

East Anglia THREE
Offshore Windfarm

East Anglia THREE

Statement of Common Ground

Royal Yachting Association

Document Reference – Deadline 2/SoCG/
Applicant and RYA

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1 Introduction

1.1 Introduction

1. This Statement of Common Ground (SoCG) has been prepared with the Royal Yacht Association (RYA) to show where agreement has been reached with East Anglia THREE Limited (EATL) during the Section 42 and post application consultation.
2. This SoCG comprises an agreement log which has been structured to reflect topics of interest to RYA on the East Anglia THREE DCO application (the **Application**). Topic specific matters agreed, not agreed and actions to resolve between RYA 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 RYA 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.

1.2 The development

5. 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**).
6. 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;
 - 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.

7. 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 RYA

8. This section briefly summarises the consultation that EATL has had with the RYA; 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

9. EATL engaged with the RYA 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.
10. EATL met with the RYA on 3rd August 2015 to discuss how changes to the project description would affect the RYA.

1.3.2 Post-Application

11. RYA made a relevant representation to the Planning Inspectorate on 8th March 2016 (the **Relevant Representation**).
12. In its Relevant Representation the RYA commented that, in general, it was content for development in the East Anglia zone.

2 Agreement log

13. Within the section and table below the areas of agreement between the RYA and EATL are set out.

2.1 Shipping and Navigation

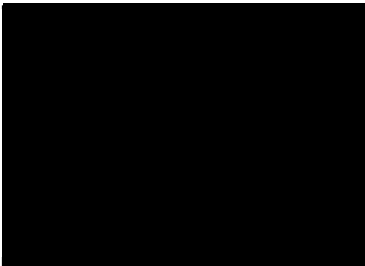
14. The Project has the potential to impact Shipping and Navigation. Chapter 15 of the East Anglia THREE Environmental Statement (ES), Application document 6.1.15, provides an assessment of the significance of these impacts; the full Navigational Risk Assessment was provided as Appendix 15.1 to Chapter 15. 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

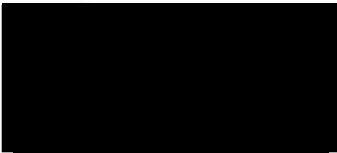
Topic	EATL Position	RYA's Position	Final Position
Environmental Impact Assessment			
Description of the baseline	Description of baseline conditions is accurate in terms of shipping activity undertaken with the East Anglia THREE site and surrounding area.	Agree	Both parties agree on this matter.
Assessment methodology	The impact assessment has been undertaken using suitable methodologies.	Agree	Both parties agree on this matter.
Assessment conclusions	The assessment is appropriate and has made the correct conclusions.	Agree	Both parties agree on this matter.
Navigational Risk Assessment			
Methodology	The methodology used in the Navigational Risk Assessment is appropriate for the project	Agree	Both parties agree on this matter.
Management measures			
	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.	Agree	Both parties agree on these mitigation measures which are secured within the DCO.
	Any safety zones required during construction or operation will be applied for post consent as part of a separate application process.	The RYA agrees these will be applied for post-consent. However, the RYA do not support operational safety zones	Both parties agree when safety zones will applied for, however the requirement for operational safety zones is not agreed.

Topic	EATL Position	RYA's Position	Final Position
	<p>The offshore inter array cable, interconnector cables and export cables will be buried where seabed conditions allow or protected with suitable methods to ensure the risk of snagging or anchor interaction is mitigated. If burial is not possible, for example due to underwater features and/or seabed ground conditions cables should be suitably protected to mitigate the risks to vessels. A 5% reduction in surrounding charted depths referenced to Chart Datum would be acceptable. In the event that any area of cable protection exceeding 5% of navigable depth is identified the MCA must be consulted.</p>	<p>Agree</p>	<p>Both parties agree on this matter.</p>

Signing box: The undersigned agreed to the provisions within this SoCG - RYA

Signed	
Printed Name	STUART CARRUTHERS
Position	RYA CRUISING MANAGER
On behalf of	ROYAL YACHTING ASSOCIATION
Date	07 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	08 July 2016