

Norfolk Boreas Offshore Wind Farm

Consultation Report

Appendix 13.13 Email offering meeting to Rijkswaterstaat

Applicant: Norfolk Boreas Limited
Document Reference: 5.1.13.13
Pursuant to APFP Regulation: 5(2)(q)

Date: June 2019
Revision: Version 1
Author: Copper Consultancy

Photo: Ormonde Offshore Wind Farm

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Dear XX XXXXXX,

Thank you for your response with regard to the Hazard Log. I can confirm receipt of your letter 19th May 2017 and its attachment, which we are currently reviewing.

Please feel free to get in touch if you need any more information.

Best Regards,

XXXX XXXXXX
XXXX XXXXXX

Office Tel: XXXXX XXXXXX
Direct Tel: XXXXX XXXXXX

XX XXXXXXXX XXXXXX
XXXXXXXX XXXX XXX
XXXXXXXX XX

From: XXXXXX, XXXXXX (XX) [XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX]
Sent: 15 June 2017 08:19
To: XXXX XXXXXX
Cc: XXXXX, XXX XX (XX); XXXXXXXXXXXX, XXXXXX (XX); XXXXXXXX, XXX (XX); XXXX, XXXX (XX); XXXXXX XXX XXXXXX, XXXXX (XX); XXXXXXXXXXX, XXXXX (XX)
Subject: RE: Risk Assessment / hazard log UK windfarm Norfolk Vanguard

Dear XX. XXXXXX,

Thank you for the presented information regarding the risk assessment / hazard log for UK windfarm Norfolk Vanguard.

At the moment we are not in the position to review this risk assessment.

We appreciate the systematic approach with regard to the content and the stakeholder process very much and would like to stay in touch on a regular basis in the remainder of the process.

Regarding the nautical safety aspects of the Norfolk Vanguard windfarm we would like to refer to the documents as presented in our letter 19th May 2017 in which the design criteria for safe distances between shipping lanes and Offshore Wind farms are attached.

Kind regards

XXX XX XXXXXXXX XXXXXX

Ministry of Infrastructure and the Environment,

Rijkswaterstaat, Sea and Delta
XXXXXXXXXXXXXXXXXXXX

Tel. XXX X XXXX XXXXXXXXX

Van: XXXX XXXXXX [XXXXXXXXXXXXXXXXXXXXXXXXXXXX]
Verzonden: donderdag 1 juni 2017 13:45
Aan: XXXXXX, XXXXXX (XX)
CC: XXXXXX, XXXX XX (XXXXX) - XXXX; XXXXXX, XXX XX (XX)
Onderwerp: FW: Norfolk Vanguard

Dear XX XXXXXX,

I'm just sending a quick follow up the to the below emails, regarding the Norfolk Vanguard Development. We are in the process of finalising our hazard log (referenced below and attached), and as part of that I am performing one last check for stakeholder comments. If you would like any input into the log, could you let me know your comments as soon as you can?

If you need any information in the meantime, then please feel free to get in touch. Thanks very much for your time, and for your previous correspondence.

Best Regards,

XXXX XXXXXX
XXXX XXXXXX

Office Tel: XXXXX XXXXXX
Direct Tel: XXXXX XXXXXX

XX XXXXXXXX XXXXXX
XXXXXXXX XXXX XXX
XXXXXXXXXX XX

From: XXXX XXXXX
Sent: 16 May 2017 14:38
To: 'XXXXXXX, XXXXXX (XX)'
Cc: 'XXXXXX, XXXX XX (XXXXX) - XXXX'; 'XXXXXX, XXX XX (XX)'
Subject: RE: Norfolk Vanguard

Dear XX XXXXXX,

In reference to the below, we have created a Hazard Log for Norfolk Vanguard, which presents the impacts to shipping and navigation that may arise from the construction, operation, and decommissioning of the Development. Included is our proposed significance rankings for each impact, and initial mitigation measures. We are distributing this log to our stakeholders for comment, to ensure we can reflect all input in the final version.

I would be grateful if you could let me know of any comments you have on the log.

Thanks very much for your time.

Best Regards,

XXXX XXXXXX
XXXX XXXXXX

Office Tel: XXXXX XXXXXX
Direct Tel: XXXXX XXXXXX

XX XXXXXXXX XXXXXX
XXXXXXXX XXXX XXX
XXXXXXXXXX XX

From: XXXX XXXXXX
Sent: 28 April 2017 10:33
To: 'XXXXXX, XXXXXX (XX)'
Cc: 'XXXXXX, XXXX XX (XXXXX) - XXXX'; 'XXXXXX, XXX XX (XX)'
Subject: RE: Norfolk Vanguard

Dear XX XXXXXX,

Following on from our previous emails, we would like to offer you (or your colleagues) a consultation meeting with us over the next month or so to discuss the Norfolk Vanguard project. We are happy to come to your office if that is convenient. In addition to discussing your specific thoughts or concerns regarding the project, we would appreciate your input and experience into effects on shipping, marine mammals, and nature conservation designations.

