Joint Ofgem/DECC Offshore Transmission Coordination Project

3rd Expert Workshop:

Asset Delivery

17 June 2011

DEPARTMENT OF ENERGY & CLIMATE CHANGE

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1. Welcome – a quick update

- **Offshore Transmission Co-ordination Group meeting held on 24 May**
  - Outputs from 2nd expert workshop presented to OTCG - discussion on the steps in project delivery and identifying the most critical elements to enable co-ordinated action
  - Update on related projects (NSCOGI and ENSG)
  - OFTO and developers presentations on commercial drivers
  - Secretariat's summary report to be published on website within the next two weeks

- **Work stream 2 underway; next workshops to focus on Work Stream 3**
  - 21 July: focus on commercial and regulatory issues, and expect to test consultants' case studies
  - 7 September: focus on commercial and regulatory issues, and expect to test consultants' draft conclusions

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Today's Agenda

1. Welcome & introductions
2. Scene setting: the consenting process
3. Workshop session 1: What level of evidence would be required for anticipatory consenting?

Coffee break 14:30-14:50

4. Workshop session 2: How should Developers inform a coordinated process?
5. Close

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Offshore Transmission Coordination Group

Overview of Current Consenting Process

17th June 2011

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Introduction

- The transmission and generation aspects of new electricity generating stations are licensed separately
- However, the consenting process for new transmission and generation infrastructure is increasingly being combined
- Transmission infrastructure is generally considered as Associated Development to the generating station and consented with the same development consent order
- Differences remain between the current consenting regimes in England, Wales, Scotland and Northern Ireland

General Overview

- Consenting for major offshore infrastructure projects is being rationalised into a single development consent order
- A single Marine License has replaced the FEPA license and CPA consent
- The opportunity still exists to consent cabling and transmission elements separately (both on and offshore)

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Consenting Regime: England & Wales (1)

- Consent for an offshore generating station in English and Welsh waters are regulated by DECC under S.36 of the Electricity Act
- Since March 2010 the Infrastructure Planning Commission (IPC) has taken over responsibility in processing new consent applications
- Applicants in England can include onshore elements requiring planning permission (e.g substation) and offshore elements requiring a marine licence

Consenting Regime: England & Wales (2)

- In Wales a separate planning application to the local planning authority will be required for associated onshore development and a separate marine license within Welsh territorial waters
- All major offshore proposals will be subject to Environmental Impact Assessment
- Key consultees such as Natural England will scrutinise the entire development proposal

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Consenting Regime: England & Wales (3)

- Other consents may be required on a project by project basis
- The MMO are currently preparing Marine Plans around the English coast which will inform the award of a license – similar systems being prepared in Scotland and Wales
- The Government has announced that the IPC will be replaced by a 'Major Infrastructure Planning Unit'

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Consenting Regime: Scotland

- Consent for an offshore generating station in Scottish waters are awarded by the Scottish Ministers under S.36 of the Electricity Act
- Marine Scotland has responsibility in processing new offshore development consent applications and marine licensing for offshore generating stations
- Applicants can include onshore elements requiring planning permission and request that deemed consents be granted alongside the main development consent or apply separately to the planning authority
- Similar to England & Wales, a single EIA is most likely

Consenting Regime: Northern Ireland

- Under current arrangements consent for an offshore generating station in Northern Irish waters are regulated by NI DETI under A.39 of the Electricity (Northern Ireland) Order
- Separately, a marine license would be required for the offshore elements from the NI DOE
- DETI currently preparing a strategic action plan on offshore renewables in NI territorial waters

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Indicative Timescales

- The IPC has a process which should take 13 months from application submission to decision (England and Wales applications)
- Marine Scotland do not have a set timetable but non-contentious applications should around 9 months from application to decision
- A marine license and other relevant licenses would be issued within the overall timescales

