



FIVE ESTUARIES OFFSHORE WIND FARM STATEMENT OF COMMON GROUND 10.10.17 NATIONAL HIGHWAYS, REVISION B (CLEAN)

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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
AIL	Abnormal Indivisible Loads
CoCP	Code of Construction Practice
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
ETGs	Expert Topic Groups
HGV	Heavy Goods Vehicle
MW	Megawatts
NSIP	National Significant Infrastructure Project
RSA	Road Safety Audit
SoCG	Statement of Common Ground
VEOWF	Five Estuaries Offshore Wind Farm
WTP	Workforce Travel Plan



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 National Highways 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 National Highways 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 National Highways, 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 NATIONAL HIGHWAYS' REMIT

2.1 INTRODUCTION

- 2.1.1 National Highways is the government company which plans, designs, builds, operates and maintains England's motorways and major A roads, known as the strategic road network. They manage the network to make journeys safer, smoother and more reliable. By planning and designing roads that meet the highest levels of safety, they can reduce the number of fatal or serious injuries, following their safety priority. The roads managed by National Highways have more than four million journeys taking place every day and the organisation has invested billions in new routes and extra capacity. Through their statutory consultee role in the planning system, they work with local authorities, developers, community groups and others to ensure projects are following the necessary provisions in relation to their activities.
- 2.1.2 The following application documents have informed the discussions with National Highways and address the elements of VE that may affect the interests of the interested party:
- > 6.3.8 Traffic and Transport [AS-043]
 - > 6.6.8.1 Traffic and Transport Baseline Report – Part 1 [REP1-026]
 - > 6.6.8.2 Traffic and Transport Baseline Report – Parts 2 to 6 [REP1-028 to 032]
 - > 9.21 Code of Construction Practice [REP1-041]
 - > 9.24 Outline Construction Traffic Management Plan (CTMP) [AS-055]
 - > 9.26 Outline Workforce Travel Plan (WTP) [APP-259]
- 2.1.3 The main areas of interest raised by National Highways were the following:
- > Robustness of the baseline, transport study area, access strategy and assessment
 - > Interactions with the strategic highway network including:
 - > Trenchless crossing east of Horsley Cross
 - > A120/Bentley Road Junction Improvements
 - > Abnormal Indivisible Load (AIL) access route
 - > Outline CTMP and WTP
 - > Development Consent Order
 - > Protective Provisions
 - > Land Interests
- 2.1.4 National Highways and the Applicant have been working together to minimise possible impacts of the project on the National Highways interests and ongoing operation of the Strategic Road Network.



2.2 CONSULTATION SUMMARY

- 2.2.1 Since 2019, the project has been engaging with relevant stakeholders through different phases of the project development. 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. National Highways replied to the statutory consultations and has been engaged with the project throughout its development. The comments received and the meetings between The Applicant and National Highways 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 National Highways 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 National Highways 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

POSITION STATUS	COLOUR CODE
The matter is considered to be agreed between the parties.	Agreed
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.	Ongoing point of discussion
The matter is not agreed between the parties.	Not agreed



Table 3.2: Status of discussions

Area of Interest	Issue	Proposed Resolution	National Highways Position	Position Status
Robustness of the baseline and assessment	Evidence is required that explains why a workforce occupancy rate of 1.5 people per car is a realistic assumption.	The Applicant has included additional wording in the revised 9.26 Outline Workforce Travel Plan (WTP) Revision C to include additional controls, monitoring and enforcement.	<i>National Highways is satisfied that the proposed wording provides sufficient measures to provide assurance regarding the safe operation of the SRN.</i>	Agreed
Robustness of the baseline and assessment	Junction Capacity Assessments are required at any other A120 junctions experiencing over 30 additional vehicle movements during the peak hour	The Applicant has issued junction capacity assessments at: <ul style="list-style-type: none"> • A120/ Harwich Road; • A120 / Bentley Road; and • A120 / B1035 	<i>National Highways is reviewing the assessments and is content this point can be agreed once these assessments, subject to agreeing with the conclusions.</i>	Ongoing point of discussion
Robustness of the baseline and assessment	HGV trip assignment currently estimates, for sensitivity testing, that in a scenario where 100% of HGVs would travel east towards Harwich (as well as 100% west), junctions east of B1035 are not assessed as the Applicant considers this is not a likely worst case assumption. National Highways are requesting junction capacity assessments for A120 junctions east of the B1035. If additional junction capacity assessments are not undertaken, a more likely worst-case scenario	The Applicant has included further controls over the maximum number of vehicles travelling east from the port of Harwich on the A120 during the peak period in the revised Outline Construction Traffic Management Plan – Revision E and Outline Workforce Travel Plan - Revision C	<i>National Highways is content that this point is satisfactorily addressed by the revised wording in the oCTMP.</i>	Agreed



	should be established, based on the potential for 56 trips to use the junctions in the peak period.			
Abnormal Indivisible Loads	National Highways have concerns over the impact of the Special Order Loads on the concrete pavement of the Wix By Pass (Bradfield Road Bridge on the A120).	The Applicant and National Highways are engaged in a joint work stream to agree the potential impact to the Wix By Pass. Discussions are ongoing but the Applicant has added wording to Outline Construction Traffic Management Plan – Revision E on the potential need for additional measures to support the movement of AILs.	<i>National Highways awaits a report from the Applicant which it is hoped will provide sufficient comfort on the issue.</i>	Ongoing point of discussion
A120/Bentley Road Junction Improvements	Stage 1 - Road Safety Audit (RSA) for A120/Bentley Road Junction Improvements has not yet submitted into the Examination.	The Stage 1 - Road Safety Audit and is complete.	<i>National Highways has signed off the Stage 1 - Road Safety Audit.</i>	Agreed
Protective Provisions	National Highways 'standard' protective provisions are not acceptable to The Applicant. The Applicant has proposed protective provisions as part of the draft DCO [APP-025] which are not acceptable to National Highway	The Applicant and National Highways have continued to engage on the Protective Provisions. The remaining differences relate to the status of the land agreements and the respective projects position on CPO powers. Both parties are continuing to engage on this point.	<i>National Highways is content that all issues are resolved except the inclusion of a Compulsory Acquisition restriction in the Protective Provisions.</i>	Ongoing point of discussion
Land Interests / Land Rights	National Highways are still to comment on the proposed approach by the Applicant to secure the voluntary land rights.	The Applicant and National Highways are continuing to progress this but it may not be possible to conclude this by the end of the examination.	<i>National Highways notes these discussions continuing with the Applicant. If the land acquisition can be progressed and CA restriction wording can be agreed, then the Protective</i>	Ongoing point of discussion



			<i>Provisions can be agreed and this point closed.</i>	
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