



Sheringham Shoal and Dudgeon Offshore Wind Farm Extension Projects

Final Statement of Common Ground with Norwich Western Link

Revision A

Deadline 8

July 2023

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Glossary of Acronyms

| | |
|-----|---|
| CIA | Cumulative Impact Assessment |
| DCO | Development Consent Order |
| DEP | Dudgeon Offshore Wind Farm Extension Project |
| NCC | Norfolk County Council |
| NWL | Norwich Western Link |
| SEP | Sheringham Offshore Wind Farm Extension Project |

Glossary of Terms

| | |
|---|--|
| Dudgeon Offshore Wind Farm Extension Project (DEP) | The Dudgeon Offshore Wind Farm Extension onshore and offshore sites including all onshore and offshore infrastructure. |
| DEP offshore site | The Dudgeon Offshore Wind Farm Extension consisting of the DEP wind farm site, interlink cable corridors and offshore export cable corridor (up to mean high water springs). |
| DEP onshore site | The Dudgeon Offshore Wind Farm Extension onshore area consisting of the DEP onshore substation site, onshore cable corridor, construction compounds, temporary working areas and onshore landfall area. |
| DEP wind farm site | The offshore area of DEP within which wind turbines, infield cables and offshore substation platform/s will be located and the adjacent Offshore Temporary Works Area. This is also the collective term for the DEP North and South array areas. |
| Horizontal directional drilling (HDD) zones | The areas within the onshore cable route which would house HDD entry or exit points. |
| Jointing bays | Underground structures constructed at regular intervals along the onshore cable route to join sections of cable and facilitate installation of the cables into the buried ducts. |
| 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 offshore site | Sheringham Shoal Offshore Wind Farm Extension consisting of the SEP wind farm site and offshore export cable corridor (up to mean high water springs). |
| SEP onshore site | The Sheringham Shoal Wind Farm Extension onshore area consisting of the SEP onshore substation site, onshore cable corridor, construction compounds, temporary working areas and onshore landfall area. |
| SEP wind farm site | The offshore area of SEP within which wind turbines, infield cables and offshore substation platform/s will be located and the adjacent Offshore Temporary Works Area. |
| 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 Norwich Western Link (NWL). 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 NWL. The applicable matters considered within this SoCG apply to NWL's non-statutory remit.
4. Topic specific matters agreed, not agreed and matters that remain under discussion between the Applicant and NWL are included within this SoCG. Matters that are not yet agreed will be the subject of ongoing discussion between the Applicant and NWL to reach agreement wherever possible, or to refine the extent of disagreement between parties.
5. Throughout the SoCG the phrase "Agreed" identifies any point of agreement between the Applicant and NWL. The phrase "Not Agreed" identifies any point that is not agreed between the Applicant and NWL.

1.2 Summary of 'Agreed', 'Not Agreed' and 'In Discussion' Matters

6. 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.
7. Details on specific matters that are 'agreed', 'not agreed' or 'in discussion' between the Applicant and NWL are presented in **Table 5**.

Table 1: 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 NWL 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 NWL is considered to result in a materially different impact to the | Not Agreed – material impact |

| Position Status | Position Colour Coding |
|--|------------------------|
| assessment conclusions. Discussions on these matters have concluded. | |
| 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 NWL). | In discussion |

2 Statement of Common Ground

8. A summary of the consultation undertaken to date with Norfolk County Council as promoter of the Norwich Western Link and the matters agreed, in discussion or not agreed (based on discussions and information exchanged between the Applicant and Norfolk County Council as promoter of the Norwich Western Link during the pre-application and examination phases of the Application) are set out below for each of the SoCG topic areas.

2.1 Coordination of works

Table 2: Summary of consultation with NCC as promoter of the Norwich Western Link regarding coordination of works

| Date | Contact Type | Topic |
|-------------------------|--|---|
| Pre-Application | | |
| 30/03/2021 | Teams Meeting | Discussed interactions between NWL and SEP and DEP cable route. |
| 18/01/2022 | Teams Meeting | <ul style="list-style-type: none"> • Design • Project timeline |
| Post-Application | | |
| 14/11/2022 | Written Relevant Representation Letter | NCC submission to the Planning Inspectorate of written relevant representation to register interest in the SEP and DEP DCO. |
| 18/11/2022 | Teams Coordination Meeting | <ul style="list-style-type: none"> • Coordination Meeting between Equinor, NCC, Ferrovial, WSP. • Project/Programmes updates provided for SEP and DEP • NWL programme updates provided |
| 15/12/2022 | Teams Coordination Meeting | <ul style="list-style-type: none"> • Coordination Meeting between Equinor, NCC, Ferrovial, WSP. • Project/Programmes updates provided for SDEP |

| Date | Contact Type | Topic |
|-----------|----------------------------|--|
| | | <ul style="list-style-type: none"> • NWL programme updates provided |
| 8/3/2023 | Teams Coordination Meeting | <ul style="list-style-type: none"> • Project Programme Updates • Design & Construction Methodology • Site Access Interface • Traffic Assessment • Third Parties Coordination • AoB |
| 12/4/2023 | Teams Coordination Meeting | <ul style="list-style-type: none"> • Project Programme Updates • Design & Construction Methodology • Site Access Interface • Traffic Assessment • Third Parties Coordination • AoB |
| 17/5/2023 | Teams Coordination Meeting | <ul style="list-style-type: none"> • Project Programme Updates • Design & Construction Methodology • Site Access Interface • Traffic Assessment • Third Parties Coordination • AoB |
| 14/6/2023 | Teams Coordination Meeting | <ul style="list-style-type: none"> • Project Programme Updates • Design & Construction Methodology • Site Access Interface • Traffic Assessment • Third Parties Coordination • AoB |

