

Norfolk Boreas Offshore Wind Farm

# Statement of Common Ground

Royal Yachting Association

Applicant: Norfolk Boreas Limited  
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*Photo: Ormonde Offshore Wind Farm*

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## Glossary of Acronyms

DCO	Development Consent Order
DML	Deemed Marine Licence
EIA	Environmental Impact Assessment
ES	Environmental Statement
HDD	Horizontal Directional Drilling
km	Kilometre
km <sup>2</sup>	Square Kilometre
LiDAR	Light Detection and Ranging
m	Metres
MGN	Marine Guidance Note
MW	Megawatt
NRA	Navigation Risk Assessment
RYA	Royal Yachting Association
SoCG	Statement of Common Ground

## Glossary of Terminology

Array cables	Cables which link wind turbine to wind turbine, and wind turbine to offshore electrical platforms.
Baseline	Existing conditions within the array area or export cable route including navigation features and vessel routes.
Marine Guidance Note (MGN)	A system of guidance notes issued by the MCA which provide significant advice relating to the improvement of the safety of shipping and of life at sea, and to prevent or minimise pollution from shipping.
Navigation Risk Assessment (NRA)	A document which assesses the overall impact to shipping and navigation of a proposed Offshore Renewable Energy Installation (OREI) based upon FSA.
Project interconnector search area	The area within which the project interconnector cable would be installed.
Safety Zone	A marine zone demarcated for the purposes of safety around a possibly hazardous installation or works/construction area under the Energy Act 2004 and Electricity (offshore Generating Station Stations (Safety Zones) (Applications Procedures and Control of Access Regulations 2007 (SI No 2007/1948).

## 1 INTRODUCTION

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1. This Statement of Common Ground (SoCG) has been prepared with the Royal Yachting Association (RYA) and Norfolk Boreas Limited (hereafter ‘the Applicant’) to set out the areas of agreement and areas of ongoing discussion in relation to the Development Consent Order (DCO) application for the Norfolk Boreas Offshore Wind Farm (hereafter ‘the project’). A full description of the project can be found in Chapter 5 of the Environmental Statement. Document reference 6.1.5 of the Application, APP-218.
2. This SoCG comprises an agreement log which has been structured to reflect the topics of interest to the RYA with regard to the Norfolk Boreas DCO application (hereafter ‘the Application’). The agreement logs (Table 2.1) outline all topic specific matters agreed and matters that are not agreed at this stage will be the subject of ongoing discussion wherever possible to resolve or refine the extent of disagreement between the RYA and the Applicant.
3. The Applicant has had regard to the guidance for the examination of applications for development consent (Department for Communities and Local Government, 2015) when compiling this SoCG.

### 1.1 Consultation with the RYA

4. 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, APP-027).
5. 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.
6. Table 1.1 provides an overview of meetings and correspondence undertaken with the RYA to date. This SoCG is a live document and will be updated throughout the examination process. This version takes into consideration all consultation to date as well as the Relevant Representation submitted as part of the Section 56 Consultation.
7. Minutes of the meetings outlined in Table 1.1 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, APP-027).

**Table 1.1 Summary of Consultation with the RYA**

Date	Contact Type	Topic
<b>Pre-Application</b>		
23 May 2018	Hazard Workshop	<b>Cable protection</b> - RYA expressed concern over reduction of coastal water depths through external cable protection.
12 June 2018	Response to hazard log consultation	The RYA was content with the hazard log.

## 2 STATEMENT OF COMMON GROUND

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8. The project has the potential to impact upon shipping and navigation. Chapter 15 of the Norfolk Boreas Environmental Statement (ES) (document reference 6.1.15 of the Application, APP-228) provides an assessment of the significance of these impacts.
9. Table 2.1 provides areas of agreement (common ground) and areas of ongoing discussion regarding shipping and navigation between the RYA and the Applicant are set out.
10. This SoCG represents the position of the parties as they currently stand. It is intended to be a live document which will be updated as required throughout the examination process.