Summary

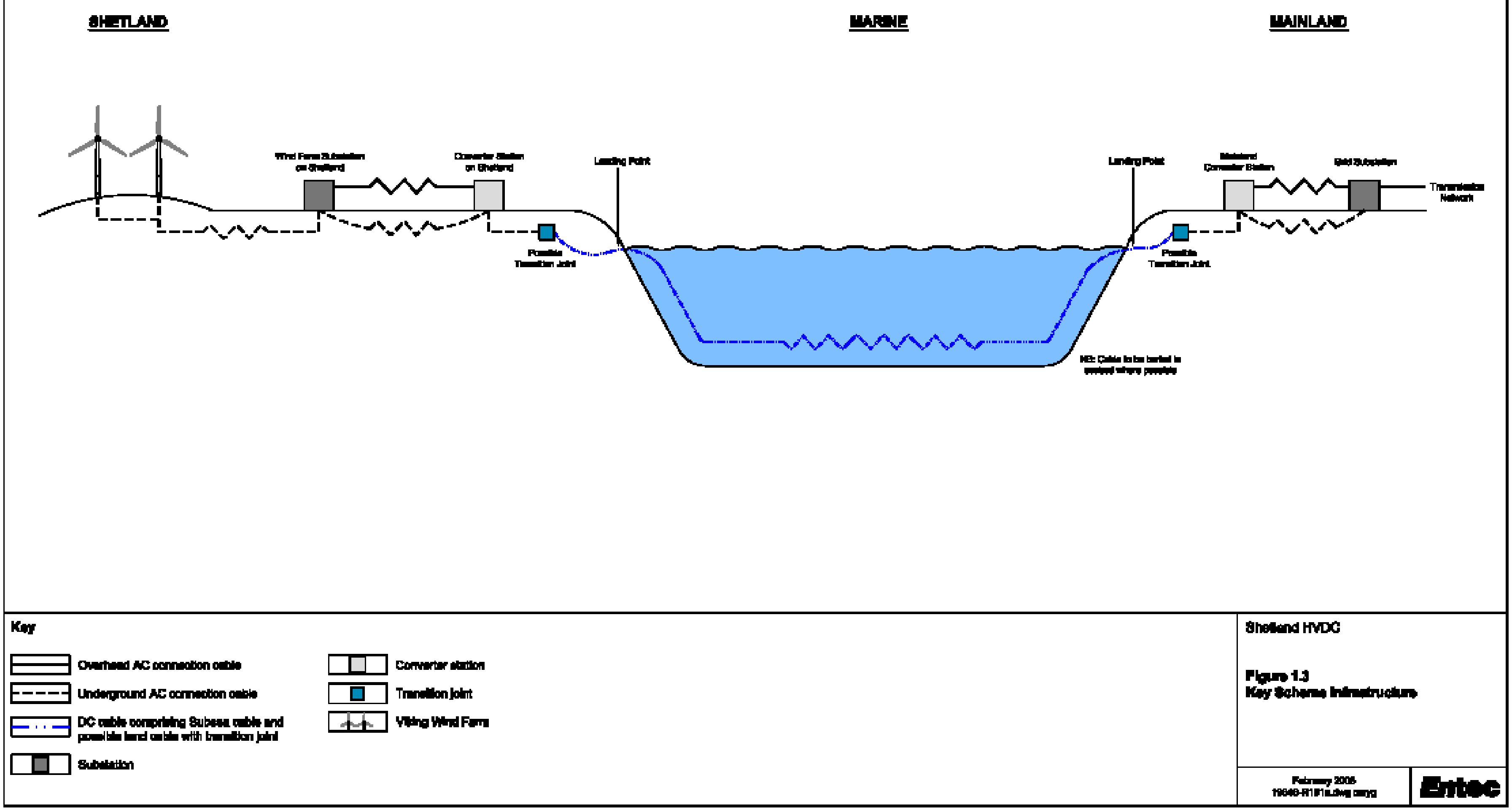
- Current legislation and guidance is encouraging a simplified and coordinated consenting and EIA process for offshore generating projects
- Initial indications are that Round 3 developers will likely apply for all elements within each phase of their project
- Consenting for transmission infrastructure is likely to be driven by the generation developer
- There are a number of questions and potential issues that remain for the consenting of offshore transmission infrastructure and key differences to note between the different regulatory regimes

