



FIVE  
ESTUARIES  
OFFSHORE WIND FARM

# FIVE ESTUARIES OFFSHORE WIND FARM

## 10.12 MARINE PLAN POLICY ASSESSMENT (TRACKED)

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In preparation of this document Five Estuaries Wind Farm Ltd has made reasonable efforts to ensure that the content is accurate, up to date and complete for purpose.

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## DEFINITION OF ACRONYMS

Acronym	Definition
<u>ADD</u>	<u>Acoustic Deterrent Device</u>
BNG	Biodiversity Net Gain
EIA	Environmental Impact Assessment
ES	Environmental Statement
ESCA	European Subsea Cables Association
HDD	Horizontal Directional Drill
INNS	Invasive Non-Native Species
ML	Marine Licence
MMO	Marine Management Organisation
NE	Natural England
NPS	National Policy Statement
OWF	Offshore Wind Farm
PEMP	Preliminary Environmental Management Plan
PEXA	Practice and Exercise Areas
SAC	Special Area of Conservation
SLVIA	Seascape, Landscape and Visual Impact Assessment
WTGs	Wind Turbine Generators



## GLOSSARY OF TERMS

Term	Definition
Cable Burial Risk Assessment (CBRA)	Risk assessment to determine suitable burial depths for cables, based upon hazards such as anchor strike, fishing gear interaction and seabed mobility. The CBRA is provided in Volume 9, Report 9: Outline Cable Burial Risk Assessment [APP-239]
Decommissioning	The period during which a development and its associated processes are removed from active operation.
Design Envelope	A description of the range of possible elements that make up the Five Estuaries design options under consideration, as set out in detail in the project description. This envelope is used to define Five Estuaries for Environmental Impact Assessment (EIA) purposes when the exact engineering parameters are not yet known. This is also often referred to as the “Rochdale Envelope” approach.
Development Consent Order	An order made under the Planning Act 2008 granting development consent for a Nationally Significant Infrastructure Project (NSIP) which would be approved by the relevant Secretary of State (SoS).
Environmental Impact Assessment	A statutory process by which certain planned projects must be assessed before a formal decision to proceed can be made. It involves the collection and consideration of environmental information, which fulfils the assessment requirements of the EIA Directive and EIA Regulations, including the publication of an Environmental Statement.
Environmental Statement	Environmental Statement (the documents that collate the processes and results of the EIA).
Export cable corridor (ECC)	The specific corridor of seabed (seaward of Mean High Water Springs (MHWS)) and land (landward of MHWS) from the Five Estuaries array area to the proposed



Term	Definition
	substation areas, within which the export cables will be located.
Export Cables	Cables that transfer power from the offshore substation(s) or the converter station(s) to shore.
Grid Connection Point	The point at which the Onshore ECC connects to the National Grid.
Horizontal Direction Drill (HDD)	A trenchless crossing engineering technique using a drill steered underground without the requirement for open trenches.
Landfall	The landfall denotes the location where the offshore export cables are brought ashore and jointed to the onshore cable circuits in TJBs.
Maximum Design Scenario (MDS)	The maximum design parameters of the combined project assets that result in the greatest potential for change in relation to each impact assessed.
Mitigation	Mitigation measures, or commitments, are commitments made by the project to reduce and/or eliminate the potential for significant effects to arise as a result of the project.
Offshore substation	One or more offshore substations to convert the power to higher voltages and/or to HVDC and transmit this power to shore.
Order Limits	The extent of development including all works, access routes, Temporary Construction Compounds (TCCs) and visibility splays.
Scour and Cable Protection	In order to prevent seabed scour around foundation structures and cables, cable protection may be placed on the seabed to protect from current and wave action.
The Applicant	The company Five Estuaries Offshore Wind Farm Ltd.
Wind Turbine Generator	All of the components of a wind turbine, including the tower, nacelle, and rotor.



## **1 MARINE PLAN POLICY ASSESSMENT**

- 1.1.1 Table 1.1 and Table 1.2 set out the South East Inshore, East Inshore and East Offshore plan area policies respectively. This workstream has been undertaken as part of the Applicant's Relevant Representation responses received from the Marine Management Organisation (MMO), namely MMO-RR01 and MMO-RR02.



**Table 1.1 South East inshore Marine Plan Policy**

Policy reference	Policy Text	Policy Aim/ Rationale	Policy screened in or out from EIA Assessment	VE Assessment of plan policy	Relevant Documents	Plan policy assessment result
SE-INF-1	Proposals for appropriate marine infrastructure which facilitates land-based activities, or land-based infrastructure which facilitates marine activities (including the diversification or regeneration of sustainable marine industries), should be supported.	Many marine activities in the south east and adjacent marine plan areas are reliant on land-based infrastructure. Similarly, activities on land may also be reliant on marine infrastructure. Supporting infrastructure development, diversification and regeneration will provide socio-economic benefits and support marine businesses, including those that are land-based. SE-INF-1 supports the integration of the marine and terrestrial systems. It does so by encouraging proposals (and other measures) that maintain or improve existing, or provide new, sustainable marine or land-based infrastructure that facilitates activity in the other system.	Screened in	The Application includes both marine and land-based infrastructure and will facilitate activity in both marine and terrestrial systems. Good examples of this include the export cable corridor, both onshore and offshore and also an eventual operation and maintenance base at a suitable location.	6.3.3 Socio-Economic, Tourism and Recreation [APP-085].	This policy has been considered by the Applicant, and the Application is compliant.





Policy reference	Policy Text	Policy Aim/ Rationale	Policy screened in or out from EIA Assessment	VE Assessment of plan policy	Relevant Documents	Plan policy assessment result
SE-INF-2	<p>(1) Proposals for alternative development at existing safeguarded landing facilities will not be supported. (2) Proposals adjacent and opposite existing safeguarded landing facilities must demonstrate that they avoid significant adverse impacts on existing safeguarded landing facilities. (3) Proposals for alternative development at existing landing facilities (excluding safeguarded sites) should not be supported unless that facility is no longer viable or capable of being made viable for waterborne transport. (4) Proposals adjacent and opposite existing landing facilities (excluding safeguarded sites) that may have significant adverse impacts on the landing facilities should demonstrate that they will, in order of preference:</p> <p>a) avoid  b) minimise  c) mitigate</p> <p>- adverse impacts so they are no longer significant.</p>	<p>Landing facilities in the south east inshore marine plan area, especially on the Thames, are critical for enabling industries, including shipping, tourism, recreation and leisure, construction, aggregates and waste. Wharves along the Tidal Thames land more than half of all English landings of marine sand and gravel. Through protecting landing facilities, while identifying the difference in safeguarding, SE-INF-2 mirrors similar provisions in terrestrial planning and supports the continued operation of these vital existing landing facilities.</p>	Screened out	The Assessment does not propose development of infrastructure at existing safeguarded landing facilities.	<p><del>6.2.12 Infrastructure and Other Marine Users [APP-084]; 6.2.9 Shipping and Navigation [APP-078]; 9.10 Navigational Risk Assessment [APP-240] and; 6.3.3 Socio-Economic, Tourism and Recreation [APP-085].N/A</del></p>	<p><del>Policy not applicable to application. This policy has been considered, and the Application is compliant.</del></p>



Policy reference	Policy Text	Policy Aim/ Rationale	Policy screened in or out from EIA Assessment	VE Assessment of plan policy	Relevant Documents	Plan policy assessment result
SE-CO-1	<p>Proposals that optimise the use of space and incorporate opportunities for co-existence and co-operation with existing activities will be supported.</p> <p>Proposals that may have significant adverse impacts on, or displace, existing activities must demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> <li>a) Avoid</li> <li>b) Minimise</li> <li>c) Mitigate</li> </ul> <p>- Adverse impacts so they are no longer significant.</p> <p>If it is not possible to mitigate significant adverse impacts, proposals must state the case for proceeding.</p>	<p>Space within the small and busy south east inshore marine plan area is limited. To realise sustainable social, environmental and economic benefits, it is therefore important to plan for and make efficient use of the space. SE-CO-1 encourages proposals to be spatially planned, take account of existing activities, and promote co-existence</p>	Screened in	<p>Consultation has been undertaken with all relevant third parties (e.g. commercial fisheries, infrastructure and other marine users, shipping and navigation, MoD) who may interact with the offshore or onshore works and mitigation has been identified where appropriate to maximise the opportunity for co-existence. <u>The Applicant will develop a Fisheries Liaison and Co-existence Plan (an outline of which has been submitted with the Application) that sets out measures to promote the co-existence of commercial fishing and offshore wind farm development. A Navigational Risk Assessment will be implemented to minimise all potential impacts to acceptable or tolerable risk levels as low as reasonably practicable (ALARP), in addition to a Navigation Installation Plan (an outline of which has been submitted with the Application).</u></p>	<p>6.1.4 Site Selection and Alternatives [APP-066]; 6.2.8 Commercial Fisheries [APP-077]; 6.2.12 Infrastructure and Other Marine Users [APP-081]; 6.2.13 Military and Civil Aviation [APP-082]; 9.16 Outline Fisheries Liaison and Co-existence Plan <u>Rev B [APP-247REP1-037]</u> 6.2.9 Shipping and Navigation [APP-078]; 9.10 Navigational Risk Assessment [APP-240].and 9.20 Outline Navigation Installation plan <u>Rev B [APP-252REP1-039]</u> and 6.3.3 Socio-Economic, Tourism and Recreation [APP-085].</p>	<p>This policy has been considered, and the Application is compliant.</p>
SE-CAB-1	<p>Preference should be given to proposals for cable installation where the method of protection is burial.</p> <p>Where burial is not achievable, decisions should take account of protection measures for the cable that may be proposed by the applicant. Where burial or protection measures are not appropriate, proposals should state the case for proceeding without those measures.</p>	<p>Subsea cabling is important to the growth and sustainability of telecommunications, offshore wind farms and electricity transmission. SE-CAB-1 supports and encourages cable burial where possible to meet the needs of the sector while enabling co-existence with other users of the south east inshore marine plan area.</p>	Screened in	<p>It is the Applicant's preference to bury cables and therefore only use surface protection where necessary at crossings and at locations where cable burial is not possible due to the presence of hard substrate close to the surface. Crossing and proximity agreements with known existing pipeline and cable operators will be sought.</p>	<p>9.9 Outline Cable Burial Risk Assessment [APP-239]; 6.2.1 Offshore Project Description [APP-069] and 6.2.12 Infrastructure and Other Marine Users [APP-081].</p>	<p>This policy has been considered, and the Application is compliant.</p>
SE-CAB-2	<p>Proposals demonstrating compatibility with existing landfall sites and incorporating measures to enable development of future landfall opportunities should be supported. Where this is not</p>	<p>Subsea cabling is important to the growth and sustainability of telecommunications, offshore wind farms and electricity transmission. Existing and potential future landfall sites for subsea cables are not</p>	Screened in	<p>The Application has identified a suitable landfall site for offshore wind farm subsea cables and has a preference to use HDD trenching to minimise the landfall impact.</p>	<p>6.2.1 Offshore Project Description [APP-069] and 9.28 Outline Landfall Methodology [APP-261].</p>	<p>This policy has been considered, and the Application is compliant.</p>



