



# White Cross Offshore Windfarm Environmental Statement

## Chapter 3: Policy and Legislative Context



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## Glossary of Acronyms

<b>Acronym</b>	<b>Definition</b>
<b>AONB</b>	Area of Outstanding Natural Beauty
<b>CBD</b>	Convention on Biological Diversity
<b>BEIS</b>	Department of Business, Energy and Industrial Strategy
<b>DECC</b>	Department for Energy and Climate Change
<b>DPD</b>	Development Plan Documents
<b>EIA</b>	Environmental Impact Assessment
<b>EPS</b>	European Protected Species
<b>ES</b>	Environmental Statement
<b>EU</b>	European Union
<b>HRA</b>	Habitats Regulation Assessment
<b>IPC</b>	Infrastructure Planning Commission
<b>LPA</b>	Local Planning Authority
<b>MCAA</b>	Marine and Coastal Access Act
<b>MMO</b>	Marine Management Organisation
<b>MPA</b>	Marine Protected Area
<b>MPS</b>	Marine Policy Statement
<b>MW</b>	Megawatts
<b>NPPF</b>	National Planning Policy Framework
<b>NPS</b>	National Policy Statement
<b>NSIP</b>	Nationally Significant Infrastructure Project
<b>NSN</b>	National Site Network
<b>OFTO</b>	Offshore Transmission Owner
<b>OSPAR</b>	The Convention for the Protection of the Marine Environment of the North-East Atlantic
<b>WCOWL</b>	White Cross Offshore Windfarm Limited
<b>pSAC</b>	Special Area of Conservation
<b>pSCI</b>	Site of Community Importance
<b>RIAA</b>	Report to Inform an Appropriate Assessment
<b>SAC</b>	Special Area of Conservation
<b>SCI</b>	Site of Community Importance
<b>SPA</b>	Special Protection Area
<b>SSSI</b>	Site of Special Scientific Interest
<b>TEU</b>	Treaty on European Union
<b>TCPA</b>	Town and Country Planning Act
<b>UNEP</b>	United Nations Environment Programme
<b>UNECE</b>	United Nations Economic Commission for Europe

## Glossary of Terminology

Agreed Terminology	Description
<b>Applicant</b>	White Cross Offshore Windfarm Limited.
<b>Department for Business, Energy and Industrial Strategy</b>	Government department that is responsible for business, industrial strategy, science and innovation and energy and climate change policy and consent under Section 36 of the Electricity Act.
<b>Environmental impact assessment</b>	Assessment of the potential impact of the proposed Project on the physical, biological, and human environment during construction, operation, maintenance, and decommissioning.
<b>Mean low water springs</b>	The average tidal height throughout a year of two successive low waters during those periods of 24 hours when the range of the tide is at its greatest.
<b>Mitigation</b>	<p>Mitigation measures have been proposed where the assessment identifies that an aspect of the development is likely to give rise to significant environmental impacts and discussed with the relevant authorities and stakeholders in order to avoid, prevent or reduce impacts to acceptable levels.</p> <p>For the purposes of the EIA, two types of mitigation are defined:</p> <ul style="list-style-type: none"> <li>• Embedded mitigation: consisting of mitigation measures that are identified and adopted as part of the evolution of the project design, and form part of the project design that is assessed in the EIA.</li> <li>• Additional mitigation: consisting of mitigation measures that are identified during the EIA process specifically to reduce or eliminate any predicted significant impacts. Additional mitigation is therefore subsequently adopted by OWL as the EIA process progresses.</li> </ul>
<b>Neighbourhood Plan</b>	A document that sets out planning policies for the neighbourhood area.
<b>Onshore Development Area</b>	The onshore area above MLWS including the underground onshore export cables connecting to the White Cross Onshore Substation and onward to the NG grid connection point at East Yelland. The onshore development area will form part of a separate Planning application to the Local Planning Authority (LPA) under the Town and Country Planning Act 1990.
<b>Onshore Export Cables</b>	The cables which bring electricity from MLWS at the Landfall to the White Cross Onshore Substation and onward to the NG grid connection point at East Yelland.
<b>Onshore Export Cable Corridor</b>	The proposed onshore area in which the export cables will be laid, from MLWS at the Landfall to the White Cross Onshore Substation and onward to the NG grid connection point at East Yelland.
<b>Onshore Infrastructure</b>	The combined name for all infrastructure associated with the Project from MLWS at the Landfall to the NG grid connection

Agreed Terminology	Description
	point at East Yelland. The onshore infrastructure will form part of a separate Planning application to the Local Planning Authority (LPA) under the Town and Country Planning Act 1990
<b>White Cross Offshore Windfarm Ltd</b>	White Cross Offshore Windfarm Ltd (WCOWL) is a joint venture between Cobra Instalaciones Servicios, S.A., and Flotation Energy Ltd
<b>White Cross Offshore Windfarm</b>	Up to 100MW capacity offshore windfarm including associated onshore and offshore infrastructure.
<b>White Cross Onshore Substation</b>	A new substation built specifically for the White Cross project. It is required to ensure electrical power produced by the offshore windfarm is compliant with NG electrical requirements at the grid connection point at East Yelland.

## 3. Policy and Legislative Context

### 3.1 Introduction

1. This chapter of the Environmental Statement (ES) presents a review of the international, national and local planning policy and legislative context which is of relevance to the development of all components landward of Mean Low Water Springs (MLWS) of the White Cross Offshore Windfarm Project (hereafter referred to as 'the Onshore Project'). This chapter also outlines the consenting regime and legislative framework that is applicable to the Onshore Project.
2. Policies and legislation specific to each Environmental Impact Assessment (EIA) topic are outlined in the relevant technical chapters (**Chapters 12: Ground Conditions and Contamination** to **Chapter 24: Major Accidents and Disasters**).

#### 3.1.1 Requirement for Environmental Impact Assessment.

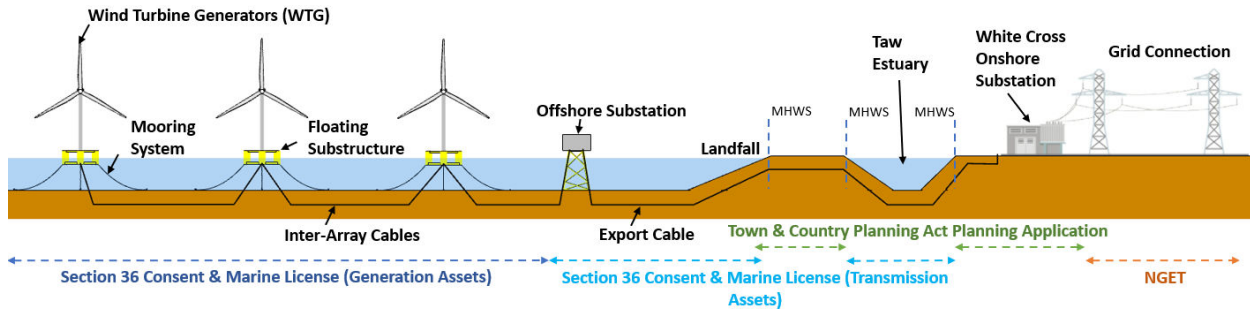
3. EIA is a tool for systematically examining and assessing the impacts of a development on the physical, biological, and human environment. This process allows management and mitigation measures to be identified to ensure the development is sustainable.
4. An EIA is required under the terms of the Town and Country Planning (EIA) Regulations 2017. These regulations relate to developments granted planning permission under Part 3 of the Town and Country Planning Act 1990.
5. The EIA Regulations set out the statutory process and minimum requirements for the provision of adequate environmental information to enable the EIA process to be considered acceptable under UK legislation. The EIA activities, including the supporting surveys and studies are reported in this ES. Further information for why an EIA is required and the EIA methodology is provided within **Chapter 6: EIA Methodology**.

#### 3.1.2 Consenting Regime and Legislation

6. The set of consents/permissions required in order for the Project as a whole to proceed are outlined below (and illustrated in **Plate 3.1**):
  - Planning permission under the Town and Country Planning Act 1990 (TCPA 1990) is required for the Onshore Project (landward of MLWS):

- Onshore export cable(s) (2 x 66kV or 1 x 132kV from Landfall (from MLWS) to the White Cross Onshore Substation and 132kV cable from the White Cross Onshore Substation to Grid Connection Point)
  - Offshore export cables (above MLWS to MHWS)
  - White Cross Onshore Substation
  - Temporary main construction compound and temporary construction compounds
  - Transition Joint Bay, jointing bays, link boxes, access roads and haul roads
  - Grid Connection Point.
- Consent under the Section 36 of the Electricity Act 1989 and a Marine Licence under the Marine and Coastal Access Act 2009 (MCAA 2009) are required for the following generation assets (within the Windfarm Site):
    - Wind Turbine Generators
    - Semi-submersible floating platforms
    - Subsea catenary mooring lines
    - Anchoring solutions (drag embedment anchors, suction anchor or pin piles)
    - Inter-array cables and associated protection
    - Other associated offshore infrastructure, such as navigational markers.
  - A second Marine Licence is required to enable the option for an Offshore Transmission Owner (OFTO) to be appointed under The Electricity (Competitive Tenders for Offshore Transmission Licences) Regulations 2015 for the following transmission assets (to Mean High Water Springs):
    - Offshore Substation Platform
    - Offshore export cable
    - Other associated offshore infrastructure, such as navigational markers.
7. The Section 36 and Marine Licence application were submitted to the MMO on 14<sup>th</sup> March 2023 (Reference: MLA/2023/00113).





*Plate 3.1 Project Infrastructure*

8. A detailed description of the Onshore Project infrastructure is provided in **Chapter 5: Project Description**.

### 3.2 International Context

9. In 2017, the UK government triggered article 50 of the Treaty on European Union (TEU) and, on 30<sup>th</sup> January 2020, a withdrawal agreement for the UK to leave the EU was ratified by the Council of the European Union, with the United Kingdom formally withdrawing from the EU on 31<sup>st</sup> January 2020.
10. In its white paper (HM Government, 2017) considering the form and function of the EU (Withdrawal) Bill (HM Government, 2020), there is a general commitment by the UK Government to maintain the body of environmental commitments and legislation already made following the departure of the UK from the EU.
11. The European Union (Withdrawal) Act 2018 makes savings for EU-derived domestic legislation and the incorporation of direct EU legislation. This includes EIA, with the introduction of the Environmental Assessments and Miscellaneous Planning (Amendment) (EU Exit) Regulations 2018. The vast majority of European environmental commitments have already been adopted by successive UK Governments and transposed into UK legislation.
12. International environmental and nature conservation legislations and treaties that are relevant to the Onshore Project are described below in **Table 3.1**.

*Table 3.1 International Environmental Legislation*

Legislation	Summary of Legislation
<b>Convention on Environmental Impact Assessment in a Transboundary context – The Espoo Convention</b>	The United Nations Economic Commission for Europe (UNECE) convention (the 'Espoo Convention') sets out the obligations of States to assess the environmental impact of certain activities at an early stage of planning and also to notify and consult each other on all major projects under consideration that are likely to have a significant adverse environmental effect across international boundaries (transboundary effects).

Legislation	Summary of Legislation
<b>European Union Renewables Directive / Renewable Energy Directive</b>	In November 2016 (with amendments in February 2017), the EC published a Proposal for a Directive of the European Parliament and of the Council on the Promotion of the Use of Energy from Renewable Sources (EC 2017) with the aim of making the EU a global leader in renewable energy and to ensure that the target of at least a 27% share of renewable energy consumption in the EU by 2030 is met.
<b>The Convention on Biological Diversity (CBD)</b>	An Ad Hoc Working Group within the United Nations Environment Programme (UNEP) established the CBD. A legal instrument for “the conservation of biological diversity, the sustainable use of its components and the fair and equitable sharing of the benefits arising out of the utilization of genetic resources”. The treaty is currently ratified by 196 nations with its overall objective being to encourage actions, which will lead to a sustainable future.
<b>The Convention on Wetlands of International Importance especially as Waterfowl Habitat (Ramsar Convention)</b>	Establishes Ramsar sites to protect important areas for waterfowl. The Ramsar Convention is the only international mechanism for protecting sites of global importance. The Convention considers all aspects of wetland conservation and ‘wise use’.
<b>The OSPAR Convention</b>	Establishes a network of Marine Protected Areas (MPAs). The OSPAR Convention (1992) is the legal instrument by which 15 Governments and the EU cooperate to protect the marine environment of the North-East Atlantic. Guiding international cooperation for the protection of the marine environment of the North-East Atlantic. Its main objective is to prevent and eliminate pollution and protect the marine environment from the adverse effects of human activities, while promoting the sustainable use of its goods and services.
<b>UN Framework Convention on Climate Change (the Paris Agreement)</b>	Limit global temperature increase to below 2°C, while pursuing efforts to limit the increase to 1.5°C. Commitments by all parties to prepare, communicate and maintain a Nationally Determined Contribution. In 2023 and every five years thereafter, a global stocktake will assess collective progress toward meeting the purpose of the Agreement.
<b>UN Framework Convention on Climate Change (Glasgow Climate Pact)</b>	A series of decisions and resolutions that build on the Paris Agreement and establish what needs to be done to accelerate action on climate change within this decade. This included: <ul style="list-style-type: none"> <li>• Recognising the impacts of climate change will be much lower at a temperature increase of 1.5 °C compared with 2 °C</li> <li>• Accelerating action – it calls on all countries to present stronger national action plans next year, instead of in 2025</li> </ul>



Policy	Summary
<b>UK Energy Act 2013</b>	<ul style="list-style-type: none"> <li>• Introduction of provisions to enable a statutory 2030 decarbonisation target range for the GB electricity sector</li> <li>• Electricity Market Reform including introduction of the CfDs support mechanism.</li> </ul>
<b>The Energy Act 2004</b>	<ul style="list-style-type: none"> <li>• Includes provisions for the decommissioning of offshore installations (including offshore wind)</li> <li>• Guidance from the Department of Business, Energy and Industrial Strategy (BEIS) states that the default position for decommissioning should be full removal unless there are strong reasons for exceptions (BEIS, 2019). In addition, the guidance states that BEIS “expects that final drafts of decommissioning programmes should be submitted for approval no later than 6 months in advance of the start of construction.”</li> </ul>

### 3.3.1 National Planning Policy Framework

14. The National Planning Policy Framework (NPPF) (Ministry of Housing, Communities and Local Government, updated July 2021) is the primary source of national planning guidance in England.
15. A revised NPPF was published in July 2021 and sets out the UK Government’s planning policies for England and how these are expected to be applied. This revised Framework replaces the previous National Planning Policy Framework published in March 2012, July 2018, and February 2019.
16. The NPPF sets out a series of core principles that cover protection and conservation of the natural and built environment, and the promotion of sustainable growth and development. The key principles of relevance to the Onshore Project that have been considered are listed in **Table 3.3**.

*Table 3.3 National Planning Policy Framework Principles relevant to the Onshore Project*

Principle	NPPF Advice (with respective paragraph number)
<b>Promoting Sustainable Transport</b>	“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed” (paragraph 113).
<b>Making Effective Use of Land</b>	“Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the

Principle	NPPF Advice (with respective paragraph number)
	environment and ensuring safe and healthy living conditions" (paragraph 119).
<b>Achieving Well-Designed Places</b>	"Planning policies and decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)" (paragraph 127).

<b>Principle</b>	<b>NPPF Advice (with respective paragraph number)</b>
<b>Meeting the Challenge of Climate Change, Flooding and Coastal Change</b>	<p>“The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources; and support renewable and low carbon energy and associated infrastructure” (paragraph 152).</p>
<b>Planning and Flood Risk</b>	<p>“All plans should apply a sequential, risk-based approach to the location of development – taking into account all sources of flood risk and the current and future impacts of climate change – so as to avoid, where possible, flood risk...” (paragraph 161).</p>
<b>Conserving and Enhancing the Natural Environment</b>	<p>“Planning policies and decisions should contribute to and enhance the natural and local environment by:</p> <ul style="list-style-type: none"> <li>• protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan)</li> <li>• recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland; maintaining the character of the undeveloped coast, while improving public access to it where appropriate; minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures</li> <li>• preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability</li> <li>• development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans</li> <li>• remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate (paragraph 174).</li> </ul>

Principle	NPPF Advice (with respective paragraph number)
<b>Conserving and Enhancing the Historic Environment</b>	<p>“When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use” (paragraphs 199-202).</p>

Principle	NPPF Advice (with respective paragraph number)
<b>Building a strong, competitive economy</b>	"Planning policies should... (d) be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances." (paragraph 82).

### 3.3.2 Marine Plans

17. The Marine Policy Statement (MPS) (HM Government, 2011) provides a high-level approach to marine planning and general principles for decision making. It also sets out the framework for environmental, social and economic considerations that need to be taken into account in marine planning. The high-level objective 'Living within environmental limits' covers points relevant to offshore ecology and requires that:
  - Biodiversity is protected, conserved and where appropriate recovered and loss has been halted
  - Healthy marine and coastal habitats occur across their natural range and are able to support strong, biodiverse biological communities and the functioning of healthy, resilient and adaptable marine ecosystems
  - Our oceans support viable populations of representative, rare, vulnerable, and valued species.
  
18. One overarching theme of the MPS is the critical role offshore renewables plays as a low carbon energy generation source, which mitigates climate change impacts and helps to reduce the UK's dependency on fossil fuels. The UK is identified in the MPS as a leading country in offshore wind development and identifying potential sites for offshore renewables in UK waters will ensure the UK maintains its position as a global leader in renewable energy production
  
19. The UK is divided into marine planning regions, each having its own plan authority responsible for preparing a marine plan for their area. The MMO is the planning authority in England while in Wales, Scotland and Northern Ireland, it is the devolved administrations.
  
20. England currently has nine marine plans; those relevant to the Onshore Project are the South West Inshore and South West Offshore Marine Plans (HM Government, 2021). Marine planning provides a framework for decisions on Marine activities, reduces user conflict, while encouraging an ecosystem-based approach. The objectives of the South West Marine Plan are also reflected in the high-level marine objectives as set out in the MPS. These contain the three objectives stated below,



which are of relevance to offshore ecology, as they cover policies and commitments on the wider ecosystem:

- Achieving a sustainable marine economy
  - Ensuring a strong, healthy, and just society
  - Living within environmental limits.
21. The South West Marine Plan also details specific policies including SW-REN-1, SW-REN-2 and SW-REN-3 which support proposals that enable the provision of renewable energy technologies, safeguards areas held under a lease or an agreement for lease for renewable energy generation from other proposals for new activity and supports proposals to install infrastructure for the generation of offshore renewable energy respectively.

#### 3.3.2.1 Marine Policy Statement Assessment

22. **Appendix 3.C: South West Marine Plan Review** sets out the South West Inshore and Offshore Marine Plans policies in a coherent format and assesses compliance of the Onshore Project against each Policy Aim.

### 3.4 Regional and Local Context

23. Local authorities are required to prepare and maintain up to date Local Development Plans which set out their objectives for the use and land development within their administrative area, and general policies for implementation.

#### 3.4.1 Local Development Schemes

24. The Onshore Project infrastructure sits wholly within the Local Planning Authority (LPA) jurisdiction of North Devon District Council (hereafter referred to as 'North Devon Council') and within parish councils of Braunton, Fremington and Instow. It should be noted that North Devon Council and Torridge District Council have a joint North Devon and Torridge District Local Plan ('the Local Plan') which covers the 'northern Devon' area (defined as comprising the districts of North Devon and Torridge, but excluding that part of North Devon District within Exmoor National Park). The Local Plan forms part of the statutory development plan for North Devon and Torridge District Councils and is used to guide planning decisions. The Onshore Project sits within the northern Devon area, outside of the Exmoor National Park, and is therefore within the area covered of the Local Plan. The Local Plan is outlined further in **Section 3.4.2**.

25. Relevant Neighbourhood Plans, documents that sets out planning policies for the neighbourhood area, have been considered during the site selection process for the

Onshore Project. Consideration has been given to avoid wherever possible, conflict with specific planning allocations (**Chapter 4: Site Selection and Assessment of Alternatives, Subsection 4.2.2**). The Neighbourhood Plans which have been reviewed and considered are detailed below (see **Section 3.4.3**).

