



# White Cross Offshore Windfarm Planning and Sustainability Statement

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## Glossary of Acronyms

<b>Acronym</b>	<b>Definition</b>
<b>AONB</b>	Area of Outstanding Natural Beauty
<b>AQMA</b>	Air Quality Management Area
<b>CEMP</b>	Construction Environmental Management Plan
<b>DAS</b>	Design and Access Statement
<b>DCO</b>	Development Consent Order
<b>EIA</b>	Environmental Impact Assessment
<b>ES</b>	Environmental Statement
<b>ESS</b>	Environmental Stewardship Schemes
<b>HDD</b>	Horizontal Directional Drilling
<b>HRA</b>	Habitats Regulation Assessment
<b>km</b>	Kilometre
<b>km<sup>2</sup></b>	Square kilometre
<b>LPA</b>	Local Planning Authority
<b>LVIA</b>	Landscape and Visual Impact Assessment
<b>m</b>	Metre
<b>ML</b>	Marine Licence
<b>MCZ</b>	Marine Conservation Zone
<b>MMO</b>	Marine Management Organisation
<b>MLWS</b>	Mean Low Water Springs
<b>MW</b>	Megawatts
<b>NCA</b>	National Character Area
<b>NDC</b>	North Devon Council
<b>NPS</b>	National Policy Statement
<b>NRMM</b>	Non-Road Mobile Machinery
<b>PPG</b>	Planning Practice Guidance
<b>RIAA</b>	Report to Inform the Appropriate Assessment
<b>SSSI</b>	Site of Special Scientific Interest
<b>TCE</b>	The Crown Estate
<b>TJB</b>	Transition Joint Bay
<b>UK</b>	United Kingdom
<b>WCOWL</b>	White Cross Offshore Windfarm Ltd



## Glossary of Terminology

Defined Term	Description
<b>Agreement for Lease</b>	An Agreement for Lease (AfL) is a non-binding agreement between a landlord and prospective tenant to grant and/or to accept a lease in the future. The AfL only gives the option to investigate a site for potential development. There is no obligation on the developer to execute a lease if they do not wish to.
<b>Applicant</b>	White Cross Offshore Windfarm Ltd
<b>Environmental Impact Assessment (EIA)</b>	Assessment of the potential impact of the proposed Project on the physical, biological and human environment during construction, operation and decommissioning.
<b>Export Cable Corridor</b>	The area in which the export cables will be laid, either from the Offshore Substation or the inter-array cable junction box (if no offshore substation), to the National Grid Onshore Substation comprising both the Offshore Export Cable Corridor and Onshore Export Cable Corridor.
<b>High Voltage Alternating Current</b>	High voltage alternating current is the bulk transmission of electricity by alternating current (AC), whereby the flow of electric charge periodically reverses direction.
<b>High Voltage Direct Current</b>	High voltage direct current is the bulk transmission of electricity by direct current (DC), whereby the flow of electric charge is in one direction.
<b>Jointing bay</b>	Underground structures constructed at regular intervals along the Onshore Export Cable Corridor to join sections of cable and facilitate installation of the cables into the buried ducts.
<b>Landfall</b>	Where the offshore export cables come ashore.
<b>Link boxes</b>	Underground chambers or above ground cabinets next to the cable trench housing electrical earthing links.
<b>Mean High Water Springs</b>	The average tidal height throughout the year of two successive high waters during those periods of 24 hours when the range of the tide is at its greatest.
<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>Mean sea level</b>	The average tidal height over a long period of time.
<b>National Grid Onshore Substation</b>	Part of an electrical transmission and distribution system. Substations transform voltage from high to low, or the reverse by means of the electrical transformers.
<b>National Grid Connection Point</b>	The point at which the White Cross Offshore Windfarm connects into the distribution network at East Yelland substation and the distributed electricity network. From East Yelland substation electricity is transmitted to Alverdiscott where it enters the national transmission network.
<b>Offshore Development Area</b>	The Windfarm Site (including wind turbine generators, substructures, mooring lines, seabed anchors, inter-array cables and Offshore Substation Platform (as applicable)) and Offshore Export Cable Corridor to MHWS at

Defined Term	Description
	the Landfall. This encompasses the part of the project that is the focus of this application and Environmental Statement and the parts of the project consented under Section 36 of the Electricity Act and the Marine and Coastal Access Act 2009
<b>Offshore Export Cables</b>	The cables which bring electricity from the Offshore Substation Platform or the inter-array cables junction box to the Landfall
<b>Offshore Export Cable Corridor</b>	The proposed offshore area in which the export cables will be laid, from Offshore Substation Platform or the inter-array cable junction box to the Landfall
<b>Offshore Infrastructure</b>	All of the offshore infrastructure including wind turbine generators, substructures, mooring lines, seabed anchors, Offshore Substation Platform and all cable types (export and inter-array). This encompasses the infrastructure that is the focus of this application and Environmental Statement and the parts of the project consented under Section 36 of the Electricity Act and the Marine and Coastal Access Act 2009
<b>the Offshore Project</b>	The Offshore Project for the offshore Section 36 and Marine Licence application includes all elements offshore of MHWS. This includes the infrastructure within the windfarm site (e.g. wind turbine generators, substructures, mooring lines, seabed anchors, inter-array cables and Offshore Substation Platform (as applicable)) and all infrastructure associated with the export cable route and landfall (up to MHWS) including the cables and associated cable protection (if required).
<b>Offshore Substation Platform</b>	A fixed structure located within the Windfarm Site, containing electrical equipment to aggregate the power from the wind turbines and convert it into a more suitable form for export to shore
<b>Offshore Transmission Assets</b>	The aspects of the project related to the transmission of electricity from the generation assets including the Offshore Substation Platform (as applicable)) or offshore junction box, Offshore Cable Corridor to MHWS at the landfall
<b>Offshore Transmission Owner</b>	An OFTO, appointed in UK by Ofgem (Office of Gas and Electricity Markets), has ownership and responsibility for the transmission assets of an offshore windfarm.
<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, where the Onshore Project will be developed.
<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 point at East Yelland. The onshore infrastructure will form part of a separate Planning application to

Defined Term	Description
	the Local Planning Authority (LPA) under the Town and Country Planning Act 1990
<b>Onshore Transmission Assets</b>	The aspects of the project related to the transmission of electricity from MLWS at the Landfall to the NG grid connection point at East Yelland including the Onshore Export Cable, the White Cross Onshore Substation and onward connection to the NG grid connection point at East Yelland.
<b>The Onshore Project</b>	The Onshore Project for the onshore TCPA application includes all elements onshore of MLWS. This includes the infrastructure associated with the offshore export cable (from MLWS), landfall, onshore export cable and associated infrastructure and new onshore substation.
<b>the Project</b>	the Project is a proposed floating offshore windfarm called White Cross located in the Celtic Sea with a capacity of up to 100MW. It encompasses the project as a whole, i.e. all onshore and offshore infrastructure and activities associated with the Project.
<b>Project Design Envelope</b>	A description of the range of possible elements that make up the Project design options under consideration. The Project Design Envelope, or 'Rochdale Envelope' is used to define the Project for Environmental Impact Assessment (EIA) purposes when the exact parameters are not yet known but a bounded range of parameters are known for each key project aspect.
<b>Transition piece</b>	The transition piece includes various functionalities such as access for maintenance, cable connection for the energy of the turbine and the corrosion protection of the entire foundation
<b>White Cross Offshore Windfarm</b>	Up to 100MW capacity offshore windfarm including associated onshore and offshore infrastructure
<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 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.
<b>Wind Turbine Generators (WTG)</b>	The wind turbine generators convert wind energy into electrical power. Key components include the rotor blades, nacelle (housing for electrical generator and other electrical and control equipment) and tower. The final selection of project wind turbine model will be made post-consent application

## 1. Introduction

- 1.1.1 This **Planning Statement** has been prepared by Atkins, a member of the SNC Lavalin group, on behalf of White Cross Offshore Windfarm Ltd (“The Applicant”). The application is in support of the onshore elements of the White Cross Offshore Windfarm (“the Onshore Project”). The Onshore Project forms a separate planning application submission to the Offshore Project components, which have been submitted as a separate Section 36 (under the Electricity Act) and Marine Licence (ML) application (ML reference: MLA/2023/00113). This Statement is to support an application for full planning permission under the Town and Country Planning Act 1990 (TCPA) for the following description of development:

*Full planning permission for the construction and installation of onshore electrical infrastructure required to export electricity from the White Cross Offshore Wind Farm to the national distribution network; including installation of 132kV underground electricity transmission cable(s) from landfall at Saunton Sands Car park to a new substation at East Yelland. Construction of temporary facilities required during construction to include haul road, vehicular access, compounds, associated works areas and a permanent substation access road. Construction of a new substation under the Rochdale Envelope principle with additional information regarding architectural form and silhouette, design code, scale and layout, landscaping, lighting, and appearance and materials.*

### 1.2 Project Team

#### White Cross Offshore Windfarm Limited (WCOWL) (“The Applicant”)

- 1.2.1 The White Cross Offshore Windfarm is being developed by the Applicant, a joint venture between Flotation Energy Ltd. and Cobra Instalaciones Servicios S.A. They have a successful history in working together in the delivery of offshore wind projects, recently having secured development rights for the 480MW Morecambe Offshore Windfarm in the Irish Sea. Flotation Energy Ltd is also working on further offshore wind development in the UK, Ireland, Australia and Taiwan.

#### Flotation Energy Ltd.

- 1.2.2 Flotation Energy Ltd has a growing project pipeline of offshore wind projects with more than 13 GW in the UK, Ireland, Taiwan, Japan and Australia; and plans to

expand into many more key markets. Flotation Energy Ltd has pioneered energy transition opportunities by delivering fast-track, scalable, commercial offshore wind developments.

### Cobra Instalaciones Servicios S.A.

- 1.2.3 Cobra Instalaciones Servicios S.A. is a worldwide leader with more than 75 years of experience in the development, construction and management of industrial infrastructure and energy projects. The company focuses on renewable energy projects, including onshore and offshore wind and solar power.

## 1.3 Planning Application Submission

- 1.3.1 The planning application is supported by a suite of submission documents which have been agreed with North Devon Council (NDC) prior to the submission of the application.
- 1.3.2 A comprehensive directory of all submission documents (including all core documents, appendices, figures, and drawings) and the associated document reference numbers can be found in the submitted **document index**. A **validation checklist** has also been submitted, which sets out compliance of the submission with the validation requirements of the NDC Local List.
- 1.3.3 The planning application is supported by the following submitted drawings:
- Site Plan (FLO-WHI-LAY-0023)
  - Location Plan (FLO-WHI-LAY-0022)
  - Site Levels (FLO-WHI-LAY-0024)
  - Elevation & Cross Section Drawings (FLO-WHI-LAY-0010)
  - Elevation Drawings (Contextual) (Figures 20:14b, 20:14e, 20:14f, 20:16b, 20:16e, 20:16f, 20:17b, 20:17e, 20:17)
  - Layout Plan (FLO-WHI-LAY-0011)
  - Floor Plan (FLO-WHI-LAY-0009)

## 1.4 Structure of this Planning Statement

- 1.4.1 This planning statement sets out the overall context and need case for the Onshore Project. It provides a description of the Onshore Project, and includes an assessment of how the scheme complies with relevant national and local planning policies.
- 1.4.2 This planning statement is structured as follows:

- **Section 2:** Consenting Strategy and Onshore Project
- **Section 3:** Need Case for the Scheme
- **Section 4:** Planning Policy and Legislation
- **Section 5:** Planning Assessment
- **Section 6:** Sustainability Statement
- **Section 7:** Conclusions

1.4.3 As set out above, this planning statement includes a sustainability statement, as per the validation requirements of NDC. The sustainability statement sets out the relevant sustainability considerations for the project and signposts to the relevant ES chapter and/or application document containing the technical topic assessment.

## 2. Consenting Strategy and the Onshore Project

### 2.1 Introduction

- 2.1.1 This section sets out the consenting strategy for the White Cross Offshore Windfarm, providing contextual detail of the submitted Offshore Project, and setting out the agreed approach to the Onshore Project.
- 2.1.2 This section also summarises the development required for the Onshore Project and its location, describing the three main onshore components necessary to deliver the White Cross Offshore Windfarm.

### 2.2 Consenting Strategy

- 2.2.1 This Planning Statement is in support of the Onshore Project planning application. The White Cross Offshore Windfarm comprises two key elements: the Offshore Project and the Onshore Project. The Offshore Project is defined by the Offshore Development Area, which comprises the Windfarm Site and the Offshore Export Cable Corridor to MHWS at the Landfall. The Onshore Project is defined by the Onshore Development Area, which comprises all components above MLWS, including the Onshore Export Cable Corridor, the White Cross Onshore Substation and the Grid Connection Point at existing East Yelland substation.
- 2.2.2 The consenting strategy for the Offshore Project and the Onshore Project is set out respectively in the sections below. Further detail on each component contained within the Onshore Development Area are provided in this section. The White Cross Offshore Windfarm comprises a singular project subject to two separate consents. This is due to the different regimes under which the offshore and onshore elements are regulated.

#### The Offshore Project

- 2.2.3 Consent has been sought for the offshore generation assets of the scheme under Section 36 of the Electricity Act 1989 and a Marine Licence under the Marine and Coastal Access Act 2009 (MCAA 2009) for the following generation assets (within the Windfarm Site):
- Wind Turbine Generators (up to 100MW capacity).
  - 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.
- 2.2.4 A second Marine Licence has been applied for 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.
- 2.2.5 The Section 36 and Marine Licence applications were submitted to the MMO on 14<sup>th</sup> March 2023 (Reference: MLA/2023/00113).
- 2.2.6 Whilst forming part of the same project, separate ES documents have been submitted for the Offshore Project and Onshore Project applications, focusing upon assessment of the offshore and onshore elements of the scheme respectively. However, a single Report to Inform the Appropriate Assessment (RIAA) has been submitted pursuant to the Conservation of Habitats and Species Regulations 2017 (the HRA Regulations) for the entirety of the project to secure comprehensive assessment of any potential impact on European protected sites.

### The Onshore Project

- 2.2.7 Consent for the Onshore Project is sought under the Town and Country Planning Act (1990) (as amended). Consent is sought for the description of development set out in section 1 above.
- 2.2.8 As such, the Onshore Project comprises the following key onshore components:
- Onshore Export Cables (2 x 66kV or 1 x 132 kV from Landfall to the White Cross Onshore Substation and 132kV from the White Cross Onshore Substation to existing East Yelland substation and the Grid Point of Connection).
  - Transition Joint Bay (TJB), joint bays and link boxes installed along the Onshore Export Cable.
  - Trenchless crossing at certain locations such as sensitive habitats and large watercourse crossings.
  - Open cut trenching where possible.
  - Temporary main construction compound and up to four temporary construction compounds.
  - Temporary access roads and haul roads.



- A new White Cross Onshore Substation.
- Connection to the National Grid Onshore Substation and Grid Connection Point.
- Permanent access to the White Cross Onshore Substation during its operation.

2.2.9 Following agreement with North Devon Council (NDC) on 21<sup>st</sup> June 2023, this application has been submitted as a full planning application with the Rochdale Envelope approach used for the design elements of the proposed White Cross Onshore Substation. This approach has been agreed to account for flexibility in the design and operational requirements of the proposed White Cross Onshore Substation, which are unknown at the point of submission. The Onshore Project has been assessed on the basis of a series of maximum worst-case parameters, which are supported by the submitted Design and Access Statement (DAS) and Design Code. Submission of detailed design information post-consent will be required to discharge relevant planning conditions attached to the planning permission once granted.

2.2.10 Subject to all relevant consents being received within anticipated timescales, it is estimated that the White Cross Offshore Wind Farm will be operational by 2027.

## 2.3 The Onshore Project

2.3.1 The application site is located in North Devon, in the south-west of England. The site is located within the local administrative boundary of North Devon Council and the regional administrative boundary of Devon County Council.

2.3.2 The Offshore Project is located over 52km off the North Cornwall and North Devon coast (west-north-west of Hartland Point). The Offshore Export Cable will connect the Offshore Substation Platform to shore. The Export Cable will come ashore at a Landfall point at Saunton Sands car park on the North Devon Coast, and then be routed 8km underground to the East Yelland Substation via the proposed White Cross Onshore Substation.

2.3.3 A detailed description of the Onshore Project can be broadly divided into three key elements: the Landfall Point, the Onshore Export Cable Corridor, and the White Cross Onshore Substation. These elements are discussed in the next section, including further details of the Onshore Project. A comprehensive Project Description is located in **Environmental Statement (ES) Chapter 5: Project Description**.

### Landfall Point

- 2.3.4 The Offshore Export Cable will come ashore at a Landfall point at Saunton Sands car park on the North Devon Coast. The car park comprises the single access point to Saunton Sands Beach and currently comprises hardstanding and a small number of public facility buildings. The car park is accessed from the B3231 Saunton Road, which runs adjacent to the north of the car park.

### Onshore Export Cable Corridor

- 2.3.5 The Onshore Export Cable Corridor extends eastwards of the Landfall Point, passing underneath Braunton Burrows sand dunes and Saunton Sands Golf Course. Braunton Burrows comprises an extensive range of sand dunes and is a designated Special Area of Conservation (SAC). The SAC designation extends from its easterly-most point at Saunton Sands Golf Course and includes the entirety of the golf course, the Braunton Burrows sand dunes and Saunton Sands beach. The south-west peninsula of Braunton Burrows is currently leased by the Ministry of Defence for dismounted, vehicle, surf and helicopter training.
- 2.3.6 The cable corridor then extends southwards, passing through several arable fields. The cable corridor initially follows the eastern boundary of Braunton Burrows sand dunes, running adjacent to Burrows Close Lane and Sandy Lane. Before Sandy Lane car park, the cable corridor crosses Sandy Lane and continues to extend southwards through pastoral fields towards the Crow Point car park, which is located adjacent to the River Taw.
- 2.3.7 The cable corridor crosses underneath the River Taw and extends eastwards across agricultural and pastoral fields towards the proposed substation location.
- 2.3.8 The maximum length of the cable route will be 8km.

### White Cross Onshore Substation

- 2.3.9 The proposed White Cross Onshore Substation site will measure a maximum site area of 5,300 sqm. The site currently comprises shrub and vegetation, and includes an area of brownfield land that was formerly part of the gas storage facility. Mature trees line the northern boundary, which screens the site from the Tarka Trail cycle path running adjacent to the northern boundary. To the east of the proposed substation lies a decommissioned Flogas Britain Ltd. compound, which comprises several industrial and storage units. The site is currently

accessed via a tarmacked single-lane access road, which adjoins the B3233 West Yelland road to the south. A permanent access to the White Cross Onshore Substation site is proposed to the north of the existing Flogas Britain Ltd. site.

- 2.3.10 The existing East Yelland Substation is located to the north-west of the proposed White Cross Onshore Substation site. WCOWL have a connection agreement with National Grid Electricity Distribution (formerly Western Power Distribution) to connect to their East Yelland Substation and utilise the remaining capacity at this grid connection.
- 2.3.11 An approved development for 250 dwellings, up to 3,000sqm employment floorspace, retail space of up to 250sqm floorspace, floorspace for the sale of food and drink of up to 2000sqm, service and community space of up to 500sqm, and associated infrastructure has been allowed on appeal (Appeal ref: APP/X1118/W/21/3283943) (LPA ref: 60823) and is located adjacent to the north of proposed substation site. The construction phase of this development has not yet commenced. However, the Onshore Substation development will not impact on the mixed-use development proposal (Appeal ref: APP/X1118/W/21/3283943) (LPA ref: 60823) and efforts are being made to work collaboratively with the developer of the mixed-use scheme.

## 2.4 Environmental Designations

- 2.4.1 The Onshore Project is either partially or wholly located in areas which are subject to environmental designations. The impact of the Onshore Project on these environmental designations is assessed in **Section 5: Planning Assessment** of this Planning Statement and in the relevant chapters of the submitted **Environmental Statement**. Statutory designated sites that are located within 2km of the Onshore Development Area are as follows:

**Table 5.1: Statutory Designated Sites located within 2km**

Statutory Designated Site Name	Location proximity to Onshore Development Area
Braunton Burrows SAC	Partly within the Onshore Development Area
Braunton Burrows SSSI	Partly within the Onshore Development Area
Taw-Torridge Estuary SSSI	Partly within the Onshore Development Area

Greenaways and Freshmarsh Braunton SSSI	Immediately east of the Onshore Development Area
Saunton to Baggy Point Coast SSSI	Immediately north of the Onshore Development Area
Braunton Swanpool SSSI	0.25km west of the Onshore Development Area
Caen Valley Bats SSSI	1.7km north-east of the Onshore Development Area
Northam Burrows SSSI	2.0km west of the Onshore Development Area
Bideford to Foreland Point MCZ	Partly within the Onshore Development Area
Fremington Local Nature Reserve	3.0km to the east of the Onshore Development Area

2.4.2 Non-statutory designated sites located within 1km of the Onshore Development Area are as follows:

**Table 5.2: Non-Statutory Sites located within 1km**

<b>Non-statutory Designated Site Name</b>	<b>Location proximity to Onshore Development Area</b>
Horsey Island County Wildlife Site	Immediately adjacent to the Onshore Development Area
Braunton Marsh Unconfirmed Wildlife Site (UWS)	Partly within the Onshore Development Area
Sandy Lane (W) UWS	Partly within the Onshore Development Area
Blind Acre Lane UWS	Partly within the Onshore Development Area at Braunton access road only
Lane End UWS	Partly within the Onshore Development Area at Instow access road only
Instow Barton Marsh UWS	Partly within the Onshore Development Area
Saunton Down UWS	Immediately north of the Onshore Development Area
Yelland Ash Beds UWS	Immediately east of the Onshore Development Area
Saunton Court Wood UWS	0.1km north of the Onshore Development Area
Saunton Down (S) UWS	0.15km north of the Onshore Development Area
Lankham Brake UWS	0.2km north of the Onshore Development Area

Venn Close UWS	0.2km east of the Onshore Development Area
Boundary Drain Fields UWS	0.3km east of the Onshore Development Area
Sir Arthur's Pill UWS	0.3km east of the Onshore Development Area
Saunton Field UWS	0.3km north of the Onshore Development Area
Knills Farm UWS	0.35km north of the Onshore Development Area
Spring Wood UWS	0.5km north of the Onshore Development Area
Willowfield UWS	0.5km east of the Onshore Development Area
Unnamed Devon Wildlife Trust (DWT) reserve	0.5km east of the Onshore Development Area
Heather Down UWS	0.8km north of the Onshore Development Area
Little Snailand and Saunton Down CWS	0.8km north of the Onshore Development Area
East Yelland Marsh 2 UWS	0.8km north-east of the Onshore Development Area
West Yelland UWS	0.9km east of the Onshore Development Area
Ancient Woodland	3.0km to the south of the Onshore Development Area

## 2.5 Historic Environment

- 2.5.1 The Onshore Project will be located in close proximity to several historic designations. These are comprehensively assessed in **Section 5: Planning Assessment** of this statement.
- 2.5.2 There are two Grade II listed buildings located within the Onshore Development Area: Stile and Flanking Walls 900 Metres South-West of The Great Sluice (List Entry – 1310081) and Stile and Flanking Walls 200 Metres North-East of The Great Sluice (List Entry - 1310084).

## 2.6 National Character Area

- 2.6.1 The proposed Onshore Export Cable Corridor north of the River Taw runs through the Exmoor National Character Area (NCA). The key features of this NCA relevant to the Onshore Development Envelope are:

- The Taw/Torridge estuary with large areas of high quality saltmarsh, mudflats and sandbanks providing a rich source of food for overwintering and migratory waders visible from the higher plateaux and clearly defining the western boundary of the area.
- Woodlands, mostly ancient and oak-dominated, cloak the steep coastal combes and inland valleys. Ancient parks and more recent conifer plantations are features of the lower slopes.
- High archaeological interest from all eras of human activity. A particularly rich source of bronze-age monuments such as stone rows, stone settings and barrows. Notable industrial archaeology including quarrying, mining and iron working, lime burning and longshore fishing (fishweirs) from all eras.

2.6.2 The proposed Onshore Export Cable Corridor and White Cross Onshore Substation south of the River Taw is located within The Culm NCA. The key characteristics of this NCA relevant to the Onshore Development Envelope are:

- Coastline of high cliffs and estuarine features, nationally important geological features and narrow wooded combes, with occasional fishing villages (such as Clovelly) in sheltered coves.
- The geology of the area is predominantly Mudstone, Siltstone and Sandstone.

## 3. Need Case for the Scheme

### 3.1 Introduction

3.1.1 This section sets out the need case for the project and identifies the key national and regional drivers for the delivery of floating offshore wind in the UK. This section also provides an overview of the project to date and sets out details of the offshore elements of the scheme.

### 3.2 National Context

3.2.1 Energy is the key to broad-spectrum decarbonisation of our global economy. Without clean energy, we cannot decarbonise transport, buildings or infrastructure and industry. As a result, ensuring security of energy supply and climate resilience is one of the largest priorities facing the UK Government at present.

3.2.2 In 2019, the UK became the first major economy in the world to commit to reducing emissions to net zero by 2050. The 2050 target requires the UK to reduce all greenhouse gas emissions to net zero by 2050, compared with the previous target of at least an 80% reduction from 1990. The UK Government's *Ten Point Plan for a Green Industrial Revolution* (2020) and the *Net Zero Strategy* (2021) sets out the long-term roadmap for achieving this target and sets out the vision for a decarbonised economy in 2050. More recently, the UK Government published the *British energy security strategy* (2022) which sets out the ambition for a self-sufficient British energy-system and an accelerated transition away from the use of oil and gas.

3.2.3 Central to these three key strategies is the acceleration of investment into offshore wind technologies. The UK seeks to retain its position as a global leader in this sector through the delivery of up to 50GW of energy generated by offshore wind projects by 2030, including up to 5GW of innovative floating offshore wind.

3.2.4 Following the commitment to these targets, the UK Government has announced several support measures to support the development of offshore wind, including:

- A £160m fund dedicated to developing port infrastructure to support the construction of offshore wind projects.
- A £60m fund to support the development of floating wind technologies.

- Contract for Difference (CfD) Allocation Round 4 reserving investment specifically for offshore wind and floating offshore wind.

3.2.5 In 2022, the UK commissioned its largest capacity of offshore wind projects to date in a single year by adding an additional 7GW to the network. The total operational capacity in the UK is 13.7GW, which comprises 24% of all offshore wind capacity globally. Following the commitment to investment in this sector, the UK's construction pipeline represents 6.7GW, which is almost half of the UK's operational portfolio's capacity. The UK's combined capacity of operational and under construction projects in 2022 was 20.3GW<sup>1</sup>.

3.2.6 The national commitment to the delivery of offshore wind projects is clear. At the end of 2022, the UK had commissioned 28% of what it needs to achieve the 50GW target, however further capacity and investment is needed to meet the 2030 target and beyond.

### 3.3 Regional Context

3.3.1 In February 2019, Devon County Council declared a "climate emergency" to demonstrate commitment to facilitating the reduction of Devon's carbon emissions to net-zero by 2050 and improving communities' resilience to climate change. Following this announcement, the Devon Climate Emergency (DCE) Response Group invited an independent Net-Zero Task Force to create the Devon Carbon Plan, which sets out a roadmap to reduce the production and consumption of emissions to 50% below 2010 levels by 2030. In June 2019, North Devon Council signed the Devon Climate Emergency declaration and agreed to enable the district to reach net zero carbon by 2050.

3.3.2 The Devon Carbon Plan identifies energy supply as a key action area in the trajectory towards the reduction of emissions and calls upon support from local communities and businesses to support the development of renewable and low-carbon energy generation in the region. The Devon Carbon Plan acknowledges the significant role of offshore wind in meeting the need for new electricity capacity and makes specific reference to the opportunities presented by floating offshore wind in the Celtic Sea. Floating offshore wind has the potential to create 3,000 jobs and £682m in supply chain opportunities for Wales and the south-

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<sup>1</sup> The Crown Estate (2022). Offshore Wind Report.



west of England by 2030<sup>2</sup>, and the Devon Carbon Plan encourages local businesses to facilitate the provision of onshore infrastructure by continuing and extending regional partnerships innovating in the sector.

3.3.3 The opportunities presented by floating offshore wind in the Celtic Sea are further supported by the Heart of the South West Local Enterprise Partnership (LEP). In a report commissioned by the Heart of the South West LEP, Devon County Council and North Devon and Torridge District Councils, several opportunities are identified for economic growth in the region resulting from floating offshore wind in the Celtic Sea:

- Opportunities for port towns, such as Appledore and Plymouth, to facilitate the construction of all offshore wind projects in the Celtic Sea.
- Opportunities for drawing upon existing knowledge and skill hubs across the region, such as: University of Plymouth's marine research hub, the research capabilities of University of Exeter and Exeter STEM cluster, the existing supply chain capabilities from the construction of Hinkley C, and the cluster of marine-based skills around Plymouth.
- Opportunities for inward investment focused upon technology development, the marine industry, and low carbon/ low-cost electricity.

3.3.4 It is clear that Devon is well positioned to support the ambitions for floating offshore wind development in the Celtic Sea. The influx of renewable energy generation provided by the White Cross Offshore Wind Farm project and the wider Celtic Sea floating offshore wind ambitions align with the regional and community roadmap towards a low-carbon future. The project will also generate economic benefit across the region through utilising the existing marine and port facilities and expertise, whilst generating opportunities to attract wider investment into new technologies and industries.

## 3.4 Project Background

3.4.1 Following successful investment in floating offshore wind the North Sea, opportunities for further investment in these technologies has been identified in the Irish and Celtic Sea. The Crown Estate are supporting development of the floating offshore wind market through hosting a leasing round for the first 4GW to be in operation between 2030 and 2035. This commercial scale ambition will

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<sup>2</sup> Devon Climate Emergency (2022). Devon Carbon Plan.

be supported by several smaller scale Test and Demonstration projects, which provide an important opportunity to develop new floating wind technologies for a range of seabed conditions and locations.

- 3.4.2 Once operational, the White Cross Offshore Windfarm will make a 100MW contribution to the wider 400MW Test and Demonstration project, thus representing an important opportunity for the testing of new technologies. The project represents one of the largest capacity projects in the Test and Demonstration portfolio, which will not only provide vital lessons learned for the wider Celtic Sea ambitions but will also make a significant contribution to the UK Government's 5GW floating offshore wind target
- 3.4.3 The Government has demonstrated their commitment to the delivery of offshore wind projects by setting an ambitious target of generating 50GW of energy through offshore wind projects by 2030. The development of offshore windfarms can take several years and therefore, investments in these projects now are critical. The White Cross Offshore Windfarm will be operational in 2027, only a couple of years before the Government's target date of 2030. Therefore, the White Cross Offshore Windfarm is vital in the Government meetings it's targets and ensuring the UK retains its position as a global leader in the offshore wind industry. The White Cross Offshore Windfarm will also contribute to the UK Government's ambitions of increased energy security and climate resilience.

## 4. Planning Policy and Legislation

### 4.1 Introduction

- 4.1.1 This section sets out the relevant national and local planning framework against which the Onshore Project has been assessed. This includes the National Planning Policy Framework (NPPF), the Planning Practice Guidance (PPG), National Policy Statements (NPSs), and the Local Development Plan.

### 4.2 National Planning Policy

#### National Planning Policy Framework

- 4.2.1 The NPPF 2021, sets out the Government's planning policies for England and how these should be applied within Local Planning Authorities to enable the delivery of sustainable development. Paragraph 11 of the NPPF advocates for the presumption in favour of sustainable development, which means that development proposals that accord with an up-to-date development plan should be approved without delay.
- 4.2.2 NPPF paragraph 20 requires local authorities to have strategic policies setting out an overall strategy for the pattern, scale, and design quality of places for development, and make sufficient provision for infrastructure for the provision of energy.
- 4.2.3 Paragraph 119 of the NPPF states the planning decisions should promote an effective use of land. In particular, planning policies and decisions should promote the use of previously developed land or "brownfield land", and support the development of under-utilised land where possible.
- 4.2.4 Section 14 of the NPPF highlights the importance of using the planning system to support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. Paragraph 152 makes particular reference to the role of the planning system in supporting the development of renewable and low carbon energy and associated infrastructure.
- 4.2.5 Paragraph 155 of the NPPF focuses on increasing the use and supply of renewable and low carbon energy. This policy encourages Local Planning Authorities to identify suitable areas for renewable and low carbon energy sources and supporting infrastructure.

- 4.2.6 Paragraph 158 of the NPPF states that when determining planning applications for renewable and low carbon development, local planning authorities should not require applicants to demonstrate the overall need for renewable or low carbon energy. As such, local planning authorities should seek to approve applications for renewable or low carbon development if its impacts are (or can be made) acceptable.
- 4.2.7 Paragraph 167 of the NPPF states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere, and the development is safe for its lifetime. The policy also details when flood risk assessments are required.
- 4.2.8 Paragraphs 170 to 173 of the NPPF addresses coastal areas that fall within both the jurisdiction of the Marine Management Organisation and the Local Planning Authority. Integrated Coastal Zone Management should be pursued across local authority and land/sea boundaries, to ensure effective alignment of the terrestrial and marine planning regimes. Plans should reduce risk from coastal change by avoiding inappropriate development in vulnerable areas and not exacerbating the impacts of physical changes to the coast.
- 4.2.9 Section 15 of the NPPF sets out the expectations for conserving and enhancing all aspects of the natural environment. Paragraph 176 of the NPPF places great weight on conserving and enhancing landscape and scenic beauty in Areas of Outstanding Natural Beauty which have the highest status of protection in relation to these issues. The scale and extent of development within all these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas. Paragraph 174 of the NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment by 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. Paragraph 177 of the NPPF sets out the expectations for conserving and enhancing the natural environment in Areas of Outstanding Natural Beauty. The paragraph states that permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Consideration of such applications should include an assessment of any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.

- 4.2.10 Paragraph 180 of the NPPF sets out the principles of protecting biodiversity, designated sites, and irreplaceable habitats when determining planning applications. Development should not be approved where the harm, loss or deterioration of biodiversity and irreplaceable habitats is anticipated. Furthermore, development on Sites of Special Scientific Interest (SSSI) should not be permitted unless the benefits of the proposal clearly outweigh the likely impact on the site itself and the wider network of SSSIs. Part (d) of the paragraph sets out support for the provision of biodiversity net gain where appropriate. Paragraph 181 applies the same principles to European Protected Sites.
- 4.2.11 Paragraph 185 of the NPPF states that planning policies and decisions should ensure new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.
- 4.2.12 Section 16 sets out guidance on conserving and enhancing the historic environment at international, national and local level. Paragraph 194 requires proposals affecting heritage assets to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. Paragraph 201 states that 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.

### Planning Practice Guidance (PPG)

- 4.2.13 The suite of PPG documents sets out detailed guidance on a range of planning matters and provides further context on the policy topics covered in the NPPF. The PPGs relevant to the Onshore Project are outlined in the table below.

**Table 5.3: PPGs Relevant to the Onshore Project**

<b>Title</b>	<b>Summary of Document</b>
<b>Air Quality</b>	Provides guidance on how planning can take account of the impact of new development on air quality at both the construction and operational stages. The guidance covers what needs to be included in an air quality assessment and the mitigation measures that can be used to combat any impacts. The document places particular importance on sites in sensitive habitats or designated sites of importance for biodiversity.
<b>Climate Change</b>	Provides guidance on how to identify suitable mitigation and adaptation measures to address the impacts of climate change. Particular attention is given to opportunities to influence the emissions of greenhouse gases. The guidance signposts the relevant environmental legislation applicable to planning applications. Provision of renewable and low carbon energy technologies is identified as an example of mitigating climate change.
<b>Design: process and tools</b>	Provides guidance on the key points to consider when designing a development. The guidance also sets out the protocols for submission of design detail at the reserved matters stage. In these instances, the guidance sets out that it may be appropriate to prepare and agree a design code as part of the application process.
<b>Environmental Impacts Assessment</b>	Sets out the requirements of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The guidance sets out the 5 stages of the Environmental Impact Assessments and provides information for applicants on the preparation of an Environmental Statement.
<b>Flood Risk and Coastal Change</b>	Provides guidance on how to take account of the risks associated with flooding and coastal change in the planning process. The guidance also provides guidance for new development near coastal areas and the mitigation measures that may be required. The guidance further sets out details of the Flood Risk Assessment protocol.
<b>Historic Environment</b>	Provides guidance on enhancing and conserving the historic environment. The guidance identifies

	the different classifications of heritage assets including designated and non-designated assets.
<b>Noise</b>	Provides guidance on the mitigation of noise impacts derived from new development and sets out agent of change principles.
<b>Renewable and low carbon energy</b>	Sets out guidance to help local councils in developing policies for renewable and low carbon energy and identifies the relevant planning considerations for hydropower, active solar technology, solar farms, and wind turbines.
<b>Travel Plans, transport assessments and statements</b>	Provides guidance on when Transport Assessments and Transport Statements are required, and what they should contain.
<b>Water supply, wastewater and water quality</b>	Provides guidance on how planning can ensure water quality and the delivery of adequate water and wastewater infrastructure. The guidance sets out relevant considerations for planning applications and sets out how adverse impact on water quality can be assessed and mitigated.

### National Policy Statement for Energy Infrastructure

- 4.2.14 The energy NPS sets out the government’s policy for the delivery of energy infrastructure and provide the legal framework for planning decisions for Nationally Significant Infrastructure.
- 4.2.15 Paragraph 5 of the NPPF sets out that national policy statements (NPS) form part of the framework for national planning policy and comprise a material consideration in the determination of planning applications. Whilst NPSs are most commonly used for the determination of nationally significant infrastructure projects consented under the Planning Act 2008, they carry material weight in the determination of planning applications consented under the Town and Country Planning Act (1990) and as such form a relevant consideration in the assessment of the Onshore Project. It is considered relevant to consider these statements in the assessment of the Onshore Project due to their clearly defined guidance related to the specific components of energy infrastructure development.
- 4.2.16 There are 12 NPSs in total. Those relevant to the Onshore Project are outlined in the table below.

**Table 5.4: NPSs Relevant to the Onshore Project**

<b>Title</b>	<b>Summary of Document</b>
<p><b>Overarching National Policy Statement for Energy (EN-1)</b></p>	<p>Sets out the national policy for major energy infrastructure. This document sets out the importance of the energy industry in reducing carbon emissions and why energy security is essential to the economy. Particular attention is given to the contribution of offshore wind towards meeting the 2020 renewable energy targets. The statement highlights the need for new electricity infrastructure, particularly given the anticipated increase in demand for electricity over the coming decades. Whilst the importance of the energy sector is highlighted, the statement also identifies the impacts that can arise as a result of energy development and the consideration that should be given possible mitigation methods.</p>
<p><b>Renewable Energy Infrastructure (EN-3)</b></p>	<p>This policy statement should be read in conjunction with National Policy Statement for Energy (EN-1). This policy statement focusses on a wide range of renewable energy development, including wind energy infrastructure. The statement recognises that owing to the complex nature of offshore wind farm development, many details of a proposed scheme may be unknown to the applicant at the time of the application. Therefore, some flexibility may be required in the consent. Where this approach is pursued, a maximum adverse case scenario should be assessed to allow for uncertainty in the project's impacts. The policy statement further outlines the anticipated impacts of</p>



	offshore wind development, which should be considered as part of any application.
<b>Electricity Networks Infrastructure (EN-5)</b>	This policy statement sets out guidance on the infrastructure for electricity networks. In particular, the statement focuses upon the transmission and distribution systems, and associated infrastructure such as substations. The statement sets out a range of assessment and technology-specific information, including general assessment principles, climate change adaptation, impact mitigation, and consideration of good design.

4.2.17 The Government have recently concluded a consultation on revisions to the NPSs (concluded 23 Jun 2023), following the publication of the Energy White Paper in 2020. The consultation covers EN-1 – EN-5 and in part focuses upon the offshore wind as a critical priority for the UK and the need to speed up the planning and deployment process for offshore wind and floating offshore wind projects.

### 4.3 Local Development Plan

4.3.1 Paragraph 2 of the NPPF sets out that applications should be determined in accordance with the development plan, unless material considerations indicate otherwise. Section 38 of the Planning and Compulsory Purchase Act 2004 defines development plans as including adopted local plans, neighbourhood plans, spatial development strategies, and any regional development strategies that remain in force. The development plan for North Devon Council relevant to the Onshore Project comprises the following:

#### North Devon and Torridge Local Plan 2011-2031 (adopted 2018)

4.3.2 North Devon Council and Torridge District Council have published a joint Local Plan to set out the long-term vision for how the towns, villages and countryside of northern Devon will develop and evolve in the period up to 2031. The Local Plan sets out how the vision will be delivered through a strategy of supporting, distributing, and delivering sustainable development and growth. The sections below set out the key policies that are pertinent to the scheme.

- 4.3.3 **Policy ST01: Principles of Sustainable Development** states that when considering development proposals the Councils will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. 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.
- 4.3.4 **Policy ST02: Mitigating Climate Change** highlights that developments should make a positive contribution towards the social, economic and environmental sustainability of northern Devon and its communities. A notable element of environmental sustainability is the re-use of previously developed land. The policy also states that developments should promote opportunities for renewable and low-carbon energy generation.
- 4.3.5 **Policy ST03: Adapting to Climate Change and Strengthening Resilience** states that 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. This should be done through locating and designing development to minimise flood risk. The policy emphasis positioning development is areas that are least vulnerable to weather conditions such as coastal erosion and flooding.
- 4.3.6 **Policy ST04: Improving the Quality of Development** states that 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 analyses and responds to the characteristics of the site, its wider context and the surrounding area.
- 4.3.7 **Policy ST09: Coast and Estuary Strategy** sets out the importance of the coast and estuary and ensures its protection, with particular focus upon the designated Coastal and Estuarine Zone. Development within the Undeveloped Coast and Estuary area 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. Development in this area should be supported if it cannot reasonably be located outside the Undeveloped Coast and Estuary.

- 4.3.8 **Policy ST10: Transport Strategy** sets out the transport strategy for Northern Devon<sup>3</sup>. The policy focuses on reducing the environmental and social impacts of transport. This can be done by reducing the need to travel by car and enabling alternative sustainable travel options as supported by the Local Transport Plan. A Transport Assessment or a Transport Statement and a Travel Plan for developments that generate significant traffic movements should be included alongside applications. All new development should ensure that access is safe and appropriate.
- 4.3.9 **Policy ST14: Enhancing Environmental Assets** outlines several measures through which development can contribute towards the protection and enhancement of the quality of Northern Devon's<sup>3</sup> natural environment. This includes provision of biodiversity net gain, protecting designated sites, conserving protected species, conserving the AONB, and conserving the coastal, estuarine and marine environments.
- 4.3.10 **Policy ST15: Conserving Heritage Assets** discusses the importance of preserving conservation heritage assets. Particular weight is given to the preservation of features with national and local importance.
- 4.3.11 **Policy ST16: Delivering Renewable Energy and Heat** states that proposals for development incorporating on-site provision of renewable energy (other than wind energy) or renewable heat and/or low carbon technologies will be supported and encouraged where appropriate. Renewable and low carbon energy and heat generating development (other than wind energy) will be supported in the landscape character types where landscape sensitivity is best able to accommodate them, assessed in accordance with the councils' Landscape Sensitivity Assessments and by the landscape's sensitivity to accommodate the scale of development. Renewable and low carbon energy development (other than wind energy) will be supported where it can demonstrate that the cumulative impact of operational, consented and proposed development on landscape character does not become a significant or defining characteristic of the wider fabric, character and quality of the landscape. The Local Plan sets out that the exclusion of wind energy from this policy followed the June 2015

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<sup>3</sup> The 'Northern Devon' area is defined as comprising the districts of North Devon and Torridge, but excluding that part of North Devon District within Exmoor National Park (as per Key Diagram Figure 1.1 of North Devon and Torridge Local Plan).

Ministerial Statement on the restriction of onshore wind development. Whilst this exclusion is acknowledged, it is considered that this policy remains applicable to the Onshore Project given that it comprises the onshore infrastructure required to support offshore wind energy generation. The exclusion therefore does not apply.

- 4.3.12 **Policy DM01: Amenity Considerations** states that developments will be supported where it would not significantly harm the neighbouring occupiers. It is particularly important to minimise the impact of noise and vibrations in sensitive locations and buildings such as residential areas, hospitals, schools and areas valued for their tranquillity including Sites of Special Scientific Interest, the Area of Outstanding Natural Beauty, Heritage Coast and the wider countryside.
- 4.3.13 **Policy DM02: Environmental Protection** states that development will be supported where it does not result in unacceptable impacts to atmospheric pollution by gas or particulates, including smell, fumes, dust, grit, smoke and soot; noise or vibration. Furthermore, 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. The policy also states that development will be supported where it does not be cause an unacceptable risk to public health and safety due to its siting on known or suspected contaminated land which is unsuitable for the use proposed.
- 4.3.14 **Policy DM04: Design Principles** sets out the key considerations when it comes to good design. Developments should be 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.
- 4.3.15 **Policy DM05: Highways** states that 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.
- 4.3.16 **Policy DM06 Parking Provision** states that development proposals will be expected to provide an appropriate scale and range of parking provision to meet anticipated needs. Proposals should maximise opportunities to integrate access to public transport provision and to encourage safe walking and cycling. The Local Plan does not set out parking requirements specific to particular development types.

- 4.3.17 **Policy DM07: Historic Environment** states that all proposals affecting heritage assets should be accompanied by sufficient information, in the form of a Heritage Statement, to enable the impact of the proposal on the significance of the heritage asset and its setting to be properly assessed. 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.
- 4.3.18 **Policy DM08: Biodiversity and Geodiversity** focuses on ensuring that developments conserve, protect and, where possible, enhance biodiversity and geodiversity interests. The policy highlights the importance of the protection Special Areas of Conservation and any Site of Special Scientific Interest. 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 mitigation cannot be provided, compensation will be required as a last resort.
- 4.3.19 **Policy DM08A: Landscape and Seascape Character** states that 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) should have regard to their statutory purposes including to ensure 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. Proposals affecting the North Devon Coast Area of Outstanding Natural Beauty (AONB) should have regard to their statutory purposes including to ensure 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.

## 4.4 Material Considerations

- 4.4.1 There are a several planning guidance documents which do not form part of the development plan, but carry material weight in the determination of the planning application. These include Supplementary Planning Documents and Neighbourhood Plans which have not been “made” or adopted. Documents which form material considerations in the determination of this planning application are outlined below:

#### Braunton Neighbourhood Plan (Regulation 17 Examination)

- 4.4.2 The Braunton Neighbourhood Plan was submitted to North Devon Council for Examination on 14th November 2022. Until the point at which the Neighbourhood Plan is made, it does not form part of the development plan against which the Onshore Project will be assessed. However, given its advanced stage it is possible that the Neighbourhood Plan policies will carry some material weight in the determination of the application.
- 4.4.3 The Braunton Neighbourhood Plan sets out the importance of using the planning system to encourage the reduction of emissions and prepare policies to mitigate and adapt to the changing climate. The plan provides a list of key issues facing the Braunton Parish which include flood risk, loss of green spaces, high levels of carbon monoxide and poor air quality. The plan focuses on key policy areas that are important to local residents and support the overall aim of the Neighbourhood Plan. The following policies are of particular relevance to the Onshore Project are outlined below.
- 4.4.4 **Policy NE1 Locally Valued Sites of Biodiversity and Habitat** highlights the importance of protecting areas critical in supporting wildlife habitats, biodiversity and geodiversity and their role within the wider network of green infrastructure. Development proposals which result in the unavoidable loss of these areas (in whole or in part) will only be supported where: there are no other suitable sites for the proposed development, and the areas can be replaced in close proximity to their original location with a minimum 10% biodiversity net gain applied, a funded Landscape and Ecological Management Plan (LEMP) is agreed between the applicant and the LPA, and the proposal would not have adverse impact on the site’s wider setting.
- 4.4.5 **Policy NE3 Protecting and Increasing the Parish’s Biodiversity** states that all new development proposals should provide at least 10% net gain in biodiversity from the pre-development baseline.

- 4.4.6 **Policy NE4 Protecting Devon Banks, Hedgerows and Trees** sets out that proposals for development which have an adverse impact on established hedgerows, banks and treelines should demonstrate that alternative options are impractical, existing trees will be protected from loss, and a minimum 10% biodiversity net gain is achieved.
- 4.4.7 **Policy NE5 Protecting the Footpath, Bridlepath and Cycle Path Networks** states that development proposals which result in the loss of public footpaths, bridleways and cycle paths or reduce permeability will not normally be supported.
- 4.4.8 **Policy NE6 Protection of Landscape Character** sets out the importance of landscape character in framing and creating views and vistas in Braunton Parish. Appendix 1 of the Neighbourhood Plan identifies several protected landscapes in the Saunton Sands and Braunton Burrows area which should be taken into consideration in the assessment of the Onshore Project. The identified landscapes and viewpoints which cover the proposed substation site are as follows:

**Table 5.5: Relevant Landscape Viewpoints of Braunton Parish Character Assessment**

Viewpoint	Reason for protection
<b>Landscape 6: From West Hill across the Great Field and beyond to Velator Quay</b>	This is a historic view that past residents used to watch for vessels returning to Velator Quay. Residents today see that of the Great Field, Braunton Marshes, Horsey Island Nature Reserve, River Caen and then beyond to Instow and Appledore ship yard.
<b>Landscape 7: From Down Lane and Braunton Down towards River Caen and onto the confluence of the Taw – Torridge rivers, Yelland Quay and the marshes to the south of the Taw.</b>	Looking south west the view shows the land adjacent to the village in relation to the River Taw and its tributary the River Caen and Knowl Water.

- 4.4.9 Development proposals should seek to demonstrate that their design, scale, height and mass do not adversely impact the landscapes listed in Table 5.3, and positively enhance them where possible.
- 4.4.10 **Policy NE7 Protection of Parish’s Strategic Nature Areas** sets out the Parish Council’s approach to the protection of Strategic Nature Areas (SNA).



Proposal which are located within a defined SNA will be required to demonstrate that there will be no resultant adverse impact on the habitat and biodiversity on-site and the site's setting. Where adverse impacts are unavoidable, measures should be taken to mitigate such impact. The substation site and portions of the cabling route are located within the boundaries of the SNA.

