



SCOTTISHPOWER
RENEWABLES

East Anglia ONE North and East Anglia TWO Offshore Windfarms

Statement of Common Ground

The UK Chamber of Shipping

Applicants: East Anglia ONE North Limited and East Anglia TWO Limited
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Applicable to **East Anglia ONE North** and **East Anglia TWO**



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Glossary of Acronyms

| | |
|------|---------------------------------|
| CoS | The UK Chamber of Shipping |
| DCO | Development Consent Order |
| DML | Deemed Marine Licence |
| DTS | Distributed Temperature Sensing |
| EIA | Environmental Impact Assessment |
| ES | Environmental Statement |
| ETG | Expert Topic Group |
| ExA | Examining Authority |
| MHWS | Mean High Water Springs |
| MMO | Marine Management Organisation |
| PD | Procedural Decision |
| PINS | Planning Inspectorate |
| SAR | Search and Rescue |
| SoCG | Statement of Common Ground |



Glossary of Terminology

| | |
|---|---|
| Applicants | East Anglia TWO Limited / East Anglia ONE North Limited |
| Construction, operation and maintenance platform | A fixed offshore structure required for construction, operation, and maintenance personnel and activities. |
| 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. |
| 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 / East Anglia ONE North windfarm site | The offshore area within which wind turbines and offshore platforms will be located. |
| Evidence Plan Process | A voluntary consultation process with specialist stakeholders to agree the approach to the EIA and the information required to support HRA. |
| Generation Deemed Marine Licence (DML) | The deemed marine licence in respect of the generation assets set out within Schedule 13 of the draft DCO. |
| Horizontal directional drilling (HDD) | A method of cable installation where the cable is drilled beneath a feature without the need for trenching. |
| Inter-array cables | Offshore cables which link the wind turbines to each other and the offshore electrical platforms, these cables will include fibre optic cables. |
| Landfall | The area (from Mean Low Water Springs) where the offshore export cables would make contact with land and connect to the onshore cables. |
| Offshore cable corridor | This is the area which will contain the offshore export cables between offshore electrical platforms and landfall. |
| Offshore development area | The East Anglia TWO / East Anglia ONE North windfarm site and offshore cable corridor (up to Mean High Water Springs). |
| Offshore electrical platform | A fixed structure located within the windfarm area, containing electrical equipment to aggregate the power from the wind turbine generators and convert it into a more suitable form for export to shore. |
| Offshore export cables | The cables which would bring electricity from the offshore electrical platforms to the landfall. These cables will include fibre optic cables. |
| Offshore platform | A collective term for the construction, operation and maintenance platform and the offshore electrical platforms. |
| Platform link cable | Electrical cable which links one or more offshore platforms, these cables will include fibre optic cables. |
| Safety zone | A marine area declared for the purposes of safety around a renewable energy installation or works / construction area under the Energy Act 2004. |
| Scour protection | Protective materials to avoid sediment being eroded away from the base of the foundations as a result of the flow of water. |



| | |
|------------------|--|
| Transmission DML | The deemed marine licence in respect of the transmission assets set out within Schedule 14 of the draft DCO. |
|------------------|--|



1 Introduction

1.1 Background

1. This document is applicable to both the East Anglia ONE North and East Anglia TWO Development Consent Order (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 (ExA) procedural decisions on document management of 23rd 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 (hereafter the Applicants) and the UK Chamber of Shipping (CoS) in relation to the East Anglia TWO project and the East Anglia ONE North project (the Projects). It identifies areas of the Projects' Development Consent Order applications (the Applications) 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 interest to the CoS on the Applications. Topic specific matters agreed and not agreed between the Applicants and the CoS are included within this SoCG.
5. Throughout the SoCG the phrase "Agreed" identifies any point of agreement between the Applicants and the CoS.
6. The phrase "Not Agreed" identifies any point that is not yet agreed between the Applicants and the CoS. The notes column of the SoCG tables provides commentary on these matters.
7. The table(s) in **section 2** are based upon discussions and information exchanged between the Applicants and the CoS during the pre-application and post-application phases of the application regarding **Shipping and Navigation**.