### 3.4.2 North Devon and Torridge District Local Plan 2011-2031

26. The Local Plan was formally adopted by North Devon Council and Torridge District Council on 29<sup>th</sup> October 2018 by resolution of their respective Full Councils.
27. Paragraph 6.24 of the Local Plan states “*Northern Devon has a range of natural resources suitable for many different types of energy generation, including offshore and marine renewables.*” It is also noted that paragraph 4.49 of the Local Plan states the “*impact and proposed mitigation on environmental and heritage assets from landfall for cables from offshore renewable energy generation will need to be balanced against potential social, environmental and economic benefits, recognising the national and/or international importance of some environmental assets.*”
28. **Appendix 3.A: North Devon and Torridge Local Plan Review** sets out an review of the relevant Local Plan policies and assesses the relevance of the Onshore Project against each policy. It also notes any strategic policies that are not relevant to the Onshore Project (i.e., where they have been screened out).

### 3.4.3 Neighbourhood Plans

29. Neighbourhood planning was introduced in the Localism Act 2011. It is an important and powerful tool that gives communities statutory powers to shape how their communities develop. A Neighbourhood Plan is a document that sets out planning policies for the neighbourhood area. They are written by the local community rather than the LPA. The Local Plan is the starting point for the development of Neighbourhood Plans prepared by Braunton, Fremington and Instow Parishes.

#### 3.4.3.1 Braunton Parish

30. The Braunton Parish Neighbourhood Plan mentions the support of small-scale domestic commercial and Community renewable and low carbon energy generation under Policy BE4 (Braunton Parish Council, 2022), however the Onshore Project is not considered to fall under this category given its size and capacity of up to 100MW.
31. There are also policies in relation to the natural environment - specifically bats, biodiversity, hedges and trees, the footpath network and landscape/views. These policies limit development that may result in the loss of Special Nature Areas (SNA) or valued areas for biodiversity, geodiversity or habitats. The Onshore Project falls

within the parish's Strategic Nature Area - an area that contributes higher than average concentrations of wildlife habitats e.g., native woodland as well as AONB, SSSI and SSSI impact zones identified in the Neighbourhood Plan (Devon Biodiversity Records Centre, 2019). The exceptions to development here are where no other suitable sites exist, or where net gains in biodiversity can be achieved. The approach to Biodiversity Net Gain is outlined within **Appendix 16.A: Biodiversity Net Gain Assessment**.

32. **Appendix 3.B: Braunton Parish Neighbourhood Plan Review** sets out an review of the relevant Braunton Parish Neighbourhood Plan policies and assesses the relevance of the Onshore Project against each policy. It also notes any policies that are not relevant to the Onshore Project (i.e., where they have been screened out).

#### 3.4.3.2 Fremington and Instow

33. The parishes of Flemington and Instow have been designated as "Neighbourhood Areas"; Flemington Parish was designated in 2015 while Instow Parish was designated recently. Consultation and discussions are currently ongoing related to the production of the Plan for Fremington. However, Instow Parish Council has decided it is unable to proceed at this time with the production of a plan due to the level of skills and resources required. The Parish Council has instead called for interest from local people to create a Neighbourhood Forum. The Onshore Project will endeavour to keep up to date if this changes and a Plan is produced.

### 3.5 Other Relevant Environmental Legislation

34. An overview of a number of other key national environmental and nature conservation legislation of relevance to the Onshore Project are provided in **Table 3.4**.

*Table 3.4 Key relevant environmental legislation*

Level	Legislation	Summary	Where is the addressed in the ES?
UK Legislation	The Wildlife and Countryside Act 1981	<ul style="list-style-type: none"> <li>Enables the designation of Sites of Special Scientific Interest (SSSI) to provide protection for flora, fauna, geological and physio-geological features</li> <li>Enables designation of sites which are considered to be of national importance as National Nature Reserves (NNRs)</li> <li>Makes it an offence to intentionally: kill, injure, or take wild birds and to take, damage or destroy the nest of any wild bird while that nest is in use or being built</li> <li>Makes it an offence to intentionally kill, injure or take any animal listed in Schedule 5 of the Act and protects occupied and unoccupied places used for shelter or protection</li> <li>Makes it an offence to intentionally pick, uproot or destroy any wild plant listed in Schedule 8 and to plant or otherwise cause to grow any non-native, invasive species listed under Schedule 9 of the Act.</li> </ul>	Potential impacts to designated species and sites are assessed within <b>Chapter 16: Onshore Ecology and Ornithology</b>
	Countryside and Rights of Way Act 2000	<ul style="list-style-type: none"> <li>Gives Natural England the power to designate Areas of Outstanding Natural Beauty (AONB).</li> </ul>	Potential impacts to AONBs are considered within <b>Chapter 20: Onshore Landscape and Visual Amenity</b> . Potential impacts to users of PRowWs are considered within <b>Chapter 15: Land Use</b> .
	Water Environment (WFD) (England and Wales) Regulations 2017	<ul style="list-style-type: none"> <li>Ensures a 'good ecological status' of inland, estuarine and groundwater bodies including coastal surface waters up to one nautical mile offshore.</li> </ul>	Potential impacts to inland, estuarine and groundwater bodies are assessed in <b>Appendix 14.B: Water Environment Regulation Compliance Assessment</b> .

Level	Legislation	Summary	Where is the addressed in the ES?
	Natural Environment and Rural Communities Act 2006 (NERC)	<ul style="list-style-type: none"> <li>Requires the relevant Secretary of State to compile a list of habitats and species of principal importance for the conservation of biodiversity.</li> </ul>	Potential impacts to designated habitats and species of principal importance are assessed within <b>Chapter 16: Onshore Ecology and Ornithology</b>
	The Commons Act 2006	<ul style="list-style-type: none"> <li>Protects areas of common land, in a sustainable manner delivering benefits for farming, public access and biodiversity.</li> </ul>	Potential impacts to common land is considered within <b>Chapter 15: Land Use.</b>
	Conservation of Habitats and Species Regulations 2017 and Conservation of Offshore Marine Habitats and Species Regulations 2017 (together the 'Habitats Regulations')	<ul style="list-style-type: none"> <li>Provides a framework for the conservation and management of wild fauna and flora, including protection for specific habitats listed in Annex I and species listed in Annex II of the Directive</li> <li>Provides for the establishment of a Europe wide network of protected sites, known as Natura 2000 (the definition of which includes Special Areas of Conservation (SAC) and Special Protection Areas (SPA)). Makes it an offence to kill, injure, capture or disturb European Protected Species (EPS)</li> <li>Note that these two sets of regulations are currently being consolidated by the Government; however, there will be no policy changes as a result of this exercise</li> <li>Further detail is provided in <b>Section 3.4.1.</b></li> </ul>	Potential impacts to Annex I habitats and Annex 2 species are assessed within <b>Appendix 6.A Report to Inform Appropriate Assessment.</b>
	The Environment Act 2021 (EA 2021)	<ul style="list-style-type: none"> <li>Introduces a new requirement for the delivery of mandatory biodiversity net gain under both the TCPA 1990 and the PA 2008.</li> <li>Mandates that all planning permissions granted in England (with a few exemptions) will have to deliver at least 10% biodiversity net gain from November 2023 and this gain will need to be maintained for at least 30 years.</li> </ul>	The approach to Biodiversity Net Gain is outlined within <b>Appendix 16.A: Biodiversity Net Gain Assessment.</b>

Level	Legislation	Summary	Where is the addressed in the ES?
	Marine Coastal and Access Act 2009	<ul style="list-style-type: none"> <li>• Enables the designation of MPAs in England, Wales, and UK offshore waters, including Marine Conservation Zones and Highly Protected Marine Areas.</li> <li>• Introduced measures including a streamlined Marine Licensing system and the introduction of a marine planning system and decision-making to enable sustainable development in accordance with the Marine Policy Statement.</li> </ul>	
	Marine Strategy Regulations 2010	<ul style="list-style-type: none"> <li>• Establishes measures to maintain or achieve 'good environmental status' in the marine environment.</li> </ul>	

### 3.5.1 National Policy Statements

35. National Policy Statements (NPS) are statutory documents which set out the government's policy on specific types of NSIPs and are published in accordance with the Planning Act 2008.
36. The Planning Act 2008 makes provision for NPSs, which are designed to set the policy framework for determination of NSIP applications. They integrate the UK Government's objectives for infrastructure capacity and development with its wider economic, environmental and social policy objectives, including climate change goals and targets, in order to deliver sustainable development.
37. Although the Onshore Project is not an NSIP, it is recognised that due to its size of up to 100MW, certain NPSs are considered relevant to the Onshore Project and decision-making. Therefore, these have been considered in this ES.
38. There are twelve NPSs in total, of which six are relevant to energy and are produced by the former Department of Energy and Climate Change (DECC). The three NPSs of relevance to the Onshore Project includes:
  - EN-1 Overarching Energy NPS (DECC, 2011a): Sets out the government's policy, regulatory framework and high-level objectives in relation to development of energy infrastructure. In combination with the relevant technology-specific energy NPSs, provides the basis on which the Infrastructure Planning Commission (IPC) makes its decisions in relation to applications for energy developments that fall within the scope of NPSs
  - EN-3 Renewable Energy Infrastructure NPS (DECC, 2011b): Considered together with EN-1 to form the primary policy for the IPCs decisions on applications for nationally significant renewable energy infrastructure. This NPS also includes general principles on how assessment of impacts is applied for renewable energy projects development consent applications
  - EN-5 Electricity Networks Infrastructure (DECC, 2011c): Considers the electrical infrastructure associated with an NSIP.
39. It is noted that the NPSs for Overarching National Policy Statement for Energy (EN-1), Renewable Energy Infrastructure (EN-3) and Electricity Networks Infrastructure (EN-5) are in the process of being revised. The most recent draft versions were published for consultation in March 2023 (Department for Energy Security and Net Zero, 2023). A review of this draft version has been undertaken in the context of this EIA.

### 3.5.2 Habitat Regulations Assessment

40. The Habitats Regulations makes provision for the designation of sites for the protection of certain species and habitats. These sites are collectively referred to as 'European sites' and form part of a network of protected sites across the UK referred to as the 'national site network' (NSN).
41. Under the Habitats Regulations, the Secretary of State must consider whether a plan or project has the potential to have a likely significant effect, either alone or in combination with other plans or projects on the integrity and features of an NSN site (i.e. a SAC, SPA, pSAC, pSPA, candidate SAC, Ramsar or Site of Community Importance (SCI)), and is not directly connected with or necessary for the management of the site.
42. Habitat Regulations Assessment (HRA) can be described as a multi-stage process which identifies likely significant effect on NSN, assesses adverse effects on their integrity and considers the derogations where appropriate. The stages of the process are detailed below:
  - Stage 1: Screening is the process which initially identifies the likely impacts upon the interest features of a National site of a project or plan, either alone or in combination with other projects or plans and considers whether these impacts may be significant. It is important to note that the burden of evidence is to show, on the basis of objective information, that there will be no significant effect; if the effect may be significant, or is not known, that would trigger the need for an appropriate assessment. However, if the screening outcome is that there is no likely significant effect on all NCN and their qualifying features considered, then proceeding to the next stage of the HRA will not be required
  - Stage 2: Appropriate assessment is the detailed consideration of the impact on the integrity of the National site of the project or plan, either alone or in combination with other projects or plans, with respect to the site's conservation objectives and its structure and function. This is to determine whether there is objective evidence that adverse effects on the integrity of the site can be excluded. This stage also includes the development of mitigation measures to avoid or reduce any possible impacts
  - Stage 3: Derogation offers the opportunity for an 'exception to the rule' where the plan or project fails the appropriate assessment. At this stage, there are three tests which would need to be applied in order and each test must be passed in sequence for a derogation to be granted. The three tests include:
    - Consideration of alternative solutions



- Consider justification i.e., imperative reasons of overriding public interest (IROPI)
  - Develop compensatory measures.
43. A HRA has been undertaken for the Onshore Project and is presented in **Appendix 6.A: Report to Inform Appropriate Assessment.**

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# White Cross Offshore Windfarm Environmental Statement

**Chapter 3: Policy and Legislative Context**  
**Appendix 3.A: North Devon and Torridge Local Plan**  
**Review**



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## Appendix 3.A: North Devon and Torridge Local Plan Assessment

### 1.1 Introduction

#### 1.1.1 North Devon and Torridge Local Plan Assessment

1. **Table 1.1** sets out the North Devon and Torridge Local Plan policies in a coherent format and assesses the relevance of the Onshore Project against each policy. It also notes any policies that are not relevant to the Onshore Project (i.e., where they have been screened out). It should be noted that this review is in relation to the environmental matters considered within the Environmental Statement. A policy assessment in relation to planning matters is contained within the **Planning and Sustainability Statement** (Document Reference: FLO-WHI-STM-0001).

*Table 1.1 Assessment of the Onshore Project against Strategic Policies of the North Devon and Torridge District Local Plan*

Policy Code	Policy Text	Screened In/Out	Relevant Documents
<b>Policy ST01: Principles of Sustainable Development</b>	<ol style="list-style-type: none"> <li>1. When considering development proposals the Councils will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The Councils will always work proactively with applicants and local communities to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.</li> <li>2. Planning applications that accord with the policies in this Local Plan (and where relevant with policies in Neighbourhood Plans) will be approved unless material considerations indicate otherwise.</li> <li>3. Where there are no policies relevant to an application, or relevant policies are out of date at the time of making the decision, then the Councils will grant permission unless material considerations indicate otherwise, taking into account whether:               <ol style="list-style-type: none"> <li>a. any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole</li> <li>b. specific policies in that Framework or guidance in the National Planning</li> </ol> </li> </ol>	Screened out – policy doesn't require any specific assessment	N/A



Policy Code	Policy Text	Screened In/Out	Relevant Documents
	Practice Guidance indicate that development should be restricted.		
<b>Policy ST02: Mitigating Climate Change</b>	<p>Development will be expected to make a positive contribution towards the social, economic and environmental sustainability of northern Devon and its communities while minimising its environmental footprint by:</p> <ul style="list-style-type: none"> <li>a. reducing greenhouse gas emissions by locating development appropriately and achieving high standards of design</li> <li>b. conserving and enhancing the natural, built and historic environment through the prudent use of key resources including land, buildings and energy, whilst protecting and enhancing the area's biodiversity, geodiversity, landscape, coastline, air, water, archaeology and culture</li> <li>c. ensuring a balanced mix of uses where development takes place in environmentally, socially and economically sustainable locations by reducing the need to travel, especially by car, and facilitating a step-change towards the use of sustainable modes of transport including walking, cycling and public transport</li> <li>d. promoting opportunities for renewable and low-carbon energy generation whilst conserving and enhancing the natural and built environment</li> <li>e. redeveloping previously developed land and reducing, reusing, and recycling</li> </ul>	Screened in – all elements of this policy are considered via the EIA process.	<b>Chapters 8 – 24 of the ES</b> considers environmental matters described.

Policy Code	Policy Text	Screened In/Out	Relevant Documents
	<p>resources, including construction materials, providing for more efficient use of facilities and enhanced opportunities for recycling</p> <p>f. reducing pressure on water resources and increasing their reuse through sustainable water management.</p>		
<p><b>Policy ST03: Adapting to Climate Change and Strengthening Resilience</b></p>	<p>Development should be designed and constructed to take account of the impacts of climate change and minimise the risk to and vulnerability of people, land, infrastructure, and property by:</p> <p>a. locating and designing development to minimise flood risk through:</p> <ul style="list-style-type: none"> <li>i. avoiding the development of land for vulnerable uses which is or will be at risk from flooding, and</li> <li>ii. managing and reducing flood risk for development where that has wider sustainability or regeneration benefits to the community, or where there is no reasonable alternative site</li> </ul> <p>b. reducing existing rates of surface water runoff within Critical Drainage Areas</p> <p>c. upgrading flood defences and protecting key transport routes from risks of flooding</p> <p>d. re-establishing functional flood plains in accordance with the Shoreline Management Plan, Flood Risk Management Plan and Catchment Action Plan</p> <p>e. locating development to avoid risk from current and future coastal erosion</p>	<p>Screened in – adapting to climate change is a key element of the design of the Onshore Project.</p>	<p><b>Chapter 16: Onshore Ecology and Ornithology</b> and <b>Appendix 6.A: Report to Inform Appropriate Assessment</b> considers impacts on habitats and wildlife.</p> <p><b>Chapter 14: Water Resources and Flood Risk</b> and <b>Appendix 14.C: Flood Risk Assessment</b> consider surface water and flood risk.</p> <p><b>Chapter 23: Climate Change</b> considers risk from and adaption to climate change.</p>

Policy Code	Policy Text	Screened In/Out	Relevant Documents
	<ul style="list-style-type: none"> <li>f. adopting effective water management including Sustainable Drainage Systems, water quality improvements, water efficiency measures and the use of rainwater</li> <li>g. ensuring development is resilient to the impacts of climate change through making effective use of renewable resources, passive heating and cooling, natural light and ventilation</li> <li>h. ensuring risks from potential climate change hazards, including pollutants (of air and land) are minimised to protect and promote healthy and safe environments</li> <li>i. conserving and enhancing landscapes and networks of habitats, including cross-boundary green infrastructure links, strengthening the resilience of biodiversity to climate change by facilitating migration of wildlife between habitats and improving their connectivity</li> <li>j. protecting and integrating green infrastructure into urban areas, improving access to natural and managed green space</li> <li>k. promoting the potential contribution from ecosystem services that support adaptation to climate change.</li> </ul>		
<b>Policy ST04: Improving the Quality of Development</b>	Development will achieve high quality inclusive and sustainable design to support the creation of successful, vibrant places. Design will be based on a clear process that	Screened in – the route and site selection process is set out within the ES.	<b>Chapter 4: Site Selection and Assessment of Alternatives</b> outlines the process undertaken to

Policy Code	Policy Text	Screened In/Out	Relevant Documents
	<p>analyses and responds to the characteristics of the site, its wider context and the surrounding area taking full account of the principles of design found in policy DM04.</p>		<p>identify the Export Cable Corridor and the location of the Onshore Substation.</p>
<p><b>Policy ST05: Sustainable Construction and Buildings</b></p>	<ol style="list-style-type: none"> <li>1. All new major development proposals will make a positive contribution towards the creation of resilient and cohesive communities and ensure that built and environmental assets can adapt to and be resilient to climate change.</li> <li>2. Non-domestic development of at least 1,000m<sup>2</sup> will be expected to achieve a BREEAM rating of 'Very Good'.</li> <li>3. All new major development will be encouraged to build to a standard which minimises the consumption of resources during construction and thereafter in its occupation through:               <ol style="list-style-type: none"> <li>a. incorporating passive design measures to reduce overall energy demand and improve energy efficiency through the design and layout of the site</li> <li>b. connecting to any existing or proposed decentralised energy scheme or developing a scheme individually or jointly within a specified time frame</li> <li>c. maximising opportunities for renewable and low carbon technologies</li> <li>d. using locally sourced and/or recycled materials in construction where they are available and represent a viable option.</li> </ol> </li> </ol>	<p>Screened out – policy not considered relevant to a project of this nature.</p>	<p>N/A</p>

