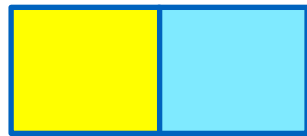




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# East Anglia ONE North and East Anglia TWO Offshore Windfarms

## Statement of Common Ground

Highways England

Applicants: East Anglia ONE North Limited and East Anglia TWO Limited  
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Author: Royal HaskoningDHV

Applicable to **East Anglia ONE North** and **East Anglia TWO**



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01	02/11/2020	Paolo Pizzolla	Ian Mackay / Lesley Jamieson	Rich Morris
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01	n/a	n/a	First draft SoCG submitted to the Examining Authority
02	n/a	n/a	Final SoCG submitted to the Examining Authority at Deadline 8



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## Glossary of Acronyms

AIL	Abnormal Indivisible Load
APP	Application Document
DCO	Development Consent Order
EIA	Environmental Impact Assessment
ES	Environmental Statement
ExA	Examining Authority
PEIR	Preliminary Environmental Information Report
PD	Procedural Decision



## Glossary of Terminology

Applicants	East Anglia TWO Limited / East Anglia ONE North Limited
Cable sealing end compound	A compound which allows the safe transition of cables between the overhead lines and underground cables which connect to the National Grid substation.
Cable sealing end (with circuit breaker) compound	A compound (which includes a circuit breaker) which allows the safe transition of cables between the overhead lines and underground cables which connect to the National Grid substation.
East Anglia ONE North project	The proposed project consisting of up to 67 wind turbines, up to four offshore electrical platforms, up to one construction, operation and maintenance platform, inter-array cables, platform link cables, up to one operational meteorological mast, up to two offshore export cables, fibre optic cables, landfall infrastructure, onshore cables and ducts, onshore substation, and National Grid infrastructure.
East Anglia TWO project	The proposed project consisting of up to 75 wind turbines, up to four offshore electrical platforms, up to one construction, operation and maintenance platform, inter-array cables, platform link cables, up to one operational meteorological mast, up to two offshore export cables, fibre optic cables, landfall infrastructure, onshore cables and ducts, onshore substation, and National Grid infrastructure.
Jointing bay	Underground structures constructed at intervals along the onshore cable route to join sections of cable and facilitate installation of the cables into the buried ducts.
Landfall	The area (from Mean Low Water Springs) where the offshore export cables would make contact with land, and connect to the onshore cables.
Meteorological mast	An offshore structure which contains metrological instruments used for wind data acquisition.
National electricity grid	The high voltage electricity transmission network in England and Wales owned and maintained by National Grid Electricity Transmission
National Grid infrastructure	A National Grid substation, cable sealing end compounds, cable sealing end (with circuit breaker) compound, underground cabling and National Grid overhead line realignment works to facilitate connection to the national electricity grid, all of which will be consented as part of the proposed East Anglia TWO / East Anglia ONE North project Development Consent Order but will be National Grid owned assets.
National Grid substation	The substation (including all of the electrical equipment within it) necessary to connect the electricity generated by the proposed East Anglia TWO / East Anglia ONE North project to the national electricity grid which will be owned by National Grid but is being consented as part of the proposed East Anglia TWO / East Anglia ONE North project Development Consent Order.
Offshore electrical platform	A fixed structure located within the windfarm area, containing electrical equipment to aggregate the power from the wind turbines and convert it into a more suitable form for export to shore.
Offshore platform	A collective term for the construction, operation and maintenance platform and the offshore electrical platforms.
Onshore cables	The cables which would bring electricity from landfall to the onshore substation. The onshore cable is comprised of up to six power cables



	(which may be laid directly within a trench, or laid in cable ducts or protective covers), up to two fibre optic cables and up to two distributed temperature sensing cables.
Onshore substation	The East Anglia TWO / East Anglia ONE North substation and all of the electrical equipment within the onshore substation and connecting to the National Grid infrastructure.
Platform link cable	Electrical cable which links one or more offshore platforms. These cables will include fibre optic cables.
Scour protection	Protective materials to avoid sediment being eroded away from the base of the foundations as a result of the flow of water.
Transition bay	Underground structures at the landfall that house the joints between the offshore export cables and the onshore cables.