- 4.4.11 **Policy NE8 Water Courses and Drainage** states that all new development should, where possible and appropriate, aim to protect and improve water (fluvial and groundwater table) quality across the Parish catchment basin. This policy also priorities the use of open sustainable drainage systems (Open SuDS) in developments.
- 4.4.12 **Policy NE9 Provision of Natural Flood Management** states that development proposals located in areas of flood risk will only be supported where it is demonstrated that the risk can be appropriately managed after assessments made through both the sequential test and exception test, and a site-specific flood risk assessment (such as Flood Zones 2 and 3).
- 4.4.13 **Policy BE3 Building Resilience to Climate Change** states that developments proposals, where relevant, should respond positively to the challenge posed by climate change. Development should aim to meet a high level of sustainable design and construction and be optimised for energy efficiency.
- 4.4.14 **Policy BE4 Adoption of Appropriately Scaled Renewable Energy** states 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 if the proposal is sensitively sited and there are no adverse impacts on landscape character, seascape, wildlife habitats and biodiversity, or it can be demonstrated that impacts can be satisfactorily mitigated. Given that the Onshore Project comprises cable routing and a new substation, it is not considered that the policy exception for wind energy is applicable.
- 4.4.15 **Policy BE5 Protecting the Parish's Heritage and Historic Environment** states that Historic England listed buildings and scheduled monuments, Devon Historic Records of Braunton Parish heritage assets and their setting identified 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 asset in relation to the setting of the asset in the first instance before mitigation is proposed.



- 4.4.16 **Policy BE10 Vehicle Movement Assessments** states that all new major housing, employment and retail developments which are likely to generate additional vehicle movements should demonstrate, as part of a Transport Assessment/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. Whilst this policy does not specifically state its relevance to industrial development, assessment of vehicular movement is considered vital in assessing the impacts of this scheme.
- 4.4.17 **Policy BE13 Protection and Improvement of Air Quality** states that development proposals should contribute to the provision of cleaner air and reduce pollution. Controlling dust and emissions from industrial, farming, construction and demolition operations.

#### [Air Quality SPD \(Adopted October 2020\)](#)

- 4.4.18 The Air Quality SPD sets out how North Devon Council will consider the potential for new developments to adversely impact air quality and which planning applications will require an air quality impact assessment. The SPD provides additional detailed guidance relevant to the policies contained within the North Devon and Torrington Local Plan 2011-2031.
- 4.4.19 The SPD pays specific regards to the implementation of policies DM02 and ST03 of the Local Plan. The SPD lists the different ways in which poor air quality can be generated through the demolition and construction phases of the development especially through the creating of dust and the necessary thresholds for an air quality impact assessment. The SPD also details the various measures which can be undertaken to ensure that impacts are mitigated.

#### [AONB Management Plan 2019-2024](#)

- 4.4.20 AONB Management Plan 2019-2024 sets out the objectives and policies for the planning process and infrastructure development. This aims to protect and enhance the designated AONB and its special qualities. Policy I4 of the AONB Management Plan aims to conserve and enhance the coast and marine environment in relation to onshore and offshore developments.

#### [Coastal Change Management Area \(CCMA\) Technical Evidence](#)

- 4.4.21 As per the requirements of paragraphs 170 to 173 of the NPPF, NDChas conducted research to identify Coastal Change Management Areas (CCMAs) for areas likely to be affected by physical change to the coast. The research concluded that areas around the Taw-Torridge estuary are projected to be at risk of coastal change within 100 years as a result of sea level rise. Therefore, to seek to reduce the risk from coastal change by avoiding development in vulnerable areas and not exacerbating the impacts of physical change to the coast, North Devon Council has sought to designate the Taw-Torridge estuary area as a Coastal Change Management Area. This was published in a briefing note in May 2021.
- 4.4.22 The research was conducted post the adoption of the most recent Local Plan and therefore the designation is not formally set out within the Local Plan. Notwithstanding this, NDC proposes that the Taw-Torridge Coastal Change Management Area should be designated in any further iteration of the Local Plan. Noting the lifespan of the project it was therefore deemed necessary to include this as a material consideration in the assessment of the Onshore Project.

#### Devon Carbon Plan

- 4.4.23 The Devon Carbon Plan has been produced by Devon County Council's Net-Zero Task Force to set out a roadmap to reduce the production and consumption of emissions to 50% below the 2010 levels by 2030. The Devon Carbon plan identifies the significant role of offshore wind in meeting the need for new electricity capacity and makes specific reference to the opportunities presented by floating offshore wind in the Celtic Sea.

## 5. Planning Assessment

- 5.1.1 Section 38 (C) of the Town and Country Planning Act 1990 (as amended) sets out that all planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.1.2 The assessment below sets out how the Onshore Project conforms to relevant Development Plan policies, highlighting any other material considerations, where appropriate.

### Principle of Development

- 5.1.3 Paragraph 8(c) of the NPPF sets out three key objectives for achieving sustainable development: economic, social, and environmental. Whilst paragraph 9 of the NPPF sets out that these objectives are not criteria against which every decision should be judged, development should actively seek to be guided towards fulfilling these objectives to achieve sustainable development.
- 5.1.4 Similarly, Local Plan Policy ST01 requires development to secure improvement in these three key objective areas. Local Plan Policies ST02 and ST16 makes particular reference to using renewable and low-carbon energy generation to reach these sustainability objectives. An objective of draft Policy BE3 of the Braunton Neighbourhood Plan is that developments should be building resilience to climate change. Both national and local planning policy consider these objectives to be interdependent and should be pursued in mutually supportive ways in order to achieve sustainable development. It is considered that the Onshore Project and the wider White Cross Offshore Windfarm project significantly contributes to each of these objectives, as demonstrated by the sections below:
- **Economic:** The UK has committed to aspirations to retain its position as a global leader in the offshore wind sector through the delivery of up to 50GW of energy generated by offshore wind projects and 5GW generated by innovated floating offshore wind by 2030. As set out in **Section 3: Need Case and Project Background** of this planning statement the UK Government has committed significant investment into the development of floating offshore wind technologies. As a Test and Demonstration project, the White Cross Offshore Wind Farm represents an important opportunity for the UK to become further established in this sector and provide vital lessons learned for wider ambitions for offshore wind development in the Celtic Sea. More locally, several opportunities for economic growth have been identified

in Devon resulting from floating wind in the Celtic Sea. This includes infrastructure support from port towns, such as Appledore and Plymouth, the formation of knowledge and skill hubs across the university cities of Plymouth and Exeter, and opportunities for inward investment focused upon technology development, the marine industry, and low carbon/low-cost electricity.

In addition, the Devon Carbon Plan identifies the potential for floating offshore wind to create 3,000 jobs and £682m in supply chain opportunities for Wales and the south-west of England by 2030. The Plan encourages local businesses to facilitate the provision of onshore infrastructure by continuing and extending regional partnerships innovating in the sector.

The development of the White Cross Offshore Wind Farm therefore represents a clear opportunity for short-term economic growth for North Devon and the wider Devon region through the use of existing infrastructure and skillsets. The project will further secure abundant economic opportunity in the long-term for the region to become an established knowledge and employment hub to support wider aspirations in the Celtic Sea – stimulating investment into the local region, whilst creating employment opportunities for local communities across current and future generations.

- **Social:** As discussed, the offshore wind sector is a major, dynamic and rapidly evolving renewable energy industry within the UK. The growth of offshore wind energy generation introduces potential socio-economic opportunities for the UK, and for the regions and local areas adjacent to offshore wind projects – including the aforementioned opportunities in relation to employment, as well as supply chain advantages and other socio-economic benefits.

Crucially, as outlined in **ES Chapter 2: Need for the Project**, the Onshore Project seeks to address the pressing need for national energy security by increasing the UK's energy production, therefore helping to reduce the national reliance on global markets for imported energy. Moreover, as discussed in **ES Chapter 2: Need for the Project** there has been a significant reduction in the cost of energy produced by offshore wind in recent years, with the Project thus presenting a major opportunity to produce clean, reliable and affordable energy.

In addition, for North Devon and the wider Devon region, the development of the White Cross Offshore Wind Farm presents a significant opportunity to seize upon the economic and social value of the offshore wind sector – through the provision of training, sustained jobs and niche supply chain opportunities to help support the local community.

- **Environmental:** Mitigation and adaptation to climate change and the transition towards a low carbon economy have become key themes of national, regional and local planning policy. In particular, there is a key focus upon the reduction of carbon emissions and the trajectory towards the UK Government’s net-zero 2050 target. The development of new offshore wind projects facilitates the transition away from the use of oil and gas and towards renewable sources of energy, resulting in a reduction of harmful environmental pollutants and greenhouse gases. Vital to the development offshore wind development is the associated onshore infrastructure which captures, stores and distributes the energy across the network to end users. It is therefore considered essential to secure the development of the associated infrastructure to unlock the potential of renewable and low carbon energy sources.

The Onshore Project further seeks in part to develop brownfield land, which was previously occupied by storage cylinders associated with the adjacent decommissioned industrial site. The re-use of brownfield land is considered a key element of environmental sustainability as it alleviates pressure on greenfield sites which may be of environmental and biodiversity value.

- 5.1.5 The principle of development is further supported by NPSs EN-1 – EN-5. NPS EN-3 and EN-5 set out clear support for the trajectory towards a low carbon economy, with EN-5 paying direct attention to the role that wind energy and the associated infrastructure plays in the reduction of carbon emissions. Vivally, EN-1 identifies the need for the new electricity infrastructure required to sufficiently manage the aspirations for increased renewable and low carbon energy electricity generation over the coming decades.
- 5.1.6 Whilst Paragraph 158 of the NPPF states that applicants should not be required to demonstrate the overall need for renewable or low carbon energy development, it is clear that the Project aligns with national, regional and local ambitions for sustainable development. The Onshore Project clearly demonstrates clear economic, social, and environmental benefit and as such, is considered to meet the requirements of paragraph 8(c) and Local Plan Policies ST01, ST02, ST16 and Braunton Neighbourhood Plan draft Policy BE3.

## Design

- 5.1.7 National and local planning policy set out several overarching design principles for new development. Specifically, Policy DM04 of the Local Plan sets out that

good design seeks to guide overall scale, density, massing, height, landscape, layout, materials, access and appearance of new development in a manner which is sensitive and reflective of the surrounding environment. Policy DM08A extends this consideration of sensitivity to designated landscapes and their settings, including the North Devon Coast Area AONB. Furthermore, Policy ST04 of the Local Plan sets out that the design of new development proposals should seek to analyse and respond to the wider site and the surrounding area.

- 5.1.8 The design detail of the proposed White Cross Onshore Substation is unknown at this stage and therefore flexibility is required in the approach to design at the submission stage. NPS EN-3 sets out that it is common practice for wind energy infrastructure projects to have limited design detail at the submission stage due to the complex nature of the substation's operational and functional requirements.
- 5.1.9 The design of the proposed White Cross Onshore Substation comprises three options, with a range of maximum worst-case parameters used in the assessment of the Onshore Project for the purposes of EIA. The detail of each proposed substation design option are contained within the **Design and Access Statement** and **Design Code**, which have been prepared and submitted as part of this application.
- 5.1.10 As agreed with NDC, a number of design principles have been set out in the submitted **Design Code** detailing the maximum parameters for the proposed White Cross Onshore Substation. These principles will be used to inform the submission of the detailed design, which will be secured by planning condition to the consent.
- 5.1.11 The Landfall Point and Onshore Export Cable Corridor will be sub-terranean during the operational phase of the development and therefore are not subject to design consideration in the submitted **Design and Access Statement** and **Design Code**.
- 5.1.12 The **Design and Access Statement** contains a contextual analysis of the existing surrounding environment to ensure that the design of the proposed White Cross Onshore Substation is not of inappropriate visual appearance and does not adversely impact on the adjacent North Devon Coast Area AONB. It is therefore considered that the Onshore Project complies with national requirements, and the requirements of Local Plan Policies DM04, DM08A and ST04.

## Land Use and Agriculture

- 5.1.13 Paragraph 174 of the NPPF sets out that new development should seek to contribute to and enhance the natural and local environment, including consideration of valued landscape, biodiversity, geology, and best and most versatile agricultural land. This principle is supported by a range of local planning policies which seek to protect and enhance environmental assets (Policy ST14, Policy DM02) and existing public right of way networks across the local area (Policy ST10, Policy DM05, Braunton Neighbourhood Plan draft Policy NE5). In particular, Local Plan Policy ST09 sets out development located within the undeveloped coast and estuary will be supported where it does not detract from the unspoilt character, appearance and tranquillity of the area, and cannot reasonably be located outside of this area. The protection of the South West Coast Path and Tarka Trail is a key objective of this policy.
- 5.1.14 Local Plan Policy ST16 states that renewable and low carbon energy development will be supported where the impact of the proposed development on landscape character does not become a significant or defining characteristic of the wider fabric, character and quality of the landscape.
- 5.1.15 Furthermore, paragraph 119 of the NPPF promotes the use of brownfield land in order to secure effective and sustainable land use. This notion is supported by Local Plan Policy ST02, which identifies the use of previously developed land as a key pillar of environmental sustainability.
- 5.1.16 Whilst a detailed policy assessment of the Onshore Project's impact on specific elements of the natural and local environment is undertaken in the subsequent sub-sections of this section, consideration of the scheme has been made from a land use perspective divided broadly into three key categories: the overarching location of the scheme, land use impacts during the construction phase, and land use impacts during the operational and maintenance phase. A comprehensive assessment of the land use impacts of the scheme is set out in **ES Chapter 15: Land Use**.
- 5.1.17 The overarching land use consideration is the location of the proposed development within the Coastal and Estuarine Zone. Due to the nature of the scheme, it is essential for the Onshore Project to be located within the Coastal and Estuarine Zone to allow for the offshore export cables to come ashore and connect into the distribution network at the existing East Yelland substation. It is



also essential for the proposed White Cross Onshore Substation to be constructed in close proximity to the East Yelland substation as part of the electrical transmission and distribution system for the Project and to minimise the length of underground transmission cable required.

- 5.1.18 It is considered that the Onshore Export Cable Corridor will be of minimal impact on the Coastal and Estuarine Zone during the operational phase given that they will be located underground. The proposed White Cross Onshore Substation is the only element of the scheme which will be located above ground and will be designed sensitively in order to secure minimal impact on the surrounding character, appearance and tranquillity of the area. The White Cross Onshore Substation site is located adjacent to similar land uses and as such is considered to be appropriate to the nature of the existing environment and land uses.
- 5.1.19 Furthermore, part of the White Cross Onshore Substation site will be located on a brownfield land, which previously hosted storage cylinders associated with the adjacent industrial site. It is therefore considered that previous industrial scale development on site means that the proposed White Cross Onshore Substation is unlikely to have significant impact to the amenity enjoyed by adjacent land as the character of development is similar to that which was previously located on the site.
- 5.1.20 The majority of land use impacts associated with the proposed Onshore Export Cable Corridor and White Cross Onshore Substation are anticipated to occur during the construction phase, including temporary loss of agricultural land, however the majority of these impacts are considered to be temporary in nature and land will be reinstated to its original condition once construction is completed.
- 5.1.21 It is acknowledged that some parcels of agricultural land are subject to Environmental Stewardship Schemes (ESS). ESS allow farmers, tenants and other land managers to receive payment for their environmental land management. The land located within the agri-environmental scheme will be reinstated following completion of the construction phase of the Onshore Project (with the exception of the link boxes), however there is the potential that time will be required for the land to return to its original condition. Therefore, the impact on specific agreements will only be known once the final TCPA boundary has been established, and landowner agreements are in place, confirming the extent and duration of impacts to specific land parcels. The Onshore Substation will not be located within an area under an existing agri-environmental scheme and so there would be no impact during the operational phase.



- 5.1.22 Several existing domestic utilities also cross the Onshore Development Area including: telecommunications, electricity, water, gas, sewage, and street lighting. Appropriate utility crossings will be undertaken during the construction phase in accordance with industry standard practice and as agreed with the utilities owners.
- 5.1.23 The Onshore Project interacts with a total of 12 recreational routes such as public rights of way, the Tarka Trail, the South West Coast Path, and the England Coastal Path. There will be some disruption to these recreational routes during the construction phase including some temporary closures. After the completion of the construction works, all recreational routes would be reinstated to their original condition therefore resulting in no permanent impact.
- 5.1.24 During operation, the impacts on land use are anticipated to be limited. This is because the onshore export cables will be buried. Residual effects associated with changes in land use and permanent loss of land for agriculture during operation have been assessed to be no more than minor adverse. Where any permanent loss of land is incurred, private agreements will be sought with the relevant landowners / occupiers.
- 5.1.25 It is therefore considered that the Onshore Project accords with the requirements of national policy and Local Plan Policies ST14, ST16, DM02, ST10, DM05, and Braunton Neighbourhood Plan draft Policy NE5. This section has justified the need for the project to be located in the Coastal and Estuarine Zone to accommodate its operational purpose.
- 5.1.26 In addition, the design of the White Cross Onshore Substation will ensure that any impact on the character, appearance and tranquillity of the area will be minimal. It is therefore considered that the Onshore Project complies with the requirements of Local Plan Policy ST09.
- 5.1.27 Finally, a portion of the White Cross Onshore Substation site will be located on brownfield land, which supports the precedent for industrial scale development on the site and accords with the principles of Local Plan Policy ST02, which supports the use of brownfield land on the basis of environmental sustainability.

#### Landscape and Visual Amenity

- 5.1.28 Paragraphs 176 and 177 of the NPPF sets out the importance of designated landscape areas, including AONBs. Development within the setting of designated

landscape areas should be sensitively located and designed in order to avoid or minimise adverse impact. Major development located within the AONB should be refused other than in exceptional circumstances, where it can be demonstrated that development is in public interest.

- 5.1.29 Local Plan Policies ST14 and DM08A further establish the importance of landscape designations, making particular reference to the North Devon Coast AONB. The policy sets out that proposals affecting the AONB should be appropriately located and designed to address the sensitivity of the designation and should not interfere with its statutory purposes. Draft Policy NE6 of the Braunton Neighbourhood Plan identifies several protected landscape viewpoints relevant to the Onshore Project. Under this policy, developments will be required to demonstrate that their design, scale, height and mass do not adversely impact the relevant landscape viewpoints.
- 5.1.30 A comprehensive assessment of the landscape and visual impact of the Onshore Project is set out in **ES Chapter 20: Onshore Landscape and Visual Amenity. Visualisation models** (Figures 20.14 to 20.24) have been produced for the proposed Onshore Substation, which illustrates the proposed White Cross Onshore Substation within the existing context.
- 5.1.31 The Onshore Development Area extends across two key landscape designations: the North Devon AONB and the North Devon Heritage Coast. Tapeley Park (Grade II\*) and Saunton Court (Grade II) Registered Park and Gardens are located in close proximity to the Onshore Development Area. The closest above-ground activities to these designations would be the construction compound at Saunton Sands beach car park and Landfall to the west, which would potentially be visible at a range of approximately 0.9km.
- 5.1.32 Several settlements lie either wholly or partly within approximately 1km of the Onshore Development Area, including: Saunton, Braunton, Appledore, Yelland, Instow, and Instow Town. Between 2km and 3km of the Onshore Substation are Bickleton and parts of Fremington.
- 5.1.33 It is acknowledged that the wider area hosts a range of opportunities for leisure and recreation, which are vital to consider in the landscape and visual assessment of the Onshore Project. Notable places of visitor interest located within or in proximity to the Onshore Development Area include:
- Beaches at Saunton Sands to Crow Point, Instow Sands, West Appledore, and Grey Sands Hill;

- Temporary holiday accommodation at Saunton Beach Cabins;
- Saunton Golf Course (Braunton Burrows);
- Braunton Burrows dune system, a UNESCO Biosphere Reserve;
- Braunton Great Field, remnant medieval open strip field system;
- Extensive SSSI which covers much of the Taw-Torridge Estuary, Braunton Burrows and Northam Burrows.

5.1.34 The submitted Landscape and Visual Impact Assessment (LVIA) has assessed the potential effects on onshore landscape through considering impact on a range of visual receptors. The assessment concludes that the landscape would be directly impacted by the Onshore Infrastructure, however the siting and design of the Onshore Project has sought to minimise the removal of landscape elements across the study area. The only above ground component is the Onshore Substation and as a result, permanent impacts to the landscape would be kept to a minimum. This ensures that the character of the area is retained for future benefit. Some likely significant landscape effects have been identified in localised areas, related to the removal of higher sensitivity landscape elements such as taller hedgerows and hedgerow trees along the Onshore Export Cable Corridor and hedgerow trees and individual trees within the White Cross Onshore Substation site area. Sections of hedgerow lost through the construction process would be replanted in-situ. Restrictions to planting over cable easements will, however, prevent hedgerow trees from being replanted over the Onshore Export Cable Corridor, although they may be planted elsewhere in the corridor.

5.1.35 During the construction phase of the development, the LVIA found major-moderate significant adverse landscape character effects within a highly localised area. During the operational and maintenance phase of the development, effects within the same localised area would reduce to moderate significant adverse, where the White Cross Onshore Substation would be a readily apparent feature but in the context of existing built form and electricity infrastructure. No significant effects are found on the Special Qualities of the North Devon Coast AONB, or the North Devon Heritage Coast, as a result of construction of the Onshore Export Cable.

5.1.36 Some potential significant visual effects are found at identified viewpoints during the construction phase, however these effects would be short term and reversible. Significant visual effects are also found during operation in year 0, however in year 15, once mitigation planting has matured, there would be no residual significant effects on views from any of the eleven viewpoints identified in the LVIA. Therefore, any impacts relating to the cable route would be solely

due to the construction phase of the development and therefore, would be temporary.

- 5.1.37 The Onshore Project has demonstrated that it will not result in any significant impact on the North Devon AONB, therefore complying with the requirements of paragraph 176 and 177 of the NPPF. The Onshore Project does not interfere with the statutory purposes of the AONB designation and therefore complies with the requirements of Local Plan Policies ST14 and DM08. It is acknowledged the proposed White Cross Onshore Substation will result in some significant visual effects during the initial stages of the operational phase, however once mitigation planting has matured, there would be no residual significant effects. It is therefore considered that the Onshore Project complies with the requirements of Draft Policy NE6 of the Braunton Neighbourhood Plan.

### Onshore Archaeology and Cultural Heritage

- 5.1.38 The NPPF recognises that heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations. Paragraph 201 states that where a development proposal will lead to 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.
- 5.1.39 Local Plan Policy DM07 further emphasises the importance of conserving and enhancing heritage assets and their settings. The policy states that proposals will only be supported where harm is minimised as far as possible, and an acceptable balance between harm and benefit can be achieved in line with the national policy test. It is noted that Braunton Neighbourhood Plan draft Policy BE5 requires avoidance of harm to heritage assets should be pursued prior to the implementation of any mitigation measures.
- 5.1.40 Opportunities to minimise harm to the historic environment have been sought during the siting process. The siting of the proposed White Cross Onshore Substation and Onshore Export Cable Corridor sought to avoid known heritage assets where possible, within the confines of other environmental and engineering constraints. A comprehensive assessment of the potential impact of the Onshore Project on onshore archaeology and cultural heritage is contained within **ES Chapter 17: Onshore Archaeology and Cultural Heritage**.

- 5.1.41 As set out in **ES Chapter 17: Onshore Archaeology and Cultural Heritage**, the assessment study area undertaken for each heritage asset type is as follows:
- Designated heritage assets study area: 1km buffer either side of the onshore cable corridors merged with a 3km buffer from all sides of the onshore substation zone.
  - Non-designated heritage assets study area: 500m buffer either side of the onshore cable corridors and from all sides of the onshore substation zone.
- 5.1.42 The assessment identified the following designated heritage assets located within the study area:
- Three Scheduled Monuments.
  - 229 Listed Buildings.
  - Two Registered Parks and Gardens.
  - Three Conservation Areas.
  - Two sections of Ancient Woodland.
- 5.1.43 There are two Grade II listed buildings located within the Onshore Development Area: Stile and Flanking Walls 900 Metres South-West of The Great Sluice (List Entry – 1310081) and Stile and Flanking Walls 200 Metres North-East of The Great Sluice (List Entry - 1310084).
- 5.1.44 No designated heritage assets are located within the intertidal zone.
- 5.1.45 338 non-designated historic environment records have been identified within the study area. Of these records, 35 are located within the Onshore Development Area.
- 5.1.46 Some potential impacts on the onshore archaeology and cultural heritage have been identified in the assessment, however it concludes that following the implementation of additional mitigation measures, it is not anticipated that there will be predicted residual effects on the heritage significance of the heritage assets greater than a minor adverse significant effect. The Onshore Project therefore does not exceed the national policy test requirement to demonstrate that harm should be weighed against the public benefits of the proposed scheme.
- 5.1.47 It is concluded that the Onshore Project will result in minimal impact on identified heritage assets and as such, it is considered compliant with the requirements of national policy and the requirements of Local Plan Policies DM07 and ST15. Due to the minimal heritage impact anticipated, the Onshore Project does not exceed the national policy test requirement to demonstrate that harm should be weighed

against the public benefits of the proposed scheme. The siting of the proposed Onshore Export Cable Corridor has been pursued with an “avoidance first” approach and therefore the Onshore Project is considered to be in compliance with the Braunton Neighbourhood Plan draft Policy BE5.

### Ecology and Biodiversity

- 5.1.48 The NPPF sets out extensive commentary on the expectations for conserving and enhancing all aspects of the natural environment. In particular, paragraph 180 sets out the principles of protecting biodiversity, designated sites, and irreplaceable habitats when determining planning applications. Paragraph 181 applies the same level of protection to European Protected Sites.
- 5.1.49 Paragraph 180 of the NPPF further sets out support for the provision of biodiversity net gain (BNG). This paragraph does not set out prescriptive requirements for the provision of biodiversity net gain, but provision is encouraged for all new development. It should be noted that the Environment Act 2021 sets out a mandatory requirement for 10% BNG for all new development (with some exceptions, none of which are applicable to the Onshore Project), which comes into force in November 2023. Draft Policy NE1 of the Braunton Neighbourhood Plan further sets out a minimum 10% BNG requirement for all new development in the Parish.
- 5.1.50 Local Plan Policies ST14 and DM08 further support the principles of the NPPF through setting out expectations to conserve, protect and where possible, enhance, environmental, biodiversity and geodiversity interests. In particular, Policy DM08 highlights the importance of the protection of SACs and SSSIs and requires all new development to avoid adverse impact on existing features as a first principle. Where adverse impacts are unavoidable, any impacts must be proportionately mitigated.
- 5.1.51 The Onshore Development Area is subject to several environmental designations and either partially located within the site boundary or in close proximity. The Onshore Development Area and the surrounding area also hosts a range of protected and notable plant and animal species. A comprehensive assessment of Ecology and Biodiversity is contained within **ES Chapter 16: Onshore Ecology and Ornithology**, **ES Appendix 16.B: Preliminary Ecological Appraisal** and **ES Appendix 16.A: Initial Biodiversity Net Gain Assessment**, as well as the relevant survey data appended to the ES.

- 5.1.52 Environmental designations relevant to the Onshore Development Area are set out in **Section 2.4: Environmental Designations**.
- 5.1.53 A range of habitats have been identified falling within each part of the Onshore Development Area, including: Saunton Sands, Braunton Burrows sand dunes, Saunton Golf Course, Sandy Lane agricultural fields, Braunton Marsh, Taw-Torridge Estuary, Yelland agricultural land, the Yelland substation area, and the Yelland and Braunton access routes. Detailed description of each of these habitat areas and the species they contain can be found in **Chapter 16: Onshore Ecology and Ornithology** and the relevant survey data appended to the ES.
- 5.1.54 A range of protected and notable plant species have been identified in the Onshore Development Area, including: six priority species, eight nationally scarce species, and 62 Devon Notable species. Eight species of invasive species have been identified in the Onshore Development Area.
- 5.1.55 Several records of protected or notable species have been identified within or in close proximity to the Onshore Development Area, including: badger, bats, otter, breeding birds, wintering birds, reptiles and invertebrates. Further detail on the presence of these species are available in **Chapter 16: Onshore Ecology and Ornithology** and the relevant survey data appended to the ES.
- 5.1.56 The assessment contained within the ES chapter establishes the onshore ecological receptors that could be affected (with and without mitigation) as a result of direct and indirect impacts during the construction, operational and decommissioning phases of the development. The residual effects on the majority of receptors during these phases are concluded to be neutral, negligible or minor adverse. The minor residual effects anticipated are: temporary disturbance to birds using the Taw/ Torridge Estuary SSSI; temporary hedgerow loss giving rise to a minor reduction in foraging habitat for bats; and temporary habitat impacts within the Braunton Marsh UWS. The likelihood of an effect on the Braunton Burrows SAC/SSSI is considered to be very low; in the unlikely event that an impact occurred through frac-out, the effect is anticipated to be very localised.
- 5.1.57 The submitted Biodiversity Net Gain Assessment (**ES Appendix 16.A**) sets out the baseline and post-development habitat condition and distinctiveness using the Biodiversity Metric 4.0 User Guide (Natural England, March 2023). Post-development, there is percentage change of -24.22% habitat units, -36.52% in hedgerow units, and -3.03% in watercourse units. The assessment sets out a number of recommendations to overcome the deficit in habitat units, including



the future management of retained habitats, the creation of new hedgerows on field boundaries, and carrying out supplementary planting of existing species-poor hedgerows to increase diversity. Alternative options to overcome the habitat unit deficit include off-site habitat creation and management, potentially through collaboration with third-party organisation, and/or a financial settlement with the Local Planning Authority.

- 5.1.58 It is considered that the mitigation measures proposed seek to mitigate any potential adverse impact on biodiversity, designated sites, and irreplaceable habitats, as per the requirements of paragraph 180 of the NPPF and Local Plan Policies ST14 and DM08. Whilst it is acknowledged that the Onshore Export Cable Corridor extends through the Braunton Burrows SAC/ SSSI, it is considered that this approach is unavoidable and necessary to facilitate the operation of the Onshore Project. Assessment of alternative route options are presented in **ES Chapter 4: Site Selection and Assessment of Alternatives**. Given that routing of the scheme through the SAC/ SSSI designation is unavoidable in the first instance, it has been demonstrated that through the mitigation measures proposed the likelihood of adverse impact is very low. It is therefore demonstrated that the Onshore Project complies with the requirements of Policy DM08 in relation to the protection of designated sites.
- 5.1.59 The Onshore Project commits to a BNG provision of 10% to be provided off-site subject to legal agreements with a third-party landowner. It is therefore considered that the Onshore Project is in compliance with the BNG requirements set out in NPPF paragraph 180 and Local Plan Policies ST14 and DM08. Whilst national and local planning policy has not adopted a prescriptive BNG requirement at the time of submission of this application, the BNG provision meets the mandatory 10% BNG requirement coming into force in November 2023.

### Flood Risk and Drainage

- 5.1.60 The NPPF seeks to ensure that flood risk is considered at all stages of the planning process. Its policies aim to avoid inappropriate development in areas at highest risk of flooding and to direct development away from sensitive areas.
- 5.1.61 Furthermore, Policy ST03 of the Local Plan and draft Policy NE9 of the Braunton Neighbourhood Plan emphasises that development should be designed and constructed to ensure the risks posed to people, land, infrastructure and property from potential climate change hazards, including flood risk, are minimised. This



includes locating and development to minimise flood risk. Draft Policy NE8 of the Braunton Neighbourhood Plan highlights the importance of protecting water quality and ensuring suitable drainage strategies are in place.

- 5.1.62 The Onshore Development Area is largely located within Flood Zone 3a, with small sections of the substation access track located within Flood Zone 2. The landfall and northern part of the Onshore Export Cable Corridor is located in Flood Zone 1. The Onshore Development Area is therefore subject to a varied level of flood risk, with high probability of flooding from rivers and the sea covering the majority of the area. A comprehensive assessment of Flood Risk and Drainage is contained within **ES Chapter 14: Water Resources and Flood Risk** and **ES Appendix 14.C: Flood Risk Assessment**.
- 5.1.63 Paragraph 163 of the NPPF sets out that if it is not possible for development to be located in areas with a lower risk of flooding, the 'Exception Test' may need to be applied. The need for the Exception Test depends upon the potential vulnerability of the site and of the development proposed. Paragraph 164 of the NPPF sets out that all development subject to the Exception Test must demonstrate that:
- The development would provide wider sustainability benefits to the community that outweigh the flood risk.
  - The development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.
- 5.1.64 The Onshore Project is classified as "Essential Infrastructure", which is considered acceptable in Flood Zones 1 and 2. "Essential Infrastructure" development located in Flood Zone 3 is required to pass the Exception Test. Parts of the Onshore Export Cable Corridor and the Onshore Substation are located in Flood Zone 3a and therefore are subject to the Exception Test.
- 5.1.65 **ES Appendix 14.C: Flood Risk Assessment** confirms that the Onshore Project demonstrates compliance with the Exception Test on the basis that the project provides wider sustainability benefits to the community associated with the provision of renewable energy, and that it can be designed such that it would be safe for its lifetime without increasing flood risk elsewhere. The subterranean cable routing will only be at potential risk of flooding during the construction phase. Once operational, the flood risk to the Onshore Export Cable Corridor will have been removed as the ground will have been reinstated. The only above

ground element of the Onshore Project is the substation, which benefits from existing flood defences.

- 5.1.66 **ES Appendix 14.C: Flood Risk Assessment** further identifies small, localised areas of low to medium risk of surface water flooding at the landfall point and along the northern part of the Onshore Export Cable Corridor, which are associated with topographical low points. There are some areas of high risk of surface water flooding along the Onshore Export Cable Corridor, however these areas are actively managed by the Braunton Marsh IDB and as part of the water level management in this area.
- 5.1.67 **ES Appendix 5.D: Outline Drainage Strategy** has been submitted to manage the discharge of surface water at the proposed substation. Surface water drainage requirements will be designed in accordance with best practice and agreed with relevant stakeholders.
- 5.1.68 **ES Appendix 14.C: Flood Risk Assessment** concludes that the Onshore Project is considered to be appropriate in terms of flood risk and is in accordance with the protocol set out in the NPPF and the requirements of Local Plan Policy ST03 and draft Policy NE9 of the Braunton Neighbourhood Plan. The provision of an **Outline Drainage Strategy (ES Appendix 5.D)** ensures that draft Policy NE8 of the Braunton Neighbourhood Plan has been addressed.

#### Traffic and Transport

- 5.1.69 The NPPF states that the environmental impacts of traffic and transport infrastructure should be identified, assessed and mitigated. In addition, Local Plan Policy ST10 outlines the requirements in terms of transport related assessments which should be conducted, while draft Policy BE10 of the Braunton Neighbourhood Plan states that a Transport Statement must be included to demonstrate how the impacts of additional traffic onto the local road network will be mitigated. This requirement ensures that the environmental and social impacts of transport are reduced. Local Plan Policy DM06 sets out that development proposal should provide an appropriate scale and range of parking provision to meet anticipated needs. The Local Plan does not set out parking requirements specific to particular development types.
- 5.1.70 The assessment of the potential traffic and transport impacts of the Onshore Project is provided in **ES Chapter 19: Traffic and Transport**. A **Transport Statement (ES Appendix 19.A)** and **Outline Construction Traffic**

**Management Plan (ES Appendix 19.B)** have also been submitted. Further detail on access arrangements are set out in the submitted **Design and Access Statement**.

- 5.1.71 Traffic and transport impacts have been considered for the construction, operation, maintenance, and decommissioning phases of the development. The range of anticipated impacts and proposed mitigated measures have been informed by consultation with Devon County Council Highways.
- 5.1.72 The construction phase of the development is anticipated to raise impacts related to severance, amenity, road safety and driver delay impacts. It is proposed that these impacts will be mitigated through the submission of a **Construction Traffic Management Plan**, sensitive management of the construction phase to avoid traffic impacts during the busiest times of the year, and the creation of a temporary access from the B3231 to avoid HGVs travelling along narrow local roads.
- 5.1.73 Minimal traffic and transport impacts are anticipated in relation to the operational and maintenance phase of the development. Typically, every two to five years, there will be periodic testing of the cable which involves access to the link boxes along the Onshore Export Cable Corridor. Lightweight vehicles will be used to facilitate maintenance activities to avoid further impact of HGVs on the local road network.
- 5.1.74 Decommissioning strategies for the Onshore Project have not yet been finalised; however, any traffic and transport impacts are anticipated to be minimal and in any event no greater than in the construction phase.
- 5.1.75 A parking area is located adjacent to the substation control building. The proposals include provision of c. 5 car parking spaces designed in accordance with local and national parking space standards. The exact number of car parking spaces will be confirmed at the detailed design stage. The incorporation of a car park in the layout ensures that there is parking provision to meet anticipated needs.
- 5.1.76 It is concluded that traffic and transport impacts of the Onshore Project will be minimal and not significant in EIA terms. The Onshore Project is therefore considered to comply with the requirements of national policy and the requirements of both Local Plan Policy ST10 and draft Policy BE10 of the Braunton Neighbourhood Plan in relation to the mitigation of traffic and transport impacts.

Local Plan Policy DM06 does not set out any prescriptive parking standards, however, noting the small scale of the Onshore Project and the limited number of people accessing the site, the proposed parking provision is considered to be appropriate to accommodate the maintenance activities required at the site.

### Air Quality

- 5.1.77 The NPPF states that developments should not contribute to, be put at unacceptable risk from, or be adversely affected by unacceptable levels of air pollution. Moreover, the NPPF asserts that, wherever possible, development should help to improve local environmental conditions – including air quality.
- 5.1.78 At a local level, Policy ST03 of the Local Plan states that development should be designed and constructed to ensure the risks posed to people, land, infrastructure and property from potential climate change hazards, including air pollution, are minimised. Policy DM02 also states that development will be supported where it does not result in unacceptable impacts to atmospheric pollution, as well as developments that help to deliver improved overall air quality or measures identified within a Local Air Quality Action Plan. Draft Policy BE13 of the Braunton Neighbourhood Plan states that dust and emissions should be controlled through the construction and demolition phases of the development.
- 5.1.79 North Devon District Council has produced a specific SPD on Air Quality, which details the District Council's requirements with regard to assessing the impact of a project on air quality.
- 5.1.80 **ES Chapter 13: Air Quality** provides an in-depth assessment of the potential environmental impacts on air quality arising from the construction and decommission phases of the Onshore Project, as well as any necessary monitoring and/or mitigation measures which could prevent, minimise, reduce or offset the possible environmental effects identified in the EIA process.
- 5.1.81 With embedded mitigation measures incorporated in the design, in line with the Institute of Environmental Management and Assessment (IEMA) guidance, the EIA process concludes that there will be no significant impacts on air quality during the construction and decommissioning phases of the onshore project components.
- 5.1.82 The environmental information and assessment carried out for the onshore elements of the White Cross project demonstrate that there is no conflict with

any of the requirements set out in the NPPF with regards to air quality. Similarly, the proposals are in accordance with the requirements of Local Plan Policies ST03 and DM02, draft Policy BE13 of the Braunton Neighbourhood Plan and the Air Quality SPD.

### Noise and Vibration

- 5.1.83 The NPPF states that development should seek to prevent contributing to or being put at unacceptable risk from unacceptable levels of noise pollution. Paragraph 185 further makes reference to the need to reduce the impact of noise on health and quality of life and protect tranquil areas which have remained relatively undisturbed by noise. Local Plan Policies DM01 and DM02 state that the effects of noise and vibration on sensitive locations should be minimal and development should only be supported where the impacts are not unacceptable.
- 5.1.84 **ES Chapter 18: Noise and Vibration** provides an assessment of the potential noise and vibration impacts of the Onshore Project during the construction, operation and maintenance, and decommissioning phases of the development.
- 5.1.85 The key noise sources anticipated during the construction phase of the development are considered to be construction works located at the landfall point, along the Onshore Export Corridor, and Onshore Substation, and noise associated with off-site construction traffic. It is also anticipated that vibration will occur during the construction phase as a result of the HDD drilling. These impacts are considered to be temporary in nature and will be mitigated through a number of measures secured in the **ES Appendix 5.B: Construction Environmental Management Plan**.
- 5.1.86 It is anticipated that the proposed White Cross Onshore Substation will emit noise during the operational phase. The sound emissions will be present 24/7 with very little fluctuation over time. It is anticipated that embedded mitigation measures included in the detailed design phase for the scheme will minimise the substation sound emissions. With these measures installed, it is considered unlikely that any noise associated with the substation will be perceptible from outside the substation boundary and therefore will not adversely impact the amenity of the surrounding area.
- 5.1.87 No decision has been made regarding the final decommissioning policy for the Onshore Project as it is recognised that industry best practice, technology, rules and legislation change over time. Notwithstanding this, it is anticipated that

decommissioning methods will be similar or of a lesser scale than those deployed for construction and as such the anticipated noise and vibration impacts would likely be similar. Noise sources would likely arise from the decommissioning works and off-site decommissioning traffic. Vibration would likely arise from the decommissioning works. Similar to the construction phase, these works would be temporary in nature and would not result in any long-term noise and vibration impact.

- 5.1.88 The assessment concludes that any noise and vibration impact arising from the Onshore Project are unlikely to be significant. Subject to implementation of mitigation measures and appropriate design detail, it is not considered that the Onshore Project will result in adverse impact on the surrounding environment and as such, it is considered the scheme complies requirements of national policy and the requirements of Local Plan Policies DM01 and DM02.

#### Ground Conditions and Contamination

- 5.1.89 Paragraph 174 of the NPPF sets out the overarching importance of enhancing the natural and local environment, and identifies the protection of soils as a key mechanism through which this can be achieved. Furthermore, Paragraphs 183-185 sets out the importance of understanding the ground conditions of a site prior to development, including any risks arising from land instability and contamination. Local Plan Policy DM02 further states that the siting of new development on land at risk of coastal erosion, land instability or contamination will not be supported unless appropriate remedial, preventative or precautionary measures mitigate risk to an acceptable level.
- 5.1.90 **ES Chapter 12: Ground Conditions and Contamination** provides in-depth commentary on the existing baseline ground conditions of the Onshore Development Envelope. Most notably, several potential sources of contamination are identified throughout the Onshore Development Envelope, including:
- Made Ground associated with existing developments and land uses within the Onshore Export Cable Corridor, the nearby drain/ sewage site, and historical landfill activities.
  - Contamination associated with historical and current military use of Branton Burrows.
  - Present and historical agricultural activities.
  - Contamination associated with historical and present nearby oil/ fuel distributor.

- 5.1.91 The assessment contained within the ES has established that the receptors relating to ground conditions and contamination could be impacted as a result of direct disturbance and mobilisation of existing contamination, introduction of new sources of contamination, and sterilisation of mineral resources during the construction, and operation and maintenance phases of the Onshore Project. However, the residual effects on the receptors following implementation of the proposed mitigation measures are not considered to be significant in EIA terms.
- 5.1.92 Decommissioning arrangements are unknown at present. Decommissioning details will be detailed in a Decommissioning Plan which will be agreed with the relevant consenting body.
- 5.1.93 Subject to implementation of the proposed mitigation measures, it is not considered that the Onshore Project will result in unacceptable impact on ground conditions and soils. It is therefore considered that the Onshore Project is compliant with the requirements of national policy and the requirements of Local Plan Policy DM02.

## 6. Sustainability Statement

6.1.1 In accordance with the requirements of the North Devon and Torridge District Council Local List (November 2022), a **Sustainability Statement** has been prepared to demonstrate how sustainability has formed a key consideration in the development of the proposed scheme.

6.1.2 Given that the Onshore Project comprises EIA development and a comprehensive ES has been submitted which contains in-depth technical assessment of a range of topics, this Sustainability Statement responds to the requirements of the Local List through signposting to the relevant ES chapter. Where applicable, wider application documents have been referenced. This approach has been agreed with NDC prior to submission.

6.1.3 The Local List sets out that consideration should be given to the following topics:

### Water Use

6.1.4 **ES Chapter 14: Water Resources and Flood Risk** presents a detailed assessment of the potential effects on water resources receptors arising from the Onshore Project, as well as highlighting any required mitigation measures to prevent, minimise, reduce or offset the potential environmental effects identified in the EIA process

6.1.5 A full **Water Environment Regulations Compliance Assessment** is presented at **ES Appendix 14.B** which details the impacts on all waterbodies and protected areas under Water Environment (Water Framework Directive) Regulations.

6.1.6 Several mitigation measures have been proposed to secure the sustainability of the proposed scheme from a water use perspective. Key mitigation measures are set out below, with comprehensive details set out in the ES chapter:

- Submission of a **Construction Environmental Management Plan (CEMP)** prior to commencement of construction to ensure that any construction impacts on the environment are minimised. This will include relevant water management measures.
- The River Taw estuary will be crossed using trenchless techniques to avoid direct interaction with the channel and associated statutory designations.



- A buffer zone will be created around the River Taw which will avoid locating any construction compounds, stockpiles and permanent infrastructure in close proximity to a watercourse.
- Submission of a **Pollution Environmental Management Plan** prior to commencement of construction to minimise the likelihood of an accidental release of contaminants and set out procedures for an effective response to any pollution event.
- A Construction Surface Water and Drainage Plan will be developed as part of the **Code of Construction Practice** (CoCP) in agreement with the relevant regulators.
- A written scheme dealing with contamination of any land and groundwater will be submitted and approved by the Local Planning Authority prior to commencement of construction.
- Excavation during the construction phase will be shallow (<2 m) to protect groundwater bodies, except where below road or rail infrastructure and water bodies, where it may be deeper.

#### Materials and Building Fabric

- 6.1.7 Detailed substation design will be submitted to the Local Planning Authority for approval post-submission. The submitted **Design and Access Statement** and **Design Code** set out maximum parameters utilised for the substation design. The design, materials, and building fabric will seek to be reflective of the existing surrounding development.

#### Waste

- 6.1.8 **ES Appendix 5.B: Outline Construction Environmental Management Plan** sets out details of the proposed waste management arrangements during the construction phase. Further detail will be provided following submission of the detailed **Construction Environmental Management Plan**. Generation of on-site waste will be minimised and managed in accordance with the waste hierarchy.
- 6.1.9 **A Materials Management Plan** and **Site Waste Management Plan** will be drafted in advance of construction works to secure the appropriate chemical screening and waste management protocols.

## Pollution

- 6.1.10 **ES Chapter 13: Air Quality** sets out the assessment for air quality and pollution. Subject to implementation of the proposed mitigation measures, it is anticipated that any air quality and pollution impacts would be insignificant.
- 6.1.11 Several mitigation measures have been proposed to secure the sustainability of the scheme from an air quality management perspective. Key mitigation measures are set out below, with comprehensive details set out in the ES chapter:
- All Non-Road Mobile Machinery (NRMM) will use fuel equivalent to ultralow sulphur diesel (meeting the specification within EN590:2004) where practicable.
  - Non-Road Mobile Machinery and plant will be well maintained. If any emissions of dark smoke occur, then the relevant machinery should stop immediately, and any problem rectified.
  - Fuel conservation measures will be implemented for all vehicles on site, including instructions to (i) throttle down or switch off idle construction equipment; (ii) switch off the engines of trucks while they are waiting to access the site and while they are being loaded or unloaded and (iii) ensure equipment is properly maintained to ensure efficient fuel consumption.
  - Where practicable, generators and plant will be located at the greatest distance from identified receptors to reduce the potential for adverse air quality impacts.
- 6.1.12 **ES Chapter 14: Water Resources and Flood Risk** further sets out some mitigation measures to minimise the risk of accidental release of contaminants into waterbodies. These measures are set out in the Water Use section above.

## Health and Wellbeing

- 6.1.13 **ES Chapter 22: Human Health** sets out an in-depth assessment of the potential impacts of the Onshore Project on human health receptors. The chapter considers any necessary monitoring and/ or mitigation measures which could prevent, minimise, reduce or offset the potential impacts identified.
- 6.1.14 Several mitigation measures have been proposed to secure the sustainability of the scheme from a health and wellbeing perspective. Key mitigation measures are set out below, with comprehensive details set out in the ES chapter:
- Commitment to ongoing communication and engagement activities to ensure that visitors to Saunton Sands, and to the recreational routes, are aware of

the timing and extent of construction and/or operation and maintenance activities in the nearshore/ intertidal zone.

- Commitment to undertaking any roadworks outside of the summer to minimise disruption to local residents.
- Retention of access to Saunton Sands and to surrounding recreational routes, during construction, operation, and maintenance.

### Ecology

- 6.1.15 **ES Chapter 16: Onshore Ecology and Ornithology**, and the accompanying **ES Appendix 16.B: Preliminary Ecological Appraisal (Onshore Export Cable Corridor)** and **ES Appendix 16.A: Initial Biodiversity Net Gain Assessment**, set out an in-depth assessment of the potential impacts of the Onshore Project on onshore ecology and ornithology. The Chapter also accounts for biodiversity net gain commitments and makes the relevant considerations for designated sites.
- 6.1.16 **ES Chapters 10 – 13** undertake further assessment of any potential impact associated with marine ecology, including fish and shellfish ecology, marine mammal and marine turtle ecology, and offshore ornithology.

### Resilience to Climate Change

- 6.1.17 **ES Chapter 23: Climate Change** assesses the impact of the project on climate change. The ES chapter includes a climate change resilience assessment, which considers the resilience of the design and infrastructure and project effects of climate change over the lifespan of the Onshore Project.

### Flood Risk

- 6.1.18 **ES Chapter 14: Water Resources and Flood Risk** and **ES Appendix 14.C: Flood Risk Assessment** present a detailed assessment of the potential effects on flood risk receptors arising from the Onshore Project. The chapter demonstrates compliance with the Exception Test for elements of the Onshore Project that are located in Flood Zone 3a

### Local Renewable and Low Carbon Energy

- 6.1.19 The Onshore Project directly facilitates the generation of local renewable and low carbon energy. **ES Chapter 23: Climate Change** includes a greenhouse gas

assessment which concludes that the scheme would be beneficial to lowering carbon emissions. The greenhouse gas assessment focussed on minimising greenhouse gas emissions through the IEMA GHG Management Hierarchy which is to eliminate, reduce, substitute, and compensate. Each of the four steps is considered and justification is provided as to how the project has ensured that the impact of the project is minimised in terms of GHG emissions.

