



# FIVE ESTUARIES OFFSHORE WIND FARM

## 10.10.2 STATEMENT OF COMMON GROUND ESSEX POLICE

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In preparation of this document Five Estuaries Wind Farm Ltd has made reasonable efforts to ensure that the content is accurate, up to date and complete for purpose.

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## DEFINITION OF ACRONYMS

| Term  | Definition                                  |
|-------|---|
| AADL  | Automobile Association Developments Limited |
| AIL   | Abnormal Indivisible Loads                  |
| ALAR  | Abnormal Load Assessment Report             |
| ALO   | AIL Liaison Officer                         |
| ASB   | Anti-Social Behaviour                       |
| CoCP  | Code of Construction Practice               |
| CVU   | Commercial Vehicle Unit                     |
| dDCO  | Draft Development Consent Order             |
| DCO   | Development Consent Order                   |
| ETGs  | Expert Topic Groups                         |
| MW    | Megawatts                                   |
| NPAS  | National Police Air Service                 |
| NTCC  | National Traffic Control Centre             |
| NSIP  | National Significant Infrastructure Project |
| OnSS  | Onshore Substation                          |
| SoCG  | Statement of Common Ground                  |
| VEOWF | Five Estuaries Offshore Wind Farm           |
| VMS   | Variable Message Signs                      |



## 1 INTRODUCTION

### 1.1 BACKGROUND

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared between Five Estuaries Offshore Wind Farm Limited (hereafter referred to as ‘the Applicant’) and Essex Police to set out the areas of agreement and disagreement between the two parties in relation to the proposed Development Consent Order (DCO) application for the Five Estuaries Offshore Wind Farm (hereafter referred to as “VEOWF”).
- 1.1.2 Following detailed discussions undertaken between the parties, the Applicant and Essex Police have sought to progress a SoCG. It is the intention that this document provides the Planning Inspectorate with a clear overview of the level of common ground between both parties. This document will be updated if any additional points are identified or any positions change during the Examination.

### 1.2 APPROACH TO SOCG

- 1.2.1 This SoCG sets out the topic, a brief summary of the issue or matter subject to disagreement or agreement, the position of the Applicant and that of Essex Police, and a colour coding to illustrate the level of agreement and/or materiality.
- 1.2.2 A full description of the approach adopted is set out in 9.33 Approach to Statements of Common Ground (APP-266) submitted as part of the DCO application.

### 1.3 THE PROPOSED DEVELOPMENT

- 1.3.1 The Five Estuaries Offshore Wind Farm (hereafter referred to as VE) is the proposed extension to the operational Galloper Offshore Wind Farm. The project includes provision for the construction, operation, maintenance and decommissioning of an offshore wind farm located approximately 37 kilometres off the coast of Suffolk at its closest point in the southern North Sea; including up to 79 wind turbine generators and associated infrastructure making landfall at Sandy Point between Frinton-on-Sea and Holland-on-Sea, the installation of underground cables, and the construction of an electrical substation and associated infrastructure near to the existing Lawford Substation to the west of Little Bromley in order to connect the development to National Grid’s proposed East Anglia Connection Node substation, which would be located nearby.
- 1.3.2 All onshore connection infrastructure would be located in the administrative area of Tendring District Council, within Essex County Council. VE will have an overall capacity of greater than 100 Megawatts (MW) and therefore constitutes a Nationally Significant Infrastructure Project (NSIP) under the Section 15 (3) of the Planning Act 2008.
- 1.3.3 A full Project description is included in the Environmental Statement, in particular 6.2.1 Offshore Project Description (APP-069) and 6.3.1 Onshore Project Description – Rev B (AS-004).



## 2 ESSEX POLICE'S REMIT

### 2.1 INTRODUCTION

2.1.1 Essex Police is a local police force, responsible for policing the Essex region in East of England. With over five and a half thousand police officers, staff, and volunteers, Essex Police is the largest non-metropolitan police force. It covers 1,405 square miles (3,639 square kilometres). It has a population of around 1.85 million people, making it the fifth most populated county in England. The organisation's main efforts are to support victims, be visible to the public, take care of those who are vulnerable and deal with violence in all its forms. Their priorities are to prevent, respond and investigate to get the best outcomes for the Essex community.

2.1.2 The following application documents have informed the discussions with Essex Police and address the elements of VE that may affect the interests of the interested party:

- > 6.3.8 Traffic and Transport (APP-090)
- > 6.4.2 Human Health and Major Disasters – Rev B (AS-005)
- > 9.21 Code of Construction Practice (APP-253)
- > 9.24 Outline Construction Traffic Management Plan (APP-257)
- > 9.26 Outline Workforce Travel Plan (APP-259)

2.1.3 The main areas of interest raised by Essex Police were the following:

- > Designing out crime
- > Operational Planning
- > Community Policing
- > Roads Policing
- > Commercial Vehicle Management

2.1.4 Essex Police and the Applicant have been working together to minimise possible impacts of the project on the Essex Police's operations.

