



SCOTTISHPOWER
RENEWABLES

East Anglia TWO and East Anglia ONE North Offshore Windfarms

Draft Statement of Common Ground Civil Aviation Authority (CAA)

Applicants: East Anglia ONE North Limited and East Anglia TWO Limited
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Applicable to **East Anglia ONE North** and **East Anglia TWO**



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Glossary of Acronyms

| | |
|------|---------------------------------|
| DCO | Development Consent Order |
| CAA | Civil Aviation Authority |
| DML | Deemed Marine Licence |
| EIA | Environmental Impact Assessment |
| ES | Environmental Statement |
| ETG | Expert Topic Group |
| ExA | Examining Authority |
| MHWS | Mean High Water Springs |
| PD | Procedural Decision |
| PINS | Planning Inspectorate |
| SoCG | Statement of Common Ground |



Glossary of Terminology

| | |
|---|---|
| Applicants | East Anglia TWO Limited / East Anglia ONE North Limited |
| Construction, operation and maintenance platform | A fixed offshore structure required for construction, operation, and maintenance personnel and activities. |
| East Anglia TWO project | The proposed project consisting of up to 75 wind turbines, up to four offshore electrical platforms, up to one construction operation and maintenance platform, inter-array cables, platform link cables, up to one operational meteorological mast, up to two offshore export cables, fibre optic cables, landfall infrastructure, onshore cables and ducts, onshore substation, and National Grid infrastructure. |
| East Anglia ONE North project | The proposed project consisting of up to 67 wind turbines, up to four offshore electrical platforms, up to one construction operation and maintenance platform, inter-array cables, platform link cables, up to one operational meteorological mast, up to two offshore export cables, fibre optic cables, landfall infrastructure, onshore cables and ducts, onshore substation, and National Grid infrastructure. |
| East Anglia TWO / East Anglia ONE North windfarm site | The offshore area within which wind turbines and offshore platforms will be located. |
| Evidence Plan Process | A voluntary consultation process with specialist stakeholders to agree the approach to the EIA and the information required to support HRA. |
| Generation Deemed Marine Licence (DML) | The deemed marine licence in respect of the generation assets set out within Schedule 13 of the draft DCO. |
| Horizontal directional drilling (HDD) | A method of cable installation where the cable is drilled beneath a feature without the need for trenching. |
| Inter-array cables | Offshore cables which link the wind turbines to each other and the offshore electrical platforms, these cables will include fibre optic cables. |
| Landfall | The area (from Mean Low Water Springs) where the offshore export cables would make contact with land and connect to the onshore cables. |
| Offshore cable corridor | This is the area which will contain the offshore export cables between offshore electrical platforms and landfall. |
| Offshore development area | The East Anglia TWO / East Anglia ONE North windfarm site and offshore cable corridor (up to Mean High Water Springs). |
| Offshore electrical platform | A fixed structure located within the windfarm area, containing electrical equipment to aggregate the power from the wind turbine generators and convert it into a more suitable form for export to shore. |
| Offshore export cables | The cables which would bring electricity from the offshore electrical platforms to the landfall. These cables will include fibre optic cables. |
| Offshore platform | A collective term for the construction, operation and maintenance platform and the offshore electrical platforms. |
| Platform link cable | Electrical cable which links one or more offshore platforms, these cables will include fibre optic cables. |
| Safety zone | A marine area declared for the purposes of safety around a renewable energy installation or works / construction area under the Energy Act 2004. |
| Scour protection | Protective materials to avoid sediment being eroded away from the base of the foundations as a result of the flow of water. |



| | |
|------------------|--|
| Transmission DML | The deemed marine licence in respect of the transmission assets set out within Schedule 14 of the draft DCO. |
|------------------|--|