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	<p>possible proposals will, in order of preference:</p> <p>a) avoid</p> <p>b) minimise</p> <p>c) mitigate</p> <p>- adverse impacts on existing and potential future landfall sites so they are no longer significant.</p> <p>If it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.</p>	<p>currently protected from other proposals and uses, which may prevent these sites from being used as cable landfall locations. SE-CAB-2 seeks to avoid the loss of existing and potential future landfall sites and supports all proposals that consider the requirement for future cable landfall opportunities, ensuring that socially and economically vital cable activities can continue.</p>				
SE-CAB-3	<p>Where seeking to locate close to existing subsea cables, proposals should demonstrate compatibility with ongoing function, maintenance and decommissioning activities relating to the cable.</p>	<p>SE-CAB-3 protects the ongoing function, maintenance and decommissioning of subsea cables, up to the point of landfall.</p>	Screened in	<p>The European Subsea Cables Association (ESCA) Guideline Number 6: The Proximity of Offshore Renewable Energy Installations and Submarine Cable Infrastructure in UK Waters has been considered in the completion of the ES.</p> <p>Subsea cable crossing and proximity agreements with known existing pipeline and cable operators are being sought.</p>	<p>6.2.12 Infrastructure and Other Marine Users [APP-081].</p>	<p>This policy has been considered, and the Application is compliant.</p>
SE-REN-1	<p>Proposals that enable the provision of renewable energy technologies and associated supply chains, will be supported.</p>	<p>Supply chains play an important role in developing technology, reducing the associated costs of infrastructure and realising the economic and social benefits of renewable energy to the UK economy. SE-REN-1 recognises the importance of the supply chain within the lifecycle of renewable energy projects. SE-REN-1 enables public authorities to support proposals that will reduce costs, ensuring that businesses are operating competitively and with a long-term strategy. Developing a</p>	Screened in	<p>This Application is an offshore wind farm and therefore supports this policy.</p>	<p>6.3.3 Socio-Economic, Tourism and Recreation [APP-085].</p>	<p>This policy has been considered, and the Application is compliant.</p>



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		<p>strong supply chain will not only support domestic installation of offshore wind but could contribute to establishing a successful export market, particularly in relation to the emerging floating offshore wind industry.</p> <p>The Offshore Wind Sector Deal outlines a commitment to increase UK supply chain content to 60% by 2030. This policy supports proposals that indicate how they will draw on and develop the UK supply chain as part of their development.</p>				
SE-REN-3	Proposals for the installation of infrastructure to generate offshore renewable energy, inside areas of identified potential and subject to relevant assessments, will be supported.	<p>Offshore wind is the current favoured offshore renewable energy generating technology in the UK. The 'offshore wind high potential future development areas' layer highlights areas of least constraint for fixed foundation offshore wind energy generation and indicates potential future areas for leasing. This dataset reflects the latest understanding of areas with high potential, incorporating the original technical constraints analysis (see the "Resource and Constraints Assessment Methodology Report" available on the Marine Data Exchange). SE-REN-3 supports the identification of future leasing rounds and provides a level of certainty for other activities as to where future development may occur. Figure 14 identifies the portion of the plan area</p>	Screened in	This Application is an offshore wind farm and therefore supports this policy.	6.3.3 Socio-Economic, Tourism and Recreation [APP-085].	This policy has been considered, and the Application is compliant.



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		that has a high potential for the future development of offshore wind.  SE-REN-3 is in place to facilitate the identification of sites for future offshore renewable energy development. Spatial areas for all technology types will be updated, as required, based on improved understanding of constraints and technical advancements in new technology. Proponents and decision-makers should refer to Explore Marine Plans for the most up-to-date data.				
SE-HER-1	Proposals that demonstrate they will conserve and enhance the significance of heritage assets will be supported.  Where proposals may cause harm to the significance of heritage assets, proponents must demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate  any harm to the significance of heritage assets.  If it is not possible to mitigate, then public benefits for proceeding with the proposal must outweigh the harm to the significance of heritage assets.	This policy aims to conserve and enhance marine and coastal heritage assets by considering the potential for harm to their significance. This consideration will not be limited to designated assets and extends to those non-designated assets that are, or have the potential to become, significant. The policy will ensure that assets are considered in the decision-making process and will make provisions for those assets that are discovered during developments.	Screened in	The existing offshore and intertidal archaeological baseline has been established through a desk-based assessment and a review of offshore archaeological survey data. The approach to mitigation is to avoid anomaly features via Archaeological Exclusion Zones and micro-siting where possible. In order to account for unexpected archaeological finds, a formal protocol for archaeological discoveries will be implemented during construction through the Marine Written Scheme of Investigation.	6.2.11 Offshore Archaeology and Cultural Heritage [APP-080] and 9.19 Outline Marine Written Scheme of Investigation [APP-251].	This policy has been considered, and the Application is compliant.
SE-SCP-1	Proposals should ensure they are compatible with their surroundings and should not have a significant adverse impact on the character	The aim of the policy is to manage significant adverse impacts on the seascape and landscape of the south east marine plan area. It will make	Screened in	Assessment of the seascape, landscape and visual (SLVIA) effects of VE has concluded that there are no significant effects in EIA terms and would not compromise the statutory	6.2.10 Seascape, Landscape and Visual [APP-079].	This policy has been considered, and the Application is compliant.



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	<p>and visual resource of the seascape and landscape of the area.</p> <p>The location, scale and design of proposals should take account of the character, quality and distinctiveness of the seascape and landscape.</p> <p>Proposals that may have a significant adverse impact on the seascape and landscape of the area should demonstrate that they will, in order of preference:</p> <ul style="list-style-type: none"> <li>a) avoid</li> <li>b) minimise</li> <li>c) mitigate</li> </ul> <p>- adverse impacts so they are no longer significant.</p> <p>If it is not possible to mitigate, the public benefits for proceeding with the proposal must outweigh significant adverse impacts to the seascape and landscape of the area.</p> <p>Proposals within or relatively close to nationally designated areas should have regard to the specific statutory purposes of the designated area. Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks and Areas of Outstanding Natural Beauty.</p>	<p>sure that an area's value, quality and its capacity to accommodate change is considered and that the scale and design of a proposal is compatible with its surroundings. The policy's primary aim is to make provisions for those areas of seascape without statutory designation. The policy also supports those areas with existing statutory designation, such as National Parks, Areas of Outstanding Natural Beauty and World Heritage Sites. Defined heritage coasts are also supported although they do not hold statutory designation.</p>		<p>purposes of the Suffolk and Essex Coast and Heaths AONB.</p>		
SE-EMP-1	<p>Proposals that result in a net increase in marine related employment will be supported, particularly where they meet one or more of the following:</p>	<p>The creation and maintenance of quality jobs is a key component to delivering sustainable economic growth and for ensuring that everyone is able to access its associated opportunities (Employment and</p>	Screened in	<p>VE will support local and UK employment during construction, operation and decommissioning phases. The socio-economic assessment identifies up to moderate beneficial effects on local employment during the construction phase.</p>	<p>6.3.3 Socio-Economic, Tourism and Recreation [APP-085] and 9.27 Outline Skills and Employment Strategy [APP-260].</p>	<p>This policy has been considered, and the Application is compliant.</p>