### 2.2 CONSULTATION SUMMARY

2.2.1 Since 2019, the project has been engaging with relevant stakeholders through different levels of activity. The project has undertaken the necessary consultations before submitting the application and has held Expert Topic Groups (ETGs) on a number of specific topics, as well as bilateral meetings with key stakeholders. The comments received and the meetings between the project and the interested party have informed the basis for this SoCG.



### 3 AGREEMENTS LOG

- 3.1.1 The following sections of this SoCG set out the level of agreement between the Applicant and Essex Police for each relevant component of the Application identified in paragraph 2.1.3. The tables below detail the positions of the Applicant alongside those of Essex Police and whether the matter is agreed or not agreed.
- 3.1.2 In order to easily identify whether a matter is 'agreed', 'not agreed' or an 'ongoing point of discussion', the agreements logs in the tables below are colour coded to represent the status of the position according to the criteria in Table 3.1 below. Colours were chosen in order to ensure inclusivity for the visibility of data.

**Table 3.1: Position Status Key**

| <b>POSITION STATUS</b>  | <b>COLOUR CODE</b>                 |
|---|------------------------------------|
| The matter is considered to be agreed between the parties.  | <b>Agreed</b>                      |
| The matter is neither 'agreed' or 'not agreed' and is a matter where further discussion is required between the parties, for example where relevant documents are being prepared or reviewed. | <b>Ongoing point of discussion</b> |
| The matter is not agreed between the parties.   | <b>Not agreed</b>                  |





**Table 3.2: Status of Discussions**

| Area of Interest     | Issue   | Proposed Resolution   | Essex Police's Position   | Position Status |
|----------------------|---|---|---|-----------------|
| Designing out crime  | <p>1.2. The location, design and security of site compounds must utilize applicable security standards across all components wherever appropriate and ensure effective measures are in place to mitigate the risk of criminal activity such as theft of equipment and/or materials and Anti-Social Behaviour (ASB).</p> <p>1.3. Essex Police acknowledge the proposal appears to utilize several main construction compounds for the project and we would request liaison and discussions in relation to these sites and any smaller dedicated compound(s). Such engagement will reflect matters including, but not limited to:</p> <ul style="list-style-type: none"> <li>- Specification of boundary treatments and fence provision.</li> <li>- Maximising on natural surveillance opportunities.</li> <li>- General management and maintenance.</li> </ul> <p>1.4. It is recognised that aspects of the 'construction and building site' will not be contained within dedicated compound but span the length of the route, increasing the potential risk of crime, particularly in the more rural and green field locations. Appropriate mitigation should be in place to minimise the risks identified.</p> | <p>9.21 Code of Construction Practice - Rev B [REP1-041] sections 3.3 and 3.11 have been updated with additional drafting that includes additional detail on security.</p> <p>The Applicant notes it already includes a commitment to consider the latest version of the Essex Design Guide within its detailed design in table 2 'Applicable Design Guidance and Policy' of its 9.4 OnSS Design Principles document [APP-234].</p> | <p><i>Essex Police is satisfied the revised wording addresses the issue raised and is now "agreed".</i></p> <p><i>Essex Police Designing out Crime team are happy to liaise further at the detailed design stage should this be required.</i></p> | <b>Agreed</b>   |
| Operational Planning | Communication   | 9.21 Code of Construction Practice - Rev B [REP1-041], 2.4.4 has been amended as  | <i>Essex Police is satisfied the</i>  | <b>Agreed</b>   |



