



Sheringham Shoal and Dudgeon Offshore Wind Farm Extension Projects

Final Statement of Common Ground with Norfolk
County Council

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Glossary of Acronyms

CIA	Cumulative Impact Assessment
DCO	Development Consent Order
DEP	Dudgeon Offshore Wind Farm Extension Project
EIA	Environmental Impact Assessment
EPP	Evidence Plan Process
ES	Environmental Statement
ETG	Expert Topic Group
GI	Ground Investigation
HSC	Historic Seascape Characterisation
IDB	Internal Drainage Board
km	Kilometre
LLFA	Lead Local Flood Authority
NCC	Norfolk County Council
NPPF	National Planning Policy Framework
NSIP	Nationally Significant Infrastructure Project
OCTMP	Outline Construction Traffic Management Plan
ODP	Outline Operational Drainage Plan
PEIR	Preliminary Environmental Information Report
PRA	Preliminary Risk Assessment
SEP	Sheringham Offshore Wind Farm Extension Project
SoCG	Statement of Common Ground
UK	United Kingdom
WFD	Water Framework Directive
WSI	Written Scheme of Investigation

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.
European site	Sites designated for nature conservation under the Habitats Directive and Birds Directive. This includes candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation and Special Protection Areas, and is defined in regulation 8 of the Conservation of Habitats and Species Regulations 2017.
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.
PEIR boundary	The area subject to survey and preliminary impact assessment to inform the PEIR.
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 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.

1 Introduction

1.1 Background

1. This Statement of Common Ground (SoCG) has been prepared by Equinor New Energy Limited (the Applicant) and Norfolk County Council (NCC). 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 SoCG.
3. This SoCG has been structured to reflect topics of the Application which are of interest to NCC. The applicable matters considered within this SoCG apply to NCC’s statutory and non-statutory remit.
4. **Table 1** presents the topics included in the SoCG with the Applicant and NCC.

Table 1: Topics Included in the SoCG

Topic/Chapter	DCO Document Reference	Evidence Plan Process (EPP) (Yes/No)
Water Resources and Flood Risk	APP-104	Yes
Onshore Archaeology and Cultural Heritage	APP-107	Yes
Traffic and Transport	APP-110	Yes
Socioeconomics and Tourism	APP-113	No
Health	APP-114	No

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 NCC are included within this SoCG. Matters that are not yet agreed will be the subject of ongoing discussion between the Applicant and NCC to reach agreement on each matter wherever possible or refine the extent of disagreement between parties.
7. Throughout the SoCG the phrase “Agreed” identifies any point of agreement between the Applicant and NCC. The phrase “Not Agreed” identifies any point that is not agreed between the Applicant and NCC.

1.2 Consultation with NCC

8. The Applicant has engaged with NCC 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, NCC provided comments on the Preliminary Environmental Information Report (PEIR) by way of a letter dated 8th June 2021.
10. Further to the statutory Section 42 consultation, several meetings were held with NCC through the EPP. These are detailed throughout the SoCG, and minutes of the meetings are provided in **Consultation Report Appendix 1** (APP-030).

1.3 Summary of Agreed, Not Agreed and In Discussion

11. 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.
12. Details of specific topics that are ‘agreed’, ‘not agreed’ or ‘in discussion’ between the Applicant and NCC are presented in **Table 5, Table 7, Table 9, Table 11**.

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 Natural England 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 NCC 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 NCC)	In discussion

2 Statement of Common Ground

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

2.1 Water Resources and Flood Risk

Table 3: Summary of Consultation with NCC Regarding water resources and flood risk

Date	Contact Type	Topic
Pre-Application		
19/05/2020	ETG Meeting 1	The following topics were discussed during the ETG meeting 1: <ul style="list-style-type: none"> The site selection at landfall, onshore substation, and cable corridor. The approach to the environmental baseline (study areas and data sources) and assessment methodologies.
03/06/2021	Section 42 Consultation	Norfolk County Council response to Section 42 consultation on the PEIR. Appendix 4 of the Consultation Report (APP-033)
11/11/2021	ETG Meeting 2 (including 2 supplementary meetings on 6 th and 30 th September) (minutes circulated to NCC)	The following topics were discussed during the ETG meeting 2: <ul style="list-style-type: none"> Project updates. Flood risk at the onshore substation (OnSS). Review and discussion of the Section 42 comments.
10/02/2022	ETG Meeting 3	The following topics were discussed during the ETG meeting 3: <ul style="list-style-type: none"> Surface water flood risk at the OnSS. The approach to site selection of the preferred OnSS site. The requirements of the updated National Planning Policy Framework (NPPF) (July 2021) to account for all sources of flooding, and how this has been considered in the project. Comparisons of baseline modelling to the Environment Agency surface water modelling data. The approach to SuDS drainage hierarchy. Flood risk and drainage requirements.
07/04/2022 (AM)	ETG Meeting 4	The following topics were discussed during the ETG meeting 4: <ul style="list-style-type: none"> The approach to OnSS layout refinement in relation to surface water flood risk. Further discussions around the feasibility of drainage options and SuDS drainage hierarchy.
07/04/2022 (PM)	ETG Meeting 4	The following topics were discussed during the ETG meeting 4:

