



NORTH FALLS

Offshore Wind Farm

Statement of Common Ground

Trinity House (~~Clean~~Tracked)

Document Reference: 10.9
Volume: 10
Date: ~~May~~July 2025
Revision: ~~1~~2

Project Reference: EN010119



Project	North Falls Offshore Wind Farm
Document Title	Statement of Common Ground- Trinity House (Clean <u>Tracked</u>)
Document Reference	10.9
Supplier	Royal HaskoningDHV
Supplier Document ID	PB9244-RHD-ZZ-ZZ-RP-Z-0364

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Revision	Date	Status/Reason for Issue	Originator	Checked	Approved
0	March 2025	Deadline 3	Anatec	NFOW	NFOW
1	May 2025	Deadline 5	Anatec	NFOW	NFOW
<u>2</u>	<u>July 2025</u>	<u>Deadline 8</u>	<u>Anatec</u>	<u>NFOW</u>	<u>NFOW</u>

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Glossary of Acronyms

ALARP	As Low As Reasonably Practicable
DCO	Development Consent Order
dML	deemed Marine Licence
DWR	Deep Water Route
EIA	Environmental Impact Assessment
MCA	Maritime and Coastguard Agency
MGN	Marine Guidance Note
NFOW	North Falls Offshore Wind Farm Limited
NIP	Navigation and Installation Plan
NRA	Navigational Risk Assessment
PEIR	Preliminary Environmental Information Report
SEZ	Structure Exclusion Zone
SoCG	Statement of Common Ground

Glossary of Terminology

Navigational Risk Assessment (NRA)	A document which assesses the hazards to shipping and navigation of a proposed Offshore Renewable Energy Installation (OREI) based upon the FSA.
Offshore cable corridor	The corridor of seabed from array area to the landfall within which the offshore export cables will be located.
Offshore export cables	The cables which bring electricity from the offshore substation platform(s) to the landfall, as well as auxiliary cables.
The Applicant	North Falls Offshore Wind Farm Limited (NFOW).
The Project or 'North Falls'	North Falls Offshore Wind Farm, including all onshore and offshore infrastructure.

1. Introduction

1.1 Background

1. This Statement of Common Ground (SoCG) has been prepared by North Falls Offshore Wind Farm Limited (NFOW) (the Applicant) and the Corporation of Trinity House of Deptford Strond (hereafter 'Trinity House'). It identifies areas of North Falls Offshore Wind Farm (hereafter 'the Project' or 'North Falls') where matters are agreed, not agreed or that remain under discussion between the parties.
2. The Applicant has had regard to the Planning Inspectorate (2024) guidance regarding Statements of Common/Uncommon Ground for Hearings and Inquiries when compiling the SoCG.
3. This SoCG has been structured to reflect topics of the application which are of interest to Trinity House. The applicable matters considered within the SoCG apply to Trinity House's statutory and non-statutory remit.
4. ~~Table 1.1~~ ~~Table 1.1~~ presents the topics included in the SoCG with the Applicant and Trinity House.

Table 1.1 Topics included in the SoCG

Topic/Chapter	Document Reference
Environmental Statement (ES) Chapter 15 Shipping and Navigation	APP-029
ES Chapter 15 Shipping and Navigation Figures	APP-060
ES Appendix 15.1 Navigation Risk Assessment Parts 1 - 3	APP-106; APP-107; APP-108
<u>6.1</u> Draft Development Consent Order (DCO)	REP4-004 <u>REP7-008</u>

5. Topic specific matters agreed, not agreed, and matters that remain under discussion between the Applicant and Trinity House are included within this SoCG. Matters that are not yet agreed will be the subject of ongoing discussion between the Applicant and Trinity House to reach agreement on each matter whatever possible or refine the extent of disagreement between parties.

1.2 Consultation with Trinity House

6. The Applicant has engaged with Trinity House on the project during the pre-Application process, both in terms of informal non-statutory engagement and formal consultation carried out pursuant Section 42 of the Planning Act 2008.
7. During formal (Section 42) consultation, Trinity House provided comments on the Preliminary Environmental Information Report (PEIR) by way of letter dated 13th July 2023.

8. Further to the statutory consultation, several meetings were held with Trinity House through the pre-application process (Table 1.2). These are detailed throughout the SoCG, Consultation Report (Document reference: APP-215) and minutes of the meetings.

Table 1.2 Summary of Consultation with Trinity House regarding Shipping and Navigation.

Date	Contact Type	Topic
Pre-Application		
August 2021	Scoping Response	Scoping opinion responses provided by Trinity House.
28 th April 2021	Meeting	Meeting to discuss Project updates.
9 th June 2022	Meeting	Meeting to discuss Project boundaries.
7 th July 2022	Meeting	Update provided to the Sunk Users Group.
13 th July 2023	PEIR response	Section 42 responses provided by Trinity House.
26 th August 2023	Meeting	Meeting to discuss updates to the Project following PEIR responses.
12 th October 2023	Hazard Workshop	Meeting to review the Navigation Risk Assessment (NRA).
17 th January 2024	Meeting	Update provided to the Sunk Users Group.
27 th June 2024	Meeting	Meeting to discuss key considerations identified through the NRA process and the implementation of a Structure Exclusion Zone (SEZ).
15 th January 2025	Meeting	Update provided to the Sunk Users Group.

1.3 Summary of Agreed, Not Agreed and In Discussion

9. In order to easily identify whether a matter is 'agreed', 'not agreed', or 'in discussion' the position status colour coding system set out in Table 1.3 is used in the SoCG.
10. Details of specific topics that are 'agreed', 'not agreed', or 'in discussion' between the Applicant and Trinity House are presented in [Table 2.1](#)~~Table 2.4~~.