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	<p>1) are aligned with local skills strategies and support the skills available</p> <p>2) create a diversity of opportunities</p> <p>3) create employment in locations identified as the most deprived</p> <p>4) implement new technologies</p> <p>- in, and adjacent to, the south east marine plan area.</p>	<p>Skills Strategies in England, United Kingdom).</p> <p>SE-EMP-1 supports existing national policies and strategies (eg UK Marine Policy Statement and the UK's Industrial Strategy: building a Britain fit for the future) by encouraging decision-makers and proponents to deliver additional employment benefits from proposals, particularly those benefits associated with the listed policy criteria.</p> <p>SE-EMP-1 seeks to maximise sustainable economic activity, prosperity and opportunities for all, both now and in to the future.</p>				
SE-AIR-1	<p>Proposals must assess their direct and indirect impacts upon local air quality and emissions of greenhouse gases.</p> <p>Proposals that are likely to result in increased air pollution or increased emissions of greenhouse gases must demonstrate that they will, in order of preference:</p> <p>a) avoid</p> <p>b) minimise</p> <p>c) mitigate</p> <p>- air pollution and/or greenhouse gas emissions in line with current national and local air quality objectives and legal requirements.</p>	<p>Clean air is essential for life, health, the environment and the economy. Air pollution and greenhouse gas emissions must be reduced to protect health, habitats and species and reduce the impacts of climate change. SE-AIR-1 ensures that proposals consider and address where they may cause direct or indirect air pollution or greenhouse gas emissions and manage these accordingly.</p> <p>Proposals that cannot avoid, minimise or mitigate air pollution and or greenhouse gas emissions in line with current national or local air quality objectives and legal requirements must not be supported.</p>	Screened in	The Application concludes no significant effects in EIA terms on air quality in the marine plan area.	6.3.10 Air Quality [APP-092]; 6.4.1 Climate Change [APP-093]; and 6.4.2 Human Health and Major Disasters [APP-095].	This policy has been considered, and the Application is compliant.



Policy reference	Policy Text	Policy Aim/ Rationale	Policy screened in or out from EIA Assessment	VE Assessment of plan policy	Relevant Documents	Plan policy assessment result
SE-ML-1	<p>Public authorities must make adequate provision for the prevention, re-use, recycling and disposal of waste to reduce and prevent marine litter.</p> <p>Public authorities should aspire to undertake measures to remove marine litter within their jurisdiction.</p>	<p>Litter at sea often originates on land. Increase in development, access, recreation and tourism in the south east inshore marine plan area may result in increased litter, and an adverse impact on the environment on which these activities rely. Preventing marine litter through effective waste management is vital. Addressing marine litter along the coastline and riverine contributions is an important step towards dealing with this problem.</p>	Screened out	<p>This policy is aimed at Public Authorities. Policy NE-ML-2 is more relevant to VE.</p>	N/A	Policy not applicable to application.
SE-ML-2	<p>Proposals that facilitate waste re-use or recycling to reduce or remove marine litter will be supported.</p> <p>Proposals that could potentially increase the amount of marine litter in the marine plan area must include measures to, in order of preference:</p> <ul style="list-style-type: none"> <li>a) avoid</li> <li>b) minimise</li> <li>c) mitigate</li> </ul> <p>- waste entering the marine environment.</p>	<p>The south east inshore marine plan area is a busy and highly populated area. An increase in housing developments, visitors and coastal and marine development could lead to an increase in litter.</p> <p>SE-ML-2 makes sure proposals avoid, minimise or mitigate waste entering the marine environment and encourages support for improvements in waste management and removal of marine litter, during construction and over the lifetime of the development. Proposals that cannot avoid, minimise or mitigate waste entering the marine environment will not be supported.</p>	Screened in	<p>A Code of Construction Practice (CoCP) which includes a section on waste has been developed as part of this Application and will be developed and implemented to cover the onshore construction phase of VE. A Project Environmental Management Plan [APP-249] has been developed which will be secured in the dML and applies to the marine environment. A Decommissioning Programme will be developed prior to construction as part of the pre-commencement documentation to cover the decommissioning phase.</p>	<p>9.21 Code of Construction Practice [APP-253] and 9.18 Outline Project Environmental Management Plan [APP-249].</p>	<p>This policy has been considered, and the Application is compliant.</p>
SE-WQ-1	<p>Proposals that protect, enhance and restore water quality will be supported.</p>	<p>Much of the economic and cultural prosperity of the south east marine plan area is reliant on water quality. Activities can place stress on water bodies</p>	Screened in	<p>The impact assessments summarised in the Hydrology and Flood Risk chapter of the ES concludes that there is little mechanism for operational impacts on water quality or resources</p>	<p>6.3.6 Hydrology, Hydrogeology and Flood Risk [APP-088]; 5.3.1 Flood Risk Assessment Export Cable Corridor</p>	<p>This policy has been considered, and the Application is compliant.</p>





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	<p>Proposals that cause deterioration of water quality must demonstrate that they will, in order of preference:</p> <p>a) avoid b) minimise c) mitigate</p> <p>- deterioration of water quality in the marine environment.</p>	<p>such that, in parts of the south east marine plan area, water quality requires improvement. SE-WQ-1 supports activities with a primary objective to protect, enhance and restore water quality.</p> <p>SE-WQ-1 also manages activities that may cause deterioration of water quality by ensuring that adverse impacts from proposals must be avoided, minimised and mitigated. With the exception of the derogations identified in Section 17 and 19 of The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017, there should be no residual adverse impacts on inshore water bodies. From one nautical mile out to the outer limit of the UK Exclusive Economic Zone there should be no adverse impacts on water quality in line with The Marine Strategy Regulations 2010.</p>		<p>resulting from VE. The WFD Assessment considered the potential effects of VE to ensure that the proposed activities would not cause or contribute to deterioration of status or jeopardise any waterbodies from achieving Good status.</p>	<p>[APP-038]; 5.3.2 Flood Risk Assessment Onshore Substation [APP-039]; and 9.7 Water Framework Directive Assessment – Offshore [APP-237].</p>	
SE-ACC-1	<p>Proposals demonstrating appropriate enhanced and inclusive public access to and within the marine area, including the provision of services for tourism and recreation activities, will be supported.</p> <p>Proposals that may have significant adverse impacts on public access should demonstrate that they will, in order of preference:</p> <p>a) avoid b) minimise</p>	<p>The provision of appropriate public access is essential for realising the economic, environmental, and social benefits associated with the growth of sustainable tourism and recreation within the south east marine plan area. SE-ACC-1 supports proposals for appropriate enhanced and inclusive public access to, and within, the marine area, including those providing services for tourism and recreation activities.</p>	Screened in	<p>The Application has concluded no significant effects on public rights of way and access to the marine area for recreational use.</p>	<p>6.3.3 Socio-Economic, Tourism and Recreation [APP-085] and 9.25 Outline Public Access Management Plan [APP-258].</p>	<p>This policy has been considered, and the Application is compliant.</p>



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	<p>c) mitigate</p> <p>- adverse impacts so they are no longer significant.</p>	<p>SE-ACC-1 also provides clarity on how public access should be protected, and ensures that proposals do not have a significant adverse impact on existing public access. Where proposals cannot avoid, minimise or mitigate significant adverse impacts to public access, they should not be supported.</p> <p>While SE-ACC-1 supports and protects public access to the marine area, in some circumstances, access restrictions may be required. Where they are incompatible with existing or proposed access restrictions, proposals for the provision of new public access should not be supported.</p>				
SE-INNS-1	<p>Proposals that reduce the risk of introduction and/or spread of invasive non-native species should be supported.</p> <p>Proposals must put in place appropriate measures to avoid or minimise significant adverse impacts that would arise through the introduction and transport of invasive non-native species, particularly when:</p> <p>1) moving equipment, boats or livestock (for example fish or shellfish) from one water body to another</p> <p>2) introducing structures suitable for settlement of invasive non-native species, or the spread of invasive non-native species known to exist in the area.</p>	<p>The south east inshore marine plan area is particularly busy and, as a result, there is a high risk of introducing or spreading invasive non-native species which may damage the marine area and harm populations of native flora and fauna. SE-INNS-1 aims to avoid or minimise damage to the marine area from the introduction or transport of invasive non-native species. Proposals that do not put in place appropriate measures to avoid or minimise significant adverse impacts that would arise through the introduction and transport of invasive non-native species will not be supported. SE-INNS-1 also aims to support those projects</p>	Screened in	<p>Increased risk of introduction or spread of INNS due to presence of subsea infrastructure and vessel movements and the effects on benthic, fish, shellfish and marine ecology and biodiversity have been included in the VE ES Assessment. However, the implementation of a Project Environmental Management Plan (PEMP) will ensure that the risk of potential introduction and spread of INNS will be minimised.</p>	9.18 Outline Project Environmental Management Plan [APP-249].	This policy has been considered, and the Application is compliant.