Date	Contact Type	Topic
		<ul style="list-style-type: none"> • Further discussions around the OnSS layout refinement process. • Results of Geophysical Surveys and infiltration test at the OnSS. • Potential for deep infiltrations systems.
24/06/2022 25/06/2022	ETG Meeting 5	<p>The following topics were discussed during the ETG meeting 5:</p> <ul style="list-style-type: none"> • Hydraulic modelling at the OnSS. • Supplementary results of Geophysical Surveys. • Review of wider stakeholder engagement. • Review of agreement log.
Post-Application¹		
23/11/2022	Meeting 6	<p>The following topics were discussed during the meeting 6:</p> <ul style="list-style-type: none"> • Initial response on key flood risk and drainage matters including an overview of the contents of the Relevant Representation. • Update on the ongoing ground investigations at the OnSS and indicative results. • Update on progress with OnSS drainage solutions and discussion on additional information requirements, • Consideration of Protective Provisions vs. standard permitting process
06/12/2022	Meeting	<p>The following topics were discussed during the meeting:</p> <ul style="list-style-type: none"> • Relevant representation. • Drainage options and confirmation of shallow infiltration. • Draft SoCG.
13/12/2022	Letter	Review of the draft SoCG.
14/02/2023	Meeting	<p>The following topics were discussed during the meeting:</p> <ul style="list-style-type: none"> • Review of actions from the previous meeting • Approach to removing AWS connection from the DCO Application (non-material change) • Progress with updates to reports and planned submission dates
21/03/2023	Meeting	<p>The following topics were discussed during the meeting:</p> <ul style="list-style-type: none"> • Outline Operational Drainage Strategy (Revision C)

¹ Post-application meetings attended by the NCC Lead Local Flood Authority team only.

Date	Contact Type	Topic
		<ul style="list-style-type: none"> • Onshore Substation Hydraulic Modelling Report (Revision B) • Onshore Substation Drainage Study (Revision C) • Addendum to the Flood Risk Assessment (Revision B) • Protective Provisions
12/05/2023	Meeting	<p>The following topics were discussed during the meeting:</p> <ul style="list-style-type: none"> • Outline Operational Drainage Strategy (Revision C) • Onshore Substation Hydraulic Modelling Report (Revision B) • Onshore Substation Drainage Study (Revision C) • Addendum to the Flood Risk Assessment (Revision B) • LLFA response to WQ2.24.3.3
05/06/2023	Meeting	Review of the draft SoCG Table 5 (Revision D)

Table 4: Topics agreed, in discussion or not agreed in relation to water resources and flood risk

ID	The Applicant Position	NCC Position	Position Summary
Policy and Planning			
1.	All relevant plans, policies and guidance has been identified in Section 18.4 of ES Chapter 18 Water Resources and Flood Risk [APP-104] and the Addendum to the Flood Risk Assessment (Revision B) [REP3-097] and these have been appropriately considered in the Environmental Statement and the Flood Risk Assessment.	Agreed. The LLFA is satisfied that all previous comments with regards to flood risk policy and guidance have been addressed.	<i>Agreed</i>
Outline Operational Drainage Strategy			
2.	The Outline Operational Drainage Strategy (Revision C) [REP3-070] sets out the principles for the development of the operational drainage at the onshore project substation.	Agreed. The LLFA is satisfied that all previous comments have been addressed.	<i>Agreed</i>
Onshore Substation Hydraulic Modelling Report			
3.	The Onshore Substation Hydraulic Modelling Report (Revision C) [document reference 14.34] adequately considers the approach to development of a surface water hydraulic model at the Onshore Substation.	Agreed. The LLFA has no further comment in relation to the sensitivity testing	<i>Agreed</i>
Onshore Substation Drainage Study			
4.	The Onshore Substation Drainage Study (Revision C) [REP3-036] adequately summarises the site selection exercise to identify the preferred substation location and work undertaken to define flood risk management measures and drainage requirements for the preferred location.	Agreed. The LLFA is satisfied that all previous comments have been addressed and the updated version reflects the changes made in other reports.	<i>Agreed</i>
Flood Risk Assessment			
5.	The approach to, assessment methodology and conclusions of the Flood Risk Assessment [AS-023] and Addendum to	Agreed. The LLFA is satisfied that all previous comments have been addressed and the updated version reflects the changes made in the Hydraulic	<i>Agreed</i>

