

East Anglia THREE
Offshore Windfarm

East Anglia THREE

Statement of Common Ground

Chamber of Shipping

Document Reference – Deadline 2/SoCG/
Chamber of Shipping and Applicant

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Date – July 2016
Revision History – Revision B

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1 Introduction

1.1 Introduction

1. This Statement of Common Ground (SoCG) has been prepared with Chamber of Shipping to show where agreement has been reached with East Anglia THREE Limited (EATL) during the pre and post Development Consent Order (DCO) application consultation.
2. This SoCG comprises an agreement log which has been structured to reflect topics of interest to the Chamber of Shipping on the East Anglia THREE DCO application (the **Application**). Topic specific matters agreed, not agreed and actions to resolve between the Chamber of Shipping and East Anglia THREE are included.
3. The structure of agreements is presented in a tabular form.
4. Throughout this agreement SoCG points of agreement and disagreement between EATL and Chamber of Shipping are clearly indicated. Points that are not agreed will be the subject of ongoing discussion wherever possible to resolve, or refine, the extent of disagreement between the parties.
5. A glossary is provided in Appendix 1

1.2 The Development

6. The Application is for development consent to construct and operate up to 172 wind turbine generators and associated infrastructure, with an installed capacity of up to 1,200 MW (the **Project**).
7. The DCO, if made, would be known as the East Anglia THREE Offshore Wind Farm Order. It will comprise the following elements:
 - Up to 172 offshore wind turbines and associated foundations, with an installed capacity of up to 1,200 MW;
 - Up to two meteorological masts and foundations;
 - Up to twelve buoys;
 - Up to six offshore electrical stations;
 - Up to one offshore platform housing accommodation facilities;
 - Subsea inter-array cables between the wind turbines and offshore electrical stations;
 - Up to four subsea export cables to transmit electricity from the offshore electrical stations to shore;
 - Up to four interconnector cables between the East Anglia ONE and East Anglia THREE Projects;
 - Scour protection around foundations and on inter-array and export cables as required;

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- Landfall at Bawdsey with onshore transition bays to join the offshore and onshore cables;
 - Up to four onshore underground circuits (each containing up to three cables) pulled through existing ducting to be laid by East Anglia ONE or directly laid, running for approximately 37 km from landfall to the connection point at Bramford, Suffolk, with jointing pits, to transmit electricity to up to two new onshore substations;
 - Up to two onshore substations at Bramford, Suffolk, to connect the offshore windfarm to the National Grid;
 - The permanent and / or temporary compulsory acquisition (if required) of land and / or rights for the proposed Project;
 - Overriding of easements and other rights over or affecting land for the proposed Project;
 - The application and / or disapplication of legislation relevant to the proposed Project including inter alia legislation relating to compulsory purchase; and
 - Such ancillary, incidental and consequential provisions, permits or consents as are necessary and / or convenient.

8. The Application was submitted to the Planning Inspectorate on 18th November 2015 and accepted for examination on 15th December 2015.

1.3 Consultation with the Chamber of Shipping

9. This section briefly summarises the consultation that EATL has had with the Chamber of Shipping; for further information on the consultation process and the outcome of consultations please see the Consultation Report (document 5.2 of the East Anglia THREE DCO Application).

1.3.1 Pre-Application

10. EATL engaged with the Chamber of Shipping 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.
11. EATL met with the chamber of shipping on 2nd July 2014 to discuss the Navigational Risk Assessment (the **NRA**) and on the 21st July 2015 to discuss the progress of the Project.

1.3.2 Post-Application

12. EATL met with Chamber of Shipping on the 6th April 2016 to discuss the DCO Application and for EATL to provide the Chamber of Shipping with information on participation in the Examination process.

2 Agreement log

13. Within the section and table below the different topics for areas of agreement between the Chamber of Shipping and EATL are set out.


2.1 Shipping and Navigation

14. The Project has the potential to impact Shipping and Navigation. Chapter 15 of the East Anglia THREE Environmental Statement (ES), Application document 6.1.5, provides an assessment of the significance of these impacts, the full NRA was provided as Appendix 15.1. Table 1 below provides areas of common ground that have been reached regarding the findings reported within that chapter.


Table 1. SoCG – Shipping and Navigation

Issue	EATL Position	Chamber of Shipping's Position	Final Position
Environmental Impact Assessment			
Description of the baseline	Description of baseline conditions is accurate in terms of shipping activity undertaken with the East Anglia THREE site and surrounding area.	Agreed	Both parties agree on this matter
Assessment methodology	The impact assessment has been undertaken using suitable methodologies.	Agreed	Both parties agree on this matter
Assessment conclusions	The assessment is appropriate and has made the correct conclusions.	Agreed	Both parties agree on this matter
Navigational Risk Assessment (NRA)			
Methodology	The methodology used in the Navigational Risk Assessment is appropriate for the project	Agreed	Both parties agree on this matter
Management measures			
	<p>The mitigation measures relevant to Shipping and Navigation listed in Document 6.8 Schedule of Mitigation Offshore (i.e. measures 10.1 to 10.15) are appropriate and sufficient.</p> <p>A 2 nautical mile (nm) buffer has been placed around the deep water channel to the east of the East Anglia THREE project and a 1nm buffer around the deep water route to the west. No infrastructure will be placed within these buffers. The windfarm site boundaries for which the application is made reflect this (Schedule 1 Part 1.2 of the draft DCO).</p>	<p>The enduring issue will be concern of ship operators and masters of the close proximity to the deep water channels to the west and south-east, particularly the former. It will concentrate all shipping into the channels and not just those with deep draft. An ideal distance would be 2nm giving space between the channel and the wind farm boundary for ship to manoeuvre if necessary. The distance should certainly not be less than 1nm.</p>	<p>Both parties agree that the distance between the windfarm and the deep water shipping routes is sufficient.</p>

Signing box: The undersigned agreed to the provisions within this SoCG – Chamber of Shipping

Signed	
Printed Name	Adrian Mundin
Position	Policy Manager
On behalf of	UK Shipping of Chambers
Date	25 July 2016

Signing box: The undersigned agreed to the provisions within this SoCG – EATL

Signed	
Printed Name	Keith Morrison
Position	East Anglia THREE Senior Project Manager
On behalf of	East Anglia THREE Limited (EATL)
Date	13/06/2016

Appendix 1 Glossary

DCO	Development Consent Order
EATL	East Anglia THREE Limited
ES	Environmental Statement
km	Kilometres
MW	Megawatt
nm	Nautical mile
NRA	Navigational Risk Assessment
SoCG	Statement of Common Ground

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