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		that attempt to reduce the risk and/or introduction of invasive non-native species, such as eradication projects.				
SE-INNS-2	Public authorities with functions to manage activities that could potentially introduce, transport or spread invasive non-native species should implement adequate biosecurity measures to avoid or minimise the risk of introducing, transporting or spreading invasive non-native species.	SE-INNS-2 aims to avoid or minimise the introduction and spread of marine invasive non-native species by encouraging public authorities with relevant functions throughout the south east to implement adequate biosecurity measures, increase awareness of invasive non-native species and provide suitable guidance to help reduce their adverse impacts on the marine environment, which could include the eradication of existing invasive species.	Screened out	VE does not present a risk of introducing, transporting, or spreading INNS that can be managed by a local authority in this plan area. Policy SE-INNS-1 above is more relevant.	N/A	Policy not applicable to application.
SE-DIST-1	Proposals that may have significant adverse impacts on highly mobile species through disturbance or displacement must demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate - adverse impacts so they are no longer significant.	Disturbance and displacement from activities, including those that do not require authorisation such as tourism and recreation, can cause declines in some highly mobile species. SE-DIST-1 reduces the effects of disturbance and displacement by requiring proposals to manage impacts, highlighting good practice and encouraging strategic management of unauthorised activities. SE-DIST-1 enables people to appreciate marine biodiversity and act responsibly to protect and recover populations of rare, vulnerable and valued species. Proposals that cannot avoid, minimise and mitigate significant adverse impacts will not be supported.	Screened in	Disturbance from construction activities such as the movement of construction/ decommissioning vessels and piling and displacement during the operational phase, resulting in loss of foraging/ roosting areas have been considered in the ES. These impacts are predicted to be of local spatial extent, short term duration, intermittent and high reversibility for mobile species known to exist within the VE Order Limits. Overall, the significance of the impact on benthic species was deemed not significant and no significant impacts were identified to potential benthic prey species or on habitats that support them in the assessments of benthic ecology. Although predicted significant effects on fish were identified, mitigation in the form of a piling restriction within the array areas will be undertaken during the peak Downs herring spawning period. Following the implementation of	6.2.5 Benthic and Intertidal Ecology [APP-074]; 6.2.7 Marine Mammal Ecology [APP-076]; 6.5.6.4 Herring Seasonal Restriction Note <a href="#">Rev B [APP-425REP1-025]</a> ; 6.2.6 Fish and Shellfish Ecology [APP-075] and; 5.4 Report to Inform Appropriate Assessment <a href="#">Rev B [APP-040REP1-016]</a> .	This policy has been considered, and the Application is compliant.



Policy reference	Policy Text	Policy Aim/ Rationale	Policy screened in or out from EIA Assessment	VE Assessment of plan policy	Relevant Documents	Plan policy assessment result
				this mitigation, no significant adverse residual effects were identified on fish species.		
SE-UWN-1	Proposals that result in the generation of impulsive sound must contribute data to the UK Marine Noise Registry as per any currently agreed requirements. Public authorities must take account of any currently agreed targets under the Marine Strategy Part One Descriptor 11.	Impulsive sounds can have an adverse effect on marine life and human enjoyment of marine areas. SE-UWN-1 supports the established noise registry to determine baselines, levels of impulsive sound and management options through the recording and assessment of the distribution and timing of impulsive sound sources in the marine environment. This will enable effective marine management and protection of biodiversity or viable populations of species.	Screened in	The Applicant will be contributing data to the UK Marine Noise Registry during post-consent operations.	3.1 Draft Development Consent Order [APP-024].	This policy has been considered, and the Application is compliant.
SE-UWN-2	Proposals that result in the generation of impulsive or non-impulsive noise must demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate  - adverse impacts on highly mobile species so they are no longer significant.  If it is not possible to mitigate significant adverse impacts, proposals must state the case for proceeding.	Underwater noise levels have increased with marine space use. Noise can affect highly mobile species, including causing chronic stress and death at higher intensities. SE-UWN-2 supports management of underwater noise, requiring proposals to take appropriate noise reduction actions. SE-UWN-2 enables clear and proportionate regulation to make sure marine activity respects environmental limits and protects biodiversity.	Screened in	The predicted noise levels for the other construction noise sources (e.g. dredging, drilling, cable laying) and during WTG operation are well below those predicted for impact of piling noise. For piling and UXO operations the risk of any potential injurious effects to fish or marine mammals are very close to, or below, the appropriate injury criteria at the source of the noise. Mitigation measures including soft start procedures, <a href="#">Acoustic Deterrent Device (ADD)</a> and Marine Mammal Observers will be implemented during these construction operations to prevent injury to mobile species within the immediate vicinity. UWN during decommissioning techniques has the potential for an effect, however a separate and new impact assessment will be required once the techniques to be used are understood.	6.2.6 Fish and Shellfish Ecology [APP-075]; 6.2.7 Marine Mammal Ecology [APP-076]; 9.14.1 Outline Marine Mammal Mitigation Protocol – Piling <a href="#">Rev B [REP1-033APP-244]</a> ; 9.14.2 Outline Marine Mammal Mitigation Protocol – UXO <a href="#">Rev B [APP-245REP1-035]</a> and; 9.15 Outline Southern North Sea Special Area of Conservation Site Integrity Plan [APP-246].	This policy has been considered, and the Application is compliant.



Policy reference	Policy Text	Policy Aim/ Rationale	Policy screened in or out from EIA Assessment	VE Assessment of plan policy	Relevant Documents	Plan policy assessment result
SE-CE-1	<p>Proposals which may have adverse cumulative effects with other existing, authorised, or reasonably foreseeable proposals must demonstrate that they will, in order of preference:</p> <p>a) avoid b) minimise c) mitigate</p> <p>- adverse cumulative and/or in-combination effects so they are no longer significant.</p>	<p>While cumulative effects are considered in relevant assessments and decision-making, the increasing use of the marine area reinforces the need to consider and address cumulative effects of both terrestrial and maritime projects, in line with the aims set out in the UK Marine Policy Statement. In conjunction with and in support of other relevant south east marine plan policies, this policy is intended to ensure relevant effects, including those that may seem less significant in their own right, are taken account of and addressed. In doing so, the policy will help to ensure that the cumulative effect on the wider environment of the south east inshore marine plan area and other relevant receptors are effectively managed.</p>	Screened in	<p>Cumulative impacts, both with other offshore wind farms in the region and with other marine and terrestrial developments have been considered and where appropriate, additional mitigation has been included in the application.</p> <p><u>For the cumulative impact of vessel displacement and increased collision risk (array areas) there has been discussion of additional aids to navigation with Trinity House during discussions for final array layout post consent to reduce the impact to tolerable.</u></p> <p><u>The Report to Inform Appropriate Assessment [REP1-016] concluded there is potential for Adverse Effect on Integrity on lesser black-backed gull, in-combination for collision risk. To mitigate this impact, the Applicant has included mitigation options in the 5.5.6 Lesser Black Backed Gull Implementation and Monitoring Plans - Revision B [REP2-012].</u></p>	<p>Considered within all offshore and onshore (Volume 2 and 3) chapters of the ES. 6.1.3.1 Cumulative Effects Assessment Methodology [APP-064] and 5.5.6 Lesser Black Backed Gull Implementation and Monitoring Plans - Revision B [REP2-012].</p>	<p>This policy has been considered, and the Application is compliant.</p>
SE-CBC-1	<p>Proposals must consider cross-border impacts throughout the lifetime of the proposed activity.</p> <p>Proposals that impact upon one or more marine plan areas or terrestrial environments must show evidence of the relevant public authorities (including other countries) being consulted and responses considered.</p>	<p>SE-CBC-1 requires a considered approach to enhance cross-border co-operation between the terrestrial and marine planning systems in the south east inshore marine plan area, the bordering English east and south marine plan areas and the neighbouring jurisdiction of France.</p>	Screened out	<p>The Application is for an English offshore wind farm which does not cross the border of any other jurisdiction. However, transboundary assessment has been undertaken throughout the ES.</p>	N/A	<p>Policy not applicable to application.</p>
SE-PS-1	<p><u>In line with the National Policy Statement for Ports, sustainable port and harbour development should be supported. Only proposals demonstrating compatibility with current port and harbour activities will be supported.</u></p>	<p><u>Ports and harbours are essential to realise economic and social benefits for the south east inshore marine plan area and the UK. SE-PS-1 makes sure that proposals do not restrict current port and</u></p>	Screened in	<p><u>Commercial risks due to reduced access to local ports and harbours is considered in Section 9.11 of 6.2.10 Shipping and Navigation [APP-079] and socioeconomic impacts are assessed in 6.3.3: Socioeconomics, Tourism and Recreation [APP-085].</u></p>	<p><u>6.2.10 Shipping and Navigation [APP-079] and 6.3.3: Socioeconomics, Tourism and Recreation [APP-085].</u></p>	<p><u>This policy has been considered, and the Application is compliant.</u></p>



Policy reference	Policy Text	Policy Aim/ Rationale	Policy screened in or out from EIA Assessment	VE Assessment of plan policy	Relevant Documents	Plan policy assessment result
	<p><u>Proposals within statutory harbour authority areas or their approaches that detrimentally and materially affect safety of navigation, or the compliance by statutory harbour authorities with the Open Port Duty or the Port Marine Safety Code, will not be authorised unless there are exceptional circumstances.</u></p> <p><u>Proposals that may have a significant adverse impact upon future opportunity for sustainable expansion of port and harbour activities, must demonstrate that they will, in order of preference:</u></p> <p>A) <u>Avoid</u>            B) <u>Minimise</u>            C) <u>Mitigate</u>            - <u>Adverse impacts so they are no longer significant.</u></p> <p><u>If it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.</u></p>	<p><u>harbour activity or future growth, enabling long-term strategic decisions and supporting competitive and efficient port and shipping operations. SE-PS-1 provides clarity on how the economic interests and statutory duties of ports and harbours should be protected and makes sure new development does not restrict activities, future growth or compliance with the Port Marine Safety Code.</u></p> <p><u>SE-PS-1 confirms that proposals that compromise these important duties should not be authorised unless there are exceptional circumstances. Authorisation of proposals that impact upon compliance with these core duties are expected to be exceedingly rare. This policy supports continued port maintenance and repairs, diversification and other sustainable port development that contribute to long-term economic growth and prosperity.</u></p>				
SE-PS-2 a	<p><u>Proposals that require static sea surface infrastructure or that significantly reduce under-keel clearance must not be authorised within or encroaching upon International Maritime Organization routing systems unless there are exceptional circumstances.</u></p>	<p><u>Within the south east inshore marine plan area, there are International Maritime Organization routing systems that are essential for shipping activity, freedom of navigation and navigational safety. SE-PS-2 confirms that proposals that compromise these important navigation routes should not be authorised. SE-PS-2 enables and supports</u></p>	Screened in	<p><u>Navigational safety impacts have been assessed including vessel displacement (see Section 9.11 of 6.2.10 Shipping and Navigation [APP-079]).</u></p>	6.2.10 Shipping and Navigation [APP-079]	<p><u>This policy has been considered, and the Application is compliant.</u></p>



