



**NORTH FALLS**

*Offshore Wind Farm*

## **Statement of Common Ground**

Port of Tilbury (Clean)

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<b>Revision</b>	<b>Date</b>	<b>Status/Reason for Issue</b>	<b>Originator</b>	<b>Checked</b>	<b>Approved</b>
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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 Limited (NFOW) (the Applicant) and Port of Tilbury. 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 Port of Tilbury. The applicable matters considered within the SoCG apply to Port of Tilbury statutory and non-statutory remit.
4. Table 1.1 presents the topics included in the SoCG with the Applicant and Port of Tilbury.

**Table 1.1 Topics and Relevant Documents included in the SoCG**

Topic/Chapter	DCO 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
Draft Development Consent Order (DCO)	REP7-007/-008
Deep Water Route Cable Installation Areas (Future Dredging Depths) Plan	REP6-055
Outline Cable Specification and Installation Plan	REP7-039/-40

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

## 1.2 Summary of Agreed, Not Agreed and In Discussion

6. 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 1.2 is used in the SoCG.

7. Details of specific topics that are ‘agreed’, ‘not agreed’, or ‘in discussion’ between the Applicant and Port of Tilbury are presented in Table 2.1.

**Table 1.2 Position status key**

Position Status	Position Colour Coding
<b>Agreed.</b> The matter is considered to be agreed between the parties.	<b>Agreed</b>
<b>Not Agreed- no material impact</b> The matter is not yet agreed between the parties however the outcome of the approach taken by either the Applicant and Port of Tilbury 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.	<b>Not Agreed- no material impact</b>
<b>Not Agreed- material impact</b> The matter is not agreed between the parties and the outcome of the approach taken by either the Applicant and Port of Tilbury is considered to result in a materially different impact to the assessment conclusions. Discussions on these matters have concluded.	<b>Not Agreed- material impact</b>
<b>In discussion</b> 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 Port of Tilbury.	<b>In discussion</b>

## 2. Statement of Common Ground

8. The matters agreed or not agreed between the Applicant and Tilbury 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	Port of Tilbury Position	Position Summary
1	<p><b>Cable Burial Depth</b> The Applicant recognises the importance of maintaining vessel access to key local ports via the DW routes in the area, together with appropriate cable burial and consideration of the potential for increases in vessel draught in the future. The Applicant has therefore committed to areas of deeper burial secured through the DCO. In summary:</p> <ul style="list-style-type: none"> <li>The cables will not preclude or impede dredging to 22m in the Sunk A, Trinity, and Sunk Pilotage Area zones shown in <b>[REP6-055]</b>.</li> <li>The cables will not preclude or impede dredging to 19m in the Sunk B zone shown in <b>[REP6-055]</b>.</li> </ul> <p>This aligns with what has been requested by the PLA.</p> <p>In respect of 'remediation' the Applicant's position is that, as Requirement 2(3) of the dCO requires that the cable is buried at depth so as to not impede or preclude dredging in the future dates to agreed levels in the DW areas and sunk pilotage area (the 'Areas of Interest').</p>	<p>The Port of Tilbury is aligned with the Port of London Authority that 22m is an appropriate depth.</p> <p>Cable installation and maintenance depths at the Sunk and Trinity DWRs are critical and must safeguard future depths of 22m below Chart Datum.</p> <p>Remediation is required if following installation of the cables or following inspection it is identified that the requirements regarding cable burial are not being achieved then the undertaker must carry out remediation</p>	In discussion

ID	The Applicant Position	Port of Tilbury Position	Position Summary
	<p>A failure to adhere to such would require remediation of the cable works to not be in breach of the licence or the DCO committing a criminal offence. This means remediation works are inherent to the DCO/DML.</p> <p>Communication with IPs is covered in the oNIP, to ensure all parties are aligned with when the remediation is to be undertaken.</p>		
2	<p><b>Protective Provisions</b> As outlined in the Applicant's Response to the Ports' Request for Protective Provisions submitted at Deadline 4 [REP4-044], the Applicant does not consider that Protective Provisions are necessary.</p>	<p>The Port of Tilbury is considering its position at this stage.</p> <p>To date no discussions have been had with the PLA regarding protective provisions. Following consultation between PLA and POTLL these are appropriate and required for the North falls project.</p>	Not Agreed- material impact



### 3. Signatures

9. The above SoCG is agreed between the Applicant and Port of Tilbury on the day specified below.

Signed: \_\_\_\_\_

Print Name: \_\_\_\_\_

Job Title: \_\_\_Asset Manager Marine and Cruise\_\_\_\_\_

Date: \_\_\_\_\_

Duly authorised for and on behalf of the Port of Tilbury

Signed: \_\_\_\_\_

Print Name: \_\_\_\_\_

Job Title: \_\_\_\_\_Engineering Manager\_\_\_\_\_

Date: \_\_\_\_\_25/07/2025\_\_\_\_\_

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

## 4. References

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



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## **HARNESSING THE POWER OF NORTH SEA WIND**

*North Falls Offshore Wind Farm Limited*

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

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