



# FIVE ESTUARIES OFFSHORE WIND FARM STATEMENT OF COMMON GROUND PORT OF TILBURY

Application Reference	EN010115
Application Document Number	10.10.22
Pursuant to	Deadline 7
Revision	A
EcoDoc Number	005733595-01
Date	March 2025

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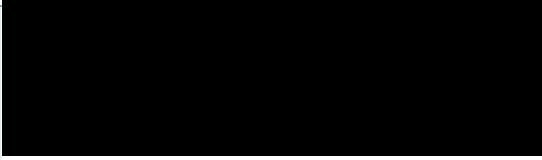
In preparation of this document Five Estuaries Wind Farm Ltd has made reasonable efforts to ensure that the content is accurate, up to date and complete for purpose.


Revision	Date	Status/Reason for Issue	Originator	Checked	Approved
A	Mar-25	SoCG	GoBe	VE OWFL	VE OWFL

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## DEFINITION OF ACRONYMS

Term	Definition
CD	Chart Datum
DCO	Development Consent Order
DWR	Deep Water Route
ECC	Export Cable Corridor
ES	Environmental Statement
ETG	Expert Topic Group
km	Kilometre
m	Metre
MW	Megawatt
NIP	Navigation Installation Plan
nm	Nautical Mile
NRA	Navigational Risk Assessment
NSIP	National Significant Infrastructure Project
PEIR	Preliminary Environmental Information Report
PLA	Port of London Authority
SoCG	Statement of Common Ground
VEOWF	Five Estuaries Offshore Wind Farm



## 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 Port of Tilbury 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 Port of Tilbury London Limited (PoTLL) 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 SoCGs 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 PoTLL, 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 (APP-083).



## 2 PORT OF TILBURY'S REMIT

### 2.1 INTRODUCTION

- 2.1.1 The PoTLL is the largest of the Thames ports. The port is a crucial logistics hub for construction, automotive and food and drink sectors.
- 2.1.2 The following application documents have informed the discussions with the Port of Tilbury and address the elements of VE that may affect the interests of the interested party:
- > 6.2.9 Shipping and Navigation [APP-078]
  - > 9.9 Outline Cable Burial Risk Assessment [APP-239]
  - > 9.10 Navigational Risk Assessment [APP-240]
  - > 9.12 Outline Cable Specification and Installation Plan [APP-242]
  - > 9.20 Outline Navigation Installation Plan [REP1-039]
- 2.1.3 The PoTLL and the Applicant have been working together to minimise possible impacts of the project on the Port of Tilbury's operations, particularly in relation to future case vessels accessing the port via the Deep Water Routes

### 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.
- 2.2.2 The Applicant has engaged with PoTLL specifically on the issue of cable burial depths under the deep water route channels.



### 3 AGREEMENTS LOG

- 3.1.1 The following sections of this SoCG set out the level of agreement between the Applicant and the Port of Tilbury 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 the Port of Tilbury 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**

Reference number	Issue	Proposed Resolution	Port of Tilbury's Position	Position Status
PoTLL1	Cable Burial Depth	A cable burial depth of at least 22m below Chart Datum (CD) in sensitive areas (Sunk and Trinity DWRs) to account for future 20m vessel draught plus 10% under keel clearance is considered sufficient for accessing London Port of Tilbury.	The Port of Tilbury is aligned with the Port of London Authority on agreeing that 22m is an appropriate depth.	<b>Agreed</b>
PoTLL2	Cable Burial Depth	Cable burial depth requirements are appropriately defined in the outline Cable Specification and Installation Plan (CSIP), secured through the dML.	The Port of Tilbury is aligned with the PLA's position on this matter.	<b>Ongoing point of discussion</b>
PoTLL3	Protective Provisions	Protective provisions to cover PoTLL's interests with the Sunk and Trinity Deep Water Routes are being progressed with the PLA.	The Port of Tilbury is confirming with the legal department if Protective Provisions with the PLA cover the concerns from PoTLL.	<b>Ongoing point of discussion</b>



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