110], is appropriate based on currently available information and proposed mitigation, impacts are not significant in EIA terms. It should be noted that the assessment assumes a worst case scenario in which the A47 Tuddenham Scheme is not open to traffic.	<i>Agreed</i>
26	Cumulative impacts assessment on with other schemes, as presented in Section 24.7 of ES Chapter 24 Traffic and Transport [APP-110], is appropriate based on currently available information and proposed mitigation, impacts are not significant in EIA terms.	National Highways agree that the cumulative impacts assessment with other schemes in relation to effects on traffic along the SRN, as presented in Section 24.7 of ES Chapter 24 Traffic and Transport [APP-110], is appropriate based on currently available information and proposed mitigation, impacts are not significant in EIA terms.	<i>Agreed</i>
Draft DCO / Outline Management Plans / Mitigation and Monitoring			
27	Schedule 2, Part 1, Requirement 15 (Traffic and Transport) which requires the submission and approval of a traffic management plan (to be in accordance with the Outline Construction Traffic Management Plan (APP-301) of the draft DCO [AS-009] is appropriate.	National Highways' agrees that wording of Schedule 2, Part 1, Requirement 15 (Traffic and Transport) is appropriate.	<i>Agreed</i>
28	The mitigation measures within the Outline Construction Traffic Management Plan (OCTMP) (Revision D) [document reference 9.16] are adequate and appropriate to mitigate likely significant impacts identified in the ES Chapter 24 Traffic and Transport [APP-110].	National Highways' position on measures to manage driver delay impacts is reserved pending further review of the clarifications provided by the Applicant on driver delay. National Highways however agree that the mitigation measures within the Outline Construction Traffic Management Plan (OCTMP) [REP3-062] are adequate and appropriate to	<i>In Discussion</i>

ID	The Applicant Position	National Highways Position	Position Summary
		mitigate likely significant impacts identified in the ES Chapter 24 Traffic and Transport [APP-110] for all other impacts.	
29	The access concept design for access ACC47 is appropriate and that detailed access designs can be developed and agreed with National Highways prior to the start of construction, secured under Requirement 16 of the draft DCO [AS-009].	National Highways agree that the access concept design for access ACC47 is appropriate, subject to Stage 1 and 2 Road Safety Audits to be carried out post consent, and that detailed designs can be developed and agreed with National Highways prior to the start of construction, secured under Requirement 16 of the draft DCO.	<i>Agreed</i>
30	The monitoring procedures set out in the OCTMP (Revision D) [document reference 9.16] are appropriate.	National Highways have requested further amendments to the OCTMP to include a monitoring group that is set up and chaired by the Applicant which will consider whether the CTMP is being carried out and working. The Applicant and National Highways have agreed at a meeting on the (06/06/2023) that the Monitoring Group will include a review of the outputs of the Monitoring Report and discuss any remedial measures. These amendments will be captured within Revision D of the OCTMP at Deadline 5. National Highways position on this matter is reserved pending review of Revision D of the OCTMP at Deadline 5.	<i>In Discussion</i>
Protective Provisions / Cooperation Agreement			
31	The Applicant is seeking to agree Protective Provisions with National Highways and is working to secure agreement before the end of the Examination.	Discussions are ongoing between National Highways legal counsel and the Applicant's legal counsel.	<i>In Discussion</i>
32	The Applicant and National Highways agree to enter into a Cooperation Agreement to cover access arrangements, programming of works, lines of communication, engineering works where relevant (e.g. infrastructure under the A47), ecological mitigation and road closures.	<p>Agreed in principle. Matters were raised at a meeting on 20/04/2023 with National Highways Major Projects team include:</p> <ul style="list-style-type: none"> • Permanent land ownership and rights changes; • Construction work access; • Scheme design and utility infrastructure interactions; and 	<i>In Discussion</i>

ID	The Applicant Position	National Highways Position	Position Summary
		<ul style="list-style-type: none"> A47 and Local Road Network. <p>Detailed Heads of Terms for the proposed Co-operation Agreement have been issued to National Highways with initial discussions on those Heads of Terms taking place at the meeting on 6/06/2023. National Highways are due to respond to the Applicant on the Heads of Terms following the meeting. Discussions to resolve these issues therefore remain ongoing.</p>	

3 Signatures

18. The above draft Statement of Common Ground is agreed between Equinor New Energy Limited and National Highways on the day specified below.

Signed: _____

Print Name: _____

Job Title: _____

Date: _____

Duly authorised for and on behalf of the **National Highways**

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. Accessed 05/07/2022.