## Transport

- 6.1.20 **ES Chapter 19: Traffic and Transport** sets out the assessment of traffic and transport related impacts. A **Transport Statement (ES Appendix 19.A)** and **Outline Construction Traffic Management Plan (ES Appendix 19.B)** have also been submitted.
- 6.1.21 Several mitigation measures have been proposed to secure the sustainability of the scheme from a transport perspective. Key mitigation measures are set out below, with comprehensive details set out in the ES chapter:
- Submission of a **Construction Traffic Management Plan** prior to commencement of the construction phase which will set out measures to control and monitor HGV movements during the construction phase.
  - Temporary haul roads will be erected to eliminate the need for HGVs to access narrow local roads during the construction phase.

## 7. Conclusions

- 7.1.1 This planning statement has provided an overview of the onshore elements of the White Cross Offshore Windfarm, for which planning permission is sought. It provides the wider context of the White Cross Offshore Windfarm and sets out the legal and policy context within which the application will be assessed and decided.
- 7.1.2 This planning statement has sought to identify and signpost the necessary information and assessments submitted as part of the application to assist NDC in undertaking their decision-making duties.
- 7.1.3 As set out in **Section 3: Need Case for the Scheme** of this planning statement, there is a clear national commitment to the acceleration of investment into offshore wind technologies, with the UK government seeking to deliver up to 50GW of energy generated by offshore wind projects by 2030, including up to 5GW of innovative floating offshore wind. The White Cross Offshore Windfarm project forms part of a suite of small-scale Test and Demonstration projects supported by The Crown Estate, which provide an important opportunity to development new floating wind technology in order to support commercial-scale ambitions in the Celtic Sea. The project therefore holds a key role in providing vital lessons learned for the development of floating offshore wind technologies, but will also make a 100MW contribution to the 5GW floating offshore wind target.
- 7.1.4 **Section 5: Planning Assessment** of this planning statement makes an assessment of the Onshore Project against development plan, as required by Section 38 (c) of the Town and Country Planning Act 1990 (as amended). Supported by technical assessment contained within the ES and other supporting application documents, this planning statement sets out how appropriate consideration has been given to potential impacts and effects of the Onshore Project and how they have been avoided, minimised or mitigated where required. It has been demonstrated across all technical topic areas that the Onshore Project will not give rise to significant environmental impact. Where minor environmental impact is anticipated, it is considered that the public benefit of the wider project outweighs the minor environmental harm caused.
- 7.1.5 This planning statement concludes that the Onshore Project of the White Cross Offshore Windfarm satisfies the requirements of national, regional and local

planning policy and should therefore be consented by the Local Planning Authority.



# White Cross Offshore Windfarm Design and Access Statement

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## Glossary of Acronyms

<b>Acronym</b>	<b>Definition</b>
<b>AOD</b>	Above Ordnance Datum
<b>AONB</b>	Area of Outstanding Natural Beauty
<b>ES</b>	Environmental Statement
<b>ha</b>	Hectare
<b>km</b>	Kilometre
<b>km<sup>2</sup></b>	Square kilometre
<b>m</b>	Metre
<b>NPS</b>	National Policy Statement
<b>PPG</b>	Planning Practice Guidance
<b>WCOWL</b>	White Cross Offshore Windfarm Limited

## Glossary of Terminology

Defined Term	Description
<b>Export Cable Corridor</b>	The area in which the export cables will be laid, either from the Offshore Substation or the inter-array cable junction box (if no offshore substation), to the NG Onshore Substation comprising both the Offshore Export Cable Corridor and Onshore Export Cable Corridor.
<b>Landfall</b>	Where the offshore export cables come ashore
<b>the Onshore Project</b>	The Onshore Project for the onshore TCPA application includes all elements onshore of MLWS. This includes the infrastructure associated with the offshore export cable (from MLWS), landfall, onshore export cable and associated infrastructure and new onshore substation (if required).
<b>the Project</b>	The Project is a proposed floating offshore windfarm called White Cross located in the Celtic Sea with a capacity of up to 100MW. It encompasses the project as a whole, i.e. all onshore and offshore infrastructure and activities associated with the Project.
<b>Transition joint bay</b>	Underground structures at the Landfall that house the joints between the offshore export cables and the onshore export cables
<b>White Cross Offshore Windfarm</b>	Up to 100MW capacity offshore windfarm including associated onshore and offshore infrastructure
<b>White Cross Offshore Windfarm Limited</b>	White Cross Offshore Windfarm Limited (WCOWL) is a joint venture between Cobra Instalaciones Servicios, S.A., and Flotation Energy Ltd
<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.

## 1. Introduction

### 1.1 Purpose of the Design and Access Statement

- 1.1.1 This Design and Access Statement (DAS) has been prepared to support the planning application for the Onshore Project. Full planning permission is sought for the Onshore Project, which comprises the following elements:

*Full planning permission for the construction and installation of onshore electrical infrastructure required to export electricity from the White Cross Offshore Wind Farm to the national distribution network; including installation of 132kV underground electricity transmission cable(s) from landfall at Saunton Sands Car park to a new substation at East Yelland. Construction of temporary facilities required during construction to include haul road, vehicular access, compounds, associated works areas and a permanent substation access road. Construction of a new substation under the Rochdale Envelope principle with additional information regarding architectural form and silhouette, design code, scale and layout, landscaping, lighting, and appearance and materials.*

- 1.1.2 A full description of development is set out in **ES Chapter 5: Project Description** of the submitted Planning Statement.
- 1.1.3 This DAS sets out details of the scheme design, focusing on the following three key elements of the Onshore Project:
- Landfall point;
  - Cable route corridor;
  - White Cross Onshore substation.
- 1.1.4 The proposed White Cross Onshore Substation and associated infrastructure forms the only above-ground element of the scheme and therefore forms the focus of this DAS. High-level commentary is provided on the Landfall Point and Onshore Export Cable Corridor, which will be sub-terranean during the operational phase of the development.
- 1.1.5 This DAS sets out a contextual appraisal of the proposed White Cross Onshore Substation site (“the substation site”) and surrounding area and details how the scheme design has sought to respond to these factors. Furthermore, this DAS provides detail of the temporary and permanent access arrangements to accommodate the construction and operational phases of the development. No

decision has been made in relation to the decommissioning phase of the development. A decommissioning plan will be prepared and submitted the Local Planning Authority for approval at the relevant time.

- 1.1.6 The principles and concepts contained within this DAS are based upon maximum parameters. Detailed design for the substation site will be submitted to North Devon Council for approval post-determination of this planning application.
- 1.1.7 This DAS should be read in conjunction with the submitted Design Code, which sets out several design principles for the approval of detailed design of the proposed substation site.

## 1.2 Design Code

- 1.2.1 This DAS is supported by a Design Code (DAS **Appendix B**), which has been submitted to North Devon Council for approval as part of this application. The Design Code sets out several design principles for the approval of the detailed design of the proposed substation site.
- 1.2.2 The detailed design of the substation site will be informed by the principles set out in the submitted DAS and Design Code.

## 1.3 Rochdale Envelope and consultation with North Devon Council

### Rochdale Envelope

- 1.3.1 Substations comprise highly complex operational systems which are designed by specialist contractors on a site-by-site basis. Due to the complexities of the component parts and their operational requirements, the detailed design of the substation is commonly unknown at the point of submission of a planning application and therefore flexibility is required in the planning application terms of design, scale, layout and appearance.
- 1.3.2 It is therefore commonplace for developments of this nature to adopt a “Rochdale Envelope” approach, whereby the proposed development is determined on the basis of maximum parameters. The need for flexibility in energy infrastructure projects is identified in National Policy Statements EN-1 (Energy) and EN-3 (Renewable Energy Infrastructure) with the caveat that all potentially significant effects of the proposed development should be properly assessed.

### Consultation with North Devon Council

- 1.3.3 Following a meeting with North Devon Council on 21st June 2023, it was agreed that full planning permission should be sought for the Onshore Project with a “Rochdale Envelope” approach used for the design elements of the proposed White Cross Onshore Substation. Submission of detailed design information and subsequent approval from North Devon Council will be required to discharge relevant planning condition or conditions attached to the planning approval.
- 1.3.4 During the meeting, it was agreed that a Design Code would be submitted to support the DAS. The Design Code can be found at **Appendix B** and sets out specific design principles for the substation site, which will form the basis for the detailed design.

## 1.4 Structure of this DAS

- 1.4.1 This DAS pursues the following structure:
- **Chapter 2:** Contextual Analysis
  - **Chapter 3:** Scheme Design Evolution
  - **Chapter 4:** Scheme Design
  - **Chapter 5:** Access
  - **Appendix A:** Planning Policy Context
  - **Appendix B:** Design Code

## 2. Contextual Analysis

### 2.1 Introduction

- 2.1.1 This section undertakes a desk-based contextual analysis of the wider development site (“the site”) and surrounding area. It was considered vital to understand the site’s visual context prior to the design stage for the Onshore Project. As such, design cues have been identified from the surrounding context to ensure that the design of the Onshore Project is in keeping with the site’s existing setting and appearance.
- 2.1.2 Given that the proposed White Cross Onshore Substation forms the only above-ground element of the development and will therefore result in the greatest visual impact during the operational phase of the development, this contextual analysis focuses only on the proposed substation site (“the substation site”).

### 2.2 Site and Surrounding Area

- 2.2.1 The substation site measures a maximum of 5,300sqm. The substation site currently comprises shrub and vegetation and includes an area of brownfield land that was formerly part of the gas storage facility. Mature trees line the northern boundary, which screens the site from the Tarka Trail cycle path running adjacent to the northern boundary of the site **(Photo 1)**.

***Photo 1: View of the substation site from Tarka Trail to the north-east, illustrating the surrounding mature vegetation. (ES LVIA Viewpoint 1)***





2.2.2 To the east of the substation site lies a former Flogas industrial site (“the industrial site”) which comprises several industrial and storage units. Several commercial units are located to the south-east of the substation site (**Photo 2**).

**Photo 2: View of the substation site from the Tarka Trail to the north-west, illustrating the adjacent industrial site and commercial units. (ES LVIA Viewpoint 2)**



2.2.3 To the north of the substation site lies the National Grid Electricity Distribution East Yelland substation, which comprises extensive outdoor electrical equipment. The substation is well screened by dense vegetation. Further north-east lies the former Yelland Quay, which is subject to a planning approval for residential mixed-used development (LPA ref: 60823). Construction is yet to commence for this scheme.

2.2.4 The wider area largely comprises flat agricultural fields (**Photo 3**), with the Local Centres of Yelland, Fremington and Instow located to the south. A solar farm and associated infrastructure is located c.240m to the south of the substation site.

**Photo 3: View of the substation site from the south-west, illustrating the surrounding agricultural fields. (ES LVIA Viewpoint 6)**



## 2.3 Scale and Massing

- 2.3.1 The adjacent industrial site largely comprises single to double storey industrial units set alongside extensive hardstanding and car parking. Most recently, two new industrial units were consented in 2018 (application ref. 64305) which comprise two large warehouse blocks. The construction of the new industrial units is complete. The new industrial units are of a similar height, measuring 6.9m to the ridge and 5.5m to the eaves (application ref. 64305 and 62076) **(Photo 4)**.

**Photo 4: The new industrial units located adjacent to the substation site. (ES LVIA Viewpoint 3)**



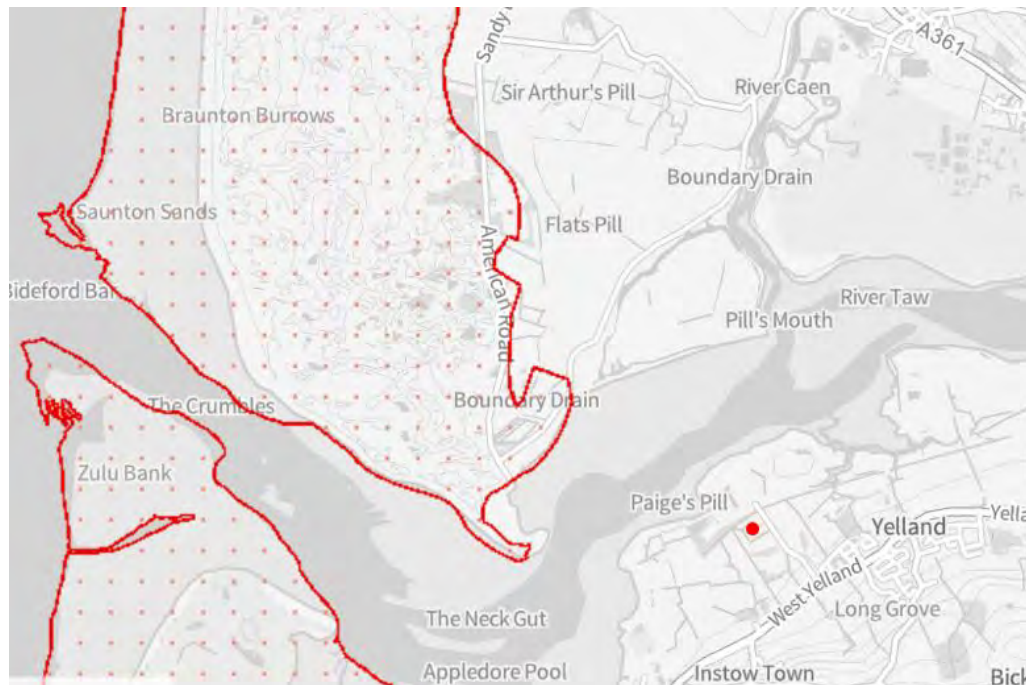
- 2.3.2 The National Grid East Yelland substation comprises largely outdoor electrical equipment sited on extensive hardstanding. The only building onsite comprises a single storey flat roof substation control building in a rectangular block form (c. 340sqm building footprint).

## 2.4 Landscape Designations

- 2.4.1 The boundary of the North Devon Area of Outstanding Natural Beauty (AONB) is located c. 1.4km west of the site, at the Crow Point peninsula **(Figure 1)**. The intersecting land uses between the substation site and the AONB boundary largely comprise flat agricultural fields, however extensive landscaping surrounding East Yelland substation provide effective screening of the existing

substation and industrial uses, thus reducing the risk of potential adverse landscape and visual impact.

**Figure 1: Location of the AONB boundary (indicated in red outline) in relation to the White Cross Onshore Substation site (indicated by the red marker). (Source: Defra Magic Maps, 2023)**



## 2.5 Landscaping

- 2.5.1 The site benefits from mature trees and hedgerows lining the northern boundary of the site. Further shrub and hedgerow are located to the south of the site and on nearby field boundaries.
- 2.5.2 The National Grid Electricity Distribution East Yelland substation to the north and the solar farm to the south utilise dense vegetation for natural screening from the surrounding area.

## 2.6 Appearance and Materials

- 2.6.1 The surrounding industrial buildings are of neutral appearance. The buildings are predominantly single storey with flat roofs. They are constructed in varying tones

of brick. PVC has been used to add detailing on some of the buildings including for panelling, windows and the roofs. The buildings are generally well maintained with very little signs of damage **(Photos 2 and 4)**.

- 2.6.2 The adjacent industrial buildings (application ref. 64305) consist of brickwork plinth with a grey-white profile cladding and gull grey colours picking out the specific details on the buildings. Condition 3 of the decision notice sets out that a darker roof colour is required to differentiate between the walls and the roof of the proposed building in the interests of the visual amenities of the locality. Merlin grey is suggested.
- 2.6.3 The East Yelland substation comprises largely outdoor electrical equipment and therefore present limited design cues. The single storey substation control building at the East Yelland substation is largely of a neutral brick appearance.
- 2.6.4 Security fencing runs throughout the adjacent industrial site, providing clear boundaries between each of the units. The security fencing is of varying appearance, but largely comprises palisade fencing or chain link fencing both of a metal material. Some of the security fencing is supported by concrete posts.
- 2.6.5 Security lighting is located around the industrial site. The exact lighting specification is unknown, however it is considered likely that this will comprise continuous security lighting given that the majority of buildings on site appear to be manned.

## 3. Scheme Design Evolution

### 3.1 Introduction

- 3.1.1 Several iterations of scheme design were considered throughout the evolution of the Onshore Project. These considerations largely focused on the layout of the substation site. This section details the scheme design evolution and sets out justifications for the design changes pursued.

### 3.2 Landfall

- 3.2.1 The landfall point has been carefully selected to take account of engineering, planning and environmental constraints. The landfall point will be sub-terranean and as such limited design considerations were made during the scheme design evolution. Any design considerations will be engineering-based to facilitate the operation of the Onshore Export cables.

### 3.3 Cable Routing

- 3.3.1 The Onshore Export Cable Corridor route has been carefully selected to take account of engineering, planning and environmental constraints. The cable routing will be sub-terranean and as such limited design considerations were made during the scheme design evolution. Any design considerations will be engineering-based to facilitate the operation of the Onshore Export cables.

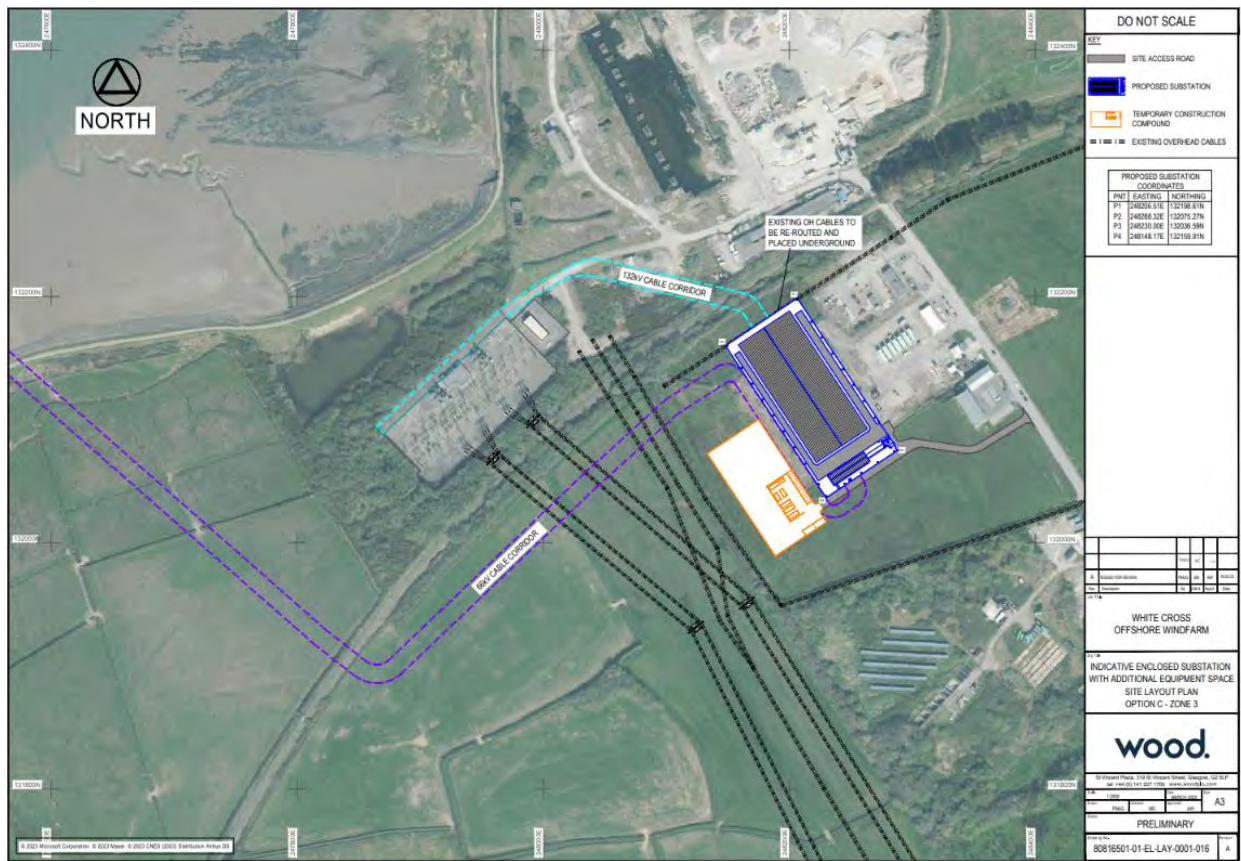
### 3.4 Substation

- 3.4.1 Extensive consideration has been given to the design of the White Cross Onshore Substation. A key priority in the design evolution of the substation was securing a balance between facilitating the operation of the Onshore Project and minimising potential adverse visual impact on the surrounding area. The three iterations of the proposed substation layout are detailed below.
- 3.4.2 All layout options comprise a larger Substation building containing the electrical equipment required for the operation of the Onshore Project (“the Substation building”) and a smaller building containing the control equipment (“the Control Room”).



## Layout Option 1

**Figure 2: Layout Option 1**

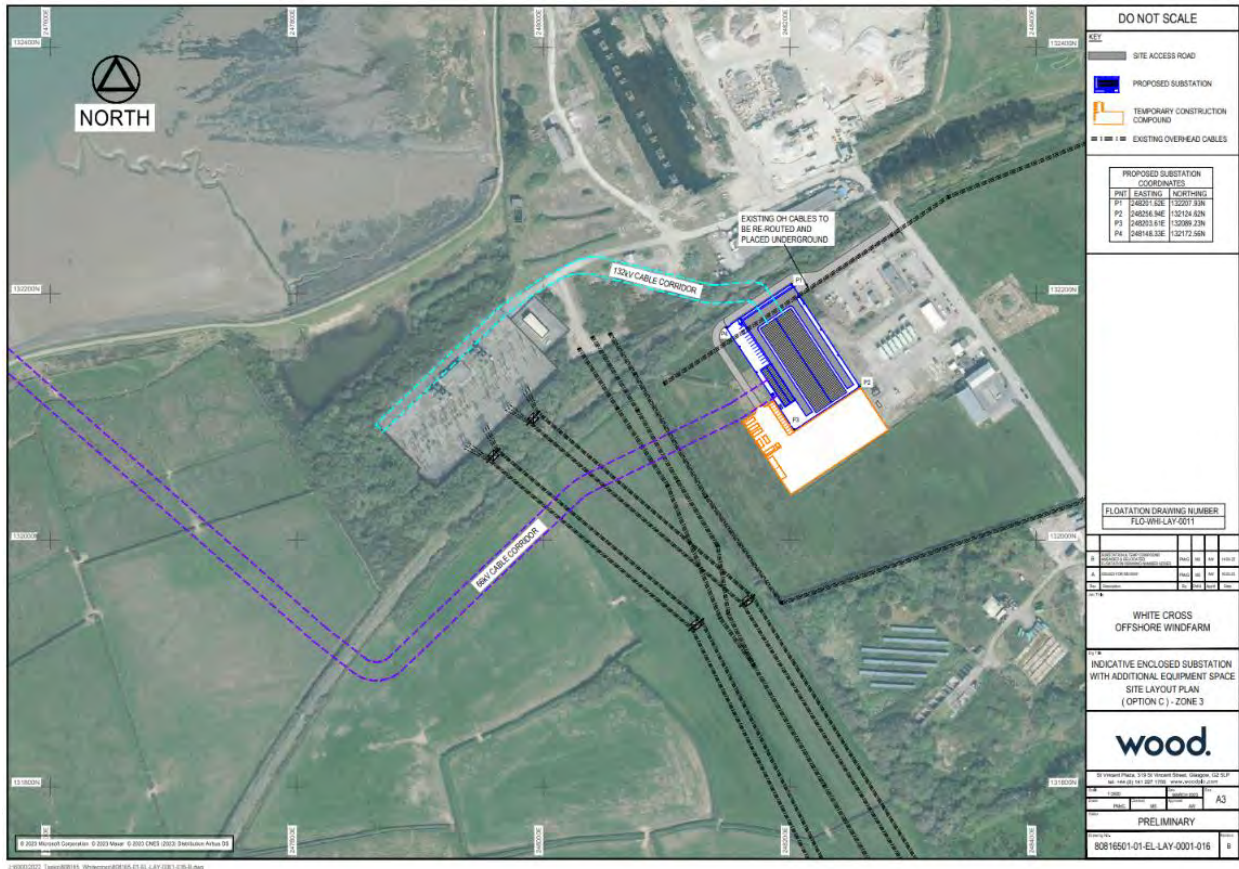


- 3.4.3 The initial substation layout positioned the White Cross Onshore Substation at a north-south orientation adjacent to the western boundary of the existing industrial site. The substation building would occupy the majority of the compound, with the smaller Control Room located to the south. Access to the site would be gained via a new road located to the south of the industrial site.
- 3.4.4 It was considered that locating the White Cross Onshore Substation as close as possible to the boundary of the industrial site would reduce its visual impact due to the clustering of similar development type. Locating the White Cross Onshore Substation in this manner would also increase the intervening distance between the Onshore Project and the nearby AONB designation.
- 3.4.5 However, it was considered that the location of the substation building may result in adverse visual impact given its size and its dominance of the overall site compound. Furthermore, it was considered a new access road may not be

required and use of the existing road network at this location should be explored.

### Layout Option 2

**Figure 3: Layout Option 2**



- 3.4.6 Layout Option 2 retained the north-south orientation of the White Cross Onshore Substation adjacent to the western boundary of the existing industrial site, however the size of the substation building was reduced. The Control Room was located to the west of the building. Parking spaces to accommodate maintenance personnel were included on the western portion of the site. This iteration utilises an existing access to the north of the adjacent industrial site, which would be extended to provide access to the substation site.
- 3.4.7 The reduction of the substation building size sought to improve potential adverse visual impact and reduce overall dominance of the development. The location of the smaller Control Room building on the western portion of the site

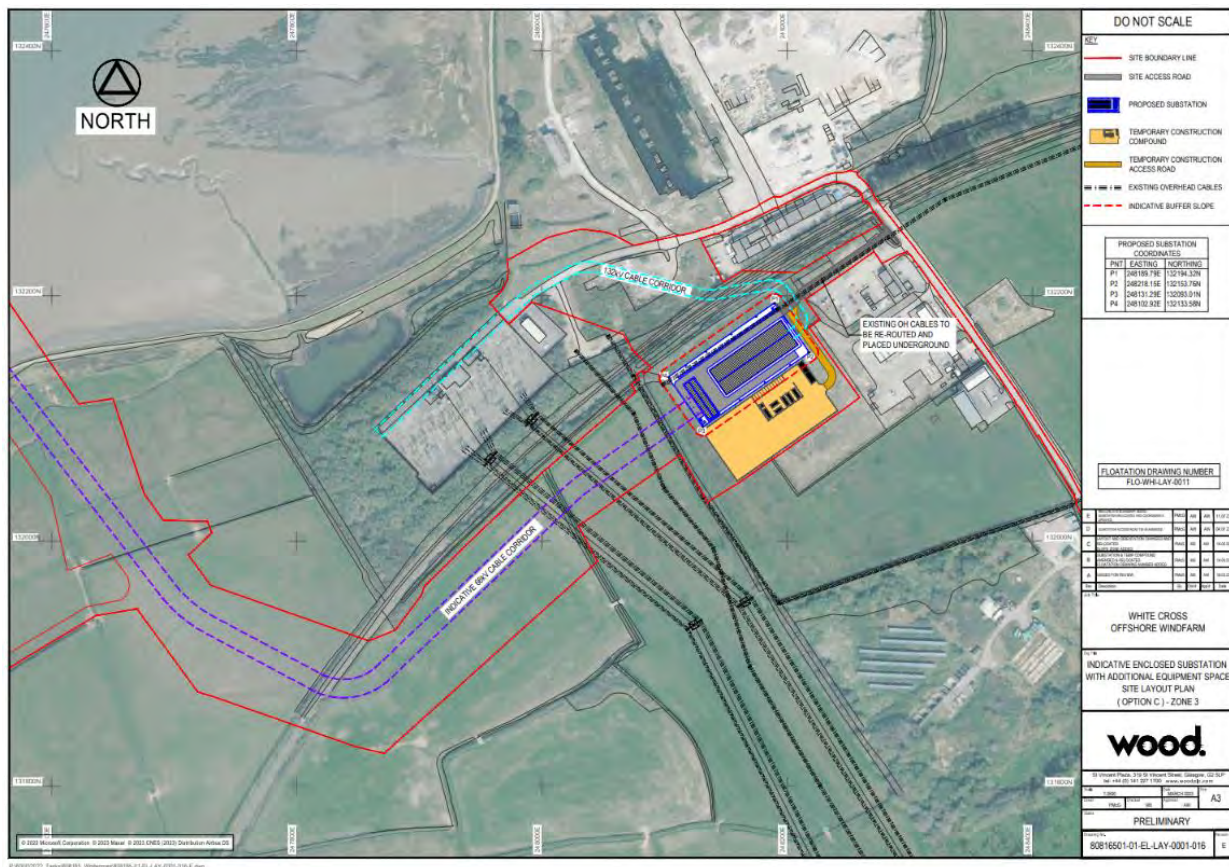


creates a gradual “stepped” massing to the overall development, further reducing visual impact of the built form.

- 3.4.8 It was considered preferable to utilise the existing access point to the north of the industrial site, as this would reduce impact on the undeveloped land to the south and make best and most efficient use of existing infrastructure. Inclusion of car parking spaces within the substation site compound facilitates the operation of the Onshore Project as it enables occasional maintenance personnel to park on site, therefore reducing the potential for on-road parking on the existing road leading to the industrial site.

### Layout Option 3

**Figure 4: Layout Option 3**



- 3.4.9 Layout Option 3 sought to change the orientation of the White Cross Onshore Substation to an east-west orientation, with a further reduction of the size of the substation building. The control room building remains to be located on the



west side of the site with parking spaces directly adjacent. The existing access to the north of the adjacent industrial site is retained.

- 3.4.10 The re-orientation of the substation site was pursued to largely accommodate the proposed attenuation pond to the south of the site however, it is considered that this layout has further benefits from a visual amenity perspective. It is considered that the change in orientation reduces cumulative built mass of the White Cross Onshore Substation and adjacent industrial site through fragmenting the overall pattern of development.
- 3.4.11 Layout Option 3 comprises the selected scheme design to pursue as part of this planning application. Further detailed commentary on the layout of the site is provided in **Section 4**.

## 4. Scheme Design

### 4.1 Introduction

4.1.1 This section details the scheme design for the proposed landfall point, cable routing and White Cross Onshore Substation and sets out justification for the parameters chosen. This section should be read alongside the following design information submitted as part of this application:

- Onshore Substation Indicative Designs (ES Appendix 5.E)
  - Figure 1 Floor Plan: Indicative GIS Enclosed Substation with Additional Equipment Space (Option A)
  - Figure 2 Elevation and Cross Section Drawings: Indicative GIS Enclosed Substation with Additional Equipment Space (Option A)
  - Figure 3 Layout Plan: Indicative GIS Enclosed Substation with Additional Equipment Space (Option A)
  - Figure 4 Floor Plan: Indicative AIS Enclosed Substation (Option B)
  - Figure 5 Elevation and Cross Section Drawings: Indicative AIS (Option B)
  - Figure 6 Layout Plan: Indicative AIS Enclosed Substation (Option B)
  - Figure 7 Floor Plan: Indicative AIS Enclosed Substation with Additional Equipment Space (Option C)
  - Figure 8 Elevation and Cross Section Drawings: Indicative AIS Enclosed Substation with Additional Equipment Space (Option C)
  - Figure 9 Layout Plan: Indicative AIS Enclosed Substation with Additional Equipment Space (Option C)
- Outline Landscape and Ecology Mitigation Plan (ES Figure 20.13)
- Outline Construction Traffic Management Plan (ES Appendix 13.B)
- Outline Drainage Strategy (ES Appendix 5.C)
- Proposed Traffic Access Plan (ES Appendix 19.A Figure 1)
- LVIA Visualisations (ES Figures 20.14 to 20.24)

4.1.2 The design of the Onshore Project has been informed by the contextual analysis set out in Section 2: Contextual Analysis. The design of the Onshore Project has been developed and assessed in accordance with the planning policy context set out in **Appendix A** of this document.

4.1.3 With regards to the proposed White Cross Onshore Substation design, three options have been produced to accommodate varying functional and operational requirements. The exact functional and operational requirements are unknown at this stage and will be determined following the instruction of a contractor post-

consent. The proposed White Cross Onshore Substation design will partly be informed by the detailed design of the offshore elements of the Project due to the functional requirements of the equipment proposed.

- 4.1.4 **ES Figures 20.14 to 20.24 LVIA Visualisations** provides model visualisations of the proposed Onshore Substation in the context of the existing environment using the worst case option for the substation design.

## 4.2 Landfall

- 4.2.1 The Landfall point will come ashore at Saunton Sands car park. The Offshore Export Cable will be connected to the Onshore Export Cable via the transition joint bay. All Landfall infrastructure will be sub-terranean during the operational phase of the development and therefore will not be visible. As such, no further commentary on landfall design will be provided in this section.
- 4.2.2 Construction at the landfall may result in some loss or removal of vegetation. Any vegetation lost or removed will be reinstated.

## 4.3 Cable Routing

- 4.3.1 The cable routing will extend to a length of 8km with a temporary working corridor width of up to 30m. All cable routing will be sub-terranean and will therefore not be visible during the operational phase of the development. As such, no further commentary on cable design will be provided in this section.
- 4.3.2 Construction of the Onshore Export Cable Corridor may result in some loss of vegetation. The construction of temporary access routes will result in loss at hedgerow at the B3231 Saunton Road and Sandy Lane. Any vegetation and hedgerow lost or removed will be reinstated.

## 4.4 Substation

- 4.4.1 The design of the White Cross Onshore Substation is contingent on the substation design specification chosen by the selected contractor post-consent. Due to the complexity of the electrical components, the exact substation design is unknown at the point of submission. Given that the different electrical components will

alter the design requirements of the White Cross Onshore Substation, it was therefore considered necessary to present three potential substation layout options to accommodate each potential design scenario. The final design of the White Cross Offshore Wind Farm will influence the type of electrical equipment (transformers, filters, static compensators) required for the White Cross Onshore Substation and the cooling system (air cooled vs gas cooled) that is used.

- 4.4.2 The parameters of the three designs for the substation are considered within this DAS, however, the assessment contained within this DAS and the wider application focuses upon Option C, as this comprises the maximum parameters for all substation options proposed. All three proposed substation designs utilise the same design principles in terms of indicative amount, scale, massing, orientation, appearance, and materials. The proposed substation designs only differ in relation to building footprint parameters. It is therefore considered that in demonstrating that Option C is compliant with the Local Plan requirements, it is considered that Options A and B would also be acceptable given that they comprise a smaller building footprint and would therefore be of a lesser visual impact. The approach to the design of the substation site is analysed thematically in the sections below. An overview of the White Cross Onshore Substation parameters are set out in Table 3.3.

**Table 3.3 Onshore substation construction parameters**

<b>Onshore Substation Parameters*</b>	<b>Option A</b>	<b>Option B</b>	<b>Option C</b>
<b>Substation Compound Footprint (including Substation Building, Control Room, and Outdoor Access)(sqm)</b>	4750	5000	5300
<b>Substation Building Footprint (permanent including maintenance activities)(sqm)</b>	1398	1560	1704
<b>Substation Control Room Footprint (permanent including maintenance activities) (sqm)</b>	315	315	315
<b>Maximum Substation Building height (m)</b>	10	10	10
<b>Maximum Substation Control Building height (m)</b>	5	5	5

- 4.4.3 To comply with the requirements set out in the submitted Flood Risk Assessment, the White Cross Onshore Substation will have a finished floor level of 6.73mAOD (300mm above the 6.43mAOD Still Water Level). This is applicable to all proposed substation design options.

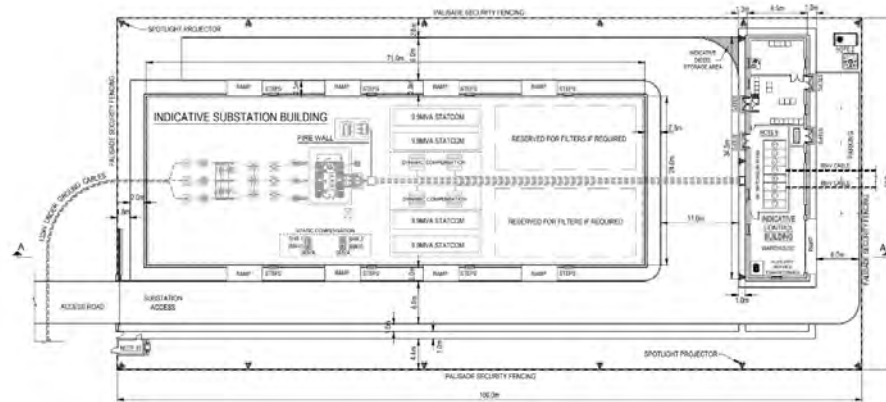
#### Indicative Amount

- 4.4.4 The maximum area of the buildings and outdoor equipment surrounded by the security fencing would measure a maximum of 5300sqm. The application site comprises of two buildings: the larger building (measuring a maximum of 1704sqm) comprises the substation, and the smaller building (measuring a maximum of 292sqm) comprises substation control. The site compound will be enclosed with palisade security fencing.
- 4.4.5 The following elements and equipment will be located within the operational footprint for the White Cross Onshore Substation:
- Control building – housing the main switchgear, auxiliary service transformer, and offices.
  - Substation building – housing the main equipment including:
    - Shunt reactors.
    - Static Synchronous Compensators (STATCOM), Static Var Compensator (SVC) or equivalent.
    - Transformers.
    - Harmonic filters.
  - Associated connections between equipment via busbar and cabling. Including buried earthing system.
  - Access road.
  - Ancillary infrastructure such as a car park and storage areas for other plant/equipment.
  - Security fence, internal drainage and lighting.

#### Layout

- 4.4.6 The substation site comprises two buildings. The larger of the two buildings (the substation building) is orientated on an east-west axis across the site, whilst the smaller of the two buildings (the control room) is orientated on a north-south axis **(Extract 1)**.

***Extract 1: Proposed site layout (formal plan submitted separately)***



- 4.4.7 The larger of the two buildings (measuring a maximum of 1704sqm) comprises the substation building, which will house the electrical equipment required for the operation of the facility. The substation building will be set upon a 600mm waterproof foundation. The substation building can be accessed via large entrances (maximum 8), which will be used to accommodate the movement of equipment into the substation building. Movement of this equipment is accommodated by ramps located at the entrance to each doorway. It should be noted that the substation site will not be manned during the operational phase other than for maintenance purposes.
- 4.4.8 The smaller of the two buildings (measuring a maximum of 292sqm) comprises the substation control building. This building will be used to house the switchgear and auxiliary service transformer. The building will be accessed via a large entrance to accommodate the movement of equipment. As above, it should be noted that the substation site will not be manned during the operational phase other than for maintenance purposes. It is industry standard for substation buildings to be unmanned.
- 4.4.9 A parking area is located adjacent to the substation control building. The proposals include provision of a maximum 5 car parking spaces designed in accordance with local and national parking space standards. The exact number of car parking spaces will be confirmed at the detailed design stage. The incorporation of a car park in the layout ensures that there is parking provision to meet anticipated needs. Local Plan Policy DM06 does not set out any

prescriptive parking standards, however, noting the small scale of the development and the limited number of people accessing the site, the proposed parking provision is considered to be appropriate to accommodate the maintenance activities required at the site.

- 4.4.10 A diesel storage area is proposed in the south-west corner of the substation site. Two water tanks are located underground adjacent to the substation control building. The requirements of these storage areas are not confirmed at this stage and therefore remain indicative at the point of submission. Ancillary development, including storage areas, will be confirmed at the detailed design stage.
- 4.4.11 The proposed substation site will be surrounded by palisade security fencing with spotlight projector lighting located around the perimeter. Further commentary on fencing and lighting is set out in the relevant sections below.
- 4.4.12 During the construction phase of the development, a temporary construction compound will be located to the south of the proposed substation site with a temporary construction access road adjoining the proposed access road into the site. The construction compound will be removed and remediated following completion. The construction compound will measure up to 3,500sqm and will house portable offices, welfare facilities and stores. The construction compound will be constructed by laying a geotextile membrane or similar directly on top of the subsoil which will have stone spread over the top of it to a depth of approximately 350mm.
- 4.4.13 The site further accommodates appropriate landscaping and drainage arrangements to facilitate the operation of the scheme, whilst also softening the visual appearance of the site. Further detail on these elements are set out in the appropriate sections below.
- 4.4.14 The layout of the site has been designed to secure efficient use of the site. It is not proposed to utilise any surplus site area beyond what is required to accommodate the function and operation of the proposed substation. Option C illustrates the worst-case scenario for the proposed substation site area, however smaller site areas have been considered through the design of Options A and B.
- 4.4.15 The Onshore Project will be designed to be appropriate and sympathetic to its setting in terms of the layout and therefore would be compliant with Local Plan Policies ST04 and DM02. The incorporation of a car park in the layout ensures that there is parking provision to meet anticipated needs. Local Plan Policy DM06

does not set out any prescriptive parking standards, however, noting the small scale of the development and the limited number of people accessing the site, the proposed parking provision is considered to be appropriate to accommodate the maintenance activities required at the site. The proposed parking provision is considered to be appropriate to maintenance activities associated with the site and are therefore considered to be compliant with the requirements of Policy DM06 of the Local Plan.

### Scale and Massing

- 4.4.16 The proposed White Cross Onshore Substation buildings pursue a rectangular block form utilising simple building lines. This is reflective of the contextual building form observed from the adjacent industrial site and East Yelland substation.
- 4.4.17 The White Cross Onshore Substation building has a pitched roof which measures a maximum 10 metres in height at its ridge and a maximum 8 metres in height at the eaves. The proposed substation control building has a flat roof which measures a maximum 5 metres in height. It is acknowledged that the proposed buildings would be of a greater scale than some of the adjacent industrial buildings and the East Yelland substation, however the proposed scale is considered necessary to accommodate the optimal operation of the substation. The proposed height of the building seeks only to accommodate the electrical equipment and does not propose to utilise any surplus or unnecessary height. The potential visual impact of the proposed buildings will be mitigated through a number of measures outlined in the subsequent sections of this DAS.
- 4.4.18 The White Cross Onshore Substation operations have been divided into two buildings – the substation building and the substation control building. It is considered that this approach reduces the overall built form of the Onshore Project, as the massing will be fragmented. The difference in the two building heights is further considered to create a “stepped” massing, which further reduces the visual massing of the substation site **(Photo 5)**.



**Photo 5: View of the White Cross Onshore Substation from the north-west, illustrating the “stepped” massing of the Substation building and Control Room building. (Submitted Elevation Viewpoint 1, 15 years vegetation growth).**



4.4.19 The Onshore Project will be designed to be appropriate and sympathetic to its setting in terms of the scale, massing and height and therefore would be compliant with Local Plan Policies ST04 and DM02. It is acknowledged that the height of the proposed substation is greater than that of its surrounds, however this is considered necessary to facilitate its operations. The built form of the White Cross Onshore Substation has sought to reflect that of the adjacent industrial site and therefore it is considered that the Onshore Project would not result in a defining characteristic of the wider fabric, character, and quality of the landscape **(Photo 6)**. The Onshore Project has therefore successfully achieved the aims of Policy ST16. The Onshore Project has also been designed to minimise visual impacts by ensuring that scale and mass of any buildings or equipment does not exceed functional requirement, and therefore would be compliant with draft Policies BE1 and BE4 of the Braunton Neighbourhood Plan.

**Photo 6: View of the White Cross Onshore Substation from the east, within the context of the existing industrial site (Submitted Elevation Viewpoint 3, 15 years vegetation growth).**



## Landscaping

- 4.4.20 In order to minimise the visual impact of the White Cross Onshore Substation, the landscaping proposals incorporate a mix of existing and new landscaping.
- 4.4.21 The proposed landscaping is considered to screen the White Cross Onshore Substation from its surrounds for the lifetime of the development. **ES Chapter 20: Landscape and Visual Impact Assessment** confirms there may be some adverse visual impact resulting from the White Cross Onshore Substation during operation year 0, however in year 15, once mitigation planting has matured, there would be no residual impact. The landscaping will further screen the proposed substation from the nearby AONB and Tarka Trail recreational route.
- 4.4.22 The landscaping species selection will be subject to input from an ecologist to ensure that the proposals are appropriate for the locality. It is proposed that the landscaping selected will provide connectivity and transition to existing vegetation in the surrounds.
- 4.4.23 An attenuation basin is proposed to the south of the White Cross Onshore Substation site to facilitate drainage. The attenuation basin will be incorporated into the proposed grassland landscaping. It is considered that the incorporation of landscaping and drainage features will soften and screen the overall appearance of the substation site.
- 4.4.24 The Onshore Project will be designed to be appropriate and sympathetic to its setting in terms of landscaping and therefore would be compliant with Local Plan

Policies ST04 and DM02. The Onshore Project is incorporating planting around the substation site ensuring that visual impacts are being mitigated as per draft Policy BE4 of the Braunton Neighbourhood Plan.

## Drainage

- 4.4.25 Details of the proposed drainage scheme are described in the Outline Drainage Strategy submitted with this application. The Onshore Substation consists of a total of 0.64ha of newly introduced impermeable area. A SuDs Strategy (inclusive of an attenuation basin proposed to the south of the site) has been designed to manage the surface water and reducing flood risk, however, this is still subject to consents and approval.

## Lighting

- 4.4.26 External lighting is being included as part of the Onshore Substation. There will be a maximum of twelve spotlight projector lights positioned around the perimeter of the proposed substation site. A further maximum four spotlight projector lights measuring approximately 8 meters in height will be positioned on either side of the two substation buildings to illuminate the accessways.
- 4.4.27 The final design of the lighting for the Onshore Substation will be completed as part of the detailed design for the substation, therefore at this stage the full details are unknown. The final design of all exterior lighting will be completed in accordance with the Institution of Lighting Professionals (ILP) Guidance Note 01/21: The Reduction of Obtrusive Light.
- 4.4.28 Internal lighting will be designed to allow safe movement of personnel and safe operation of equipment, where practicable all of the lights will be LED type with the lighting levels in accordance with British Standard EN12464-1:2021. They will be operated by wall switches adjacent to doorways, including outside at the entrance to rooms and/or at more than one doorway if appropriate, and will incorporate a 4-hour timer manual override switch. All emergency lighting will be designed in accordance with British Standards EN5266-1:2016.
- 4.4.29 Exterior lighting, including perimeter and site lighting, will be required to allow safe access and emergency egress for personnel (including from buildings) and safe operation of equipment during the winter months. A lower level of lighting will also be required to remain overnight for security purposes:

- Maintained average illuminance 6.0 lux at ground level.
- Minimum maintained point illuminance 2.5 lux at ground level.

4.4.30 For the perimeter lighting the luminaires shall, where practicable, be LED type with directable light output to minimise light pollution. Exterior site lighting to buildings shall incorporate IP65 wall mounted LED luminaires which will be controlled via integral PIR motion detectors.

### Security/ Fencing

4.4.31 Palisade security fencing will surround the perimeter of the site. The use of this fencing type is reflective of the adjacent industrial site.

### Appearance and Materials

4.4.32 The proposed materials and appearance of the substation has not yet been determined. It is proposed that the materials and appearance will be in keeping with the finding of the contextual analysis set out in Section 2 of this DAS.

4.4.33 It is proposed that the principal colour of cladding material on the substation building external walls should be light grey, with an earth tone (for example, Kingspan Grey White (RAL 9002), Gull Grey (RAL 240 80 05), or Goosewing Grey (RAL 080 70 05)).

4.4.34 To help reduce the perceived massing of the substation building, the use of two shades of colour in horizontal bands on external walls will be used. The upper band of colour should have a lighter shade, with the lower band darker.

4.4.35 The colour and tone of facing or engineering brickwork will be grey/ light brown, with complimentary mortar, to simplify the overall appearance of the substation building and reflect the colour of winter vegetation in the immediate context. The same brickwork and mortar colours will be used for the substation control building.

4.4.36 The colour and shade of the roof material should be similar to the prevailing use of natural grey slate used in nearby residential areas.

4.4.37 A Design Code (**Appendix B**) has been submitted to establish the design principles of the proposed substation, including selection of colour(s) and

material(s). Full details of the final appearance would be confirmed through submission and discharge of planning conditions.

- 4.4.38 The Onshore Project will be designed to be appropriate and sympathetic to its setting in terms of the layout and therefore would be compliant with Local Plan Policies ST04 and DM02.

## 5. Access

### 5.1 Introduction

- 5.1.1 This section sets out the access arrangements for the Onshore Project. This includes consideration of temporary construction access and operational access. All access routes are detailed in the submitted **Transport Assessment (ES Appendix 19.A)**. No decision has been made on decommissioning at this stage. Decommissioning access arrangements will be detailed in a Decommissioning Plan to be prepared and submitted to the Local Planning Authority at the relevant time.

### 5.2 Early works access

- 5.2.1 In advance of the main construction activity, access will be required to undertake survey activities and other early works to finalise mitigation and construction methodologies. Early works access would be very short term in nature, requiring limited personnel and material/ plant deliveries. All early works access routes will be reinstated following completion of the construction phase of the development, the early works access are shown in the submitted Proposed Traffic Access Plan (**ES Appendix 19.A Figure 1**).

### 5.3 Construction access

- 5.3.1 Due to the remote location of the Onshore Project, temporary construction access is proposed to alleviate pressures on the surrounding road network. A total of 9 construction accesses and crossings are proposed, of which 3 access and 2 crossings will be used by all project vehicles (including heavy goods vehicles). The remaining 4 would only be used by light goods vehicles or for emergency access during construction. It is proposed that all but one of the construction accesses will be temporary, which will be removed and reinstated following completion of construction. One construction access road will be retained to provide permanent access to the White Cross Onshore Substation site (see **Section 5.4** below).
- 5.3.2 An **Outline Construction Traffic Management Plan (OCTMP) (ES Appendix 19.B)** has been prepared and submitted with the planning application. The OCTMP contains the control measures and monitoring procedures for managing the potential traffic and transport impacts of constructing the Onshore Project.

Temporary access routes are shown in the submitted Proposed Traffic Access Plan (**ES Appendix 19.A Figure 1**).