If you would like a meeting, could you please provide me with some dates that would work for you over the next month?

Please let me know if you need any more information on the project in the meantime.

Thanks, and Best Regards,

XXXX XXXXXX
XXXX XXXXXXXX
XXXXXX XXX
XX XXXXXXXX XXXXXX
XXXXXXXXXX XXXX XXX

Direct Line: XXXXX XXX XXX
Reception: XXXXX XXX XXX

From: XXXX XXXXXX
Sent: 11 April 2017 11:47
To: 'XXXXXX, XXXXXX (XX)'

Cc: XXXXX, XXXX XX (XXXXX) - XXXX; XXXXX, XXX XX (XX)
Subject: RE: Norfolk Vanguard

Dear XX XXXXXX,

The structure layout of the wind farm is still being decided and as such is not yet available, but you can see the overall development area boundaries on Pg19 of the Scoping Report PDF (page 3 of the main body text):

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010079/EN010079-000022-Scoping%20Report.pdf>

Does that give you enough information?

Many thanks,

XXXX XXXXXX
XXXX XXXXXX
XXXXXX XXXXX XXXXXXXXXXX XXXXXX
XXXXXXXXXX XXXX XXX

Direct Line: XXXXX XXX XXX
Reception: XXXXX XXX XXX

From: XXXXXX, XXXXXX (XX) [XXXXXXXXXXXXXXXXXXXXXXXXXXXXX]
Sent: 11 April 2017 11:29
To: XXXX XXXXXX
Cc: XXXXX, XXXX XX (XXXXX) - XXXX; XXXXX, XXX XX (XX)
Subject: RE: Norfolk Vanguard

Dear XXX XXXXXX,

Thank you for the invitation. I will relay this to my colleagues and we will respond to this as soon as possible.

Would it be possible for you to help me with finding the layout of the planned / proposed wind-farm ?

I was looking in the published documents to find the boundaries of the area. The reason for this is to have a first impression on items as shipping routes / shipping lanes in general and distance to DW-routes in relation to naval safety.

Kind regards

XXX XX XXXXXXXXXXX XXXXXX

Ministry of Infrastructure and the Environment,

Rijkswaterstaat , Sea and Delta
XXXXXXXXXXXXXXXXXXXXX

Tel. XXX X XXXX XXXXXXXXXXX

Van: XXXX XXXXXX [XXXXXXXXXXXXXXXXXXXXXXXXXXXX]
Verzonden: dinsdag 11 april 2017 11:57
Aan: XXXXXX, XXXXXX (XX)
CC: XXXXXX, XXXX XX (XXXXX) - XXXX; XXXXX, XXX XX (XX)
Onderwerp: RE: Norfolk Vanguard

Dear XX XXXXXX,

Thanks very much for your response, and for your colleague's contact details.

I had previously indicated that we would be holding a hazard workshop in London on the 25th April. Unfortunately, we have decided to cancel this due to a lack of positive responses, and we will instead be holding individual meetings directly with stakeholders.

Would you, or your colleagues, be interested in such a meeting? If so, could you let me know when would be convenient?

In the meantime, you can access documents explaining the project so far at this link:

<https://infrastructure.planninginspectorate.gov.uk/projects/eastern/norfolk-vanguard/>

Please let me know if you require any further information.

Best Regards,

XXXX XXXXXX
XXXX XXXXXX
XXXXXX XXX
XX XXXXXXXX XXXXXX
XXXXXXXXXX XXXX XXX

Direct Line: XXXXX XXX XXX
Reception: XXXXX XXX XXX

From: XXXXXX, XXXXXX (XX) [XXXXXXXXXXXXXXXXXXXXXXXXXXXX]
Sent: 10 April 2017 10:24
To: XXXX XXXXXX
Cc: XXXXXX, XXXX XX (XXXXX) - XXXX; XXXXX, XXX XX (XX)
Subject: RE: Norfolk Vanguard

Dear XXX XXXXXX,

Thank you for the information on this matter.

Would you please be so kind as to also send this and upcoming information to the formal contact-persons
XXXXXX XX XXXXX XXX XXX XX XXXXX.

