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To: ThanetExtension@pins.gsi.gov.uk
Subject: EN010084: Written submissions from Historic England for Deadline 5 - Monday 29 April 2019 - Thanet Ext. OWF
Date: 29 April 2019 13:25:51
Attachments: [2019-04-29_Historic_England_response_to_Thanet_Ext_Examination_-_Deadline_5_ExQ2.pdf](#)

Dear Examining Authority

Registration ID No.: 20012618

Attached is the Historic England written submissions for Deadline 5 – ExA's second written questions and requests for information (ExQ2) - Thanet Ext. OWF (EN010084).

Thanks and regards

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Marine Planning Archaeological Officer

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Our ref: OWF/Thanet Ext.
PINs ref: EN010084
Registration
ID No.: 20012618

29 April 2019

Dear Panel of Examining Inspectors,

Please find below the written submissions from Historic England for Deadline 5: Monday 29 April 2019.

Historic England is the Government's statutory adviser on all matters relating to the historic environment in England. We are a non-departmental public body established under the National Heritage Act 1983 and sponsored by the Department for Digital, Culture, Media and Sport (DCMS). We champion and protect England's historic places, providing expert advice to local planning authorities, developers, owners and communities to help ensure our historic environment is properly understood, enjoyed and cared for.

Written submission – Examining Authority's second written questions and requests for information (ExQ2) - Issued on 10 April 2019.

Question: 2.10.1. Historic England

Constraints of Archaeological Exclusion Zones (AEZs) in cable export corridor:
With reference to the existing Thanet Offshore Wind Farm export cable installation and the Nemo Link cable installation, would Historic England please provide an opinion whether the [APP-054] Offshore Archaeology and Cultural Heritage Statement Draft Archaeological Written Scheme of Investigation (WSI) addresses sufficiently the risks of adverse effects of construction where the export cable corridor is spatially constrained by cumulative effects of existing cable infrastructure within the order limits of this Thanet Extension application particularly in relation to recommended AEZs in the following locations:

a) around Features 70210 and 70220 immediately east of N Foreland (Figure 13.10);
and



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b) around Features 70379, 70366 and 70346 at the offset of the cable export corridor off Ramsgate (Figure 13.15 and 13.16).

Response:

It is the view of Historic England that the current coverage and resolution of the geophysical surveys undertaken to inform the applications Environmental Statement presents a good characterisation. As the ExA has rightly pointed out there are areas, principally along the proposed export cable route, which have the potential to create spatially constrained cumulative effects. However we consider the provisions held within the offshore written scheme of investigation sufficient to address such effects, through the input of archaeological expertise and objectives integrated within future post-consent surveys, undertaken as part of a UXO assessment. The extent, coverage and line spacing of future geophysical survey data, and its associated capabilities and limitations, can be weighed against the high potential for archaeological remains within the upper layers of seabed stratigraphy, and will inform the requirement of ground-truthing anomalies of archaeological interest.

With regard to the specific anomalies the ExA has identified for additional consideration, we have the following comments to make.

a) Features 70210 and 70220 immediately east of N Foreland (Figure 13.10) represent two different categorised anomalies.

70210 is an A3 recorded wreck, which is based upon a historic record of possible archaeological interest. The geophysical survey completed to inform the ES, did not identify a wreck or any other anomaly at this position. The position is included within UKHO records as part of the *Cathay*, a steamship built in 1898 by Ramage & Ferguson Ltd, Leith, which sunk after hitting a German laid mine in 1915. In 1932 the wreck was recorded as being broken in two, however when surveyed in 1998 the wreck was not identified at this position and amended to dead.

However it should be noted that, although nothing was identified on the recent geophysical data at A3 locations, the possibility of finding modern wreckage material at these positions remains. As best practise the position has been provided a 100m radius archaeological exclusion zone (AEZs), and additional investigation may provide the opportunity to reduce, modify or remove such existing AEZs.

70220 has been initially determined as debris, and categorised an A1, which means an anomaly of anthropogenic origin of archaeological interest. Although not particularly distinct it is currently considered associated to a section of the wreckage of the steamship *Cathay* (anomaly 70219), and made up of a cluster of four other anomalies 70216, 70217, and 70218. The anomalies extent is currently afforded a 50m AEZ around the current visible extent.

Should the developer look to construct close to these anomalies, as we have pointed out above, they may need to be included within more focused investigations, to understand their extent and significance.



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b) Features 70379, 70366 and 70346 at the offset of the cable export corridor off Ramsgate (Figure 13.15 and 13.16).