## **5.4 Operational access**

- 5.4.1 Upon completion of the construction works there will be a requirement for periodic visits to the White Cross Onshore Substation. The construction access route, as mentioned above, to the White Cross Onshore Substation will be retained as a permanent access to the site. The carriageway would measure 7.5m in width and would allow for two-way traffic flows.
- 5.4.2 Access to the White Cross Onshore Substation will be required to undertake routine checks and carry out maintenance. The substation site will not be permanently manned.
- 5.4.3 In addition to the permanent access road, small internal access roads will be located between the substation buildings to facilitate access to the buildings and outdoor electrical equipment for regular inspections, maintenance and unplanned repairs should they be required. There will be c. 5 car parking spaces within the site compound which will be used for maintenance staff.



# White Cross Offshore Windfarm Design and Access Statement Appendix A: Planning Policy Context



## **A. Planning Policy Context**

### **A.1 Introduction**

- 5.4.4 This Appendix sets out the relevant national and local planning framework against which the Onshore Project has been assessed. This includes the National Planning Policy Framework (NPPF), the Planning Practice Guidance, National Policy Statements, and the Local Development Plan.

### **A.2 National Planning Policy**

#### **National Planning Policy Framework**

- 5.4.5 The National Planning Policy Framework (NPPF) 2021, sets out the Government's planning policies for England and how these should be applied within Local Planning Authorities to enable the delivery of sustainable development. The NPPF identifies well-designed places as a vital social component of sustainable development.
- 5.4.6 Paragraph 97 of the NPPF states that the layout and design of developments, should be informed by the most up-to-date information available from the police and other agencies about the nature of potential threats and their implications. This includes appropriate and proportionate steps that can be taken to reduce vulnerability, increase resilience and ensure public safety and security.
- 5.4.7 Paragraph 110 of the NPPF states that the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code.
- 5.4.8 Paragraph 125 of the NPPF states that area-based character assessments, design guides and codes and masterplans can be used to help ensure that land is used efficiently while also creating beautiful and sustainable places.
- 5.4.9 Section 12 of the NPPF provides an overview of the expectations of achieving well-designed places. Good design is identified as a key aspect of sustainable development. Developments should ensure that they function well and add to the overall quality of the area, are visually attractive and sympathetic to the surrounding built environment and landscape setting.

- 5.4.10 Paragraph 134 of the NPPF states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes.

### Planning Practice Guidance

- 5.4.11 The PPG on Design: Process and Tools sets out advice related to the design of new development. The PPG sets out that DASs should be used for outlining the narrative for the design approach and design rationale for the scheme. A DAS should demonstrate how the local character of an area has been taken into account and how design principles will be applied to achieve high quality design. The DAS should concisely set out how the proposal is a suitable response to the site and its setting, taking account of baseline information. This DAS, in the view of the Applicant, sufficiently satisfies all of these requirements from the PPG.

### National Design Guide

- 5.4.12 The National Design Guide outlines the Government's priorities for well-designed places in the form of ten characteristics. The three key characteristics of particular relevance to the Onshore Project are:
- 5.4.13 **Context:** Context relates to the location of the development and the attributes of its immediate, local and regional surroundings. Well-designed places should be based on an understanding of the surrounding context. This includes understanding the landscape character and how natural features are retained or incorporated into the new development.
- 5.4.14 **Built Form:** Built form focuses on the interrelationship between all the elements within an area. Well-designed places use an appropriate mix of building types, forms and scale of buildings and public spaces reflective of the surrounding context to create a coherent form of development in keeping with the existing environment. Well-designed places should also be resource efficient and consider climate change mitigation and adaptation methods.
- 5.4.15 **Resources:** Well-designed places and buildings should conserve natural resources including land, water, energy, and materials. The design should respond to the impacts of climate change by being energy efficient and minimising carbon emissions to meet net zero by 2050. New development should

be fit for purpose and adaptable over time, reducing the need for redevelopment and unnecessary waste.

### National Policy Statements

- 5.4.16 It is acknowledged that whilst national planning policy provides useful overarching design principles for consideration in the design of new development, some of these principles may not be entirely applicable to energy infrastructure development. The National Policy Statements (NPS) on Energy sets out targeted design advice for energy infrastructure development. These are intended to be relied upon by nationally significant infrastructure projects (NSIPs). The Project is not an NSIP, however due to the size and nature of the Project, the NPSs are still a relevant material consideration.
- 5.4.17 EN-1 (Overarching National Policy Statement for Energy) identifies a range of criteria for “good design” for energy infrastructure. EN-1 acknowledges that high quality and inclusive design extends beyond aesthetic considerations to include the functionality of the object, fitness for purpose, and sustainability. It is further acknowledged that the nature of much energy infrastructure development will often limit the extent to which it can contribute to the enhancement of the quality of the surrounding area. As such, applicants are encouraged to demonstrate consideration for the functionality and aesthetics of the new development as far as possible and set out consideration of alternative design proposals.
- 5.4.18 EN-3 (Renewable Energy Infrastructure) and EN-5 (Electricity Networks Infrastructure) each acknowledge the importance of mitigating potential adverse impacts of the Onshore Project including landscape and visual amenity, noise, and effects on ecology.

## A.3 Local Planning Policy

### North Devon and Torridge Local Plan 2011-2031 (adopted 2018)

- 5.4.19 The North Devon and Torridge Local Plan sets out a range of policies to support the delivery of sustainable development and growth across the region. The sections below set out the key policies relating to design.

- 5.4.20 **Policy ST04: Improving the Quality of Development** states that developments 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 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.
- 5.4.21 **Policy ST16: Delivering Renewable Energy and Heat** states that low carbon energy generating development (other than wind energy) will be supported in the landscape character types where landscape sensitivity is best able to accommodate them, assessed in accordance with the Councils' Landscape Sensitivity Assessments and by the landscape's sensitivity to accommodate the scale of development. The policy goes on to state that renewable and low carbon energy development (other than wind energy) will be supported where it can demonstrate that the cumulative impact of operational, consented, and proposed development on landscape character does not become a significant or defining characteristic of the wider fabric, character and quality of the landscape. Whilst it is noted that this policy makes exclusions for wind energy development, the supporting text clarifies that this exclusion applies only to onshore wind development. It is therefore considered that this policy is applicable to the Onshore Project.
- 5.4.22 **Policy DM04: Design Principles** states that 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 to support the creation of successful places and respond to the challenges of climate change. Design proposals need to be 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. Part (h) states that development proposals should incorporate adequate and well-integrated car parking into new development proposals.
- 5.4.23 **Policy DM06 Parking Provision** states that development proposals will be expected to provide an appropriate scale and range of parking provision to meet anticipated needs. Proposals should maximise opportunities to integrate access to public transport provision and to encourage safe walking and cycling. The Local Plan does not set out parking requirements specific to particular development types.

5.4.24 **Policy DM08A: Landscape and Seascape Character** states that 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) should have regard to their statutory purposes including to ensure that their landscape character and natural beauty are conserved and enhanced. Proposals affecting the North Devon Coast AONB should have regard to their statutory purposes including to ensure 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.

## A.4 Material Considerations

### Braunton Neighbourhood Plan (Regulation 17 Examination)

- 5.4.25 The Braunton Neighbourhood Plan was submitted to North Devon Council for Examination on 14th November 2022. Until the point at which the Neighbourhood Plan is made, it does not form part of the development plan but carries some material weight in the determination of the planning application. The following policies are relevant considerations in the design of the Onshore Project.
- 5.4.26 **Policy BE1 Built Character and Accessibility** states that all developments should be of high-quality design, complementing the local vernacular, enhancing visual amenity and minimising any adverse impacts on the built environment and neighbouring amenity. For proposals to be considered high quality in the Braunton Parish context, they should respond positively to the principles set out in the National Design Guide and Code.
- 5.4.27 **Policy BE4 Adoption of Appropriately Scaled Renewable Energy** states 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 if the proposal is sensitively sited and there are no adverse impacts on landscape character, seascape, wildlife habitats and biodiversity, or it can be demonstrated that impacts can be satisfactorily mitigated.

5.4.28 **Policy BE10: Vehicle Movement Assessments** states that all new major housing, employment and retail developments which are likely to generate additional vehicle movements should demonstrate, as part of a Transport Assessment/ 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. Whilst this policy does not specifically state its relevance to industrial development, assessment of vehicular movement is considered vital in assessing the impacts of this scheme.



# White Cross Offshore Windfarm DAS Appendix B: Substation Design Code

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## Glossary of Acronyms

<b>Acronym</b>	<b>Definition</b>
<b>DAS</b>	Design and Access Statement
<b>ES</b>	Environmental Statement
<b>ha</b>	Hectare
<b>km</b>	Kilometre
<b>LPA</b>	Local Planning Authority
<b>MLWS</b>	Mean Low Water Springs
<b>MW</b>	Megawatts
<b>NDC</b>	North Devon Council
<b>NG</b>	National Grid
<b>NPS</b>	National Policy Statement
<b>PPG</b>	Planning Practice Guidance
<b>TCPA</b>	Town and Country Planning Act

## Glossary of Terminology

Defined Term	Description
<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>the Onshore Project</b>	The Onshore Project for the onshore TCPA application includes all elements onshore of MLWS. This includes the infrastructure associated with the offshore export cable (from MLWS), landfall, onshore export cable and associated infrastructure and new onshore substation (if required).
<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.

## 1. Introduction

### 1.1 Introduction to this Design Code

- 1.1.1 This Design Code has been prepared to support the submitted Design and Access Statement (DAS) for the White Cross Offshore Windfarm project, as agreed in consultation with North Devon Council (NDC) in June 2023. This Design Code applies only to the White Cross Onshore Substation element of the Onshore Project as it is the only element of the scheme which is located above ground and will therefore be visible.
- 1.1.2 The Design Code defines a clear and comprehensive suite of principles which will be used to underpin the detailed design of the substation post-consent. These principles should be read in conjunction with the submitted DAS, which sets out the contextual analysis for the design of the Onshore Project.
- 1.1.3 As discussed in the DAS, detailed design of the White Cross Onshore Substation is yet to be determined due to the complexities of the component parts and their operational requirements. As such, various technical details remain uncertain, which will have implications for the size, layout, and appearance of the substation. To address this, the “Rochdale Envelope” approach has been used to develop the Design Code for the proposed substation, based on maximum parameters.

### 1.2 Purpose of this Design Code

- 1.2.1 NPS EN-1 acknowledges that energy infrastructure development is limited in the extent to which it can contribute to enhancing the character and quality of an area. Nonetheless, it is considered important that the design of the proposed White Cross Onshore Substation seeks to avoid and minimise potentially adverse impact on the surrounding landscape and its designations, as well as creating a development which is sympathetic to local context. As such, this Design Code has been prepared to guide the future detail design of the proposed White Cross Onshore Substation.

Guidance on the production of design codes was published by the Office for Place in June 2023, which states:

*"A design code is a set of design requirements for the physical development of a site or area. It is made up of rules that are clear, specific and unambiguous..."*

*"Design codes are important because they provide a framework for creating healthy, safe, beautiful, green, environmentally responsive, sustainable and distinctive places, with a high and consistent standard of design. This can provide greater certainty for communities about the design of development and bring conversations about design to the start of the planning process, rather than the end."*

- 1.2.2 Further guidance contained within the Planning Practice Guidance (PPG) (Design: Tools and Processes) sets out that design codes are often used to illustrate design requirements to guide subsequent reserved matters applications for outline planning applications. Whilst it is acknowledged that the White Cross Onshore Project comprises a full planning application, the use of the "Rochdale Envelope" approach for the proposed substation element is considered comparable to that commonly found in outline planning applications. Following agreement with NDC it was therefore considered valuable to submit a Design Code to secure the design principles for proposed White Cross Onshore Substation.

## 2. The Design Code

- 2.1.1 The following Design Code principles are presented by element – such as architectural form/scale, landscaping, lighting and appearance/materials. The principles have been identified with regard for national and local planning policy and to the existing character of the local area; as well as potential landscape, visual and heritage impacts.
- 2.1.2 The Design Code does not dictate the design of the proposed White Cross Onshore Substation site, but rather offers comprehensive design guidance. Adherence to each of the principles in isolation may not equate to an acceptable overall solution and, crucially, the Design Code should not unnecessarily restrict opportunities for innovation.
- 2.1.3 For instance, it may be deemed appropriate to propose deviations from the Design Code during design development, as long as the overall benefit justifies any variation from the Code, and the following key principles are not compromised:
1. The siting boundary and maximum dimensions of the proposed substation are fixed and cannot be altered; and
  2. Innovation which deviates from the Code must be justified as advantageous and agreed as acceptable by NDC.
- 2.1.4 As previously discussed, the Design Code principles should also be read in conjunction with Design and Access Statement (DAS), which sets out the contextual analysis for the design of the Onshore Project.
- 2.1.5 Design measures adopted concerning the landscape character are detailed in **ES Chapter 20 (Onshore Landscape and Visual Amenity)**. Detailed design will commence post-consent.

### 2.2 Design Principles for the Onshore Substation

- 2.2.1 White Cross Offshore Wind Limited will develop the detailed design of the onshore substation through implementation of the following design principles:

#### A. Architectural Form and Silhouette

- A1. Exterior design of buildings should be simple rather than complex in form and elevation, to ensure the development does not become a significant or defining characteristic of the wider fabric, character and quality of the landscape.
- A2. All buildings should be of high-quality design and within the defined maximum parameters, complementing the local vernacular and minimising any adverse impacts on the built environment and neighbouring amenity.
- A3. Buildings should offer a clean and unbroken silhouette from all external viewpoints.
- A4. The substation building should not exceed 10 metres at its tallest point (See Elevation and Cross Section Drawing ref. FLO-WHI-LAY-0010).
- A5. The substation control building should not exceed 5 metres at its tallest point (See Elevation and Cross Section Drawing ref. FLO-WHI-LAY-0010).
- A6. All development should respond to the impacts of climate change by being energy efficient and minimising carbon emissions to meet net zero by 2050. This includes being fit for purpose and adaptable over time, reducing the need for redevelopment and unnecessary waste.
- A7. The substation building roofscape should comprise a pitched roof (See Elevation Drawing and Cross Section ref. FLO-WHI-LAY-0010).
- A8. The substation control building roofscape should comprise a flat roof. (See Elevation and Cross Section Drawing ref. FLO-WHI-LAY-0010).

## B. Scale and Layout

- B1. Design should be appropriate and sympathetic to setting in terms of scale, density, massing, height, layout and relationship to buildings and landscape features in the local area.
- B2. The Onshore Project should comprise a maximum of two buildings (the Substation building and the Control Room building) to reduce the built form within the substation compound (See Plan ref. FLO-WHI-LAY-0009).
- B3. All electrical equipment should be enclosed within the substation buildings.
- B4. The maximum parameter for the operational footprint of the onshore substation compound is 5300sqm.
- B5. Where possible, buildings should be orientated and articulated to minimise the perceived bulk/massing of the buildings and to take advantage of existing and proposed landscape screening.

## C. Landscaping

C1. Landscaping activities should be in accordance with the submitted Outline Landscape and Ecological Management Plan, and any detailed iterations which are submitted post-consent.

C2. The proposed landscaping should increase the screening of the substation in sensitive views, and provide a connection between different vegetation.

C3. All cable routing should be sub-terranean and will therefore not be visible during the operational phase of the development. Any area which has been impacted by the construction of the cable underground should be reinstated with appropriate hedgerow plants and scrub/groundcover planting.

## D. Lighting

D1. The amount of lighting on site should not exceed 14no.

D2. All external lighting should not exceed the maximum height of the substation building.

D3. The final design of all exterior design should be completed in accordance with the Institution of Lighting Professionals (ILP) Guidance Note 01/21: The Reduction of Obtrusive Light.

D4. Exterior lighting should incorporate IP65 wall mounted LED luminaires which will be controlled via integral PIR motion detectors.

D5. Internal lighting should be designed to allow safe movement of personnel and safe operation of equipment.

D6. Where practicable, all internal lighting should be LED type with the lighting levels in accordance with British Standard EN12464-1:2021.

D7. All internal lighting should incorporate a 4-hour timer manual override switch.

D8. All emergency lighting will be designed in accordance with British Standards EN5266-1:2016.

D9. Overnight security lighting should have a minimum maintained point illuminance of 2.5 lux at ground level and should not exceed a maintained average illuminance of 6.0 lux at ground level.

D10. Where practicable, perimeter lighting should comprise LED type lighting with directable light output to minimise light pollution.



D11. There will be a maximum of 14 spotlight projectors located on the site. 12 of the spotlight projectors are permitted on the perimeter of the substation site.

## E. Appearance and Materials

E1. Buildings should be constructed in durable materials which are resilient to climate change.

E2. Buildings should be constructed in materials complimentary to that of the surrounding industrial and commercial development, which incorporates the use of brickwork and cladding.

E3. Exterior design and colours (including hue and tone) for the buildings should be identified based on the surrounding landscape and built form context. Design and colours should be appropriate to these surroundings and seek to simplify the visual appearance of the buildings, as opposed to creating contrast or design feature.

E4. The principal colour of cladding material on the Substation Building external walls should be light grey, with an earth tone (for example, Kingspan Grey White (RAL 9002), Gull Grey (RAL 240 80 05), or Goosewing Grey (RAL 080 70 05)).

E5. To help reduce the perceived massing of the Substation Building, the use of two shades of colour in horizontal bands on external walls should be used. The upper band of colour should have a lighter shade, with the lower band darker.

E6. The colour and tone of facing or engineering brickwork should be grey/ light brown, with complimentary mortar, to simplify the overall appearance of the Substation Building and reflect the colour of winter vegetation in the immediate context. The same brickwork and mortar colours should be used for the Substation Control Building.

E7. The colour and shade of the roof material should be similar to the prevailing use of natural grey slate used in nearby residential areas.

## F. Security and Access

F1. Security of the site should be ensured through the provision of palisade fencing around the site perimeter.

F2. The palisade fencing should be of a neutral colour and sympathetic to the existing surrounds.



# White Cross Offshore Windfarm Statement of Community Involvement

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## Glossary of Acronyms

<b>Acronym</b>	<b>Definition</b>
<b>BNG</b>	Biodiversity Net Gain
<b>DCO</b>	Development Consent Order
<b>EIA</b>	Environmental Impact Assessment
<b>ES</b>	Environmental Statement
<b>GW</b>	Gigawatts
<b>HDD</b>	Horizontal Directional Drilling
<b>HRA</b>	Habitats Regulation Assessment
<b>km</b>	Kilometre
<b>LPA</b>	Local Planning Authority
<b>MHWS</b>	Mean High Water Springs
<b>MLWS</b>	Mean Low Water Springs
<b>MW</b>	Megawatts
<b>NDC</b>	North Devon Council
<b>NPPF</b>	National Planning Policy Statement
<b>NSIP</b>	Nationally Significant Infrastructure Project
<b>OWL</b>	Offshore Wind Ltd
<b>PPA</b>	Planning Performance Agreement
<b>SAC</b>	Special Area of Conservation
<b>SSSI</b>	Site of Special Scientific Interest
<b>TCPA</b>	Town and Country Planning Act
<b>UK</b>	United Kingdom
<b>WTG</b>	Wind Turbine Generator

## Glossary of Terminology

Defined Term	Description
<b>Agreement for Lease</b>	An Agreement for Lease (AfL) is a non-binding agreement between a landlord and prospective tenant to grant and/or to accept a lease in the future. The AfL only gives the option to investigate a site for potential development. There is no obligation on the developer to execute a lease if they do not wish to.
<b>Applicant</b>	White Cross Offshore Windfarm Limited
<b>Cumulative effects</b>	The effect of the Onshore Project taken together with similar effects from a number of different projects, on the same single receptor/resource. Cumulative Effects are those that result from changes caused by other past, present or reasonably foreseeable actions together with the Onshore Project.
<b>Department for Energy Security and Net Zero (DESNZ)</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>Engineer, Procure, Construct and Install</b>	A common form of contracting for offshore construction. The contractor takes responsibility for a wide scope and delivers via own and subcontract resources.
<b>Environmental Impact Assessment (EIA)</b>	Assessment of the potential impact of the proposed Project on the physical, biological and human environment during construction, operation and decommissioning.
<b>Export Cable Corridor</b>	The area in which the export cables will be laid, either from the Offshore Substation or the inter-array cable junction box (if no offshore substation), to the NG Onshore Substation comprising both the Offshore Export Cable Corridor and Onshore Export Cable Corridor.
<b>Front end engineering and design</b>	Front-end engineering and design (FEED) studies address areas of windfarm system design and develop the concept of the windfarm in advance of procurement, contracting and construction.
<b>Generation Assets</b>	The infrastructure of the Project related to the generation of electricity within the windfarm site, including wind turbine generators, substructures, mooring lines, seabed anchors and inter-array cables
<b>High Voltage Alternating Current</b>	High voltage alternating current is the bulk transmission of electricity by alternating current (AC), whereby the flow of electric charge periodically reverses direction.
<b>High Voltage Direct Current</b>	High voltage direct current is the bulk transmission of electricity by direct current (DC), whereby the flow of electric charge is in one direction.
<b>In-combination effects</b>	In-combination effects are those effects that may arise from the development proposed in combination with other plans and projects proposed/consented but not yet built and operational.

<b>Defined Term</b>	<b>Description</b>
<b>Jointing bay</b>	Underground structures constructed at regular intervals along the Onshore Export Cable Corridor to join sections of cable and facilitate installation of the cables into the buried ducts
<b>Landfall</b>	Where the offshore export cables come ashore
<b>Link boxes</b>	Underground chambers or above ground cabinets next to the cable trench housing electrical earthing links
<b>Mean high water springs</b>	The average tidal height throughout the year of two successive high waters during those periods of 24 hours when the range of the tide is at its greatest.
<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>Mean sea level</b>	The average tidal height over a long period of time.
<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 effects. Additional mitigation is therefore subsequently adopted by OWL as the EIA process progresses.</li> </ul>
<b>National Grid Onshore Substation</b>	Part of an electrical transmission and distribution system. Substations transform voltage from high to low, or the reverse by means of the electrical transformers.
<b>National Grid Connection Point</b>	The point at which the White Cross Offshore Windfarm connects into the distribution network at East Yelland substation and the distributed electricity network. From East Yelland substation electricity is transmitted to Alverdiscott where it enters the national transmission network.
<b>Offshore Development Area</b>	The Windfarm Site (including wind turbine generators, substructures, mooring lines, seabed anchors, inter-array cables and Offshore Substation Platform (as applicable)) and Offshore Export Cable Corridor to MHSW at the Landfall. This encompasses the part of the project that is the focus of this application and Environmental Statement and the parts of the project consented under Section 36 of the Electricity Act and the Marine and Coastal Access Act 2009
<b>Offshore Export Cables</b>	The cables which bring electricity from the Offshore Substation Platform or the inter-array cables junction box to the Landfall

<b>Defined Term</b>	<b>Description</b>
<b>Offshore Export Cable Corridor</b>	The proposed offshore area in which the export cables will be laid, from Offshore Substation Platform or the inter-array cable junction box to the Landfall
<b>Offshore Infrastructure</b>	All of the offshore infrastructure including wind turbine generators, substructures, mooring lines, seabed anchors, Offshore Substation Platform and all cable types (export and inter-array). This encompasses the infrastructure that is the focus of this application and Environmental Statement and the parts of the project consented under Section 36 of the Electricity Act and the Marine and Coastal Access Act 2009
<b>the Offshore Project</b>	The Offshore Project for the offshore Section 36 and Marine Licence application includes all elements offshore of MHWS. This includes the infrastructure within the windfarm site (e.g. wind turbine generators, substructures, mooring lines, seabed anchors, inter-array cables and Offshore Substation Platform (as applicable)) and all infrastructure associated with the export cable route and landfall (up to MHWS) including the cables and associated cable protection (if required).
<b>Offshore Substation Platform</b>	A fixed structure located within the Windfarm Site, containing electrical equipment to aggregate the power from the wind turbines and convert it into a more suitable form for export to shore
<b>Offshore Transmission Assets</b>	The aspects of the project related to the transmission of electricity from the generation assets including the Offshore Substation Platform (as applicable)) or offshore junction box, Offshore Cable Corridor to MHWS at the landfall
<b>Offshore Transmission Owner</b>	An OFTO, appointed in UK by Ofgem (Office of Gas and Electricity Markets), has ownership and responsibility for the transmission assets of an offshore windfarm.
<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, where the Onshore Project will be developed.
<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 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>Onshore Transmission Assets</b>	The aspects of the project related to the transmission of electricity from MLWS at the Landfall to the NG grid connection point at East Yelland including the Onshore Export Cable, the White Cross Onshore Substation and onward connection to the NG grid connection point at East Yelland.



<b>Defined Term</b>	<b>Description</b>
<b>the Onshore Project</b>	The Onshore Project for the onshore TCPA application includes all elements onshore of MLWS. This includes the infrastructure associated with the offshore export cable (from MLWS), landfall, onshore export cable and associated infrastructure and new onshore substation (if required).
<b>White Cross Offshore Windfarm Limited</b>	White Cross Offshore Windfarm Ltd (WCOWL) is a joint venture between Cobra Instalaciones Servicios, S.A., and Flotation Energy Ltd
<b>the Project</b>	the Project is a proposed floating offshore windfarm called White Cross located in the Celtic Sea with a capacity of up to 100MW. It encompasses the project as a whole, i.e. all onshore and offshore infrastructure and activities associated with the Project.
<b>Project Design Envelope</b>	A description of the range of possible elements that make up the Project design options under consideration. The Project Design Envelope, or 'Rochdale Envelope' is used to define the Project for Environmental Impact Assessment (EIA) purposes when the exact parameters are not yet known but a bounded range of parameters are known for each key project aspect.
<b>Safety zones</b>	A marine zone outlined for the purposes of safety around a possibly hazardous installation or works / construction area
<b>Service operation vessel</b>	A vessel that provides accommodation, workshops and equipment for the transfer of personnel to turbine during OMS. Vessels in service today are typically up to 85m long with accommodation for about 60 people.
<b>Transition joint bay</b>	Underground structures at the Landfall that house the joints between the offshore export cables and the onshore export cables
<b>Transition piece</b>	The transition piece includes various functionalities such as access for maintenance, cable connection for the energy of the turbine and the corrosion protection of the entire foundation
<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.
<b>Wind Turbine Generators (WTG)</b>	The wind turbine generators convert wind energy into electrical power. Key components include the rotor blades, nacelle (housing for electrical generator and other electrical and control equipment) and tower. The final selection of project wind turbine model will be made post-consent application
<b>Windfarm Site</b>	The area within which the wind turbines, Offshore Substation Platform and inter-array cables will be present
<b>Works completion date</b>	Date at which construction works are deemed to be complete and the windfarm is handed to the operations team. In reality, this may take place over a period of time.

## 1. Statement of Community Involvement

### 1.1 Introduction

1. This report provides information relating to the consultation which has been undertaken for the White Cross Offshore Wind Farm (the Project), between July 2022 and June 2023. It forms part of the application for Onshore Project, under the Town and Country Planning Act 1990, (TCPA 1990).
2. The Project is a proposed floating offshore wind farm being developed in the Celtic Sea, 52km offshore from Hartland Point on the North Devon coast, its closest point to shore. This project is being developed under The Crown Estate's floating offshore wind test and demonstration leasing round and will deliver up to 100MW of energy. In addition to offshore infrastructure, (Wind Turbine Generators (WTG), floating substructures and associated mooring and anchoring systems, Inter-Array Cables, an Offshore Export Cable Corridor and the possibility of an Offshore Substation) the project will also incorporate onshore infrastructure including Jointing Bay and Link Boxes, an Onshore Export Cable Corridor and Onshore Substation.
3. As the project will deliver up to 100MW of energy it does not meet the criteria to be defined as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. Therefore, the project will not be subject to a Development Consent Order (DCO) and instead two separate consents will be required for the Project;
  - Planning permission under the TCPA 1990 is required for the Onshore Project (landward of MLWS).
  - Consent under the Section 36 of the Electricity Act 1989 and two Marine Licences under the Marine and Coastal Access Act 2009 are required for the Offshore Project (seaward of MHWS and at the Taw Estuary Crossing).
4. Further information on the consenting strategy is provided in the **Planning and Sustainability Statement** that accompanies this application.
5. This consenting route does not incorporate the same consultation requirement as if it were a NSIP subject to an application for a DCO. However, as this is an offshore wind energy generation development which includes associated transmission infrastructure, White Cross Offshore Wind Limited (WCOLW) have voluntarily decided to undertake a more comprehensive consultation approach similar to that required under the Planning Act. The process has consisted of three separate staged consultation opportunities.

6. The Project is being developed by a joint venture, White Cross Offshore Windfarm Limited, consisting of Cobra Instalaciones y Servicios, S.A. (Cobra) and Flotation Energy Ltd.

## 1.2 Consultation Guidance

7. Where statutory consultation is required for development applications there are legislative requirements and extensive Planning Inspectorate advice notes which provide guidance on the consultation steps and how consultation should be delivered. However as the Project is not a DCO application, this level of consultation is not required.
8. The National Planning Policy Framework (NPPF)<sup>i</sup> encourages early engagement both with public bodies including the Local Planning Authority (LPA) and the local community. Early, proactive and effective engagement improves the quality and acceptability of development proposals for all parties and can improve the efficiency of the planning application process.
9. North Devon and Torridge Councils have published a Statement of Community Involvement (2015)<sup>ii</sup> which provides guidance and recommendations on the standards of consultation expected from applicants. It includes details on how an application should be publicised and how any pre-application consultation should be undertaken both with the Council and the local community.
10. The North Devon and Torridge Local Plan<sup>iii</sup> also states in relation to new developments that 'the expectation is for early and meaningful engagement with the LPA and local community through pre-application discussions', in relation to its sustainable development policy.
11. The Braunton Neighbourhood Plan<sup>iv</sup> equally does not include any specific requirements for consultation but defers to the NPPF in relation to 'effective engagement between plan-makers and communities' for housing developments. While this refers specifically to housing developments it is recognised that as a major development early, proportionate and effective engagement is also important for the Project.
12. In line with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017<sup>v</sup> there is no statutory requirement to undertake consultation pre-application. However, it is likely that useful and specialised information of relevance to a proposal may be held by local interest groups or local public bodies and therefore early consultation is encouraged.

### 1.3 Approach to the Consultation

13. The aim of the series of consultation was to introduce and raise awareness of the Project, share the early plans and any refinements as the Project proposals progressed and give members of the public the opportunity to provide input to, and feedback on, the Project and its development. The consultation also enabled the provision of clear and concise information on the proposals and a range of ways that people could engage with the Project and the consultation process.
14. A staged approach was taken to the consultation to be able to provide more detail on the Project to the local community as it became available. This approach also allowed the Project to demonstrate the changes to design as a result of consultation feedback.
15. The consultation was delivered both online and in person. Three separate in-person consultation events were undertaken, each consisting of two days. An online consultation was also delivered for those not able to attend the in-person consultation events with a chat function to pose questions to the project team.
16. Due to the Project's relatively short Onshore Export Cable Corridor, events were targeted to the area in the immediate vicinity of the onshore infrastructure, including the Landfall and White Cross Onshore Substation locations.
17. The consultation was promoted to the local community via:
  - Print media advertising in the North Devon Gazette and North Devon Journal
  - Social media posts
  - Posters displayed within the hosting venues and on parish council notice boards
  - Direct emails to local stakeholders
18. Examples of the adverts and media used to promote the consultation are included in **Appendix A**.

*Table 1 Timeline of White Cross consultation*

Date and time	Event	Location
<b>Tuesday 5th July 2022</b>	Consultation event	North Devon Cricket Club The Pavilion, Sandhills, Instow, EX394LF
<b>Wednesday 6th July 2022</b>	Consultation event	Barnstaple Leisure Centre Seven Brethren Bank, Sticklepath, Barnstaple, EX312AP

<b>Date and time</b>	<b>Event</b>	<b>Location</b>
<b>Thursday 20th October 2022</b>	Consultation event	North Devon Cricket Club The Pavilion, Sandhills, Instow, EX394LF
<b>Friday 21st October 2022</b>	Consultation event	Braunton Parish Hall 5 Chaloners Road, Braunton, EX331AF
<b>Monday 24th October 2022</b>	Virtual event	Online
<b>Tuesday 28th March 2023</b>	Consultation event	North Devon Yacht Club Marine Parade, Instow, EX394HW
<b>Wednesday 29th March 2023</b>	Consultation event	Braunton Countryside Centre Caen Street Car Park, Braunton, EX331AA

## 1.4 Stakeholder Engagement Strategy

19. A Stakeholder Engagement Strategy (the Strategy) was developed early in the pre-application process to provide a framework for the Project's engagement activities and particularly the consultation process.
20. The Strategy set out the proposed approach for how the Project would engage with local communities and interested parties and the key objectives to the engagement. The Strategy identified when events would be held and which stakeholders would be the focus of each engagement.
21. Communications are central to the engagement strategy and the success of the consultation events. Therefore, the Strategy also identified likely areas of interest in the Project and key messages to share to ensure consistency in project information.
22. Engagement tools that were being considered were identified. These included:
  - Direct consultation
    - In person local public exhibitions
    - Online virtual exhibitions
    - Expert topic groups
  - Project Mailbox
  - Project website
23. The Stakeholder Engagement Strategy set out how stakeholder records and feedback would be recorded in the Stakeholder Engagement Database.

### 1.4.1 Technical Consultation

24. Technical consultation has been undertaken with statutory and non-statutory consultees and stakeholders regarding technical matters of the Onshore Project application including the Environmental Impact Assessment (EIA) undertaken as part of the application.
25. An overview of the technical consultation process is presented within **Chapter 7: Consultation** of the Environmental Statement (ES) submitted as part of the application.

### 1.5 Information Provided at Public Consultation

26. Each consultation ran for two days and was delivered in two different locations, aiming for one close to the Landfall location and one close to the potential White Cross Onshore Substation location. Each event was run in two sessions one from 14:00 -16:00 and the second from 17:00- 19:00 to enable the widest section of the community to attend.
27. The consultations were supported by consultation materials which included (see **Appendix A** for examples):
  - A project website, [White Cross Offshore Wind - The future of renewable energy](#)
  - A virtual non-statutory consultation room [White Cross Offshore Windfarm \(openplans.uk\)](#)
  - Information panels, mapping and photomontages providing background to attendees at the consultation events
  - Posters in relevant locations in the consultation area
  - Advertising in key regional media to promote the consultation
28. These materials provided key background to the Project including:
  - An introduction to the Project and the joint venture partners proposing to build it
  - An introduction to floating offshore wind and the new focus on the Celtic Sea Region
  - An overview of the offshore infrastructure, including plans for WTG and Offshore Export Cable Corridor
  - An overview of the onshore infrastructure, including plans for a Landfall, Onshore Export Cable Corridor and Onshore Substation

- Details of the consenting process including Section 36, Marine Licence and Town and Country Planning Application
- Information on environmental, social and technical assessments, jobs and skills and project timelines

## 1.6 Promoting the Public Consultation

29. For each round of consultation, the following promotional channels were utilised:

- Adverts were placed in two local newspapers for two weeks prior to the event
- Social media activity was delivered via a number of posts to the Flotation Energy LinkedIn page prior to each event, which has more than 5000 followers
- Posters were displayed in the local area close to the venues where the events would be held
- Leaflets were delivered to landowners and businesses along the Onshore Export Cable Corridor prior to the final public exhibition
- Emails were sent to local MP's and council members to make them aware of the events

## 2. Summary of Public Consultation Feedback

30. A total of 43 pieces of formal feedback were received in relation to the project proposal from the consultation events.

- 12 submitted via feedback forms
- 17 submitted via online forms
- 14 submitted via email

31. In addition to the collection of formal feedback, informal feedback was compiled by WCOWL representatives at consultation events based on discussions with the local community to support in highlighting the key areas of interest and issues raised in relation to the project.

### 2.1 Response theme: Support for the Project

32. A significant number of those attending the events and submitting feedback did so to express their support for both the development of renewable energy and the Project itself. There was a particular interest in the difference between fixed bottom and floating offshore wind and the perceived benefits associated with floating offshore wind. Of the formal feedback forms submitted, both at events and online, over 75% of people supported the need for the Project.

### **Project Response**

33. We are grateful to all those who expressed support for the Project. Renewable energy is central to supporting the UK's ambitions to lead the world in combatting climate change, reducing our reliance on fossil fuels and embracing a future where renewable energy powers our homes and businesses.
34. At the centre of this drive is a commitment to reducing UK greenhouse gas emissions and reaching net zero by 2050. To achieve our climate goals as a country, The UK Government has further targets to deliver 50GW of offshore wind by 2030, with 5GW of this to be from floating offshore wind.
35. There is some way to go to meet the target. This means the Project has a critical role to play in paving the way for further floating offshore wind development in the UK.

### **2.2 Response theme: Onshore cable route – environmental impact**

36. Over a third of the responses received mentioned environmental concerns associated with the Onshore Export Cable Corridor. The key issue expressed is the significant number of sensitive and protected habitats and species located along this section of the North Devon coast which are at risk of being harmed or degraded as a result of the installation of the onshore cable. Specific concern was associated with the option for the Onshore Export Cable Corridor to cross through the middle or Braunton Burrows Special Area on Conservation (SAC) and Site of Special Scientific Interest (SSSI).
37. Several responses noted the importance of the location to breeding and overwintering birds and the need to limit disturbance when undertaking construction.

### **Project Response**

38. A full EIA has been conducted to understand the habitats and species present in the local area and any potential environmental impacts as a result of the development. Where any potential environmental impacts are identified the mitigation hierarchy will be used to avoid, minimise, mitigate and if necessary, compensate for any impacts.
39. The route across the middle of Braunton Burrow has now been removed following feedback received from both statutory and non-statutory consultations which identified a number of restricting factors. The initial inclusion of this route option resulted from discussions with stakeholders who suggested the potential to work



with existing projects to improve the dune system and deliver a greater Biodiversity Net Gain.

40. To develop a viable Onshore Export Cable Corridor, it will be necessary to cross Braunton Burrows at its northern end. Through discussions with several stakeholders and landowners a commitment has been made to use trenchless drilling techniques to enable this which will minimise the potential environmental impacts. A commitment has also been made to cross the Taw Torridge Estuary, designated as a SSSI, using trenchless drilling techniques to minimise the potential environmental impacts. However, other than these two instances of interaction with protected sites, alterations have been made to the cable route to avoid all other onshore protected sites.
41. An Outline Construction Environmental Management Plan has been submitted as part of the application, **Appendix 5C: Outline Construction Traffic Management Plan** of the Onshore ES, which sets out the measures adopted to minimise environmental impacts during construction and ensure best practice is followed.
42. Further information can be found in **Chapter 16 Onshore Ecology and Ornithology** of the Onshore ES.

### **2.3 Response theme: Surfing impacts – array and landfall location**

43. A significant number of formal responses sited concerns that the Project may have a negative impact on the surfing resource. A substantial section of the North Devon coast has recently been awarded World Surf Reserve status, one of only 12 sites in the world. Concerns stem from two sources; the potential for the array to interact with offshore wave development and the potential for the nearshore cable installation to disrupt the sandbank formation, critical to the breaking of the waves.
44. Concerns were also raised about maintaining access to the beach due to the single narrow access and the impact that construction could have on the businesses located close to the beach.

#### **Project Response**

45. Based on previous wave modelling studies of much larger windfarms located much closer to the shore than the Project it can be concluded that there is likely to be no significant impact on the wave resource as a result of the windfarm array. However, as these studies were undertaken for developments located on the east coast, WCOWL agreed to undertake a modelling study specific to the west coast conditions experienced by North Devon. The results of this study showed no impact on the

wave resource. Further information can be found in **Appendix 8.A: Wave Modelling Report** of the Offshore ES submitted for the offshore application.

46. Onshore Export Cable Corridor refinement and micro-siting will continue throughout the Project's development post-consent. The Project will continue to liaise with stakeholders including the World Surfing Reserve on the cable routing to avoid as far as possible any impacts to the surfing conditions as a result of cable laying activities. The Project will also maintain a route as far south within the current corridor as engineering constraints will allow.
47. Throughout the construction process there will be ongoing engagement and communication activities to share information and minimise disruption to beach access.
48. Further information can be found in **Chapter 8 Marine and Coastal Processes** of the Offshore ES.

## 2.4 Response theme: Alternative cable route up the Taw Torridge Estuary

49. A cable route up the Taw Torridge Estuary was mentioned several times as a preferred alternative route by the community to minimise perceived environmental and community impacts..

### **Project Response**

50. An Onshore Export Cable Corridor up the Taw Torridge Estuary has been assessed but was discounted as it was unsuitable as a result of three primary constraints. The Taw Torridge Estuary is an environmentally protected site itself and therefore to route the cable here would cause significant disturbance to the estuary bed. Due to the extremely high tidal range and therefore the mobility of the sand in the area there is a significant engineering risk that we would not be able to bury the cable to a sufficient depth to ensure it remains in position. This would also cause a further navigational safety risk to vessels using the estuary if the cable were to be lain on top of the river bed and protected through the use of rock armour protection.
51. The preferred Onshore Export Cable Corridor has been identified as the most appropriate route through an extensive assessment process that takes into consideration comments received through the consultation process and balances environmental, social, technical and commercial constraints and opportunities. The preferred route avoids the navigational safety concerns of a route up the estuary

and minimises impacts on protected areas through the use of trenchless techniques and avoidance which would not be possible for a route up the estuary.

52. The cable route assessment process seeks to avoid constraints including environmentally sensitive and nature conservation areas, historic designations, flood zones and other infrastructure whilst minimising the route length. Land conditions and suitability for cable burial have also been considered.
53. Each of the routes assessed presented unique constraints and opportunities. This assessment coupled with consultation feedback from statutory bodies has led to the WCOWL selecting the preferred route.
54. Further information can be found in **Chapter 4 Site Selection and Assessment of Alternatives** of the Onshore ES.

## **2.5 Response theme: Ensuring the local community benefits from the development**

55. We were interested in understanding from the local community what type of community benefits would be of most interest. The additional information received from the consultation highlighted the strong interest from the local community for the project to provide any benefits locally that will provide environmental, employment, supply chain, skills development and sustainable transport options.

### **Project Response**

56. It's useful for the Project to consider as a whole what kind of benefits it can bring to the community, but we acknowledge that matters which don't mitigate the impacts of development are not planning matters and therefore should be considered out with the scope of this planning application.
57. One of the aims of the test and demonstration leasing round is to support the development of a local supply chain for the floating offshore wind industry in the South West. The Project will endeavour to support and utilise the local supply chain where reasonably practicable and commercially viable. The Project website includes a form to register an interest in working with the Project and provides details of the services local companies can provide.
58. Further to this we are engaging with local education providers and environmental organisations within the North Devon area to explore opportunities for wider benefits. This engagement will be ongoing throughout the Project development process.

## 2.6 Response theme: Offshore environmental impacts

59. There were a minimal number of comments relating to offshore environmental concerns. Where these were made they centred around impacts to marine mammals, seabirds and the seabed impact due to the length of the Offshore Export Cable Corridor.

### Project Response

60. A full EIA has been conducted as part of the separate application for the Offshore Project to understand the habitats and species present in the local area and any potential environmental impacts as a result of the development. Where any potential environmental impacts are identified the mitigation hierarchy will be used to avoid, minimise, mitigate and if necessary, compensate for any impacts.
61. The EIA has not identified any significant environmental impacts resulting from the Offshore Project.
62. Environmental monitoring will be ongoing throughout the construction and operational phases of the development.

## 2.7 Response theme: Turbine visual impacts from shore

63. Some concerns were raised about the potential visual impact of the WTG on views to sea from shore.

### Project Response

64. Visual impact assessments usually only assess the potential impact of a development up to 50km away. However, as the Project will be one of the first floating offshore windfarms in English waters, and due to the importance of the surrounding landscape value in this location, studies have been carried out to cover a distance of 60km. This approach has enabled the inclusion of a greater number of viewpoints from shore.
65. The landscape and visual impact assessment concluded that the WTG's will only be visible during periods of excellent visibility categorised by the Met Office as occurring for 11% of the year. This does not represent a significant visual impact.
66. Further information can be found in **Chapter 19 Offshore Seascape, Landscape and Visual Assessment** of the Offshore ES produced for the Offshore Project application.

## 2.8 Traffic impacts

67. Although not raised regularly through formal consultation responses, discussions with those who attended the events, specifically those held in Braunton, was the potential impact on traffic in the local area. These concerns were related to the use of the Saunton Sands car park to accommodate the drilling rig and a construction compound, along with the knock-on traffic impact on the Saunton to Braunton road and the impact of construction delivery traffic on small single track roads in the vicinity of the Onshore Export Cable Corridor.

### Project Response

68. The potential impact of the Project on the local traffic and transport network is acknowledged. We have been, and will continue to, work with North Devon District Council and Devon County Council Highways throughout the Project's development post-consent to assess the potential level of impact and minimise any disruption.
69. The Project has already amended plans for access to the Onshore Export Cable Corridor to be predominantly via a haul road, minimising the need to use small local roads, and will manage the timings of the works and deliveries to minimise disruption as far as possible.
70. Further information can be found in **Chapter 19 Traffic and Transport** and the associated appendices of the Onshore ES.

## 3. Additional Consultation

71. In addition to public consultation, WCOWL has also engaged with other organisations, groups and individuals through the pre-application process to gain feedback on the project proposals.

### 3.1 Fisheries Consultation

72. Fisheries consultation was undertaken by Brown and May Marine on behalf of WCOWL, in line with a Fisheries Stakeholder Engagement Plan. This engagement plan outlined how and when engagement would take place, who the stakeholders were and how feedback would be collected and reported. BMM were also appointed as the Fisheries Liaison Officer for the Project.
73. Fisheries consultation was primarily in relation to the Offshore Project and interaction with fishing activities, however an overview of the Onshore Project was also provided.

74. Engagement was undertaken throughout September and October 2022 with relevant individual fishers, Fishermen's Associations, Fish Producers Organisations and Inshore Fisheries and Conservation Authorities either face to face or via online meetings.
75. In addition to specific fisheries meetings, representatives from Brown and May Marine were also present at the public consultation events in July and October 2022.
76. Prior to survey activities in May 2022, notices to mariners and survey information were distributed to the North Devon's Fishermen's Association. Initially, static fishing gear clearance was not requested but during the survey, cooperation agreements were offered to several fishers operating in the Offshore Export Cable Corridor whose gear was determined to be at risk of entanglement with the towed survey equipment. The fishers relocated their gear and the survey coexisted with the industry until its completion utilising compensation agreements where appropriate.
77. Engagement will be ongoing with the fishing industry throughout the Project's development and the construction process, to maintain clear and open communication and promote coexistence between the two industries.

### **3.2 Landowner Consultation**

78. Dalcour Maclaren have been appointed as the land agents for the Project to undertake all aspects of landowner consultation and land agreements required for the Project. Engagement is in line with a Land Rights Strategy, which outlines how to engage with relevant stakeholders and the approach to negotiations. It also includes information on how evidence on engagement will be collected and recorded as required.
79. The preference for the Project is to gain voluntary agreements for land rights to enable the delivery of the Project. However, if meaningful negotiations do not result in successful agreements, the Project will utilise Compulsory Purchase Order powers available to WCOWL under the Electricity Act 1989 pursuant to the generation licence.
80. Engagement with landowners and tenants commenced in January 2023. Engagement will be via all appropriate methods which include but are not limited to; site visits, phone calls, emails and letters. Engagement will be detailed and ongoing until all agreements are finalised and confirmed ahead of site entry.
81. All landowners and tenants have been advised to appoint land agents. Where land agents are appointed, Dalcour Maclaren will liaise with the land agent.

82. Formal engagement was initiated with landowners, identified through Land Registry documentation, on 6<sup>th</sup> March 2023. This was followed by distribution of Land Interest Questionnaires on the 12<sup>th</sup> April 2023 and reminders to return these on 12<sup>th</sup> May 2023.
83. In parallel, further engagement is ongoing with those landowners who have interests in land within the Onshore Export Cable Corridor to agree non-intrusive and intrusive survey access to enable the project to proceed with pre-application surveys. Where the project has not been able to reach voluntary agreements, notices under Section 172 of the Housing and Planning Act (2016) have been issued to enable access to land to undertake surveys.
84. To enable the completion of the comprehensive land referencing exercise site notices were erected on the 31<sup>st</sup> May 2023 to confirm the information gained from the Land Registry and to support the identification of information relevant to unregistered land parcels.
85. In addition to land specific engagement meetings representatives from Dalcour Maclaren were also present at the public consultation event in March 2023.
86. Engagement will be ongoing with landowners and tenants throughout the Project development and construction process to maintain clear and open communication and promote good relations.

### **3.3 Planning Performance Agreement**

87. A planning Performance Agreement (PPA) has been entered into between the Applicant and the North Devon Council (NDC) LPA.
88. This ensures that the LPA has the necessary resource to support the decision making process required for the planning application. It also ensures that there has been clear and detailed dialogue between the Applicant and the LPA on the content and documentation required for the application.
89. This will support NDC LPA in delivering a decision on the application within the statutory timescales.

### **3.4 Elected Council Members**

90. To ensure early engagement with the local council members pre-application, meetings were offered to NDC as the LPA and to the three primary Parish Councils where interaction with the Project is likely, as set out below.

### 3.4.1 North Devon Council

91. As the decision-making body for the planning application a pre-application meeting was offered to NDC LPA and district council members to present the Project background and support the understanding of the assessments that have been undertaken and the areas of potential impact.
92. A meeting was held in person on the 1<sup>st</sup> August 2023, with the option to join virtually to ensure inclusivity. The Project's planning team were in attendance along with several district councillors.
93. There was general interest in the Project and several questions of clarification or for further details on a number of topics. However, the key areas of interest for the LPA and the district councillors were:
  - a. Traffic impacts from HGV's as part of the construction phase of the project.

#### i. Project response

A full traffic and transport assessment has been conducted as part of the Onshore Project EIA. For the HGV movements required for the Project this has been identified as a potentially significant effect on some of the link roads to be used during construction. Therefore, further mitigation measures will be considered to mitigate the transport risks as required associated with the planning application..

These measures are set out in an Outline Construction Traffic Management Plan which is submitted as **Appendix 13B** to the Onshore Project ES, that accompanies this application. These measures include but are not limited to; stockpiling, backhauling and reuse of materials and optimising vehicle sizes.

