

Sheringham and Dudgeon (Windfarm) Extension Projects
Perenco UK Limited Answers to Examiners' Written Questions WQ2

Question	Question	Perenco UK Ltd Response
<p>Q2.21.1.1</p>	<p>Possible cooperation agreement</p> <p>For matters pending resolution, parties to consider if a cooperation agreement based on Perenco’s involvement at detailed design stage could be a way of working. Provide an update and an outline of the matters that such a cooperation agreement may include.</p>	<p>Perenco UK Ltd is of the view that it would be much easier to reach agreement with the Applicant were there a final turbine layout available. We understand however that this is not possible at this stage. Perenco would be willing to be involved at the detailed design stage but can understand that this is unlikely to be acceptable to the Applicant. We believe it may be more appropriate to seek to agree limitations to the development that allow the Applicant some flexibility whilst protecting Perenco’s operations.</p> <p>A cooperation agreement could formalise these limitations and provide a mechanism for agreeing any variations to them. Perenco and the Applicant have met since the publication of these Written Questions (WQ2) and a potential set of limitations with flexibility has been discussed. These are currently being reviewed by both parties. The scope and content of any cooperation agreement has however not yet been discussed.</p>

<p>Q2.21.1.2</p>	<p>Comparative calculations</p> <p>The Applicant’s submitted Helicopter Access Study [APP-205, Paragraph 54] states that -</p> <p>“If an obstacle free circle of circa 1nm could be provided, then approaches and take-off under Day VMC conditions could be conducted safely. That would increase the daylight access from approximately 14.6% to 92.3% (2020) of day conditions”.</p> <p>Given the disagreement between parties at ISH6 [EV-086] [EV-090], over the accuracy of these figures, provide a set of jointly produced comparative calculations based on current guidance and restrictions.</p>	<p>Perenco and the Applicant have exchanged data, met and discussed assumptions. Work on a set of jointly agreed comparative calculations has commenced but is still in progress. It is hoped to be able to submit these at Deadline 4.</p>
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<p>Q2.21.1.3</p>	<p>Economic effects to Perenco</p> <p>Provide information on the potential effects of the Proposed Development on your business and operations. Draw a distinction between the effects of the Proposed Development on the safety of your operations and the economic effects.</p>	<p>This work is on hold pending completion of the work described in Q2.21.1.2 above. It is expected to submit this at Deadline 4.</p>
<p>Q2.21.1.4</p>	<p>Guidance for helicopter access</p> <p>Provide detail on any emerging guidance relating to helicopter access to installations such as that at Waveney from the CAA or that involved with Hornsea Project 4, as referred to in ISH6 [EV-086] [EV-090].</p>	<p>In response to a request for information from the Secretary of State in connection with the Hornsea Project 4 DCO application, the CAA made the following statement:</p> <p>“The CAA is engaging with the aviation industry and its associations who are working on safety initiatives to consider potential improvements to regulatory requirements and guidance material for offshore operations. However we do not yet have a planned date for proposing changes to CAP764 policy and guidance in respect of Helicopter Main Routes; any such update is likely to be associated with changes to the Air Operations Regulation, UK Reg (EU) 965/2012 and as such will require legislative proposals through UK Parliament.”</p> <p>Both the Applicant and Perenco are aware that the working group referred to have agreed that, where there is a wind turbine within 3nm of an installation, flights to/from that installation will be restricted to daylight, visual and only when visibility is at least 5km and the cloudbase is greater than 700’.</p>