|                      |   |  |   |  |
|----------------------|---|--|---|--|
|                      | <p>1.1 It is anticipated that community disruption resulting from the project will lead to an increase in calls for service to Essex Police. A clear contact strategy and community liaison route for matters relating to the project will be required to ensure that the citizen can obtain the correct service and advice to reduce the impact to the contact management command within Essex Police.</p>   | <p>below to provide additional commitments on communication.</p> <p><i>2.4.4 A Communications and Public Relations Procedure will be developed and implemented throughout construction to ensure that local residents, parish and town councils and businesses and the local authorities and 'blue light services' are kept informed of work activities. This includes providing the local community and key stakeholders information about types and timings of works, transport routes, TCC locations, likely hours of traffic movements and traffic management measures that will be carried out, planned road closures, timing and movements of abnormal load movements. Paying particular attention to potential work outside of standard hours and where activities occur in close proximity to residential properties.</i></p> <p>'Blue light services' has also been defined in the glossary as collectively meaning Essex Police, Essex County Fire and Rescue and East of England Ambulance Service Trust.</p> | <p><i>revised wording addresses the issue raised and is now "agreed".</i></p>                               |  |
| Operational Planning | <p><b>Construction Workforce</b><br/>         Whilst the introduction of construction workers will help boost the local economy, there are also disbenefits which may impact on existing communities as a result, which could include increased night-time economy and an increase in volumes of crime as a victim or involved party.<br/>         2.1. Population increase, health, and wellbeing information is requested to determine the size and nature of the</p> | <p>Construction does not generate a significant number of staff, averaging around 340 (scenario 1) and 390 (scenario 2/3) FTE jobs, peaking at around 540 and 600 respectively.<br/>         This is because construction activity is largely linear, with localised yet transient construction activities. When considering the local skills base and employment and procurement initiatives proposed, local uptake and socio-economic benefit will be</p>  | <p><i>Essex Police is satisfied the revised wording addresses the issue raised and is now "agreed".</i></p> |  |



|                      |  |   |  |               |
|----------------------|--|---|--|---------------|
|                      | <p>construction workforce, their home origin, health status, and location of any temporary accommodation.</p> <p>2.2. Within the planning documentation, reference is made to the induction and training of site personnel in order to provide on-going reinforcement and awareness training. Essex Police would request that included within this process is training in relation to staff vigilance for identifying security concerns and risks, and ongoing reinforcement that security practices are embedded. This will enhance staff health and wellbeing and encourage ownership of employees of the site.</p> <p>2.3. Essex Police request all personnel are advised of the illegality of using e-scooters if they are not part of a recognised scheme. E-scooters form part of our vulnerable road users and in rural roads present a risk to the rider's safety of others.</p> | <p>improved. The relative change in demography is therefore not of a level to impact upon local health care capacity, and unlikely to present any impact on crime or high-time economy.</p> <p>Additional text has been added to 9.21 Code of Construction Practice - Rev B [REP1-041] to include specific reference to 3.4.1 to ensure staff are briefed on the expected standards of behaviour.</p> <p>9.26 Outline Workforce Travel Plan has been amended in section 4.1 to include the following statement in relation to e-scooters and will be submitted in a future deadline.</p> <p><i>4.1.3 The information pack will also make it clear that travel to and from construction sites will not be permitted using E-Scooters, as these are illegal for use on the public highway unless part of a recognised scheme.</i></p> |  |               |
| Operational Planning | <p>During the past 18 months Essex has been subject to significant disruptive protest from a range of environmental groups, anti-government protests, and cost of living protests. This has seen the deployment of large numbers of police resources to manage protest activity. A varied and impactful range of tactics have been used by protestors.</p> <p>2.4. Essex Police request engagement and liaison throughout the project to ensure an appropriate protest response and incident management plan is in place; this should include attendance response and</p>  | <p>Section 6 of 9.21 Code of Construction Practice - Rev B [REP1-041] sets out the commitment for the Principal Contractor(s) to produce an Emergency Response Plan. Additional text has been added, included drafting on protests and emergency services access.</p> <p>Section 4.5 has also been added to the 9.24 Outline Construction Traffic Management Plan – Rev B [AS-055] <i>“The Principal Contractors should consider the potential for protest and any additional measures that may be required to minimise the potential of</i></p>  | Essex Police acknowledge the amendments made in section 6 of the CoCP, and section 4.5 in the OCTMP. Essex Police request continued engagement during construction planning to ensure an | <b>Agreed</b> |



