

# **Vattenfall Wind Power Ltd**

## **Thanet Extension Offshore Wind Farm**

### **Appendix 19 to Deadline 1 Submission: Statement of Common Ground – Royal Yachting Association**

Relevant Examination Deadline: 1

Submitted by Vattenfall Wind Power Ltd

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Revision B

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## 1 Introduction

### 1.1 Overview

- 1 This Statement of Common Ground (SoCG) relates to the proposed development of the Thanet Extension Offshore Wind Farm (Thanet Extension). It has been prepared with respect to the application made by Vattenfall Wind Power Ltd (VWPL) (the Applicant) for a development consent order (DCO) to the Planning Inspectorate (PINS) under the Planning Act 2008 (the Application).
- 2 This SoCG with the Royal Yachting Association (RYA) is a means of clearly stating any areas of agreement and disagreement between the two parties in relation to the Application. The SoCG has been structured to reflect the topics of interest to the National Trust on the Application.
- 3 It is the intention that this document will help facilitate post application discussions between both parties and also give the Examining Authority (Ex. A) an early sight of the level of common ground between both parties from the outset of the examination process.

### 1.2 Approach to SoCG

- 4 This SoCG has been developed during the pre-examination phase of the Thanet Extension. It has also been cognisant of the request made by the Examining Authority within the 'Rule 6' letter published on the 9<sup>th</sup> November 2018.
- 5 The structure of the SoCG is as follows:
  - Section 1: Introduction;
  - Section 2: Consultee's Remit;
  - Section 3: Consultation;
  - Section 4: Agreements Log; and
  - Section 5: Matters under discussion.

## 1.3 The Development

- 6 The Application if for development consent for VWPL to construct and operate the Thanet Extension Offshore Wind Farm (Thanet Extension) under the Planning Act 2008.
- 7 Thanet Extension will comprise of wind turbine generators (WTGs) and all the infrastructure required to transmit the power generated to the national grid. A maximum of 34 WTGs will be installed with a power output of 340 MW. The project will install up to four offshore export cables and may require the installation of one Offshore Substation (OSS) and up to one Meteorological Mast.
- 8 The key offshore components of Thanet Extension are likely to include:
  - Up to 34 Offshore WTGs;
  - OSS (if required);
  - Meteorological Mast (if required);
  - Foundations;
  - Subsea inter-array cables linking individual WTGs;
  - Subsea export cables from the OWF to shore; and
  - Scour protection around foundations and on inter-array and export cables (if required).
- 9 The array area will have a maximum size of 70 km<sup>2</sup> and surrounds the existing Thanet Offshore Wind Farm (TOWF). It is located approximately 8 km Northeast of the Isle of Thanet, situated in the County of Kent. Each WTG will have a maximum blade tip height of 250 m above Highest Astronomical Tide (HAT), a maximum diameter of 220 m and a minimum 22 m clearance between the Mean High Water Springs (MHWS) and the lowest point of the rotor.
- 10 Electricity generated will be carried via a maximum of four high voltage subsea cables to the landfall site, situated at Pegwell Bay. Offshore cables will be connected to the onshore cables and ultimately the national grid network at Richborough Energy Park. The onshore cable corridor is 2.6 km in length at its fullest extent.

- 11 More details on the proposed development are described in the Environmental Statement (ES) Volume 2, Chapter 1: Project Description (Offshore) (PINS Ref APP-042/ Application Ref 6.2.1) and Volume 3, Chapter 1: Project Description (Onshore) (PINS Ref APP-057/ Application Ref 6.3.1) of the Environmental Statement.

## 2 Consultee's Remit

- 12 RYA is not a prescribed consultee for the proposed development under section 42 of the Planning Act 2008 and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. However, the Applicant recognises the importance of RYA as a consultee due to their local interest in the area.