To avoid the need for traffic management measures and use of the smaller roads in the area a new haul road has been added into the Project design.

- b. What are the likely impacts at Saunton Sands from the use of the car park and to access to the beach?

#### i. Project Response

The Project will be utilising about a third of the car park area and will locate the equipment and compound area in the south east section of the Saunton Sands car park. As the works progress, areas of the



car park where work has been completed will be reinstated and returned for use to as car parking spaces. At no time will the car park be closed as a result of the Project.

We are proposing to use a trenchless technology to drill the Landfall for the cable. This will ensure that the beach remains open at all times to the public and that no works are visible on the beach. A worst case scenario of using a trenching plough on the beach is included in the application. In this instance there will need to be exclusion areas installed on the beach to meet health and safety requirements, but the beach will still be open to the public.

- c. Ensuring local benefit of the scheme through local jobs, training and community benefits funds

- i. Project Response**

- Supporting the development of the local supply chain is important to WCOWL. We are committed to supporting local employment and businesses as much as possible throughout the Project's lifetime and are engaging with a number of businesses in the South West to support the development of White Cross.

- We are also engaged with local education institutions to support the uptake of science technology engineering and maths subjects to ensure that the skills needed for this industry are developed in the local area.

- d. How will the project be managing any environmental impacts specifically in relation to the North Devon Biosphere Reserve?

- i. Project Response**

- The majority of the potential onshore environmental impacts are temporary during construction. Once construction is complete all areas within the North Devon Biosphere Reserve will be reinstated to the condition that they were in before the Project began.

- In addition to this, the Project has committed to delivering 10% Biodiversity Net Gain (BNG). Draft Heads of Terms for a Section 106 agreement to secure the BNG have been included as part of this planning application.

Wherever possible this will be delivered onsite. However due to the linear nature of the project there may not be the space to deliver the full requirement on site. Where this is not possible, we will endeavour for the BNG to be delivered as close to the site as possible.

To ensure that the BNG delivers on local priorities and is appropriate for the location we are working closely with the UNESCO Biosphere Reserve through the Natural Capital Marketplace to deliver the Projects offsite BNG.

### **3.4.2 Braunton Parish Council**

94. The parish closest to the Landfall location of the project is Braunton. In addition to the public events being held in Braunton, a number of engagements have been held with the members of Braunton Parish Council throughout the pre-application process.
95. Initial engagement with Braunton Parish Council was on the 23<sup>rd</sup> June 2022.
96. The key areas of interest / discussion were:
  - a. Potential traffic impacts on the small local back roads proposed within the transport route options.
  - b. Seabird and ornithology impacts
  - c. Ensuring local benefit of the scheme through local jobs, training and community benefits funds
  - d. Local employment and supply chain opportunities
97. Further meetings were held with the Braunton Parish Council members on the 26<sup>th</sup> June 2023 and the 5<sup>th</sup> July 2023.
98. On the 26<sup>th</sup> June 2023, a Project overview presentation was provided to a number of the parish councillors. A follow up meeting was requested to ensure that all members of the Braunton Parish Council could review the information, pose questions and attend the following meeting.
99. The follow up meeting was scheduled for the 5<sup>th</sup> July 2023 which addressed specific questions proposed by the parish council, focussing on their specific areas of interest.
100. The key areas of interest for Braunton Parish Council included:

- a. Traffic impacts from HGV's coming through Braunton Village to reach the haul road.

- i. **Project Response**

- See section 3.4.1 above, in relation to point a from North Devon Council.

- b. Greater environmental impact of the Onshore Export Cable Corridor through the UNESCO Biosphere Reserve and the marsh habitat since it was amended to avoid the SAC.

- i. **Project Response**

- The Onshore Export Cable Corridor has been identified through a comprehensive site selection process where over 20 different routes were assessed balancing environmental, technical, commercial and social considerations and opportunities.

- As a result of advice from Natural England that any development within the SAC would not be acceptable the route across the middle of Braunton Burrows was removed and the current route developed.

- As with each route option assessed there are different constraints and potential impacts associated with the current route. However once the required mitigation measures are implemented the route will not significantly impact the UNESCO Biosphere Reserve.

- To ensure that there is an overall positive environmental impact of this development, WCOWL are working the UNESCO Biosphere Reserve.

- c. Ensuring local benefit of the scheme through local jobs, training and community benefits funds.

- i. **Project Response**

- See section 3.4.1 in relation to point c from North Devon Council.

### **3.4.3 Instow Parish Council**

101. Instow Parish is closest to the proposed White Cross Onshore Substation location, where three rounds of public consultation have been held.

102. Areas of interest from previous consultation events included:

- a. The location and size of the Onshore Substation
- b. Environmental impact of the Onshore Export Cable Corridor
- c. Future expansion of the Project
- d. Employment opportunities associated with the Project

103. In addition to these events in Instow, the Project team presented to the Parish Council and members of the public at a meeting held in the village hall on 1<sup>st</sup> August 2023.

104. The key areas of interest at the meeting held in Instow on the 1<sup>st</sup> August were:

- a. Impact of the White Cross Onshore Substation and how this will be mitigated.

**i. Project Response**

The visualisations that are shown are a very worst-case scenario with a large, purple structure occupying the whole area. This is not realistic in terms of the structure that is proposed, and additional more detailed, photorealistic images will be available in the application.

The White Cross Onshore Substation is likely to occupy a third of the intended boundary area with the remaining area housing smaller structures and car parking. The substation building will be built in materials that are in keeping with the surroundings and painted in an appropriate colour so that it blends into the area. The vegetation screening will consist of fast growing species initially but will be interspersed with slower growing native species similar to that surrounding the existing East Yelland substation.

The **Appendix B: Substation Design Code** to the **Design and Access Statement** submitted as part of this application defines a clear and comprehensive suite of principles which will be used to underpin the detailed design of the substation.

- b. Use of small access roads to reach the Onshore Export Cable Corridor and the impact on local residents.

**i. Project Response**

The road identified that passes next to the Cricket Club will only be used for early works access for activities such as surveys, hedgerow trimming or fencing of areas. This road will only be used by a small number of small 4x4 vehicles.

Once construction has begun all Project construction traffic will use the Yelland Quay road which is privately owned.

c. Ecological impacts of the Project and longer-term cumulative impacts

**i. Project Response**

The Project has very few potentially significant environmental impacts. Where these are identified, appropriate levels of mitigation will be incorporated to minimise any potential impacts.

We understand the concerns associated with the scale of floating offshore wind development proposed in the Celtic Sea in the future. To ensure that all impacts are appropriately assessed, when undertaking an environmental impact assessment a project must assess its own potential impact on the environmental receptors as well as its potential cumulative impact in combination with other projects in development and existing developments.

d. The scale of the Project and of either the windfarm array, Onshore Substation or Export Cable Corridor will be expanded to accommodate a greater capacity

**i. Project Response**

White Cross will only be up to 8 WTGs to deliver the maximum of 100MW of energy that the Project Crown Estate lease allows. There is currently no scope for the Project to be expanded. It is due to the Project's small size that it will connect into the East Yelland substation to utilise the existing capacity. The White Cross Onshore Substation that will be required will be to house new balancing equipment solely for the Project.

### **3.4.4 Fremington Parish Council**

105. Fremington Parish Council's policy for pre-planning application meetings with developer's states that they only permit developers to make presentations at Council meetings once a planning application has been submitted to the LPA.

106. Therefore, Fremington Parish Council declined a pre-application presentation from the Project team.

### 3.5 Coastwise North Devon

107. Coastwise North Devon is a local interest group focussed on championing the local marine and coastal environment and taking an informed interest in cultural developments and the built environment.

108. One of the areas of greatest interest identified through public feedback was concern over the potential environmental impact of the Project. To broaden the reach of the engagement process a presentation was delivered to the group, in October 2022, to build understanding of the Project and floating offshore wind more generally alongside gaining input and feedback from interested local people. A short write up of the presentation was included on their website as well as links to the project website further supporting the reach of engagement, [The Celtic Sea is Windy..... | Coastwise North Devon](#)[The Celtic Sea is Windy..... | Coastwise North Devon](#).

109. Feedback from the group provided local context and confirmation of the Environmental Impact Assessment (EIA) findings and also highlighted the key environmental concerns of the local community, primarily related to breeding and overwintering birds and the associated protected areas.

### 3.6 Surfing Community

110. In March 2022 North Devon was formally announced as the 12th World Surfing Reserve. The North Devon World Surfing Reserve covers a world-class surf zone stretching across approximately 30 km of coastline, which includes the area of Saunton where the cable will make Landfall.

111. Public consultation events clearly highlighted the importance of the local area for surfing and the concern of the local surfing community about the potential impact of the development on the quality of the surf resource. In response to this the Project organised a specific presentation for the surfing community focussing on the coastal processes assessment of the EIA which was delivered in December 2022.

112. The engagement addressed a number of misconceptions that the community had about the Project and provided further information which allayed several concerns. Remaining concerns were addressed through the agreement to undertake a wave modelling study and to maintain engagement with the community in relation to cable laying in the nearshore area. Further information on this issue can be found in **Section 2.3**.

### 3.7 Saunton Golf Club

113. Saunton Golf Club is located within the Braunton Burrows SAC and SSSI. It includes two separate courses, both ranked within the top 100 courses in England with the east course also ranking within the top 100 courses in the world. After making Landfall the Onshore Export Cable Corridor will pass underneath the golf course.
114. As the course is located within the SAC and SSSI a commitment has been made to use trenchless drilling techniques to install the cable below the surface avoiding any direct impact to the protected area.
115. At the request of the Golf Course, a number of site meetings have been held both with the Project team and Dalcour Maclaren as land agents to the project. The Golf Course members have organised a committee to engage on matters relevant to the project.
116. Amendments have been made to the survey design and programme to accommodate requests by the Golf Club to minimise the impact of the projects activities.

### 3.8 Saunton Car Park Leaseholders

117. Saunton Car Park and the associated small businesses (café, surf shop, beach villas) is a beach car park which is busy all year round. The drilling rig for the drilling activities both under the golf club and out to sea from the Landfall location will be sited here.
118. The activities and machinery associated with the drilling will require a section of the car park to act as a site compound for a number of months. This is likely to cause disturbance to the businesses and public use of the car park.
119. Engagement has commenced specifically with Saunton Beach Enterprises who run the car park and the beach villas to understand the level of disruption expected and the requirement for compensation. This engagement is ongoing with further meetings arranged with both the Project team and Dalcour Maclaren in attendance.

### 3.9 References

- i. National Planning Policy Framework ([publishing.service.gov.uk](http://publishing.service.gov.uk))
- ii. Statement of Community Involvement: North Devon
- iii. North Devon and Torridge Local Plan (Interactive Version) - Keystone
- iv. The Neighbourhood Plan / Braunton Neighbourhood Plan ([brauntonparishneighbourhoodplan.org.uk](http://brauntonparishneighbourhoodplan.org.uk))
- v. Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and consultation requirements.

## Appendix A Consultation Media



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### Public Notices



#### TORRIDGE DISTRICT COUNCIL T and C PLANNING ACT 1990 Planning (Listed Buildings and Conservation Areas) Act 1990

The following applications have been made to the Council and are advertised in accordance with the above legislation.

#### APPLICATIONS REGISTERED WEEK ENDING 13/03/2023 Planning Applications

##### Abbotsham

0110/2023 - Reserved matters application for appearance, landscaping, layout and scale for a proposal of 200 dwellings pursuant to outline planning permission 0947/2020 and associated infrastructure - Land At Grid Reference 242647 125879 Clovelly Road

##### Applications Affecting Listed Building

##### Great Torrington

0097/2023 - Replace existing windows to front elevation with sliding sash windows - 8 Castle Street

**DEPARTURE NOTICE UNDER ARTICLE 15 (2)b of The Town and Country Planning (Development Management Procedure) (England) Order 2015.** The proposed development does not accord with the provisions of the development plan in force in the area in which the land to which the application relates is situated.

##### Abbotsham

0110/2023 - Reserved matters application for appearance, landscaping, layout and scale for a proposal of 200 dwellings pursuant to outline planning permission 0947/2020 and associated infrastructure - Land At Grid Reference 242647 125879 Clovelly Road

##### Pyworthy

0148/2023 - Demolition of garage and workshop and erection of 1no. detached dwelling - The Cottage

The applications can be viewed at [www.torridge.gov.uk/planning](http://www.torridge.gov.uk/planning) line or at Riverbank House, Bideford. If you wish to make a representation, you may do so at the above web address or in writing to the Development Enabling Manager at Riverbank House within 24 days from the date of publication of this Notice. Please note that any representations made by you, including details of your name and address, will be available for viewing by members of the public, including the applicant. Please note we will not be acknowledging receipt of representations or replying individually to letters due to the volume of correspondence we receive as they will be available for individuals to view on Public Access.



#### TORRIDGE DISTRICT COUNCIL THE DISTRICT OF TORRIDGE (OFF-STREET PARKING PLACES) ORDER 2023

The Council of the District of Torrige in exercise of its powers under section 35 and 35A of the Road Traffic Regulation Act 1984, the Traffic Management Act 2004 and of all other enabling powers with the consent of the County Council of Devon in accordance with section 39(3) of the Act and after consulting the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act hereby makes the following Order:

The District of Torrige (Off-Street Parking Places) Order 2023.

This Order was made on the 5th September 2022 and comes into operation on 15th March 2023. The previous District of Torrige (Off Street Parking Places) Order 2022 shall be revoked from midnight 14th March 2023.

Therefore, as of 15th March 2023, Torrige District Council car parking charges are increasing in line with this Order. Furthermore, motorcycles parked in a standard bay, will be required to pay the standard parking charge. Motorcycles parked in a designated parking bay will remain free of charge.

A copy of the Order and the maps defining the areas of land to which the Order applies, may be seen at Riverbank House, Bideford, Devon on Mondays to Fridays between 9.00am and 4.00pm.

Staci Dorey, Solicitor for Torrige District Council



#### WHITE CROSS

#### WHITE CROSS FLOATING OFFSHORE WINDFARM PROJECT

The next round of consultation events for the White Cross floating offshore windfarm project are being held on the 28th and 29th March. The purpose of these events is to provide an update on the development of the project design and routing options and answer any questions that you may have about the project.

Consultation with stakeholders and local communities is a key part of the planning and consenting processes that is strongly valued by the project team. We are actively seeking input; with all comments and opinions provided carefully considered and used to help shape our plans and support project decisions.

White Cross is a 100MW offshore wind project being developed in the Celtic Sea by Offshore Wind Limited. The windfarm site is approximately 50km northwest off the North Devon and Cornwall coast. It is a small pre-commercial size project consisting of between 6 and 8 turbines, and associated moorings. The turbines will be connected to land via a cable which is proposed to make landfall at the north end of Saunton Sands Beach. The onshore cable will then connect to the existing substation at East Yelland, south of the River Taw.

Please join us at these upcoming events. We look forward to seeing both new and familiar faces and to continue to share information and exchange ideas.

##### Event 1

Date: Tuesday 28th March 2023  
Time: 14:00 – 16:00 and 17:00 – 19:00  
Location: North Devon Yacht Club, Marine Parade, Instow, EX39 4HW

##### Event 2

Date: Wednesday 29th March 2023  
Time: 14:00 – 16:00 and 17:00 – 19:00  
Location: Braunton Countryside Centre, Coen Street Car Park, Braunton, EX33 1AA

#### GOODS VEHICLE OPERATOR'S LICENCE

Johnathan Yeo trading as J W Yeo Construction Ltd of 25 Cleave Close, Sticklepath, Barnstaple, Devon EX31 2DX is applying for licence to use **Woolmers Farm, North Lane, Bickington, Barnstaple, Devon EX31 2JN** as an operating centre for 2 goods vehicles and 0 trailers.

Owners or occupiers of land (including buildings) near the operating centre(s) who believe that their use or enjoyment of that land would be affected, should make written representations to the Traffic Commissioner at, Hillcrest House, 386 Harehills Lane, Leeds LS9 6NF stating their reasons, within 21 days of this notice. Representors must at the same time send a copy of their representations to the applicant at the address given at the top of this notice. A Guide to making representations is available from the Traffic Commissioner's Office.

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#### MARY KATHLEEN CUSACK (otherwise Kathleen) (Deceased)

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the above named, late of Puffin Flat, The Old Gaswork Stores, Torrington Street, Bideford, Devon, EX39 4DP, who died on 29/01/2022, are required to send written particulars thereof to the undersigned on or before 16/05/2023, after which date the Estate will be distributed having regard only to the claims and interests of which they have had notice.

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#### TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

The applications listed below were registered last week by North Devon Council. Details of these applications can be found on our website, [www.northdevon.gov.uk/planning](http://www.northdevon.gov.uk/planning). Representations may be submitted online using the Planning Tracker, by email to [planningcomments@northdevon.gov.uk](mailto:planningcomments@northdevon.gov.uk) or in writing to the Planning Support Team, Lynton House, Barnstaple EX31 1DG. Please quote the application reference in all correspondence. All comments received will be published on our website. Please note:

- Only planning matters can be considered and any inappropriate comments will be removed before publication
  - Your name and address will be available for viewing by members of the public, including the applicant
  - Representations will not be acknowledged or replied to due to the volume of correspondence we receive.
- Please be aware in the event of an appeal against a planning determination for a householder application, which are dealt with on the basis of representations in writing, any comments received about the application will be sent to the Secretary of State and there will be no further opportunity to comment at the appeal stage.

**BARNSTAPLE 76290** Conversion of 2 floors of offices and 1 existing apartment to 3 apartments, 73 -74 Boutport Street Barnstaple Devon EX31 1SR Consultation Expiry Date: 8 March 2023

**EAST & WEST BUCKLAND 76294** Installation of ground mount solar PV array in unused school field, West Buckland School West Buckland Barnstaple Devon EX32 OSX Consultation Expiry Date: 8 March 2023

**BISHOPS NYMPTON 76375** Proposed change of use and conversion of agricultural barns to four dwellings and formation of driveway to existing farmhouse, with alterations to access, and additional works (amended plans), Webbery Moor Ash Mill South Molton Devon EX36 4QE Consultation Expiry Date: 8 March 2023

**BISHOPS NYMPTON 76376** Listed Building Consent for change of use and conversion of agricultural barns to four dwellings and formation of driveway to existing farmhouse, with alterations to access, and additional works (amended plans), Webbery Moor Ash Mill South Molton Devon EX36 4QE Consultation Expiry Date: 8 March 2023

**RACKENFORD 76429** Erection of a building for use as ironwork workshop (use class B2) and agriculture and associated works together with relocation of 5 existing buildings (amended description), Land and Buildings at Tidderon Lane Rackenford Tiverton Devon EX16 8DN Consultation Expiry Date: 8 March 2023

**CHITTLEHAMPTON 76476** Removal of part of hedge & earth bank to create access to plot, Plot 14 Winson Cross Chittlehampton Devon EX37 9QS Consultation Expiry Date: 8 March 2023

**ILFRACOMBE 76487** Extension to court yard area to include passenger lift and extension of existing rooms and side extension to create a store room, Seaview Haven Highfield Road Ilfracombe Devon EX34 9J P Consultation Expiry Date: 1 March 2023

**LANDKEY 76505** Outline application (with all matters reserved) for a residential development of up to 4 dwellings, Wayfarer Caravan Park Landkey Road Barnstaple Devon EX32 OHP Consultation Expiry Date: 8 March 2023

**BRAUNTON 76551** Extension to increase size of kitchen and associated works , 3 Bias Lane Braunton Devon EX33 2EB Consultation Expiry Date: 8 March 2023

**CHULMLEIGH 76589** Listed building application for conversion and change of use of vacant former stable outbuilding to a one bedroom dwelling, Winton Cheldon Chulmleigh Devon EX18 7JB Consultation Expiry Date: 8 March 2023

**BRAUNTON 76591** Extension and alterations to dwelling, 8 Silvan Drive Braunton Devon EX33 2EQ Consultation Expiry Date: 1 March 2023

**CHULMLEIGH 76592** Listed building consent for removal of cement render and replacement with lime render, Winton Cheldon Chulmleigh Devon EX18 7JB Consultation Expiry Date: 8 March 2023

**CHULMLEIGH 76594** Conversion and change of use of vacant former stable outbuilding to a one bedroom dwelling, Winton Cheldon Chulmleigh Devon EX18 7JB Consultation Expiry Date: 8 March 2023

**BARNSTAPLE 76599** Siting of 5 x internally illuminated signs, Barnstaple Retail Park Station Road Barnstaple Devon Consultation Expiry Date: 8 March 2023

**SOUTH MOLTON 76612** Change of use of office to residential with internal alterations to ground floor, 5 Queen Street South Molton Devon EX36 3AA Consultation Expiry Date: 8 March 2023

**SOUTH MOLTON 76613** Outline application (with all matters reserved except access) for erection of one residential dwelling (renewal of approval 70930), Garden of Woodhills Poltimore Road South Molton Devon EX36 4DA Consultation Expiry Date: 1 March 2023

**COMBE MARTIN 76632** Variation of condition 3 (external finishing materials) attached to planning permission 76138 (extension to dwelling) to allow for installation of uPVC windows and doors, 4 Park Lane Combe Martin Ilfracombe Devon EX34 OLL Consultation Expiry Date: 1 March 2023

**FREMINGTON 76634** Variation of condition 8 (development restriction) attached to planning permission 72253 (change of use of land to form seasonal tent and motor caravan site 1st march to 31st October, together with erection of reception/facilities building) to allow part use of the land as a caravan site by removal of restriction relating to Class A Part 5, Lower Yelland Farm Yelland Barnstaple Devon EX31 3EN Consultation Expiry Date: 1 March 2023

**WESTLEIGH 76635** Extension & alterations to dwelling and proposed workshop and associated works (amendments to approval 75830), Lester House Road From Langmead to Hill Head Westleigh Bideford Devon EX39 4N N Consultation Expiry Date: 8 March 2023

**FREMINGTON 76636** Variation of condition 2 (approved plans) attached to planning permission 74141 (demolition of existing garage, conservatory and sun room and erection of new side and rear two storey extension together with alterations to roof and overall appearance) to allow for amended design, Ashleigh House Bickington Road Bickington Barnstaple Devon EX31 2JG Consultation Expiry Date: 1 March 2023

**CHITTLEHAMPTON 76638** Construction of an adventure minigolf course and associated works, High Bullen Hotel Golf And Country Club Chittlehamholt Umberleigh Devon EX37 9HD Consultation Expiry Date: 1 March 2023

**MORTEHOE 76640** Variation of conditions 2 (approved plans) and 3 (schedule of materials) attached to planning permission 74144 (alterations and extension to dwelling) to allow for amended rainscreen options, Combesgate House Morteheo Woolacombe Devon EX34 7EB Consultation Expiry Date: 8 March 2023

**CHULMLEIGH 76643** Application for permission in principle for erection of two residential dwellings, Land at NG R 269128 114372 East Street Chulmleigh Devon EX18 7DD Consultation Expiry Date: 1 March 2023

**BRAUNTON 76645** Demolition of rear extension and erection of single storey extension and raised patio, 23 Willoway Lane Braunton Devon EX33 1BS Consultation Expiry Date: 1 March 2023

**BISHOPS TAWTON 76646** Extension to garage , Venn Nurseries Venn Road Barnstaple Devon EX32 OHT Consultation Expiry Date: 1 March 2023

**EAST DOWN 76651** Change of use and conversion of stable and store building to single one bedroom dwelling, East Down Mill East Down Barnstaple Devon EX31 4LZ Consultation Expiry Date: 1 March 2023

**WESTLEIGH 76658** Listed building consent for extension & alterations to dwelling and proposed workshop and associated works (amendments to approval 75831), Lester House Road From Langmead to Hill Head Westleigh Bideford Devon EX39 4NN Consultation Expiry Date: 8 March 2023

**CHITTLEHAMPTON 76660** Erection of roof over existing slurry store , Whitstone Farm Chittlehampton Umberleigh Devon EX37 9RB Consultation Expiry Date: 1 March 2023

**WEST DOWN 76661** Removal of condition 4 (upper floor) attached to planning permission 40880 (conversion of outbuilding to form annexe for additional living accommodation for use in conjunction with adjacent dwelling) to allow use of the mezzanine space as ancillary sleeping accommodation to the main dwelling), Peards House West Down Ilfracombe Devon EX34 8NH Consultation Expiry Date: 1 March 2023

**SOUTH MOLTON 76668** Listed building consent for change of use of office to residential with internal alterations to ground floor, 5 Queen Street South Molton Devon EX36 3AA Consultation Expiry Date: 8 March 2023

**Departure from the local plan**

**HEANTON PUNCHARDON 76630** Reserved matters application for residential development comprising 80 dwellings public open space and associated works (Outline planning permission 64000), Chivenor Cross Chivenor Devon Consultation Expiry Date: 8 March 2023

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Sink and pedestal, toilet and  
cistern, GWO, £50. 01237  
476573

Steam cleaner used once £25  
ono 07968 223776

Television Bush 43" fire TV,  
only 2 months old still have  
receipt, as bought in  
January. Was £179.99 would  
like £150. 01237 474187

Three betamax video recorders  
£50 + 50 betamax tapes £25  
01271 371546

Toby Jugs, Royal Doulton, The  
Falconer and The Pied  
Piper, 9cm high, excellent  
condition, £10 each. 01237  
424959

TV stand, 3 tier, glass topped,  
excellent condition, £25.  
01271 830453

Vintage sewing machines x 2  
£30 each ono 07968 223776

#### WANTED

Pine bookcase  
cash paid

**07811 680235**

#### Personal

**Gentleman looking  
for a lady  
companion,  
over 50, to live in.  
General cleaning,  
help with evening  
meals and CSOH,  
in return free  
lodgings.  
Preferred car  
driver.  
For more details  
ring 01237 429416**

### Public Notices



#### WHITE CROSS FLOATING OFFSHORE WINDFARM PROJECT

The next round of consultation events for the White Cross floating offshore windfarm project are being held on the 28th and 29th March. The purpose of these events is to provide an update on the development of the project design and routing options and answer any questions that you may have about the project.

Consultation with stakeholders and local communities is a key part of the planning and consenting processes that is strongly valued by the project team. We are actively seeking input; with all comments and opinions provided carefully considered and used to help shape our plans and support project decisions.

White Cross is a 100MW offshore wind project being developed in the Celtic Sea by Offshore Wind Limited. The windfarm site is approximately 50km northwest off the North Devon and Cornwall coast. It is a small pre-commercial size project consisting of between 6 and 8 turbines, and associated moorings. The turbines will be connected to land via a cable which is proposed to make landfall at the north end of Saunton Sands Beach. The onshore cable will then connect to the existing substation at East Yelland, south of the River Ta.

Please join us at these upcoming events. We look forward to seeing both new and familiar faces and to continue to share information and exchange ideas.

#### Event 1

Date: Tuesday 28th March 2023  
Time: 14:00 - 16:00 and 17:00 - 19:00  
Location: North Devon Yacht Club, Marine Parade, Instow, EX39 4HW

#### Event 2

Date: Wednesday 29th March 2023  
Time: 14:00 - 16:00 and 17:00 - 19:00  
Location: Braunton Countryside Centre, Caen Street Car Park, Braunton, EX33 1AA

#### LICENSING ACT 2003 (s.17)

#### NOTICE OF APPLICATION FOR PREMISES LICENCE

Name of Applicant: David Milton Ginnis

Name and address of premises: Golden Lion Inn, North Road, High Bickington, Umberleigh EX37 9BB

Address of Licensing Authority: Torridge District Council, Riverbank House, BIDEFORD, Devon, EX39 2QG [www.torridge.gov.uk/licensing](http://www.torridge.gov.uk/licensing)

Representations about this application must be made in writing to the Licensing Authority by:

**6 APRIL 2023**

#### Nature of Proposed Licensable Activities:

- Supply of alcohol for consumption on and off the premises;
- Monday to Saturday from 10:00 to Midnight. Sunday from 12:00 to 23:00
- New Year's Eve from 10:00 to 02:00.

Date: 09/03/2023

**IT IS AN OFFENCE TO KNOWINGLY OR RECKLESSLY MAKE A FALSE STATEMENT IN CONNECTION WITH AN APPLICATION. THE MAXIMUM FINE ON CONVICTION IS £5000.**

**ROY KENNETH CALEY (Deceased)**  
Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the above named, late of Seaview Haven Residential Care Home, Oak Tree Gardens, Ilfracombe, EX34 8AQ, who died on 11/02/2023, are required to send written particulars thereof to the undersigned on or before 23/05/2023, after which date the Estate will be distributed having regard only to the claims and interests of which they have had notice.

**ROBIN JOHN TAYLOR (Deceased)**  
Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the above named, late of Seaview Haven Residential Care Home, Oak Tree Gardens, Ilfracombe, EX34 8AQ, who died on 11/02/2023, are required to send written particulars thereof to the undersigned on or before 23/05/2023, after which date the Estate will be distributed having regard only to the claims and interests of which they have had notice.

**BREWER HARDING & ROWE,**  
1 The Square, Barnstaple, Gb, EX32 8LS

**WOLLENS SOLICITORS,**  
Avery House Liberty Road Roundswell Business Park, Barnstaple North Devon, EX31 3TL

To advertise please call  
**01271 414192**



#### TORRIDGE DISTRICT COUNCIL

#### T and C PLANNING ACT 1990

#### Planning (Listed Buildings and Conservation Areas) Act 1990

The following applications have been made to the Council and are advertised in accordance with the above legislation

**APPLICATIONS REGISTERED WEEK ENDING 20/03/2023**

#### Planning Applications

#### Holsworthy Hamlets

0114/2023 - Change of use of land to site 16no. holiday lodges, 6no. glamping pods, new pedestrian and cycle access, landscaping, roadways and drainage (Re-submission of 1185/2021) - Land Adjacent To Windmill Road

#### Applications Affecting Setting of Listed Building

#### Ashwater

0211/2023 - Erection of balcony with handrails and stairs to the front of property - The Hay Barn 7 Braddon Farm Cottages

**DEPARTURE NOTICE UNDER ARTICLE 15 (2)(b) OF THE Town and Country Planning (Development Management Procedure) (England) Order 2015.** The proposed development does not accord with the provisions of the development plan in force in the area in which the land to which the application relates is situated.

**Little Torrington**  
0231/2023/FUL - Alterations to layout and design for 3 no. dwellings (pursuant to planning approval 0718/2019) (Variation of condition 1 of Planning Application 0811/2022) - Site Of Little Hayes Taddipport

**Pyworthy**  
0146/2023 - Outline planning application for the installation of Battery Energy Storage System and ancillary development with all matters reserved - Land At Pinkworthy Farm

0184/2023 - Reserved matters application for details of access, appearance, landscaping, layout and scale for 4 no. dwellings pursuant to application 0618/2020 - Land Adjacent To Lynwood

The applications can be viewed at [www.torridge.gov.uk/plan](http://www.torridge.gov.uk/plan) in person line or at Riverbank House, Bideford. If you wish to make a representation, you may do so at the above web address or in writing to the Development Enabling Manager at Riverbank House within 24 days from the date of publication of this Notice. Please note that any representations made by you, including details of your name and address, will be available for viewing by members of the public, including the applicant. Please note we will not be acknowledging receipt of representations or replying individually to letters due to the volume of correspondence we receive as they will be available for individuals to view on Public Access.

**LEGAL AND PUBLIC NOTICES**  
**David Colin Cameron Deceased**  
Pursuant to the Trustee Act 1925 anyone having a claim against or an interest in the Estate of the deceased, late of Great Eckworthy, Buckland Brewer, Bideford, Devon EX39 5NF who died on 28th November 2022 must send written particulars to the address below by 30th April 2023 after which date the Estate will be distributed having regard only to the claims and interests notified.

**LEGAL AND PUBLIC NOTICES**  
**Reginald Derek Berry Deceased**  
Pursuant to the Trustee Act 1925 anyone having a claim against or an interest in the Estate of the deceased, late of 186 Moreton Park Road, Bideford, Devon EX39 3HB who died on 27th April 2022 must send written particulars to the address below by 30th April 2023 after which date the Estate will be distributed having regard only to the claims and interests notified.

**BAZELEY BARNES & BAZELEY SOLICITORS**  
24 Bridgeland Street Bideford Devon EX39 2QB  
REF: ABC/BH/CAM/08446

**BAZELEY BARNES & BAZELEY SOLICITORS**  
24 Bridge land Street Bideford Devon EX39 2QB  
REF: ABC/BH/BER/08259

**PLEASE MENTION THIS NEWSPAPER WHEN REPLYING TO THESE ADVERTISEMENTS**







# Public Notices

## Traffic & Roads

### Traffic & Roads

**ROAD TRAFFIC REGULATION ACT 1984 - SECTION 14**  
**THE COUNTY OF DEVON (TEMPORARY RESTRICTION) (THE VILLAGE, ST GILES IN THE WOOD, ROAD FROM HIGHER HOUSE COTTAGE TO THE OLD POST HOUSE, ST GILES IN THE WOOD, ROAD HEADING SOUTH FROM HIGHER HOUSE FARM, KINGSCOTT, ROAD FROM WHITELASH CROSS TO WOOLLEIGH BRIDGE, KINGSCOTT, ROAD FROM WOOLLEIGH MILL BRIDGE TO WOOLLEIGH CROSS, GREAT TORRINGTON) ORDER 2023**  
**TEMPORARY PROHIBITION OF THROUGH TRAFFIC**  
 NOTICE is hereby given that Devon County Council intends to make the above listed order from 9/3/23 for a maximum of 18 months. Anticipated Finish 19/5/23. No person shall cause or permit any vehicle to proceed on the sections of Affected Roads. Road affected: THE VILLAGE, ST GILES IN THE WOOD, ROAD FROM HIGHER HOUSE COTTAGE TO THE OLD POST HOUSE, ST GILES IN THE WOOD, ROAD HEADING SOUTH FROM HIGHER HOUSE FARM, KINGSCOTT, ROAD FROM WHITELASH CROSS TO WOOLLEIGH BRIDGE, KINGSCOTT, ROAD FROM WOOLLEIGH MILL BRIDGE TO WOOLLEIGH CROSS, GREAT TORRINGTON, FROM ST GILES IN THE WOOD VILLAGE TO HIGHER HOUSE, ON TO WOOLLEIGH CROSS ON THE A3124. The alternative signed route for vehicles will be via - ST GILES, HIGH GILLES, ALONG B2272 TO HITCHINGDALE ROUNDABOUT - FIRE STATION ROUNDABOUT, ALONG A266 TO TOWN MILLS, ALONG A3124 TO WOOLLEIGH CROSS & VICE VERSA. This temporary restriction is considered necessary to enable M320HW. For additional information contact: MLESTOM INFRASTRUCTURE, Telephone: 0202 307 7802. Email: 29/2/22. Mag Booth, Director of Climate Change, Environment & Transport, Devon Highways, Devon County Council, County Hall, Exeter, EX2 4QD. Ref: TR20234940.

**40mph Speed Limit & Toucan Crossing - A30 Roundabout Roundabout, Barnstaple**  
 Under the Road Traffic Regulation Act 1984, Devon County Council propose to make Devon County Council (A30 Roundabout Roundabout, Barnstaple) (40mph Speed Limit) order to introduce 40MPH SPEED LIMIT on specified lengths of A30 Barnstaple Bypass & Road from Eastcote Cross to Roundabout & install a TOUCAN CROSSING on the A30 approximately 30 metres east of the Roundabout. Draft order plan & statements of reasons may be seen at <http://devon.gov.uk>. Free searchable computer use is available during the opening hours of Devon Libraries. Documents are also available to view during normal office hours at the address below. Objections to the speed limit & other comments specifying the proposal & the grounds on which they are made must be in writing to the address below or via [https://devon.gov.uk](mailto:https://devon.gov.uk) to arrive by 17 April 2023. Receipt of submissions may not be acknowledged but those received will be considered. If you make a submission, please be aware that your comments will be anonymized prior to being sent to Highways & Traffic Order Committee (HATOC) members for consideration or being published on the Council's website. Your data may be shared with the Council & its own partner agencies. No personal details will be kept confidential in line with the Privacy Notice at <https://devon.gov.uk/privacy> & will only be shared in accordance with the terms of the Privacy Notice on its company with the Council's legal obligations. Ref: A30R2021228. Address: ref: H025 Director of Legal & Governance Services, County Hall, Torquay Road, Exeter EX2 4QD.

**ROAD TRAFFIC REGULATION ACT 1984 - SECTION 14**  
**THE COUNTY OF DEVON (TEMPORARY RESTRICTION) (LANE FROM NEW LOATMEAD FARM TO MADDOCKS CROSS, BRADWORTHY) ORDER 2023**  
**TEMPORARY PROHIBITION OF THROUGH TRAFFIC**  
 NOTICE is hereby given that Devon County Council intends to make the above listed order from 27/3/23 for a maximum of 18 months. Anticipated Finish 4/4/23. No person shall cause or permit any vehicle to proceed on the sections of Affected Roads. Road affected: LANE FROM NEW LOATMEAD FARM TO MADDOCKS CROSS, BRADWORTHY (NEAR LITTLE DINWORTHY FARM). The alternative signed route for vehicles will be via - LANE FROM NEW LOATMEAD FARM TO MADDOCKS CROSS - ROAD FROM NORTH MOOR CROSS TO LOATMEAD CROSS - ROAD FROM NORTH MOOR CROSS TO ATWORTHY CROSS - ROAD FROM ATWORTHY CROSS TO QUOTIGATE CROSS - ROAD FROM QUOTIGATE CROSS TO CROSSHAYN CROSS - ROAD FROM CROSS HAYN TO GREAT DINWORTHY - LANE FROM NEW LOATMEAD FARM TO MADDOCKS CROSS. This temporary restriction is considered necessary to enable PROVIDE NEW WATER SERVICE - 2M TAR RD 6M FIELD, 1M VERGE & 1.5M HDGE. For additional information contact: NIER MG LTD, Telephone: 01726 224400. Email: 20/3/23. Mag Booth, Director of Climate Change, Environment & Transport, Devon Highways, Devon County Council, County Hall, Exeter EX2 4QD. Ref: TR20234812.

**ROAD TRAFFIC REGULATION ACT 1984 - SECTION 14**  
**DEVON COUNTY COUNCIL**  
**(FOOTPATH NO. 14, COUNTYSBURY & SOUTH LANE COUNTYSBURY UCR301 & BRENDON UCR301B) TEMPORARY PROHIBITION OF TRAFFIC ORDER 2023**  
 NOTICE is hereby given that Devon County Council intend to make the above listed order from Tuesday, 14th March 2023 to Wednesday, 13th September 2023. No persons and/or horse riders and/or vehicles shall proceed on the sections of the affected paths except for access to land or premises on or adjacent to those lengths of paths. The order will continue in force for a period not exceeding six months or until the works have been completed, whichever is the sooner. Public rights of way affected: FOOTPATH NO. 14, COUNTYSBURY & SOUTH LANE COUNTYSBURY UCR301 & BRENDON UCR301B from the road at Rockford, through the ford up to the road at Wilburn, Footpath 14 from its junction with Footpath 17 above Watersmeet to the Fort bypass bridge upstream of Rockford. The alternative route for walkers will be signed on the ground. The closure is necessary for public safety whilst a new sewage pumping system is installed at Rockford. Further information may be obtained by contacting Public Rights of Way on 0345 155 1504. Dated: 22nd day of March 2023. Mag Booth, Director of Climate Change, Environment & Transport, Devon Highways, Devon County Council, County Hall, Exeter EX2 7HL.

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**ROAD TRAFFIC REGULATION ACT 1984 - SECTION 14**  
**THE COUNTY OF DEVON (TEMPORARY RESTRICTION) (ROAD FROM CHERRY TREE COTTAGE TO UPFACOTT CROSS, BISHOPS NYMPTON) ORDER 2023**  
**TEMPORARY PROHIBITION OF THROUGH TRAFFIC**  
 NOTICE is hereby given that Devon County Council intends to make the above listed order from 29/4/23 for a maximum of 18 months. Anticipated Finish 4/4/23. No person shall cause or permit any vehicle to proceed on the sections of Affected Roads. Road affected: ROAD FROM CHERRY TREE COTTAGE TO UPFACOTT CROSS. This temporary restriction is considered necessary to enable ERECT NEW POLE & OVERHEAD CABLES. For additional information contact: JERRYL DYE TRAFFIC MANAGEMENT, Telephone: 01761 181155. Email: 22/3/23. Mag Booth, Director of Climate Change, Environment & Transport, Devon Highways, Devon County Council, County Hall, Exeter EX2 4QD. Ref: TR20234840.

**ROAD TRAFFIC REGULATION ACT 1984 - SECTION 14**  
**THE COUNTY OF DEVON (TEMPORARY RESTRICTION) (LIMERS LANE, MERTON) (NO. 2) ORDER 2023**  
**TEMPORARY PROHIBITION OF THROUGH TRAFFIC**  
 NOTICE is hereby given that Devon County Council intends to make the above listed order from 29/4/23 for a maximum of 18 months. Anticipated Finish 12/5/23. No person shall cause or permit any vehicle to proceed on the sections of Affected Roads. Road affected: LIMERS LANE, MERTON (FROM HEAR SUNCREST TO NEAR COACH HOUSE). The alternative signed route for vehicles will be via - LIMERS LANE, ROAD FROM CHAPEL CROSS TO LIMERS LANE, ROAD FROM CHAPEL CROSS TO WALLS CORNER, ROAD FROM WALLS CORNER TO LAZES CROSS, ROAD FROM LAZES CROSS TO GRANGE LANE, ROAD FROM GRANGE LANE & VICE VERSA. This temporary restriction is considered necessary to enable LAY NEW SURFACE WATER SEWER ACROSS THE CARRIAGEWAY ALONG WITH 2 MANHOLES. For additional information contact: KERRON BEALUP OF SOUTH WEST WATER, Telephone: 0344 346 2020. Email: 06/3/23. Mag Booth, Director of Climate Change, Environment & Transport, Devon Highways, Devon County Council, County Hall, Exeter EX2 4QD. Ref: TR20234965.

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**ROAD TRAFFIC REGULATION ACT 1984 - SECTION 14**  
**THE COUNTY OF DEVON (TEMPORARY RESTRICTION) (ROAD FROM WINKLEIGH MOOR CROSS TO SECKINGTON CROSS, WINKLEIGH) ORDER 2023**  
**TEMPORARY PROHIBITION OF THROUGH TRAFFIC & PARKING**  
 NOTICE is hereby given that Devon County Council intends to make the above listed order from 14/4/23 for a maximum of 18 months. Anticipated Finish 29/6/23. Between the hours of 19:00 & 07:00 Monday to Friday, 08:00 & 07:00 Saturday. No person shall cause or permit any vehicle to proceed or wait on the sections of Affected Roads. Roads affected: ROAD FROM WINKLEIGH MOOR CROSS TO SECKINGTON CROSS, WINKLEIGH. The alternative signed route for vehicles will be via - A3124, A316, A3073, A3124. This temporary restriction is considered necessary to enable RESURFACING. For additional information contact: MLESTOM INFRASTRUCTURE, Telephone: 0202 307 7802. Email: 18/12/22. Mag Booth, Director of Climate Change, Environment & Transport, Devon Highways, Devon County Council, County Hall, Exeter EX2 4QD. Ref: TR202348760.

**ROAD TRAFFIC REGULATION ACT 1984 - SECTION 14**  
**THE COUNTY OF DEVON (TEMPORARY RESTRICTION) (ROAD FROM WINKLEIGH MOOR CROSS TO SECKINGTON CROSS, WINKLEIGH) ORDER 2023**  
**TEMPORARY PROHIBITION OF THROUGH TRAFFIC & PARKING**  
 NOTICE is hereby given that Devon County Council intends to make the above listed order from 14/4/23 for a maximum of 18 months. Anticipated Finish 29/6/23. Between the hours of 19:00 & 07:00 Monday to Friday, 08:00 & 07:00 Saturday. No person shall cause or permit any vehicle to proceed or wait on the sections of Affected Roads. Roads affected: ROAD FROM WINKLEIGH MOOR CROSS TO SECKINGTON CROSS, WINKLEIGH. The alternative signed route for vehicles will be via - A3124, A316, A3073, A3124. This temporary restriction is considered necessary to enable RESURFACING. For additional information contact: MLESTOM INFRASTRUCTURE, Telephone: 0202 307 7802. Email: 18/12/22. Mag Booth, Director of Climate Change, Environment & Transport, Devon Highways, Devon County Council, County Hall, Exeter EX2 4QD. Ref: TR202348760.

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**WHITE CROSS**

**WHITE CROSS FLOATING OFFSHORE WINDFARM PROJECT**

The next stage of consultation aims for the White Cross floating offshore windfarm project to be fully built in the 2030s until 2050. More than 750 people of these events are going to go on to the development of the project design and testing, marine and environmental consultation. The next few days will be about the project. Consultation will continue and local consultation is a key part of the process and we will be holding Public Meetings about the project. We will continue to work with you, with all comments will be reviewed carefully considered and used to help shape the project and support project decisions. White Cross are 100MW offshore wind farm project, situated in the Celtic Sea by Offshore Wind Limited. The project is an approximately 10km northwards off the North Devon sea coast. It is a 60MW full commercial size project consisting of between 6 and 8 turbines, and associated mooring. The scheme will be an 100MW onshore wind farm which will generate electricity in the north and of Southern Spain. The scheme will be an approximately 10km northwards off the North Devon sea coast. It is a 60MW full commercial size project consisting of between 6 and 8 turbines, and associated mooring. The scheme will be an 100MW onshore wind farm which will generate electricity in the north and of Southern Spain. Please see us at Free upcoming events. We look forward to seeing you at our upcoming events and to continue to share information and project news.

**Event 1**  
 Date: Tuesday 28th March 2023  
 Time: 14:00 - 16:00 and 17:00 - 19:00  
 Location: North Devon Yacht Club, Marine Parade, Ilfracombe, EX39 4HW

**Event 2**  
 Date: Wednesday 29th March 2023  
 Time: 14:00 - 16:00 and 17:00 - 19:00  
 Location: Brunton Countrywide Centre, Capin Street Car Park, Brunton, EX23 1AA



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Linkedin post on Flotation Energy social media page on the 30<sup>th</sup> June 2022.



**Flotation Energy**

6,090 followers

17 posts

White Cross is a Test and Demonstration Project which will showcase floating offshore wind opportunities in the Celtic Sea such as innovation and stimulating the local supply chain. It's important we get it right.

We are conducting our technical and environmental assessments, just like you would expect. But, we want to know the thoughts of people living and working nearby around:

- environmental or community constraints to onshore or offshore cable routes
- information that can help us plan for construction

Your feedback will help influence the design of the project; and help us develop the best possible proposals.

You can share your views by meeting with us in person:

North Devon Leisure centre (in Barnstaple), Tuesday 5 July 2022 (14:00-16:00 or 17:00-19:00)

North Devon Cricket Club (in Instow), Wednesday 6th July 2022 (14:00-16:00 or 17:00-19:00)



Consultation Events for the White Cross Offshore Windfarm Project are being held on the 5th and 6th July. The purpose of the events is to introduce the Project and answer any questions you may have. Consultation with stakeholders and local communities is a key part of the planning and consenting processes. We are actively seeking input; with all comments and opinions provided carefully considered and used to help shape our plans.



White Cross is being developed by Offshore Wind Limited. It is located in the Celtic Sea, approximately 50km off the North Devon and Cornwall coast. The Windfarm Site covers an area of 50km<sup>2</sup>. The landfall for the offshore export cable(s) is expected to be on the North Devon coast near Braunton. The onshore cable(s) is then expected to connect to the existing substation at East Yelland on the south bank of the River Taw. White Cross will be a floating windfarm and use innovative floating substructure technology that is anchored to the seabed. Each floating substructure will support a single wind turbine. The maximum capacity of the completed windfarm will be 100MW – that's enough to power over 135,000 households.

We look forward to telling you more about the Project and finding out your views on what is proposed.

**Event 1 -**

Date: Tuesday 5th July 2022.  
Time: 14:00 – 16:00 and 17:00 - 19:00.  
Location: Tarka Leisure Centre, 7 Seven Brethren Bank, Barnstaple, EX31 2AS.

**Event 2 -**

Date: Wednesday 6th July 2022.  
Time: 14:00 – 16:00 and 17:00 - 19:00.  
Location: North Devon Cricket Club, The Pavillion, Sandhills, Instow, EX39 4LF.

[whitecrossoffshorewind.com](http://whitecrossoffshorewind.com)



Linkedin post on Flotation Energy social media page on the 18<sup>th</sup> October 2022.

Additional post released on the 13<sup>th</sup> October 2022.



**Flotation Energy**

6,090 followers

7mo •

The next round of public consultation for the White Cross project is being undertaken this week. Come and meet the project team to discuss and share views on the project design and development. Your feedback will help influence the design of the project and help us develop the best possible proposals.

You can share your views by meeting with us in person or online:

North Devon Cricket Club (Instow), Thursday 20th October (14:00 – 16:00 or 17:00– 19:00)

Braunton Parish Hall (Braunton), Friday 21st October (14:00 – 16:00 or 17:00– 19:00)

Online, Monday 24th October (12:00 –13:00) [Jessica Breedon Alex Green CEng](#)

[MIMechE Brown & May Marine Ltd](#) [Royal HaskoningDHV](#)

Or contact us at: [hello@whitecrossoffshorewind.com](mailto:hello@whitecrossoffshorewind.com)

<https://lnkd.in/eQzsM4am>



The next round of consultation events for the White Cross floating offshore windfarm project are being held on the 20th and 21st October. The purpose of these events is to provide an update on the development of the project design and routing options and answer any questions that you may have about the project.

Stakeholder and local community consultation is a central aspect of the planning and consenting process that is strongly valued by the project team. We are actively seeking your input; all comments and opinions will be carefully considered and used to help shape plans and support project decisions.

White Cross is a 100MW project being developed in the Celtic sea by Offshore Wind Limited. The windfarm site is approximately 50km on the North Devon and Cornwall Coast and covers an area of 50km<sup>2</sup>. It is expected that to deliver the maximum 100MW windfarm capacity only around 20% of this area will be required to site the expected 6 to 8 turbines and associated moorings.