Policy reference	Policy Text	Policy Aim/ Rationale	Policy screened in or out from EIA Assessment	VE Assessment of plan policy	Relevant Documents	Plan policy assessment result
		<p><u>safe, profitable and efficient marine businesses.</u></p> <p><u>SE-PS-2 specifies that developments should not be authorised where the use of International Maritime Organization routeing systems may be compromised.</u></p> <p><u>Authorisation of proposals that impact on the use of International Maritime Organization routeing systems are very rare.</u></p>				
SE-PS-3	<p><u>Proposals that require static sea surface infrastructure or that significantly reduce under-keel clearance which encroaches upon high density navigation routes, strategically important navigation routes, or that pose a risk to the viability of passenger services, must not be authorised unless there are exceptional circumstances.</u></p>	<p><u>The south east inshore marine plan area is very busy with respect to high-density navigation routes, strategically important navigation routes and passenger services. SE-PS-3 confirms that proposals that pose a risk to safe navigation or the viability of these routes and services should not be authorised. SE-PS-3 aims to protect these routes and services by enabling and promoting safe, profitable and efficient marine businesses.</u></p> <p><u>SE-PS-3 focuses on minimising negative impacts on shipping activity, protecting the economic interests of ports, harbours, shipping and the UK economy overall, and affording protection to the areas used by high intensities of traffic (UK Marine Policy Statement, Section 3.4.2). It also gives effect to provisions in the National Planning Policy Framework (Section 37), which</u></p>	Screened in	<p><u>Commercial risks due to reduced access to local ports and harbours is considered in Section 9.11 of 6.2.10 Shipping and Navigation [APP-079] and socioeconomic impacts are assessed in 6.3.3 Socioeconomics, Tourism and Recreation [APP-085].</u></p>	<p><u>6.2.10 Shipping and Navigation [APP-079] and 6.3.3: Socioeconomics, Tourism and Recreation [APP-085].</u></p>	<p><u>This policy has been considered, and the Application is compliant.</u></p>



Policy reference	Policy Text	Policy Aim/ Rationale	Policy screened in or out from EIA Assessment	VE Assessment of plan policy	Relevant Documents	Plan policy assessment result
		<u>aims to encourage sustainable transport.</u>				
<u>SE-DD-1</u>	<u>In areas of authorised dredging activity, including those subject to navigational dredging, proposals for other activities will not be supported unless they are compatible with the dredging activity.</u>	<u>Dredge areas and the area surrounding these that are required for dredge activity to take place may be adversely impacted by new proposals, such as those that negatively impact the ability to access or egress from these sites. SE-DD-1 ensures continued safe access by vessels to ports and harbours over the lifetime of the South East Marine Plan. This policy discourages proposals that would cause significant adverse impacts on dredge activities, such as the need for related vessels to navigate to and from authorised dredge areas.</u>	<u>Screened in</u>	<u>The Outline NIP considers protocols for project vessels and is included as mitigation in Section 9.9 of 6.2.10 Shipping and Navigation [APP-079] and outlined in 9. 20: Outline Navigation and Installation Plan [APP-252].</u>	<u>of 6.2.10 Shipping and Navigation [APP-079] and 9. 20: Outline Navigation and Installation Plan Rev B [REP1-039].</u>	<u>This policy has been considered, and the Application is compliant.</u>

**Table 1.2 East Inshore and East Offshore Marine Plans**

Policy reference	Policy Text	Policy Aim/ Rational	Policy screened in or out from EIA Assessment	VE Assessment of plan policy	Relevant Documents	Plan policy assessment result
EC1	Proposals that provide economic productivity benefits which are additional to Gross Value Added currently generated by existing activities should be supported.	To promote more than the most economically beneficial developments and activities. It is also about gaining economic benefit from all developments and activities.	Screened in	VE will support local and UK employment during the construction, operation and decommissioning phases.	6.3.3 Socio-Economic, Tourism and Recreation [APP-085] and 6.6.3.1 Full Time Equivalent Employment and Gross Value Added Headlines [APP-130].	The policy has been considered, and the Application is compliant.
EC2	Proposals that provide additional employment benefits should be supported, particularly where these benefits have the potential to meet employment needs in localities close to the marine plan areas.	This policy is intended to promote more than solely the most economically beneficial developments and activities. It is also about gaining	Screened in	VE will support local and UK employment during the construction, operation and decommissioning phases.	6.3.3 Socio-Economic, Tourism and Recreation [APP-085] and 6.6.3.1 Full Time Equivalent Employment and Gross	The policy has been considered, and the Application is compliant.





Policy reference	Policy Text	Policy Aim/ Rational	Policy screened in or out from EIA Assessment	VE Assessment of plan policy	Relevant Documents	Plan policy assessment result
		employment benefit from all developments and activities.			Value Added Headlines [APP-130].	
EC3	Proposals that will help the East marine plan areas to contribute to offshore wind energy generation should be supported.	Optimising the location and methods of deploying offshore wind farms as well as other developments and activities that may affect their delivery.	Screened in	This Application is for an Offshore Wind Farm Project and therefore supports this policy.	6.3.3 Socio-Economic, Tourism and Recreation [APP-085] and 6.6.3.1 Full Time Equivalent Employment and Gross Value Added Headlines [APP-130].	The policy has been considered, and the Application is compliant.
SOC1	Proposals that provide health and social well-being benefits including through maintaining, or enhancing, access to the coast and marine area should be supported.	SOC1 provides more detail and prescription than the Marine Policy Statement for considering the benefits for health and social well-being and coastal and marine access in decisions.	Screened in	VE avoids any reduction in open access land and minimises any closure of access to the coast. Any disruption of access to parts of the coast will be during the construction phase only. Disruption to any recreational routes will be agreed in advance with the relevant authorities before the relevant stage of work.	6.3.3 Socio-Economic, Tourism and Recreation [APP-085]; 6.3.5 Ground Conditions and Land Use [APP-087] and; 6.4.2 Human Health and Major Disasters [APP-095].	The policy has been considered, and the Application is compliant.
SOC2	Proposals that may affect heritage assets should demonstrate, in order of preference: <ul style="list-style-type: none"> <li>a) that they will not compromise or harm elements which contribute to the significance of the heritage asset</li> <li>b) how, if there is compromise or harm to a heritage asset, this will be minimised</li> <li>c) how, where compromise or harm to a heritage asset cannot be minimised it will be mitigated against or</li> <li>d) the public benefits for proceeding with the proposal if it is not possible to minimise or mitigate compromise or harm to the heritage asset</li> </ul>	The aim of this policy is to ensure that existing marine and coastal heritage assets are protected from proposals that may have a detrimental impact upon them. It ensures that all heritage assets (whether formally designated or not), are considered in the decision-making process.	Screened in	All direct impacts to known heritage assets as a result of VE are proposed to be avoided.  The approach to mitigation is to avoid these features via Archaeological Exclusion Zones. In order to account for unexpected archaeological finds, a formal protocol for archaeological discoveries will be implemented through the Marine Written Scheme of Investigation.	6.2.11 Offshore Archaeology and Cultural Heritage [APP-080] and 9.19 Outline Marine Written Scheme of Investigation [APP-251]	The policy has been considered, and the Application is compliant.



Policy reference	Policy Text	Policy Aim/ Rational	Policy screened in or out from EIA Assessment	VE Assessment of plan policy	Relevant Documents	Plan policy assessment result
SOC3	<p>Proposals that may affect the terrestrial and marine character of an area should demonstrate, in order of preference:</p> <p>a) that they will not adversely impact the terrestrial and marine character of an area</p> <p>b) how, if there are adverse impacts on the terrestrial and marine character of an area, they will minimise them</p> <p>c) how, where these adverse impacts on the terrestrial and marine character of an area cannot be minimised they will be mitigated against</p> <p>d) the case for proceeding with the proposal if it is not possible to minimise or mitigate the adverse impacts</p>	<p>This policy is specific to landscape (seascape) character. It aims to add value to what is described in the Marine Policy Statement by ensuring that the character of specific areas is considered not only in the development of marine plans, but also in all decisions, such as on proposals for development, activities or management measures.</p>	Screened in	<p>VE would extend existing OWFs within an area of the sea that is influenced by the presence of Galloper OWF, therefore minimising these impacts for the wider seascape.</p> <p>The VE array areas are located over 37 km offshore and significant landscape and visual effects at distances over 37 km are unprecedented for OWFs. The SLVIA assessment in the ES concludes that there are no significant impacts on Seascape and Landscape receptors.</p>	6.2.10 Seascape, Landscape and Visual [APP-079].	The policy has been considered, and the Application is compliant.
EC01	<p>Cumulative impacts affecting the ecosystem of the East marine plans and adjacent areas (marine, terrestrial) should be addressed in decision-making and plan implementation.</p>	<p>The policy expects decision makers to identify and manage cumulative impacts when determining applications.</p>	Screened in	<p>Cumulative impacts affecting ecosystem and with other offshore windfarms in the region and terrestrial development have been addressed and are assessed in each topic chapter of the Environmental Statement. Where appropriate, mitigation measures have been included in the Application.</p>	6.6.2 Marine Geology, Oceanography and Physical Processes [APP-071] and 6.6.3 Marine Water Sediment Quality [APP-092].	The policy has been considered, and the Application is compliant.
ECO2	<p>The risk of release of hazardous substances as a secondary effect due to any increased collision risk should be taken account of in proposals that require an authorisation.</p>	<p>Risks are likely to be identified and addressed through existing mechanisms, such as environmental assessment, navigational risk assessment, safety measures and contingency plans.</p>	Screened in	<p>The Application considers the risk of collision and subsequent release of hazardous substance in the entire life cycle of the development. Mitigation measures to minimise collision have been considered. <a href="#">9.20 Navigation and Installation Plan will be developed to manage interactions between project vessels associated with maintenance and third-party vessels in navigationally sensitive areas to reduce collision risk (an outline of</a></p>	6.2.9 Shipping and Navigation [APP-078]; <a href="#">9.20: Outline Navigation and Installation Plan Rev B [REP1-039];9.20 Outline Navigation Installation plan [APP-252]</a> ; 9.10 Navigational Risk Assessment [APP-240] and; 9.18 Outline Project Environmental Management Plan [APP-249].	The policy has been considered, and the Application is compliant.