Policy Code	Policy Text	Screened In/Out	Relevant Documents
<b>Policy ST09: Coast and Estuary Strategy</b>	<p>The Coastal and Estuarine Zone is identified on the Policies Map where:</p> <ol style="list-style-type: none"> <li>1. The sustainability of coastal communities will be maintained and enhanced with regard to their distinctive cultural heritage, diverse maritime economy, landscape setting and regeneration opportunities. The separate identity of these settlements will be maintained and enhanced.</li> <li>2. Priority will be given to employment uses and waterside infrastructure requiring a coastal location. Such uses will be directed to previously developed sites around the coastline and the Taw-Torridge estuary with existing jetties and wharves. These sites should be safeguarded for employment uses requiring a waterside location. Facilities at Appledore and Yelland Quay will be protected for their value as landing stages for marine aggregates and for other marine employment uses. Loss of traditional boating facilities that are part of the fabric of coastal communities will be discouraged.</li> <li>3. Proposals for tourism attractions, leisure developments, new tourist accommodation, associated tourism facilities and services of an appropriate scale will be supported within the Developed Coast where they enhance the quality or diversity of the local tourism</li> </ol>	<p>Screened in – the Onshore Project is located within the Coastal and Estuarine Zone</p>	<p><b>Chapter 14: Water Resources and Flood Risk and Appendix 14.C: Flood Risk Assessment</b> consider surface water and flood risk.</p> <p><b>Chapter 15: Land Use and Chapter 21: Socio-economics (including Tourism and Recreation</b> consider impacts to land use and socio-economics.</p> <p><b>Appendix 15.A: Outline Public Rights of Way Strategy</b> outlines how temporary impacts to the Tarka Trail will be managed.</p> <p><b>Chapter 16: Onshore Ecology and Ornithology</b> and <b>Appendix 6.A: Report to Inform Appropriate Assessment</b> considers impacts on habitats and wildlife.</p> <p><b>Chapter 20: Onshore Landscape and Visual Amenity</b> considers impacts on the North Devon Coast</p>

Policy Code	Policy Text	Screened In/Out	Relevant Documents
	<p>offer and will not detract from the character of protected landscapes and other environmental assets.</p> <p>4. Settlements and resorts will be defended against marine inundation, coastal erosion and tidal flooding without transferring risks elsewhere. Opportunities to manage coastal realignment and re-establish functional flood plains will be supported in accordance with the Shoreline Management Plan.</p> <p>5. The integrity of the coast and estuary as an important wildlife corridor will be protected and enhanced. The importance of the undeveloped coastal, estuarine and marine environments, including the North Devon Coast Areas of Outstanding Natural Beauty, will be recognised through supporting designations, plans and policies. The undeveloped character of the Heritage Coasts will be protected.</p> <p>6. Water quality will be improved where it has been affected by human activity.</p> <p>7. Development within the Undeveloped Coast and estuary will be supported where it does not detract from the unspoilt character, appearance and tranquillity of the area, nor the undeveloped character of the Heritage Coasts, and it is required because it cannot reasonably be located outside the Undeveloped Coast and estuary.</p>		<p>AONB and the wider landscape.</p>

Policy Code	Policy Text	Screened In/Out	Relevant Documents
	<p>8. The role and operation of Bideford and Ilfracombe as commercial and leisure ports / harbours will be maintained and enhanced. Proposals to diversify Ilfracombe's role as a ferry port to South Wales and beyond will be supported. The development of port facilities to maintain and improve the competitiveness of the fishing industry at Bideford, Appledore, Clovelly and Ilfracombe and to enhance leisure opportunities in appropriate coastal locations where required to meet community needs will be supported.</p> <p>9. Military training and operational uses around the Taw-Torridge estuary will be supported in locations associated with established military activity.</p> <p>10. Delivery of onshore facilities for operational servicing of offshore renewable energy proposals will be facilitated in existing ports and at existing jetties and wharves where they:</p> <ul style="list-style-type: none"> <li>a. do not harm identified environmental and heritage assets</li> <li>b. do not prejudice the current operational effectiveness of the port.</li> </ul> <p>11. The continuity of the South West Coast Path and the Tarka Trail will be protected and a network of connecting routes will be improved. Improvements to coastal and estuarine access will be sought where rundown waterfront areas are regenerated. The Tarka Trail link between</p>		

Policy Code	Policy Text	Screened In/Out	Relevant Documents
	<p>Ifracombe and Braunton will be completed.</p>		
<p><b>Policy ST14: Enhancing Environmental Assets</b></p>	<p>The quality of northern Devon’s natural environment will be protected and enhanced by ensuring that development contributes to:</p> <ol style="list-style-type: none"> <li>providing a net gain in northern Devon’s biodiversity where possible, through positive management of an enhanced and expanded network of designated sites and green infrastructure, including retention and enhancement of critical environmental capital</li> <li>protecting the hierarchy of designated sites in accordance with their status</li> <li>conserving European protected species and the habitats on which they depend</li> <li>conserving northern Devon’s geodiversity and its best and most versatile agricultural land</li> <li>conserving the setting and special character and qualities of the North Devon Coast Areas of Outstanding Natural Beauty whilst fostering the social and economic well being of the area</li> <li>ensuring development conserves and enhances northern Devon’s local distinctiveness including its tranquillity, and the setting and special qualities of Exmoor National Park including its dark night skies</li> <li>protecting and enhancing local landscape and seascape character, taking into account the key characteristics, the</li> </ol>	<p>Screened in – achieving 10% Biodiversity Net Gain is a key part of the Onshore Project. Potential impacts to the landscape are also considered within the ES.</p>	<p><b>Chapter 15: Land Use</b> considers impacts to agricultural land.</p> <p><b>Chapter 16: Onshore Ecology and Ornithology and Appendix 6.A: Report to Inform Appropriate Assessment</b> considers the impacts on designated sites, protected species and habitats.</p> <p><b>Appendix 16.A: Biodiversity Net Gain Assessment</b> details the temporary and permanent impacts on biodiversity and the strategy in place to achieve a 10% net gain in biodiversity.</p> <p><b>Chapter 20: Onshore Landscape and Visual Amenity</b> considers the impact of the Onshore Project on landscape character.</p>



Policy Code	Policy Text	Screened In/Out	Relevant Documents
	<p>historical dimension of the landscape and their sensitivity to change</p> <ul style="list-style-type: none"> <li>h. recognising the importance of the undeveloped coastal, estuarine and marine environments through supporting designations, plans and policies that aim to protect and enhance northern Devon's coastline</li> <li>i. conserving and enhancing the robustness of northern Devon's ecosystems and the range of ecosystem services they provide</li> <li>j. increasing opportunities for access, education and appreciation of all aspects of northern Devon's environment, for all sections of the community</li> <li>k. meeting the Nature Improvement Area's strategic objectives</li> <li>l. improving failing water bodies and preventing deterioration of water quality.</li> </ul>		
<p><b>Policy ST15: Conserving Heritage Assets</b></p>	<p>Great weight will be given to the desirability of preserving and enhancing northern Devon's historic environment by:</p> <ul style="list-style-type: none"> <li>a. conserving the historic dimension of the landscape</li> <li>b. conserving cultural, built, historic and archaeological features of national and local importance and their settings, including those that are not formally designated</li> <li>c. identifying and protecting locally important buildings that contribute to the area's local character and identity</li> </ul>	<p>Screened in – assessment of potential impacts to heritage assets and their settings are considered within this ES.</p>	<p><b>Archaeology and Chapter 17: Cultural Heritage</b> considers impacts to the historic environment and heritage assets include listed buildings and scheduled monuments.</p>

Policy Code	Policy Text	Screened In/Out	Relevant Documents
	<p>d. increasing opportunities for access, education and appreciation of all aspects of northern Devon's historic environment, for all sections of the community.</p>		
<p><b>Policy DM02: Environmental Protection</b></p>	<p>Hazards</p> <p>1. Development will be supported where it does not cause an unacceptable risk to public health and safety due to:</p> <ul style="list-style-type: none"> <li>a. coastal erosion or land instability</li> <li>b. its siting on known or suspected contaminated land which is unsuitable for the use proposed</li> <li>c. the storage or use of hazardous substance.</li> </ul> <p>unless taking account of appropriate remedial, preventative or precautionary measures to remove, reduce or mitigate risk to an acceptable level.</p> <p>Pollution</p> <p>2. Development will be supported where it does not result in unacceptable impacts to:</p> <ul style="list-style-type: none"> <li>a. atmospheric pollution by gas or particulates, including smell, fumes, dust, grit, smoke and soot</li> <li>b. pollution of surface or ground water (fresh and salt) including rivers, canals, other watercourses, water bodies, wetlands, water gathering grounds including catchment areas,</li> </ul>	<p>Screened in – there is the potential for pollution during all phases of the Onshore Project.</p>	<p><b>Chapter 8: Marine and Coastal Processes</b> considers coastal erosion.</p> <p><b>Chapter 12: Ground Conditions and Contamination</b> considers contaminated land and the storage of hazardous substances.</p> <p><b>Chapter 13: Air Quality, Chapter 14: Water Resources and Flood Risk, Chapter 18: Noise and Vibration and Chapter 20: Onshore Landscape and Visual Amenity</b> consider pollution.</p>

Policy Code	Policy Text	Screened In/Out	Relevant Documents
	<p>aquifers, groundwater protection areas, harbours, estuaries or the sea</p> <p>c. noise or vibration</p> <p>d. light pollution (sky glow, light intrusion and light spillage), where light overflows on to areas not intended to be lit. Areas particularly sensitive to light pollution include tranquil areas of open countryside, in particular areas of nature conservation value and Exmoor National Park's Dark Sky Reserve.</p> <p>Air Quality Management Area</p> <p>3. Development and traffic proposals that help to deliver measures identified within a Local Air Quality Action Plan or improved overall air quality will be supported.</p>		
<p><b>Policy DM03: Construction and Environmental Management</b></p>	<p>1. All development that will generate a significant volume of construction and operational waste will be required to demonstrate through a waste audit statement how the waste will be minimised, and residual waste will be reused or recycled on site, or segregated for reuse and recovery elsewhere in accordance with the waste hierarchy.</p> <p>2. Development adjacent to an existing or planned waste management facility will be required to demonstrate that the proposed development does not prevent, hinder or unreasonably restrict the operation of the waste development.</p>	<p>Screened out – significant volumes of waste will not be produced</p>	<p>N/A</p>

Policy Code	Policy Text	Screened In/Out	Relevant Documents
	3. Development that will generate a significant volume of operational waste will be required to demonstrate that its impact on the highway network is not severe and must provide adequate site access for the type and volume of vehicles that will be using the development. 4. Management of waste from proposed development will be expected to accord with the Devon Waste Plan.		
<b>Policy DM04: Design Principles</b>	1. Good design seeks to guide overall scale, density, massing, height, landscape, layout, materials, access and appearance of new development. It seeks not just to manage land use but support the creation of successful places and respond to the challenges of climate change. Development proposals need to have regard to the following design principles: <ol style="list-style-type: none"> <li>a. are appropriate and sympathetic to setting in terms of scale, density, massing, height, layout appearance, fenestration, materials and relationship to buildings and landscape features in the local neighbourhood</li> <li>b. reinforce the key characteristics and special qualities of the area in which the development is proposed</li> <li>c. are accessible to all, flexible to adaptation and innovative</li> </ol>	Screened out – considered that there is limited opportunity to meet the principles of this policy due to the nature of the Onshore Project.	N/A

Policy Code	Policy Text	Screened In/Out	Relevant Documents
	<ul style="list-style-type: none"> <li>d. contribute positively to local distinctiveness, historic environment and sense of place</li> <li>e. create inclusive environments that are legible, connected and facilitate the ease of movement and permeability through the site, allowing everyone to easily understand and find their way around</li> <li>f. retain and integrate existing landscape features and biodiversity to enhance networks and promote diversity and distinctiveness of the surrounding area</li> <li>g. provide public and private spaces that are well designed, safe, attractive and complement the built form, designed to minimise anti-social and criminal behaviour</li> <li>h. provide safe and appropriate highway access and incorporate adequate well-integrated car parking, pedestrian and cycle routes and facilities</li> <li>i. ensure the amenities of existing and future neighbouring occupiers are safeguarded</li> <li>j. incorporate appropriate infrastructure to enable connection to fast ICT networks</li> <li>k. optimise the efficient use of land, and provide well-designed adaptable street patterns and minimise functionless open spaces</li> </ul>		

Policy Code	Policy Text	Screened In/Out	Relevant Documents
	<ul style="list-style-type: none"> <li>l. create and sustain an appropriate mix of uses and support local facilities and transport networks</li> <li>m. consider opportunities for public art</li> <li>n. provide effective water management including Sustainable Drainage Systems, water efficiency measures and the reuse of rainwater.</li> </ul> <p>2. All major residential proposals will be expected to be supported by a Building for Life 12 (BfL12) (or successor) assessment. High quality design should be demonstrated through the minimisation of "amber" and the avoidance of "red" scores.</p>		
<b>Policy DM05: Highways</b>	<ul style="list-style-type: none"> <li>1. All development must ensure safe and well-designed vehicular access and egress, adequate parking and layouts which consider the needs and accessibility of all highway users including cyclists and pedestrians.</li> <li>2. All development shall protect and enhance existing public rights of way, footways, cycleways and bridleways and facilitate improvements to existing or provide new connections to these routes where practical to do so.</li> </ul>	Screened in – the Onshore Project will require new vehicular access	<p><b>Chapter 19: Traffic and Transport</b> considers impacts to the highways.</p> <p>A <b>Design and Access Statement</b> (Document Reference: FLO-WHI-STM-0002) is included within the suite of planning documents.</p> <p><b>Appendix 15.A: Outline Public Rights of Way Strategy</b> outlines how temporary impacts to the Tarka Trail will be managed.</p>
<b>Policy DM07: Historic Environment</b>	<ul style="list-style-type: none"> <li>1. All proposals affecting heritage assets should be accompanied by sufficient information, in the form of a Heritage</li> </ul>	Screened in – assessment of potential impacts to heritage assets and their	<b>Chapter 17: Onshore Archaeology and Cultural Heritage</b> considers the

Policy Code	Policy Text	Screened In/Out	Relevant Documents
	<p>Statement, to enable the impact of the proposal on the significance of the heritage asset and its setting to be properly assessed. As part of such an assessment, consideration should be given, in order of preference, for avoiding any harm, providing enhancement, then minimising and mitigating any harm.</p> <ol style="list-style-type: none"> <li>2. Proposals which conserve and enhance heritage assets and their settings will be supported. Where there is unavoidable harm to heritage assets and their settings, proposals will only be supported where the harm is minimised as far as possible, and an acceptable balance between harm and benefit can be achieved in line with the national policy tests, giving great weight to the conservation of heritage assets.</li> <li>3. Proposals to improve the energy efficiency of, or to generate renewable energy from, historic buildings or surrounding these heritage assets will be supported where:               <ol style="list-style-type: none"> <li>a. there is no significant harm or degradation of historic fabric including traditional windows</li> <li>b. equivalent carbon dioxide emission savings cannot be achieved by alternative siting or design that would have a less severe impact on the integrity of heritage assets.</li> </ol> </li> </ol>	<p>settings are considered within this ES.</p>	<p>impact on heritage assets and setting.</p>

Policy Code	Policy Text	Screened In/Out	Relevant Documents
<b>Policy DM08: Biodiversity and Geodiversity</b>	<p>1. Development should conserve, protect and, where possible, enhance biodiversity and geodiversity interests and soils commensurate with their status and giving appropriate weight to their importance. All development must ensure that the importance of habitats and designated sites are taken into account and consider opportunities for the creation of a local and district-wide biodiversity network of wildlife corridors which link County Wildlife Sites and other areas of biodiversity importance.</p> <p>European Sites</p> <p>2. The highest level of protection will be given to potential and existing Special Protection Areas, candidate and existing Special Areas of Conservation and listed or proposed Ramsar sites. Proposals having an adverse impact on the integrity of such areas that cannot be avoided or adequately mitigated to remove any adverse effect will not be permitted other than in exceptional circumstances. These circumstances will only apply where there are:</p> <ol style="list-style-type: none"> <li>a. no alternative solutions</li> <li>b. imperative reasons of overriding public interest</li> <li>c. necessary compensatory provisions secured to ensure that the overall</li> </ol>	<p>Screened in – the Onshore Project overlaps European, national and local designated sites. The design of the Onshore Project is a adequately mitigated to remove any adverse effects to these sites.</p>	<p><b>Chapter 4: Site Selection and Assessment of Alternatives</b> outlines the process undertaken to identify the Export Cable Corridor and the location of the Onshore Substation.</p> <p><b>Chapter 16: Onshore Ecology and Ornithology and Appendix 6.A: Report to Inform Appropriate Assessment</b> outlines the temporary impacts to habitats and measures proposed to mitigate adverse impacts.</p> <p><b>Appendix 16.A: Biodiversity Net Gain Assessment</b> details the temporary and permanent impacts on biodiversity and the strategy in place to achieve a 10% net gain in biodiversity.</p>



Policy Code	Policy Text	Screened In/Out	Relevant Documents
	<p>coherence of the Natura 2000 network of European sites is protected.</p> <p>3. Development will only be supported where any necessary mitigation is included such that, in combination with other plans or projects, there will be no adverse effects on the integrity of European Nature Conservation Sites.</p> <p>National Sites</p> <p>4. Development proposals within or outside a Site of Special Scientific Interest or Marine Conservation Zone which would be likely to affect the designation adversely, either individually or in combination with other developments, will not be supported unless the benefits of the development at this site clearly outweigh both the adverse impacts on the site and any adverse impacts on the wider network of Sites of Special Scientific Interest and Marine Conservation Zones.</p> <p>Local Sites</p> <p>5. Development likely to affect adversely locally designated sites, their features or their function as part of the ecological network, including County Wildlife Sites, County Geological Sites and sites supporting Biodiversity Action Plan habitats and species, will only be permitted where the need for and</p>		

Policy Code	Policy Text	Screened In/Out	Relevant Documents
	<p>benefits of the development clearly outweigh the loss, and the coherence of the local ecological network is maintained.</p> <p>Protected Species and Habitats</p> <p>6. Adverse impacts on European and UK protected species and Biodiversity Action Plan habitats and species must be avoided wherever possible, subject to:</p> <ul style="list-style-type: none"> <li>i. the legal tests afforded to them where applicable; or otherwise unless</li> <li>ii. the need for and benefits clearly outweigh the loss.</li> </ul> <p>Ancient Woodland and Veteran Trees</p> <p>7. Development must avoid the loss or deterioration of ancient woodland and veteran trees, unless the need for, or benefits of development on that site clearly outweigh the loss.</p> <p>Avoidance, Mitigation and Compensation for Biodiversity and Geodiversity Impacts</p> <p>1. Development should avoid adverse impact on existing features as a first principle and enable net gains by designing in biodiversity features and enhancements and opportunities for geological conservation alongside new development. Where adverse impacts are unavoidable they must be adequately and proportionately mitigated, If full</p>		

Policy Code	Policy Text	Screened In/Out	Relevant Documents
	<p>mitigation cannot be provided, compensation will be required as a last resort.</p>		
<p><b>Policy DM08A: Landscape and Seascape Character</b></p>	<p>1. Development should be of an appropriate scale, mass and design that recognises and respects landscape character of both designated and undesignated landscapes and seascapes; it should avoid adverse landscape and seascape impacts and seek to enhance the landscape and seascape assets wherever possible. Development must take into account and respect the sensitivity and capacity of the landscape/seascape asset, considering cumulative impact and the objective to maintain dark skies and tranquillity in areas that are relatively undisturbed, using guidance from the Joint Landscape and Seascape Character Assessments for North Devon and Torrington.</p> <p>Development within or affecting the setting of the North Devon Coast AONB or affecting the setting of Exmoor National Park:</p> <p>2. Great weight will be given to conserving the landscape and scenic beauty of designated landscapes and their settings. Proposals affecting the North Devon Coast Area of Outstanding Natural Beauty (AONB) or Exmoor National Park or their settings should have regard to their statutory purposes including to ensure</p>	<p>Screened in – the Onshore Project will take into account the sensitivity and capacity of the landscape. The Onshore Project is located within the North Devon Heritage Coast.</p>	<p><b>Chapter 17: Onshore Archaeology and Cultural Heritage</b> considers the impact on heritage assets including the North Devon Heritage Coast.</p> <p><b>Chapter 20: Onshore Landscape and Visual Amenity</b> considers the impact of the Onshore Project on landscape character including the North Devon Coast AONB.</p>

Policy Code	Policy Text	Screened In/Out	Relevant Documents
	<p>that their landscape character and natural beauty are conserved and enhanced. Development should be appropriately located to address the sensitivity and capacity of these designated areas and will not be permitted where it would conflict with the achievement of their statutory purposes.</p> <p>3. Proposals within or affecting the setting of the AONB should be informed by, and assist in the delivery of, the North Devon Coast Area of Outstanding Natural Beauty Management Plan. Major development within the AONB will be refused subject to the tests of exceptional circumstances and where it can be demonstrated that the development is in the public interest as set out in national policy.</p> <p>Heritage Coast:</p> <p>4. Development within the Heritage Coast should maintain the character and distinctive landscape qualities of the area.</p>		
<p><b>Policy DM09: Safeguarding Green Infrastructure</b></p>	<p>Development involving the loss of green infrastructure including public open space will only be supported where:</p> <p>a. alternative green infrastructure is provided of at least equivalent size, quality and accessibility to that being lost</p> <p>b. the green infrastructure network in the locality can be retained or enhanced</p>	<p>Screened out – no loss of green infrastructure</p>	<p>N/A</p>

Policy Code	Policy Text	Screened In/Out	Relevant Documents
	<p>through redevelopment of a small part of the site</p> <p>c. there is no net loss in sustainable travel options.</p>		
<p><b>Policy DM13: Safeguarding Employment Land</b></p>	<p>In order to maintain a range of suitable and available sites and buildings for employment, non-employment development uses will not be supported on allocated sites or in buildings previously used for employment or in buildings currently used for employment unless:</p> <p>a. there is sufficient quality and quantity of employment sites available in the local area to provide opportunities for local employment uses</p> <p>b. it can be demonstrated through appropriate marketing that the site no longer provides a realistic prospect for employment uses</p> <p>c. the existing use is causing harm to surrounding uses and the new use will not cause harm for the existing neighbouring uses</p> <p>d. a sequential test has been applied for redevelopment of the site based on the following order of preference:</p> <p>i. employment based redevelopment</p> <p>ii. mixed use including employment generating redevelopment</p> <p>iii. non-employment generating redevelopment.</p>	<p>Screened out – the Onshore Project will not be located on allocated sites or in buildings previously used for employment</p>	<p>N/A</p>

## 1.2 References

North Devon Council and Torrington District Council (2018). North Devon and Torrington Local Plan 2011-2031.



