

Norfolk Vanguard Offshore Wind Farm

Consultation Report

Appendix 13.6 Minutes of Meeting with Maritime and Coastguard Agency and Trinity House

Applicant: Norfolk Vanguard Limited
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Photo: Kentish Flats Offshore Wind Farm



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Vattenfall Norfolk Vanguard - NRA Kick off Meeting with the MCA and TH

Date: 17th March 2017

Time: 1030 to 1230

Location: Vattenfall London Office, 1 Tudor Street

Attendees:

Nick Salter (NS), MCA
 Pete Lowson (PL), MCA (Dial in)
 Trevor Harris (TH), THLS
 Steve Vanstone (SV), THLS
 Kathy Wood (KW), Vattenfall
 Mike Vanstone (MV), Vattenfall (Dial in)
 Damian Martin (DM), Vattenfall
 Sam Westwood (SW), Anatec

Apologies:

N/A

Minutes	
Item	Action
Introduction	
1. Welcome and introductions to the kick off meeting for the NRA and ER process.	KW to send sample evidence plan method statement to MCA and THLS.
2. KW gave an overview of schedules for Norfolk Vanguard (NV East and NV West) and Norfolk Boreas which is currently getting ready for scoping.	
3. Norfolk Vanguard will be 1.8 GW, Norfolk Vanguard and Norfolk Boreas combined would be 3.2 GW.	
4. KW queried if MCA and THLS would like to see a more detailed EIA Method Statement; they were unfamiliar with this so they would like to see an example.	
5. Consultation has been undertaken with Tullow, Perenco and Shell regarding the decommissioning of their platforms near NV East and NV West.	
6. The PEI will be issued in Q4 2017.	
7. Consultation is being undertaken with regular operators, recreational and fishing representatives (in liaison with	

commercial fisheries chapter). KW confirmed that consultation will be undertaken with Rijkwaterstaat; SW noted that other transboundary organisations would be contacted when identified.	
Layout and Cumulative Scenario	
8. NS queried the distance between NV East, NV West and Norfolk Boreas and did it meet the requirements of MGN 543. SW confirmed that it did. 9. Cumulative would consider alignment with EA3, KW confirmed sharing (information) agreements were in place. SW noted that EA3 does sit flush to NV East but that there was a 1km buffer between NV East and Norfolk Boreas. DM noted that given wind recovery WTGs would create a natural gap. 10. There is one nm spacing between the edge of each site and the DWR running between NV East and NV West. To the east of NV East the DWR had two nm spacing.	SHP Files to be provided to MCA and TH.
PDS	
11. Although Norfolk Vanguard is two sites it will be considered as one project for the purpose of PEI, NRA and ER. 12. Both marine traffic surveys have been completed and were a key part to this meeting. 13. PDS Key Points • Up to 257 WTGS which could be placed in any split between NV East and NV West. • Foundation types include: monopile, jacket, tripod, suction caissons, gravity base and floating foundations. • Floating foundations are a novel technology and therefore no design has yet been agreed on. They could be catenary, tensioned, ballast, spar or a combination. • Floating foundation mooring lines would be within the red line. • Mooring lines should follow relevant HSE ISO standards. • There would be no blade overfly. • Indicative position of substations or other platforms	SW to provide further details on floating foundations when available. PL to provide further detail on SAR lanes.

had not yet been agreed; MCA noted that the platforms should be in row. • TH noted that they preferred straight edges and no 'exposed or isolated' turbines. • MCA require two lines of orientation but would be content to see a safety case for one line of orientation. • Minimum spacing is 500 metres centre point to centre point. • DM confirmed that dense perimeters were not being considered. • There will be no platforms within the Export Cable Route. 14. SW confirmed that the NRA will look at a worst case which will be one line of orientation and the maximum number of floating foundations. 15. PL noted that SAR line guidance (orientation) was being looked at and that further information would be proved ASAP. 16. Orientation between EA3 and NV East will need to be considered, PL confirmed that there was no minimum buffer and it would depend on the wind farm layout, spacing, orientation and traffic. 17. Both marine and aviation lighting was discussed. MCA noted that synchronisation between EA3, NV East and Norfolk Boreas was important especially for aviation lighting. 18. Cumulative will consider Norfolk Vanguard, Norfolk Boreas and EA3 plus a wider southern North Sea area as previously seen within SNSOWF.	
Marine Traffic	
19. SW gave an overview of the traffic recorded within the 4 surveys. The slides will be issued but both MCA and THLS confirmed that they were content with the traffic survey data.	THLS and MCA to review PPT slides.
AOB	
20. Meeting closed with actions agreed. No further meetings were arranged but both THLS and MCA were invited to the hazard workshop on the 26th April in London. Post Meeting Note: Due to room availability, the Hazard	

Workshop will be held on the 25th April, rather than the 26th. THLS are unable to attend, but have requested to be kept updated on the progress of the Development. The MCA are intending to attend the workshop.	
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