



**SCOTTISHPOWER
RENEWABLES**

East Anglia ONE North Offshore Windfarm

Appendix 14.6

Regular Operator Consultation

Preliminary Environmental Information
Volume 3
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East Anglia ONE North Regular Operators Consultation Appendix 14.6

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Revision Number	Date	Summary of Change
00	18 Oct 2018	Initial Draft

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Abbreviations Table

Abbreviation	Definition
BMAPA	British Marine Aggregate Producers Association
DCO	Development Consent Order
EIA	Environmental Impact Assessment
MCA	Maritime and Coastguard Agency
nm	Nautical Miles
NRA	Navigation Risk Assessment
SPR	ScottishPower Renewables
TH	Trinity House

1 Introduction

1. Regular commercial operators were identified from the marine traffic survey data (see section 12 of *Appendix 14.1: Navigation Risk Assessment (NRA)*), and each were subsequently sent information regarding the proposed East Anglia ONE North project, and a request for a consultation response, with a particular request for details of any impacts on vessel routing.

2 Methodology

2. The marine traffic survey data collected for the project (further details are available in the NRA), was used to identify key marine regular operators transiting within the vicinity of the East Anglia ONE North windfarm site. A regular operator is defined as any commercial operator observed as owning, or being responsible for, vessels with multiple transits in the area. It is noted that fishing vessels and recreational vessels were not included in this analysis, with the focus instead on regular routed traffic that may be impacted by the presence of structures within the East Anglia ONE North windfarm site.

3. The following regular operators were identified on this basis:

- AdMare Ship Management;
- Amasus Shipping;
- Arklow Shipping;
- Carl F. Peters;
- Carnival;
- Cobelfret Ferries;
- British Marine Aggregate Producers Association (BMAPA);
- DFDS Seaways;
- Döhle Group;
- German Tanker Shipping;
- Hanson Aggregate Marine;
- Hav Ship Management;
- Herning Shipping;
- HJH Shipmanagement;
- James Fisher Everard;
- JT Essberger;
- Nordic Tankers;
- Scotline;
- Seatrans Ship Management;
- Stena Line;
- Stolt Tankers;
- UECC;
- Unibaltic Shipping;
- W&R Shipping;

- Wagenborg Shipping;
 - Warnecke Schifffahrt; and
 - Wilson.
4. Each of the regular operators listed above was sent a letter via email containing information on the proposed East Anglia ONE North project, and a request for a consultation response. The letter template used is provided in section 3 for reference. Each was also invited to attend a Hazard Consultation meeting.
5. The responses received are included in section 5.3 of *Appendix 14.1*, with comment on how they have been addressed.

3 Letter Template

6. The letter template used is presented below. It should be noted when viewing this letter that the Regular Operator process undertaken for East Anglia ONE North was shared with that of East Anglia TWO, and both projects are therefore referenced in the letter.



XX Month 2018

[STAKEHOLDER ADDRESS HERE]

Dear Stakeholder,

As you may already be aware, ScottishPower Renewables (SPR) is the developer of four UK offshore wind farms (see Figure 1) located off the Suffolk coast. East Anglia ONE is consented and construction has commenced while East Anglia THREE is also consented.

Having submitted a scoping report in September 2017, SPR is planning to apply for consent for the East Anglia TWO Wind Farm (East Anglia TWO) and East Anglia ONE North Wind Farm (East Anglia ONE North). It is intended that the PEI reports for East Anglia TWO and East Anglia ONE North will be submitted in Q4 2018 and Q4 2019 respectively, with DCO application submissions in Q3 2019 and Q1 2020 respectively.

East Anglia TWO is located approximately 17 nautical miles (nm) from Lowestoft and covers an area of approximately 74nm². East Anglia ONE North is located approximately 19nm from Lowestoft and covers an area of approximately 91nm², as shown in Figure 1. The East Anglia ONE project is located in the vicinity of East Anglia TWO and East Anglia ONE North.

East Anglia TWO will comprise up to 75 wind turbines whilst East Anglia ONE North will comprise up to 67 wind turbines. Both developments will be connected by subsea inter-array cables which in turn connect to up to four offshore electrical platforms within each wind farm. Offshore export cables will then transport the energy generated to the landfall location at shore between Sizewell and Thorpeness in Suffolk. Construction is estimated to start in 2024 for East Anglia TWO and 2025 for East Anglia ONE North.

