

East Anglia THREE
Offshore Windfarm

East Anglia THREE

Statement of Common Ground

Trinity House

Document Reference – Deadline 4/ SoCG/ Trinity
House and Applicant

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1 Introduction

1.1 Introduction

1. This Statement of Common Ground (SoCG) has been prepared with Trinity House to show where agreement has been reached with East Anglia THREE Limited (EATL) during the pre and post Development Consent Order (DCO) application consultation and in the course of the DCO Examination.
2. This SoCG comprises an agreement log which has been structured to reflect topics of interest to Trinity House on the East Anglia THREE DCO application (the **Application**). Topic specific matters agreed, not agreed and actions to resolve between Trinity House and EATL are included.
3. The position with respect to each topic of interest is presented in a tabular form.
4. Throughout this SoCG points of agreement and disagreement between EATL and Trinity House 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 included 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 Trinity House

9. This section briefly summarises the consultation that the EATL has had with Trinity House, 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 Trinity House 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. During formal consultation, Trinity House provided comments on the Preliminary Environmental Information (**PEI**) by way of an email dated 8th July 2014 (the **Consultation Response**). This email is attached at Appendix 2.
12. Further to the statutory section 42 consultation there were meetings held with Trinity House on the 2nd July 2014 and the 21st July 2015.

2 Agreement Log

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

2.1 Shipping and Navigation

14. The Project has the potential to impact upon 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 (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

Topic	EATL Position	Trinity House Position	Final Position
EIA			
Existing Environment	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 that the description of the baseline is accurate.
Assessment Methodology	The impact assessment has been undertaken using suitable methodologies.	Agree.	Both parties agree that impact assessment has been undertaken using suitable methodologies.
Assessment conclusions	The assessment is appropriate and has made the correct conclusions.	Agree.	Both parties agree that the assessment is appropriate and has made the correct conclusions.
CIA			
Exclusion of Future projects	Since the meeting with Trinity House on the 21 st July 2015 the ownership of the East Anglia Zone has been spilt into a Southern and a Northern development area with the southern part being developed by SPR and the northern by Vattenfall. EATL sought agreement that it was appropriate that future projects within either the northern or the southern part of the Zone were not included within the CIA as there was not enough information available, at the time, to complete a meaningful assessment.	As of the meeting held 21 st July 2015. There is no issue with East Anglia FOUR being removed from the CIA, as long as there is a covering sentence to explain this change from PEIR.	Both parties agree that the wind farm projects that were included within the CIA were appropriate.
NRA			
Assessment Methodology	The Navigation Risk Assessment (NRA) for East Anglia THREE has been undertaken by EATL as per the requirements set out in the Marine Guidance Note (MGN)371 – Offshore Renewable Energy Installations(OREIs) Guidance on UK Navigational Practice Safety and Emergency Response.MGN371 (Now MGN543)	Agree.	Both parties agree that the methods used in the NRA were appropriate.

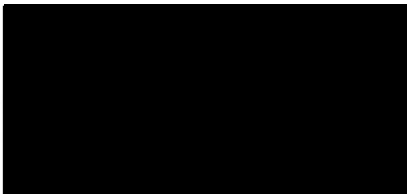
Topic	EATL Position	Trinity House Position	Final Position
	amendments have been acknowledged during these processes.		
Management measures			
Buffers	The buffers between shipping routes (which are secured through the site boundaries (Schedule 1 part 2, 2 of the draft DCO)) and the East Anglia THREE wind farm site are appropriate.	As of the meeting held 22 nd July 2015. Trinity House confirmed that 2 (nautical mile (nm) is the preferred buffer for the Deep Water Route (on the west side of EA THREE wind farm area) but in principal has no issue with 1nm.	Both parties agree that the proposed management measures relevant to shipping and navigation are appropriate and have been secured in the DCO/DMLs.
Aids to Navigation	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. EATL will report the availability of aids to navigation to Trinity House daily using the reporting system provided by Trinity House.	As of the meeting held 21 st July 2015. Aids to Navigation Management Plan should include lighting and marking. Developer should report the availability of aids to navigation to Trinity House daily using the reporting system provided by Trinity House.	
Aviation Lighting	EATL will request that the CAA allow all aviation lighting to exhibit synchronised flashing red morse 'W' lights instead of the standard fixed red lighting.	The developer should request that the CAA allow all aviation lighting to exhibit synchronised flashing red morse 'W' lights instead of the standard fixed red lighting.	
Layout	EATL agree that layouts will be designed in accordance with MGN 543 and this will be reflected in the Final Layout of the site.	Proposed layouts should be designed in accordance with MGN 543. As of the PEI response 22 nd July 2015. Any accommodation platform structure must be at least 500m from the wind farm "red line" boundary to allow for the appropriate safety zone remain inside the Rochdale envelope.	