Table 3: Topics agreed, in discussion or not agreed in relation to coordination of works

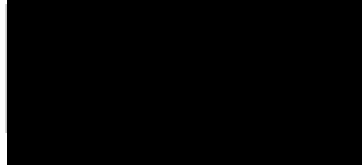
| ID | The Applicant Position | NCC Position | Position Summary |
|----------------------------------|---|--|---|
| Other Matters as Required | | | |
| 1 | Norfolk County Council as promoter of the Norwich Western Link Road Scheme has submitted a written representation to the Planning Inspectorate for the SEP and DEP DCO [RR-065]. The Applicant responded to the relevant representation at Deadline 1 [REP1-033]. | Agreed. | Agreed |
| 2 | The Applicant and Norfolk County Council have established an ongoing regular coordination meeting to manage interactions between the Projects and the Norwich Western Link. | Agreed. | Agreed |
| 3 | The Applicant supports the principle of a cooperation agreement with NCC in relation to coordination on the Norwich Western Link (NWL) project, should a planning application and Highways Act 1980 applications for that project come forward. | Agreed. | Agreed |
| 4 | The Applicant is willing to enter into discussions on the cooperation agreement once a planning application and Highways Act 1980 applications have been made for the NWL project. | Notwithstanding the submission of its Position Statement [REP7-086] at Deadline 7, Norfolk County Council consider that the issues raised in it are capable of being resolved via a co-operation agreement. Norfolk County remains committed to attending regular progress meetings and agreeing the terms of a co-operation agreement with the Applicant and intends to continue to negotiate its terms during the reporting and determination periods of the SDEP DCO application. It is Norfolk County Council's view that concluding a satisfactory co-operation agreement would remove the requirement for the protective provisions appended to its Position Statement to be included in the Development Consent Order, if made by the Secretary of State. | Not Agreed – no material impact on conclusions of the EIA |

| ID | The Applicant Position | NCC Position | Position Summary |
|----|---|---|--|
| 5 | <p>The Applicant considers that as the Norwich Western Link project has not yet received consent and has postponed making a planning application and Highways Act 1980 applications due to funding issues, and that therefore there is the absence of certainty over whether the NWL scheme will go ahead at all, and if it does go ahead on what timescales that will be, it would be unreasonable for protective provisions to be imposed on the DCO undertaker for the benefit of a scheme which has this degree of uncertainty. For these reasons the protective provisions are unreasonable and inappropriate and should not be included in the DCO.</p> <p>The Applicant had understood that the agreed position from a meeting on 17 May 2023 was that protective provisions would not be required. The Applicant had not anticipated receiving a set of protective provisions for the benefit of NWL and prior to receiving them the day before Deadline 7 had not been made aware of them.</p> | <p>The Norwich Western Link is a priority scheme for Norfolk County Council as set out in its Local Transport Plan 4 and its Implementation Plan. The Department for Transport approved a Strategic Outline Business Case in May 2020 giving provisional entry into the Large Local Majors Programme and Norfolk County Council is awaiting approval of its Outline Business Case before making a planning application and the associated statutory orders.</p> <p>There is no indication that the Outline Business Case will not be approved.</p> <p>It isn't unusual for publicly promoted infrastructure projects not yet in existence to seek protective provisions in DCOs. For example, National Highways secured protective provisions in the Thurrock Flexible Generation Plant Development Consent Order 2022 (see Part 8 of Schedule 8 to that Order) to protect its then forthcoming Lower Thames Crossing.</p> <p>Protective Provision are being proposed pending the cooperation agreement being signed.</p> | <p>Not Agreed – no material impact on the conclusions of the EIA</p> |

3 Signatures

9. The above final Statement of Common Ground is agreed between Equinor New Energy Limited and NWL on the day specified below.

Signed: _____



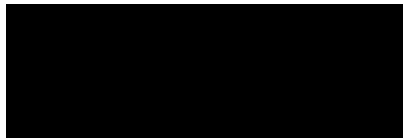
Print Name: Mark Kemp

Job Title: Senior Project Manager

Date: 17/07/2023

Duly authorised for and on behalf of the **Norfolk County Council as promoter of Norwich Western Link Road Scheme**

Signed: _____



Print Name: Kari Hege Mørk

Job Title: Project Director

Date: 17/07/2023

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. Accessed 05/07/2022.