Please find the E-mail addresses in the "CC" part of this mail.

Previously I have been the contact person for the Ministry of Infrastructure and the Environment involved in the initiatives for EA 3. Concerning Norfolk Vanguard it is not decided yet if I will have a participation in this.

Kind regards

XXX XX XXXXXXXXXX XXXXXXX

Ministry of Infrastructure and the Environment,

Rijkswaterstaat , Sea and Delta
XXXXXXXXXXXXXXXXXXXXXXXXXXXX

Tel. XXX X XXXX XXXXXXXXXX

Van: XXXX XXXXXXX [XXXXXXXXXXXXXXXXXXXXXXXXXXXX]

Verzonden: dinsdag 4 april 2017 9:48

Aan: XXXXXXX, XXXXXXX (XX)

Onderwerp: Norfolk Vanguard

Dear XX XXXXXXX,

I am writing to you on behalf of Vattenfall Wind Power Ltd, who are developing the proposed Norfolk Vanguard Offshore Wind Farm. I am involved in the shipping and navigation side of the project, and am responsible for identifying the relevant organisations that may have an interest in the development.

Further details of the project are available at <http://norfolkvanguard.vattenfall.co.uk/>.

I would appreciate any input or feedback you have regarding the development, and I would also be grateful if you could pass on this information to any of your colleagues at Rijkswaterstraat who may want to have input into the project at this stage. We are holding a Hazard Workshop in central London on the 25th April where you would have the opportunity to discuss the project in person, but we would also welcome any input you, or your colleagues have in writing.

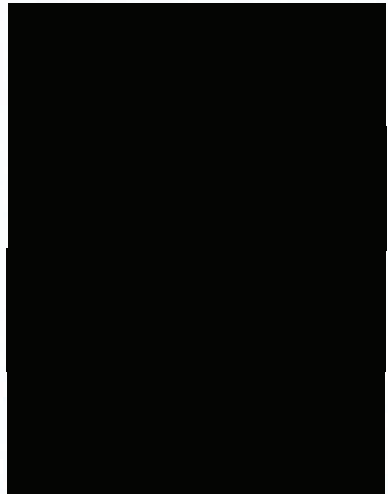
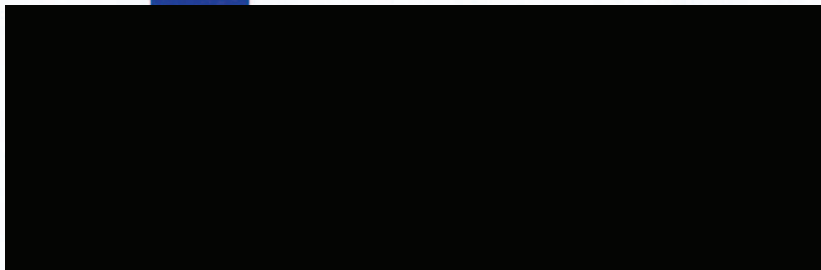
If you have any queries, or would like any further information, please feel free to get in touch.

Many thanks, and Best Regards,

XXXX XXXXXXX
XXXX XXXXXXX
XXXXXXX XXX

Direct Line: XXXXX XXX XXX

Reception: XXXXX XXX XXX



Date 19 May 2017

Subject Preliminary Information Nautical Risk Analysis Norfolk Vanguard.

Our reference
RWS-2017/21666

Your reference
RWS2014 / 29523

Dear

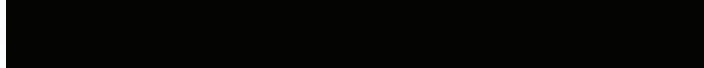
Thank you very much for the opportunity to discuss the Norfolk Vanguard Wind farm Project.

The main areas of concern of [redacted] which is an agency of [redacted] are shipping safety, spatial planning and environmental issues.

In recent years we have developed our new Policy Document for the North Sea 2016 - 2021. In developing this policy, intensive consultation were held with relevant stakeholder groups and neighbouring countries. In this process, design criteria were developed to arrange potential conflicting interests. In addition, an assessment framework is developed, to be applied when new initiatives emerge. In our policy document you can find this relevant information (see [\[redacted\] Policy Document on the North Sea 2016-2021 - including the Netherlands' Maritime Spatial Plan](#)).

The [redacted] will be taking multiple interests at sea and along the coast into consideration as much as possible when considering plans for the large-scale roll-out of offshore wind energy.