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 between 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 (DTS) 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 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 1.1** provides a summary of the matters agreed, not agreed and those which are outstanding between the Applicants and the CoS for each of the relevant SoCG topic areas. All matters are ‘**Agreed**’, see the detailed agreement in **Table 2.2** for more details.

Table 1.1 Summary of Areas Agreed, Not Agreed or those which are Outstanding for Receptor Topic Areas Raised by CoS

| Topic | Agreed, Not Agreed or Outstanding |
|---------------------------|-----------------------------------|
| Shipping and Navigation | Agreed |
| Development Consent Order | Agreed |



2 Statement of Common Ground

12. The areas of agreement and disagreement between the Applicants and the CoS are set out below.

2.1 Shipping and Navigation

13. Each Project has the potential to impact upon shipping and navigation. **Chapter 14 Shipping and Navigation** of the Environmental Statement (ES) (APP-062) provides an assessment of the significance of these impacts.
14. **Table 2.1** provides an overview of meetings and correspondence undertaken with the CoS regarding shipping and navigation.
15. **Table 2.2** provides areas of agreement and disagreement with the CoS regarding shipping and navigation.
16. Further details on the stakeholder engagement process for shipping and navigation can be found in the Consultation Report (APP-029).

Table 2.1 Summary of Consultation with CoS regarding Shipping and Navigation

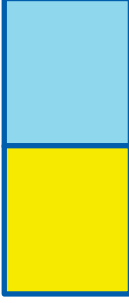
| Date | Contact Type | Topic |
|-----------------------------|---------------|--|
| Pre-Application | | |
| 13 th April 2018 | Meeting | Introductory meeting and project introduction |
| 9 th May 2018 | Workshop | Navigation Risk Assessment (NRA) Hazard Workshop |
| Post-Application | | |
| 21 April 2020 | Communication | Draft SoCG issued to CoS for comment |
| 25 June 2020 | Meeting | Meeting to discuss agreements in SoCG |

Table 2.2 Shipping and Navigation

| ID | Topic | Statement | East Anglia TWO Limited Position | East Anglia ONE North Limited Position | CoS position | Notes |
|--|------------------------|--|----------------------------------|--|--------------|--|
| Environmental Impact Assessment | | | | | | |
| CoS-101 | Existing Environment | Sufficient survey data has been collected to inform the assessment. | Agreed | Agreed | Agreed | None |
| CoS-102 | Assessment Methodology | The impact assessment methodologies used for the EIA provide an appropriate approach to assessing potential impacts of the projects. | Agreed | Agreed | Agreed | None |
| CoS-103 | Assessment Conclusions | The conclusions of the assessment of impacts for construction, operation and decommissioning presented are agreed. | Agreed | Agreed | Agreed | None |
| CoS-104 | | Should the Applicants opt for a single 'line of orientation' in the final project design layout, the Applicants will submit a safety case to the MCA alongside the Design Plan to be approved by the MMO in consultation with MCA. | Agreed | Agreed | Agreed | The Chamber is not aware of intended layout but firmly supports at least two lines of orientation for safety of navigation and Search and Rescue (SAR) capabilities. |



| ID | Topic | Statement | East Anglia TWO Limited Position | East Anglia ONE North Limited Position | CoS position | Notes |
|--|--|---|----------------------------------|--|--------------|-------|
| CoS-105 | | The conclusions of the assessment of cumulative impacts are agreed. | Agreed | Agreed | Agreed | None |
| CoS-106 | Mitigation | Given the impacts of the projects, the proposed mitigation outlined in the Schedule of Mitigation Offshore (APP-574) and section 14.3.3 of ES Chapter 14 Shipping and Navigation (APP-062) is appropriate. | Agreed | Agreed | Agreed | None |
| Draft Development Consent Order (DCO) | | | | | | |
| CoS-107 | Wording of DCO Requirement(s) and Deemed Marine Licence (DML) Conditions | <p>The wording of the following requirements and conditions pertaining to shipping and navigation are appropriate and adequate:</p> <ul style="list-style-type: none"> Conditions 11 and 12 of the Generation DML and Conditions 7 and 8 of the Transmission DML with reference to aids to navigation; Condition 17(1)(a) of the Generation DML and | Agreed | Agreed | Agreed | None |