Similarly to 70210 above, 70379 is an A3 recorded wreck. The UKHO recorded this position of an area of wreck debris, possibly part of SS *Merel*, which was a British Cargo ship on passage to Le Harve for London and sunk on 8th December 1939 after having struck a mine. Interestingly the UKHO provides two positions for SS *Merel*, however nothing has been identified at this position since 1939 and it has since been amended to dead. Again nothing was identified in the recent geophysical data at this location.

70366 is an A1 wreck, considered the remains of the British merchant steamship *Harcalo*, lost in 1940 to a mine while on passage from Beni Saf (Algeria) to London on 6th June 1940, carrying a cargo of iron ore, and was later dispersed. Due to its centrally situated position within the proposed export route, it is possible once the UXO survey has been assessed the AEZ may have to be modified, or the site investigated using ROV or Diver, should it present a constraint to the proposed development.

70346 is interpreted as A1, likely to be debris which corresponds with a very large, broad magnetic anomaly, however due to the size of the magnetic anomaly and the proximity of the other possible associated debris items (70347, 70348 and 70349) it is currently difficult to see whether this is associated with one or all of them. The geophysical assessment report notes that a UKHO record of a recorded loss of a German submarine UB12 is identified approximately 49 m ENE from the feature, (although this has never been seen on the seafloor), therefore it is considered possibly that of American B-24 Liberator bomber, which is recorded approximately 103 m to the SW, and has been dived and found to lie upside down with its wheels down approximately 4 m from the seabed. Additional UXO survey and site investigations using ROV or Diver, may clarify the nature of the anomalies further, as directed by the offshore WSI where necessary.

Question: 2.10.2. Historic England Sediment-covered offshore heritage assets

In Relevant Representation [RR-047] Historic England notes that "...sediments conducive to the preservation of significant heritage assets... can cover heritage assets at substantial depths masking their identification by standard methods of geophysical survey techniques".

- Would Historic England confirm if they are now satisfied with how this is addressed in the Offshore draft Written Scheme of Investigation [REP2-015]?

Response:

We appreciate the Examining Authorities' attention to this matter. Discussions between the Applicant and Historic England relating to this point have brought about the inclusion of a separate section within the offshore WSI.

Specifically section 7.7 'Areas of high archaeological potential' captures the need for strategies for evaluating the potential for the large number of geophysical anomalies



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recorded north of Goodwin Sands (Figure 11-14) and within the mud of Pegwell Bay (Figure 23-25), which could include un-intrusive survey methods or trial trenching. We consider this amendment to the offshore WSI addresses this matter however, and expect a specific method statement or work package to manage such high potential.

**Question: 2.10.4. Historic England and Kent County Council
Draft Onshore Archaeological Written Scheme of Investigation (WSI)**

Would Historic England and Kent County Council please confirm if they are satisfied with [REP4-008] Draft Onshore WSI, in particular:

- a) The approach described in para 1.5.2;
- b) the objectives stated in 2.2.1;
- c) the liaison and reporting responsibilities in 3.2.4 and 3.2.5 and 3.5.3 and 3.6.1; and
- d) the management of the Offshore/onshore interface as described in section 5.2?

Response:

In response to question 2.10.4 (a), we can confirm that we are content with the general approach described in paragraph 1.5.2 of the Draft Outline Onshore Archaeological Written Scheme of Investigation (WSI). This paragraph explains that area or task-specific WSIs will be developed which will satisfy the research objectives set out in the Outline WSI; and that the results of these archaeological works will be used to inform final design and construction methods if required.

In response to question 2.10.4 (b), we think the aims and objectives section is in general thorough and appropriate. However, we would also like to see this section expanded to include a specific aim: to identify the presence/absence of remains of national importance (e.g. relating to WWII defence structures) so that the final design can be informed to ensure their preservation *in situ* (if found).

We are also content with the liaison and reporting responsibilities described within the WSI (question 2.10.4 (c)), and with the management of the Offshore/Onshore interface as described in section 5.2 (question 2.10.4 (d)).

In addition to providing answers to the Examining Authority's stated questions, we would also like to take this opportunity to address a number of additional concerns we have with the Draft Onshore WSI. In particular, we would like to note that this WSI is still very broad-brush. Currently, the WSI only really states that *some* archaeological works will be carried out; and that these works *may* include "watching briefs, purposive coring and other sampling techniques, formal set piece investigations and geophysical or other non-intrusive surveys" (para. 5.1.1).