ID	The Applicant Position	NCC Position	Position Summary
	the Flood Risk Assessment (Revision B) [REP3-097] are appropriate.	Modelling Report and the Outline Operational Drainage Strategy.	
Draft DCO / Outline Management Plans / Mitigation and Monitoring			
6.	Schedule 2, Part 1, Requirement 17 (Operational Drainage Strategy) of the Draft DCO [document reference 3.1] is appropriate with regards to flood risk receptors.	The LLFA is satisfied that all previous comments have been addressed	<i>Agreed</i>
7.	Schedule 2, Part 1, Requirement 19 (Code of Construction Practice) of the Draft DCO [document reference 3.1] is appropriate with regards to flood risk receptors.	The LLFA is aware that all previous comments have been addressed and any relevant comments that have transferred across from comments on other documents that interrelate to the CoCP..	<i>Agreed</i>
8.	The Outline Code of Construction Practice [document reference 9.17] includes all relevant mitigation measures specified in ES Chapter 18 Water Resources and Flood Risk [APP-104] and is appropriate for managing construction impacts from the Projects on water resources and flood risk receptors.	Norfolk County Council (NCC), including the LLFA, has confirmed it does not have any comments on the Outline Code of Construction practice at this time. It is in agreement that the pre-commencement works which fall within NCC's jurisdiction have adequate controls and no additional controls are necessary. This position reflects the confirmation from the Applicant that post-consent site walkovers will be undertaken for Ordinary Watercourses.	<i>Agreed</i>
Other Matters as Required			
9.	-		

2.2 Onshore Archaeology and Cultural Heritage

Table 5: Summary of consultation with NCC regarding onshore archaeology and cultural heritage

Date	Contact Type	Topic
Pre-Application		
14/01/2020	ETG meeting 1	The following topics were discussed during the ETG meeting 1: <ul style="list-style-type: none"> The approach to baseline and survey status. The approach to assessment methodology.
21/10/2020	ETG meeting 2	The following topics were discussed during the ETG meeting 2: <ul style="list-style-type: none"> The approach to obtaining desk-based data. The approach to and location of heritage viewpoints.
03/06/2021	Section 42 Consultation	Norfolk County Council response to Section 42 consultation on the PEIR. Appendix 4 of the Consultation Report (APP-033).
17/07/2021	ETG meeting 3	The following topics were discussed during the ETG meeting 3: <ul style="list-style-type: none"> The approach to the worst-case scenarios. The approach to ongoing surveys. Agreement to Written Scheme of Investigation (WSI) for Ground Investigations (GI).
16/08/2021	ETG meeting 4	The following topics were discussed during the ETG meeting 4: <ul style="list-style-type: none"> The approach to identifying archaeological potential. Agreement to the approach to ongoing surveys. Agreement to the location of heritage viewpoints. Confirmation that pre-application trial trenching is not required.
06/04/2022	ETG meeting 5	The following topics were discussed during the ETG meeting 5: <ul style="list-style-type: none"> Agreement to monitor the second phase of GI works Agreement on the mitigation approaches as detailed in Outline WSI (Onshore)
08/04/2022	ETG meeting 6 ²	The following topics were discussed during the ETG meeting 6:

² Note NCC did not attend ETG 6.

Date	Contact Type	Topic
		<ul style="list-style-type: none"> • Agreement on approach to assessment for temporary works area. • Agreement on the mitigation approaches as detailed in Outline WSI (Onshore)
Post-Application		
06/02/2023	Email	Email correspondence with NCC position relating to onshore archaeology and cultural heritage.