Each turbine will be supported by an innovative floating substructure technology that is anchored to the seabed.

The offshore cable is proposed to make landfall on the North Devon coast near Braunton and the onshore cable will then connect to the existing substation at East Yelland, south of the River Taw.



We look forward to seeing you at one of the events, updating you on the project development since the last engagements and finding out your views on what is proposed.

**Event 1:**

**Date:** Thursday 20th October 2022

**Time:** 14:00 – 16:00 and 17:00– 19:00

**Location:** North Devon Cricket Club, The Pavilion Sandhills, Instow, EX38 4LF

**Event 2:**

**Date:** Friday 21st October 2022

**Time:** 14:00 – 16:00 and 17:00– 19:00

**Location:** Braunton Parish Hall, 5 Chalmers Rd, Braunton, EX33 1AF

**Online Event:**

**Date:** Monday 24th October 2022

**Time:** 12:00 – 13:00

**Location:** Online <https://www.whitecrossoffshorewind.com/whitexonline/whitecross-consultation-2022/>

LinkedIn post on Flotation Energy social media page on the 22<sup>nd</sup> March 2023.

Additional post released on the 15<sup>th</sup> March 2023.

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Today and tomorrow our White Cross project team will be holding public exhibition events in Devon and Braunton. Pop by and say hello and ask us your questions about the project.

For more information on the event please visit: or email:  
[hello@whitecrossoffshorewind.com](mailto:hello@whitecrossoffshorewind.com)

#OffshoreWind #CelticSea #Devon #Cornwall

FLOTATION ENERGY WHITE CROSS

### White Cross Public Event 28th and 29th March 2023

28th of March 2023	29th of March 2023
North Devon Yacht Club, EX39 4HW	Braunton Countryside Centre, EX33 1 AA
14:00-16:00 and 17:00-19:00	14:00-16:00 and 17:00-19:00

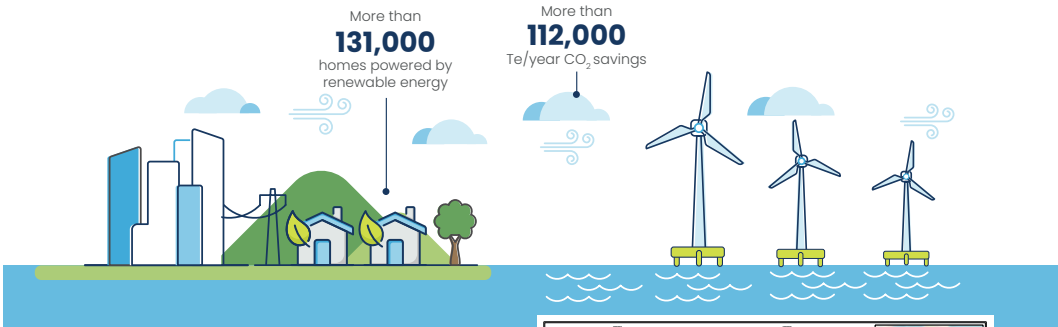
More than **135,000** homes powered by renewable energy

More than **215,000** Tt/year CO<sub>2</sub> savings

[hello@whitecrossoffshorewind.com](mailto:hello@whitecrossoffshorewind.com)



## White Cross Public Event 20th and 21st October 2022



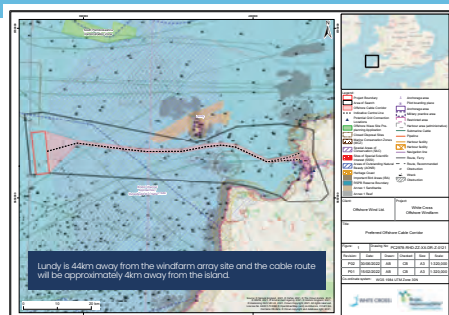
The next round of consultation events for the White Cross floating offshore windfarm project are being held on the 20th and 21st October. The purpose of these events is to provide an update on the development of the project design and routing options and answer any questions that you may have about the project.

Stakeholder and local community consultation is a central aspect of the planning and consenting process that is strongly valued by the project team. We are actively seeking your input; all comments and opinions will be carefully considered and used to help shape plans and support project decisions.

White Cross is a 100MW project being developed in the Celtic sea by Offshore Wind Limited. The windfarm site is approximately 50km on the North Devon and Cornwall Coast and covers an area of 50km<sup>2</sup>. It is expected that to deliver the maximum 100MW windfarm capacity only around 20% of this area will be required to site the expected 6 to 8 turbines and associated moorings.

Each turbine will be supported by an innovative floating substructure technology that is anchored to the seabed.

The offshore cable is proposed to make landfall on the North Devon coast near Braunton and the onshore cable will then connect to the existing substation at East Yelland, south of the River Taw.



We look forward to seeing you at one of the events, updating you on the project development since the last engagements and finding out your views on what is proposed.

### Event 1:

**Date:** Thursday 20th October 2022

**Time:** 14:00 – 16:00 and 17:00– 19:00

**Location:** North Devon Cricket Club, The Pavilion Sandhills, Instow, EX39 4LF

### Event 2:

**Date:** Friday 21st October 2022

**Time:** 14:00 – 16:00 and 17:00– 19:00

**Location:** Braunton Parish Hall, 5 Chaloners Rd, Braunton, EX33 1AF

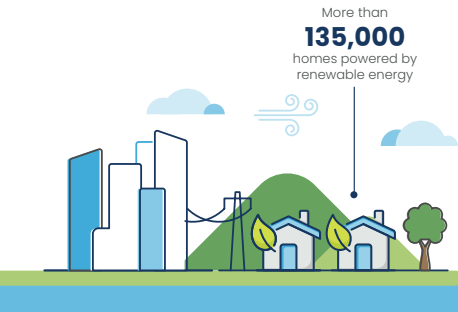
### Online Event:

**Date:** Monday 24th October 2022

**Time:** 12:00 – 13:00

**Location:** Online <https://whitecrossoffshorewind.com/exhibitions/whitecross-consultation-2022/>



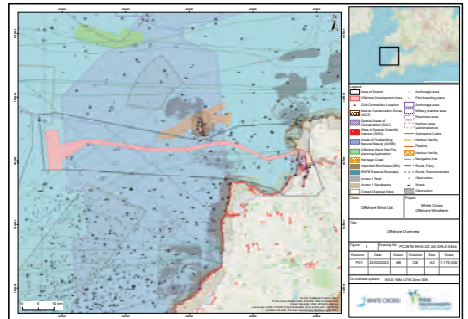


## WHITE CROSS FLOATING OFFSHORE WINDFARM PROJECT

The next round of consultation events for the White Cross floating offshore windfarm project are being held on the 28th and 29th March. The purpose of these events is to provide an update on the development of the project design and routing options and answer any questions that you may have about the project.

Consultation with stakeholders and local communities is a key part of the planning and consenting processes that is strongly valued by the project team. We are actively seeking input; with all comments and opinions provided carefully considered and used to help shape our plans and support project decisions.

White Cross is a 100MW offshore wind project being developed in the Celtic Sea by Offshore Wind Limited. The windfarm site is approximately 50km northwest off the North Devon and Cornwall coast. It is a small pre-commercial size project consisting of between 6 and 8 turbines, and associated moorings. The turbines will be connected to land via a cable which is proposed to make landfall at the north end of Saunton Sands Beach. The onshore cable will then connect to the existing substation at East Yelland, south of the River Taw.



Please join us at these upcoming events. We look forward to seeing both new and familiar faces and to continue to share information and exchange ideas.

### Event 1:

**Date:** Tuesday 28th March 2023

**Time:** 14:00 - 16:00 and 17:00 - 19:00

**Location:** North Devon Yacht Club, Marine Parade, Instow, EX39 4HW

### Event 2

**Date:** Wednesday 29th March 2023

**Time:** 14:00 - 16:00 and 17:00 - 19:00

**Location:** Braunton Countryside Centre, Caen Street Car Park, Braunton, EX33 1AA



## About White Cross Offshore Windfarm

Cobra and Flotation Energy are proud to be joint venture partners in Offshore Wind Limited on the White Cross Offshore Windfarm.

### About the partners

#### Cobra

Cobra is a worldwide leader with more than 75 years of experience in the development, construction and management of industrial infrastructure and energy projects.

#### Flotation Energy

Flotation Energy has a growing project pipeline of offshore wind projects with 10GW in the UK, Ireland, Taiwan, Japan and Australia and plans to expand into many more key markets.



FLOTATION ENERGY

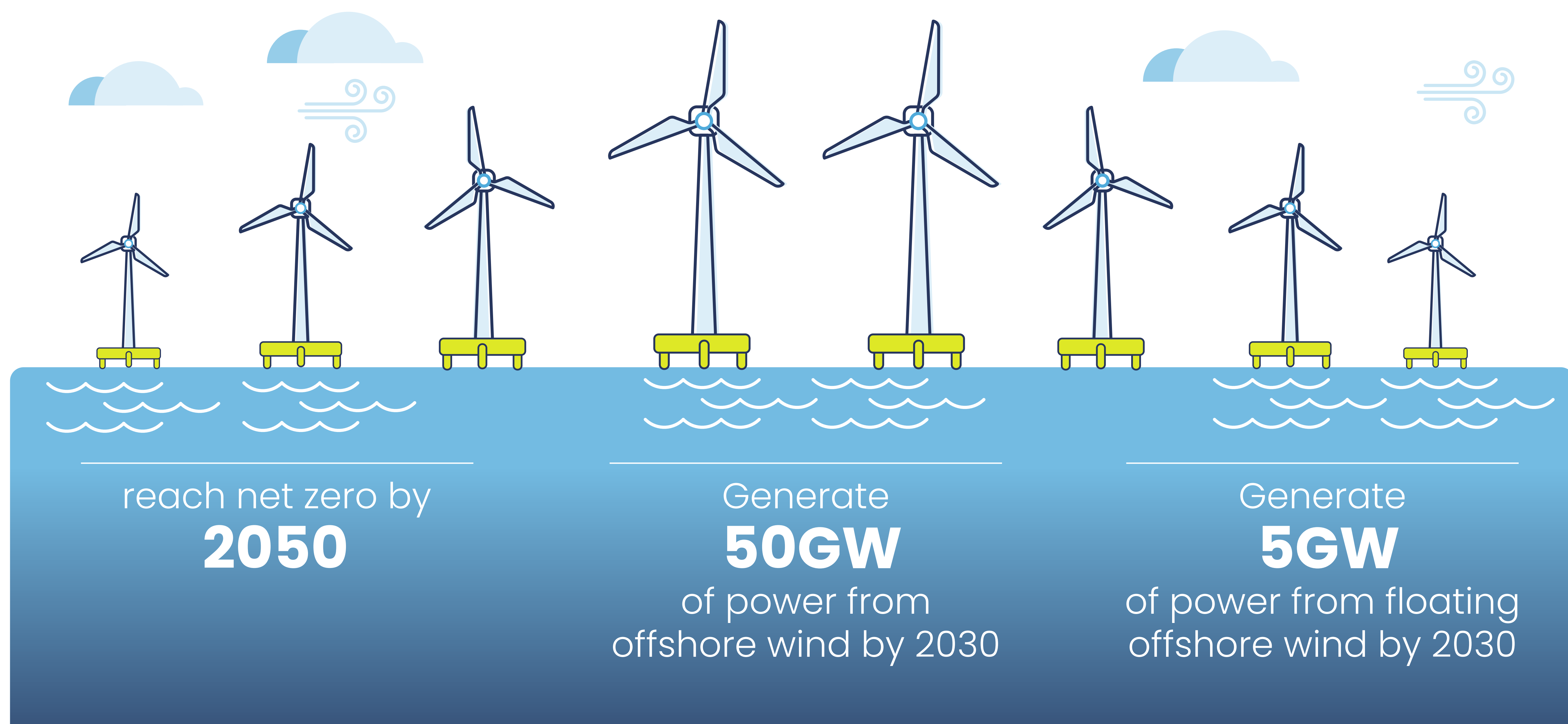


### About the project

Located over 50km off the English coast, visual impact from shore is negligible. It will provide clean renewable energy for over 135,000 homes, which equates to CO<sub>2</sub> savings of more than 215,000 tonnes per year!

The windfarm will use innovative floating substructure technology which is anchored to the seabed. The Offshore Export Cables will connect the Offshore Substation Platform to shore. The Export Cables will come ashore at a Landfall and then be routed underground to the Onshore Substation and will connect into the Western Power Distribution network, at East Yelland.

### We support UK Government targets to combat climate change

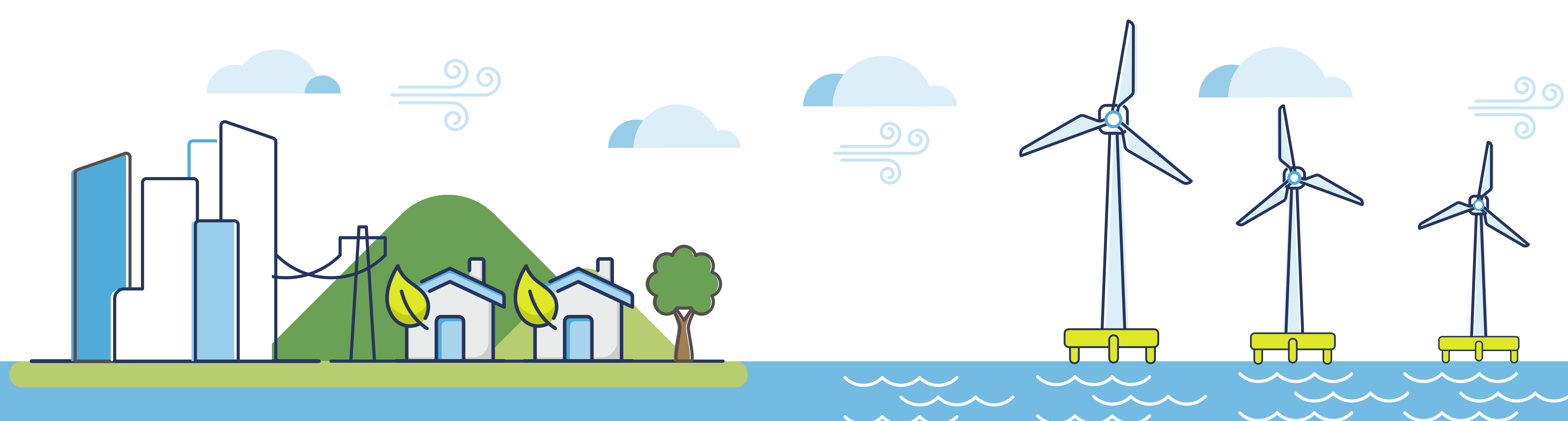


White Cross will showcase floating offshore wind opportunities in the Celtic Sea. It will also drive innovation; and stimulate the local supply chain.

### Your chance to take part

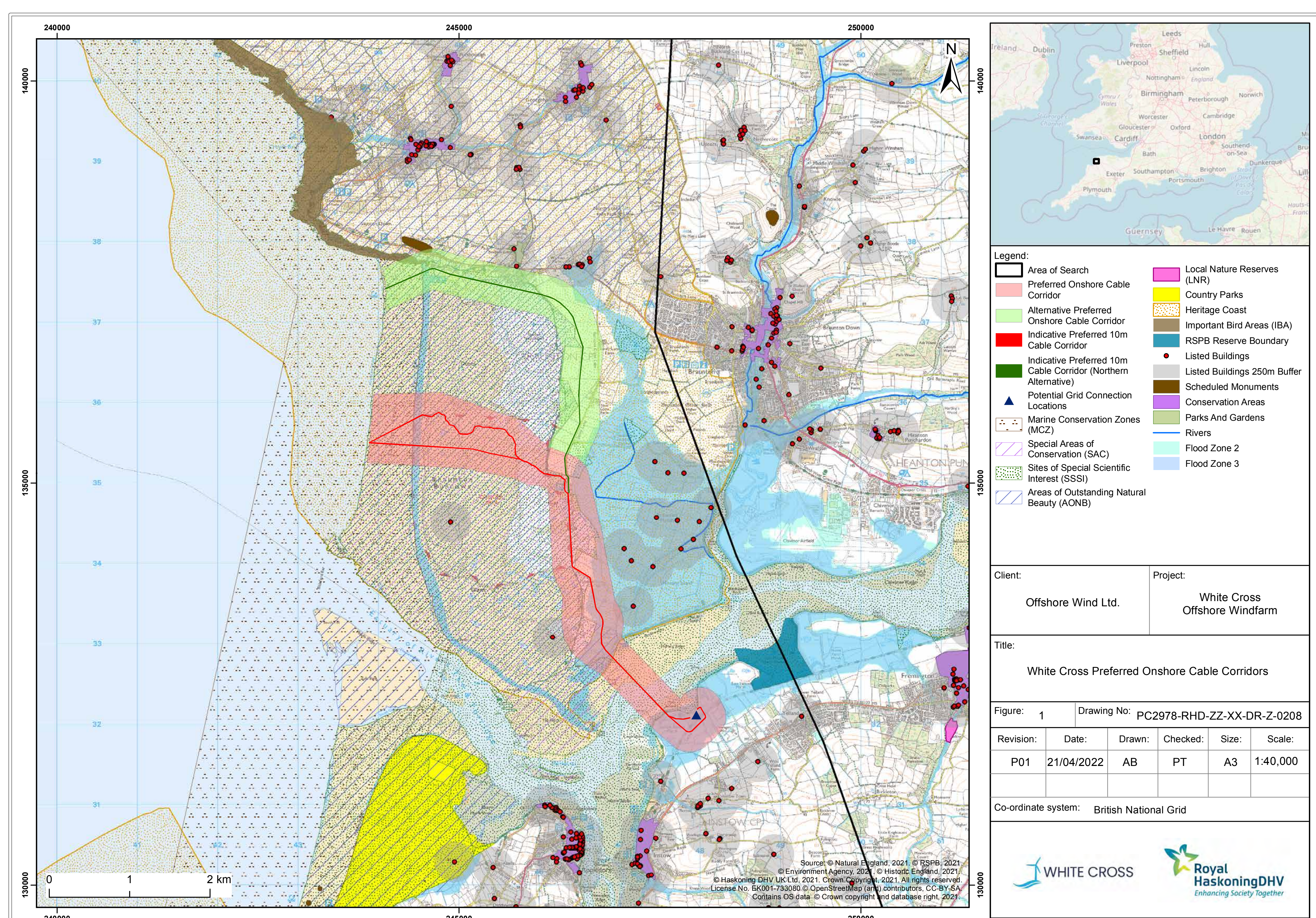
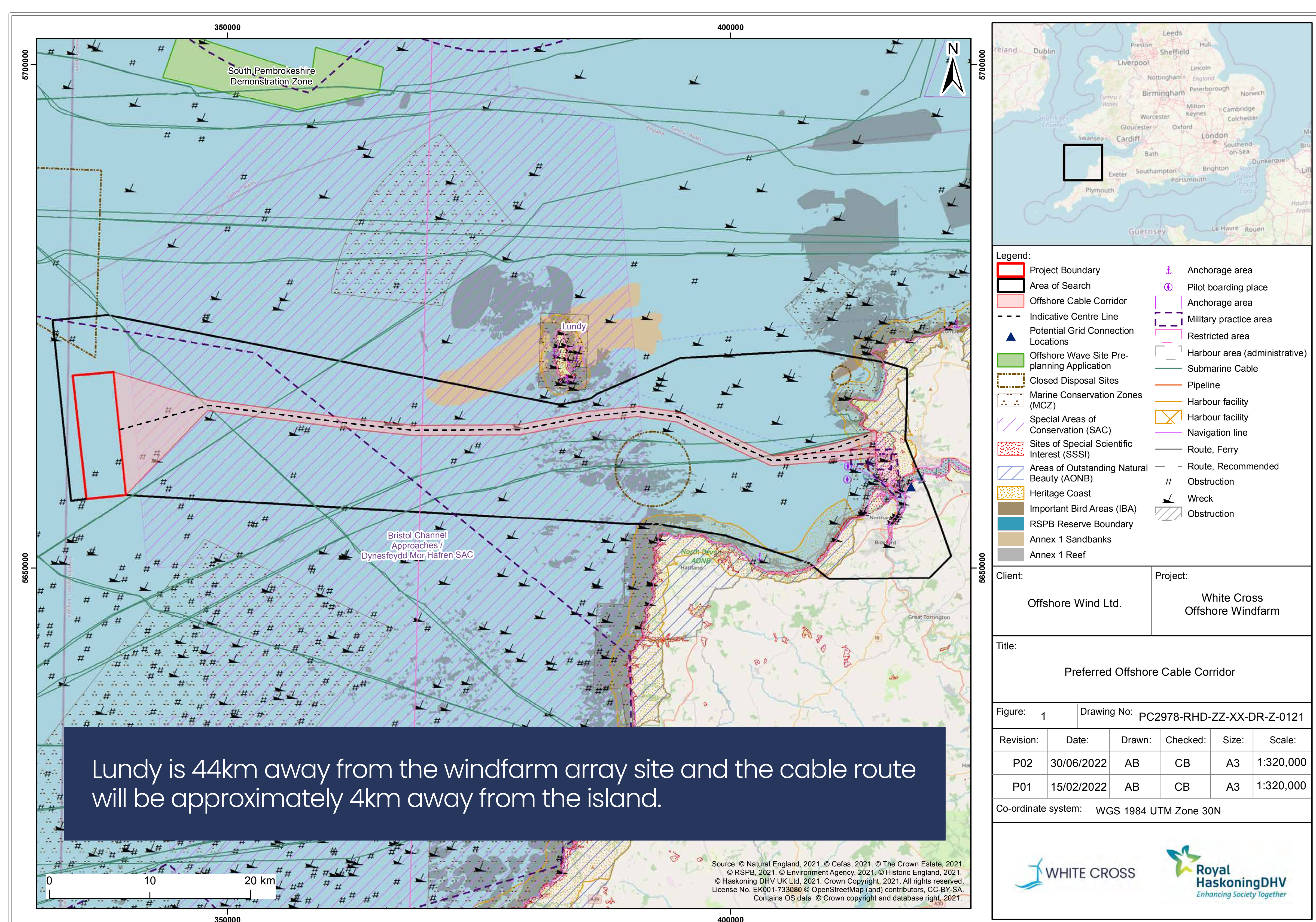
We want to hear from people living and working near to the proposals who may wish to share their thoughts around:

- environmental or community constraints to onshore or offshore cable routes or substation location
- information that can help us plan for construction





## White Cross Offshore Windfarm Infrastructure Corridors

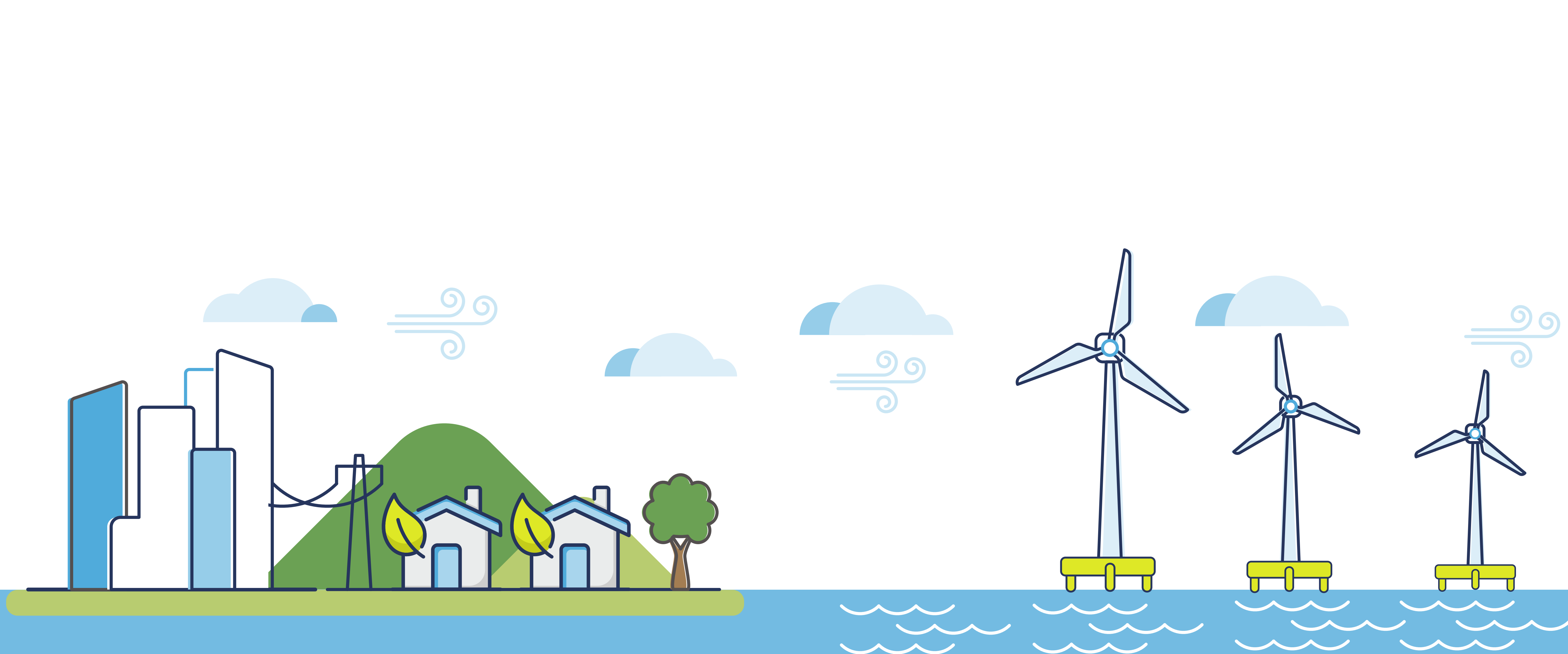


Following the identification of the Area of Search, both onshore and offshore, a process to identify a long list of potential cable routes was undertaken. Technical, economic and environmental constraints were considered and balanced. Each route was then assessed and compared to identify any key risks and deliver a preferred cable route option.

Continued refinement of the preferred cable route corridors will continue, and micro-siting will be used to avoid specific constraints where possible. Stakeholder views and comments will be taken into consideration throughout the ongoing project development to identify the final route option.

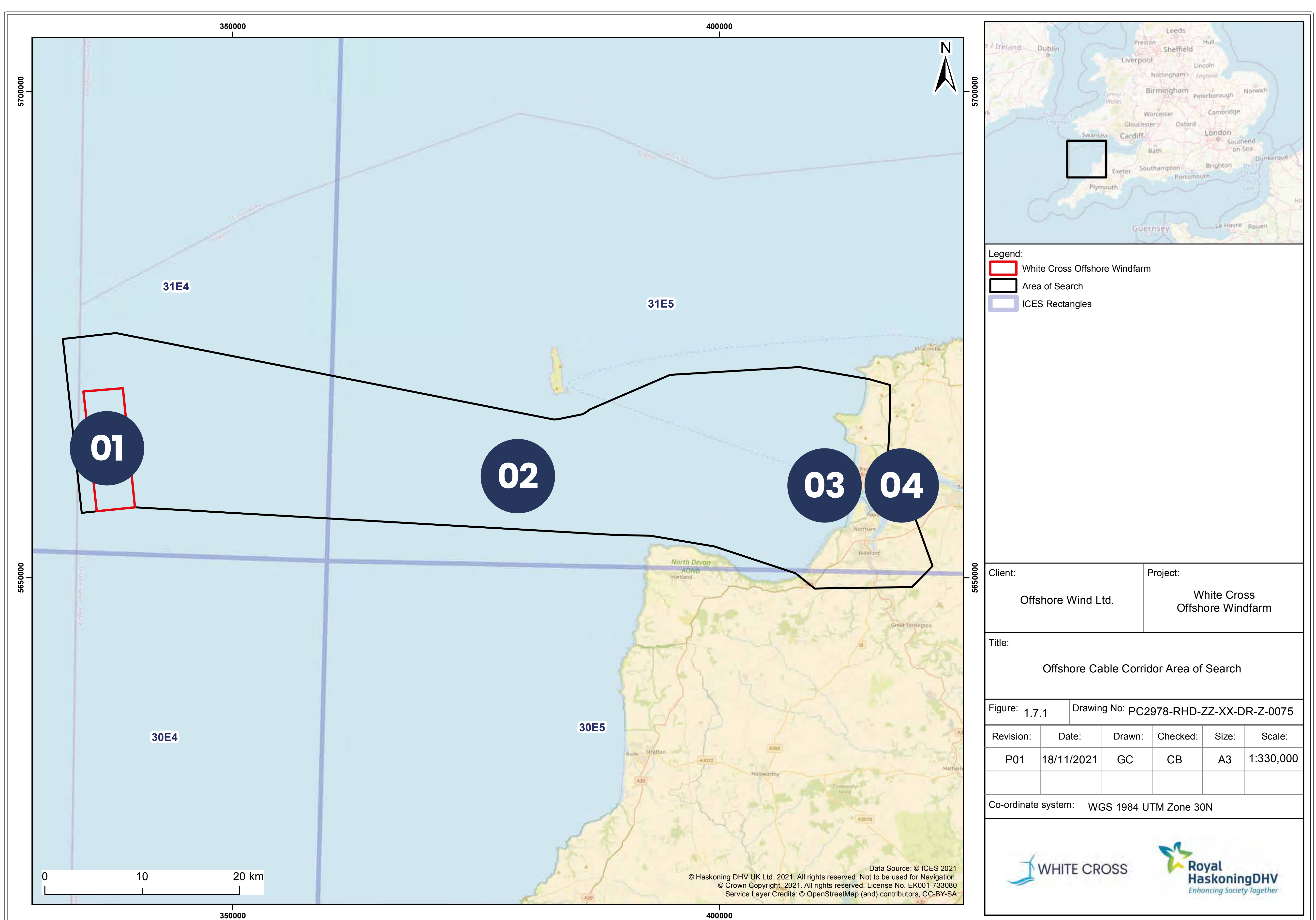
**Question:** To add to our route selection considerations please provide comments on any benefits and issues you can see of the presented.

1. onshore options
2. offshore options





## White Cross Windfarm routing and site selection process



### 01 | Array site

#### Potential windfarm array identified taking into consideration:

- Physical parameters – wind resource, water depth, wave height, seabed conditions
- Distance from shore and suitable landfall location
- Environmental designations and constraints
- Other users and activities

### 02 | Offshore cable route

#### Potential offshore export cable corridor identified within the area of search by:

- Maintaining space for cable installation and appropriate safety zones
- Minimising environmental impact by:
  - Avoiding designated nature conservation sites as far as possible
  - Keeping the route as short as possible
- Minimising cable crossings and maintaining required separation distances

### 03 | Onshore cable route

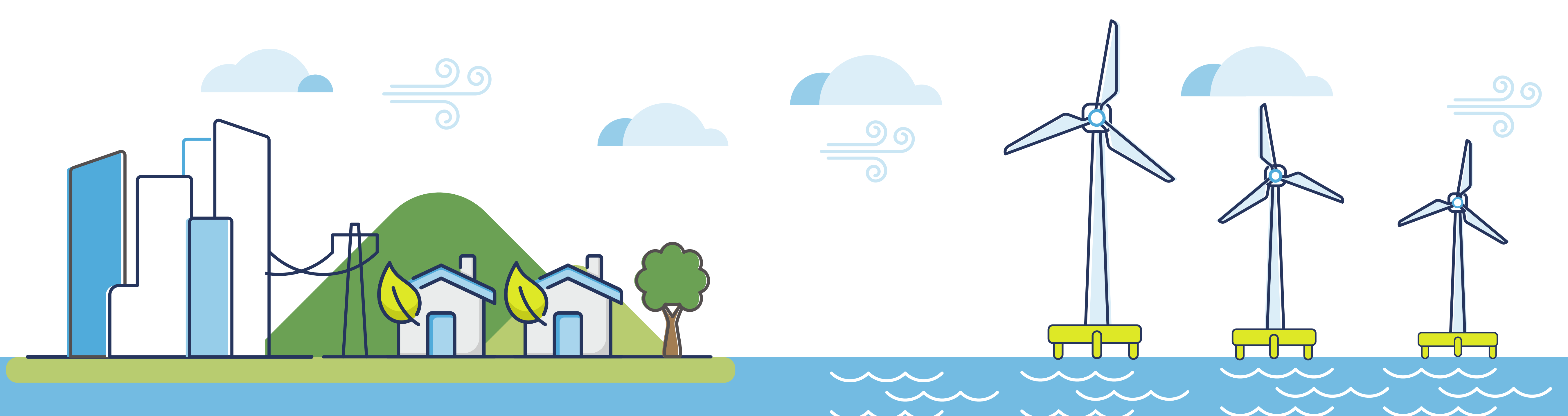
#### Potential onshore export cable corridor identified within the area of search by:

- Avoiding impacts to designated nature conservation sites and the need for woodland removal as far as practicable
- Minimising crossing of linear features (roads, railways, watercourses, etc.) and challenging ground conditions
- Avoiding infrastructure and urban land uses

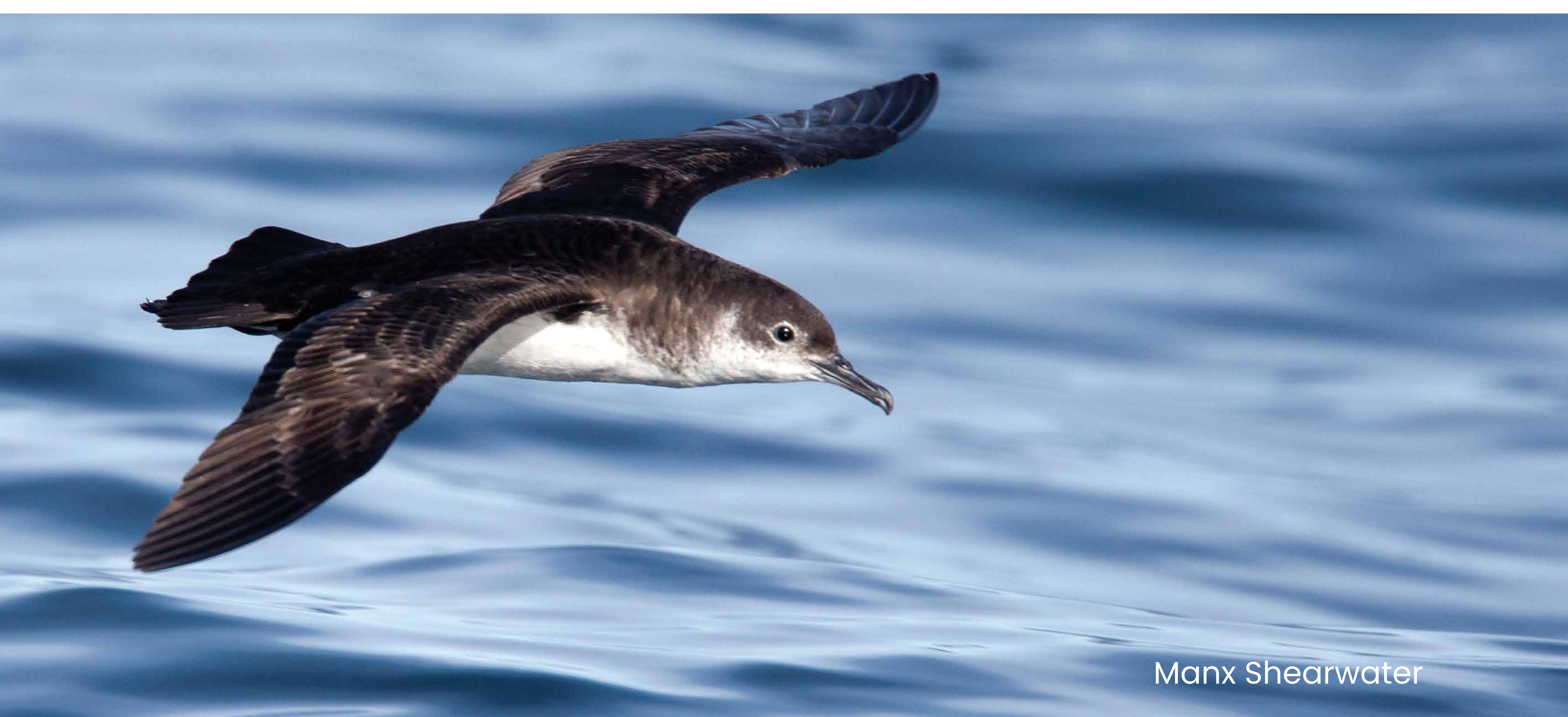
### 04 | Substation

#### Potential substation identified by as far as possible:

- Using existing natural screening and features to minimise intrusion
- Protecting surface and groundwater sources and nature conservation areas
- Avoiding areas of amenity, cultural and scientific value including important habitats and landscapes







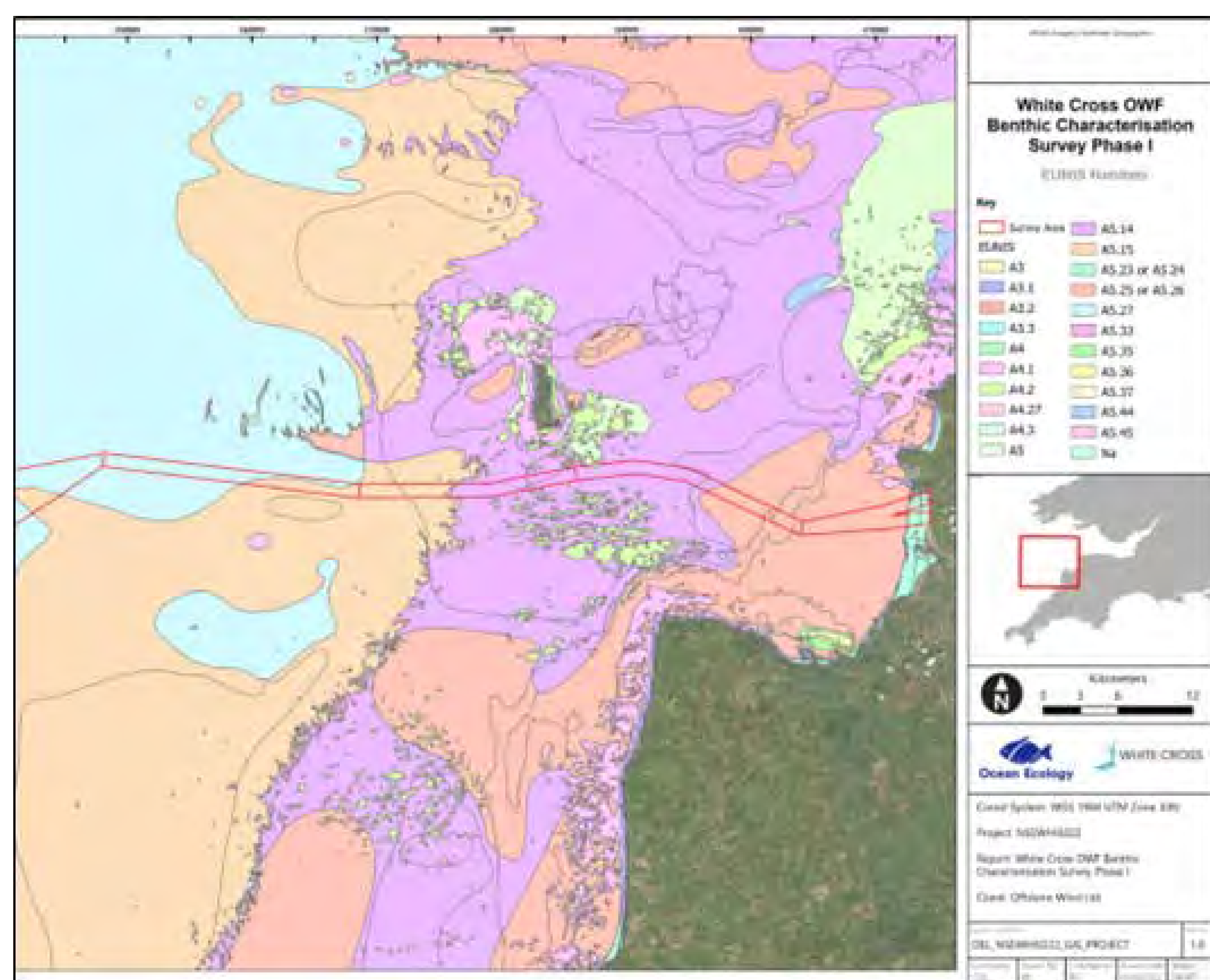
Manx Shearwater

## Understanding our environment

The Environmental Impact Assessment is currently being written, with the submission date expected to be in Q4 2022 for the offshore application and Q2 2023 for the onshore application. The EIA looks at the potential environmental impacts associated with the Project during construction, operation and decommissioning stages. The Offshore Environmental Statement will be submitted as part of the application for consent under Section 36 of the Electricity Act 1989 and for a Marine Licence under The Marine and Coastal Access Act 2009. The Onshore Environmental Statement will be submitted to support the planning application under the Town and Country Planning Act 1990.

### Marine Mammal / Seabird Surveys

Between June 2020 and September 2022, monthly aerial surveys were undertaken. Key seabird species identified during the surveys include: Kittiwake, Guillemot, Manx Shearwater, Auk, Razorbill and Gannets. Marine mammals observed during surveys include common dolphins, common minke whale, and harbour porpoise. These results will further the understanding of the baseline environment, density estimates and information for the assessments.



### Geotechnical and Benthic Ecology Surveys

Geotechnical and benthic ecology surveys have now been completed. These were undertaken to provide information about the seabed and help understand the structure of the habitats and species that are present in search areas. Information gathered around seabed geology and sediments, species and habitat on the seabed will inform

Benthic classification mapping from EMODnet across the offshore cable route survey area

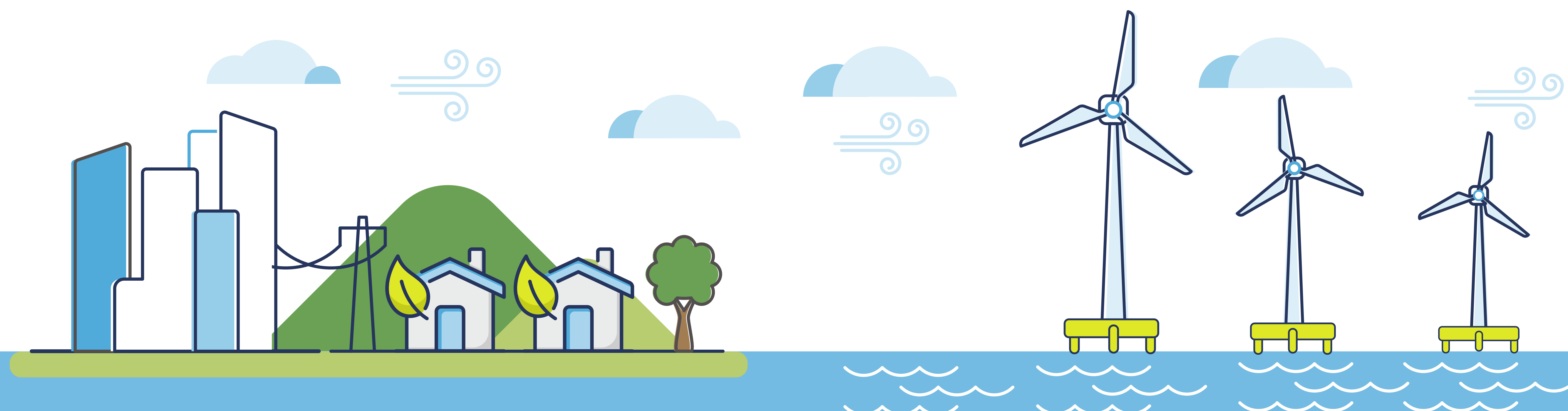
### Marine and traffic surveys

Road traffic surveys were completed in Summer 2022 and will inform our development of the construction traffic management plan. In 2022, offshore surveys of vessel activity across the project area have been completed. These will help us to understand vessel movements; and if our windfarm will affect them.

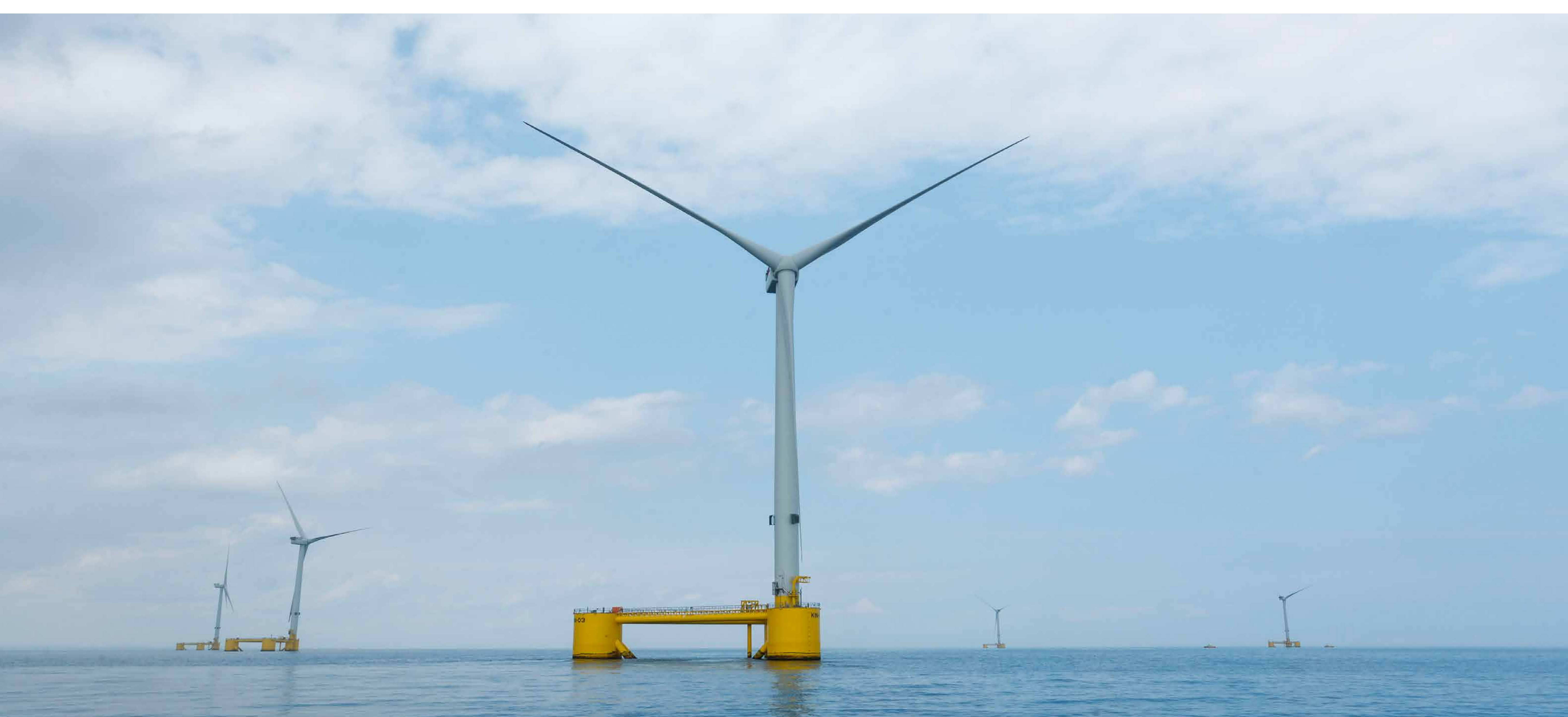
### Fisheries Liaison

White Cross Offshore Windfarm has employed a Fisheries Liaison Officer to provide information regarding the project to the fishing industry and to provide a contact point for fishing interests within the project area.

The Fisheries Liaison Officer and the project team met with members of the local fishing industry in September to understand local fishing interests, discuss potential areas of conflict and build strong working relationships.







## Local community engagement and positives

The use of local goods and services through the project will support local employment and businesses and provide local economic benefits.

Estimated figures for local and regional employment from construction associated with the project show a peak over 300 jobs in the wider Southwest region. Operation and maintenance employment opportunities will continue throughout the project's lifespan. Many roles will be highly skilled and bring substantial benefits to the local economy and will also be essential to the green energy revolution.

Local Employment	2022	2023	2024	2025	2026	2027	2028 onwards
Direct Employment	2	2	3	24	26	26	2
Indirect Employment	1	1	2	15	16	16	1
Induced Employment	1	1	2	15	16	16	1
<b>Total Employment</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>54</b>	<b>58</b>	<b>58</b>	<b>4</b>

Regional Employment	2022	2023	2024	2025	2026	2027	2028 onwards
Direct Employment	6	6	10	78	84	84	6
Indirect Employment	10	10	16	132	142	142	10
Induced Employment	7	7	12	93	100	100	7
<b>Total Employment</b>	<b>23</b>	<b>23</b>	<b>38</b>	<b>303</b>	<b>326</b>	<b>326</b>	<b>23</b>

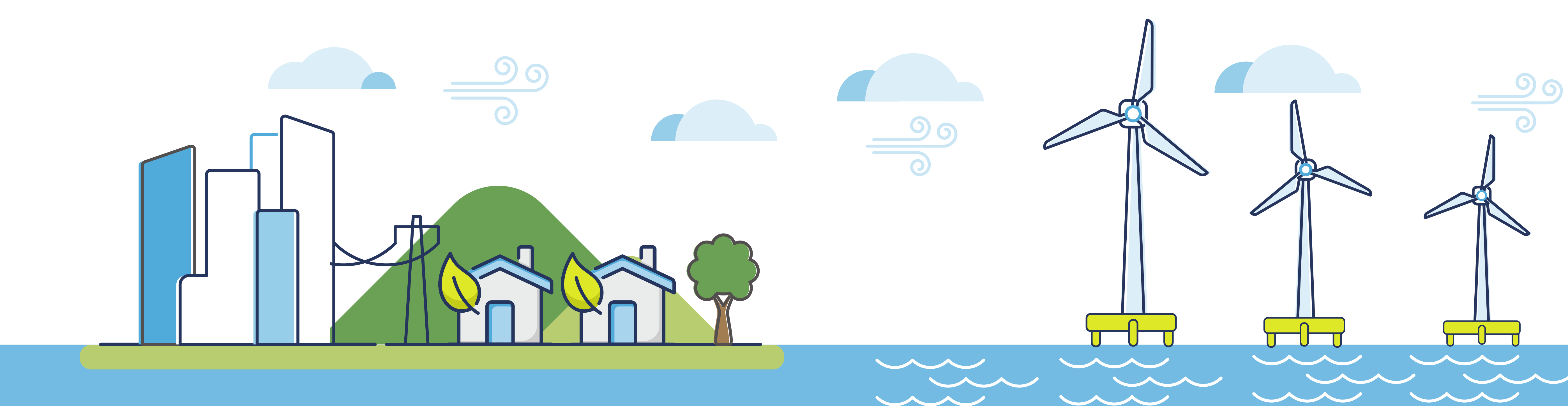
**Notes:**

- [1] Based on Triton Knoll – Regeneris Socioeconomics Impact Study (April 2015)
- [2] Direct impacts – the employment and Gross Value Added (GVA) impacts from direct spend
- [3] Indirect impacts – the employment and GVA impacts relating to the lower supply chain investments made by firms benefitting from the direct impacts
- [4] Induced impacts – the employment and GVA impacts relating to the additional local spend in all sectors of the employees supported by direct and indirect impacts.