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				<p><u>which has been submitted with the Application).</u></p> <p><u>-9.18 Outline Project Environmental Management Plan [APP-249] has been produced to ensure that the potential for contaminant release is strictly controlled.</u></p>		
BIO1	Appropriate weight should be attached to biodiversity, reflecting the need to protect biodiversity as a whole, taking account of the best available evidence including on habitats and species that are protected or of conservation concern in the East marine plans and adjacent areas (marine, terrestrial).	This plan policy is intended to ensure that all current publicly available evidence relating to biodiversity interest in the East marine plan areas is taken account of by the relevant public authority in the appropriate manner with advice from the Statutory Nature Conservation Bodies.	Screened in	The Environmental Statement considers impacts on marine and terrestrial ecology. It identifies mitigation to protect species and habitats, where appropriate.	6.2.4 Offshore Ornithology [APP-073]; 6.2.5 Benthic and Intertidal Ecology [APP-074] 6.2.6 Fish and Shellfish Ecology [APP-075] and 6.2.7 Marine Mammal Ecology [APP-077].	The policy has been considered, and the Application is compliant.
BIO2	Where appropriate, proposals for development should incorporate features that enhance biodiversity and geological interests.	This policy adds value by providing a clear direction to public authorities that they should show a preference for proposals that enhance benefits to marine ecology, biodiversity and geological conservation requirements apply.	Screened in	The Application proposes a significant amount of renewable energy which will contribute to efforts to reduce the impact of climate change on marine ecology and biodiversity. In addition, the Application includes the creation of Biodiversity Net Gain (BNG) onshore and a BNG Assessment using a defined BNG metric.	6.4.1 Climate Change [APP-093] and 6.6.4.18 Five Estuaries Offshore Wind Farm Onshore Biodiversity Net Gain Indicative Design Stage Report [APP-149].	The policy has been considered, and the Application is compliant.
MPA1	Any impacts on the overall Marine Protected Area network must be taken account of in strategic level measures and assessments, with due regard given to any current agreed advice on an ecologically coherent network.	The policy clarifies the need for public authorities to not only consider impacts on individual sites, but also impacts on the overall ecological coherence of the Marine Protected Area network.	Screened in	The site selection avoids Marine Protected Areas where possible. The majority of impacts are temporary disturbance and/ or loss of habitats, increases in suspended sediments and sediment deposition and impacts on the Margate and Long Sands Special Area of Conservation (SAC). The Applicant has concluded that there would not be a significant effect on any MPA and no AEol on the Margate and Long Sands SAC.	6.1.4 Site Selection and Alternatives [APP-066] and 6.2.5 Benthic and Intertidal Ecology [APP-074].	The policy has been considered, and the Application is compliant.
CC1	Proposals should take account of:	The policy aim is that new development should be planned to avoid increased	Screened in	The design of VE includes the allowance for predicted erosion rates. VE will not be vulnerable to coastal	6.1.4 Site Selection and Alternatives [APP-066]; 6.2.2 Marine Geology,	The policy has been considered, and the



Policy reference	Policy Text	Policy Aim/ Rational	Policy screened in or out from EIA Assessment	VE Assessment of plan policy	Relevant Documents	Plan policy assessment result
	<ul style="list-style-type: none"> <li>&gt; how they may be impacted upon by, and respond to, climate change over their lifetime and</li> <li>&gt; how they may impact upon any climate change adaptation measures elsewhere during their lifetime.</li> </ul> <p>Where detrimental impacts on climate change adaptation measures are identified, evidence should be provided as to how the proposal will reduce such impacts.</p>	vulnerability to the range of impacts arising from climate change.		changes or climate change. Cables will be buried at sufficient depth to have no effect on coastal erosion.	Oceanography and Physical Processes [APP-071] and 6.4.1 Climate Change [APP-093].	Application is compliant.
CC2	Proposals for development should minimise emissions of greenhouse gases as far as is appropriate. Mitigation measures will also be encouraged where emissions remain following minimising steps. Consideration should also be given to missions from other activities or users affected by the proposal.	This policy aims to reduce emissions of greenhouse gases which should be taken in account.	Screened in	<p>The proposed offshore wind farm will have a significant beneficial contribution in decarbonising by generating low-carbon renewable energy and displacing emissions from fossil fuel sources of energy.</p> <p>Localised emissions associated with the development are assessed in the ES and concluded to be non-significant.</p>	6.4.1 Climate Change [APP-093] and 6.4.1.1 Greenhouse Gas Assessment [APP-094].	The policy has been considered, and the Application is compliant.
GOV1	Appropriate provision should be made for infrastructure on land which supports activities in the marine area and vice versa.	This policy seeks to promote integration between marine and land use plans in the provision of infrastructures. Public authorities must assess the potential positive and negative impacts, on both the marine and terrestrial environments, of development proposals in a collective and cumulative manner.	Screened in	The Application includes all required infrastructure associated with VE, namely offshore wind turbines, offshore substations, offshore export cables, array cables, landfall works, onshore cables and an onshore substation next to the proposed National Grid substation.	6.2.1 Offshore Project Description [APP-069] and 6.3.1 Onshore Project Description [APP-083].	The policy has been considered, and the Application is compliant.
GOV2	Opportunities for co-existence should be maximised wherever possible.	The key aim of this policy is to promote compatibility and reduce conflict (between activities, and also with the environment) in order to manage the use of space within the marine environment in an efficient and effective manner.	Screened in	Consultation has been undertaken with all relevant third parties who may interact with the offshore or onshore works and mitigation has been identified where appropriate to maximise the opportunity for coexistence. A Fisheries Liaison & Coexistence Plan [APP-247] sets out how the project and commercial	5.1 Consultation Report [APP-031]; 9.16 Outline Fisheries Liaison and Coexistence Plan <a href="#">Rev B [APP-247REP1-037]</a> ; and <a href="#">9. 20: Outline Navigation and Installation Plan Rev B [REP1-039].9-20 Outline Navigation</a>	The policy has been considered, and the Application is compliant.



Policy reference	Policy Text	Policy Aim/ Rational	Policy screened in or out from EIA Assessment	VE Assessment of plan policy	Relevant Documents	Plan policy assessment result
				fisheries will seek to coexistence. With regard to shipping, the Applicant has committed to a Navigation & Installation Plan to manage coexistence of vessels during construction and operation.	<del>Installation plan [APP-252].</del>	
GOV3	<p>Proposals should demonstrate in order of preference:</p> <p>a) that they will avoid displacement of other existing or authorised (but yet to be implemented) activities</p> <p>b) how, if there are adverse impacts resulting in displacement by the proposal, they will minimise them</p> <p>c) how, if the adverse impacts resulting in displacement by the proposal, cannot be minimised, they will be mitigated against or</p> <p>d) the case for proceeding with the proposal if it is not possible to minimise or mitigate the adverse impacts of displacement.</p>	GOV3 aims to ensure GOV2 is implemented proportionally. The policy aim is to facilitate decisions and effective management measures that avoid, minimise or mitigate negative economic, social and environmental impacts.	Screened in	The Application has undertaken a detailed site selection process to minimise interaction of VE with existing activities. For offshore, existing activities include shipping and navigation, nature conservation designations, commercial fisheries and civil and military coverage. Throughout the ES there are proposed mitigations to minimise any remaining potential impacts. <a href="#">A Fisheries Liaison &amp; Coexistence Plan [APP-247] (an outline of which has been submitted with the Application) sets out how the project and commercial fisheries will seek to coexist. With regard to shipping, the Applicant has committed to a Navigation &amp; Installation Plan to manage coexistence of vessels during construction and operation (an outline of which has been submitted with the Application [APP-252]).</a>	6.1.4 Site Selection and Alternatives [APP-066]; 6.2.8 Commercial Fisheries [APP-077]; 6.2.9 Shipping and Navigation [APP-078]; 9.16 Outline Fisheries Liaison and Co-existence Plan <a href="#">Rev B [APP-247REP1-037]</a> and 9.20 Outline Navigation Installation plan <a href="#">Rev B [REP1-039APP-252]</a> .	The policy has been considered, and the Application is compliant.
DEF1	Proposals in or affecting Ministry of Defence Danger and Exercise Areas should not be authorised without agreement from the Ministry of Defence.	This policy supports the need for defence activities to take place within the East marine plan areas for the purpose of national security.	Screened in	There are no Military Practice and Exercise Areas (PEXA) in the study area.	6.2.13 Military and Civil Aviation [APP-082].	The policy has been considered, and the Application is compliant.
OG1	Proposals within areas with existing oil and gas production should not be authorised except where compatibility with oil and gas production and infrastructure can be satisfactorily demonstrated.	Plan policy OG1 clarifies that, where existing oil and gas production and infrastructure are in place, the areas should be protected for the activities authorised under the production licence consent until the licence is surrendered, (including completion of any relevant decommissioning activity), or where agreement	Screened out	The VE Order Limits were chosen with the aim of avoiding direct interaction with Oil and Gas infrastructure and there are no oil and gas installations or abandoned exploration wells within 90 km of VE infrastructure.	6.1.4 Site Selection and Alternatives [APP-066] and 6.2.12 Infrastructure and Other Marine Users [APP-081].	The policy has been considered, and the Application is compliant.