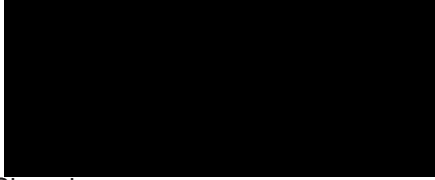

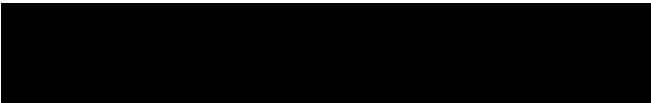



| ID | Topic | Statement | East Anglia TWO Limited Position | East Anglia ONE North Limited Position | CoS position | Notes |
|----|-------|---|----------------------------------|--|--------------|-------|
| | | <p>Condition 13(1)(a) of the Transmission DML with reference to the design plan.</p> <ul style="list-style-type: none"> Condition 17(1)(i) of the Generation DML and Condition 13(1)(i) of the Transmission DML with reference to the aids to navigation management plan; Condition 17(1)(d)(ii)(bb) of the Generation DML and Condition 13(1)(d)(ii)(bb) of the Transmission DML with reference to the cable laying plan. Condition 18(5) of the Generation DML and Condition 14(5) of the Transmission DML with reference to taking into account and addressing MCA recommendations in MGN543 and its annexes. Conditions 21 and 22 of the Generation DML and | | | | |

| ID | Topic | Statement | East Anglia TWO Limited Position | East Anglia ONE North Limited Position | CoS position | Notes |
|----------------------------------|------------------------------------|---|----------------------------------|--|--------------|--|
| | | <p>Conditions 17 and 18 of the Transmission DML with reference to construction and post construction traffic monitoring;</p> <ul style="list-style-type: none"> Requirement 10 within DCO Schedule 1, Part 3 with reference to the decommissioning programme. | | | | |
| Other Matters as Required | | | | | | |
| CoS-108 | Decommissioning of offshore cables | <p>With regards to decommissioning of offshore cabling, the Applicants preference would be that buried cables would simply be cut at the ends and left <i>in situ</i>. However, the Applicants recognise that the scope of the decommissioning works would be determined by the relevant legislation and guidance at the time of decommissioning.</p> | Agreed | Agreed | Agreed | <p>The Chamber does not support leaving cables in situ due to increase navigation risk from snagging risk, seabed movement leading to potential exposure, and the limiting of potential seabed use for future activities, e.g. aggregate extraction. The Chamber understands the Applicants position is that the scope of the decommissioning works would be determined by the relevant legislation and guidance at the time of decommissioning.</p> |



3 Signatures

17. The above Statement of Common Ground is agreed between East Anglia TWO Limited, East Anglia ONE North Limited and the UK Chamber of Shipping on the day specified below.

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|--|
| <p></p> <p>Signed: _____</p> <p>Print Name: </p> <p>Job Title: Director of Policy</p> <p>Date: 25 March 2021</p> <p>Duly authorised for and on behalf of the UK Chamber of Shipping</p> |
| <p>Signed: </p> <p>Print Name: </p> <p>Job Title: <u>Senior Project Manager</u></p> <p>Date: <u>25th March 2021</u></p> <p>Duly authorised for and on behalf of EAST ANGLIA TWO LIMITED</p> |
| <p>Signed: </p> <p>Print Name: </p> <p>Job Title: <u>Senior Project Manager</u></p> <p>Date: <u>25th March 2021</u></p> <p>Duly authorised for and on behalf of EAST ANGLIA ONE NORTH LIMITED</p> |