# 1 Introduction

## 1.1 Background

1. This document is applicable to both the East Anglia TWO and East Anglia ONE North DCO applications, and therefore is endorsed with the yellow and blue icon used to identify materially identical documentation in accordance with the Examining Authority's procedural decisions on document management of 23<sup>rd</sup> December 2019 (PD-004). Whilst this document has been submitted to both Examinations, if it is read for one project submission there is no need to read it for the other project submission.
2. This Statement of Common Ground (SoCG) has been prepared between East Anglia TWO Limited, East Anglia ONE North Limited (the Applicants) and Highways England in relation to the East Anglia TWO project and the East Anglia ONE North project (the Projects). It identifies areas of the East Anglia TWO and East Anglia ONE North Development Consent Order (DCO) applications (the Applicants) where matters are agreed or not agreed between the parties.
3. The Applicants have had regard to the guidance for the examination of applications for development consent (Department for Communities and Local Government, 2015) when compiling this SoCG.
4. This SoCG has been structured to reflect topics of the Applications which are of interest to Highways England. Topic specific matters that are agreed, not agreed and actions to resolve matters between the Applicants and Highways England are included within this SoCG.
5. **Table 3** presented below represents the SoCG with the Applicants and Highways England in respect of the following topic (which includes matters pertaining to the Environmental Impact Assessment (EIA) and DCO):
  - Traffic and Transport.
6. Throughout the SoCG the phrase "Agreed" identifies any point of agreement between the Applicants and Highways England. The phrase "Not Agreed" identifies any point that is not yet agreed between the Applicants and Highways England.
7. The matters considered within this SoCG apply only to the context of Highways England's statutory remit, which covers the maintenance, operation and improvement of motorways and major A roads within England. In the context of the Applications, this includes the A14 and A12 south from junction 55 of the A14, information on which is presented within **Chapter 26 Traffic and Transport** (APP-074) and its associated appendices (APP-527 to APP-552) of the ES.



## 1.2 The Development

8. The key offshore components of each project will comprise:
  - Offshore wind turbines and their associated foundations;
  - Offshore platforms - up to four offshore electrical platforms and their associated foundations supporting some of the windfarm's electrical equipment, and up to one construction, operation and maintenance platform and associated foundations that may cater for personnel and activities required during the construction phase and operation and maintenance of the windfarm;
  - Sub-sea cables between the wind turbines and offshore electrical platforms (inter-array), between separate offshore platforms (platform link cables) and between offshore electrical platforms and the landfall (export cables);
  - Scour protection around foundations and on inter-array, platform link and export sub-sea cables as required; and
  - Potential for one meteorological mast (met mast) and its associated foundations for monitoring wind speeds during the operational phase of the windfarm.
  
9. The key onshore components of each project will comprise:
  - The landfall site with up to two transition bays to connect the onshore and offshore cables;
  - Up to six onshore cables, up to two fibre optic cables and up to two distributed temperature sensing cables installed underground (some or all of which may be installed in ducts) and associated jointing bays installed underground;
  - Onshore substation; and
  - Electrical cable connection between the onshore substation and National Grid substation.
  
10. National Grid infrastructure will also be required to connect each project to the national electricity grid. Key components of the National Grid infrastructure which is common to both projects will comprise:
  - National Grid substation;
  - Cable sealing end compounds and a cable sealing end (with circuit breaker) compound; and
  - Realignment of the existing overhead lines; including the reconstruction or replacement of up to three existing overhead pylons in proximity to the National Grid substation and the addition of up to one new pylon in close proximity to existing overhead pylons.





### 1.3 Summary of Agreed, Not Agreed and Outstanding Matters

11. **Table 1** provides a summary of the matters agreed, not agreed and those which are outstanding between the Applicants and Highways England for each of the relevant SoCG topic areas.

**Table 1 Summary of Agreed, Not Agreed and Outstanding Matters**

Topic	Summary
Traffic and Transport	All matters agreed



## 2 Statement of Common Ground

12. A summary of the consultation undertaken to date with Highways England and the matters agreed or not agreed between the Applicants and Highways England (based on discussions and information exchanged between the Applicants and Highways England during the pre-Application and post-Application phases of the Applications) are set out below.

### 2.1 Traffic and Transport

13. The Projects have the potential to impact upon traffic and transport. **Chapter 26 Traffic and Transport** of the Environmental Statement (ES) (APP-074) provides an assessment of the significance of these impacts.

14. **Table 2** provides an overview of the consultation undertaken with Highways England regarding traffic and transport. Further details on the stakeholder engagement process for traffic and transport can be found in the **Consultation Report** (APP-029).

**Table 2 Summary of Consultation with Highways England Regarding Traffic and Transport**

Date	Contact Type	Topic
<b>Pre-Application</b>		
16 <sup>th</sup> April 2018	Meeting	Method statement, project updates and approach to the assessment (methodology, study area, effects to be assessed, data collection, background traffic growth and DCO documents).
20 <sup>th</sup> June 2018	Meeting	Consultation regarding Abnormal Indivisible Loads (AIL). Agreement in principle for transformer movements.
18 <sup>th</sup> September 2018	Meeting	Sources of baseline data, proposed traffic distribution methodology, junctions to be assessed and abnormal load roads.
21 <sup>st</sup> January 2019	Meeting	Presentation of assessment, impacts and mitigation in advance of publication of the Preliminary Environmental Information Report (PEIR).
13 <sup>th</sup> May 2019	Meeting	Meeting to discuss section 42 comments and agree any changes prior to the submission of the DCO.