Table 6: Topics agreed, in discussion or not agreed in relation to onshore archaeology and cultural heritage

ID	The Applicant Position	NCC Position	Position Summary
EIA – Policy and Planning			
1	All relevant plans and policies have been identified in Section 21.4 of ES Chapter 21 Onshore Archaeology and Cultural Heritage [APP-107] and these have been appropriately considered in the assessment.	NCC agree with the statement.	<i>Agreed</i>
EIA – Baseline Environment			
2	The ES adequately characterises the baseline environment in terms of onshore archaeology and cultural heritage as detailed in Section 21.5 of ES Chapter 21 Onshore Archaeology and Cultural Heritage [APP-107].	NCC agree with the statement.	<i>Agreed</i>
3	Sufficient survey data has been collected to inform the assessment as presented within ES Chapter 21 Onshore Archaeology and Cultural Heritage (APP-107).	Agreed in ETG meeting 1, 14/01/2020 on the approach to baseline surveys, and potential additional surveys, being suitable for the characterisation of the study area and onshore project boundary for EIA purposes. Agreed that if any Engineering-led Ground Investigation (GI) works are planned for the project, Norfolk County Council (NCC) Historic Environment Service (HES) and Historic England (HE) should review the methodology and provision for associated archaeological watching brief and/or geoarchaeological monitoring. It was also agreed that Analysis of Lidar and aerial photographic data will primarily be undertaken within the 200m onshore cable corridor and will also include a suitable small buffer out with the onshore project boundary. Following this, locations for priority archaeological geophysical surveys would be agreed with NCC HES.	<i>Agreed</i>

ID	The Applicant Position	NCC Position	Position Summary
		<p>Agreed in ETG meeting 3, 17/07/2021 that the geoarchaeologist will be producing the WSI for the GI works. The WSI will be produced as a single document for all GI locations and be submitted to NCC.</p>	
4	<p>The approach to the selection of priority geophysical survey areas was appropriate and sufficient to inform the assessment of impacts.</p>	<p>Agreed in ETG meeting 3, 17/07/2021 that in the event the current priority geophysical (magnetometry) survey works/results are not completed in time for the submission, works will still continue wherever possible, although aware they will not form part of the examination.</p> <p>Consultation and flow of information would continue alongside examination. Agreed to focus on cropped land for surveys but would not stop efforts to engage with landowners currently refusing access.</p>	<i>Agreed</i>
5	<p>Heritage setting viewpoint locations are representative and appropriate.</p>	<p>Agreed at ETG meetings 2 and 4, 21/10/2020 and 16/08/2021 respectively that heritage viewpoints presented and suggested a further viewpoint taken from within Venta Icenorum. Agreed that ongoing consultation would be useful given the timeframes and absence of photomontages and setting assessment from the PEIR. ETG 4 agreed on the locations of the heritage viewpoints within the 5km study area of the substation.</p> <p>NCC advise that it is Historic England and the conservation officers at District level who comment on this as it is related to designated heritage assets.</p>	N/A
6	<p>Archaeological trial trenching is not required to inform the assessment of impacts pre-application. Further mitigation will be completed post consent.</p>	<p>Agreed at ETG meeting 4, 16/08/2022.</p> <p>NCC strongly encourage the applicant to pro-actively advance the stages of archaeological investigation, including trial trenching when opportunities in the farming year and/or</p>	<i>Agreed</i>

ID	The Applicant Position	NCC Position	Position Summary
		<p>access to land presents themselves, regardless of what stage the NSIP consenting process is at.</p> <p>NCC consider that all post-consent archaeological works are mitigation</p>	
7	<p>The approach to obtaining desk-based data, as detailed in ES Chapter 21 Onshore Archaeology and Cultural Heritage [APP-107] and associated appendices is appropriate.</p>	<p>Agreement on the list of data sources for the desk-based assessment with regards to onshore archaeology and cultural heritage in ETG meeting 1, 14/01/2020.</p> <p>Agreed with approach to obtaining aerial photos and historic maps given current closures of record offices at ETG meeting 2, 21/10/2020.</p>	<i>Agreed</i>
EIA – Assessment Methodology			
8	<p>Agreement on the list of categories of key known and potential heritage assets for consideration with regard to onshore archaeology and cultural heritage.</p>	<p>Agreed at ETG Meeting 1 14/01/2020.</p>	<i>Agreed</i>
9	<p>The study areas identified in Section 21.3 of ES Chapter 21 Onshore Archaeology and Cultural Heritage [APP-107] are appropriate for the assessment.</p>	<p>NCC agree with the statement.</p>	<i>Agreed</i>
10	<p>The realistic worst-case assumptions presented in the assessment for the development scenarios, as outlined in Table 21-2 of ES Chapter 21 Onshore Archaeology and Cultural Heritage [APP-107] are appropriate.</p>	<p>Agreed in ETG meeting 3, 17/07/2021 that the worst-case scenario in the ES will be amended to consider qualitatively how the project could change the historic seascape character, rather than being based just on numbers. This will include incorporation of available data to update the HSC as relevant to SEP and DEP.</p>	<i>Agreed</i>