# White Cross Offshore Windfarm Environmental Statement

**Chapter 3: Policy and Legislative Context**  
**Appendix 3.B: Braunton Parish Neighbourhood Plan**  
**Review**



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## Appendix 3.B: Braunton Parish Neighbourhood Plan Review

### 1.1 Introduction

#### 1.1.1 Braunton Parish Neighbourhood Plan Review

1. **Table 1.1** sets out the Braunton Parish Neighbourhood Plan (2022) policies in a coherent format and assesses the relevance of the Onshore Project against each policy. It also notes any policies that are not relevant to the Onshore Project (i.e., where they have been screened out). It should be noted that this review is in relation to the environmental matters considered within the Environmental Statement. A policy assessment in relation to planning matters is contained within the **Planning and Sustainability Statement** (Document Reference: FLO-WHI-STM-0001).

*Table 1.1 Review of the Onshore Project against Strategic Policies of the Braunton Parish Neighbourhood Plan*

<b>Policy</b>	<b>Policy Text</b>	<b>Screened In/Out</b>	<b>Relevant Documents</b>
<b>NE1: Locally Valued Sites of Biodiversity and Habitat</b>	<p>Our locally valued areas of biodiversity, geodiversity and habitat identified on maps E, F, G, H, I and J will be protected as areas critical in supporting wildlife habitats, biodiversity and geodiversity and their role within the wider network of green infrastructure. Their loss will not normally be supported.</p> <p>Development proposals which result in the unavoidable loss of these areas (in whole or in part) will only be supported where:</p> <ul style="list-style-type: none"> <li>i) There are no other suitable sites for the proposed development;</li> <li>ii) The areas (quality, land area and habitat, biodiversity and geodiversity value) can be replaced in close proximity to their original location with a minimum 10% net gain in biodiversity;</li> <li>iii) A funded Landscape and Ecological Management Plan (LEMP) is agreed between the applicant and Local Planning Authority to ensure that a minimum net gain of 10% in biodiversity is realised;</li> <li>iv) The proposal would not have adverse impacts on the site's wider landscape setting which is integral to habitat retention and enhancement (with regards to biodiversity and geodiversity) or such impacts can be mitigated</li> </ul>	Screened in	<p><b>Chapter 4: Site Selection and Assessment of Alternatives</b> outlines the process undertaken to identify the Export Cable Corridor and the location of the Onshore Substation.</p> <p><b>Appendix 16.A: Biodiversity Net Gain Assessment</b> details the temporary and permanent impacts on biodiversity and the strategy in place to achieve a 10% net gain in biodiversity.</p> <p><b>Chapter 20: Onshore Landscape and Visual Amenity</b> provides an assessment of the Onshore Project's impact on the landscape setting.</p>
<b>NE2: Protection of the Caen Valley Bats SSSI and the</b>	Development will not be permitted where it would harm the Braunton bat sustenance zone	Screened in.	<b>Chapter 16: Onshore Ecology and Ornithology</b>

Policy	Policy Text	Screened In/Out	Relevant Documents
<b>Parish Bat Population</b>	<p>(as identified in map K), bat locations and flight routes unless:-</p> <ul style="list-style-type: none"> <li>i) Consideration of the cumulative effect of their proposal on habitat loss, encroachment and light pollution in respect of the wider Parish bat population.</li> <li>ii) The economic or social benefits of the development significantly and demonstrably outweigh the identified value of the site</li> <li>iii) Any damage to the identified</li> <li>iv) value of the site is minimised</li> <li>v) There are no reasonable, less damaging alternatives and</li> <li>vi) Appropriate compensatory measures are undertaken</li> </ul> <p>Any development affecting an element of the SSSI should be demonstrating enhancements to site habitats and ecologically sensitive lighting in accordance with the Bats Conservation Trust's Artificial Lighting Guidance <a href="https://www.bats.org.uk/our-work/buildings-planning-and-development/lighting">https://www.bats.org.uk/our-work/buildings-planning-and-development/lighting</a></p>		<p>considers the impacts on bats.</p>
<b>NE3: Protecting and Increasing the Parish's Biodiversity</b>	<p>All new development proposals should provide at least 10% net gain in biodiversity from the pre-development baseline on the proposed site by incorporating the following features on the site:</p> <ul style="list-style-type: none"> <li>i) Wildlife habitats and landscape features (e.g. woodland, watercourses, unimproved grassland and orchards) to be retained or created;</li> </ul>	<p>Screened in – the route and site selection process is set out within the ES.</p>	<p><b>Appendix 16.A: Biodiversity Net Gain Assessment</b> details the temporary and permanent impacts on biodiversity and the strategy in place to achieve a 10% net gain in biodiversity.</p>

Policy	Policy Text	Screened In/Out	Relevant Documents
	<ul style="list-style-type: none"> <li>ii) Native flora in hedgerows, landscaping and open spaces to be planted;</li> <li>iii) Biodiversity-friendly environment to be created (by including features such as bat boxes, bird boxes, nest cups, and bee bricks); and</li> <li>iv) Wildlife friendly boundary treatments to be included that facilitate the movement of species. Residents of new dwellings to be provided with information on the biodiversity features integrated into their new home.</li> </ul> <p>Where a development has an impact on biodiversity developers should provide an increase in appropriate natural habitat and ecological features over and above that being affected in such a way that the loss of biodiversity through development will be halted and the site can contribute towards the restoration of ecological networks.</p>		
<b>NE4: Protecting Devon Banks, Hedgerows and Trees</b>	<p>Proposals for development which have an adverse impact on traditional Devon hedges, established hedgerows, banks and treelines should demonstrate that:</p> <ul style="list-style-type: none"> <li>i) Alternative options are impractical and the proposal is the least damaging option (to the hedgerow/bank, setting in the landscape, biodiversity and habitats)</li> <li>ii) They have taken the most up to date Highways Authority standards and guidance relating to changes to hedgerows</li> </ul>	Screened in.	<p><b>Chapter 16: Onshore Ecology and Ornithology</b> considers the impacts on bats.</p> <p><b>Appendix 16.R: Arboricultural Impact Assessment</b> details the temporary and permanent impacts on hedges.</p>

Policy	Policy Text	Screened In/Out	Relevant Documents
	<ul style="list-style-type: none"> <li>iii) Existing trees will be protected from loss for the contribution they make to reducing air pollution, softening the urban aspects of the parish, providing shade in the summer (natural environmental cooling), and biodiversity</li> <li>iv) Where the loss of a tree, trees and/or hedgerows and/or banks is unavoidable proposals should replace these features to an equivalent scale, effect or massing to ensure at a minimum 10% net gain to local biodiversity on site or within close proximity within the parish if onsite mitigation is not feasible. Any proposed hedgerow mitigation or enhancement should be in line with guidance provided by the Devon Hedges Organisation. <a href="https://devonhedges.org/wp-content/uploads/2015/11/8_Hedge-Creation-1.pdf">https://devonhedges.org/wp-content/uploads/2015/11/8_Hedge-Creation-1.pdf</a></li> </ul>		
<b>NE5: Protecting the Footpath, Bridlepath and Cycle Path Networks</b>	<p>Development proposals which result in the loss of public footpaths, bridleways and cycle paths or reduce permeability will not normally be supported.</p> <p>Proposals affecting existing or creation of new rights of way and other non-vehicular routes should, where relevant:</p> <ul style="list-style-type: none"> <li>i) Better link existing areas of green infrastructure and local green space.</li> <li>ii) Help to retain and enhance safe and easy pedestrian and cycling access to local amenities.</li> </ul>	Screened in.	<b>Appendix 15.A: Outline Public Rights of Way Strategy</b> outlines how temporary impacts to existing Public Rights of Way (PRoWs) will be managed. There will be no permanent impacts to PRoWs.

Policy	Policy Text	Screened In/Out	Relevant Documents
	iii) Have no significant impact on landscape or seascape.		
<b>NE6: Protection of Landscape Character</b>	<p>The landscape and characteristics of the natural and built environments come together to frame or create views and vistas within Braunton Parish.</p> <p>The landscapes identified within the Parish Character Assessment as being of particular significance will be protected from any adverse impact of new development that would detract from or obstruct them. Details of these significant landscapes can be found in the Appendix Natural Environment section.</p> <p>Development proposals will need to demonstrate that their design, scale, height and mass does not adversely impact these landscapes, and positively enhances them where possible.</p>	Screened in.	<b>Chapter 20: Onshore Landscape and Visual Amenity</b> considers the impact of the Onshore Project on landscape character.
<b>NE7: Protection of Parish's Strategic Nature Areas</b>	<p>In order to ensure that Braunton Parish contributes to Devon Local Nature Recovery Strategy, the Parish's Strategic Nature Areas (SNAs) will be protected in recognition of their value in reconnecting the Parish's core nature habitats as identified on Map L and on maps in the Appendix La, Lb, Lc.</p> <p>Proposals across the Parish, that are not householder development, which are within a defined SNA will only be supported where they demonstrate, through a Planning Statement (or Ecological Assessment, where required by the Local Planning Authority Validation List), that the proposal has no adverse impact on the habitat and biodiversity on-site and the site's</p>	Screened in.	<b>Chapter 16: Onshore Ecology and Ornithology</b> outlines the temporary impacts to habitats and measures proposed to mitigate impacts.

Policy	Policy Text	Screened In/Out	Relevant Documents
	<p>setting or, where adverse impacts are unavoidable, that measures will be taken to satisfactorily mitigate such impact, for example, through demonstrable net gains in biodiversity. Outside of defined Development Boundaries, proposals will be supported where they meet the requirements in 2 and where applicable:</p> <ul style="list-style-type: none"> <li>i) Are for measures to prevent coastal erosion or for natural flood management; or</li> <li>ii) Propose improvements to access to the countryside; and</li> <li>iii) Do not compromise the predominant landscape character of the proposal's location and setting; and</li> <li>iv) Do not harm the character or setting of designated international, national and local heritage assets.</li> </ul>		
<p><b>NE8: Water Courses and Drainage</b></p>	<p>All new development should, where possible and appropriate, aim to protect and improve water (fluvial and groundwater table) quality across the Parish catchment basin. The use of open sustainable drainage systems (Open SuDS) as a viable and attractive alternative to more piped drainage systems (including water butts; permeable paving; a green roof; swales; detention basins; filter strips; and retention ponds) in development proposals will be supported. Open SuDS schemes should demonstrate how it will not only minimise flood risk but improve water quality as well as enhancing landscape</p>	<p>Screened in.</p>	<p><b>Chapter 14: Water Resources and Flood Risk</b> considers the impacts to water resources.</p> <p><b>Appendix 5.D: Outline Drainage Strategy</b> outlines drainage system that will be installed at the Onshore Substation.</p>



Policy	Policy Text	Screened In/Out	Relevant Documents
	<p>for local residents and improve biodiversity and ecology. Development that is likely to degrade water quality will not be supported.</p>		
<p><b>NE9: Provision of Natural Flood Management</b></p>	<ol style="list-style-type: none"> <li>1. Natural Flood Management Schemes aimed at improving flood protection to properties, businesses and roads across the Parish will be supported.</li> <li>2. These schemes should adopt the methods described in Environment Agency's latest guidance on working with natural processes to reduce flood risk.</li> <li>3. Proposals that introduce the managed re-introduction of beavers on the upper reaches of the River Caen to help reduce flood risk and improve ecological flood risk will be particularly welcomed.</li> <li>4. Where possible and appropriate, new development should aim to help reduce the overall level of flood risk in the area and beyond through the layout and form of the development and the appropriate application of natural flood management techniques and sustainable drainage techniques.</li> <li>5. Development using land management techniques such as riparian buffers alongside sustainable drainage techniques will be supported.</li> <li>6. Development proposals in Braunton Parish that are located in areas of flood risk will only be supported where it is demonstrated that the risk can be appropriately managed</li> </ol>	<p>Screened in.</p>	<p><b>Appendix 14.C: Flood Risk Assessment</b> assess the impact on flood risk due to the Onshore Project.</p>

Policy	Policy Text	Screened In/Out	Relevant Documents
	<p>after assessments made through both the sequential test and exception test, and a site specific flood risk assessment where appropriate (such as Flood Zones 2 and 3).</p> <p>7. Where the proposed development site is in an area deemed Flood Zone 2 or 3, or is in an area with critical drainage problems, advice on the scope of the flood risk assessment required should be sought from the Environment Agency</p>		
<p><b>BN1: Built Character and Accessibility</b></p>	<p>1. All developments should be of high quality design, complementing the local vernacular, enhancing visual amenity and minimise any adverse impacts on the built environment and neighbouring amenity.</p> <p>2. For proposals to be considered high quality in the Braunton Parish context, they should respond positively to the National Design Guide and Code as well as meeting the requirements of the Braunton Parish Design Guide and have particular regard to the following considerations, where feasible, viable and applicable:</p> <ul style="list-style-type: none"> <li>i) Be well related to scale, form and character of the settlement/built up area and its setting</li> <li>ii) Respect and have no adverse impact on historic buildings, character and heritage assets and their setting</li> <li>iii) Have no adverse impact on the amenity of neighbouring uses (factors such as noise, tranquillity,</li> </ul>	<p>Screened out – no above ground infrastructure will be constructed within Braunton Parish.</p>	<p>N/A</p>

Policy	Policy Text	Screened In/Out	Relevant Documents
	<p>light pollution, enjoyment of space and so on)</p> <ul style="list-style-type: none"> <li>iv) Ensure good and safe accessibility for refuse, emergency and delivery vehicles, where feasible, taking into account likely levels of on street parking by residents and/or employees</li> <li>v) Provide safe and easy access for pedestrians and cyclists onto existing footpaths and existing cycle lanes and, where feasible provide segregated direct routes to enable good connectivity to local facilities and amenities</li> <li>vi) Have boundary treatment well related to those of nearby dwellings and other buildings to complement the character of its setting</li> </ul> <p>3. The use of a Design Review Panel as advocated by NPPF section 12 – Achieving well designed places is encouraged where feasible and applicable.</p> <p>4. Proposers of development for 6 or more dwellings and/or altering existing or proposing new commercial development are encouraged to engage with the local community and Braunton Parish Council at the earliest opportunity/pre-application stage to help ensure that any proposals take into account both this Plan’s Aims and Objectives and the views of the local community.</p>		

Policy	Policy Text	Screened In/Out	Relevant Documents
<b>BE2: Sustainable and Healthy Development</b>	<p>All development proposals will be supported in principle where they meet the following criteria where relevant:</p> <ul style="list-style-type: none"> <li>i) Respond positively to the Building for Nature Codes</li> <li>ii) Respond positively to principles such as those for “walkable communities” in Sports England and Public Health England’s “Active Design” guidance where viable and feasible</li> <li>iii) For commercial and industrial developments the provision of accessible green infrastructure which plays a multi-functional role at the heart of the development, delivers a minimum net gain of 10% in biodiversity and geodiversity across the site and makes a positive contribution to help mitigate and adapt to the impacts of climate change.</li> <li>iv) For proposals for dwellings, provide private rear amenity space (gardens) appropriate to dwelling type and size and, to inform consideration of the appropriateness of a proposal’s suitability in relation to the character of the built environment and the site’s setting, applicants should provide an analysis of proposal’s plot size(s) and building footprint in relation to garden areas of the dwellings in the surrounding area.</li> </ul>	<p>Screened out – no above ground infrastructure will be constructed within Braunton Parish.</p>	<p>N/A</p>

Policy	Policy Text	Screened In/Out	Relevant Documents
<b>BE3: Building Resilience to Climate Change</b>	<p>1. All major residential proposals should be supported by a Building for a Healthy Life Assessment (or successor) where new housing should achieve green in all criteria and BREEAM "Excellent" for commercial/employment uses, or other up to date standards at the time of application, where viable and feasible.</p> <p>2. Development proposals, where relevant, should respond positively to the challenge posed by climate change. They should aim to meet a high level of sustainable design and construction and be optimised for energy efficiency, targeting zero carbon emissions where viable and feasible, and encouraged to:</p> <ul style="list-style-type: none"> <li>i) Have a layout which optimises passive solar gain</li> <li>ii) Have open sustainable drainage systems on site to mitigate the increased surface water run-off in line with latest SuDS guidance</li> <li>iii) Demonstrate a minimum net gain of 10% increase in biodiversity on site</li> <li>iv) Ensure that off road parking spaces and driveways are permeable to prevent surface water run-off</li> <li>v) Provide electric charging points for each dedicated residents parking spaces including garages and on street parking</li> <li>vi) Exceed minimum requirements set out in Building Regulations standards in relation to energy efficiency of materials where possible</li> </ul>	<p>Screened out – no above ground infrastructure will be constructed within Braunton Parish.</p>	<p>N/A</p>

Policy	Policy Text	Screened In/Out	Relevant Documents
	<ul style="list-style-type: none"> <li>vii) Incorporate on site energy generation from renewable sources such as solar panels and heat pumps</li> <li>viii) Provide secure outside covered storage space which is an integral part of the design of the development for refuse bins and recycling boxes (ensuring that their location gives easy access to the kerbside for collection) and for cycle storage.</li> </ul> <p>3. Development proposals for the provision of electric vehicle charging points where planning permission is required will be supported where they have no adverse impact on:</p> <ul style="list-style-type: none"> <li>i) Safe and good accessibility of pedestrians, mobility scooters and cyclists along footpaths and cycle paths.</li> <li>ii) The character of the built and natural environment</li> </ul>		
<b>BE4: Adoption of Appropriately Scaled Renewable Energy</b>	<p>1. Where planning permission is required, development proposals for new appropriately scaled domestic, commercial and community renewable or low carbon energy generation (other than wind energy) will be supported where:</p> <ul style="list-style-type: none"> <li>i) The proposal is located within the curtilage of the building where the proposed energy generator will be sited</li> <li>ii) The proposal is sensitively sited and there are no adverse impacts on landscape character, seascape, wildlife habitats and biodiversity, or it can be</li> </ul>	Screened in.	<p><b>Chapter 4: Site Selection and Assessment of Alternatives</b> outlines the process undertaken to identify the Export Cable Corridor and the location of the Onshore Substation.</p> <p><b>Chapter 16: Onshore Ecology and Ornithology</b> outlines the temporary impacts to habitats and</p>