Date	Contact Type	Topic
<b>Post-Application</b>		
4 <sup>th</sup> June 2020	Meeting	To provide Highways England with a recap of discussions and agreement to date in support of the SoCG.
1 <sup>st</sup> July 2020	Meeting	Initial SoCG meeting (Meeting 1).

15. **Table 3** presents the matters agreed or not agreed between the Applicants and Highways England in relation to traffic and transport.

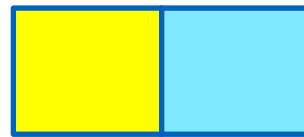


Table 3 Traffic and Transport

ID	Topic	Statement	East Anglia TWO Limited Position	East Anglia ONE North Limited Position	Highways England Position	Notes
<b>Environmental Impact Assessment</b>						
HWE-001	Existing Environment	Sufficient survey data has been collected to inform the assessment presented within <b>Chapter 26 Traffic and Transport</b> (APP-074) and its associated appendices.	Agreed	Agreed	Agreed	None
HWE-002	Existing Environment	<b>Chapter 26 Traffic and Transport</b> of the ES (APP-074) and its associated appendices adequately characterise the baseline environment in terms of traffic and transport.	Agreed	Agreed	Agreed	None
HWE-003	Assessment Methodology	The study area (as pertaining to Highways England) defined within <b>Section 26.3.1, Chapter 26 Traffic and Transport</b> of the ES (APP-074) is appropriate for the assessment of potential traffic and transport impacts of the Projects.	Agreed	Agreed	Agreed	None
HWE-004	Assessment Methodology	The impact assessment methodologies used for <b>Chapter 26 Traffic and Transport</b> (APP-074) and its associated appendices provide an	Agreed	Agreed	Agreed	None



ID	Topic	Statement	East Anglia TWO Limited Position	East Anglia ONE North Limited Position	Highways England Position	Notes
		appropriate approach to assessing potential impacts of the Projects.				
HWE-005	Assessment Methodology	The project-alone worst case scenario presented in <b>Chapter 26 Traffic and Transport</b> (APP-074) in terms of the project design parameters for both the construction and operation phase is appropriate.	Agreed	Agreed	Agreed	None
HWE-006	Assessment Conclusions	Within <b>Chapter 26 Traffic and Transport</b> of the ES (APP-074) and its associated appendices, the assessment of impacts for construction, operation and decommissioning presented are consistent with the agreed assessment methodologies.	Agreed	Agreed	Agreed	None
HWE-007	Assessment Conclusions	Within <b>Chapter 26 Traffic and Transport</b> of the ES (APP-074) and its associated appendices, the assessment of cumulative impacts presented are consistent with the agreed methodologies.	Agreed	Agreed	Agreed	None
HWE-008	Mitigation	The embedded mitigation identified within <b>section 26.3.3 of Chapter 26 Traffic and Transport</b> of the ES (APP-074) and the means for implementation are appropriate and adequate.	Agreed	Agreed	Agreed	None

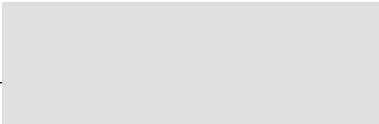


ID	Topic	Statement	East Anglia TWO Limited Position	East Anglia ONE North Limited Position	Highways England Position	Notes
<b>Draft Development Consent Order</b>						
HWE-009	Wording of Requirement(s)	The wording of Requirement 28 with respect to traffic provided within the <b>draft DCO</b> (REP7-006) (and supporting certified documents) with reference to development of a construction traffic management plan and a travel plan is appropriate and adequate.	Agreed	Agreed	Agreed	None
<b>Other Matters as Required</b>						
HWE-010	AIL Routing	The treatment of AIL within the ES and the proposed routing of AIL movements associated with the Projects are acceptable.	Agreed	Agreed	Agreed	None



### 3 Signatures

16. The above Statement of Common Ground is agreed between East Anglia TWO Limited, East Anglia ONE North Limited and Highways England on the day specified below.

Signed:	
Print Name:	<u>Eric Cooper</u>
Job Title:	<u>Spatial Planning Manager</u>
Date:	<u>21 March 2021</u>
Duly authorised for and on behalf of <b>Highways England</b>	
Signed:	_____
Print Name:	<u>Richard Morris</u>
Job Title:	<u>Senior Project Manager</u>
Date:	<u>23rd March 2021</u>
Duly authorised for and on behalf of <b>East Anglia TWO Limited</b>	
Signed:	_____
Print Name:	<u>Richard Morris</u>
Job Title:	<u>Senior Project Manager</u>
Date:	<u>23rd March 2021</u>
Duly authorised for and on behalf of <b>East Anglia ONE North Limited</b>	