Throughout the stakeholder engagement, opportunities to discuss potential community benefit schemes have been sought wherever possible and will continue throughout the project development process. Initial discussions have focussed on the use of local goods and services, skills development and environmental improvement.

**Question:** To help us identify projects and initiatives that the White Cross project can support and to ensure that the local community see benefit from the project, please let us know of any partner opportunities or other support we should explore:

1. Key topics or sectors which you think would improve or bring value to the local area?
2. Any specific examples of existing projects you would like to see more of or proposals you would like to see progressed?







## Indicative Project Timeline



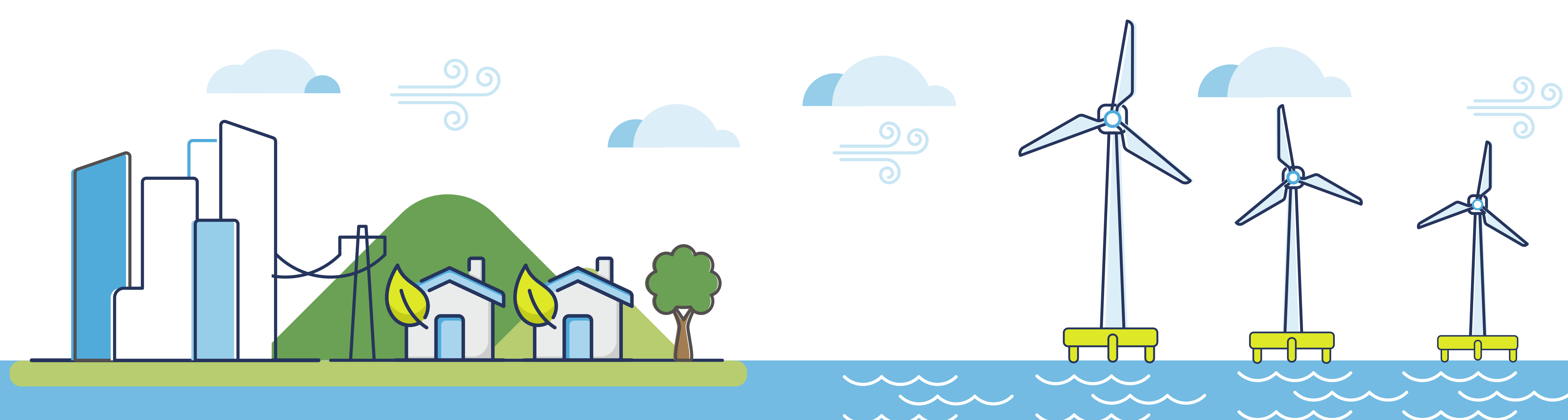
## Next Steps

**Your views will be considered alongside what we hear from our regulators. This feedback will be used to inform:**

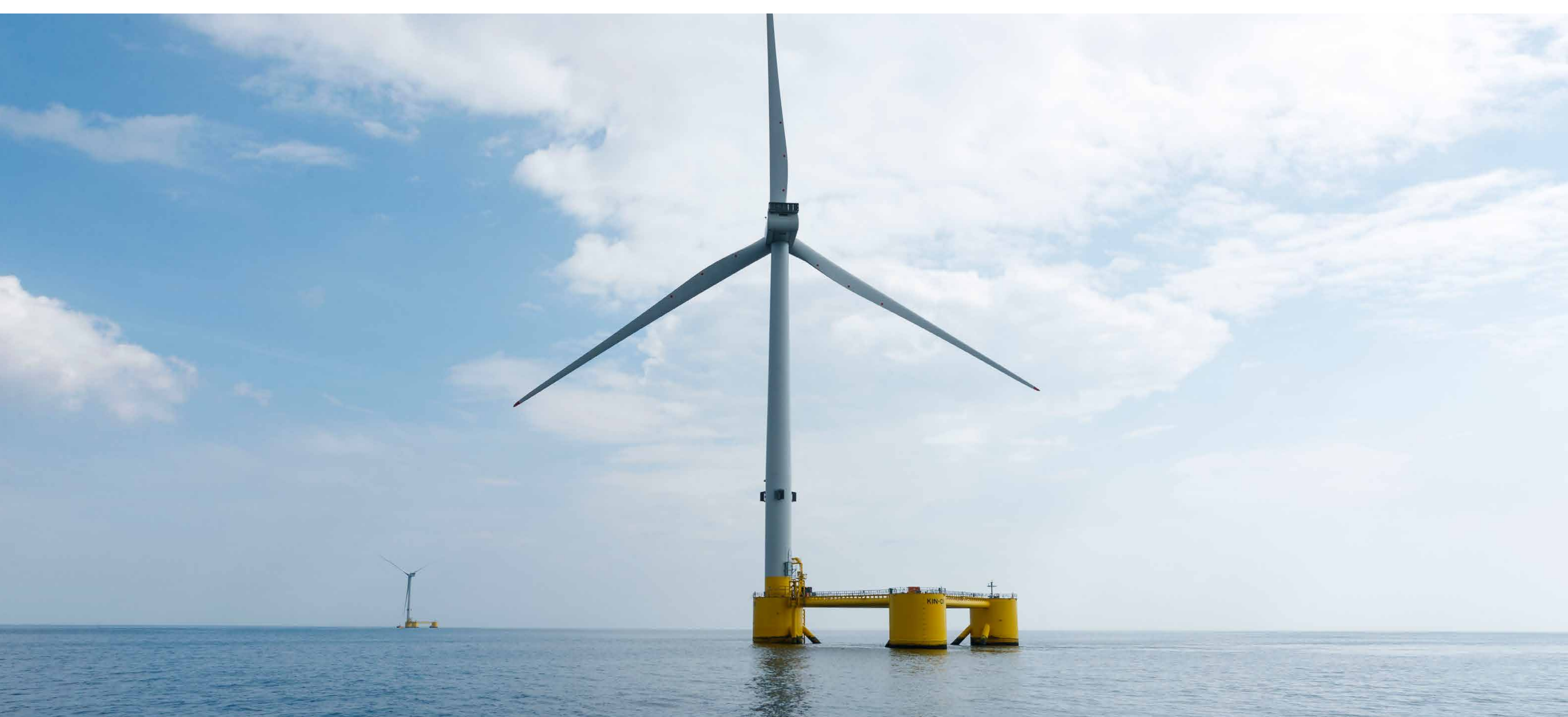
- the project design
- impact assessment processes
- mitigation and management measures

Further consultation will take place prior to the submission of our offshore consent application to the MMO in Winter 2022 and our onshore planning permission (North Devon District Council) in Spring 2023.

Please send any comments or enquiries via the White Cross project website at <https://whitecrossoffshorewind.com/#contact>







## Consultation Process Timeline

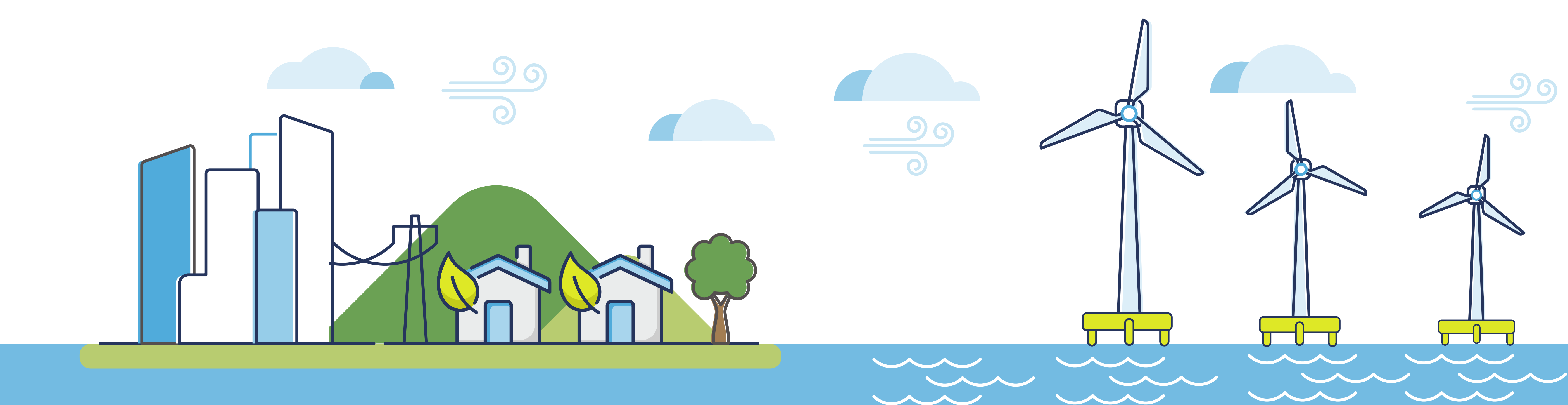


Engagement will be ongoing throughout the project post consent application

## Consultees to date

**To date we have consulted with a diverse and wide-ranging group of stakeholders, covering both England and Wales. These include:**

- Statutory consultees, regulators and Government departments,
- Local and Parish Councils,
- Highways and drainage agencies,
- Environmental NGOs,
- Cultural heritage organisations
- Fisheries Organisations,
- Local Sea users and Landowners, and
- Local Communities





# WHITE CROSS

## About us

The White Cross Offshore Windfarm will be delivered by Offshore Wind Limited, a joint venture partnership between Cobra and Flotation Energy.

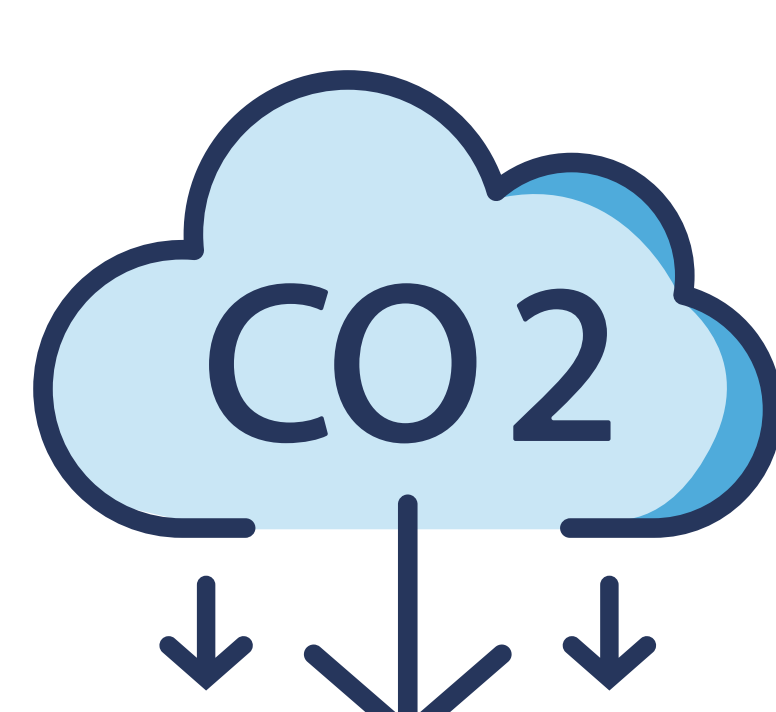
## About the partners



A worldwide leader with more than 75 years of experience in the development, construction and management of industrial infrastructure and energy projects. Cobra has an international presence in Europe, Asia, Africa and the Americas. In recent years the company has focused on renewable energy projects, including onshore & offshore wind.

A significant contributor to building a strong offshore wind industry in the UK and beyond. Flotation Energy has a growing project pipeline of offshore wind projects with 13GW in the UK, Ireland, Taiwan, Japan and Australia; and plans to expand into many more key markets.

Through the White Cross project, Offshore Wind Limited is supporting UK Government targets to deliver renewable energy and reduce harmful greenhouse gasses that contribute to climate change.



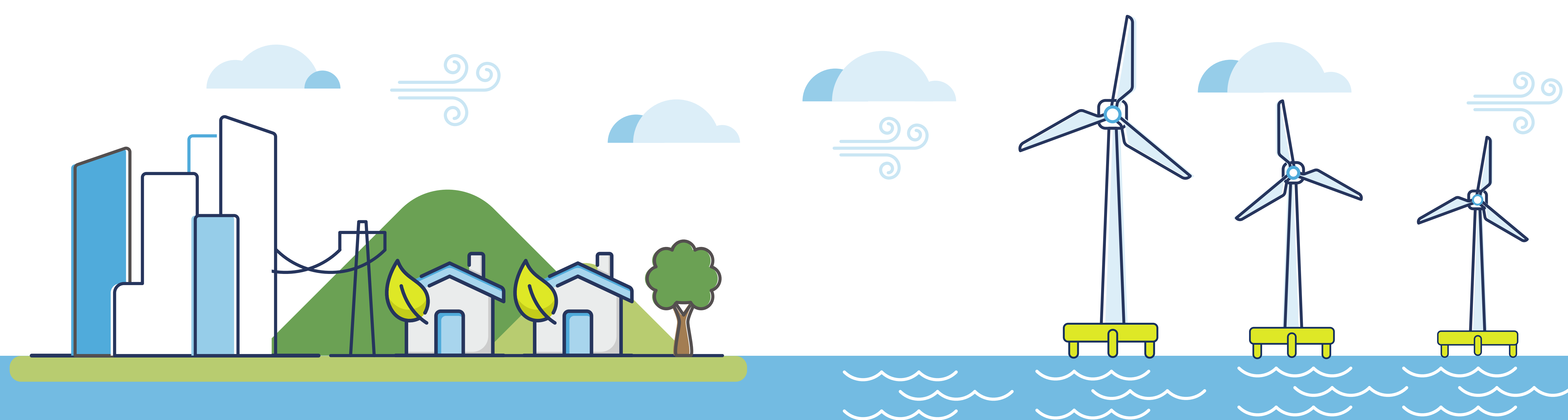
more than  
**215,000**  
Tt/year CO2 savings



up to  
**100MW**  
renewable energy



over  
**135,000**  
households



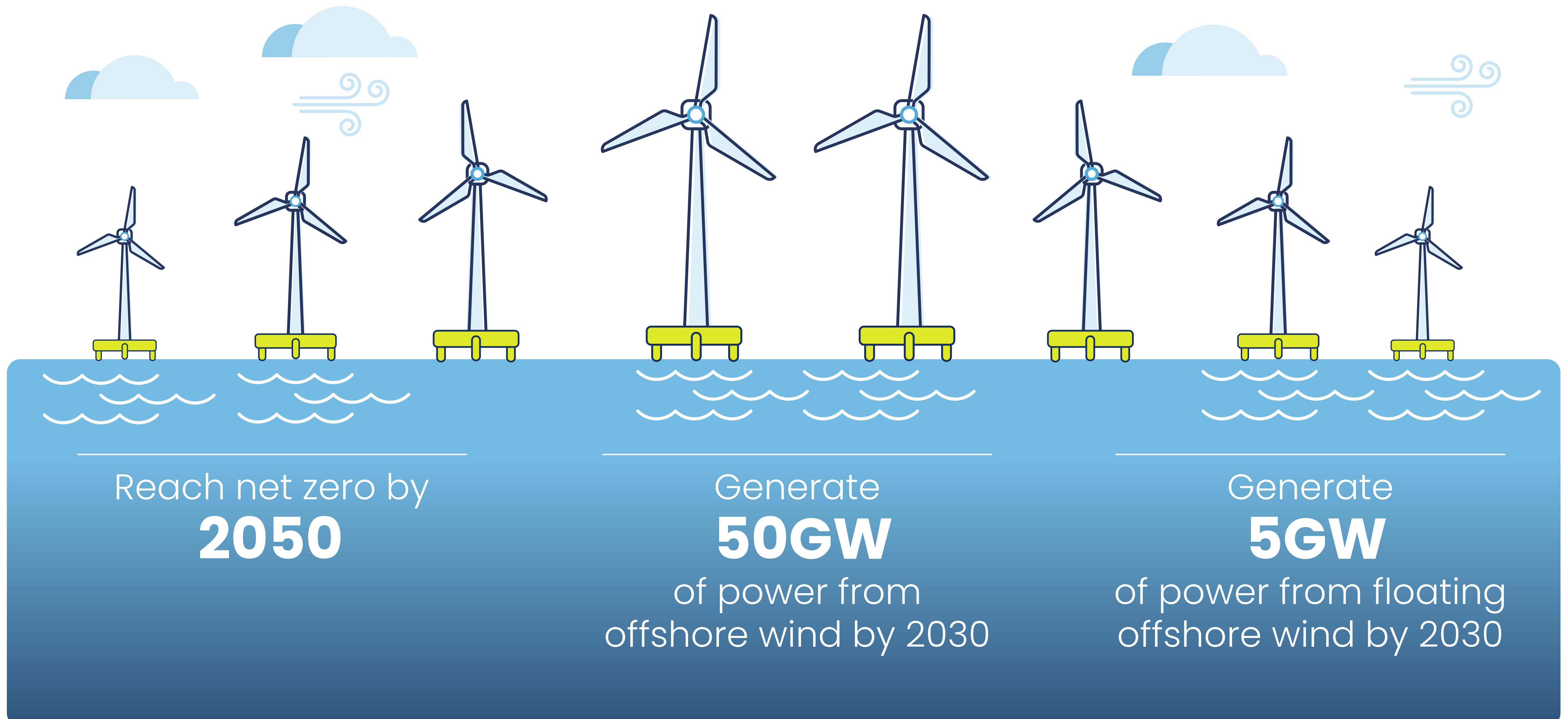




# WHITE CROSS

## Why floating offshore wind?

We support the ambitious offshore wind targets set by the UK Government that will support UK energy security and contribute to reducing climate change.



### There are many benefits of floating offshore wind. These include:



Over 80% of the world's available wind resource is located in offshore waters with a depth of 60 meters or more, where traditional fixed bottom wind turbines cannot be installed. Floating offshore wind allows us to access these areas.



The Celtic Sea is a new area for offshore wind development. The area offers the deep waters and strong wind speeds needed for development. Studies estimate that up to 120GW of floating offshore wind could be developed here.



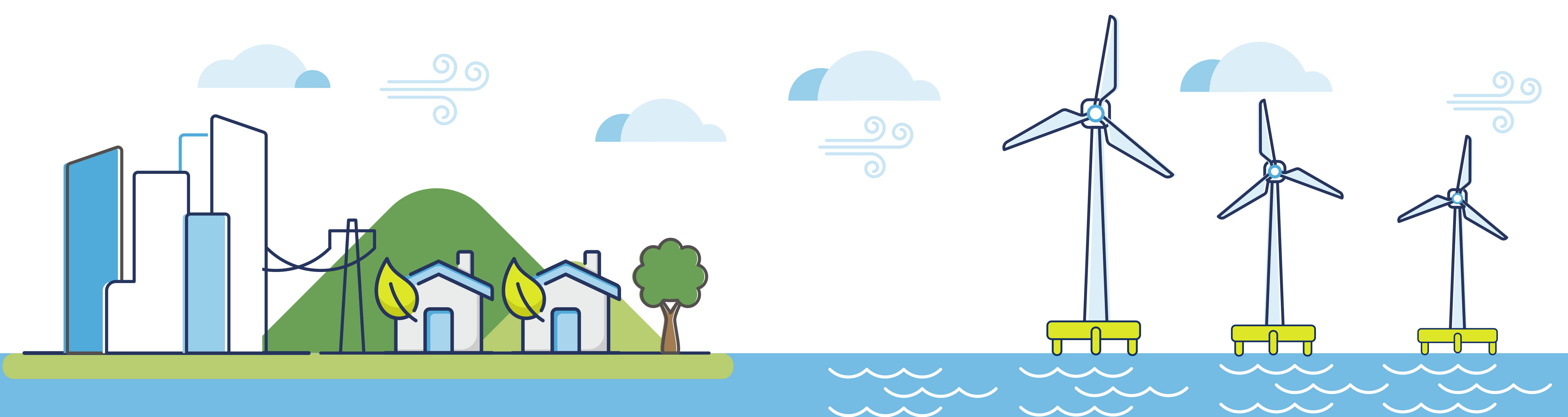
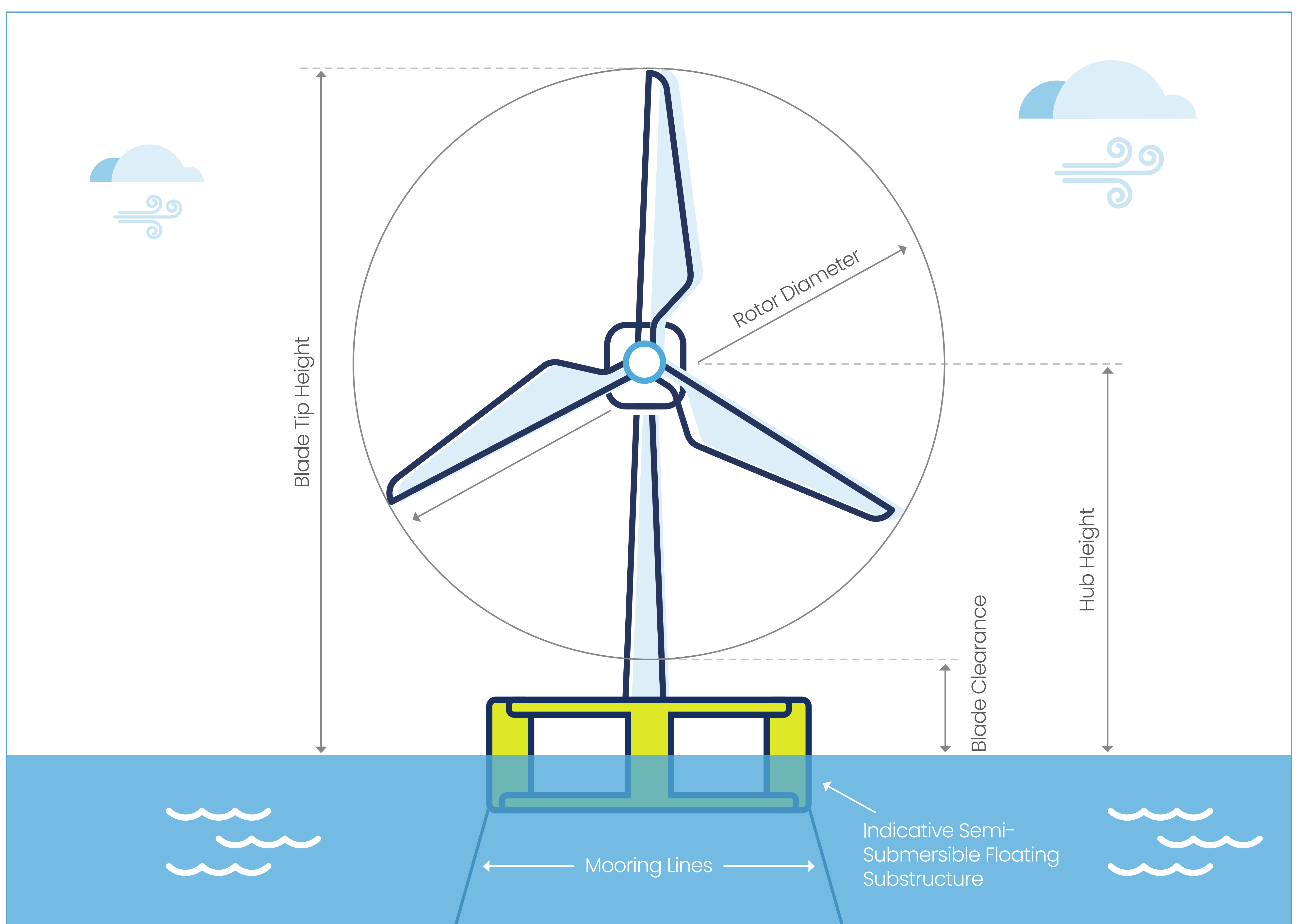
Further from shore there is less activity from other sea users, reducing the potential for conflict. This distance also means less visual impacts of the turbines.



These deeper waters are further from shore where the wind speeds are faster and more consistent, meaning more energy can be produced.

### White Cross will showcase floating offshore wind opportunities in the Celtic Sea.

Floating offshore wind combines two proven technologies, oil and gas style platforms with wind turbines. White Cross will showcase innovative floating offshore wind technologies and opportunities in the Celtic Sea.







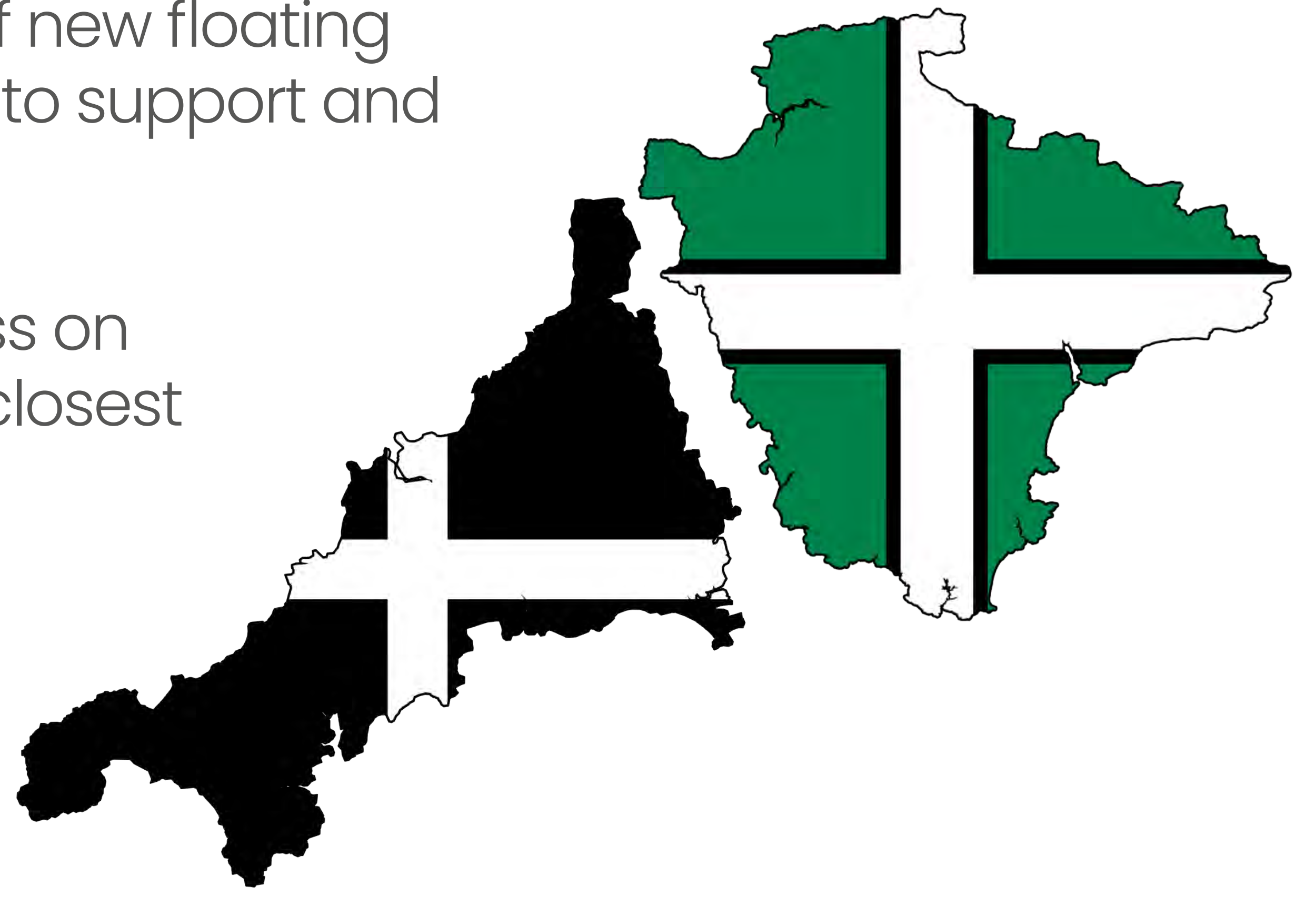
# WHITE CROSS

## Project description

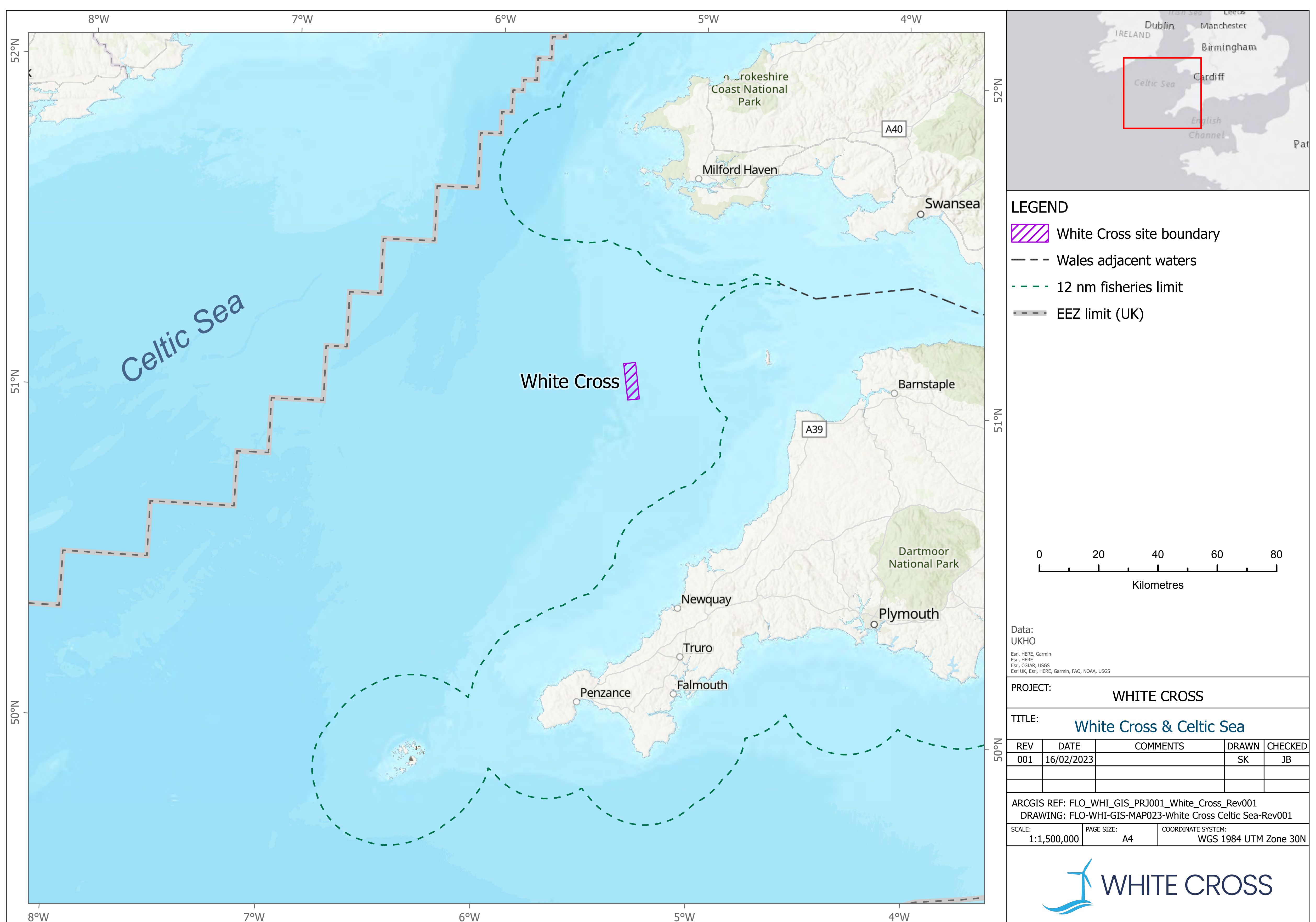
White Cross is a pre-commercial demonstration project that will drive innovation through the design and testing of new floating technologies in the Celtic Sea region. It also aims to support and develop a robust local supply chain.

The project's name originated from the white cross on both the Devon and Cornwall flag, which are the closest counties to the project.

At its closest point, the windfarm site is located 52.5km off the north Cornwall and north Devon coast (north-west from Hartland Point). It is also 44km from Lundy Island.



The White Cross project will consist of between 6 and 8 floating wind turbines to deliver up to 100MW of renewable energy.



The energy generated by White Cross will be transported back to shore by a subsea electrical cable which will reach land at the northern end of Saunton Sands beach. This cable will then be routed underground to the substation at East Yelland where the project connects to the grid. The possible requirement for a small additional project substation close to the existing substation is still being evaluated.

This project will require 2 separate consent applications; one for the offshore aspects of the project submitted to the Marine Management Organisation, and one for the onshore aspects submitted to North Devon Planning Authority. Both consents will require an Environmental Impact Assessment to be undertaken.

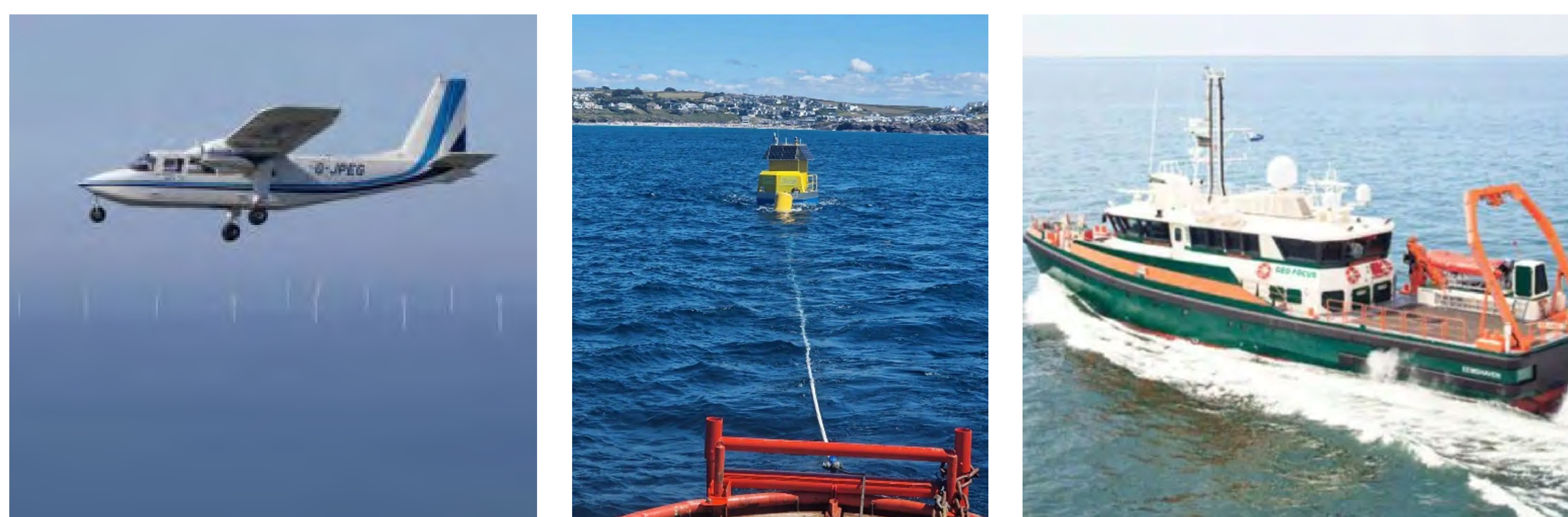






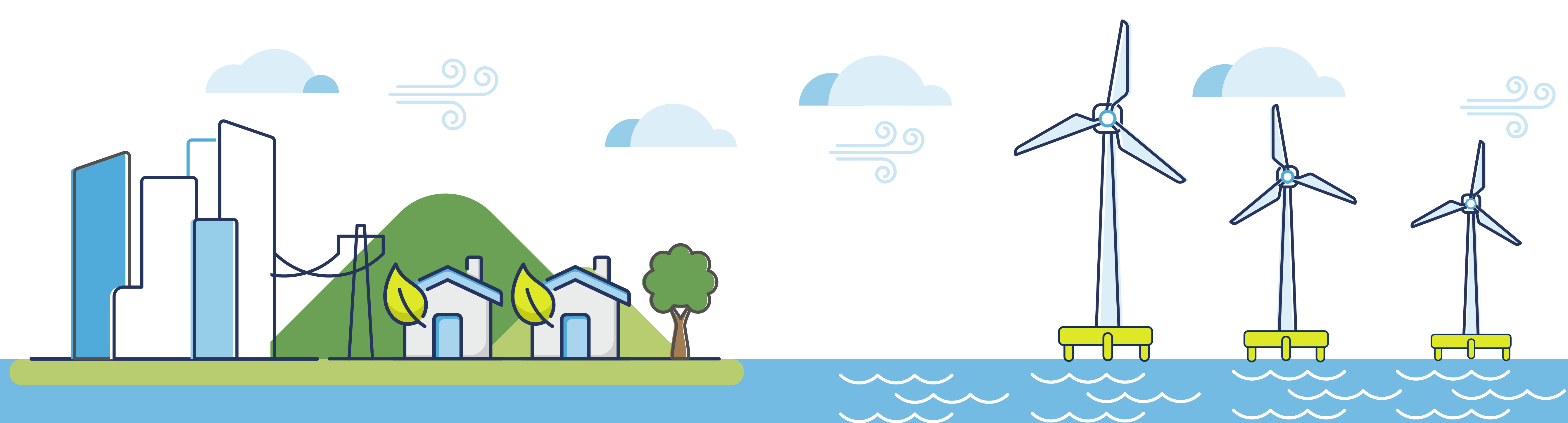
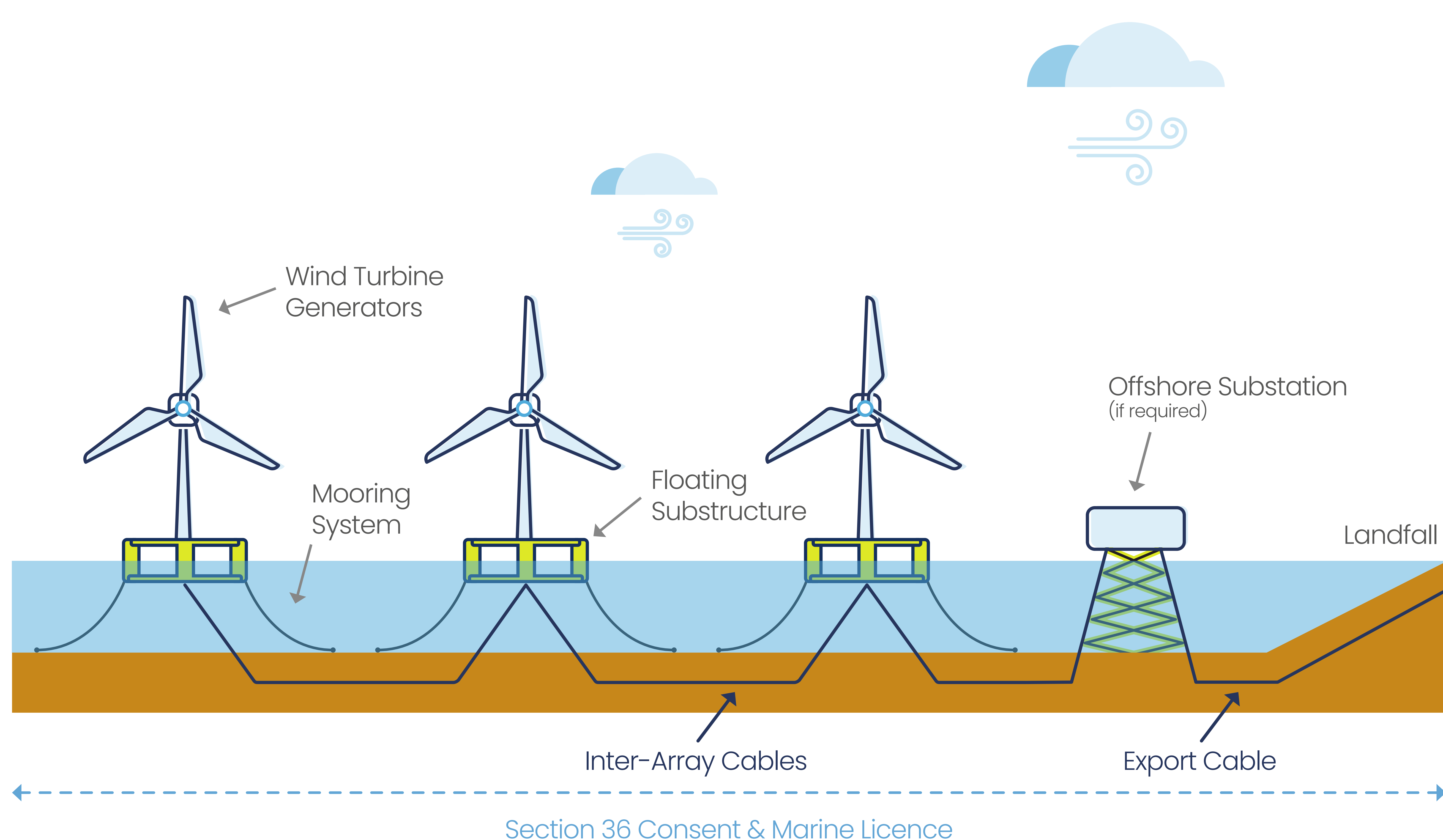
## Offshore EIA

The Section 36 application under the Electricity Act (1989) and the Marine Licences under the Marine and Coastal Access Act (2009) for the offshore components of the project have now been submitted to the Marine Management Organisation (MMO). The MMO will review all the information provided before delivering a decision on the projects consent award.



Using the existing data and undertaking surveys, the Environmental Impact Assessments (EIA) have created an understanding of the environmental baseline. This has been used to assess any potential environmental impacts associated with the project during construction, operation and decommissioning stages.

In addition, a floating Lidar buoy has been deployed since June 2022. This is a monitoring device moored close to the windfarm site which collects data and accurately monitors the wind, wave and current conditions. This will remain in position for a year to provide information for the project.





## Offshore surveys and considerations

### Ornithology

Between July 2020 and September 2022, monthly aerial surveys were undertaken to deliver two years' worth of data.

### Key seabird species identified during the surveys include:

- Kittiwake
- Guillemot
- Manx Shearwater
- Auk
- Razorbill
- Gannet



These results have added to the understanding of the baseline environment, density estimates, and information for the assessments.

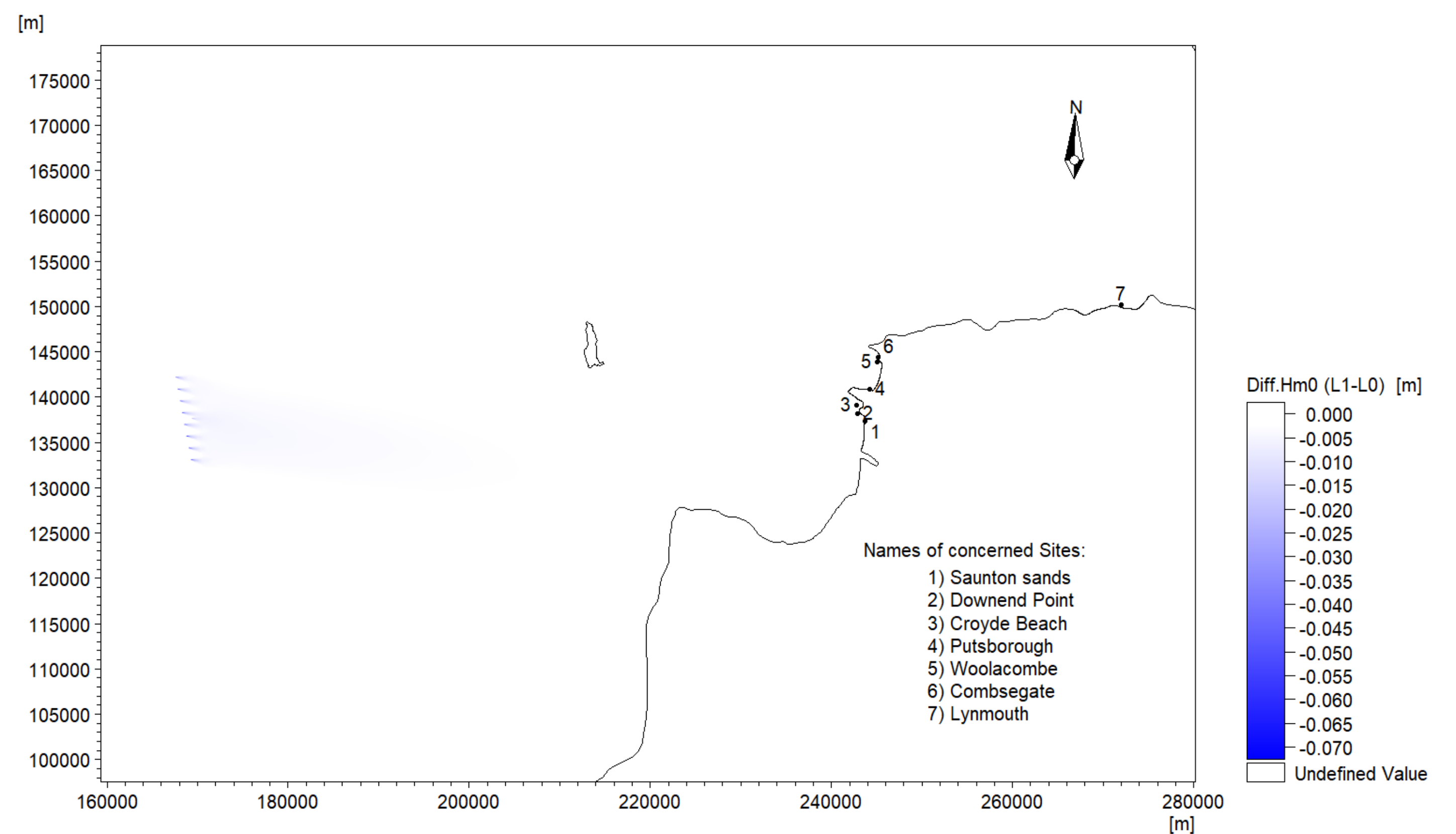
### Seascape, landscape and visual

Despite the windfarm array being 52.5km from the coast at its closest point, this assessment has been undertaken to understand any potential impact on the seascape and landscape character from the project. Photomontages have been created from representative viewpoints along the coast, including from cliff tops. These assessments show the potential impact in excellent visibility which only occurs approximately 10% of the year.

### Coastal processes

Seabed surveys including geotechnical, geophysical, and benthic ecology grab samples were completed between June and August 2022 to provide information on sediment and habitats.

A key community concern has been the impact of the project on the wave environment for surfing. We have undertaken a wave modelling study with information provided by Plymouth University and the World Surfing Reserve. A very conservative modelling approach was taken which assumed that the floating substructures were in fact fixed with monopiles connecting the structure to the seabed. Therefore, the model overestimated the impact on wave height and frequency and still showed no change beyond natural variation.