Policy	Policy Text	Screened In/Out	Relevant Documents
	<p>demonstrated that impacts can be satisfactorily mitigated</p> <p>iii) The number, siting, scale and design of installations and associated infrastructure and building have no adverse impact or adverse impacts can be mitigated on the following:</p> <ul style="list-style-type: none"> <li>a) nearby dwellings</li> <li>b) local amenity (including visual amenity, noise, vibration, electromagnetic interference, reflection)</li> <li>c) the enjoyment of or access to public rights of way and other access routes, and</li> <li>d) public safety</li> </ul> <p>2. Proposals for renewable or low carbon energy (other than wind energy) are encouraged to take into account relevant advice and guidance given in</p> <ul style="list-style-type: none"> <li>i) Braunton Parish Design Guide</li> <li>ii) Devon Low Carbon Plan</li> <li>iii) Devon County Council Energy and Climate Change</li> </ul>		<p>measures proposed to mitigate impacts.</p> <p><b>Chapter 20: Onshore Landscape and Visual Amenity</b> considers the impact of the Onshore Project on landscape character.</p>
<p><b>BE5: Protecting the Parish's Heritage and Historic Environment</b></p>	<p>Historic England listed buildings and scheduled monuments, Devon Historic Records of Braunton Parish heritage assets and their setting identified on Maps N, O and P (and on larger scale maps Oa, Ob, Oc, Pa, Pb and Pc in the Appendix) will be protected from adverse impact arising from proposals for development, alteration or refurbishment. This will be achieved through the avoidance of harm to the</p>	<p>Screened in.</p>	<p><b>Chapter 17: Onshore Archaeology and Cultural Heritage</b> considers impacts to the historic environment and heritage assets include listed buildings and scheduled monuments</p>

Policy	Policy Text	Screened In/Out	Relevant Documents
	<p>asset in relation to the setting of the asset in the first instance before mitigation is proposed. Proposals affecting these local sites, listed buildings and other nationally recognised heritage assets and/or their settings should take into account the adopted Braunton Conservation Area Appraisal, and the Historic Environment Record and are encouraged to have regard to any additional evidence documenting local historic and heritage assets. The Parish Council will work with North Devon District Council to update the “local list” of heritage assets in Braunton, which will be maintained thereafter.</p>		
<p><b>BE6: Protecting, Maintaining and Enhancing Community Facilities</b></p>	<p>1. Our locally valued community facilities within use classifications of Classes F1 and F2 (as shown on maps Q and R) are identified as –</p> <ol style="list-style-type: none"> <li>1) Braunton Library</li> <li>2) The Parish Hall and Council Office</li> <li>3) The Vivien Moon Centre</li> <li>4) Braunton Work Hub</li> <li>5) Caen Medical Centre</li> <li>6) The community pharmacy</li> <li>7) The Post Office</li> <li>8) The Countryside Centre</li> <li>9) Braunton Museum</li> <li>10) British Surf Museum</li> <li>11) St Brannocks Rooms</li> <li>12) Kingsacre Telephone Box Library</li> <li>13) South Street Telephone Box Library</li> <li>14) Knowle Telephone Box Defibrillator</li> </ol>	<p>Screened out – no loss or impact on community facilities.</p>	<p>N/A</p>



Policy	Policy Text	Screened In/Out	Relevant Documents
	<p>2. These existing community facilities and amenities will be protected for such use and proposals resulting in their loss, redevelopment or change of use will only be supported where:</p> <ul style="list-style-type: none"> <li>i) there is no reasonable prospect of viable continued use benefitting the community and a need for the proposed change is demonstrated</li> <li>ii) they do not have an adverse impact on the site's setting in relation to its built character or the surrounding natural environment, and any proposed alternative facility or use would provide equal or greater benefits for the local community than the current one</li> </ul> <p>3. Development proposals for new, replacement, extended and/or improved community, health and educational facilities including infrastructure; as well as those providing facilities specifically for children and young people; will be supported where:</p> <ul style="list-style-type: none"> <li>i) the proposed use will be dedicated to community use in perpetuity</li> <li>ii) the proposal demonstrates viability in the long-term through a business plan, and;</li> <li>iii) the facilities are easily accessible to all residents</li> </ul>		
<b>BE7: Protection and Enhancement of Local Green Spaces</b>	<p>1. Our locally valued green spaces as identified on Maps S and T are designated as Local Green Space. Consultation for the Plan showed that open green spaces are highly valued by the</p>	<p>Screened in.</p>	<p><b>Appendix 15.A: Outline Public Rights of Way Strategy</b> outlines how temporary impacts to the</p>

Policy	Policy Text	Screened In/Out	Relevant Documents
	<p>residents of Braunton Parish for recreation, children’s play and enjoyment of the outdoors and nature.</p> <p>Green Space</p> <ol style="list-style-type: none"> <li>1) Memorial gardens</li> <li>2) Land around overflow carpark, village green, Tarka Trail from anchor to Georgeham Cross</li> <li>3) Velator Quay</li> <li>4) Mowstead Park</li> <li>5) Tarka Trail from sidings to Velator Crossing</li> <li>6) Batts Meadow alongside Tarka Trail</li> <li>7) Station Close grassed area</li> <li>8) Land south of Batts Meadow</li> <li>9) Ralph Green</li> <li>10) Pixie Dell Green</li> <li>11) Westmead Green</li> <li>12) The Beacon/West Hill</li> <li>13) Land Adjacent to Velator Way</li> <li>14) Roundabouts 1 &amp; 2 (nature reserves)</li> <li>15) Wooded Area adjacent to Knowle Industrial Estate comprising of Deans Copse, Pollards Wood, Blackwell Wood</li> <li>16) Dyers Close Green</li> <li>17) Victorian Quarry</li> </ol> <p>Playing Fields</p> <ol style="list-style-type: none"> <li>18) Exeter Road Recreational Ground ‘The Rec’</li> <li>19) Tweedies Playing Field</li> <li>20) Playing Field (belonging to Braunton Parish Council) adjacent to Caen School</li> <li>21) Braunton Bowling Club</li> <li>22) Braunton Cricket Club</li> </ol>		<p>Tarka Trail will be managed. The Onshore Export Cable will be routed beneath the Tarka Trail using trenchless technology to prevent any closure or diversion to the Tarka Trail during construction.</p> <p>There will be no permanent impacts to PRowS.</p>

Policy	Policy Text	Screened In/Out	Relevant Documents
	<p>23) Lobb Playing Fields            24) Knowle Community Field            Playgrounds            25) Chaloners Road play park            26) Homer Road play ground            27) Pill Gardens play park            28) Knowle Play Park            29) Caen View Playground</p> <p>Allotments            30) Allotments at Limetree            31) South View</p> <p>These areas will be protected for the reasons and uses set out. Development proposals on or likely to impact on the sites will only be supported where they:</p> <ul style="list-style-type: none"> <li>i) Maintain or enhance the existing use and amenity value of the site</li> <li>ii) Enhance the access to and use of the site where used for recreational purposes</li> <li>iii) Have no adverse impact on the landscape or species of the site or (where unavoidable) satisfactorily mitigate such impact.</li> </ul>		
<b>BE8: Greening Public Spaces</b>	Development proposals should demonstrate how they have taken into account the need for trees and other planting to enhance public spaces within the development. Proposals will be supported where:	Screened out - the Onshore Project will not require an infrastructure in publicly accessible spaces.	

Policy	Policy Text	Screened In/Out	Relevant Documents
	<ul style="list-style-type: none"> <li>i) The trees are of a species, size and massing appropriate to the immediate setting</li> <li>ii) Planting and trees in foliage allow adequate access to shops and other businesses by maintenance, refuse and delivery vehicles; and good access to ensure their management</li> <li>iii) Trees and planting areas are designed and contained in such a way as to prevent future problems from roots to the planting structure (where appropriate), paving surface and underground structures</li> <li>iv) Species are planted that are resilient to changes in climate and weather patterns</li> <li>v) Trees and planting has been subject to a viability test demonstrating that their maintenance by a responsible body is viable in the long term</li> </ul>		
<b>BE9: Promotion of Active Travel</b>	<p>Where appropriate new development should be designed to enhance accessibility to local facilities and services, encouraging the use of active travel over motorised travel. Particular attention should be paid to:</p> <ol style="list-style-type: none"> <li>1. The travel hierarchy considered sequentially: pedestrian, cyclist, public transport user, other motor traffic</li> <li>2. The creation of a "20 minute neighbourhood" ie. access to community facilities within a short walk or cycle</li> <li>3. Any new or improved cycle and pedestrian routes that are provided or incorporated with</li> </ol>	<p>Screened out – the Onshore Project will have no impact to active travel.</p>	

Policy	Policy Text	Screened In/Out	Relevant Documents
	<p>development proposals should be designed, where feasible and viable, to:</p> <ul style="list-style-type: none"> <li>i) Meeting the requirements set out in national and local guidance</li> <li>ii) Be accessible for safe use by those using mobility scooters, wheelchairs, pushchairs and prams.</li> <li>iii) Be designed to act as wildlife corridors.</li> </ul> <p>4. Reducing the volume and speed of motorised traffic, discouraging “rat runs” and changing priorities (as per hierarchy) at junctions to make walking and cycling safer, more pleasant alternatives.</p>		
<p><b>BE10: Vehicle Movement Assessments</b></p>	<p>Proposals for all new major housing, employment and retail developments and the expansion of existing employment and retail premises or small scale housing proposals which are likely to generate additional vehicle movements into and out of the site should demonstrate as part of a Transport Assessment or Transport Statement how vehicular access into and out of the site and circulation within the site will mitigate impacts of additional traffic onto the local road network (including permeability, safety, journey delay, air quality and noise) where relevant.</p>	<p>Screened out – the Onshore Project will not generate significant additional vehicle movements in operation. It should be noted a Transport Assessment has been undertaken for the construction phase.</p>	<p><b>Appendix 19.A: Transport Assessment</b></p>
<p><b>BE11: Improving Transport Accessibility and Connectivity</b></p>	<p>Map U identifies the principal transport and accessibility constraints that arise from the village of Braunton being a key gateway to the North Devon’s coastal resorts of Saunton, Croyde and Putsborough, and its AONB. The junction between Exeter Road/Caen Street will be reviewed with a view to providing</p>	<p>Screened in.</p>	<p><b>Chapter 19: Traffic and Transport</b> assesses the impacts on Braunton due to construction of the Onshore Project and the mitigation that will be put in place to minimise any effects.</p>

Policy	Policy Text	Screened In/Out	Relevant Documents
	<p>improved and safer pedestrian access and possible daytime pedestrianisation of Caen Street and Heanton Street will be explored. Where relevant, development proposals will be supported which:</p> <ul style="list-style-type: none"> <li>i) Support pedestrianisation of Caen Street and Heanton Street and appropriate environmental enhancements and/or improvements</li> <li>ii) Deliver identified opportunities and/or resolve identified constraints</li> <li>iii) Do not erode key features contribution to the built and landscape character of Braunton village and its Parish</li> <li>iv) Do not exacerbate identified constraints or satisfactorily mitigate adverse impacts which arise from the proposal</li> <li>v) Contribute positively to reducing, adapting to and mitigating the locally generated impacts which contribute to climate change</li> </ul>		
<p><b>BE12: Protecting Existing Car Parking Capacity for Public Use</b></p>	<p>1. Existing land in the Parish presently dedicated to car parking as listed below will be protected for that purpose.</p> <ul style="list-style-type: none"> <li>1) Challoners Road</li> <li>2) Dyers Close</li> <li>3) Caen Street</li> <li>4) Crow Point</li> <li>5) Exeter Road</li> <li>6) Caen Shopping Centre</li> <li>7) Velator Quay</li> </ul> <p>2. Development proposals which involve the loss of vehicle parking spaces (shown on map</p>	<p>Screened in. It should be noted that the Onshore Project will not impact on the car parks identified in Map V of the Braunton Neighbourhood Parish Plan. However, it will temporarily impact on Saunton Sands Car Park during the construction phase.</p>	<p><b>Chapter 21: Socio-Economics (including Tourism and Recreation)</b> considers the temporary impacts to users of Saunton Sands Car Park.</p>

Policy	Policy Text	Screened In/Out	Relevant Documents
	<p>V), including public and private car parks, will only be supported if:</p> <ul style="list-style-type: none"> <li>i) the equivalent capacity is provided elsewhere in the village (preferably within close proximity of the existing site); or</li> <li>ii) existing parking capacity can be clearly shown to be in excess of community requirements; or</li> <li>iii) the facility is repurposed to provide alternative community facilities.</li> </ul>		
<p><b>BE13: Protection and Improvement of Air Quality</b></p>	<p>1. Development proposals should contribute to the provision of cleaner air and reduce pollution by:</p> <ul style="list-style-type: none"> <li>i) Evidencing compliance with policy BE9 of this plan</li> <li>ii) minimising the impact of traffic congestion through the promotion and accessibility of public transport</li> <li>iii) providing facilities for low-pollution transport, including safe cycle storage and vehicle charging (EV)</li> <li>iv) incorporating plants, trees and shrubs in any landscaping scheme, and as far as possible,</li> <li>v) replacing any trees or hedgerows which have to be removed</li> <li>vi) controlling dust and emissions from industrial, farming, construction and demolition operations</li> </ul> <p>2. Development proposals are encouraged where possible and practical that use renewable fuels/cleaner technologies.</p>	<p>Screened in.</p>	<p><b>Chapter 13: Air Quality</b> assesses the impacts on local air quality during the construction and decommissioning phases of the Onshore Project due to HGV movements and construction activities. This includes consideration of the Braunton AQMA.</p>

Policy	Policy Text	Screened In/Out	Relevant Documents
	<p>3. Proposals submitted for any development must be in accordance with the requirements of North Devon and Torridge Council's "Air Quality Supplementary Planning Document". Proposal should be accompanied by an Air Quality Impact Assessment providing appropriate evidence that demonstrates that the proposed development would not lead to:</p> <ul style="list-style-type: none"> <li>i) further deterioration of the air quality in Braunton's AQMA where the air quality already does not meet the legal requirements for air quality measures such as particulate matter (PM10 and PM2.5) and nitrogen dioxide (NO2)</li> <li>ii) deterioration of the air quality in any part of Braunton Parish such that the air quality measures such as particulate matter (PM10 and PM2.5) and nitrogen dioxide (NO2) ceases to meet the legal requirements for air quality.</li> <li>iii) it must be satisfactorily demonstrated that any development which would have consequences for the Air Quality Management Area, is consistent with the current Air Quality Action Plan.</li> </ul>		
<b>BE14: Protect and Promote Dark Skies</b>	<p>1. Any proposals which require planning permission should avoid light pollution and protect the night-time environment of the intrinsically dark areas across the Parish given its proximity to the North Devon AONB, location within the UNESCO Biosphere and the natural environment's night time wildlife.</p>	<p>Screened in.</p>	<p><b>Chapter 5: Project Description</b> provides details of the outline lighting requirements for the project, including measures that will be incorporated to minimise light pollution.</p>



Policy	Policy Text	Screened In/Out	Relevant Documents
	<p>2. External lighting levels should be designed to minimise light pollution and only used where lighting is required to:</p> <ul style="list-style-type: none"> <li>i) Ensure road safety in areas where there is a risk to pedestrians and cyclists</li> <li>ii) Deter criminal activity</li> <li>iii) Light entrances to buildings used after dark</li> <li>iv) Provide lighting for evening sporting activities</li> <li>v) Support the night-time economy including lighting for farmers needing to work at night.</li> </ul> <p>3. All new development should demonstrate how it has been designed to avoid light pollution by providing a Light Impact Assessment and adherence to the Braunton Parish Design Code 07(g). Proposals that use unscreened external and internal lighting will not be supported.</p>		<p><b>Chapter 20: Onshore Landscape and Visual Amenity</b> considers the impact of the Onshore Project on dark skies.</p>
<p><b>E1: Existing Employment and Premises</b></p>	<p>Development proposals that result in the loss or change of use of buildings and premise within use classification of Classes B2, B8, C1, E(g), and Sui Generis which require planning permission will only be supported where they demonstrate in the proposal's Planning Statement that:</p> <ul style="list-style-type: none"> <li>i) the existing use is no longer viable</li> <li>ii) the property has been effectively marketed for its existing or an</li> </ul>	<p>Screened out – there will be no loss or change to use of buildings due to the Onshore Project.</p>	<p>N/a</p>

Policy	Policy Text	Screened In/Out	Relevant Documents
	<p>alternative employment use for a minimum period of 6 months</p> <p>iii) The buildings or premise can be repurposed for live work units meeting requirements in Policy E2</p>		
<p><b>E2: Live Work Units</b></p>	<p>1. Development proposals that enable or facilitate working and living in the same building or site within the development boundaries as defined in the North Devon and Torridge Local Plan should demonstrate that:</p> <ul style="list-style-type: none"> <li>i) The employment floorspace would be equal to or greater than that of the residential living space</li> <li>ii) The proposed uses have no adverse impact on local amenity and relate well to the uses of neighbouring premises/properties and</li> <li>iii) The proposed development is comprised of flexible space to meet changing employment and living requirements</li> </ul> <p>2. Development proposals which seek the change of use of existing employment space to form a live-work unit must demonstrate that such changes:</p> <ul style="list-style-type: none"> <li>i) Retain existing ground floor employment space and</li> <li>ii) The living space is retained for residential use</li> </ul> <p>3. Applications to change a live-work unit to wholly residential use must demonstrate:</p> <ul style="list-style-type: none"> <li>i) That the unit has been actively marketed for live-work for two years</li> </ul>	<p>Screened out – there will be no loss or change to use of employment spaces due to the Onshore Project.</p>	<p>N/a</p>

Policy	Policy Text	Screened In/Out	Relevant Documents
	ii) That no demand exists for its continued use for live-work and iii) The proposed change of use would be well related to the uses of surrounding land and buildings.		
<b>E3: Environmental and Green Technologies Education and Learning Facilities</b>	Proposals for new or improved facilities within the development boundary which support environmental and green technology based education and learning will be supported where development would have no adverse impact on local landscape character, residential amenity and highway safety.	Screened in.	<p><b>Chapter 19: Traffic and Transport</b> assesses the impacts on highway safety.</p> <p><b>Chapter 20: Onshore Landscape and Visual Amenity</b> considers the impact of the Onshore Project on landscape character.</p> <p><b>Chapter 21: Socio-Economics (including Tourism and Recreation)</b> considers the impacts to residential amenity.</p>
<b>E4: Supporting the Creative Arts</b>	New proposals, within or adjoining the defined development boundaries, for galleries, craft workshops, studio and performance premises or other arts based facility will be supported where such uses also provide community access.	Screened out – the Onshore Project is not relevant to creative arts.	N/a
<b>E5: Local Tourism Opportunities</b>	1. Development proposals for new visitor and tourism related facilities, attractions or amenities excluding tourism accommodation, that utilise natural and cultural resources and	Screened out – the Onshore Project is not relevant to local tourism opportunities.	N/a

Policy	Policy Text	Screened In/Out	Relevant Documents
	<p>that provide additional opportunities to support the local economy and broaden and extend the visitor and tourism offer will be supported where it can be demonstrated that:</p> <ul style="list-style-type: none"> <li>i) a minimal impact on the natural and built environment</li> <li>ii) the size, scale, massing and silhouette of the proposal is unobtrusive in the wider landscape</li> <li>iii) it is compliant with policies NE3 and NE4</li> <li>iv) the proposal has long term viability via a business plan or other evidence</li> <li>v) the number and skills profile of new year round employment that will be created and</li> <li>vi) it does not compromise local and residential amenity.</li> </ul>		
<b>E6: Loss of Hospitality</b>	<p>1. The loss of use classes C1, Eb, and related Sui Generis to other uses will only be supported where:</p> <ul style="list-style-type: none"> <li>i) It can be satisfactorily demonstrated that the existing use is no longer viable and</li> <li>ii) The proposed alternative use would provide equal or greater benefits for the local economy and community than current use as evidenced by a business plan which shows the viability of the proposal and the number of year round employment roles created</li> <li>iii) Access to the premises can be given to the local community at other times where relevant.</li> </ul>	<p>Screened out – the Onshore Project will not result in loss of hospitality.</p>	<p>N/a</p>