Offshore Transmission Coordination - Consenting

Dr Keith MacLean
Policy and Research Director

SSE

Shetland
Connection Schematic



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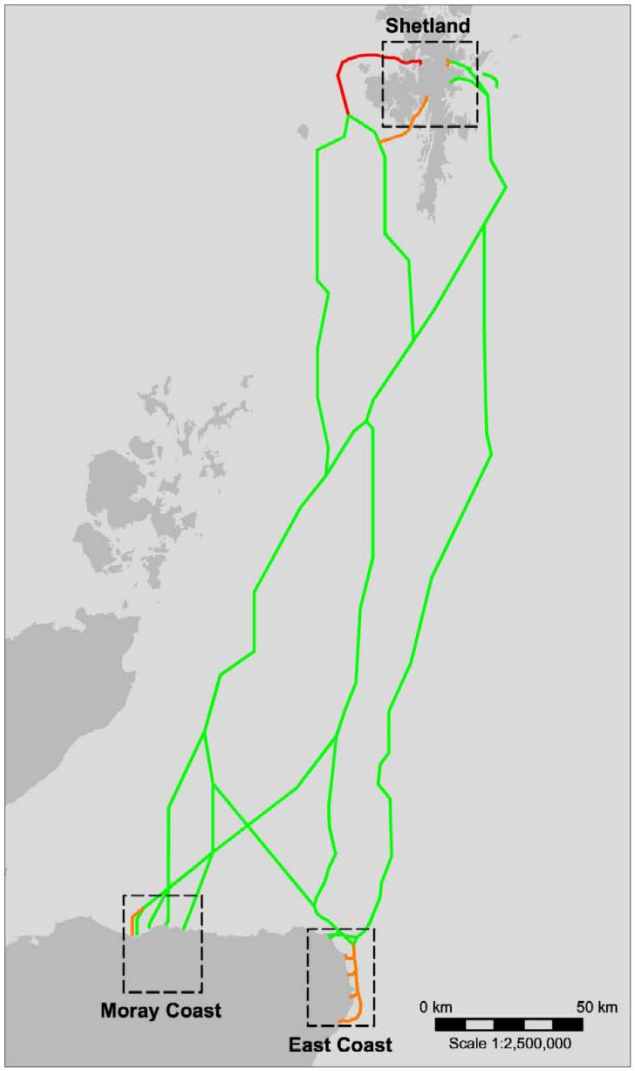
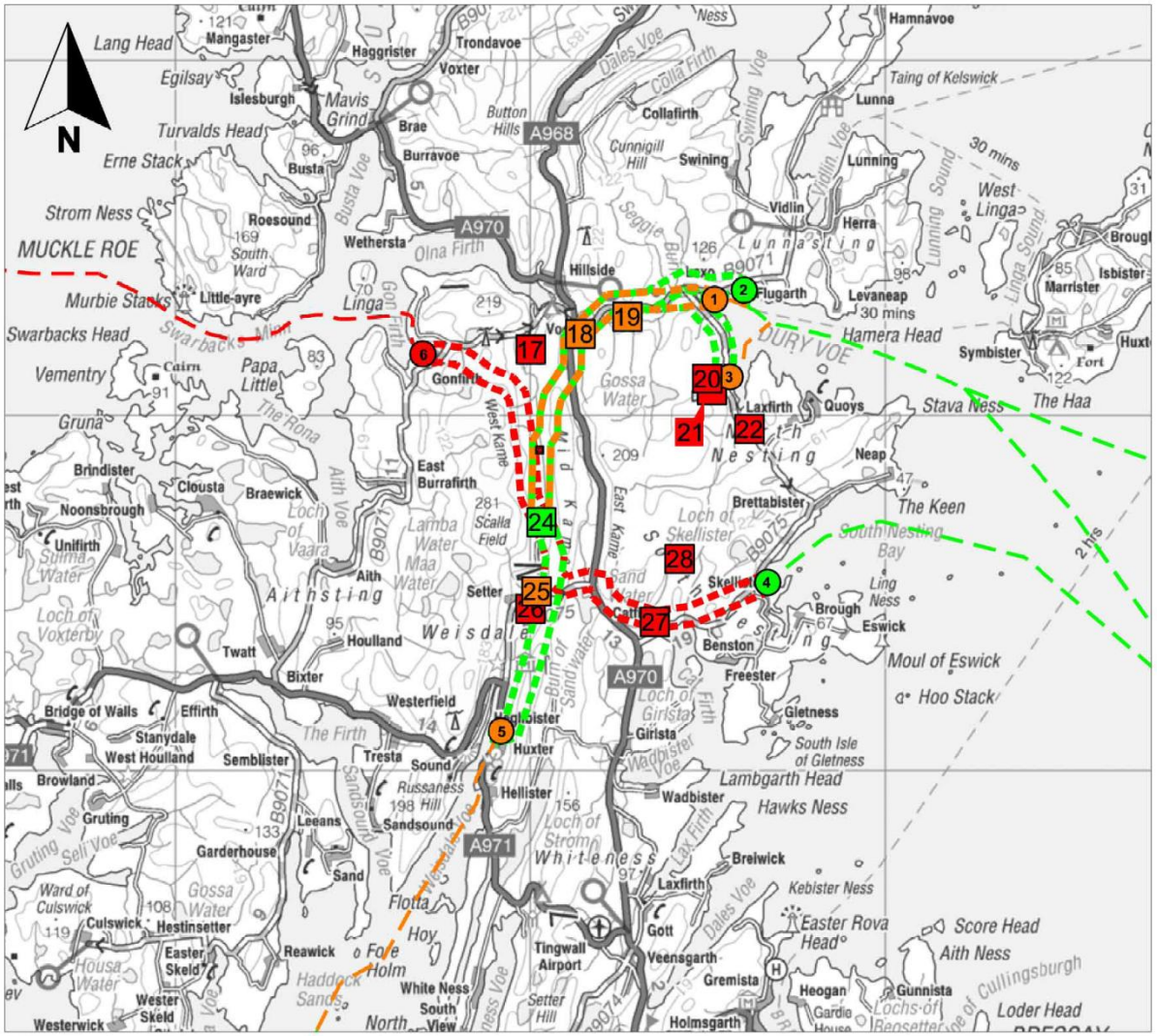
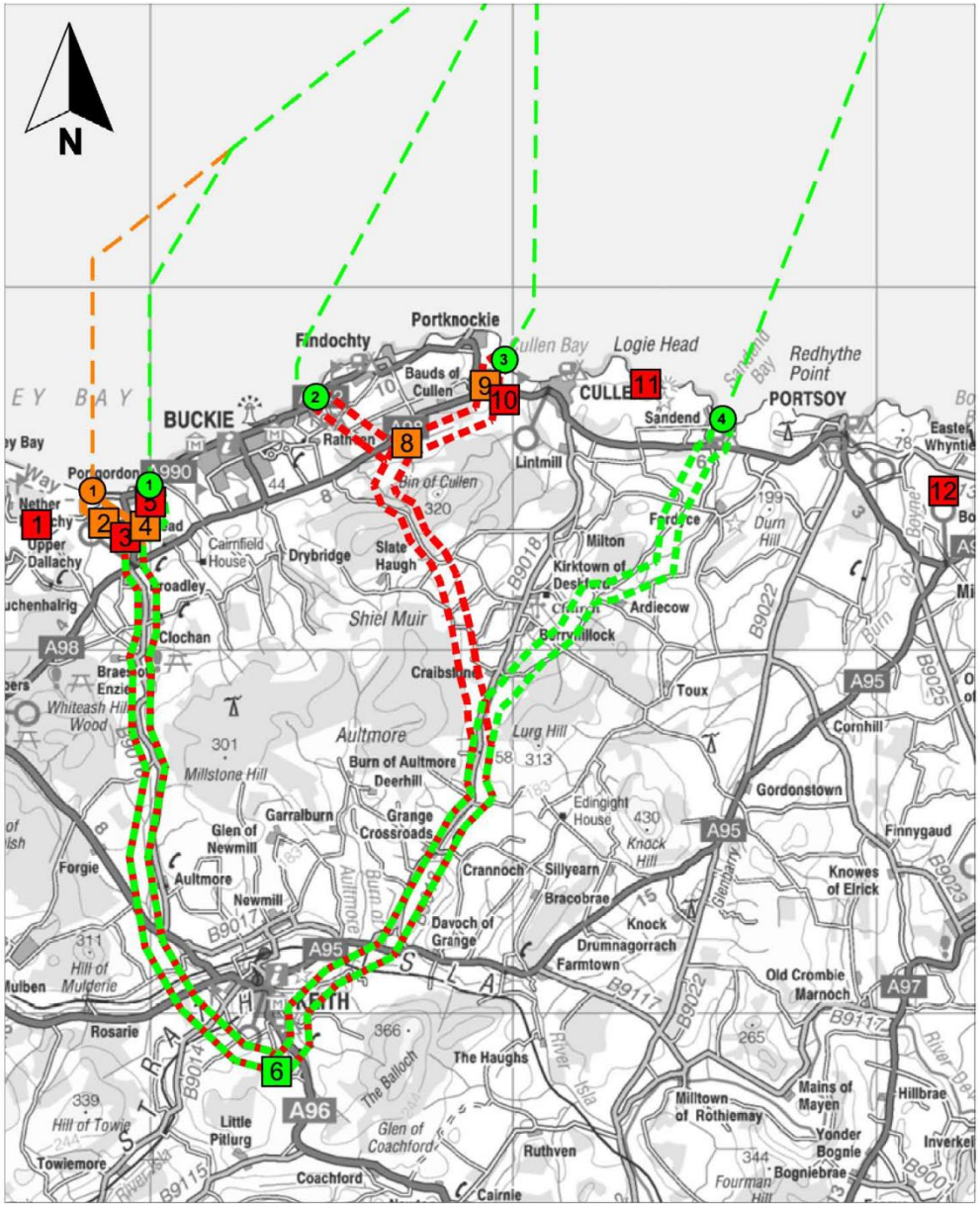


