

Norfolk Vanguard Offshore Wind Farm

Statement of Common Ground

Royal Yachting Association

Applicant: Norfolk Vanguard Limited
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Photo: Kentish Flats Offshore Wind Farm



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1 INTRODUCTION

1. This Statement of Common Ground (SoCG) has been prepared with the Royal Yachting Association (RYA) and Norfolk Vanguard Limited (hereafter ‘the Applicant’) to set out the areas of agreement and disagreement in relation to the Development Consent Order (DCO) application for the Norfolk Vanguard Offshore Wind Farm (hereafter ‘the project’).
2. This SoCG comprises an agreement log which has been structured to reflect topics of interest to the RYA in the Norfolk Vanguard DCO application (hereafter ‘the Application’). Topic specific matters agreed, not agreed and actions to resolve between the RYA and the Applicant are included.
3. The Applicant has had regard to the Guidance for the examination of applications for development consent (March 2015) when compiling this SoCG. Points that are not agreed will be the subject of ongoing discussion wherever possible to resolve, or refine, the extent of disagreement between the parties.

1.1 The Development

4. The Application is for the development of the Norfolk Vanguard Offshore Wind Farm (OWF) and associated infrastructure. The OWF comprises two distinct areas, Norfolk Vanguard (NV) East and NV West (‘the OWF sites’), which are located in the southern North Sea, approximately 70 kilometres (km) and 47km from the nearest point of the Norfolk coast, respectively. The location of the OWF sites is shown in Chapter 5 Project Description Figure 5.1 of the Application. The OWF would be connected to the shore by offshore export cables installed within the offshore cable corridor from the OWF sites to a landfall point at Happisburgh South, Norfolk. From there, onshore cables would transport power over approximately 60km to the onshore project substation and grid connection point near Necton, Norfolk.
5. Once built, Norfolk Vanguard would have an export capacity of up to 1800 Megawatts (MW), with the offshore components comprising:
 - Wind turbines;
 - Offshore electrical platforms;
 - Accommodation platforms;
 - Met masts;
 - Measuring equipment (LiDAR and wave buoys);
 - Array cables;
 - Interconnector cables; and
 - Export cables.

1.2 Consultation with the RYA

6. This section briefly summarises the consultation that the Applicant has had with the RYA. For further information on the consultation process please see the Consultation Report (document reference 5.1 of the Application).

1.2.1 Pre-Application

7. The Applicant has engaged with the RYA on the project during the pre-Application process, both in terms of informal non-statutory engagement and formal consultation carried out pursuant to Section 42 of the Planning Act 2008.
8. During formal (Section 42) consultation, the RYA provided comments on the Preliminary Environmental Information Report (PEIR) by way of a letter dated 15th November 2017.
9. Table 1 provides an overview of meetings and correspondence undertaken with the RYA. Minutes of the meetings are provided in Appendices 9.15 – 9.26 (pre-Section 42) and Appendices 25.1 – 25.9 (post-Section 42) of the Consultation Report (document reference 5.1 of the Application).

1.2.2 Post-Application

10. During the formal planning process, the RYA provided comments on the Environmental Statement (ES) by way of a relevant representation dated 6th August 2018.
11. The Rule 6 letter issued by The Planning Inspectorate on 9 November 2018 requested the preparation of a SoCG between Norfolk Vanguard and RYA to include where relevant, navigational safety, mitigation and monitoring, and DCO and Deemed Marine License (DML) drafting.

2 STATEMENT OF COMMON GROUND

12. Within the sections and tables below, the different topics and areas of agreement and disagreement between the RYA and the Applicant are set out.

2.1 Chapter 15: Shipping and Navigation

13. The project has the potential to impact upon Shipping and Navigation. Chapter 15 of the Norfolk Vanguard ES (document reference 6.1 of the Application) provides an assessment of the significance of these impacts.

14. Table 1 provides an overview of meetings and correspondence undertaken with the RYA regarding Shipping and Navigation.

15. Table 2 provides areas of agreement (common ground) and disagreement regarding Shipping and Navigation.

Table 1 Summary of Consultation with the RYA

| Date | Contact Type | Topic |
|--------------------------------|-------------------------------------|---|
| Pre-Application | | |
| 8 th May 2017 | Meeting | <p>The RYA expressed primary concerns related to the cable landfall, most notably with regards to potential reductions in water depth in the area.</p> <p>The RYA also raised blade clearance as a key issue, and stated opposition to operational safety zones (with the exception of safety zones around accommodation platforms).</p> <p>The RYA noted that they did not consider the September survey as being during summer, however stated that even during peak periods recreational traffic would be limited in the area given distance from shore.</p> |
| 12 th May 2017 | Response to Hazard Log Consultation | The RYA were content with the Hazard Log. |
| 15 th November 2017 | Response to PEIR | <p>The RYA stated that the PEIR was an accurate reflection of their concerns and observations raised at the 8th May 2017 meeting. The PEIR also addressed outstanding issues with regards to blade clearance and under keel clearance which is mitigated through the embedded mitigation of a cable burial assessment being undertaken post consent.</p> |

| Date | Contact Type | Topic |
|-----------------------------|-------------------------|--|
| Post-Application | | |
| 6 th August 2018 | Relevant Representation | <p>The RYA's main concern relates to the cable landfall where the cable comes within the 10metre contour and any resulting reduction in water depth.</p> <p>There could be issues where the cables cross other wind farm export cables and other inland waterways on route to the onshore Grid connection and the RYA should be consulted with respect to this.</p> <p>RYA maintains its position with respect to not seeing the need for operational safety zones around floating offshore winds turbines. The RYA respects the need for other safety zones during construction, major maintenance and decommissioning as well as for manned structures during operation.</p> |