Policy reference	Policy Text	Policy Aim/ Rational	Policy screened in or out from EIA Assessment	VE Assessment of plan policy	Relevant Documents	Plan policy assessment result
		over co-located use can be negotiated.				
OG2	Proposals for new oil and gas activity should be supported over proposals for other development.	The policy aim is to afford protection of potential sites to prevent incompatible activities taking place.	Screened out	The VE Order Limits were chosen with the aim of avoiding direct interaction with Oil and Gas infrastructure and there are no oil and gas installations, abandoned exploration wells or proposals within 90 km of VE infrastructure.	6.2.12 Infrastructure and Other Marine Users [APP-081].	Policy is not applicable to Application.
WIND1	<p>Developments requiring authorisation, that are in or could affect sites held under a lease or an agreement for lease that has been granted by The Crown Estate for development of an Offshore Wind Farm, should not be authorised unless</p> <ul style="list-style-type: none"> <li>a) they can clearly demonstrate that they will not compromise the construction, operation, maintenance, or decommissioning of the Offshore Wind Farm</li> <li>b) the lease/agreement for lease has been surrendered back to The Crown Estate and not been re-tendered</li> <li>c) the lease/agreement for lease has been terminated by the Secretary of State</li> <li>d) in other exceptional circumstances.</li> </ul>	The policy aims to protect sites identified by The Crown Estate from sterilisation by other uses until such time as the site is no longer used, or liable to be reused in the future.	Screened in	<p>Agreement for Lease with The Crown Estate requires VE to be an extension of Galloper OWF.</p> <p>The proposed development will not compromise and will in fact facilitate, the construction, operation maintenance or decommissioning of Galloper.</p>	6.1.4 Site Selection and Alternatives [APP-066].	The policy has been considered, and the Application is compliant.
WIND2	Proposals for Offshore Wind Farms inside Round 3 zones, including relevant supporting projects and infrastructure, should be supported.	This policy aims to ensure that the large potential for Offshore Wind Farms in the East marine plan areas and the ambitions of government for renewable energy are realised by preferring proposals which are compatible with the policy,	Screened out	The Application is outside of Round 3 zones.	N/A	Policy is not applicable to Application.



Policy reference	Policy Text	Policy Aim/ Rational	Policy screened in or out from EIA Assessment	VE Assessment of plan policy	Relevant Documents	Plan policy assessment result
		including supporting infrastructure.				
TIDE1	<p>In defined areas of identified tidal stream resource (see figure 16), proposals should demonstrate, in order of preference:</p> <p>a) that they will not compromise potential future development of a tidal stream project</p> <p>b) how, if there are any adverse impacts on potential tidal stream deployment, they will minimise them</p> <p>c) how, if the adverse impacts cannot be minimised, they will be mitigated</p> <p>d) the case for proceeding with the proposal if it is not possible to minimise or mitigate the adverse impacts</p>	<p>This policy identifies locations in the East Inshore area by protecting them from other new activities or development, both inside and outside identified areas that could impact upon the ability to realise tidal stream energy in the future.</p>	Screened out	The Application is not in an area of identified tidal stream resource.	N/A	Policy is not applicable to Application.
CCS1	<p>Within defined areas of potential carbon dioxide storage,(mapped in figure 17) proposals should demonstrate in order of preference:</p> <p>a) that they will not prevent carbon dioxide storage b) how, if there are adverse impacts on carbon dioxide storage, they will minimise them c) how, if the adverse impacts cannot be minimised, they will be mitigated d) the case for proceeding with the proposal if it is not possible to minimise or mitigate the adverse impacts</p>	<p>The policy aims to help ensure that sufficient storage sites are available for Carbon Capture and Storage over the long term in view of the large number of such sites, on a national and international scale.</p>	Screened out	The Application is not in an area of potential carbon dioxide storage.	N/A	Policy is not applicable to Application.
CCS2	<p>Carbon Capture and Storage proposals should demonstrate that consideration has been given to the re-use of existing oil and gas infrastructure rather than the installation of new infrastructure (either in depleted fields or in active</p>	<p>This policy seeks to ensure that the use of hydrocarbon fields for the storage of carbon dioxide is promoted where possible, maximising storage nationally.</p>	Screened out	The Application neither captures nor stores carbon.	N/A	Policy is not applicable to Application.



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	fields via enhanced hydrocarbon recovery).					
PS1	Proposals that require static sea surface infrastructure or that significantly reduce under- keel clearance should not be authorised in International Maritime Organization designated routes.	This policy seeks to minimise any negative impacts on shipping activity, freedom of navigation and navigational safety and ensure that decision makings comply international maritime law.	Screened in	The frequency of impacts to under keel clearance, including snagging, is assessed as extremely unlikely given the preference for cable burial where possible and promulgation of information including advance warning of construction activities. Any changes exceeding 5% will be discussed with the Maritime & Coastguard Agency and Trinity House. Requirements for under-keel clearance for charted deep water routes now and in the future has also been considered.	6.2.9 Shipping and Navigation [APP-078]; 9.9 Outline Cable Burial Risk Assessment [APP-239] and 9.12 Outline Cable Specification and Installation Plan [APP-242].	This policy has been considered, and the Application is compliant.
PS2	Proposals that require static sea surface infrastructure that encroaches upon important navigation routes (see figure 18) should not be authorised unless there are exceptional circumstances. Proposals should: a) be compatible with the need to maintain space for safe navigation, avoiding adverse economic impact b) anticipate and provide for future safe navigational requirements where evidence and/or stakeholder input allows and c) account for impacts upon navigation in-combination with other existing and proposed activities.	This policy minimises negative impacts on shipping activity, protecting the economic interests of ports and shipping and the United Kingdom economy, and protect the areas used by high intensities of traffic.	Screened in	Impacts to navigation routes have been assessed. A Navigational Risk Assessment will be implemented to reduce all potential impacts to acceptable or tolerable risk levels as low as reasonably practicable (ALARP), in addition to a Navigation Installation Plan.	6.2.9 Shipping and Navigation [APP-078]; 9.10 Navigational Risk Assessment [APP-240] and 9.20 Outline Navigation Installation plan [APP-252].	This policy has been considered, and the Application is compliant.
PS3	Proposals should demonstrate, in order of preference: a) that they will not interfere with current activity and future opportunity for expansion of ports and harbours b) how, if the proposal may interfere with current activity and future	This policy gives effect to the need to minimise negative impacts on shipping activity, freedom of navigation and navigational safety, as well as protecting the efficiency and resilience of continuing port operations, and further port development and complements the NPS for ports.	Screened in	There are no existing or planned ports or harbours within the Order Limits of the Project. VE will require port and harbour facilities.	6.2.9 Shipping and Navigation [APP-078]; 9.10 Navigational Risk Assessment [APP-240] and 9.20 Outline Navigation Installation plan <a href="#">Rev B [REP1-039[APP-252].]</a>	This policy has been considered, and the Application is compliant.





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	<p>opportunities for expansion, they will minimise this</p> <p>c) how, if the interference cannot be minimised, it will be mitigated</p> <p>d) the case for proceeding if it is not possible to minimise or mitigate the interference</p>					
DD1	<p>Proposals within or adjacent to licensed dredging and disposal areas should demonstrate, in order of preference</p> <p>a) that they will not adversely impact dredging and disposal activities</p> <p>b) how, if there are adverse impacts on dredging and disposal, they will minimise these</p> <p>c) how, if the adverse impacts cannot be minimised they will be mitigated</p> <p>d) the case for proceeding with the proposal if it is not possible to minimise or mitigate the adverse impacts</p>	<p>This plan policy aims to protect dredging and disposal activities, in or adjacent to licensed dredging and disposal areas, against other new proposals that would compromise the continued access to ports and harbours for the shipping industry.</p>	Screened out	<p>The Application avoids licensed dredging and disposal areas through the site selection process.</p>	N/A	<p>Policy is not applicable to this application.</p>
AGG1	<p>Proposals in areas where a licence for extraction of aggregates has been granted or formally applied for should not be authorised unless there are exceptional circumstances.</p>	<p>This policy protects licenced (and formally applied) aggregate extraction, ensuring the supply of marine aggregates from commercially valuable deposits is not compromised.</p>	Screened in	<p>There is no direct overlap with the VE array or export cable corridor, although Area 509/1 is immediately adjacent to the proposed Order Limits for the export cable corridor. The Applicant have agreed in-principle with Tarmac Marine Ltd that there are no issues despite the close proximity of their licensed aggregate areas. The Applicant has engaged with other aggregate operators in the area through the Navigational Risk Assessment.</p>	<p>6.2.12 Infrastructure and Other Marine Users [APP-081]; 6.2.9 Shipping and Navigation [APP-078] and 9.10 Navigational Risk Assessment [APP-240].</p>	<p>This policy has been considered, and the Application is compliant.</p>
AGG2	<p>Proposals within an area subject to an Exploration and Option Agreement with The Crown Estate should not be supported unless it is demonstrated that the other</p>	<p>This policy ensures applications for authorisation do not compromise the extraction of aggregate</p>	Screened in	<p>There is no direct overlap with the VE array or export cable corridor, although Area 509/1 is immediately adjacent to the proposed Order Limits for the export cable corridor. The Applicant</p>	<p>6.2.12 Infrastructure and Other Marine Users [APP-081]; 6.2.9 Shipping and Navigation [APP-078] and 9.10</p>	<p>This policy has been considered, and the Application is compliant.</p>



