

# FIVE ESTUARIES OFFSHORE WIND FARM STATEMENT OF COMMON GROUND LONDON GATEWAY PORT LIMITED

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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 the purpose.

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## **DEFINITION OF ACRONYMS**

Term	Definition
CD	Chart Datum
DCO	Development Consent Order
LGPL	DP World London Gateway
DWR	Deep Water Route
ECC	Export Cable Corridor
ES	Environmental Statement
ETG	Expert Topic Group
km	Kilometre
LGP	London Gateway Port
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
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 London Gateway Port Limited (LGPL), 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 "VE").
- 1.1.2 Following detailed discussions undertaken between the parties, the Applicant and LGPL 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 LGPL, 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 LONDON GATEWAY'S REMIT

### 2.1 INTRODUCTION

- 2.1.1 London Gateway Port (LGP) is a Nationally Significant Infrastructure Project (NSIP) and makes a significant contribution to the national economy. Once fully developed, LGP will comprise deep sea shipping and container handling facilities with an annual output that will equate to approximately 27% of the predicted national growth in such trade by 2030.
- 2.1.2 The following application documents have informed the discussions with LGPL and address the elements of VE OWF 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]
  - > The main areas of interest raised by LGPL were the approach to maintaining navigational safety and access to their port.
- 2.1.3 LGPL and the Applicant have been working together to minimise possible impacts of the project on LGP operations.

### 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 (ETG) 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 LGP Consultation Overview

Date	Consultation Type	Consultation
01 March 2022	Email correspondence	Confirmation of interest in primarily providing feedback on the Export Cable Corridor (ECC), and not the array areas.
20 October 2022	In person hazard workshop	Discussion on the potential hazards of VEOWF, as well as mitigation measures to be applied.
19 June 2023	Virtual meeting	Discussion on the VEOWF offshore ECC.



Date	Consultation Type	Consultation
12 October 2023	Virtual meeting	Meeting following review of the Navigational Risk Assessment (NRA) at the Preliminary Environmental Information Report (PEIR) stage.
25 January 2024	Virtual hazard workshop follow- up meeting	Review of potential hazards and mitigation measures for VEOWF following project updates and refinements.
02 February 2024	Virtual meeting	Meeting to discuss the Navigation Installation Plan (NIP).
04 October 2024	In person meeting	Meeting to discuss cable burial requirements associated with the VEOWF offshore ECC.
21 October 2024	In person meeting	Meeting to discuss cable burial requirements associated with the VEOWF offshore ECC.



### 3 AGREEMENTS LOG

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



**Fable 3.2 Status of Discussions** 

Position Status Agreed Agreed Agreed Agreed Agreed Agreed Agreed Agreed Agreed on the basis that cable burial depths and extent in the sunk and trinity deep water The proposed clarification re the DWR areas will satisfy LGPLs concerns positive discussions which have taken place on 4th and 21st October. Subject to the proposed clarification in a future update of the CSIP as set out in LGPL5 Agreed that the outline CSIP is the appropriate control document. Minded by the Applicant's position on LGPL5, LGPL are satisfied with the outcomes. LGPL agree that adequate consultation has Agree that the CSIP adequately addresses dredging. taken place and we are encouraged by the London Gateway Port Limited Position channels will be captured in the CSIP. (Applicant's position), this is agreed. Agreed. Agreed. Agreed. reduction in navigable depth does not apply to the identified DWR areas. This can be clarified in vessels, in the area of interest (as defined in the NIP) LGPL has been adequately consulted regarding The Applicant confirms that the reference to 5% A cable installation depth of at least 22m below Chart Datum (CD) in sensitive areas (Sunk and Trinity DWRs) to account for future 20m vessel shipping and navigation to date and is satisfied bound to/from London Gateway Port including those utilising the relevant Deep Water Routes The Outline CSIP [APP-242] is appropriate for controlling the cable installation methodology \_GPL is satisfied that the NRA [APP-240] has The Outline NIP [REP1-039] is appropriate for operations during construction, operation and dredging within the DWR and will not impact LGPL's ability to under its Harbour minimising impacts on commercial shipping maintenance due to the presence of project The CSIP [APP-242] adequately addresses impacts associated with vessels navigating considered sufficient for accessing London draught plus 10% under keel clearance is Empowerment Order (HEO) to 17 metres. appropriately defined in the outline Cable The NRA [APP-240] adequately identifies adequately assessed a worst-case future Cable burial depth requirements are a future update to the outline CSIP. with the outcomes of consultation. scenario for use of the DWRs. and cable burial depths. Applicant's Position **Gateway Port** DWRs). Cable Specification and Installation Plan (CSIP) Identification of Impacts within the NRA Assessment of Future Case Scenario Navigation Installation Plan (NIP) Cable Installation Depth Cable Installation Depth Future Case Dredging Consultation Topic Reference Number LGPL7a LGPL4 LGPL2 LGPL3 LGPL5 LGPL6 LGPL7 LGPL1



Reference Number	Topic	Applicant's Position	London Gateway Port Limited Position	Position Status
		Specification and Installation Plan (CSIP), secured through the dML.		
		Protective provisions to cover LGPL's interests with the Sunk and Trinity Deep Water Routes are being progressed with the PLA.		
RGPL8	Protective Provisions	The intention is to replace with the protective provisions currently in the dDCO for the benefit of LGPL (which relate only to the Sunk DWR) with provisions for the benefit of the PLA to cover both the Sunk and Trinity DWRs.	LGPL's current position is that the PPs should be retained in favour of LGPL, as currently represented within the draft DCO (Ref. APP-024, Ongoing point Sch 9, Part 7) but separate discussions are taking place with PLA to achieve adequate	Ongoing point of discussion
		Only one set of protective provisions are required and the Applicant is seeking to avoid duplication in approvals or commitments for the same area (i.e. the Sunk DWR).	assurances that the PPs can be novated to PLA.	



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