|                    |  |  |   |               |
|--------------------|--|--|---|---------------|
|                    | <p>management, key points of contact, and the management of health and safety.</p> <p>2.5. Major accidents and disasters, including construction worker specific accidents and injuries must be considered including the development of plans and contingencies for facilitating emergency access for all Blue Light services, which in urgent cases may also require safe National Police Air Service (NPAS) helicopter access.</p> | <p><i>queuing on the highway in the final CTMP(s)."</i></p>  | <p>appropriate response and incident management plan is in place.</p>   |               |
| Community Policing | <p>3.2. Essex Police request the inclusion of Community Impact assessments and awareness of potential community disruption from protest related activities to keep all parties safe and prevent any unlawful behaviour. Engagement with Essex Police is requested to ensure correct policing response is provided.</p>   | <p>Section 6 of 9.21 Code of Construction Practice - Rev B [REP1-041] sets out the commitment for the Principal Contractor(s) to produce an Emergency Response Plan(s). Additional text has been added, including drafting on protests.</p> <p>Blue Light Services liaison added to the Community Liaison Protocol in section.</p> | <p><i>Essex Police is satisfied the revised wording addresses the issue raised and is now "agreed".</i></p>   | <b>Agreed</b> |
| Community Policing | <p>3.10. Essex Police CVU can provide a 'Toolbox Talk' for Professional drivers which involves equine and vulnerable road user input using a 'close pass' mat etc. We would request consideration to provide this input to identified hauliers to offer greater community safety.</p>  | <p>The Applicant welcomes the support of Essex Police in providing information to support the Contractor(s) Toolbox Talks and has included additional drafting in section 3.5 of 9.21 Code of Construction Practice - Rev B [REP1-041].</p>  | <p><i>Essex Police are happy to liaise further to support the applicant, appointed contractors, and the construction workforce. Matter agreed</i></p> | <b>Agreed</b> |
| Roads Policing     | <p>2.6. Advance insight into road closures and diversions with ease of access to site/s and surrounding housing and industrial estates for blue light services to achieve their respective response times.</p>   | <p>Roads that may have full temporary closures are limited. In the event of any proposed closure, a notice will be provided to stakeholders well in advance of any closures taking place. This could apply to:</p> <ul style="list-style-type: none"> <li>- Damant's Farm Lane</li> <li>- Payne's Lane</li> </ul>                  | <p><i>Essex Police is satisfied the revised wording addresses the issue raised and is now "agreed".</i></p>   | <b>Agreed</b> |



|                |   |   |  |               |
|----------------|---|---|--|---------------|
|                |   | <p>- Barlon Road</p> <p>Additional agreed drafting has been added to section 2.4.4 9.21 Code of Construction Practice - Rev B [REP1-041] on road closures.</p>  |  |               |
| Roads Policing | 2.8. Consideration must be given to the management and enforcement of vital road traffic restrictions during the construction phase, including areas such as reduced speed limits or weight limit and prohibition of work(s) traffic, ensuring minimal impact to policing resources.  | Roads may have temporary speed reductions near construction access points, delivered through powers included in dDCO. In such an event proposed notice will be provided well in advance to stakeholders ahead of any reductions being in place. Essex Police are not expected to enforce these restrictions.                  | <i>Essex Police is satisfied with the response.</i>  | <b>Agreed</b> |
| Roads Policing | 3.3. Essex Police request an emergency contact number should any concerns be identified, and remedial work be necessary.  | Section 6 of 9.21 Code of Construction Practice - Rev B [REP1-041] sets out the commitment for the Principal Contractor(s) to produce an Emergency Response Plan(s). Additional text has been added, including commitment to share emergency contact details between the Principal Contractor(s) and the Blue Light Services. | <i>Essex Police is satisfied the revised wording addresses the issue raised and is now "agreed".</i> | <b>Agreed</b> |
| Roads Policing | 3.4. It would be advantageous to have the person responsible for vehicle cleaning and vehicle direction to be clearly identified at each site to ensure intervention measures can be quickly coordinated to prevent an increasing risk to public safety. Additionally, should an incident occur it is easy to locate those legally responsible for any investigation. | <p>This was discussed and noted that there would be a site manager identified for each work site, with contact details displayed at the site entrance.</p> <p>No change to the documents is proposed.</p>   | <i>Essex Police is satisfied with the response.</i>  | <b>Agreed</b> |
| Roads Policing | 3.5. Essex Police request access to this data to ensure complaints received into the Commercial Vehicle Unit are dealt with quickly and proportionately.  | Noted.  | <i>Essex Police is satisfied with the response.</i>  | <b>Agreed</b> |