Topic	EATL Position	Trinity House Position	Final Position
	The DML will require that the applicant undertake to keep UKHO informed at all times through construction and project lifetime.	As of the PEI response 22 nd July 2015. Trinity House agrees with this statement.	
DCO	EATL are seeking comments on Trinity House proposed amendments to the draft DCO from the MMO and MCA once these have been agreed all amendments to the DCO will be made. Should the MMO or MCA disagree with Trinity House on any amendments EATL will consult with all parties to resolve any issues.	DCO requires update as per submissions to the Planning Inspectorate dated 18 th April 2016.	Both Parties agree that where appropriate amendments will be included in the next iteration of the draft DCO.

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

Signed	
Printed Name	Captain N J Dodson
Position	Navigation Manager
On behalf of	Trinity House
Date	15th September 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	15/09/2016

Appendix 1 Glossary

CAA	Civil Aviation Authority
CIA	Cumulative Impact Assessment
DCO	Development Consent Order
EATL	East Anglia THREE Limited
EIA	Environmental Impact Assessment
ES	Environmental Statement
MCA	Maritime and Coastguard Agency
MGN	Marine Guidance Note
NM	Nautical Mile
NRA	Navigational Risk Assessment
SoCG	Statement of Common Ground

Appendix 2 Trinity House response to PEIR.

-----ORIGINAL MESSAGE-----

FROM : Stephen.Vanstone@thls.org

Dear Keith Morrison,

Thank you for your letter dated 21st May 2014 and following our meeting with Richard Britton, Graham Farrant and Colin Brown on 2nd July 2014, Trinity House would like to make the following comments:

* Whilst we are content with the 2nm "buffer" between the eastern boundary and the DWR via TSS Off Brown Ridge, we are not satisfied with the 1nm boundary between the western boundary and the DWR via DR1 light-buoy. Given the volume of traffic and to allow the necessary sea room to allow for safe collision avoidance manoeuvring along the western boundary, we would like to see this "buffer" increased to 2nm.

* As the turbine layouts for EA3 & EA4 are not yet known, we would advise at this stage that a minimum separation of 6nm between the two projects would be satisfactory.

* Structures on the wind farm boundary should be in as linear form as possible and isolated structures should be avoided.

* An accommodation platform structure must be at least 500 metres from the wind farm "red line" boundary to allow for the appropriate safety zone remain inside the Rochdale envelope.

* Consideration should be given to producing a through life Aids to Navigation Management Plan.

* Contact should be made with the UKHO to ensure this project is charted on a chart of an appropriate scale.

* All required aviation lighting must be synchronised and exhibit red Morse Code "W" light characteristics.

* With reference to page 48, section 113 and page 72, section 207 (table 15.13) of Chapter 15 "Shipping & Navigation" please remove the references to the MCA, as the responsibility for aids to navigation lies with ourselves.

* We would welcome the shape files for both EA3 & EA4, as we must consider these two projects together.

Should you have any queries concerning the above please do not hesitate to contact me.

Kind regard

Steve Vanstone
Navigation Services Officer

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Offshore Wind Development
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