Policy	Policy Text	Screened In/Out	Relevant Documents
<b>E7: Active Shopfronts</b>	<p>1. Development proposals altering existing and proposing new shopfronts will be supported where they:</p> <ul style="list-style-type: none"> <li>i) enable and support improved access within, entrance to and exit from shops</li> <li>ii) improve energy efficiency and contribute towards targets to achieve net zero carbon emissions.</li> <li>iii) are sympathetically designed in relation to neighbouring buildings and the proposal's surrounding built character and setting</li> <li>iv) are of high quality design and follow the principles of the Parish Design Guide</li> <li>v) do not compromise accessibility on paved areas (the public highway) for pedestrians, those with</li> <li>vi) impaired mobility and the disabled and provide or enable the opportunity for active frontages, enhanced sufficient circulation space and ventilation for safe and comfortable use where relevant and feasible</li> </ul> <p>2. Any associated signs should be of a suitable scale and meet the requirements of the Parish Design Guide.</p> <p>3. Illumination of signage and internal lighting of shop premises will be restricted to opening hours with the exception of the Christmas period (November to early January).</p>	<p>Screened out – the Onshore Project will not result in alteration to shopfronts.</p>	<p>N/a</p>

Policy	Policy Text	Screened In/Out	Relevant Documents
<b>E8: Loss of Public Houses</b>	<p>1. Development proposals (which require planning permission) which result in the loss of public houses to alternative uses will only be supported where it can be satisfactorily demonstrated that:</p> <ul style="list-style-type: none"> <li>i) the use is no longer viable having been publicly and openly marketed for sale, lease and/or rent (under current and other ownership models) for a minimum of 18 months for a similar (food and/or drink and/or takeaway) use</li> <li>ii) the proposed alternative use would provide equal or greater benefits for the local economy and community than the current use as evidenced by a business plan</li> </ul> <p>2. Conversion to a dwelling would only be supported if the proposal has fulfilled 1i. and ii. and cannot viably be put to an alternative use by the local community.</p>	Screened out – the Onshore Project will not result in loss of public houses.	N/a
<b>E9: Change of Use From Commercial to Residential in the Primary Shopping Area</b>	<p>Within the Primary Shopping Area as defined on Map DD the mix of ground floor retail and commercial uses must be retained. Development proposals for the conversion of premises within use classes C1, E, and Sui Generis, to residential uses (Use Class C3), which require planning permission, that do not contribute to the vitality and viability of the primary shopping area will not be supported unless it can be demonstrated that</p>	Screened out – the Onshore Project will not result in changes of use in the primary shopping area.	N/a

Policy	Policy Text	Screened In/Out	Relevant Documents
	<ul style="list-style-type: none"> <li>i) i) the premises are surplus to local economic need and demand</li> <li>ii) residential uses would not have an adverse impact on the vitality and viability of the Primary Shopping Area</li> <li>iii) the commercial use is no longer viable</li> <li>iv) the building and/or site has been actively marketed for at least 18 months (ideally over two summer seasons) at a sound, realistic and viable price for the existing or similar uses and</li> <li>v) the proposal does not exacerbate the flood risk in this area.</li> </ul>		
<b>E10: Development of New and Converted Employment and Retail Premises in the Primary Shopping Area</b>	<p>Within the Parish Primary Shopping Area as defined on Map DD development proposals for new premises within use classes of C1, E, and Sui Generis including the conversion of existing premises to non residential uses (which require planning permission) will be supported where they:</p> <ul style="list-style-type: none"> <li>i) would not lead to a net loss of retail units (shops) or retail floor space and</li> <li>ii) would maintain or enhance the character and diversity of town centre uses</li> </ul>	<p>Screened out – the Onshore Project will not result in changes of development in the primary shopping area.</p>	<p>N/a</p>
<b>Housing Objectives:</b>	<ol style="list-style-type: none"> <li>1. Address residents concern in respect of second home ownership and holiday lets</li> <li>2. Respond to Local Housing Market Needs</li> <li>3. Meet Local Affordable Housing Needs</li> <li>4. Retain Affordable Housing in Perpetuity</li> <li>5. Creation of Private Amenity Space</li> <li>6. Respecting Development Boundaries</li> </ol>	<p>Screened out - the Onshore Project is not relevant to the Housing Objectives outlined the Braunton Parish Neighbourhood Plan.</p>	<p>N/a</p>

Policy	Policy Text	Screened In/Out	Relevant Documents
	7. Managing Development on the Edge of the Development Boundary 8. Local Exception Sites 9. Development in Private Gardens 10. Major Development Proposals		



## 1.2 References

Braunton Parish Council (2022). Braunton Parish Neighbourhood Plan 2011-2031. Online: <https://www.brauntonparishneighbourhoodplan.org.uk/the-plan/>. Accessed: 21/07/2023



# White Cross Offshore Windfarm Environmental Statement

**Chapter 3: Policy and Legislative Context**  
**Appendix 3.C: South West Marine Plans Review**



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## Appendix 3.C: South West Marine Plan Review

### 1.1 Introduction

#### 1.1.1 Marine Policy Statement Assessment

1. **Table 1.1** sets out the South West Inshore and Offshore Marine Plans policies in a coherent format and assesses compliance of the Project against each Policy Aim. It also notes any policies that are not relevant to the Project (i.e., where they have been screened out).

*Table 1.1 Assessment of the Project against the South West Inshore and Offshore Marine Plans policies*

<b>Policy Code</b>	<b>Policy Text</b>	<b>Policy Aim</b>	<b>Screened In</b>	<b>Relevant Documents</b>	<b>Marine Plans Policy Assessment Result</b>
<b>SW-INF-1</b>	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 west 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. SW-INF-1 supports the integration of the marine and terrestrial systems. It does so by encouraging proposals (and other measures) that maintain or improve the existing, or provide new, sustainable marine or land-based infrastructure that facilitates activity in the other system.	Screened out - no infrastructure development proposed outside of that required for renewable energy generation	N/A	Screened out

Policy Code	Policy Text	Policy Aim	Screened In	Relevant Documents	Marine Plans Policy Assessment Result
<b>SW-INF-2</b>	<p>(1) Proposals for alternative development at existing safeguarded landing facilities will not be supported.</p> <p>(2) Proposals adjacent and opposite existing safeguarded landing facilities must demonstrate that they avoid significant adverse impacts on existing safeguarded landing facilities.</p> <p>(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.</p> <p>(4) Proposals adjacent and opposite existing landing facilities (excluding safeguarded sites) that may have significant adverse</p>	<p>Landing facilities in the south west inshore marine plan area are critical for enabling industries such as shipping, tourism, recreation and leisure, construction, aggregates, and waste. By protecting existing landing facilities and identifying the difference in safeguarding, SW-INF-2 mirrors similar provisions in terrestrial planning and supports the continued operation of vital existing landing facilities.</p>	<p>Screened out - no safeguarded or non-safeguarded landing facilities will be obstructed.</p>	<p>N/A</p>	<p>Screened out</p>

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	<p>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>				
<b>SW-CO-1</b>	<p>Proposals that optimise the use of space and incorporate opportunities for co-existence and co-operation with existing activities will be supported. Proposals that may have significant adverse impacts on, or displace, existing activities must 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>The south west marine plan areas, and in particular the inshore area, are busy areas, where space is limited. To realise sustainable social, environmental and economic benefits, it is important to plan for and make efficient use of the space. SW-CO-1 encourages proposals to be spatially planned, take account of existing activities, and to promote co-existence. The policy ensures new proposals seek to avoid creating conflicts and to minimise their footprint or optimise it where it may not be feasible to minimise.</p>	Screened in	Chapter 4: Site Selection and Assessment of Alternatives	<p>The Windfarm Site boundary was established through site selection associated with The Crown Estate Test and Demonstration opportunity. Environmental, technical and commercial constraints and factors were analysed including:</p> <p>Physical parameters (including water depths, wave height, ground conditions and wind resource)</p> <p>National Grid connection point</p> <p>Landscape designations</p> <p>Environmental designations</p>



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	If it is not possible to mitigate significant adverse impacts, proposals must state the case for Proceeding.				<p>Sensitive ecological habitats (ecological receptors)</p> <p>Other users (e.g. Ministry of Defence (MoD) activity, shipping and navigation, National Air Traffic (NATs) services, fishing activity, oil and gas infrastructure and key resource areas (marine aggregates and tidal energy))</p> <p>Cumulative impacts with other licensed activities.</p> <p><b>Compliant with policy.</b></p>
<b>SW-AGG-1</b>	Proposals in areas where a licence for extraction of aggregates has been granted or formally applied for should not be authorised, unless it is demonstrated that the proposal is compatible with aggregate extraction.	SW-AGG-1 safeguards marine aggregate licence areas from other activities unless it is demonstrated that the other activities are compatible with marine aggregate extraction. This enables continuity of the supply of construction aggregates and supports local and national objectives and economies.	Screened in	Chapter 18: Infrastructure and Other Users	The Project has the potential to interact with existing aggregate sites via vessel operations although there is no overlap with existing areas. To mitigate potential interference with vessel operations, the Project will implement Mitigation Measures to reduce the likelihood of the Project's contracted vessels impeding existing vessel routes. This will include distributing Notice to Mariners to inform other users of the Project's

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					<p>vessel movements, separate consultation with the operators of the existing sites, a marine coordination centre, use of predetermined vessel transit routes and safety zones. The significance of effect for aggregate sites is therefore considered negligible.</p> <p><b>Compliant with policy.</b></p>
<b>SW-AGG-2</b>	<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 proposal is compatible with aggregate extraction.</p>	<p>SW-AGG-2 safeguards marine aggregate Exploration and Option Agreement areas to enable the aggregate industry to explore defined areas in order to identify commercially viable aggregate resources. Proposals will only be supported if they are compatible with marine aggregate extraction. This enables the future supply of construction aggregates and supports local and national objectives and economies.</p>	<p>Screened out - the Project is not within an area subject to an Exploration and Option Agreement</p>	<p>N/A</p>	<p>Screened out</p>

Policy Code	Policy Text	Policy Aim	Screened In	Relevant Documents	Marine Plans Policy Assessment Result
<b>SW-AGG-3</b>	<p>Proposals in areas of high potential aggregate resource that may have significant adverse impacts on future aggregate extraction 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>- significant adverse impacts on future aggregate extraction 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>	SW-AGG-3 ensures that proposals consider areas of high potential aggregate resource, as defined by the British Geological Survey. It ensures that any impacts on access to commercially viable marine sand and gravel resources in the future are managed, enabling secure access to a sufficient supply of aggregate resources.	Screened out - the Project is not within an area of high potential aggregate resource.	N/A	Screened out
<b>SW-AQ-1</b>	Proposals within existing or potential	The policy recognises that aquaculture is an	Screened out - the Project is	N/A	Screened out

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	<p>strategic areas of sustainable aquaculture production must demonstrate consideration of and compatibility with sustainable aquaculture production. Where compatibility is not possible, proposals that may have significant adverse impacts on sustainable aquaculture production 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 on sustainable aquaculture production so they are no longer significant. If it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.</p>	<p>important industry with the potential to grow, contributing to food supply and security. SW-AQ-1 seeks to protect both existing aquaculture operations as well as potential future opportunities for aquaculture, within spatially defined strategic areas of sustainable aquaculture production. These strategic areas have been spatially defined for species of commercial importance by considering environmental factors, technical constraints, planning constraints and other users of the sea. The policy does not prevent non-aquaculture developments or activities; it supports sustainable aquaculture production by spatially defining areas where all proposals are required to demonstrate consideration of and compatibility with sustainable</p>	<p>not within an area of existing or potential strategic areas of sustainable aquaculture production.</p>		

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		<p>aquaculture. If this cannot be achieved, the policy stipulates proposals that may have significant adverse impacts on sustainable aquaculture should follow the steps in the mitigation hierarchy through avoiding, minimising or mitigating these impacts, before being allowed to proceed if the regulator agrees with the proponent's overriding justification. While protecting opportunities for sustainable aquaculture production, the policy makes allowances for both non-significant adverse impacts on aquaculture, and significant adverse impacts that are outweighed by the benefits of the proposal.</p>			
<b>SW-AQ-2</b>	Proposals enabling the provision of infrastructure for sustainable aquaculture and related industries	SW-AQ-2 aims to tackle barriers to aquaculture by encouraging the provision, maintenance and development of marine	Screened out - the Project does not propose to install	N/A	Screened out

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	will be supported.	<p>and land infrastructure to support sustainable aquaculture and related industries. This policy supports sustainable aquaculture projects by encouraging the direct development of infrastructure, as well as supporting connectivity between marine operations and land infrastructure, which will ensure that opportunities for aquaculture are realised. Due to the overlap between shoreside aquaculture and fisheries infrastructure, SW-AQ-2 supports the integration of aquaculture with the fishing industry through the sharing of infrastructure and the diversification of fishers. This policy will also benefit employment and the development of skills in coastal communities.</p>	infrastructure associated with sustainable aquaculture		

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<b>SW-CAB-1</b>	<p>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 those measures.</p>	<p>Subsea cabling is important to the growth and sustainability of telecommunications, offshore wind farms and electricity transmission. SW-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 west marine plan areas.</p>	Screened in	Chapter 5: Project Description	<p>Inter-array cables will be comprised of dynamic sections and sections buried or laying on the seabed. The on-seabed section of inter-array cables will be buried where possible, typically to a depth of 1m, but may range from 0.5m - 3m, and can be buried via several techniques depending on the seabed conditions along the route. The depth will be determined by a Burial Assessment Study and a Cable Burial Risk Assessment. The offshore export cable will be buried where possible to ensure that the cable is protected from damage by external factors. Typical burial depth is 1m but may range from 0.5m - 3m. The depth will be determined by a Burial Assessment Study and the Cable Burial Risk Assessment. The Offshore Export Cable will be buried for the majority of its length. However,</p>

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					<p>there will be some areas where this is not possible due to seabed characteristics or where it is crossing existing subsea cables. In these locations external cable protection may be used. The cable will be buried at the exit of the trench.</p> <p><b>Compliant with policy.</b></p>
<b>SW-CAB-2</b>	<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 possible proposals 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 on existing and potential future landfall sites so they are no longer significant.</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 currently protected from other proposals and uses, which may prevent these sites from being used as cable landfall locations. SW-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</p>	<p>Screened out - no existing landfall or known plans for landfall sites within vicinity of Project's proposed landfall location. The landfall site has been chosen so that the connection with the National Grid is not at Alverdiscott, instead connecting at</p>	N/A	<p>Screened out</p>



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	If it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.	opportunities, ensuring that socially and economically vital cable activities can continue.	East Yelland to ensure that capacity is maintained at Alverdiscott for future projects.		
<b>SW-CAB-3</b>	Where seeking to locate close to existing subsea cables, proposals should demonstrate compatibility with ongoing function, maintenance and decommissioning activities relating to the cable.	SW-CAB-3 protects the ongoing function, maintenance and decommissioning of subsea cables, up to the point of landfall.	Screened in	Chapter 18: Infrastructure and Other Users	<p>There are several active offshore cables which intersect the study area for Chapter 18; three of which are located within the Project boundary. There is also one decommissioned cable. Communication with the disused cable owner will be required prior to any crossing of the existing cables present in the study area. As embedded Mitigation Measures, where the Project's inter-array cross an existing cable, a cable crossing methodology will be developed and agreed with the asset owner. 49.</p> <p>If it becomes necessary to replace or repair some part of the existing subsea cables (either that owned by the Applicant or another</p>

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					<p>operator), maintenance activities would be carried out in line with standard industry methods and good practice, and in line with any relevant commercial agreement such that no effect on existing subsea cables and pipelines would occur. The resultant significance of effect is considered minor adverse.</p> <p>Access to the existing telecommunications cables for repair or reburial will remain uncompromised during operation and maintenance. Should operators wish to install subsea cables or pipelines in the future that cross or are in close proximity to the operational Project it is expected that the Applicant and any such developer would enter into discussions and be steered by advice from relevant authorities.</p> <p><b>Compliant with policy.</b></p>

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<b>SW-DD-1</b>	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.	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. SW-DD-1 ensures continued safe access by vessels to ports and harbours over the lifetime of the South West 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.	Screened in	Chapter 18: Infrastructure and Other Users	Owners and operators of infrastructure (i.e., dredging companies) have been and will continue to be consulted by the Applicant, and commercial and technical agreements will be put in place where required ahead of construction. The Project has the potential to interact with existing disposal via vessel operations although there is no overlap with existing areas. To mitigate potential interference with vessel operations of existing marine disposal sites, the Project will implement Mitigation Measures to reduce the likelihood of the Project's contracted vessels impeding existing vessel routes. This will include distributing Notice to Mariners to inform other users of the Project's vessel movements, separate consultation with the operators of the existing marine disposal

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					<p>sites, a marine coordination centre, use of predetermined vessel transit routes and safety zones. The significance of effect for marine disposal is therefore considered negligible.</p> <p><b>Compliant with policy.</b></p>
<b>SW-DD-2</b>	<p>Proposals that cause significant adverse impacts on licensed disposal sites should not be supported. Proposals that may have significant adverse impacts on licensed disposal sites 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. If it is not possible to mitigate the significant adverse impacts, proposals must state</p>	<p>Disposal sites, and the surrounding areas that are required for the disposal activity to take place, may be adversely impacted by new proposals that negatively impact the ability to access or egress from these sites. SW-DD-2 ensures that disposal sites are not compromised, reducing the need to designate new disposal sites that are not intended for alternative use, and so reducing environmental impacts. This policy discourages proposals that would cause significant adverse impacts on disposal activities, such as the need for vessels to</p>	Screened in	<p>Chapter 18: Infrastructure and Other Users</p> <p>Chapter 4: Site Selection and Assessment of Alternatives</p>	<p>The Windfarm Site boundary was established through site selection associated with The Crown Estate Test and Demonstration opportunity. Commercial constraints were analysed by taking into consideration many factors (as described above), notably consideration of other marine users.</p> <p><b>Compliant with policy.</b></p>

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	the case for proceeding.	navigate safely to and from disposal sites. Preserving licensed disposal sites, including where sites are being used for alternative use, will enable and facilitate the growth of ports and harbours within the south west inshore marine plan area. Over the 20-year life span of the Plan, this may become more prevalent in the developing economic climate.			
<b>SW-DD-3</b>	Proposals for the disposal of dredged material must demonstrate that they have been assessed against the waste hierarchy. Where there is the need to identify new dredge disposal sites, including alternative use sites, proposals should be supported if they conform to best practice and guidance.	As a result of dredging activity, disposal of dredge material is often required, whether this is direct disposal as a last resort in the waste hierarchy or deposit of material for alternative uses. This policy ensures that proposals have considered all steps within the waste hierarchy prior to the disposal of dredge material as a last resort. The establishment of new disposal sites which are for alternative use should be supported. The	Screened out - the Project does not include disposal of dredged material	N/A	Screened out

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		<p>establishment of new dredge disposal sites as a last resort in the waste hierarchy should only be explored after previous levels within the waste hierarchy have been considered, and the potential to utilise open, disused, or closed sites has been fully investigated and discounted. In some cases, designated disposals sites cannot be used, for example, where sediment size does not match or there are particular constraints. SW-DD-3 then provides a source of best practice and guidance for the designation of new dredge disposal sites. This is required as the demand increases for new disposal sites and encourages early consideration of impacts to avoid conflicts during the proposal process.</p>			
<b>SW-OG-1</b>	Proposals in areas where a licence for oil and gas has been	The potential to extract oil and gas is important to the UK's energy supply.	Screened out - no oil and gas pipelines or	N/A	Screened out