At this stage we would have expected a far more detailed and targeted approach towards the archaeological works. This would ideally involve dividing the archaeological works into phases or the works area into zones; and identifying a specific strategy (e.g. watching brief; evaluation, etc.) to be implemented at each different stage/phase. We understand that this is to be an iterative process and there will need to be flexibility built into the approach, however we think that a more



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detailed strategy such as this should be set out at least in principle within the Outline WSI.

Any programme of works should also be sure to include (where necessary) *pre-construction* investigation, in addition to archaeological monitoring and investigation *during* construction. Such works are likely to be necessary in order to inform the mitigation strategy going forward; and especially to test areas where remains of potentially national importance might exist. We are also concerned that in places the WSI conflates the intended archaeological programme of works with a simple watching brief – e.g. “a short report on the results of the *watching brief [rather than archaeological works]* will be prepared” (6.4.4); “on completion of the *watching brief*” (7.2.1). We think that this requires clarification.

We recommend that the Draft Onshore Archaeological WSI is revised in accordance with our comments and recommendations above. You should also consult Simon Mason (Principle Archaeological Officer, KCC Heritage Conservation Team) about this WSI, as Mr Mason will be the lead archaeological advisor regarding non-designated archaeology.

Comments on revised draft Development Consent Order (as submitted by the Applicant and published: 07/02/2019):

Based on our extensive experiences working with offshore renewable projects over the last 10 years we make the following request for changes which we consider are of benefit to the Applicant, the ExA and the MMO. The changes made directly to the conditions are made in **underlined bold italic**.

1. SCHEDULE 11 — Deemed Licence under the 2009 Act – Generation Assets, PART 4 Conditions, 12.—(1) (h) we request the following changes are made:

“An offshore written scheme of archaeological investigation in relation to the offshore Order limits seaward of mean high water, which must be submitted **four months** prior to commencement of the licensed activities and must accord with the offshore archaeological written scheme of investigation and industry good practice, in consultation with the statutory historic body to include”

2. SCHEDULE 12 Deemed Licence under the 2009 Act – Export Cable System, Pre-construction plans and documentation - PART 4 Conditions, 12.—(1) (i) we request the following changes are made:

“An offshore written scheme of archaeological investigation in relation to the offshore Order limits **seaward of mean high water**, which must be submitted **four months** prior to commencement of the licensed activities and must accord with the offshore archaeological written scheme of investigation and industry good practice, in consultation with the statutory historic body to include”



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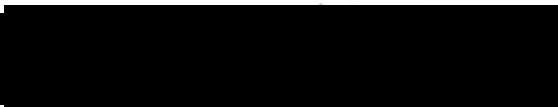


In doing so we also consider this will enable the interrelationships between onshore and offshore WSIs to work as clearly and effectively as possible where the export cable meets landfall, whereby a strategic overlap is captured, as referred to in Action 4 from the Issue Specific Hearing 4 (ISH4) (Historic Environment).

3. In reference to the content of: SCHEDULE 11 and SCHEDULE 12 - PART 4 Conditions, Dredge disposal 21.—(2) whereby: “Any man-made material must be separated from the dredged material and disposed of on land, where reasonably practical”. We retain concerns over the inclusion of this condition and request that it be removed to avoid confusion with the provisions made within the offshore archaeological WSI, specifically in relation to the working mechanisms of the Protocol for Archaeological Discoveries and importantly the requirements under the Merchant Shipping Act 1995 for the reporting of wreck. As such we have also yet to have it clarified as to why this particular condition is necessary. Therefore can the Applicant please provide this?
4. We consider there is a need to amend the definition of ‘commence’ presented within SCHEDULE 11 and SCHEDULE 12 PART 1 Interpretation, 1. Whereby “*commence*” means, in relation to works seaward of MHWS, the first carrying out of any licensed marine activities authorised by the deemed marine licences, save for archaeological investigations and pre-construction surveys and monitoring, and the words “commencement” and “commenced” will be construed accordingly;”.

As detailed within our Written Representation at Deadline 1 (15th January 2019, comment 5.3) we disagree with this definition and request that the term commencement includes both pre-construction monitoring surveys and site preparation works, in order to ensure the consistent production, agreement and implementation of the offshore WSI prior to such works. This would not only ensure adequate mitigation measures are developed for site preparation works, but ensure that the survey data are incorporated into the development of mitigation strategies.

Yours sincerely



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CC:

Maria Buczak (Historic England, Assistant Inspector of Ancient Monuments)
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