Table 2 Shipping and Navigation

| Topic | Norfolk Vanguard Limited position | RYA Position | Final position |
|--|---|--------------|---|
| Consultation | | | |
| Consultation | The RYA has been adequately consulted regarding Shipping and Navigation to date. | Agreed | It is agreed by both parties that the consultation has been adequate. |
| Environmental Impact Assessment | | | |
| Existing Environment | The Marine traffic survey data collected for Norfolk Vanguard for the characterisation of Shipping and Navigation are suitable for the assessment of recreational activity. | Agreed | It is agreed that the marine traffic survey data collection is suitable for the assessment and notes the low level of recreational activity within the area. |
| | The ES adequately characterises the baseline environment in terms of recreational activity. | Agreed | It is agreed that the ES adequately characterises the recreational baseline environment in Chapter 15: Shipping and Navigation of the ES which includes the NRA. |
| Assessment Methodology | RYA guidance has been satisfactorily referenced and considered throughout. | Agreed. | It is agreed that the appropriate RYA guidance has been used in Chapter 15: Shipping and Navigation of the ES. |
| | The potential impacts identified within the chapter represent a comprehensive list of potential effects on recreational vessels from the Project. | Agreed. | It is agreed that the Applicant has comprehensively identified, assessed and mitigated navigational safety impacts on recreational receptors from the Project. |
| | The Formal Safety Assessment (FSA) based approach to the assessment of effects is deemed appropriate for assessing impacts to recreational receptors. | Agreed. | It is agreed that the approach adopted in Chapter 15: Shipping and Navigation of the ES is appropriate to assess navigational safety impacts from the proposed Project on recreational receptors. |

| Topic | Norfolk Vanguard Limited position | RYA Position | Final position |
|----------------------------------|--|--------------|--|
| | The worst case scenarios identified for each effect are appropriate based on the information presented in the Project Description. | Agreed. | It is agreed that the design parameters of the Project identified in Chapter 15: Shipping and Navigation of the ES would result in a worst case scenario for recreational impacts. |
| Cumulative Impact Assessment | The cumulative (and in combination) assessment of potential changes to recreational receptors is appropriate and no cumulative impacts will be significant in EIA terms. | Agreed. | Based on the information provided within Chapter 15: Shipping and Navigation of the ES it is agreed that cumulative impacts (including to recreational vessels) caused by the project cumulatively are unlikely to be significant assuming that mitigation measures are implemented. |
| Mitigation and Management | | | |
| Safety Zones | The applicant will undertake an application for safety zones of up to 500 metres (m) during construction, major maintenance and decommissioning phases; and 50m pre-commissioning. | Agreed. | The post-consent use of construction, major maintenance and decommissioning safety zones are noted and accepted by the RYA. |
| | The applicant will include provision within the safety zone application for 500m operational safety zones around accommodation platforms. | Agreed. | The RYA does not generally support operational safety zones, however they do not object to their use around permanently manned accommodation platforms. |

| Topic | Norfolk Vanguard Limited position | RYA Position | Final position |
|------------------------------|--|--------------|---|
| Cable Burial Risk Assessment | The applicant will complete a Cable Burial Risk Assessment post-consent in accordance with DML Condition 14(g). This will include assessment of any reductions in water depth arising from the implementation of cable protection. | Agreed. | The RYA are content that the post-consent cable burial risk assessment (within the Cable Specification, Installation and Monitoring Plan) will address concerns associated with reductions in water depth by ensuring that an effective assessment is undertaken and burial/protection is in line with Maritime and Coastguard Agency Marine Guidance Note 543. |
| Foundation Types | Should floating foundations be used, the applicant will ensure at least 4m under keel clearance over exposed subsurface infrastructure associated with the foundation. | Agreed. | The RYA are content with this. |
| Blade Clearance | Wind turbines will have at least 22m clearance above Mean High Water Spring. | Agreed | The RYA are content with this. |

The undersigned agree to the provisions within this SOCG

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|--------------|----------------------------|
| Signed | S Carruthers |
| Printed Name | Stuart Carruthers |
| Position | RYA Cruising Manager |
| On behalf of | Royal Yachting Association |
| Date | 29/11/2018 |

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|--------------|--------------------------------------|
| Signed | R Sherwood |
| Printed Name | Rebecca Sherwood |
| Position | Norfolk Vanguard Consents Manager |
| On behalf of | Norfolk Vanguard Ltd (the Applicant) |
| Date | 11/12/2018 |