|                |   |  |   |               |
|----------------|---|--|---|---------------|
| Roads Policing | 3.7. Essex Police request engagement to discuss this matter further to understand the full movement details and if this would require a police escort. Details of frequency and volume is required at the earliest available opportunity to allow coordination to avoid any undue delays to the project.  | <p>The following section has been included in the 9.24 Outline Construction Traffic Management Plan – Rev B [AS-055]:</p> <p><i>2.4.2 Engagement on any Police escorts required to support the delivery of the AILs should be undertaken as early as practicable, due to the limited specialist resources to support AIL movements</i></p>   | <p><i>Essex Police is satisfied the revised wording addresses the issue raised and is now “agreed”.</i> Essex Police request continued engagement during construction planning to ensure appropriate AIL movement plans are in place.</p> | <b>Agreed</b> |
| Roads Policing | 3.9. Essex Police fully support the provision of road and traffic related messages to drivers. The strategic road network in Essex (particularly the A120 and A12) are heavily used for transporting goods in and out of the UK. Please note however, these signs are managed by the National Traffic Control Centre (NTCC) in Birmingham and have prescribed messaging only. The Variable Message Signs (VMS) managed by Essex County Council Traffic management could provide a more suitable option and allow awareness of disruption to all road users. | <p>The following section has been included in the 9.24 Outline Construction Traffic Management Plan – Rev B [AS-055]:</p> <p><i>3.9.2 The final CTMP(s) will set out information on how HGV drivers will be briefed before arriving at a construction access or TCC, and any considerations for other road users, particularly Non-Motorised Users (NMU). Signs shall be provided at the exits at construction accesses or TCCs to remind drivers of the dangers to NMUs</i></p> | <p><i>Essex Police is satisfied the revised wording addresses the issue raised and is now “agreed”.</i></p>   | <b>Agreed</b> |
| Roads Policing | 3.11. The recovery of any vehicle by police will be in line with appropriate legislation and the terms of the contract with Automobile Association Developments Limited (AADL) to deliver the Vehicle Recovery Scheme. The Vehicle Recovery Liaison Officer is  | <p>Noted. Additional detail has been added to address the concerns of Essex Police on section 4.4.4 to 4.4.6 of the 9.24 Outline Construction Traffic Management Plan – Rev B [AS-055].</p>  | <p><i>Essex Police is satisfied the revised wording addresses the issue raised and is now “agreed”.</i></p>   | <b>Agreed</b> |



|                               |   |   |  |               |
|-------------------------------|---|---|--|---------------|
|                               | <p>responsible for overseeing AADL in managing the Scheme.</p> <p>Any vehicle recovery coordinated by the Principal Contractor must ensure the service provider identified provides a service equal to or better than the AADL recovery contract to ensure additional congestion and undue costs are avoided.</p>   |   |  |               |
| Commercial Vehicle Management | <p>2.7. Advance insight into the movement of Abnormal Indivisible Loads (AILs) for early mitigation. Essex Police seek to agree a point of contact with the project and a clear process for the movement of such vehicles to allow for appropriate police approval and management. Additionally, there is a requirement to identify holding areas for AILs to ensure minimal disruption and the safety of all road users.</p> | <p>The 9.24 Outline Construction Traffic Management Plan – Rev B [AS-055] has been amended to include additional detail about AILs and Blue Light Services in sections 2.3 and 2.4.</p> | <p>Essex Police acknowledge the amendments made in sections 2.3 and 2.4 of the CoCP and request continued engagement during construction planning to ensure appropriate AIL movement plans are in place. Essex Police are content the amendments address our concerns and consider this matter to be agreed.</p> | <b>Agreed</b> |
| Commercial Vehicle Management | <p>3.1. Essex Police request the Force AIL Liaison Office (ALO) is included in such communications to ensure early awareness of proposals to allow for planning of resources.</p>   | <p>Contact information for the Essex Police AIL Liaison Office has been included on section 2.3.7 of the 9.24 Outline Construction Traffic Management Plan – Rev B [AS-055].</p>        | <p><i>Essex Police is satisfied the revised wording addresses the</i></p>  | <b>Agreed</b> |



|                               |   |   |  |               |
|-------------------------------|---|---|--|---------------|
|                               |   |   | <i>issue raised and is now "agreed".</i>   |               |
| Commercial Vehicle Management | <p>3.6. These escorts are undertaken by a limited number of highly trained officers. Essex is subject to numerous development projects and Nationally Significant Infrastructure Projects (NSIPs) which are underway or in the planning stages which will directly impact on the ability to service these movements. Essex Police request early engagement to further discuss this matter and analyse AIL movement data to understand the impact on policing and any requirement for further funding.</p> | Noted.  | <p><i>Essex Police request continued engagement during the final AIL movement and construction traffic management planning stages to ensure appropriate plans are in place. Essex Police will undertake analysis of data provided by the applicant and may request contribution to infrastructure or resourcing requirements where significant impact to policing provision is identified.</i></p> | <b>Agreed</b> |
| Commercial Vehicle Management | <p>3.8. Essex Police request engagement following production of the ALAR to ensure awareness of the proposed routes and concerns and allow the Commercial Vehicle Unit (CVU) and ALO to provide appropriate support where required.</p>   | <p>Additional text has been added to Section 4.1.16 of the 9.24 Outline Construction Traffic Management Plan – Rev B [AS-055] to address this:<br/><i>The ALAR will be shared with relevant stakeholders for information.</i></p> | <p><i>Essex Police is satisfied the revised wording addresses the issue raised and is now "agreed".</i></p>  | <b>Agreed</b> |





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