DRAFT



1 Introduction

1.1 Background

1. This document is applicable to both the East Anglia ONE North and East Anglia TWO Development Consent Order (DCO) applications, and therefore is endorsed with the yellow and blue icon used to identify materially identical documentation in accordance with the Examining Authority's (ExA) procedural decisions on document management of 23rd December 2019 (PD-004). Whilst this document has been submitted to both Examinations, if it is read for one project submission there is no need to read it for the other project submission.
2. This Statement of Common Ground (SoCG) has been prepared between East Anglia TWO Limited, East Anglia ONE North Limited (hereafter the Applicants) and the Civil Aviation Authority (CAA) in relation to the East Anglia TWO project and the East Anglia ONE North project (the Projects). It identifies areas of the Projects' Development Consent Order applications (the Applications) where matters are agreed or not agreed between the Applicants and CAA (the Parties).
3. The Applicants have had regard to the guidance for the examination of applications for development consent (Department for Communities and Local Government, 2015) when compiling this SoCG.
4. This SoCG has been structured to reflect topics of interest to the CAA on the Applications. Topic specific matters agreed, not agreed and actions to resolve between the Applicants and the CAA are included within this SoCG.
5. The table presented below is the basis for a SoCG with the Applicants and the CAA in respect of the following topic(s):
 - Civil and Military Aviation and Radar
 - Development Consent Order
6. Throughout the SoCG the phrase "Agreed" identifies any point of agreement between the Applicants and the CAA.
7. The phrase "Not Agreed" identifies any point that is not yet agreed between the Applicants and the CAA. Points that are not yet agreed will be the subject of ongoing discussion between the Applicants and the CAA to reach agreement on the point wherever possible or refine the extent of disagreement between parties. The notes column of the SoCG tables provides commentary on these matters.

1.2 The Development

8. The key offshore components of each project will comprise:
 - Offshore wind turbines and their associated foundations;



- Offshore platforms - up to four offshore electrical platforms and their associated foundations supporting some of the windfarm's electrical equipment, and up to one construction, operation and maintenance platform and associated foundations that may cater for personnel and activities required during the construction phase and operation and maintenance of the windfarm;
 - Sub-sea cables between the wind turbines and between wind turbines and offshore electrical platforms (inter-array), between separate offshore platforms (platform link cables) and between offshore electrical platforms and the landfall (export cables);
 - Scour protection around foundations and on inter-array, platform link and export sub-sea cables as required; and
 - Potential for one meteorological mast (met mast) and its associated foundations for monitoring wind speeds during the operational phase of the windfarm.
9. The key onshore components of the project will comprise:
- The landfall site with up to two transition bays to connect the onshore and offshore cables;
 - Up to six onshore cables, up to two fibre optic cables and up to two distributed temperature sensing cables installed underground (some or all of which may be installed in ducts) and associated jointing bays installed underground;
 - Onshore substation; and
 - Electrical cable connection between the onshore substation and National Grid substation.
10. National Grid infrastructure will also be required to connect each project to the national electricity grid. Key components of the National Grid infrastructure which is common to both projects will comprise:
- National Grid substation;
 - Cable sealing end compounds and a cable sealing end (with circuit breaker) compound; and
 - Realignment of the existing overhead lines; including the reconstruction or replacement of up to three existing overhead pylons in proximity to the National Grid substation and the addition of up to one new pylon in close proximity to existing overhead pylons.



1.3 Consultation with the CAA

11. **Table 1.1** provides an overview of meetings and post application correspondence undertaken with CAA regarding Civil Aviation and Radar.

Table 1.1 Summary of post application consultation with CAA regarding Civil Aviation and Radar.

| Date | Contact Type | Topic |
|-------------------|----------------|--------------------------------------|
| Post-Application | | |
| 04 September 2020 | Correspondence | Draft SoCG issued to CAA for comment |

1.4 Summary of Agreements, Not Agreed and Outstanding Matters

12. **Table 1.2** provides a summary of the matters agreed, not agreed and those which are outstanding between the Applicants and CAA for each of the relevant receptor topics. For further information on agreements, see the detailed agreement table, **Table 2.1**.