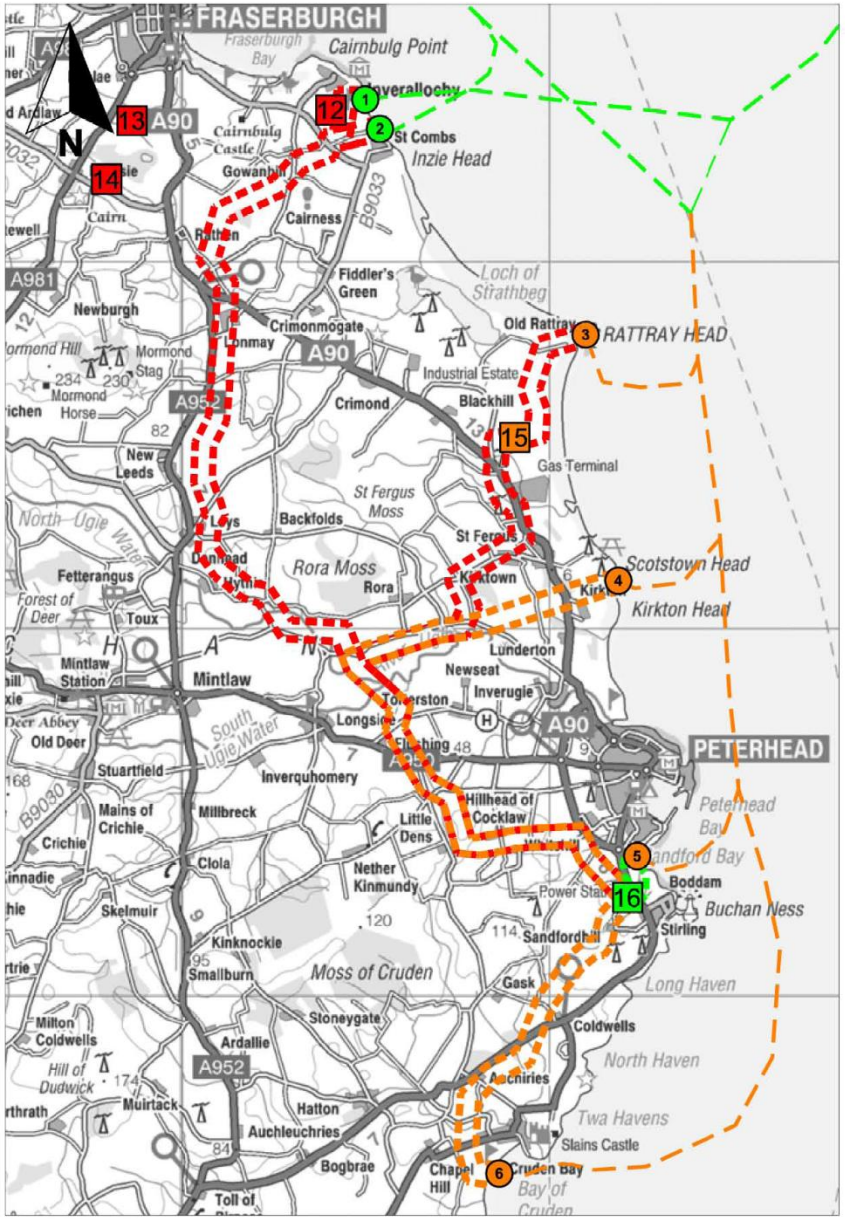
All Marine corridor routes



Shetland



Moray Coast



East Coast

SSE

Figure 3.5 – Overall Appraisal Summary Table – Shetland

Appraisal Criteria	S1 – Laxo Voe to Kergord (Underground Cable)	S2 – Laxo Ferry Terminal to Kergord (Underground Cable)	S3 – Ayre of Atler to Kergord (Underground Cable)	S4 – West Voe of Skellister to Kergord (Underground Cable)	S5 – Weisdale Voe to Kergord (Underground Cable)	S6 – Gonfirth to Kergord (Underground Cable)
Landscape & Visual Summary						
	Underground route. A direct route which does not have any impact on landscape designation, however the landscape character at Laxo Burn could be effected and there would be some visual receptors.	Underground route. This route lands at the ferry terminal and follows a direct route towards Voe and into Kergord. Similar to the previous route but which less sensitive landfall.	Underground route. This route is similar to the pervious two, however it adds on additional length, increasing the environmental impact on the landscape and receptors.	Underground route. This route is relatively long and could have an impact on the setting of a number of SAMs.	Underground route. This is one of the shortest routes and is direct following the voe right into the Valley of Kergord. Route alignment should be able to avoid impact on Shetland's limited woodland resource and the setting of listed buildings such as Weisdale Mill and Setter House.	Underground route. This route is relatively short and does not pass and landscape designations and would have a minimal effect on the landscape character.
Ecology Summary						
	The S1 route corridor includes the Laxo Burn SSSI where short term disturbance would be likely and long term habitat loss could result from the adoption of this route option. For this reason this route option would not be favoured in ecological terms.	Impacts upon SSSIs should be avoidable. Key ecological concerns are habitat disturbance associated with the cable route and the length of the route where longer routes offer more potential for adverse impacts on features of nature conservation interest. Underground cabling for option S2 would be required for approximately 12km, including areas in the north of the Valley of Kergord that are believed to support good quality annex I habitats. For this reason this would not be a preferred route option in ecological terms.	Impacts upon SSSIs should be avoidable. Key ecological concerns are habitat disturbance associated with the cable route and the length of the route where longer routes offer more potential for adverse impacts on features of nature conservation interest. Underground cabling for option S3 would be required for approximately 13km, including areas in the north of the Valley of Kergord that are believed to support good quality annex I habitats. For this reason this would not be a preferred route option in ecological terms.	