**Table 2.1 Agreement Log - Shipping and Navigation**

Topic	Norfolk Boreas Limited position	RYA Comment	Final position
<b>Consultation</b>			
<b>Consultation</b>	The RYA has been adequately consulted regarding shipping and navigation to date.	No further comment	<b>Agreed</b> It is agreed that the consultation has been adequate.
<b>Environmental Impact Assessment</b>			
<b>Existing environment</b>	<b>Marine traffic surveys</b> - Marine traffic survey data collected for Norfolk Boreas for the characterisation of shipping and navigation are suitable for the assessment.	No further comment	<b>Agreed</b> It is agreed that the marine traffic survey data collection is as per Marine Guidance Note (MGN) 543 and therefore suitable for the assessment.
	<b>Baseline environment</b> - The Navigation Risk Assessment (NRA) and ES adequately characterises the baseline environment in terms of recreational activity.	No further comment	<b>Agreed</b> It is agreed that the NRA (document reference 6.3.15.1 of the application, APP-569) and ES (document reference 6.1.15 of the Application, APP-228) adequately characterises the baseline environment in Chapter 15: Shipping and Navigation of the ES which includes the NRA.
<b>Assessment methodology</b>	<b>Compliance with guidance</b> -RYA guidance has been satisfactorily referenced and considered throughout.	No further comment	<b>Agreed</b> It is agreed that the appropriate RYA guidance has been used in the NRA (document reference 6.3.15.1 of the application, APP-569) and the ES (document reference 6.1.15 of the Application, APP-228).



Topic	Norfolk Boreas Limited position	RYA Comment	Final position
	<b>Identification of impacts</b> - The potential impacts identified within the chapter represent a comprehensive list of potential impacts on recreational vessels from the project.	No further comment	<b>Agreed</b> It is agreed that the Applicant has comprehensively identified, assessed and mitigated navigational safety impacts on recreational receptors from the project.
	<b>Worst case scenario</b> - The worst case scenarios identified for each effect are appropriate based on the information presented in the Project Description.	No further comment	<b>Agreed</b> 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.
<b>Cumulative impact assessment</b>	The cumulative (and in combination) assessment of potential changes to recreational receptors is appropriate and no cumulative impacts will be significant in Environmental Impact Assessment (EIA) terms.	No further comment	<b>Agreed</b> 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 are unlikely to be significant assuming that mitigation measures are implemented.
<b>Mitigation and Management</b>			
<b>Safety zones</b>	The Applicant will submit an application for safety zones of up to 500 metres (m) during construction, major maintenance and decommissioning phases; and 50m pre-commissioning.	No further comment	<b>Agreed</b> The post-consent use of construction, major maintenance and decommissioning safety zones are noted and supported by the RYA.
<b>Cable burial risk assessment</b>	The Applicant will complete a cable burial risk assessment. This will include assessment of any reductions in water depth arising from the implementation of cable protection.	The RYA is content that the post-consent cable burial risk assessment (within the Cable Specification, Installation and Monitoring Plan) will address concerns	<b>Agreed</b> A cable specification, installation and monitoring plan will also be submitted as per Deemed Marine Licence (DML) Condition

Topic	Norfolk Boreas Limited position	RYA Comment	Final position
		associated with reductions in water depth by ensuring that an effective assessment is undertaken and burial/protection is in line with MGN 543.	14(1)(g) and will consider any changes to under keel clearance depths as per the requirements of MGN 543.

**The names inserted below are to confirm that these are the current positions of the two parties contributing to this SOCG**

Printed Name	Stuart Carruthers
Position	Cruising Manager
On behalf of	Royal Yachting Association
Date	27/08/2019

Printed Name	Jake Laws
Position	Norfolk Boreas Consents Manager
On behalf of	Norfolk Boreas Limited (the Applicant)
Date	27/08/2019