## 3 Consultation

### 3.1 Application elements under the Consultees' remit

- 13 Work Nos. 1 - 3A, detailed in Part 1 of Schedule 1 of the draft DCO describe the elements of Thanet Extension which may affect the interests of the RYA.
- 14 The technical components of the DCO application of relevance to the Consultee (and therefore considered within this SoCG) comprise:
- Volume 2, Chapter 1: Project Description (Offshore) (PINS Ref APP-042/ Application Ref 6.2.1);
  - Volume 2, Chapter 10: Shipping and Navigation (PINS Ref APP-051/ Application Ref 6.2.10); and
  - Volume 4, Annex 10-1: Navigational Risk Assessment (PINS Ref APP-089/ Application Ref 6.4.10.1); and
  - Application document 3.1: draft Development Consent Order (PINS Ref APP-022/ Application Ref 3.1).

### 3.2 Consultation Summary

- 15 This section briefly summarises the consultation that VWPL has undertaken with the RYA. Engagement during the pre-application phase, both statutory and non-statutory, is summarised in Table 1.
- 16 The Applicant did not receive a Relevant Representation or S42 consultation response from the RYA.



**Table 1: Consultation undertaken with the RYA pre-application**

Date & Type:	Detail:
February 2017	VWPL engaged with the RYA during the Scoping phase of the proposed project.
December 2017	VWPL engaged with RYA in a meeting to discuss the Navigational Risk Assessment.
November 201/ Section 42 Consultation	VWPL provided a copy of the PEIR to the RYA for their consideration.
July 2018/Formal application	VWPL submitted details of the application and how to engage as an interested party, including provision of a digital copy of the application.

## 4 Agreements Log

- 17 The following section of this SoCG identifies the level of agreement between the parties for each relevant component of the application material (as identified in Section 3.1). In order to easily identify whether a matter is “agreed”, “under discussion” or indeed “not agreed” a colour coding system of green, yellow and orange is used in the “final position” column to represent the respective status of discussions.
- 18 The Project has the potential to impact upon Shipping and Navigation and these interactions are duly considered within Volume 2, Chapter 10: Shipping and Navigation (PINS Ref APP-051/ Application Ref 6.2.10) of the ES. In addition, the NRA is presented within Volume 4, Annex 10-1: Navigational Risk Assessment (PINS Ref APP-089/ Application Ref 6.4.10.1). Table 2 identifies the status of discussions relating to this topic.

**Table 2: Status of discussions relating to RYA’s interests.**

Discussion Point	Thanet Extension Position	RYA Position	Final Position
Consultation	The RYA has been adequately consulted regarding Shipping and Navigation to date.	Agreed	Agreed
Existing Environment	The Marine traffic survey data collected for Thanet Extension for the characterisation of Shipping and Navigation are suitable for the assessment of recreational activity.	Agreed	Agreed
	The ES adequately characterises the baseline environment in terms of recreational activity.	Agreed	Agreed
	The potential impacts identified within the chapter represent a comprehensive list of potential effects on recreational vessels from the Project.	Agreed	Agreed
	The Navigational Risk Assessment is deemed appropriate for assessing impacts to recreational receptors.	Agreed	Agreed
	The worst case scenarios identified for each effect are appropriate based on the information presented in the Project Description.	Agreed	Agreed

Discussion Point	Thanet Extension Position	RYA Position	Final Position
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	Agreed
Mitigation/ Safety Zones	The mitigation measures identified within the ES and NRA, including safety zones, is appropriate and no further mitigation is required.	Agreed in respect to construction and major maintenance. The RYA wished to be clear that it does not agree to the declaration of operational safety zones	Disagreed. The Applicant understands that this relates to a RYA policy position on operational (50m) safety zones, and not a project specific position.

## 5 Matters under discussion

19 This summary section identifies those matters raised by the RYA during the pre-application consultation that have yet to be resolved and are subject to ongoing discussion with the consultee.

- There are no known unresolved issues between the RYA and the Applicant at the time of writing.