Table 1.2 Summary of Areas of Agreement, Disagreement or those which are Outstanding for Receptor Topic Areas Raised by CAA

| Topic | Agreed, Not Agreed or Outstanding |
|-------------------------------|-----------------------------------|
| Civil Aviation and Radar | Agreed |
| The Development Consent Order | Agreed |



2 Statement of Common Ground

13. The areas of agreement and disagreement between the Applicants and the CAA are set out below.

2.1 Civil Aviation and Radar

14. The projects have the potential to impact upon Civil Aviation. **Chapter 15 Civil and Military Aviation and Radar** of the Environmental Statement (ES) (APP-063) provides an assessment of the significance of these impacts.
15. **Table 2.1** below provides areas of agreement and disagreement with the CAA regarding civil aviation and radar.



Table 2.1 Civil Aviation and Radar

| ID | Topic | Statement | East Anglia TWO Limited Position | East Anglia ONE North Limited Position | CAA position | Notes |
|--|------------------------|--|----------------------------------|--|--------------|--|
| Environmental Impact Assessment | | | | | | |
| CAA-101 | Existing Environment | Description of baseline conditions is accurate in terms of aviation and radar activity undertaken within the Project sites and surrounding area. | Agreed | Agreed | Agreed | None |
| CAA-102 | Assessment Methodology | The impact assessment has been undertaken using suitable methodologies. | Agreed | Agreed | Agreed | It is not for the CAA to comment on the suitability of the assessment methodology – it is for the responsibility of individual stakeholders to assess the impacts of the development on their own operations and highlight if these differ from the assessment made by the developer in the EIA. |
| CAA-103 | Assessment Conclusions | The assessment is appropriate and has made the correct conclusions that the Project will have significant impacts upon Civil Aviation. | Agreed | Agreed | Agreed | It is not for the CAA to comment on the impacts on individual aviation stakeholders. It is for those aviation stakeholders who are potentially affected by the proposed development to comment on the impact to their operations / safeguarding. |



| ID | Topic | Statement | East Anglia TWO Limited Position | East Anglia ONE North Limited Position | CAA position | Notes |
|--|--|--|----------------------------------|--|--------------|---|
| Communication | | | | | | |
| CAA-104 | Communication | The level and quality of communication between the project and the CAA to date has been appropriate. | Agreed | Agreed | Agreed | None |
| Draft Development Consent Order (DCO) | | | | | | |
| CAA-105 | Wording of Requirement(s) and Condition(s) | <p>The wording of the following requirement and conditions pertaining to Civil Aviation are appropriate and adequate:</p> <ul style="list-style-type: none"> Requirement 31 provided within DCO Schedule 1, Part 3 with reference to Aviation Lighting Condition 13 of the Generation DML and Condition 9 of the Transmission DML with reference to Aviation safety. | Agreed | Agreed | Agreed | <p>The CAA agrees that the inclusion of the proposed draft DCO requirement as set out by the Applicants herein is an appropriate requirement for addressing the lighting of the Projects' turbines.</p> <p>The CAA further agrees that the Applicants have acknowledged the requirement to notify Defence Infrastructure Organisation Safeguarding and the Defence Geographic Centre of the Projects' turbine locations prior to turbine erection to facilitate the charting of the turbines and any anemometer/meteorological masts and will liaise with the CAA to issue Notices To Airmen (NOTAM) as</p> |



| ID | Topic | Statement | East Anglia TWO Limited Position | East Anglia ONE North Limited Position | CAA position | Notes |
|---------------------------|-------|-----------------|--|--|--------------|--|
| | | | | | | appropriate to promulgate the turbines to aviation stakeholders. |
| Other Matters as Required | | | | | | |
| CAA-106 | None | Not applicable. | | | | None |



3 Signatures

16. The above Statement of Common Ground is agreed between the Applicants and Civil Aviation Authority on the day specified below.

Signed: _____

Print Name: _____

Job Title: _____

Date: _____

Duly authorised for and on behalf of **Civil Aviation Authority**

Signed: _____

Print Name: _____

Job Title: _____

Date: _____

Duly authorised for and on behalf of **EAST ANGLIA TWO LIMITED**

Signed: _____

Print Name: _____

Job Title: _____

Date: _____

Duly authorised for and on behalf of **EAST ANGLIA ONE NORTH LIMITED**