

FIVE ESTUARIES OFFSHORE WIND FARM STATEMENT OF COMMON GROUND THE CORPORATION OF TRINITY HOUSE

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DEFINITION OF ACRONYMS

Term	Definition
DCO	Development Consent Order
dML	Deemed Marine Licence
ES	Environmental Statement
ETG	Expert Topic Groups
km	Kilometre
MGN	Marine Guidance Note
MW	Megawatts
NIP	Navigation Installation Plan
nm	Nautical Mile
NRA	Navigational Risk Assessment
NSIP	National Significant Infrastructure Project
PEIR	Preliminary Environmental Information Report
SoCG	Statement of Common Ground
UXO	Unexploded Ordnance
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 the Corporation of Trinity House of Deptford Strond (hereby referred to as "Trinity House") 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 Trinity House 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 Trinity House, 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 VEOWF 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 (km) (20 nautical miles (nm)) 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. VEOWF 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 (ES), in particular 6.2.1 Offshore Project Description (APP-069) and 6.3.1 Onshore Project Description (APP-083).



2 TRINITY HOUSE'S REMIT

2.1 INTRODUCTION

- 2.1.1 Trinity House is the General Lighthouse Authority for England, Wales, the Channel Islands and Gibraltar with powers principally derived from the Merchant Shipping Act 1995 (as amended). The role of Trinity House as a General Lighthouse Authority under the Act includes the superintendence and management of all lighthouses, buoys and beacons within its area of jurisdiction.
- 2.1.2 The following application documents have informed the discussions with Trinity House and address the elements of VEOWF that may affect the interests of the interested party:
 - > 6.2.9 Shipping and Navigation (APP-078)
 - > 9.10 Navigational Risk Assessment (APP-240)
 - > 9.20 Outline Navigation Installation Plan (REP1-039)
- 2.1.3 The main areas of interest raised by Trinity House were the approach to the undertaking of the Navigational Risk Assessment (NRA) and maintaining navigational safety, including in relation to the use of lighting and marking.
- 2.1.4 Trinity House and the Applicant have been working together to minimise possible impacts of the project of concern to Trinity House.

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 and are presented in Table 2.1.

Table 2.1 Trinity House Consultation Overview

Date	Consultation Type	Consultation
18 January 2021	Virtual meeting	Discussion following project design updates and to agree requirements for baseline vessel traffic data collection.
30 March 2021	Virtual meeting	Further discussion following project design updates.
24 August 2021	Email correspondence	Correspondence related to vessel traffic survey approach.



Date	Consultation Type	Consultation
30 November 2021	Scoping response	Feedback following the VEOWF Scoping report.
08 April 2022	Virtual meeting	Discussion following project design updates.
02 December 2022	Email correspondence	Materials from Hazard Workshop shared for comment.
12 May 2023	Section 42 response	Feedback following review of the VEOWF NRA at the Preliminary Environmental Information Report (PEIR) stage.
06 October 2023	Virtual meeting	Discussion on the section 42 response.
14 June 2024	Virtual Navigation Installation Plan (NIP) workshop	Meeting with relevant interested parties to discuss the NIP.
05 August 2024	Virtual meeting	Discussion on requirements for SoCG and procedure for Unexploded Ordnance (UXO) clearance.



3 AGREEMENTS LOG

- 3.1.1 The following sections of this SoCG set out the level of agreement between the Applicant and Trinity House for the relevant areas of interest identified in paragraph 2.1.3. The tables below detail the positions of the Applicant alongside those of Trinity House 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

Reference Number	Topic	Applicant's Position	Trinity House's Position	Position Status
TH1	Consultation	Trinity House has been adequately consulted regarding shipping and navigation to date and is satisfied with the outcomes of consultation.	Agreed	Agreed
TH2	Baseline environment	The NRA (APP-240) and ES (APP-078) adequately characterises the shipping and navigation baseline environment.	Agreed	Agreed
ТН3	Marine traffic surveys	The marine traffic survey data collection is suitable for Trinity House's requirements for the assessment. This includes data collected for both the array areas and the offshore Export Cable Corridor (ECC).	Agreed.	Agreed
TH4	NRA and assessment methodology	NRA (APP-240) is suitable in relation to Trinity House's remit. Appropriate legislation, planning policy and guidance relevant to shipping and navigation has been used. The approach to the assessment is also deemed appropriate for the purposes of predicting changes to the baseline environment.	Agreed.	Agreed
TH5	Hazard (impact) identification	The hazards (impacts) identified within the ES Chapter (APP-078) and the NRA (APP-240) adequately capture the potential effects on shipping and navigation that may result from the Proposed Development.	Agreed.	Agreed
TH6	Risk level (impact significance) in isolation	Based on the information provided within the ES Chapter (APP-078) and NRA (APP-240) it is agreed that in isolation hazards (impacts), including vessel displacement and increased collision risk, third-party with project vessel collision risk, reduced access to local ports and harbours, reduction in under keel clearance, creation of allision risk, anchor interaction with subsea cables, and reduction of emergency response capability are broadly acceptable or tolerable (unlikely to be significant) with the mitigation measures and required monitoring in place.	Given the info provided I think we can agree to most of this but noting the following, should probably remain an ongoing point of discussion for now: Local Port and Harbour access remains a potential issue. Emergency response – defer to MCA.	Ongoing point of discussion
TH7	Risk level (impact significance) cumulative	Based on the information provided within the ES Chapter (APP-078) and NRA (APP-240) it is agreed that cumulative hazards (impacts), including those listed above for the in isolation scenario are broadly acceptable or tolerable (unlikely to be significant) with the mitigation measures (including the NIP) and required monitoring in place.	Agreed.	Agreed
ТН7а	Local Port and Harbour access	The Applicant has agreed with PLA that cables must be installed below 22m Chart Datum within the Deep Water Route (DWR) areas. The definition of the DWR areas is a point of ongoing discussion but is expected to be agreed prior to the end of examination.	Noted.	Ongoing point of discussion
TH8	NIP	The Outline NIP (REP1-039) is an appropriate mechanism for minimising the significance of effect associated with relevant shipping and navigation	Agreed.	Agreed



Reference Number	Topic	Applicant's Position	Trinity House's Position	Position Status
		impacts associated with cable installation, operation and maintenance in the area of interest. It is noted that the NIP references consultation with Trinity House should the associated works impact any existing aids to navigation.		
TH9	DCO/deemed Marine Licence (dML) condition wording	The wording of DCO/dML conditions relevant to Trinity House is appropriate.	TH is content with the DCO/dML submitted at Deadline 3 but will keep under review throughout the examination and therefore this item should remain as an ongoing point of discussion.	Ongoing point of discussion



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