Impacts upon SSSIs should be avoidable. Key ecological concerns are habitat disturbance associated with the cable route and the length of the route where longer routes offer more potential for adverse impacts on features of nature conservation interest. Underground cabling for option S4 would be required for approximately 9km. The route however accroaches the Valley of Kergord from the south where habitats appear to be generally more degraded in ecological terms. This would therefore be the second preferred route option in ecological terms.	Impacts upon SSSIs should be avoidable. Key ecological concerns are habitat disturbance associated with the cable route and the length of the route where longer routes offer more potential for adverse impacts on features of nature conservation interest. Underground cabling for option S5 would be required for approximately 6km, the shortest route overall, and accroaches the Valley of Kergord from the south where habitats appear to be generally more degraded in ecological terms. For these reasons this would be the preferred route option in ecological terms.	Impacts upon SSSIs should be avoidable. Key ecological concerns are habitat disturbance associated with the cable route and the length of the route where longer routes offer more potential for adverse impacts on features of nature conservation interest.. Underground cabling for option S6 would be required for a relatively short length (approximately 7km) but this includes areas in the north of the Valley of Kergord that are believed to support good quality annex I habitats. For this reason this would be a less preferred route option in ecological terms.
Cultural Heritage Summary						
	A number of features of note are recorded at Laxo, including a scheduled monument, though fewer features a present further inland. Therefore, with appropriate mitigation, this corridor is likely to be suitable.	A number of features of note are recorded, including a scheduled monument at Laxo, though fewer features a present further inland. Therefore, with appropriate mitigation, this corridor is likely to be suitable.	A number of features of note are recorded, including a scheduled monument at Laxo, though fewer features a present further inland. Therefore, with appropriate mitigation, this corridor is likely to be suitable.	A dense concentration of recorded features including scheduled monuments at Skellister suggest that it would be difficult to appropriately mitigate effects on archaeology at this possible landing point.	There are some scheduled monuments and listed building at Weisdale, though fewer features further inland. Therefore, whilst it may be possible for appropriate mitigation to render this corridor suitable, it would be more difficult than other available options.	There is some recorded archaeology at Gonfirth, though fewer features further inland. Taking account of this, and the relatively short distance, this corridor appears to be the most suitable of the Shetland options.
Planning & Community Summary						