ID	The Applicant Position	NCC Position	Position Summary
11	The impact assessment methodologies as presented in Section 21.4 of ES Chapter 21 Onshore Archaeology and Cultural Heritage [APP-107] are appropriate to assess the potential impacts of the project.	NCC agree with the statement.	<i>Agreed</i>
12	The approach to identifying archaeological potential was agreed in ETG meeting 4, 16/08/2021. Early Saxon finds from the HER have been assessed for sites, alongside further review of Natural England Landscape character assessments, and historic landscape characterisation to inform the different landscape types and period potential across the different landscapes zones which the onshore cable route runs through.	NCC agree with the statement.	<i>Agreed</i>
13	With respect to the proposed onshore substation, and potential impacts associated with changes to the setting of heritage assets, it was confirmed that Landscape and Visual Impact Assessment (LVIA) tool kits, including e.g. zones of theoretical visibility and photomontages, would be used to inform assessment.	Agreed at ETG Meeting 1 14/01/2020. NCC advise that it is Historic England and the conservation officers at District level who comment on this as it is related to designated heritage assets.	N/A
14	The assessment of impacts presented in Section 21.6 of ES Chapter 21 Onshore Archaeology and Cultural Heritage [APP-107] are consistent with the agreed assessment methodologies.	Agreed impact assessment methodologies in ETG meeting 1, 14/01/2020.	<i>Agreed</i>
15	Section 21.6 of ES Chapter 21 Onshore Archaeology and Cultural Heritage [APP-107] represents a comprehensive list of the potential impacts.	NCC agree with the statement.	<i>Agreed</i>

ID	The Applicant Position	NCC Position	Position Summary
16	The assessment of cumulative impacts, as detailed in Section 21.7 of ES Chapter 21 Onshore Archaeology and Cultural Heritage [APP-107] is consistent with the agreed methodologies.	<p>Agreement of the proposed approach to cumulative impact assessment was discussed and agreed at ETG meeting 1, 14/01/2020.</p> <p>It is recognised that a strategic study of cumulative impact from multiple offshore renewables projects is required at an industry level. This is beyond the scope of individual projects. However, cumulative impacts will be assessed and will include information on other developments in the area, including archaeological information from other projects in the region, where possible.</p>	<i>Agreed</i>
EIA – Project-Alone Assessment Conclusions			
17	The conclusions of the impact assessment as detailed in Section 21.6 of ES Chapter 21 Onshore Archaeology and Cultural Heritage [APP-107] are appropriate and, assuming the inclusion of proposed mitigation and post-consent mitigation, are considered not significant in EIA terms.	NCC agree with the statement.	<i>Agreed</i>
EIA – Cumulative Impact Assessment (CIA) Conclusions			
18	The conclusions of the CIA, as detailed in Section 21.7 of ES Chapter 21 Onshore Archaeology and Cultural Heritage [APP-107] are appropriate and based on currently available information and proposed mitigation impacts are not significant in EIA terms.	NCC agree with the statement.	<i>Agreed</i>
Draft DCO / Outline Management Plans / Mitigation and Monitoring			
19	The measures identified in the Outline Written Scheme of Investigation [APP-308] are appropriate and adequate.	Agreed in ETG meeting 5, 06/04/2022 to remove approaches to ‘Set Piece Excavation’ and ‘Strip, Map and Sample’, and to combine these two types of mitigation to fall under the heading ‘Archaeological Excavation’ within the Outline WSI (Onshore).	<i>Agreed</i>

ID	The Applicant Position	NCC Position	Position Summary
20	Schedule 2, Part 1, Requirement 18 of the draft DCO (AS-009) is sufficient to secure the measures identified in the Outline Written Scheme of Investigation (APP-308).	NCC agree with the statement.	<i>Agreed</i>

2.3 Traffic and Transport

Table 7: Summary of consultation with NCC 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 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 approach to 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	Norfolk County Council response to Section 42 consultation on the 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; and • Cumulative impacts.
31/03/2022	ETG meeting 4	ETG meeting 3 topics were re-visited.
05/04/2022	ETG meeting 5	NCC did not attend ETG 5 (National Highways only).
Post-Application		
17/11/2022	Meeting	

08/12/2022	Meeting	Meetings with NCC to discuss any emerging issues following review of the DCO documents and the SoCG.
11/01/2023	Meeting	
18/01/2023	Meeting	
20/04/2023	Meeting	
11/05/2023	Meeting	
24/05/2023	Meeting	

Table 8: Topics agreed, in discussion or not agreed in relation to traffic and transport