Please find relevant text in our Policy document:



One of the elements is that wind farm areas always have to be situated at a safe distance from shipping routes. The necessary space for ships to navigate swiftly and safely is determined in the *Design criterion: distance between shipping routes and windfarms* (see: Policy Document on the North Sea 2016-2021, page 84).

These criteria were also the base for the current Dutch modifications of the shipping routes on the Southern part of the North Sea, where The Netherlands and

[REDACTED]

Belgium in joint corporation have made an IMO submission in the area. This will become effective June 1st 2017.

The wind farm "Norfolk Vanguard" is situated within a nautically important area, close to IMO deep water routes. One of the main concerns for the [REDACTED] is the safety of shipping in these routes. We would ask you to take these guidelines in consideration when designing the layout of the wind farm

Our reference
RWS-2017/21666

The Nautical-technical ground for this safe distance is described in the document (IMO White paper) (attached to this email):

*Preparation of NCSR 3 (London, 29 February–4 March 2016)
Information paper by the Netherlands – Amendment to the General Provisions on Ships' Routeing (resolution A.572(14)) on establishing multiple structures at sea – Assessment Framework for Defining Safe Distances between Shipping Lanes and Offshore Wind Farms*

These design criteria are currently ready for adoption by the IALA council and under consideration by PIANC.

Free passage and shared use

The policy on free passage and shared use is that, from 2017, passage (of small vessels) and multiple use will be allowed in all operational wind farms under certain conditions. The policy including these conditions is formulated in the Policy Document on the North Sea 2016-2021, page 85). After two years this will be evaluated.

Other interests

As stated in the beginning, we are also very much interested in the environmental impacts of wind farms in the North Sea which we consider as one ecosystem. Please do not hesitate to involve us in this topic as well.

Our contact details

We hope that our response is helpful to your process. We would appreciate it to keep in touch about the mentioned issues. If there are any questions, please contact [REDACTED]
Telephone: [REDACTED]
E-Mail: [REDACTED]

Kind regards,
[REDACTED]

Brussels, 14 December 2015



Council of the European Union
General Secretariat

SHIPPING

W. Doc. 2015/99

WORKING DOCUMENT

Subject : Preparation of NCSR 3 (London, 29 February–4 March 2016)
Information paper by the Netherlands – Amendment to the General Provisions on Ships' Routeing (resolution A.572(14)) on establishing multiple structures at sea – Assessment Framework for Defining Safe Distances between Shipping Lanes and Offshore Wind Farms

Delegations will find attached an information paper by the Netherlands on the approach maintained in the Netherlands for the determination of safe distances between shipping lanes and offshore wind farms, as an example for a method to assist in planning and establishing a concentration of multiple objects at sea, in relation to (newly) established routeing measures, in view of the 3rd session of the IMO Sub-Committee on Navigation, Communications and Search and Rescue (NCSR 3) (agenda item 4).

The Netherlands invites other Member States to take note of this paper.

SUB-COMMITTEE ON NAVIGATION,
COMMUNICATIONS AND SEARCH AND
RESCUE
3rd session
Agenda item 4

NCSR 3/INF...
... December 2015
Original: ENGLISH

**AMENDMENT TO THE GENERAL PROVISIONS ON SHIPS' ROUTEING (RESOLUTION
A.572(14)) ON ESTABLISHING MULTIPLE STRUCTURES AT SEA**

**Assessment Framework for Defining Safe Distances between Shipping Lanes and Offshore
Wind Farms**

Submitted by the Netherlands

SUMMARY

<i>Executive summary:</i>	This document provides information on the approach maintained in the Netherlands for the determination of safe distances between shipping lanes and offshore wind farms, as an example for a method to assist in planning and establishing a concentration of multiple objects at sea, in relation to (newly) established routeing measures as proposed in NCSR 3/4.
<i>Strategic direction:</i>	5.2
<i>High-level action:</i>	5.2.4
<i>Planned output:</i>	5.2.4.3
<i>Action to be taken:</i>	Paragraph 3
<i>Related documents:</i>	Resolution A.572(14), as amended; MSC 95/19/4; MSC 95/22 paragraph 19.8; NCSR 3/4

Introduction

1 In document NCSR 3/4 the Netherlands proposes a text to be included as a specific paragraph in the GPSR to alert authorities to the need to assess the potential consequences for safety of navigation when establishing large concentrations of objects in their waters.

2 The Assessment Framework for Defining Safe Distances between Shipping Lanes and Offshore Wind Farms provided in annex, which is used in the Netherlands, serves as an example of how such provision in the GPSR can be applied.

Action requested of the Sub-Committee

- 3 The Sub-Committee is invited to note the information set out in the annex to this document.