	Likely acceptable with careful siting and mitigation	Likely acceptable with careful siting and mitigation	Likely acceptable with careful siting and mitigation, but route is longer	Likely suitable, but greater sensitivity of Skellister area	Likely acceptable with careful siting and mitigation	Likely acceptable with careful siting and mitigation
Marine Summary						
	Cable crossing at entrance to Dury Voe. Appropriate protection required against anchors within voe. Fish farms located within Dury Voe but given the size of watercase available avoidance is possible.	Cable crossing at entrance to Dury Voe. Appropriate protection required against anchors within voe. Fish farms located within Dury Voe but given the size of watercase available avoidance is possible.	Cable crossing at entrance to Dury Voe. Appropriate protection required against anchors within voe. Numerous fish farm located within Dury Voe and others within route corridor. Aside from constraints identified above, the landing point is highly rated in terms of beach present, beach topography and marine access.	Few constraints identified but route further offshore would have to pass Mousa SAC/SPA (designated in part for Common seal). In terms of beach present, beach topography and marine approach the landing point is highly rated.	Restricted route and narrow voe near landing point. Some fish farms, wrecks and an anchorage (appropriate protection required) to consider in the wider voe.	Further consultation recommended to assess feasibility of passing between Papa Scour and Skerries to the west. Long off-shore route needed to reach this west coast location and long voe length likely to impact on installation activities and cable separation. Severe restrictions near landfall due to fish farm operations.

Shetland Mainland Options Considered

- 27 Shetland converter station sites
- 6 Shetland landing points
- 14 marine corridors
- 6 East coast landing points
- 4 Murray coast landing points
- 5 East coast converter station sites
- 12 Murray coast converter station sites

Illustrative Examples to Consider

- 2GW zone built in two 1GW stages
  - Anticipatory planning shows that a 2GW link is most cost effective for eventual built-out, as opposed to 2 x 1GW links, but environmental impact and footprint is larger than initially required 1GW link
- 4GW zone built in staged by multiple parties
  - Consent the cable corridors and substation and platform locations for the full build-out, then release routes to developers on demand

Round Table Discussion 1:

What level of evidence would be required for anticipatory consenting?

Some aspects to consider:

- Volume and detail of evidence
- Ownership/Transfer/Splitting of the consent
- Who pays for process and surveying, etc

Round Table Discussion 2:

How should Developers inform a coordinated process?

Some aspects to consider:

- The role of the developer in system planning
- How it informs coordinated development
- What level of user commitment is necessary
- What level of security can be provided