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	<p>granted or formally applied for should not be authorised unless it is demonstrated that the other development or activity is compatible with the oil and gas activity.</p>	<p>However, oil and gas exploration and production (within existing licence areas) may require access to the same area of seabed as other sector proposals. This policy protects the supply of oil and gas by safeguarding areas where there are existing licences. However, this does not sterilise areas for other activities as proposals that demonstrate compatibility with oil and gas activities may be supported. The policy gives clarity on dealing with potential future conflicts with other users who may want to use the same space as oil and gas extraction activities by supporting co-existence opportunities for different users of the south west marine plan areas. This supports the UK in meeting its energy and security objectives, as activities that may impact or sterilise areas that may be used for potential oil</p>	<p>platforms in proximity to the Project.</p>		

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		<p>and gas extraction would hinder the fulfilment of the objectives of the UK Marine Policy Statement and the UK's energy objectives.</p>			
<b>SW-OG-2</b>	<p>Proposals within areas of geological oil and gas extraction potential demonstrating compatibility with future extraction activity will be supported.</p>	<p>"Maximising the economic recovery of oil and gas resources may require access to discoveries of deposits that have not yet been developed. However, other proposals may require access to the same area of seabed as these resources and, therefore, to future potential oil and gas production. This policy safeguards areas identified as having geological potential for future oil and gas extraction by ensuring that proposals have regard to future oil and gas activity prior to gaining support. The policy gives clarity on dealing with potential future conflicts with other users who may want to</p>	<p>Screened out - no oil and gas pipelines or platforms in proximity to the Project</p>	<p>N/A</p>	<p>Screened out</p>



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		<p>use the same space as oil and gas extraction activities by supporting co-existence opportunities for different users of the south west marine plan areas. This supports the UK in meeting its energy and security objectives, as activities that may impact or sterilise areas that may be used for potential oil and gas extraction would hinder the fulfilment of the objectives of the UK Marine Policy Statement and the UK's energy objectives."</p>			
<b>SW-PS-1</b>	<p>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</p>	<p>Ports and harbours are essential to realising economic and social benefits for the south west marine plan areas and the UK. SW-PS-1 makes sure that proposals do not restrict current port and harbour activity or future growth, enabling long-term strategic</p>	<p>Screened out - the Project is not within a statutory harbour authority limit and therefore does not have the potential to detrimentally</p>	<p>N/A</p>	<p>Screened out</p>

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	<p>be supported. 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. 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:</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>decisions, and supporting competitive and efficient port and shipping operations. SW-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 current activities, future growth, or compliance with the Port Marine Safety Code. This policy protects the efficiency and resilience of continuing port operations and further port development (UK Marine Policy Statement, Section 3.4.7). The sustainable development of ports (increase in shipping activity) is supported by the UK Marine Policy Statement (Section 3.4.10). This policy also complements and supports the National Policy Statement for Ports, setting provisions for port growth in the context of the management and</p>	<p>or materially affect safety of navigation.</p>		

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	<p>If it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.</p>	<p>development of other activities. Policy SW-PS-1 supports the government policy for ports (National Policy Statement for Ports ). It is recognised that although not all ports are able or wish to grow physically, there will remain a need to be commercially viable through adaptation, change, and diversification. Also recognised is the need to ensure safe navigation both within and in the approaches to ports, at present and in the future. Harbour masters are recognised experts in navigational safety within their jurisdictional areas. Accordingly, the policy recognises that their views regarding how proposals affect safety of navigation, the Open Port Duty, and compliance with the Port Marine Safety Code should be sought</p>			

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		<p>and given significant weight.            SW-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.</p>			
<b>SW-PS-2</b>	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	Within the south west marine plan areas there are International Maritime Organization routing systems that are essential for shipping activity, freedom of navigation, and navigational safety. SW-PS-2	Screened out - the Project will not require static sea surface infrastructure or that significantly reduce under-keel clearance	N/A	Screened out

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	<p>unless there are exceptional circumstances.</p>	<p>confirms that proposals that compromise these important navigation routes should not be authorised. SW-PS-2 enables and supports safe, profitable and efficient marine businesses. SW-PS-2 specifies that developments should not be authorised where the use of International Maritime Organization routing systems may be compromised. Authorisation of proposals that impact on the use of International Maritime Organization routing systems are very rare.</p>			
<b>SW-PS-3</b>	<p>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,</p>	<p>The south west marine plan areas are very busy with respect to high-density navigation routes, strategically important navigation routes, and passenger services. SW-PS-3 confirms that proposals that pose a risk to safe navigation or the viability of these routes and services should not</p>	<p>Screened out - the Project will not require static sea surface infrastructure or that significantly reduce under-keel clearance which encroaches</p>	<p>N/A</p>	<p>Screened out</p>

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	must not be authorised unless there are exceptional circumstances.	be authorised. SW-PS-3 aims to protect these routes and services by enabling and promoting safe, profitable and efficient marine businesses. SW-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 aims to encourage sustainable transport.	upon high density navigation routes, strategically important navigation routes, or that pose a risk to the viability of passenger services.		
<b>SW-PS-4</b>	Proposals promoting or facilitating sustainable coastal and/or short sea shipping as an alternative to road, rail or air transport will be supported where	Short sea shipping provides a sustainable alternative for the transport of goods. SW-PS-4 aims to support sustainable coastal or short sea shipping where appropriate as an	Screened out - the Project is not associated with shipping or transport	N/A	Screened out

Policy Code	Policy Text	Policy Aim	Screened In	Relevant Documents	Marine Plans Policy Assessment Result
	appropriate.	<p>alternative to road, rail or air methods lowering carbon dioxide emissions and reducing road congestion. Bulk volumes are moved quickly with a reduction in administrative burden and increased efficiency through economies of scale. Short sea routes also allow the transshipment of cargo from large vessels landing into major European ports to the UK (and through direct movements of smaller bulk materials), reducing costs, improving reliability, and allowing smaller ports to expand through the establishment of increased numbers of short sea shipping routes where suitable. Policy SW-PS-4 supports the government policy for ports (National Policy Statement for Ports, Section 3.1.4, Section 3.3.5 and Section 3.4.14). The short sea</p>			

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		shipping market is expected to grow over the lifetime of the marine plan, providing a flexible and specialised service.			
<b>SW-REN-1</b>	Proposals that enable the provision of renewable energy technologies and associated supply chains, will be supported.	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. SW-REN-1 recognises the importance of the supply chain within the lifecycle of renewable energy projects. SW-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 strong supply chain will not only support the domestic installation of offshore wind but could contribute	Screened in	Chapter 23: Socio-Economics (including Tourism and Recreation)	Engagement with supply chain businesses will in part depend on the choice of a port location for construction and operation and maintenance, which has not been made yet. However, being one of the earliest projects in the Celtic Sea, the Project could support the clustering of windfarm developments in this area. This will have implications for supply chain businesses, with opportunities to expand economic activity and support employment.  <b>Compliant with policy.</b>



Policy Code	Policy Text	Policy Aim	Screened In	Relevant Documents	Marine Plans Policy Assessment Result
		<p>to establishing a successful export market, particularly in relation to the emerging floating offshore wind industry. 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>			
<b>SW-REN-2</b>	<p>Proposals for new activity within areas held under a lease or an agreement for lease for renewable energy generation should not be authorised, unless it is demonstrated that the proposed development or activity will not reduce the ability to construct, operate or decommission the existing or planned energy generation</p>	<p>Renewable energy technologies contribute to the diversification and decarbonisation of the electricity grid. SW-REN-2 protects areas identified for energy developments from other activities that could affect the sites' ability to generate energy. It enables the development of safe, profitable and efficient marine businesses.</p>	Screened out - project is a renewable energy generation project	N/A	Screened out

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	project.				
<b>SW-REN-3</b>	Proposals for the installation of infrastructure to generate offshore renewable energy, inside areas of identified potential and subject to relevant assessments, will be supported.	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). SW-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 13 identifies	Screened in	All Environmental Statement documents	<p>The Project has been brought forward through The Crown Estate's Test and Demonstration leasing opportunity which is designed to support the development and commercialisation of innovative energy technologies that will be vital to the UK's future energy system and net zero transition. The Project will test new foundation and mooring technologies, using new designs, materials and construction approaches. It also aims to play an important role in supporting the development and momentum of the Southwest and regional supply chain, helping support new jobs, skills and economic growth.</p> <p><b>Compliant with policy.</b></p>

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		<p>the portion of the plan areas that has a high potential for the future development of offshore wind.</p> <p>SW-REN-3 is in place to facilitate the identification of sites for future marine 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.</p> <p>Proponents and decision-makers should refer to Explore Marine Plans for the most up-to-date data.</p>			
<b>SW-HER-1</b>	<p>Proposals that demonstrate they will conserve and enhance the significance of heritage assets will be supported.</p> <p>Where proposals may cause harm to the significance of heritage assets, proponents must demonstrate that</p>	<p>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</p>	Screened in	Chapter 16: Marine Archaeology and Cultural Heritage	<p>A characterisation of the existing environment for Marine Archaeology and Cultural Heritage based on both existing public data and site-specific survey data has been provided. This established that there will be, at worst, minor adverse residual impacts with archaeological</p>

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	<p>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>- any harm to the significance of heritage assets.</p> <p>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.</p>	<p>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.</p>			<p>Mitigation Measures on heritage assets during the construction, operation and maintenance, and decommissioning phases of the Project.</p> <p><b>Compliant with policy.</b></p>
<b>SW-SCP-1</b>	<p>Proposals should ensure they are compatible with their surroundings and should not have a significant adverse impact on the character and visual resource of the seascape and landscape of the area. The location, scale and design of proposals should take account of the character, quality and distinctiveness of</p>	<p>The aim of the policy is to manage significant adverse impacts on the seascape and landscape of the south west inshore and offshore marine plan areas. It will make 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</p>	Screened in	Chapter 19: Offshore Seascape, Landscape and Visual Amenity	<p>The potential impacts on the character and visual resource of the seascape and landscape of the area have been assessed which concluded that significant adverse effects have been avoided, albeit some impacts are moderate-minor adverse, long-term but reversible.</p> <p>Viewpoints assessed along the South West Coast Path were: Stack Rocks, Pembrokeshire, Hartland Point, Vicarage Cliff, west</p>

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	<p>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</p>	<p>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>of Morwenstow, Compass Point Storm Tower, south of Bude, Penhalt Cliff, Lundy Island, Old Light, Rosslare to Cherbourg Ferry, Tintagel, Pentire Head on South West Coast Path and Embury Beacon.</p> <p>Three sections of the Pembrokeshire Coast Path were assessed: Section 12 – Angle to Freshwater West, Section 13 – Freshwater West to Broad Haven South and Section 14 – Broad Haven South to Skrinkle Haven.</p> <p>The following Marine Character Areas were also assessed: Marine Character Area 18: West Pembrokeshire Coastal Waters and Islands, 19: West Pembrokeshire Islands, Bars and Inshore Waters, Marine Character Area 20: Irish Sea Open Waters, MCA 21: Milford Haven, Marine Character Area 22: South Pembrokeshire Coastal and</p>

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	to conserving and enhancing landscape and scenic beauty in National Parks and Areas of Outstanding Natural Beauty.				<p>Inshore Waters, Marine Character Area 23: South Pembrokeshire Open Waters, Marine Character Area 28: Bristol Channel (Wales).</p> <p>Landscape Character Effects were assessed at Lundy Island as well as three Areas of Outstanding Natural Beauty: North Devon Coast, Cornwall and Pembrokeshire Coast.</p> <p><b>Compliant with policy.</b></p>
<b>SW-FISH-1</b>	Proposals that support a sustainable fishing industry, including the industry's diversification, should be supported.	Commercial fisheries can be affected by changes to fish abundance, growth, distribution or behaviour. SW-FISH-1 supports long-term strategic proposals that enable the fishing industry to diversify or build in resilience to manage climate change risks and maximise opportunities for sustainable use of marine resources.	Screened in	N/A	Engagement with the fishing industry will be an integral part of the construction and operational and maintenance of the Project. Engagement with the fishing industry as the Project progresses will be undertaken alongside further development of the draft Fisheries Liaison and Coexistence Plan included in the application. The aim will be to work with the fishing industry to identify

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					ways in which the Project could support sustainable fishing practices, diversification of the industry and for the Project to coexist with fishing activity.  Compliant with policy
<b>SW-FISH-2</b>	Proposals that enhance access for fishing activities should be supported. Proposals that may have significant adverse impacts on access for fishing activities must demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate - adverse impacts so they are no longer significant. If it is not possible to mitigate significant adverse impacts, proposals should state the case for	A sustainable fishing industry provides benefits to coastal communities and contributes to UK food security. Fisheries activities are restricted in where and when they can operate, making the access to these activities vulnerable. SW-FISH-2 supports enhanced access for sustainable fishing activities and seeks to limit significant adverse impacts from other marine activities on access for fishing activities, enabling continued sustainable marine resource use and generating prosperous, resilient and cohesive coastal communities. This policy covers not only fishing activity, but also	Screened in	Chapter 14: Commercial Fisheries  Appendix 14.C: Fisheries Liaison and Coexistence Plan	Due to location and small size of the Project relative to the locations and extent of fishing grounds, it has been assessed that, at national fleet level, none of the potential impacts would be at levels of significance that would require direct Mitigation Measures. At the local level however, it is considered that a limited number of local vessels whose static gears would require relocation from the Offshore Export Cable Corridor during the installation phases of the export cable would require direct Mitigation Measures. In the case of these vessels, the appropriate evidence-based

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	proceeding.	the transit routes to and from sites and any berthing/beaching or landing/loading points.			cooperation agreements, in line with Fishing Liaison with Offshore Wind and Wet Renewables Group Guidance would be sought with the relevant vessels owners in order to appropriately mitigate the potential impact.  <b>Compliant with policy.</b>
<b>SW-FISH-3</b>	Proposals that enhance essential fish habitat, including spawning, nursery and feeding grounds, and migratory routes, should be supported. Proposals that may have significant adverse impacts on essential fish habitat, including spawning, nursery and feeding grounds, and migratory routes, must demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate	Sustainable fish populations rely upon specific habitats throughout their life. SW-FISH-3 recognises that the protection of habitats and the services they provide can enhance fish populations, supporting the long-term existence of the fisheries and contributing to Good Environmental Status, as detailed in the Marine Strategy Part One: UK updated assessment and Good Environmental Status. SW-FISH-3 encourages and supports proposals that deliver biodiversity gain for	Screened in	Chapter 11: Fish and Shellfish Ecology	Some regions of the Project have the potential to act as spawning and nursery grounds for a range of species across receptor groups; however, no significant effects on fish and shellfish ecology were identified, with all effects assessed as of negligible residual impact.



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	- adverse impacts so they are no longer significant.	essential fish habitats. SW-FISH-3 enables sustainable use of marine resources within environmental limits, alongside productive fisheries, by requiring proposals to avoid impacts on essential fish habitats or, if avoidance of impacts is not possible, to manage impacts on essential fish habitats.			
<b>SW-EMP-1</b>	Proposals that result in a net increase in marine- related employment will be supported, particularly where they meet one or more of the following: 1) are aligned with local skills strategies and support the skills available 2) create a diversity of opportunities 3) create employment in locations identified as the most deprived 4) implement new technologies	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 Skills Strategies in England, United Kingdom). SW-EMP-1 supports existing national policies and strategies (e.g. the UK Marine Policy Statement and the UK's Industrial Strategy: building a Britain fit for the future) by encouraging decision-	Screened in	Chapter 23: Socio-Economics (including Tourism and Recreation)	The socioeconomic assessment assumed that the primary construction and operation and maintenance ports will be located within the UK but not within the Local Area. The assessment has quantified the value of employment and gross value added that would be supported around these port locations. This found that the Primary Construction port could support up to 350 jobs during the construction phase and the operation and maintenance port could support 20 jobs

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	- in, and adjacent to, the south west marine plan areas.	makers and proponents to deliver additional employment benefits from proposals, particularly those benefits associated with the listed policy criteria. SW-EMP-1 seeks to maximise sustainable economic activity, prosperity and opportunities for all, both now and into the future.			during the operational lifetime of the Project. This results in a net increase in marine-related employment.  <b>Compliant with policy.</b>
<b>SW-CC-1</b>	Proposals that conserve, restore or enhance habitats that provide flood defence or carbon sequestration will be supported. Proposals that may have significant adverse impacts on habitats that provide a flood defence or carbon sequestration ecosystem service must demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate	Proposals that conserve, restore or enhance habitats that provide flood defence or carbon sequestration will be supported. Habitats that provide flood defence and carbon sequestration contribute to natural resilience for coastal communities that are vulnerable to coastal erosion and change. SW-CC-1 requires proposals to manage impacts, enabling these important habitats to continue to provide this valuable service. Proposals that cannot avoid, minimise and	Screened out - the Project does not have the potential to impact on any coastal habitats or provide relevant conservation/r estoration or enhancement. This is due to the use of horizontal directional drilling and subsequent lack of interaction	N/A	Screened out

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	- adverse impacts so they are no longer significant d) compensate for significant adverse impacts that cannot be mitigated.	mitigate or, or as a last resort, compensate for significant adverse impacts, will not be supported.	with the intertidal area.		
<b>SW-CC-2</b>	Proposals in the south west marine plan areas should demonstrate for the lifetime of the project that they are resilient to the impacts of climate change and coastal change.	The effects of climate change are wide-ranging and can include sea level rise, coastal flooding and rising sea temperatures. SW-CC-2 adds provision to enable enhanced resilience of developments, activities and ecosystems within the south west marine plan areas to the effects of climate change and coastal change.	Screened in	Chapter 25: Climate Change	The effects of climate change on the Project were determined to be not significant in the Climate Change Resilience Assessment.  <b>Compliant with policy.</b>
<b>SW-CC-3</b>	Proposals in the south west marine plan areas, and adjacent marine plan areas, that are likely to have significant adverse impacts on coastal change, or on climate change adaptation measures inside and outside of the proposed	Large areas of the south west inshore marine plan area coastline are subject to or vulnerable to change. SW-CC-3 ensures proposals do not exacerbate coastal change, enabling communities to be more resilient and better able to adapt to coastal erosion	Screened out - the Project does not have the potential to impact on any coastal habitats or provide relevant conservation/r	N/A	Screened out

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	<p>project areas, should only be supported if they can demonstrate that they will, in order of preference:</p> <p>a) avoid b) minimise c) mitigate - adverse impacts so they are no longer significant.</p>	<p>and flood risk where identified. SW-CC-3 also supports proposals that do not compromise existing adaptation measures, which will enable an improvement in the resilience of coastal communities to coastal erosion and flood risk. Proposals that cannot avoid, minimise and mitigate significant adverse impacts will not be supported.</p>	<p>enhancement. This is due to the use of trenchless techniques and subsequent lack of interaction with the intertidal area.</p>		
<b>SW-AIR-1</b>	<p>Proposals must assess their direct and indirect impacts upon local air quality and emissions of greenhouse gases. 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 b) minimise c) mitigate - air pollution and/or greenhouse gas</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. SW-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>Screened in</p>	<p>Chapter 25: Climate Change</p> <p>25 Climate Change Appendix 25.A: Greenhouse Gas Assessment Methodology</p>	<p>The Greenhouse Gas Assessment for the Project concluded that it will have a beneficial effect, and would contribute towards the UK meeting its emission reduction targets set out in the Carbon Budgets and Climate Change Act 2008.</p> <p><b>Compliant with policy.</b></p>

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	emissions in line with current national and local air quality objectives and legal requirements.	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.			
<b>SW-ML-1</b>	Public authorities must make adequate provision for the prevention, re-use, recycling and disposal of waste to reduce and prevent marine litter. Public authorities should aspire to undertake measures to remove marine litter within their jurisdiction.	<p>Litter at sea often originates on land. Increase in development, access, recreation and tourism in the south west marine plan areas may result in increased litter, and an adverse impact on the environment on which these activities rely.</p> <p>Preventing marine litter through effective waste management is vital. Addressing marine litter along the coastline is also an important step towards dealing with this problem.</p>	Screened out - no pathways by which the Project could cause increases in marine litter	N/A	Screened out
<b>SW-ML-2</b>	Proposals that facilitate waste re-use or recycling to reduce or remove marine litter will be supported.	The natural landscapes, wildlife and recreational opportunities on offer in the marine plan areas attract visitors to the area. An increase in visitors and	Screened out - no pathways by which the Project could cause	N/A	Screened out