Table 1.3 Position status key

Position Status	Position Colour Coding
Agreed. The matter is considered to be agreed between the parties.	Agreed
Not Agreed- no material impact The matter is not yet agreed between the parties however the outcome of the approach taken by either the Applicant and Trinity House is not considered to result in a material impact to the assessment conclusions and the matter is considered to be closed for the purposes of this SoCG. Discussion on these matters have concluded.	Not Agreed- no material impact

Position Status	Position Colour Coding
Not Agreed- material impact The matter is not agreed between the parties and the outcome of the approach taken by either the Applicant and Trinity House is considered to result in a materially different impact to the assessment conclusions. Discussions on these matters have concluded.	Not Agreed- material impact
In discussion The matter is neither 'agreed' nor 'not agreed' and is a matter where further discussion is required between the parties (e.g. where the documents are yet to be shared with Trinity House.	In discussion

2. Statement of Common Ground

11. A summary of the consultation undertaken to date with Trinity House and the matters agreed or not agreed between the Applicant and Trinity House (based on discussions and information exchanged between the Applicant and Trinity House during the pre-application phase of the Application) are set out below for each of the SoCG topic areas.

2.1 Shipping and Navigation

Table 2.1 Topics agreed, in discussion or not agreed in relation to Shipping and Navigation

ID	The Applicant Position	Trinity House Position	Position Summary
NRA and EIA – Baseline Environment and Data			
1	Vessel Traffic Surveys The vessel traffic surveys provide data that is considered suitable for Trinity House purposes.	Agreed.	Agreed.
2	Secondary Data Sources Other supporting data sources as detailed within the NRA (APP-106; APP-107; and APP-108) adequately inform the shipping and navigation baseline and are considered suitable for Trinity House purposes.	Agreed.	Agreed.
3	Baseline Environment The data presented within the NRA (APP-106; APP-107; and APP-108) and Environmental Statement (ES) Shipping and Navigation Chapter (APP-029) adequately identifies shipping and navigation baseline including main routes operating within the area.	Agreed.	Agreed.
NRA and EIA - Assessment Methodology			
4	NRA and EIA Methodology The assessment 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	Agreed	Agreed

ID	The Applicant Position	Trinity House Position	Position Summary
	deemed appropriate for the purposes of predicting changes to the baseline environment.		
5	Worst Case The worst case for shipping as identified in the NRA (APP-106; APP-107; and APP-108) and ES Shipping and Navigation Chapter (APP-029) has been assessed.	Agreed.	Agreed
Consultation			
6	Trinity House have been adequately consulted regarding shipping and navigation to date and is satisfied with the outcomes of consultation.	Agreed.	Agreed
EIA – Impact Assessment Conclusions			
7	Hazard (Impact) Identification The hazards (impacts) identified adequately capture the potential effects on shipping and navigation that may result from the Project.	Agreed.	Agreed
8	Risk Level (Impact Significance) - Project in isolation Based on the information provided within NRA (APP-106; APP-107; and APP-108) and the ES Shipping and Navigation Chapter (APP-029) it is agreed that in isolation hazards (impacts) are unlikely to be significant with the mitigation measures and monitoring detailed in place. This includes implementation of the Structure Exclusion Zone (SEZ) which will allow for a suitable minimum distance between the Sunk	Agreed.	Agreed

ID	The Applicant Position	Trinity House Position	Position Summary
	routing measures and the turbines.		
9	Risk Level (Impact Significance) - Cumulative Based on the information provided within NRA (APP-106; APP-107; and APP-108) and the ES Shipping and Navigation Chapter (APP-029) it is agreed that cumulative hazards (impacts), are broadly acceptable or tolerable with the mitigation measures (including the Navigation and Installation Plan) and required monitoring in place.	Agreed	Agreed
10	Navigation and Installation Plan (NIP) The NIP is an appropriate means to manage and mitigate temporary impacts during cable installation.		Agreed
Draft DCO / Mitigation and Monitoring			
11	The wording of DCO/dML conditions relevant to Trinity House is appropriate.	Trinity House can confirm the relevant wording in the version submitted at Deadline 47 [REP7-008] is considered suitable and is agreed. However, Trinity House will continually review the DCO throughout the examination phase and therefore, this item should remain as "in discussion".	In Discussion Agreed

3. Signatures

12. The above SoCG is agreed between the Applicant and Trinity House on the day specified below.

Signed: _____

Print Name: _____

Job Title: _____

Date: _____

Duly authorised for and on behalf of Trinity House

Signed: _____

Print Name: _____

Job Title: _____

Date: _____

Duly authorised for and on behalf of North Falls Offshore Wind Farm Ltd

4. References

MCA (2021). Marine Guidance Note 654 (Merchant and Fishing) safety of Navigation: offshore Renewable Energy Installations (OREIs) – Guidance on UK Navigational Practice, Safety and Emergency Response. Southampton: MCA.

Planning Inspectorate (2024) Statements of Common/Uncommon Ground for Hearings and Inquiries. Available at: [Statements of Common/Uncommon Ground for Hearings and Inquiries - GOV.UK](#)



NORTH FALLS

Offshore Wind Farm



HARNESSING THE POWER OF NORTH SEA WIND

North Falls Offshore Wind Farm Limited

A joint venture company owned equally by SSE Renewables and RWE.

To contact please email contact@northfallsoffshore.com

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