ID	The Applicant Position	NCC 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.	Agreed	<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].	Agreed	<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 at the ETG meeting 3 (13/07/2021) that the baseline traffic data presented in the PEIR could be utilised for the Development Consent Order (DCO) application, but that the Outline Construction Traffic Management Plan (OCTMP) (APP-301) would contain a clause that permits further assessment of network capacity constraints at identified sensitive junctions if baseline traffic conditions are evidenced to have changed materially from those of the DCO application post consent.	<i>Agreed</i>
4.	Baseline data collection is deemed appropriate for neutral daily traffic flows and road safety data.	Agreed at ETG meeting 1, 23/03/2020.	<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>
EIA – Assessment Methodology			

ID	The Applicant Position	NCC Position	Position Summary
6.	The study areas identified in Section 24.3 of ES Chapter 24 Traffic and Transport [APP-110] is appropriate for the assessment.	The extent of the Traffic and Transport Study (TTSA) area was agreed at ETG meeting 3 (13/07/2021).	<i>Agreed</i>
7.	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.	<i>Agreed</i>
8.	The approach to scoping out assessment of SEP and DEP traffic and transport impacts associated with 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>
9.	The impact assessment methodologies used for the assessment, as presented in Section 24.4 of ES Chapter 24 Traffic and Transport [APP-110], represent an appropriate approach to assessing potential impacts.	The Impact Assessment Methodology was agreed at ETG meeting 1 (23/03/2020). It was agreed that the EIA would assess the impact upon: Driver Delay; Severance; Pedestrian and Cycle Amenity; Pedestrian and Cycle Delay; Road Safety; and Abnormal Loads.	<i>Agreed</i>
10.	The assessment of impacts presented as detailed in Section 24.6 of ES Chapter 24 Traffic and Transport [APP-110] are consistent with the agreed assessment methodologies.	Agreed	<i>Agreed</i>
11.	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).	<i>Agreed</i>
12.	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 24 Traffic and Transport [APP-110].	Agreed	<i>Agreed</i>

ID	The Applicant Position	NCC Position	Position Summary
EIA – Project-Along Assessment Conclusions			
13.	Residual severance, amenity and pedestrians 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.	Impacts were discussed with NCC at ETG meeting 4 (31/03/2022).	<i>Agreed</i>
14.	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.	Agreed	<i>Agreed</i>
15.	Residual impacts driver delay (capacity), 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	<i>Agreed</i>
16.	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	<i>Agreed</i>
17.	Residual impacts driver delay (road closures), 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 that NCC had no further comments in relation to driver delay (road closures) following confirmation at ETG meeting 3 (13/07/2021) that Taverham Road, Inkwood Lane, Ringland Lane and Oulton Street will also be crossed using trenchless techniques (e.g. HDD).	<i>Agreed</i>
18.	Residual impacts abnormal loads – special order vehicles, 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.	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].	<i>Agreed</i>

ID	The Applicant Position	NCC Position	Position Summary
19.	Residual impacts abnormal loads – non-special order vehicles, 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 meeting 4 (31/03/2022) that non-special order abnormal load movements can be dealt with post consent through the CTMP [APP-301]. Agreed on the approach to make commitment in OCTMP to agree with NCC on the size of loads and route appropriate for each access.	<i>Agreed</i>
20.	The outline design of the secondary compound access from the A148 (access ACC75) is appropriate, as presented in Annex 30 of the Transport Assessment [APP-268 and APP-269].	Agreed at ETG meeting 4 (31/03/2022) that the outline design for access from the A148 to a secondary compound is acceptable (subject to scheduling works away from the school holiday season).	<i>Agreed</i>
21.	The outline design of the onshore substation access from A140 is appropriate (access ACC10), as presented in Annex 30 of the Transport Assessment [APP-268 and APP-269].	Agreed at ETG meeting 4 (31/03/2022) that the outline design for access from the A140 to the onshore substation is acceptable.	<i>Agreed</i>
22.	The outline design of the main compound access from the A1067/ Old Fakenham Road (access ACC33) is appropriate, as presented within the Outline Construction Traffic Management Plan [REP3-062].	Agreed at a meeting on the 11.05.2023 that the outline design of the main compound access from the A1067/ Old Fakenham Road (access ACC33) is appropriate, as presented within the Outline Construction Traffic Management Plan [REP3-062].	<i>Agreed</i>
23.	The use of the existing A140 quarry access (ACC74) to access to the onshore substation is acceptable.	Agreed at ETG meeting 4 (31/03/2022) that access to the onshore substation could be taken from the existing quarry access and that traffic could cross Mangreen Lane via a priority-controlled junction.	<i>Agreed</i>
24.	The outline design of access ACC25 and ACC25b and mitigation measures, as presented within the Outline Construction Traffic Management Plan [Revision D] are appropriate.	Agreed at a meeting on the 24.05.2023 that with the inclusion of manual control for the traffic signals at ACC25b that the outline design of access ACC25 and ACC25b and mitigation measures, as presented within the Outline Construction Traffic Management Plan [Revision D] are appropriate.	<i>Agreed</i>