Policy reference	Policy Text	Policy Aim/ Rational	Policy screened in or out from EIA Assessment	VE Assessment of plan policy	Relevant Documents	Plan policy assessment result
	development or activity is compatible with aggregate extraction or there are exceptional circumstances.	resource within an exploration area for aggregates.		have agreed in-principle with Tarmac Marine Ltd that there are no issues despite the close proximity of their licensed aggregate areas. The Applicant has engaged with other aggregate operators in the area through the Navigational Risk Assessment.	Navigational Risk Assessment [APP-240].	
AGG3	<p>Within defined areas of high potential aggregate resource, proposals should demonstrate in order of preference:</p> <p>a) that they will not, prevent aggregate extraction</p> <p>b) how, if there are adverse impacts on aggregate extraction, they will minimise these</p> <p>c) how, if the adverse impacts cannot be minimised, they will be mitigated</p> <p>d) the case for proceeding with the application if it is not possible to minimise or mitigate the adverse impacts</p>	This policy considers how proposals for marine development and activities within areas of high potential aggregate resource may impact the ability to access commercially viable marine sand and gravel resources in the future.	Screened in	Marine aggregate sites have been identified within the existing environment section of the Infrastructure and Other Marine Users chapter of the ES, however all licensed aggregate areas in the area are >1 km away from the proposed Order Limits.	6.2.12 Infrastructure and Other Marine Users [APP-081].	This policy has been considered, and the Application is compliant.
CAB1	Preference should be given to proposals for cable installation where the method of installation is burial. Where burial is not achievable, decisions should take account of protection measures for the cable that may be proposed by the applicant.	This policy aims to ensure sub-sea cables are properly protected from damage and do not cause a safety issue for vessels, particularly in navigation channels.	Screened in	The offshore cable is proposed to be buried to ensure that the cables are protected from damage from fishing, shipping and naturally occurring physical processes. Where cable protection is required, it will installed with regard to environmental impacts and changes to navigable depth in line with MGN654.	9.9 Outline Cable Burial Risk Assessment [APP-239] and 9.12 Outline Cable Specification and Installation Plan [APP-242].	This policy has been considered, and the Application is compliant.
FISH1	<p>Within areas of fishing activity, proposals should demonstrate in order of preference:</p> <p>a) that they will not prevent fishing activities on, or access to, fishing grounds</p> <p>b) how, if there are adverse impacts on the ability to undertake fishing</p>	This plan policy supports fishing activity by avoiding adverse impacts resulting from development and activities in the East marine plan areas. The policy focuses on access to fishing grounds.	Screened in	The Applicant is committed to supporting a sustainable fishing industry. The Applicant will develop a Fisheries Liaison and Co-existence Plan (an outline of which has been submitted with the Application) that sets out measures to promote the co-existence of sustainable fishing and offshore wind farm development.	9.16 Outline Fisheries Liaison and Co-existence Plan <u>Rev B</u> [APP-247-REP1-037].	This policy has been considered, and the Application is compliant.



Policy reference	Policy Text	Policy Aim/ Rational	Policy screened in or out from EIA Assessment	VE Assessment of plan policy	Relevant Documents	Plan policy assessment result
	<p>activities or access to fishing grounds, they will minimise them</p> <p>c) how, if the adverse impacts cannot be minimised, they will be mitigated</p> <p>d) the case for proceeding with their proposal if it is not possible to minimise or mitigate the adverse impacts</p>					
FISH2	<p>Proposals should demonstrate, in order of preference:</p> <p>a) that they will not have an adverse impact upon spawning and nursery areas and any associated habitat</p> <p>b) how, if there are adverse impacts upon the spawning and nursery areas and any associated habitat, they will minimise them</p> <p>c) how, if the adverse impacts cannot be minimised they will be mitigated</p> <p>d) the case for proceeding with their proposals if it is not possible to minimise or mitigate the adverse impacts</p>	<p>The aim of this policy is to support the recovery of fish stocks by offering protection against adverse impacts to spawning areas from development or activity.</p>	Screened in	<p>The extent to which VE impacts on recognised and important fishing grounds has been considered and consultation with fishing stakeholders in order to fully understand any potential impacts has been undertaken. The results of the commercial fisheries assessment are presented in the ES.</p>	<p>6.2.8 Commercial Fisheries [APP-077] and 6.2.6 Fish and Shellfish Ecology [APP-075].</p>	<p>This policy has been considered, and the Application is compliant.</p>
AQ1	<p>Within sustainable aquaculture development sites (identified through research), proposals should demonstrate in order of preference:</p> <p>a) that they will avoid adverse impacts on future aquaculture development by altering the sea bed or water column in ways which would cause adverse impacts to aquaculture productivity or potential</p> <p>b) how, if there are adverse impacts on aquaculture development, they can be minimised</p>	<p>Policy AQ1 is an enabling policy for aquaculture, which seeks to protect opportunities for aquaculture, as they are identified through research and evaluation.</p>	Screened out	<p><u><a href="#">N/A The Application within a sustainable aquaculture site.</a></u></p>	N/A	<p>Policy is not applicable to application.</p>



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	<p>c) how, if the adverse impacts cannot be minimised they will be mitigated</p> <p>d) the case for proceeding with the proposal if it is not possible to minimise or mitigate the adverse impacts</p>					
TR1	<p>Proposals for development should demonstrate that during construction and operation, in order of preference:</p> <p>a) they will not adversely impact tourism and recreation activities</p> <p>b) how, if there are adverse impacts on tourism and recreation activities, they will minimise them</p> <p>c) how, if the adverse impacts cannot be minimised, they will be mitigated</p> <p>d) the case for proceeding with the proposal if it is not possible to minimise or mitigate the adverse impacts</p>	<p>This policy recognises the importance of tourism and recreation in the East Inshore and East Offshore Marine Plan Areas and seeks to minimise adverse impacts of development on tourism and recreation.</p>	Screened in	<p>The Application has considered the effects on the tourism economy of both onshore and offshore infrastructure. The ES identifies no impact to Blue Flag Beaches and to Onshore Coastal Recreational Assets.</p>	<p>6.3.3 Socio-Economic, Tourism and Recreation [APP-085].</p>	<p>This policy has been considered, and the Application is compliant.</p>
TR2	<p>Proposals that require static objects in the East marine plan areas, should demonstrate, in order of preference:</p> <p>a) that they will not adversely impact on recreational boating routes</p> <p>b) how, if there are adverse impacts on recreational boating routes, they will minimise them</p> <p>c) how, if the adverse impacts cannot be minimised, they will be mitigated</p> <p>d) the case for proceeding with the proposal if it is not possible to minimise or mitigate the adverse impacts</p>	<p>This policy adds clarification to the Marine Policy Statement through highlighting the benefits of early engagement and aims to ensure that any development takes account of the recognised boating areas and most used cruising routes for recreational craft in the East marine plan areas.</p>	Screened in	<p>Assessment of recreational craft has been undertaken in the Shipping and Navigation chapter in the ES and the Navigational Risk Assessment.</p>	<p>6.2.9 Shipping and Navigation [APP-078] and 9.10 Navigational Risk Assessment [APP-240].</p>	<p>This policy has been considered, and the Application is compliant.</p>



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TR3	Proposals that deliver tourism and/or recreation related benefits in communities adjacent to the East marine plan areas should be supported.	This policy aims to promote and support sustainable tourism and recreation opportunities in the East marine plan areas.	Screened out	The Application does not deliver tourism or recreation activities.	N/A	Policy is not applicable to application.
<u>CAB-1</u>	<u>Preference should be given to proposals for cable installation where the method of protection is burial. Where burial is not achievable, decisions should take account of protection measures for the cable that may be proposed by the Applicant. Where burial or protection measures are not appropriate, proposals should state the case for proceeding without these measures.</u>	<u>CAB-1 supports and encourages cable burial where possible, to meet the needs of the sector while enabling co-existence with other users of the East Marine Plan areas.</u>	<u>Screened in</u>	<u>It is the Applicant's preference to bury cables and therefore only use cable protection where necessary at crossings and at locations where cable burial is not possible due to the presence of hard substrate close to the surface. Crossings and proximity agreements with known and existing pipeline and cable operators will be sought.</u>	<u>6.2.12 Infrastructure and Other Marine Users [APP-081]; 6.2.9 Shipping and Navigation [APP-079] and 9.9 Outline Cable Burial Risk Assessment [APP-239].</u>	<u>This policy has been considered, and the Application is compliant.</u>





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