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	<p>Proposals that could potentially increase the amount of marine litter in the marine plan areas 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>in coastal and marine development could lead to an increase in litter.</p> <p>SW-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>	<p>increases in marine litter</p>		
<b>SW-WQ-1</b>	<p>Proposals that protect, enhance and restore water quality will be supported. Proposals that cause deterioration of water quality 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>Much of the economic and cultural prosperity of the south west marine plan areas is reliant on water quality. Activities can place stress on water bodies such that, in parts of the south west marine plan areas, water quality requires improvement. SW-WQ-1 supports activities with a primary objective to protect,</p>	<p>Screened in</p>	<p>Chapter 9: Marine Water and Sediment Quality Appendix 9.A: Water Environment Regulations Compliance Assessment"</p>	<p>A Water Environment Regulations Compliance Assessment has been carried out for the Project which assessed all of the project's activities with the potential to impact water body receptors. None of the identified activities have the potential to cause non-temporary effects (i.e. effects that are not permanent, but could last</p>

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	- deterioration of water quality in the marine environment.	<p>enhance and restore water quality.</p> <p>SW-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 Sections 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>for the duration or beyond the current River Basin Planning Cycle) to the status of any of the assessed water bodies. All phases of the Project will also not prevent water body status objectives being achieved in the future. The Project is therefore considered to be compliant with Water Environment Regulations requirements.</p> <p><b>Compliant with policy.</b></p>
<b>SW-ACC-1</b>	Proposals demonstrating appropriate enhanced	The provision of appropriate public access is essential for realising	Screened in	Chapter 23: Socio-Economics	All phases of the project have the potential to interact with tourism and

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	<p>and inclusive public access to and within the marine area, including the provision of services for tourism and recreation activities, will be supported. Proposals that may have significant adverse impacts on public access should demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate - adverse impacts so they are no longer significant.</p>	<p>the economic, environmental, and social benefits associated with the growth of sustainable tourism and recreation within the south west marine plan areas. SW-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. SW-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 SW-ACC-1 supports and protects public access to the marine area, in some circumstances, access restrictions may be</p>		<p>(including Tourism and Recreation)</p>	<p>recreation access (i.e. surfing and yachting). However, this interaction is very limited and therefore unlikely to have an effect on either activity and the significance of effects have been assessed as minor adverse, minor negative or negligible.</p> <p><b>Compliant with policy.</b></p>



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		required. Where they are incompatible with existing or proposed access restrictions, proposals for the provision of new public access should not be supported.			
<b>SW-TR-1</b>	Proposals that promote or facilitate sustainable tourism and recreation activities, or that create appropriate opportunities to expand or diversify the current use of facilities, should be supported. Proposals that may have significant adverse impacts on tourism and recreation activities must demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate - adverse impacts so they are no longer significant.	Tourism and recreation are widely recognised as very important sectors within the south west marine plan areas, providing numerous economic and social benefits to coastal communities and visitors to the region. SW-TR-1 supports these growth industries through the promotion of sustainable tourism and recreation at appropriate locations. It also encourages diversification of activities – for example, through the extension of operating seasons or development of alternative uses for facilities – to create additional employment opportunities, while reducing adverse impacts	Screened in	Chapter 23: Socio-Economics (including Tourism and Recreation)	All phases of the Project have the potential to interact with tourism and recreation in the local community (i.e. surfing and yachting). However, this interaction is very limited and therefore unlikely to have an effect on either activity and the significance of effects have been assessed as minor adverse.  <b>Compliant with policy.</b>

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		on natural resources and heritage assets. To minimise stakeholder conflict, this policy also addresses the potential impact of proposals on existing tourism and recreation use, or future potential activities; those proposals that cannot avoid, minimise and mitigate significant adverse impacts on tourism and recreation activities are unlikely to be supported.			
<b>SW-SOC-1</b>	Those bringing forward proposals should consider and demonstrate how their development shall enhance public knowledge, understanding, appreciation and enjoyment of the marine environment as part of (the design of) the proposal.	SW-SOC-1 seeks to increase the general knowledge, understanding, appreciation and enjoyment by people of the many values provided by the marine environment through encouraging proposals that incorporate these factors.	Screened in	Chapter 23: Socio-Economics (including Tourism and Recreation)	Through consultation with community groups, the Project will enhance knowledge of the marine environment and how it can be used sustainably to transition to a green economy.  <b>Compliant with policy.</b>
<b>SW-DEF-1</b>	Proposals in or affecting Ministry of Defence areas should only be authorised with	There are a high number of defence activities and estates in the south west marine plan areas. Marine	Screened in	Chapter 18: Infrastructure and Other Users	All phases of the Project have the potential to interact with MoD activities at Braunton Burrows

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	agreement from the Ministry of Defence.	infrastructure can affect their continuity or future use. SW-DEF-1 aims to avoid conflict between defence activities and new proposals within the south west marine plan areas. This policy will ensure defence interests are not hindered.		Chapter 17: Civil and Military Aviation	Practice and Exercise Area and civil and military aviation. However, with embedded Mitigation Measures, such as consultation with the MoD, adherence to exclusion zones and lighting and marking of the array, the significance of all effects are minor adverse or negligible.  <b>Compliant with policy.</b>
<b>SW-MPA-1</b>	Proposals that support the objectives of marine protected areas and the ecological coherence of the marine protected area network will be supported. Proposals that may have adverse impacts on the objectives of marine protected areas must demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate adverse impacts	Marine protected areas in the south west marine plan areas make a significant contribution towards the UK's network of ecologically coherent marine protected areas. SW-MPA-1 encourages and supports proposals for activities that further the conservation objectives of marine protected areas. SW-MPA-1 also ensures proposals take account of adverse impacts on individual sites and the overall network, protecting important habitats, species and	Screened in	Appendix 6.A: Habitats Regulations Assessment: Report to Inform Appropriate Assessment  Appendix 10.A: Marine Conservation Zone Assessment Report	All sites of the National Site Network with connectivity to the Project have been assessed against their conservation objectives. This assessment concluded that for all sites the Project will not cause an adverse effect on site integrity or risk hindering the achievement of site conservation objectives.  <b>Compliant with policy.</b>

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	- adverse impacts, with due regard given to statutory advice on an ecologically coherent network.	geological features, and enabling the successful and continued management of these sites. Proposals that cannot avoid, minimise or mitigate adverse impacts should not be supported.			
<b>SW-MPA-2</b>	Proposals that enhance a marine protected area's ability to adapt to climate change, enhancing the resilience of the marine protected area network, will be supported. Proposals that may have adverse impacts on an individual marine protected area's ability to adapt to the effects of climate change, and so reduce the resilience of the marine protected area network, must demonstrate that they will, in order of preference: a) avoid b) minimise	The effects of climate change on habitats and species poses a challenge to designated marine protected area sites in the south west marine plan areas. SW-MPA-2 ensures proposals account for adverse impacts on each impacted individual marine protected area's ability to adapt to climate change, improving resilience and working towards a well- managed marine protected area network. Proposals that cannot avoid, minimise or mitigate adverse impacts should not be supported.	Screened in	N/A	The Project's potential for enhancing an marine protected area's ability to adapt to climate change hasn't been assessed as such. However, the Project will help to deliver the UK Government's commitment to net zero by 2050 and North Devon District Council's 'Devon Climate Declaration' which commits to developing and implementing a plan to achieve a 45% reduction in carbon emissions by 2030 and by 100% by 2050. Therefore, it will have long-term beneficial impacts that will enhance the resilience of the marine protected area network.

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	c) mitigate - adverse impacts.				<b>Compliant with policy.</b>
<b>SW-MPA-3</b>	Where statutory advice states that a marine protected area site condition is deteriorating or that features are moving or changing due to climate change, a suitable boundary change to ensure continued protection of the site and coherence of the overall network should be considered.	Anthropogenic activities such as the burning of fossil fuels, deforestation, farming, and methane release from animal farming have serious adverse impacts on the climate. These impacts include, but are not limited to, increased ocean acidity, temperature shifts, and increased storm activity. Climate change may result in marine protected area feature migration and/or feature displacement due to shifts in ranges of habitats and species. SW-MPA-3 ensures flexibility by supporting boundary changes to improve the resilience of the marine protected area network. SW-MPA-3 enables adaptive management to help mitigate the loss of features within sites, and support adaptation to climate change.	Screened out - the Project does not have the potential to interact with MPAs whose boundaries under review as a result of feature range changes in relation to climate change. Furthermore, this policy appears more relevant to regulatory bodies.	N/A	Screened out

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<b>SW-MPA-4</b>	<p>Proposals that may have significant adverse impacts on designated geodiversity 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>Geodiversity in the south west marine plan areas has formed over billions of years. With natural change happening slowly over a long timescale, geodiversity is particularly vulnerable to human impacts. SW-MPA-4 makes sure proposals account for significant adverse impacts on designated geodiversity, protecting important geological and geomorphological features that underlie and determine the character of our landscape and seascape. Proposals that cannot avoid, minimise or mitigate significant adverse impacts should not be supported.</p>	Screened in	Chapter 8: Marine Geology, Oceanography and Physical Processes	<p>Impacts on marine geology, oceanography and physical processes has been assessed, namely changes to the form and function of coastal sediments, the wave regime and habitats around Lundy Island and the sensitive Devon coast. All impacts have been assessed as either negligible to no effect, negligible or no effect.</p> <p><b>Compliant with policy.</b></p>

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<b>SW-BIO-1</b>	<p>Proposals that enhance the distribution of priority habitats and priority species will be supported.</p> <p>Proposals that may have significant adverse impacts on the distribution of priority habitats and priority species 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> <ul style="list-style-type: none"> <li>d) compensate for significant adverse impacts that cannot be mitigated.</li> </ul>	<p>Maintaining the distribution of priority habitats and priority species in the south west marine plan areas is important as it reduces habitat fragmentation, species isolation and supports strong, biodiverse communities which in turn provide ecosystem services. SW-BIO-1 encourages and supports proposals that enhance the distribution of priority habitats and priority species. SW-BIO-1 seeks to maintain the distribution of priority habitats and priority species through the management of significant adverse impacts. Proposals that cannot avoid, minimise and mitigate or, as a last resort, compensate for significant adverse impacts, will not be supported.</p>	Screened in	<p>Chapter 10 Benthic and Intertidal Ecology</p> <p>Chapter 20: Onshore Ecology and Ornithology</p>	<p>The Project does not have the potential to significantly impact any species or habitat, native or otherwise since all marine and coastal impacts have been assessed as minor adverse or negligible adverse. This is due to the use of horizontal directional drilling and subsequent lack of interaction with the intertidal area and that benthic habitat impacts are limited, and of a short term nature.</p> <p><b>Compliant with policy.</b></p>
<b>SW-BIO-2</b>	Proposals that enhance or facilitate native species or habitat	Competition for space, increased levels of development, and the	Screened in	Chapter 10 Benthic and	The Project does not have the potential to significantly impact any

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	adaptation or connectivity, or native species migration, will be supported. Proposals that may cause significant adverse impacts on native species or habitat adaptation or connectivity, or native species migration, must demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate - adverse impacts so they are no longer significant d) compensate for significant adverse impacts that cannot be mitigated.	predicted effects of climate change can affect the connectivity, adaptive ability and migration of habitats and species in the south west marine plan areas. SW-BIO-2 supports and encourages proposals that enhance or facilitate native species or habitat adaptation or connectivity, or native species migration. SW-BIO-2 requires proposals to manage negative effects which may significantly adversely impact the functioning of healthy, resilient and adaptable marine ecosystems. Proposals that cannot avoid, minimise and mitigate or, as a last resort, compensate for significant adverse impacts, will not be supported.		Intertidal Ecology  Chapter 20: Onshore Ecology and Ornithology	species or habitat, native or otherwise since all marine and coastal impacts have been assessed as minor adverse or negligible adverse. This is due to the use of trenchless techniques and subsequent lack of interaction with the intertidal area, and that benthic habitat impacts are limited, and of a short-term nature.  <b>Compliant with policy.</b>
<b>SW-BIO-3</b>	Proposals that conserve, restore or enhance coastal habitats, where important in their own right and/or for	In the south west inshore marine plan area, there are numerous important coastal habitats. Increased competition for space in and around these	Screened in -	Chapter 5: Project Description	The Project is not likely to have the potential to impact on any coastal habitats or provide relevant conservation/restoration or



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	ecosystem functioning and provision of ecosystem services, will be supported. Proposals must take account of the space required for coastal habitats, where important in their own right and/or for ecosystem functioning and provision of ecosystem services, and demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate d) compensate for- net habitat loss.	coastal habitats in the southwest inshore marine plan area has resulted in coastal squeeze, a process where habitats have decreasing space between rigid coastal structures and rising sea level or coastal erosion. SW-BIO-3 encourages and supports proposals that deliver biodiversity gain by conserving, enhancing or restoring coastal habitats. SW-BIO-3 also requires proposals to manage net habitat loss as a result of coastal squeeze to support the functioning of healthy and resilient coastal and intertidal ecosystems. Proposals that cannot avoid, minimise and mitigate or, as a last resort, compensate for net habitat loss, will not be supported.			enhancement. This is due to the planned use of trenchless techniques and subsequent lack of interaction with the intertidal area. If open-cut trenching is required within the intertidal area the impacts will be short term and reversible. Above Mean High Water Springs coastal dunes will be avoided by trenchless techniques.  Furthermore, the Project will ensure delivery of biodiversity net gain as part of its terrestrial consent obligations regardless of whether any habitat loss has the potential to occur within the Marine Plan areas.  <b>Compliant with policy.</b>
<b>SW-HAB-1</b>	Proposals that incorporate measures to conserve deep sea habitats will be supported.	Deep sea habitats in the south west offshore marine plan area are the only example of deep sea habitats in English waters.	Screened out - the Project does not have the potential to impact on	N/A	Screened out

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	<p>Proposals that may have direct adverse impacts on deep sea habitats 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>- direct adverse impacts on deep sea habitats.</p>	<p>These habitats are vulnerable to change due to their slow rate of growth and recovery following disturbance and damage. SW-HAB-1 supports and encourages proposals that incorporate measures to conserve deep sea habitats. SW-HAB- 1 requires proposals to manage their impacts on these habitats to support the functioning of healthy and resilient deep sea habitats. Proposals that cannot avoid, minimise and mitigate for adverse impacts will not be supported.</p>	<p>any deep sea habitats.</p>		
<b>SW-INNS-1</b>	<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</p>	<p>The south west marine plan areas are 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. SW-INNS-1 aims to avoid or minimise damage to the marine area from the</p>	<p>Screened in</p>	<p>N/A</p>	<p>The Project will commit to developing and implementing an Invasive Non Native Species Management Plan to be agreed with relevant Statutory Nature Conservation Bodies. Additional Mitigation Measures during intertidal works includes:</p> <ul style="list-style-type: none"> <li>• Good site practice measures for managing</li> </ul>

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	the introduction and transport of invasive non-native species, particularly when: 1) moving equipment, boats or livestock (for example fish or shellfish) from one water body to another 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.	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. SW-INNS-1 also aims to support those projects that attempt to reduce the risk and/or introduction of invasive non-native species, such as eradication projects.			<p>the spread of invasive species</p> <ul style="list-style-type: none"> <li>• Good site practice measures for managing the spread of invasive species during works at watercourses</li> <li>• A requirement for an Ecological Clerk of Works and details of their responsibilities with respect to non-native invasive species.<sup>7</sup></li> </ul> <p><b>Compliant with policy.</b></p>
<b>SW-INNS-2</b>	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.	SW-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 west to implement adequate biosecurity measures, increase awareness of invasive non-native species and provide suitable guidance to help reduce their	Screened in	N/A	<p>The Project will commit to developing and implementing an Invasive Non Native Species Management Plan to be agreed with relevant Statutory Nature Conservation Bodies.</p> <p><b>Compliant with policy.</b></p>

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		adverse impacts on the marine environment, which could include the eradication of existing invasive species.			
<b>SW-DIST-1</b>	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. SW-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. SW-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	Screened in	Chapter 13 Offshore Ornithology  Chapter 12 Marine Mammal and Marine Turtle Ecology and all appendices  Chapter 11 Fish and Shellfish	The Project's construction, operation and maintenance and decommissioning has the potential to disturb or displace seabirds, marine mammals and fish through a variety of effect pathways. Excluding underwater noise, which is discussed below, effects that have the potential to cause disturbance include physical disturbance (undertaking of construction/operation and maintenance/decommissioning activities), vessel presence and presence of wind turbine generators. Numerical modelling has been undertaken to understand the significance of these impacts. For seabirds, all effects have been assessed as negligible or minor (both not

Policy Code	Policy Text	Policy Aim	Screened In	Relevant Documents	Marine Plans Policy Assessment Result
		impacts will not be supported.			significant), for marine mammals and fish all effects have been assessed as negligible, minor adverse, negligible to minor adverse or found to have no effect at all.  <b>Compliant with policy.</b>
<b>SW-UWN-1</b>	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. SW-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	N/A	The Project will contribute data to the UK Marine Noise Registry.  <b>Compliant with policy.</b>

Policy Code	Policy Text	Policy Aim	Screened In	Relevant Documents	Marine Plans Policy Assessment Result
<b>SW-UWN-2</b>	<p>Proposals that result in the generation of impulsive or non-impulsive noise 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 - adverse impacts on highly mobile species so they are no longer significant.</li> </ul> <p>If it is not possible to mitigate significant adverse impacts, proposals must state the case for proceeding.</p>	<p>Underwater noise levels have increased with marine space use. Noise can affect highly mobile species, including causing chronic stress and death at higher intensities. SW-UWN-2 supports management of underwater noise, requiring proposals to take appropriate noise reduction actions. SW-UWN-2 enables clear and proportionate regulation to make sure marine activity respects environmental limits and protects biodiversity.</p>	Screened in	<p>Chapter 12 Marine Mammal and Marine Turtle Ecology and all appendices</p> <p>Chapter 11 Fish and Shellfish</p>	<p>Underwater noise has the potential to impact marine mammals, turtles and fish. Underwater noise modelling has been undertaken to understand these impacts. Due to appropriate project marine mammal specific Mitigation Measures (Marine Mammal Mitigation Protocol) and a Site Integrity Plan for sites designated for marine mammals, all impacts (including disturbance related and injurious) have been assessed as negligible, minor adverse, negligible to minor adverse or found to have no effect at all. By default, marine mammal Mitigation Measures provide appropriate Mitigation Measures for fish sensitive to underwater noise.</p> <p><b>Compliant with policy.</b></p>

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<b>SW-CE-1</b>	Proposals which may have adverse cumulative effects with other existing, authorised, or reasonably foreseeable proposals must demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate - adverse cumulative and/or in-combination effects so they are no longer significant.	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 west 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 west marine area and other relevant receptors are effectively managed.	Screened in	All chapters of both the Offshore ES and the Onshore ES	All chapters have addressed relevant transboundary impacts, where appropriate.  <b>Compliant with policy.</b>
<b>SW-CBC-1</b>	Proposals must consider cross-border impacts throughout the	SW-CBC-1 requires a considered approach to enhance cross-border co-	Screened in	All chapters of both the Offshore ES	All chapters have addressed relevant

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	<p>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>operation between the terrestrial and marine planning systems in the south west marine plan areas, the bordering English south marine plan areas, and the neighbouring jurisdictions of Wales, France, Ireland and the Bailiwick of Guernsey.</p>		<p>and the Onshore ES</p>	<p>transboundary impacts, where appropriate.</p> <p><b>Compliant with policy.</b></p>



## 1.2 References

Department for Environment, Food and Rural Affairs (Defra), South West Inshore and Offshore Marine Plans. June 2021.