The Environmental Impact Assessment (EIA) process requires SPR to identify impacts that the development could potentially have on shipping and navigation, and to ensure that consultation is carried out in a comprehensive and consistent manner. In order to analyse shipping and navigation movements in the area, AIS and Radar data has been collected and assessed, and will feed into the Navigational Risk Assessment (NRA) required by the Maritime and Coastguard Agency (MCA).

During the assessment your organisation's vessel(s) were identified transiting through the East Anglia TWO site. As a result, your company has been identified as a potential Marine Stakeholder for the East Anglia TWO project. We therefore invite your feedback on the potential development including any impact it may have on the navigation of vessels.

Under the UK's Planning Act 2008, SPR are legally obliged to consult with stakeholders on our proposals. PINS Advice Note 8.1 explains the process and how you can get involved:
<http://infrastructure.planningportal.gov.uk/wp-content/uploads/2013/04/Advice-note-8-1v4.pdf>

In addition we will continue to meet with UK Statutory Stakeholders (MCA & Trinity House (TH)), affected European Flag States and other key stakeholders.

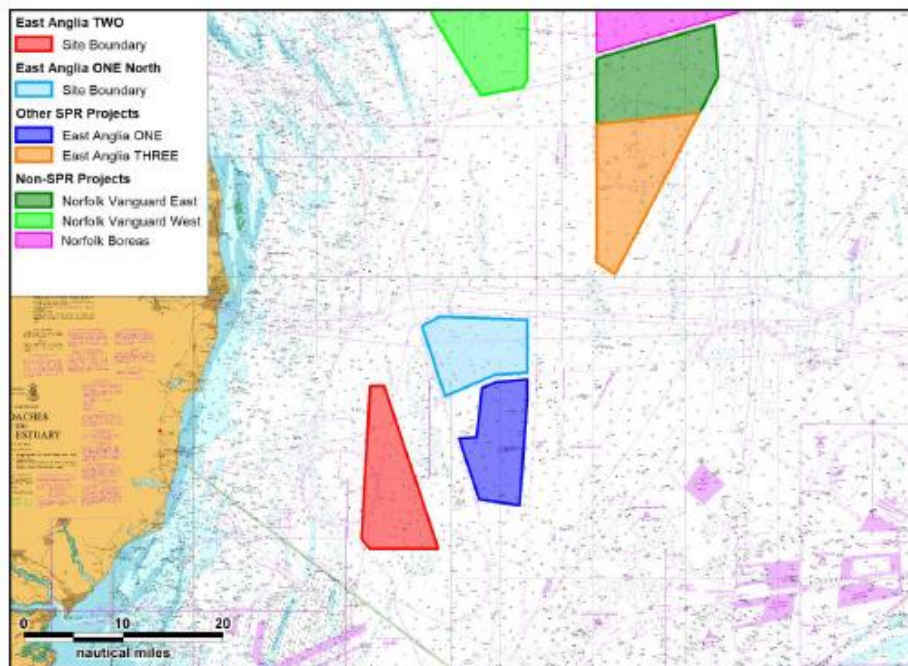


Figure 1 Offshore Wind Farm Developments in the southern North Sea

We would be grateful if you could review this letter and provide us with any comments or feedback that you may have by **[INSERT RESPONSE DATE]**. This will allow us to assess your feedback as part of the NRA which is currently being undertaken. We would also be grateful if you could forward a copy of this information to any vessel operators / owners whom you feel may be interested in commenting.

In particular, we are keen to receive comments on:

1. Whether the proposal to develop East Anglia TWO is likely to impact the routing of any specific vessels;
2. Whether there are any particular aspects of the development area which would pose greater safety or routing concerns to your vessels;
3. The extent to which you would route through the corridor between East Anglia TWO and East Anglia ONE and East Anglia ONE North;
4. Whether you wish to be retained on our list of Marine Stakeholders and consulted throughout the NRA process; and
5. Whether you wish to attend a Hazard Workshop being held in London on or around Wednesday 9th May where impacts relating to shipping and navigation will be discussed. This will include discussion relating to East Anglia ONE North in addition to East Anglia TWO.

Further project information can be found at:

https://www.scottishpowerrenewables.com/pages/east_anglia_two.aspx

If you have any comments now about the published documentation or would like further information, please do not hesitate to contact us.

Yours sincerely,



Please send all responses and / or requests for further information via email [REDACTED] or in writing to:

[REDACTED]