ID	The Applicant Position	NCC Position	Position Summary
EIA – Cumulative Impact Assessment (CIA) Conclusions			
25.	Cumulative impacts assessment with other windfarms, as presented in Section 24.7 of ES Chapter 24 Traffic and Transport [APP-110], is appropriate and based on currently available information and proposed mitigation impacts are not significant in EIA terms.	Agreed	<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 and based on currently available information and proposed mitigation impacts are not significant in EIA terms.	Agreed at ETG meeting 3 (13/07/2021) that potential cumulative impacts between the construction phases of the identified highways schemes and SEP and DEP could be assessed post consent as part of the respective Construction Traffic Management Plans (CTMPs) rather than in the DCO application.	<i>Agreed</i>
Draft DCO / Outline Management Plans / Mitigation and Monitoring			
27.	Schedule 2, Part 1, Requirement 15 of the draft DCO (AS-009) is sufficient to secure the measures identified in the Outline Construction Traffic Management Plan [APP-301].	Agreed	<i>Agreed</i>
28.	The mitigation measures within the Outline Construction Traffic Management Plan (CTMP) [REP3-062] are adequate and appropriate to mitigate likely significant impacts identified in the ES Chapter 24 Traffic and Transport [APP-110].	Agreed at a meeting on the 11.05.2023 that the mitigation measures within the Outline Construction Traffic Management Plan (CTMP) [REP3-062] are adequate and appropriate to mitigate likely significant impacts identified in the ES Chapter 24 Traffic and Transport [APP-110].	<i>Agreed</i>
29.	The access concept designs set out in the [APP-301] are appropriate. Detailed access designs will be developed and agreed with NCC prior to the start of construction, secured by Requirement 16 of the draft DCO [APP-024].	We are content with this approach	<i>Agreed</i>

ID	The Applicant Position	NCC Position	Position Summary
	Detailed access designs will be developed and agreed with NCC prior to the start of construction, secured by Requirement 16 of the draft DCO [APP-024].		
30.	The monitoring procedures set out in the Outline CTMP [APP-301] are appropriate.	Agreed	<i>Agreed</i>

2.4 Socio-economics and Tourism

Table 9: Summary of consultation with NCC regarding socio-economics and tourism

Date	Contact Type	Topic
Pre-Application		
03/06/2021	Section 42 Consultation	Norfolk County Council response to the Section 42 consultation on the PEIR. Appendix 4 of the Consultation Report (APP-033)
Post-Application		
03/02/2023	Email	Email correspondence with NCC position relating to socio-economics and tourism.

Table 10: Topics agreed, in discussion or not agreed in relation to socio-economics and tourism

ID	The Applicant Position	NCC Position	Position Summary
EIA – Policy and Planning			
1.	All relevant plans and policies have been identified in Section 27.4 of ES Chapter 27 Socio-economics and Tourism [APP-113] and these have been appropriately considered in the assessment.	NCC agree with the statement.	Agreed
EIA – Baseline Environment			
2.	Appropriate datasets have been presented to inform the assessments as detailed in ES Chapter 27 Socio-economics and Tourism [APP-113].	NCC agree with the statement.	Agreed
3.	The ES adequately defines the baseline environment in terms of socio-economics as detailed in Section 27.5 of ES Chapter 27 Socio-economics and Tourism [APP-113].	NCC agree with the statement.	Agreed
EIA – Assessment Methodology			
4.	The study areas identified in Section 27.3 of ES Chapter 27 Socio-economics and Tourism [APP-113] is appropriate for the assessment.	NCC agree with the statement.	Agreed
5.	The impact assessment methodologies, as presented in Section 27.4 of ES Chapter 27 Socio-economics and Tourism [APP-113] are appropriate to assess the potential impacts of the project.	NCC agree with the statement.	Agreed
6.	The realistic worst-case assumptions presented in the assessment for the development scenarios, as outlined in Table 27-2 of ES Chapter 27 Socio-economics and Tourism [APP-113] are appropriate.	NCC agree with the statement.	Agreed
7.	The assessment of impacts presented in Section 27.6 of ES Chapter 27 Socio-economics and Tourism [APP-113] are consistent with the agreed assessment methodologies.	NCC agree with the statement.	Agreed

ID	The Applicant Position	NCC Position	Position Summary
8.	Section 27.6 of ES Chapter 27 Socio-economics and Tourism [APP-113] represents a comprehensive list of the potential impacts.	NCC agree with the statement.	Agreed
9.	The assessment of cumulative impacts, as detailed in Section 27.7 of ES Chapter 27 Socio-economics and Tourism [APP-113] is consistent with the agreed methodologies.	NCC agree with the statement.	Agreed
EIA – Project-Alone Assessment Conclusions			
10.	The conclusions of the impact assessment, as presented in Section 27.6 of ES Chapter 27 Socio-economics and Tourism [APP-113] during construction and operation are appropriate. Adverse impacts are considered not significant in EIA terms based on currently available information.	NCC agree with the statement.	Agreed
EIA – Cumulative Impact Assessment (CIA) Conclusions			
11.	The conclusions of the CIA, as presented in Section 27.7 of ES Chapter 27 Socio-economics and Tourism [APP-113], is appropriate, and based on currently available information and proposed mitigation, adverse impacts are non-significant in EIA terms.	NCC agree with the statement.	Agreed
Draft DCO / Outline Management Plans / Mitigation and Monitoring			
12.	The measures detailed in the Outline Skills and Employment Plan (OSEP) [APP-310] are appropriate to maximise local opportunities associated with construction, operation, and maintenance of the projects.	Agreed. NCC is content that the OSEP is well detailed, noting a number of developments through consultation, reflecting many of the national and local developments within the skills arena and broader policy context and the ambitions of Equinor to continue to proactively engage throughout the county providing support for a myriad of projects and interventions which is warmly welcomed (NCC email 23 May 2023). NCC	Agreed

ID	The Applicant Position	NCC Position	Position Summary
		will continue to engage with the Applicant to inform the final Skills and Employment Plan post-consent.	
13.	The requirement for a Skills and Employment Plan is adequately secured in the draft DCO [AS-009]. The Skills and Employment Plan will be submitted to and approved by the relevant planning authority for each phase of onshore works.	NCC agree with the statement but the OSEP will now also include Norfolk Chambers of Commerce.	Agreed

2.5 Human Health

Table 11: Summary of consultation with NCC regarding human


Date	Contact Type	Topic
Pre-Application		
06/04/2022	Online meeting	EIA Health Methods
Post-Application		
26/04/2023	Online meeting	Items raised at Issue Specific Hearing 3 - Item 3 (iii) - Health

Table 12: Topics agreed, in discussion or not agreed in relation to human health

ID	The Applicant Position	NCC Position	Position Summary
EIA – Assessment Methodology and Impact Assessment			
1.	The assessment methodology for the Health impact assessment, as set out in Chapter 28 - Health [APP-114], is appropriate and based on best practice.	This was agreed at meeting between the Applicant and NCC Public Health on 6/4/22. It was restated at paragraph 10.1 in RR-064.	Agreed
2.	The potential impacts of the Projects on human health are assessed in Chapter 28 - Health [APP-114]. The adverse impacts are considered not significant in EIA terms. The cumulative impact assessment also concluded no significant impacts on human health.	NCC Public Health agrees that there are unlikely to be any significant, long term adverse health impacts from the proposal compared to baseline conditions (paragraph 10.1, RR-064).	Agreed
Points raised by Norfolk County Council Relevant Representation [RR-064]			
3.	Norfolk County Council provided comments about public health in Relevant Representation [RR-064]. The Applicant provided responses in REP2-039, lines 68-70.	NCC accepts these responses and has no further comment. If public concern about electromagnetic fields (EMF) arises the Applicant will address it through Project communication channels.	Agreed
4.	In PD-012, the Examining Authority puts two questions to NCC regarding mitigation and assessment scope (Q2.6.4.6 and Q2.6.4.7 respectively).	The NCC Public Health team has responded to the Examining Authority. The NCC Public Health team confirms that it requests no additional mitigation and expresses a willingness to continue engaging with the Applicant as needed.	Agreed

3 Signatures

The above Statement of Common Ground is agreed between the Applicant and NCC on the day specified below.


Signed:  _____

Print Name: Stephen Faulkner

Job Title: Principal Planner – National Infrastructure Planning Lead Officer

Date: 5/7/23

Duly authorised for and on behalf of the **Norfolk County Council**

Signed:  _____

Print Name: Sheery Atkins

Job Title: Onshore Consents Manager

Date: 5/7/23

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.