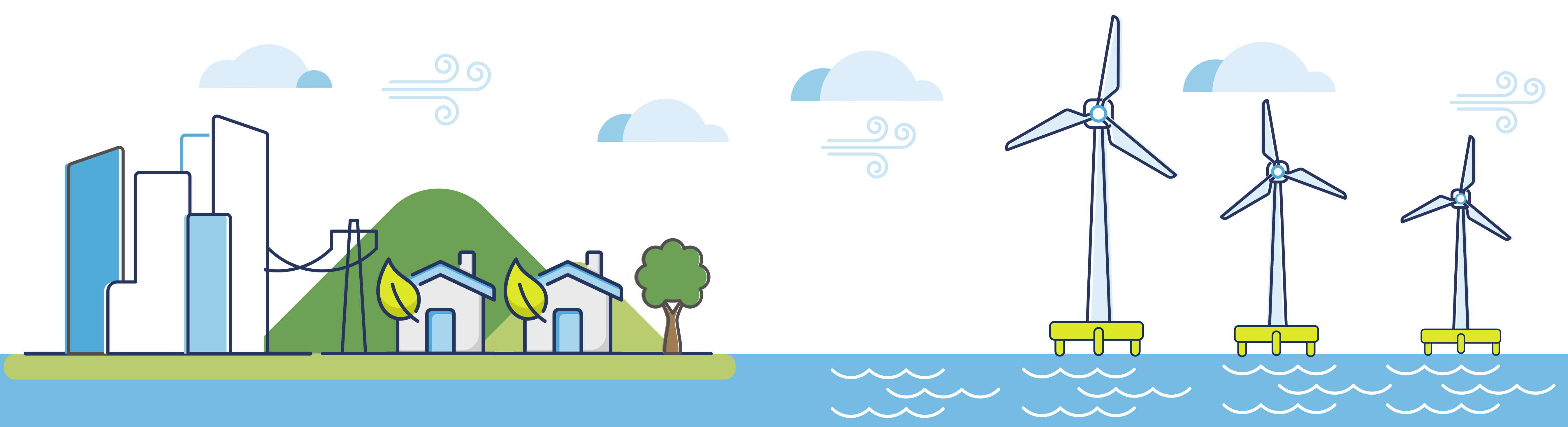
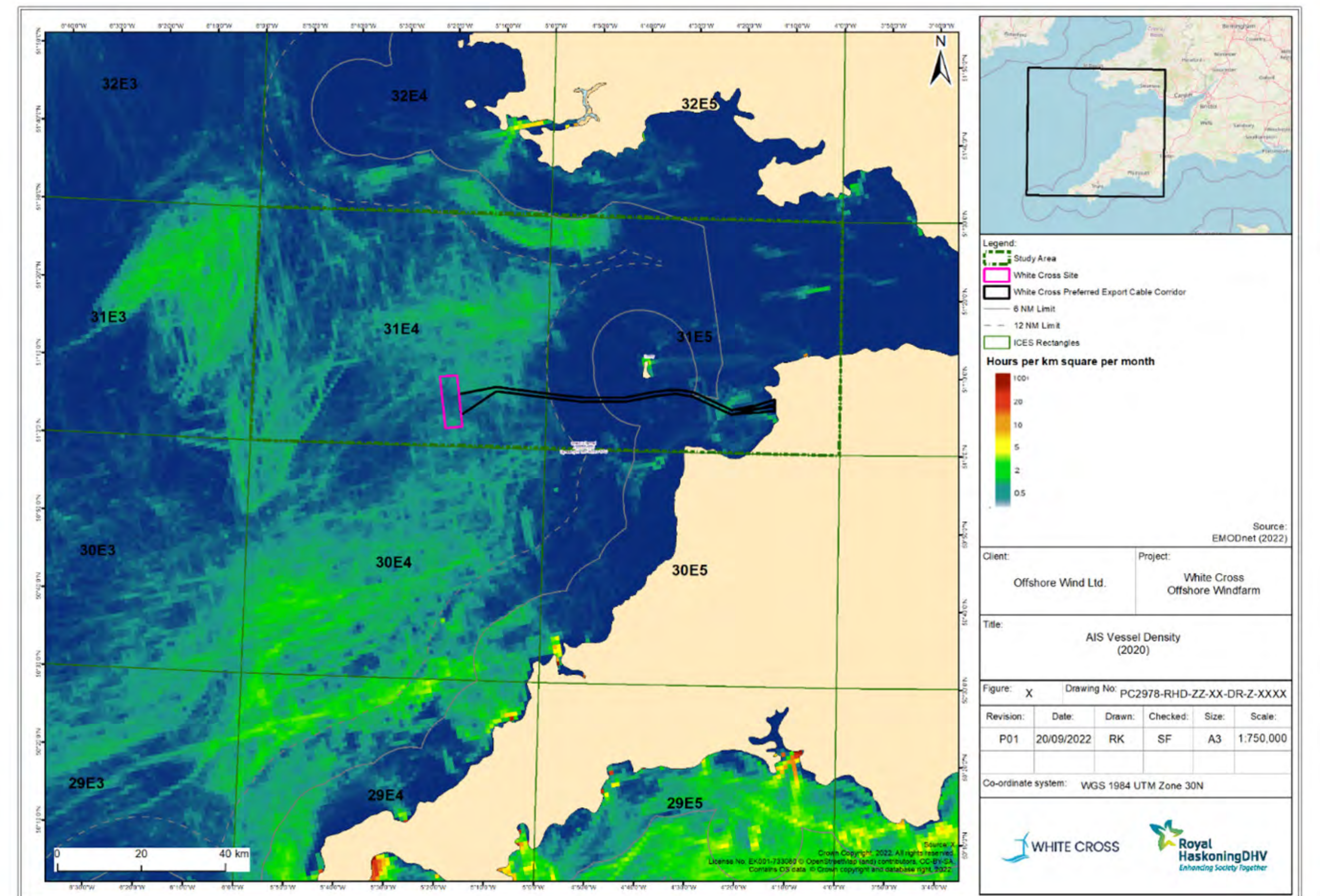


### Shipping and navigation

Summer and winter marine vessel movement and activity surveys were undertaken in 2022. The shipping and navigation assessment concluded that the windfarm site is located in an area of low vessel intensity. The project is anticipated to have no appreciable impact on vessel routes or collision risk.

Fisheries is an important aspect of the local economy and the Celtic Sea region. A low level of fishing activity was identified within the vicinity of the windfarm site and along the cable corridor. Fisheries include potting and netting closer to shore and some larger trawling activities in the offshore area.

Offshore Wind LTD has employed a Fisheries Liaison Officer to provide information regarding the project to the fishing industry and to provide a contact point for fishing interests within the project area as necessary throughout the development and construction period. The primary aim is to avoid disruption to the fishing community as far a possible during project construction.

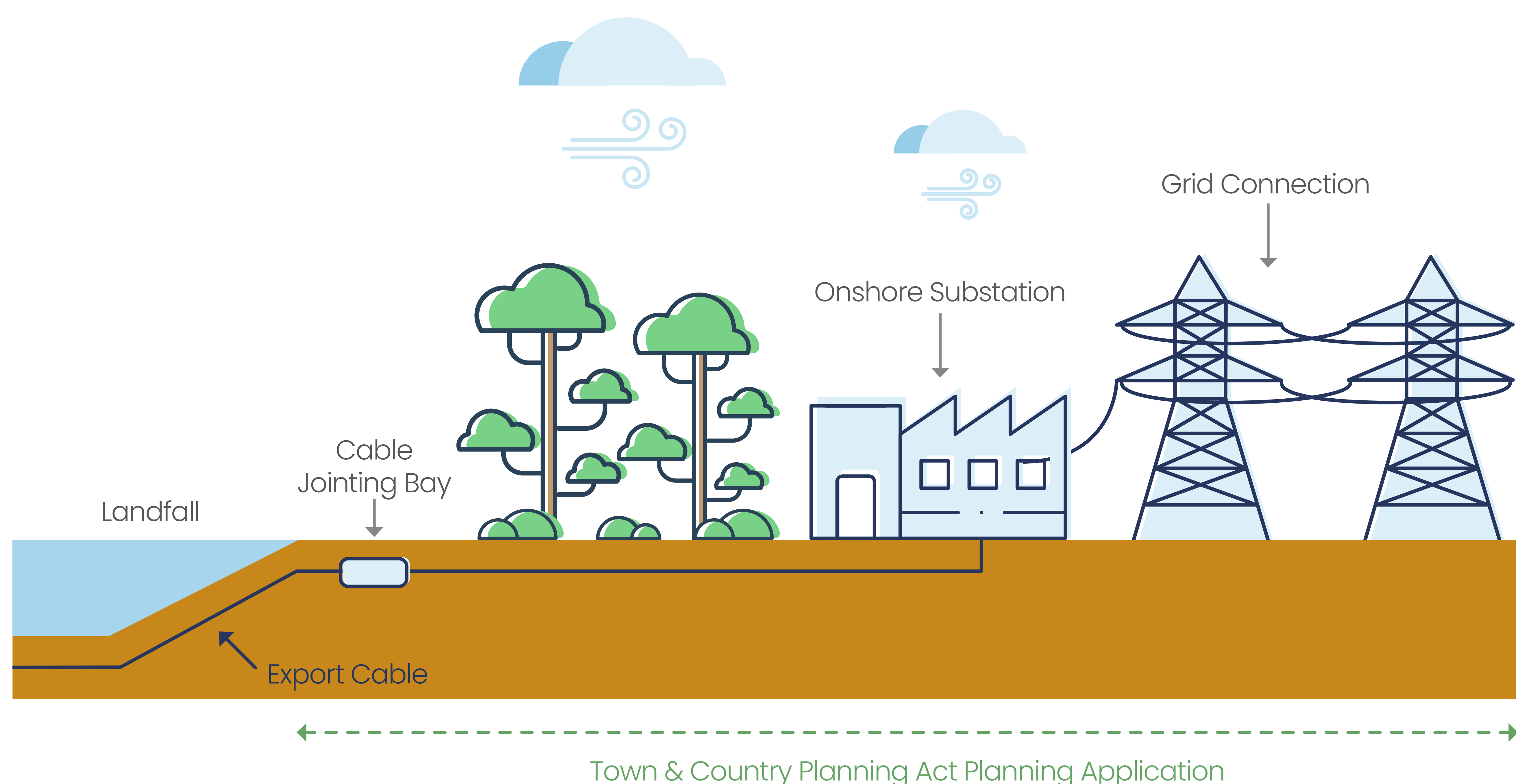




## Onshore EIA

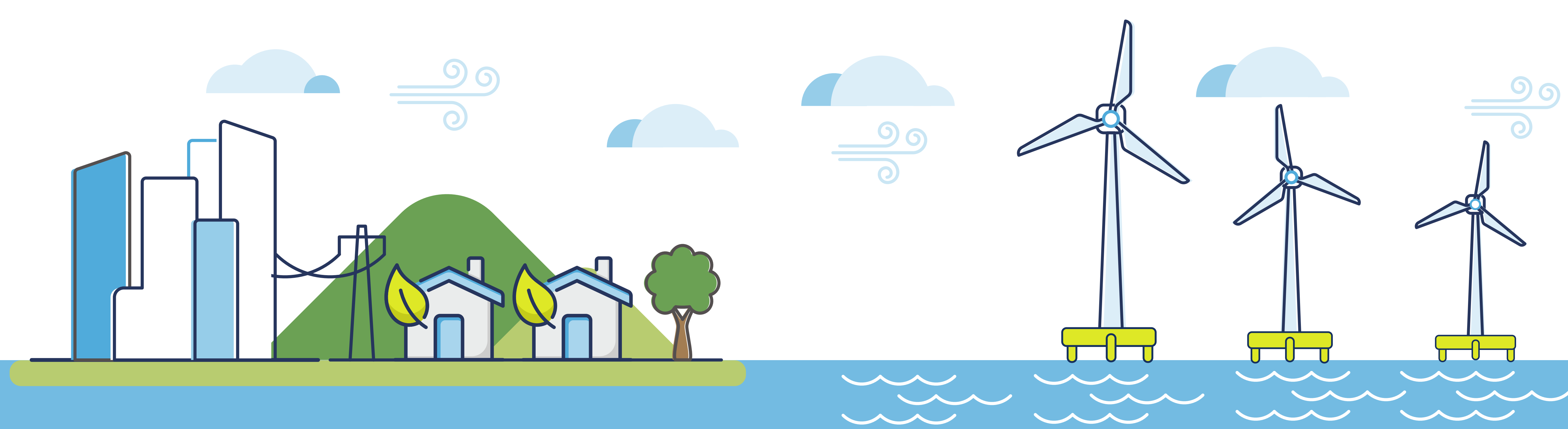
Under the Town and Country Planning Act 1990, planning permission, submitted to the Local Planning Authority, is required for the onshore components of the project. Our aim is to submit this application in May 2023.

### The onshore project components to be included within the onshore application



Where the cable makes landfall there will be a jointing bay to connect the offshore cable to the onshore cable. The onshore cable will continue underground from the jointing bay to the substation at East Yelland. The majority of the cable will be trenched and buried. Some sections will be installed using trenchless technologies where necessary.

An onshore project substation is being considered which will provide equipment upgrades to the existing substation to transmit energy to the grid efficiently. Studies are underway to identify a location and understand any potential impacts of this. The location will be in close proximity to the existing substation.





## Onshore surveys

Onshore ecology and ornithology surveys took place over the course of 2022 and included:

- Habitats
- Great crested newts
- Bats
- Reptiles
- Hazel dormice
- Water vole
- Otter
- Invertebrates
- Botanical
- Breeding and ground-nesting birds

Outcomes of the surveys included the identification of the woodland south of the Taw Estuary, Braunton Marsh and Braunton Burrows as suitable for bats. Also, a large number of great crested newts were found within Braunton Burrows.



Temporary loss of habitat has been identified as the main impact to breeding birds, particularly if hedgerow removal occurs. This will be mitigated by full reinstatement of any hedgerows that need to be removed. Avoiding impacts to the non-breeding bird populations near the Taw Estuary will be achieved by avoiding working near to the that location during the sensitive wintering season.

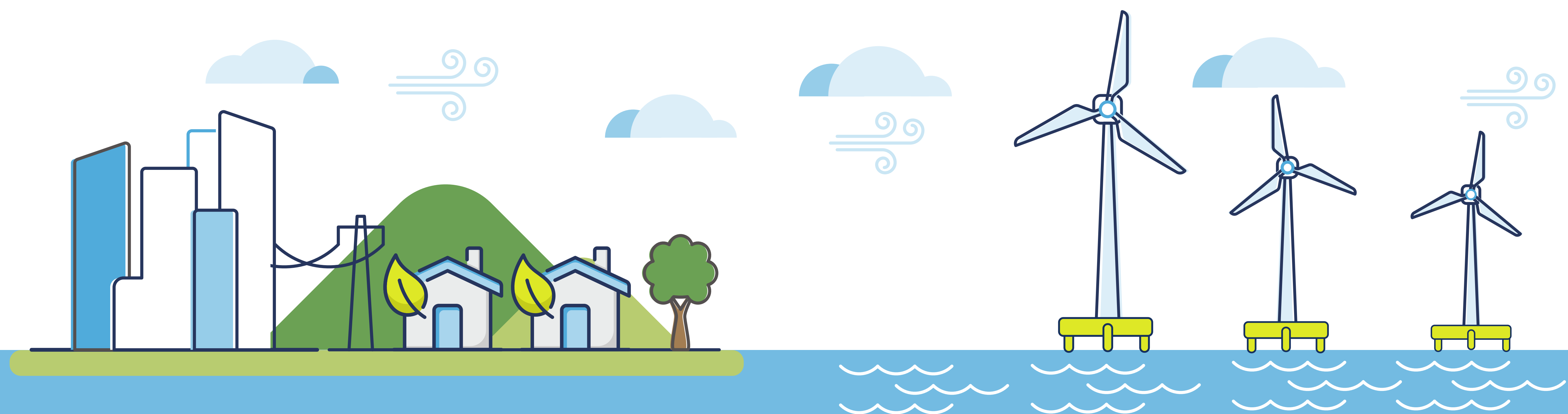
**Archaeology and cultural heritage** – walkover and geophysical surveys have been undertaken to provide information and imagery of potential archaeological features under the ground in close proximity to the cable corridor. A number of anomalies have been identified that could represent archaeological activity, therefore further investigations will be required to gain a greater understanding.



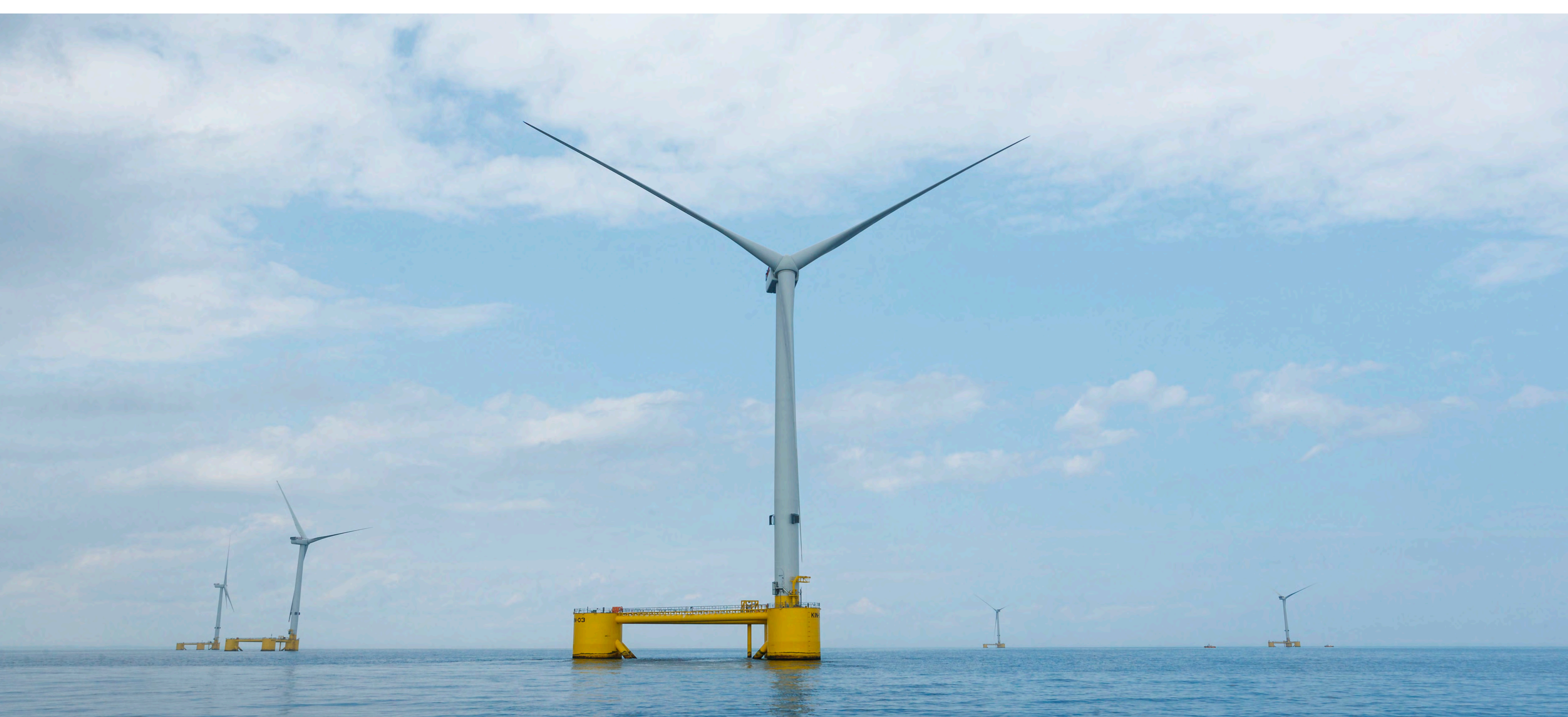
**Landscape and visual** – walkover surveys are underway with photographs being undertaken to produce imagery to illustrate the potential landscape changes as a result of the development.

**Transport and access** – traffic data collection and estimations of additional site traffic are ongoing to understand key road usage and access requirements. A number of different access options are being considered to minimise any potential impacts.

**Noise** – background noise surveys have been undertaken at the landfall and existing substation locations along with assessments of potential construction and operational noise to steer the project development.







## Supply chain

Supporting the development of a local supply chain is important to Offshore Wind Limited. We are committed to supporting local employment and businesses as much as possible throughout the project. The development of floating offshore wind across the Celtic Sea region will provide supply chain opportunities and economic benefits for Wales and the south-west of England.

Engineering supply chain engagement has been ongoing throughout project development.

**Turbine selection** – potential turbines suppliers have been narrowed down to 3. Decision expected Q2 2023.

**Floating substructure** – We are currently undertaking pre-FEED (Front End Engineering Design) studies (Q1 2023) with a number of substructure contractors. A preferred contractor will be selected to undertake FEED Q3 2023.

**Ports and shipyards** – visits to ports and yards in Wales and the south-west are ongoing. A shortlist will be prepared post pre-FEED – Q2 2023.

Estimated figures for local and regional employment from construction, associated with the project show a peak over 300 jobs in the wider South-west region. Operation and maintenance employment opportunities will continue throughout the project's lifespan. Many roles will be highly skilled and bring substantial benefits to the local economy and will also be essential to the green energy revolution.

Local Employment	2022	2023	2024	2025	2026	2027	2028 onwards
Direct Employment	2	2	3	24	26	26	2
Indirect Employment	1	1	2	15	16	16	1
Induced Employment	1	1	2	15	16	16	1
<b>Total Employment</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>54</b>	<b>58</b>	<b>58</b>	<b>4</b>

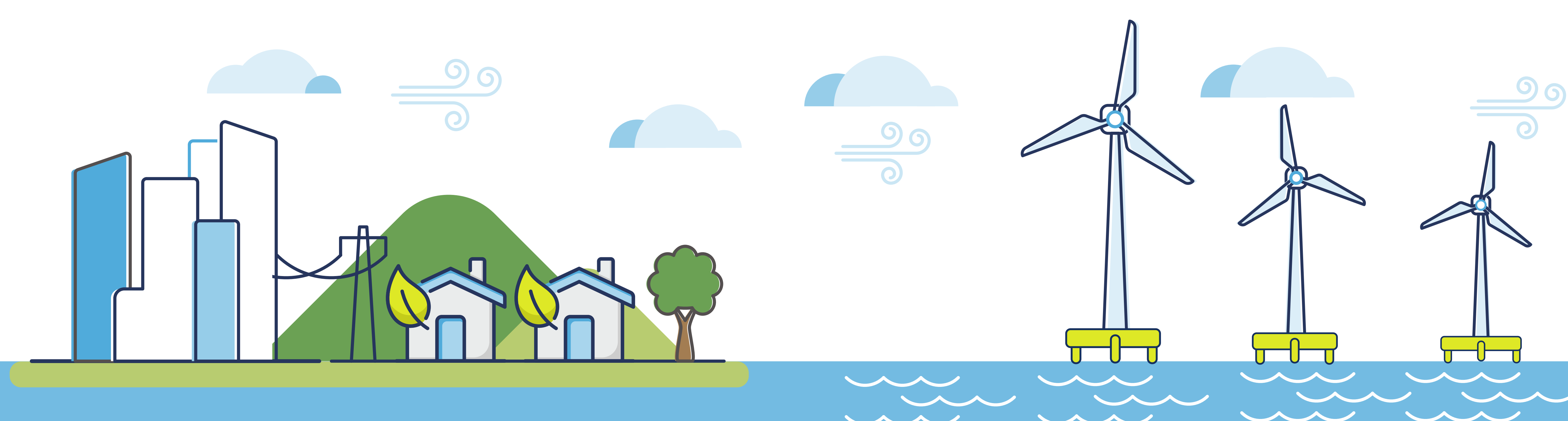
Regional Employment	2022	2023	2024	2025	2026	2027	2028 onwards
Direct Employment	6	6	10	78	84	84	6
Indirect Employment	10	10	16	132	142	142	10
Induced Employment	7	7	12	93	100	100	7
<b>Total Employment</b>	<b>23</b>	<b>23</b>	<b>38</b>	<b>303</b>	<b>326</b>	<b>326</b>	<b>23</b>

[1] Based on Triton Knoll – Regeneris Socioeconomics Impact Study (April 2015)

[2] Direct impacts – the employment and Gross Value Added (GVA) impacts from direct spend

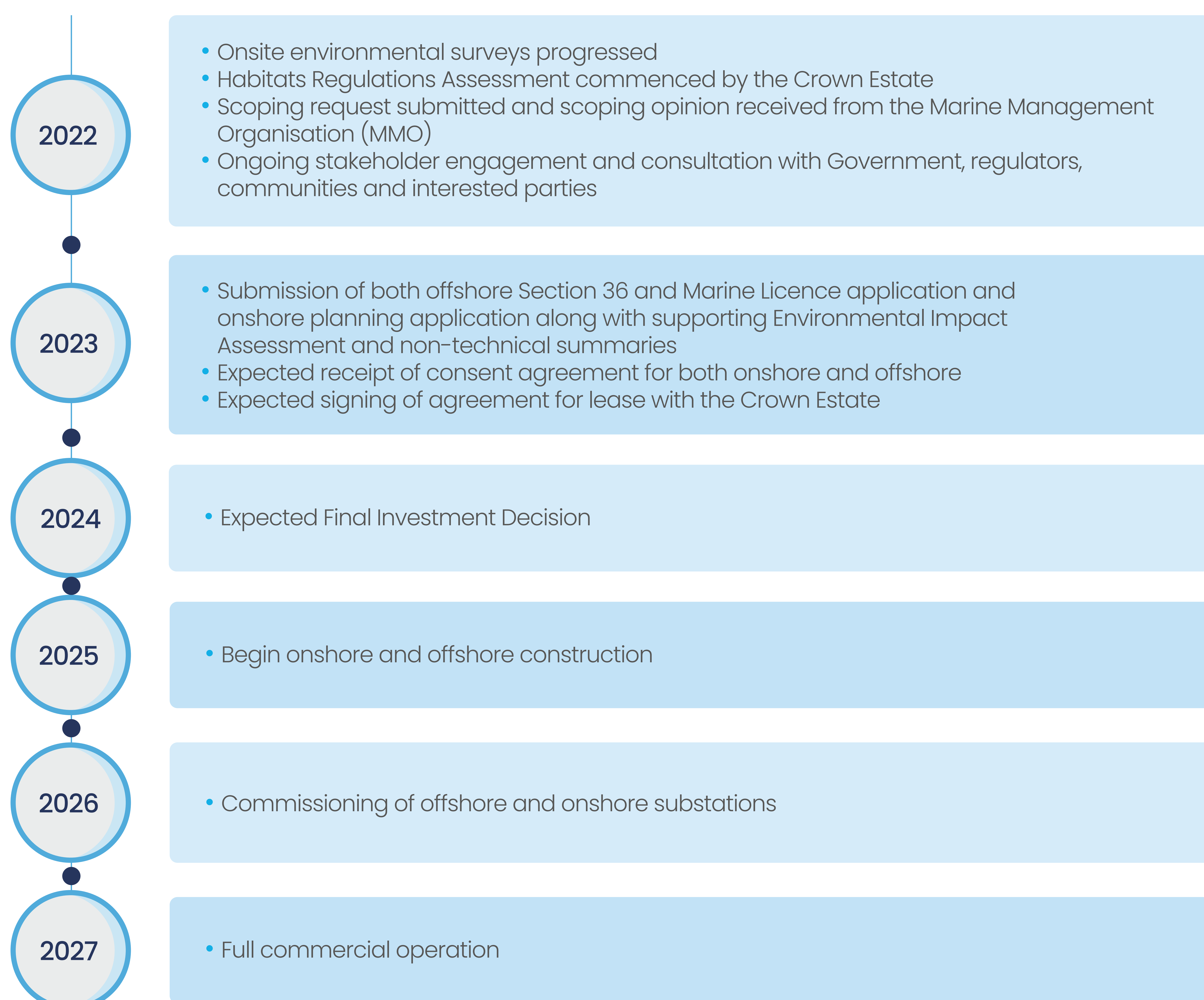
[3] Indirect impacts – the employment and GVA impacts relating to the lower supply chain investments made by firms benefitting from the direct impacts

[4] Induced impacts – the employment and GVA impacts relating to the additional local spend in all sectors of the employees supported by direct and indirect impacts.





## Indicative Project Timeline



## Next Steps

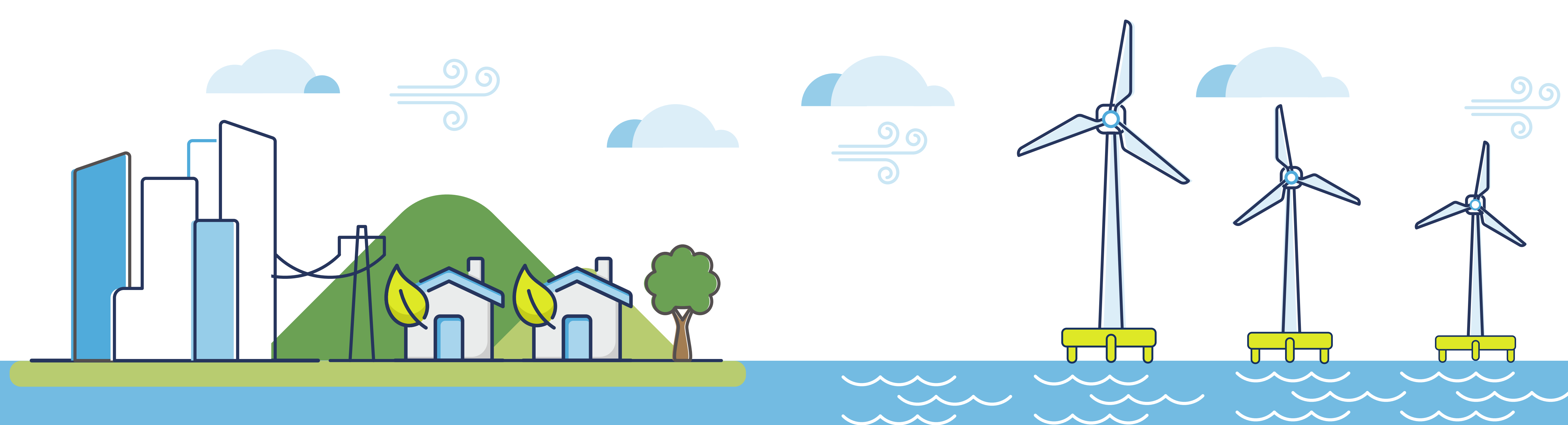
**Consultation will be ongoing throughout the project development process. Your views will be considered alongside what we hear from our regulators. This feedback will be used to inform:**

- The project design
- Impact assessment processes
- Mitigation and management measures

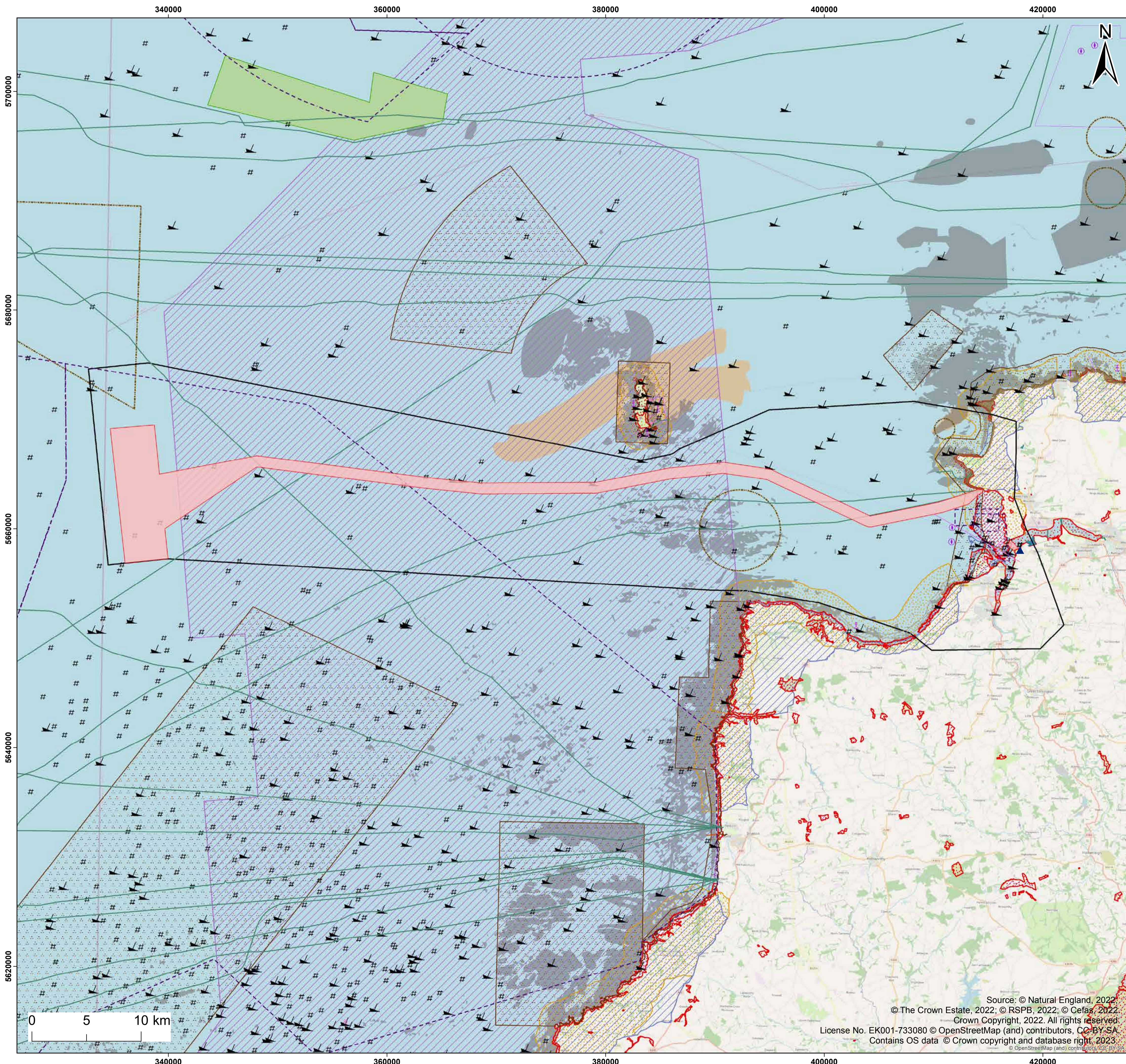
The offshore consent application has now been submitted and consultation is being undertaken by the Marine Management Organisation.

We are aiming to submit the onshore planning application in May 2023.

Please send any comments or enquiries via the White Cross project website at [whitecrossoffshorewind.com/#contact](http://whitecrossoffshorewind.com/#contact)







**Legend:**

Area of Search	Anchorage area
Offshore Development Area	Pilot boarding place
Grid Connection Location	Anchorage area
Marine Conservation Zones (MCZ)	Military practice area
Special Areas of Conservation (SAC)	Restricted area
Sites of Special Scientific Interest (SSSI)	Harbour area (administrative)
Areas of Outstanding Natural Beauty (AONB)	Submarine Cable
Offshore Wave Site Pre-planning Application	Harbour facility
Heritage Coast	Pipeline
Important Bird Areas (IBA)	Harbour facility
RSPB Reserve Boundary	Navigation line
Annex 1 Reef	Route, Ferry
Annex 1 Sandbanks	Route, Recommended
Closed Disposal Sites	Obstruction
	Wreck
	Obstruction

Client:	Project:
Offshore Wind Ltd.	White Cross Offshore Windfarm

Title:	Offshore Overview
--------	-------------------

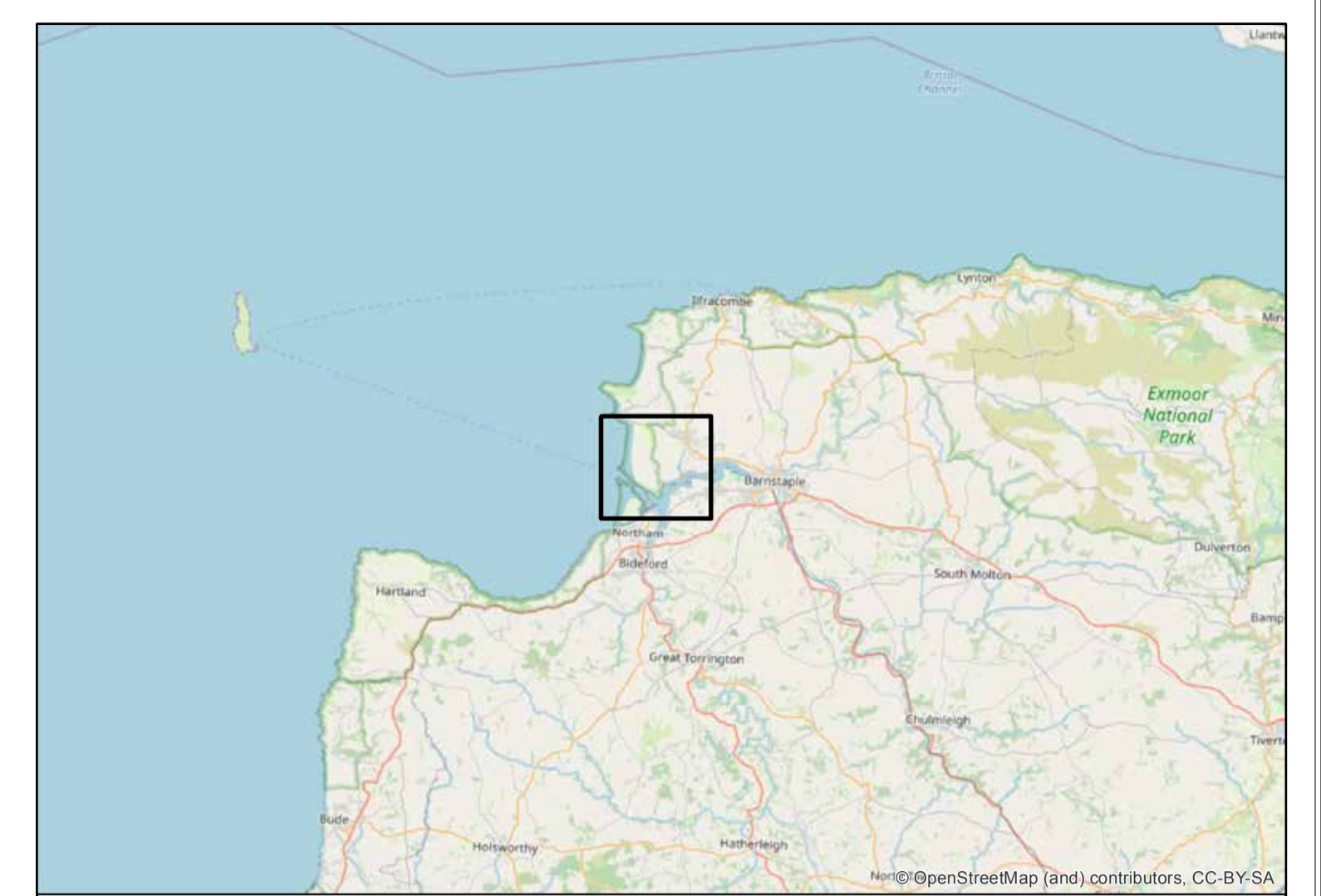
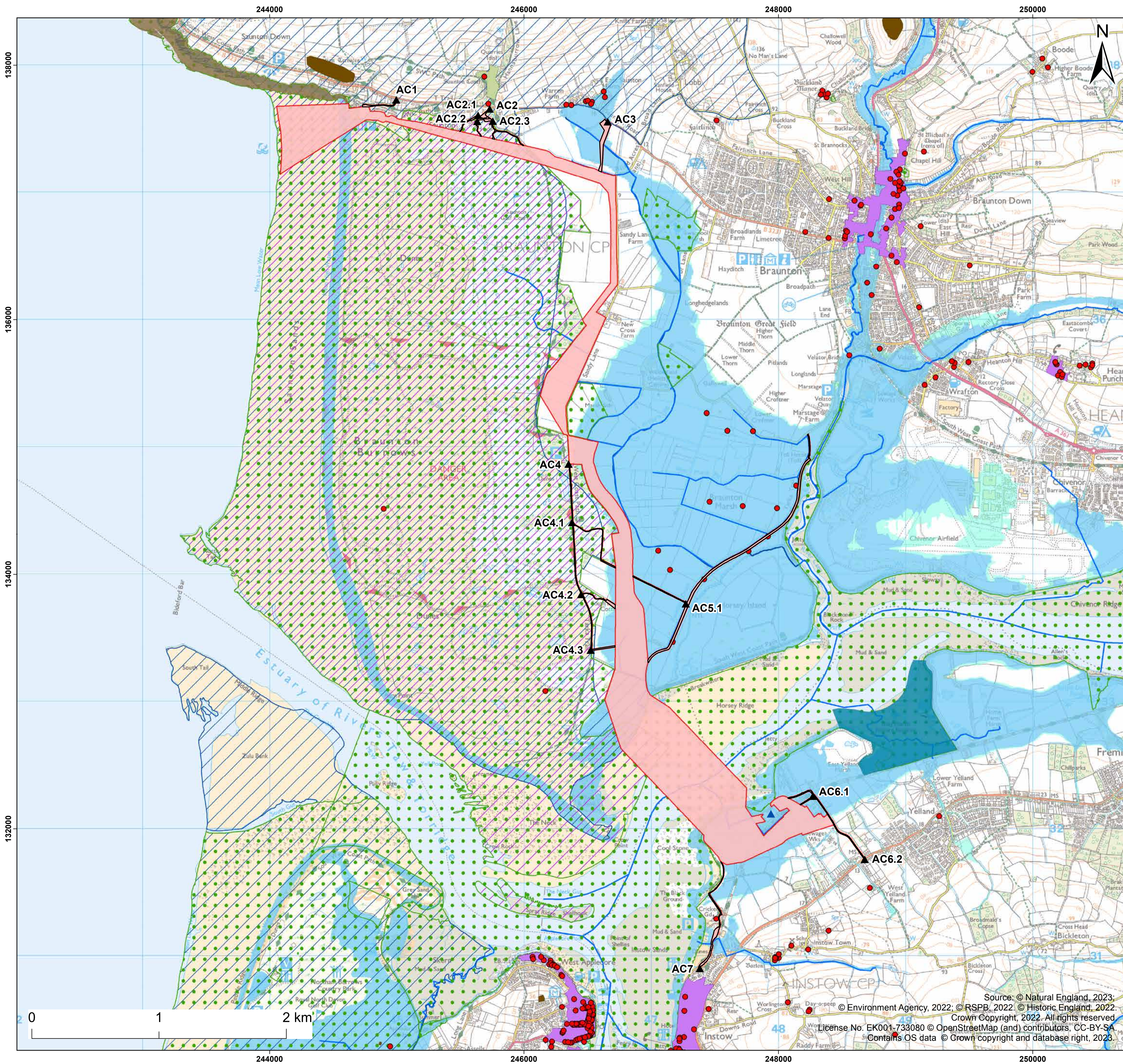
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Revision:	Date:	Drawn:	Checked:	Size:	Scale:	
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Co-ordinate system: WGS 1984 UTM Zone 30N



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**Legend:**

- ▲ Grid Connection Location
- Listed Buildings
- Onshore Export Cable Corridor
- Scheduled Monuments
- ▲ Access Location
- Conservation Areas
- Access Tracks
- Parks And Gardens
- Special Areas of Conservation (SAC)
- Main River
- Sites of Special Scientific Interest (SSSI)
- Ordinary Watercourse
- Areas of Outstanding Natural Beauty (AONB)
- Flood Zone 2
- Flood Zone 3
- RSPB Reserve Boundary
- Important Bird Areas (IBA)

Client: Offshore Wind Ltd.	Project: White Cross Offshore Windfarm
-------------------------------	---

Title: Onshore Overview
----------------------------

Figure: 2	Drawing No: PC2978-RHD-ZZ-XX-DR-Z-0545
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Revision:	Date:	Drawn:	Checked:	Size:	Scale:
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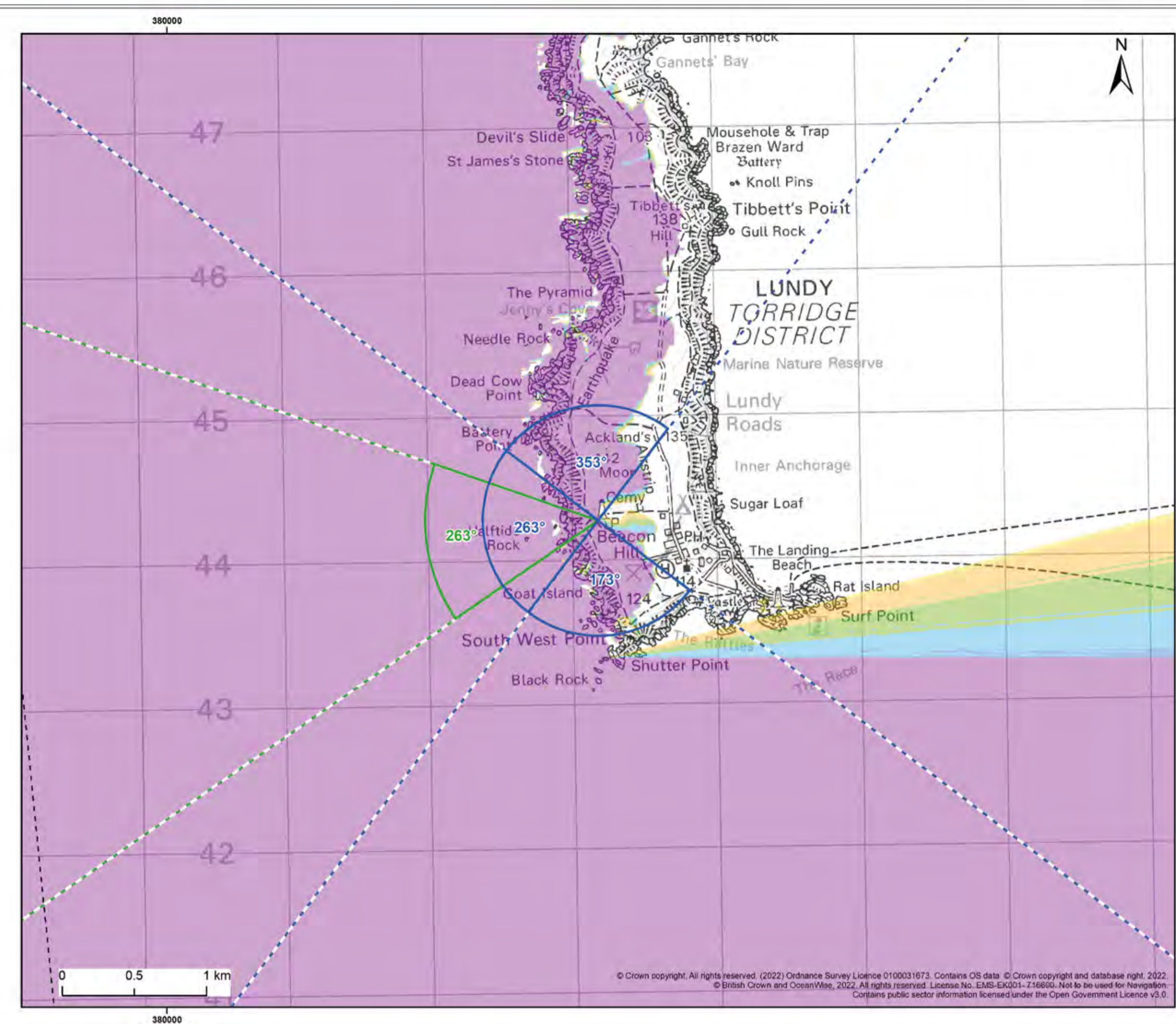
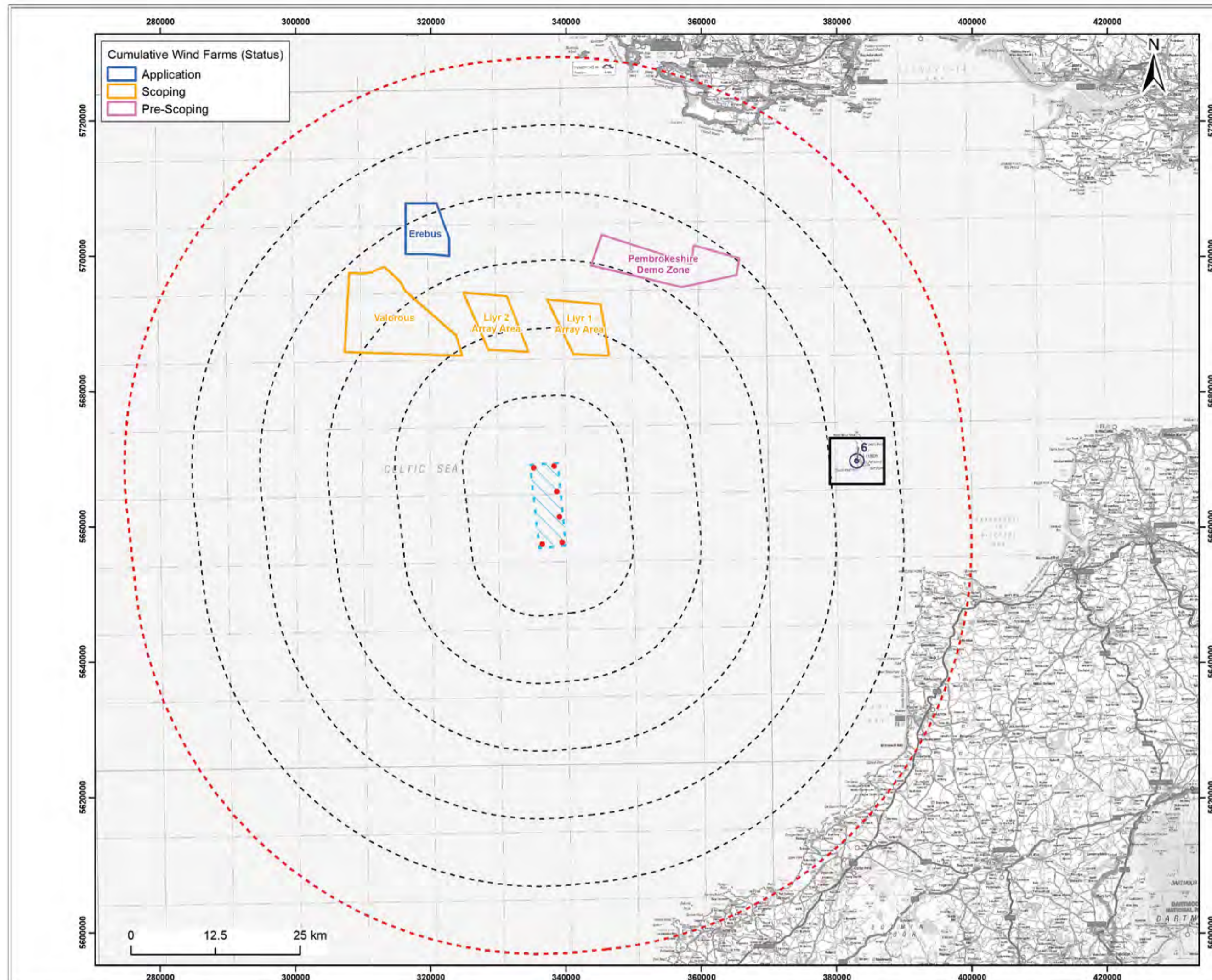
Co-ordinate system: British National Grid

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**Legend:**

- Proposed Turbine
- Windfarm Site
- 10km Radii
- 60km Study Area
- Viewpoint Location
- Panorama with Cumulative Wireline (90°HFOV)
- Photomontage and/or Wireline (53.5°HFOV)
- Zone of theoretical visibility (blade tip)

**No. of turbines theoretically visible**

1
2
3
4
5
6

Elevation by: 25m above MSL  
 DTM: OS Terrain 5  
 DTM resolution: 10m  
 Observer height: 2m  
 Surface features: Excluded  
 Earth curvature: Included

**Client:** Offshore Wind Ltd.  
**Project:** White Cross Offshore Windfarm

**Title:** Viewpoint 6: Lundy Island, Old Light

**Figure:** 19.30 **Drawing No:** PC2978-OPN-ZZ-XX-DR-Z\_0521

Revision:	Date:	Drawn:	Checked:	Size:	Scale:
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Co-ordinate system: WGS 1984 UTM Zone 30N

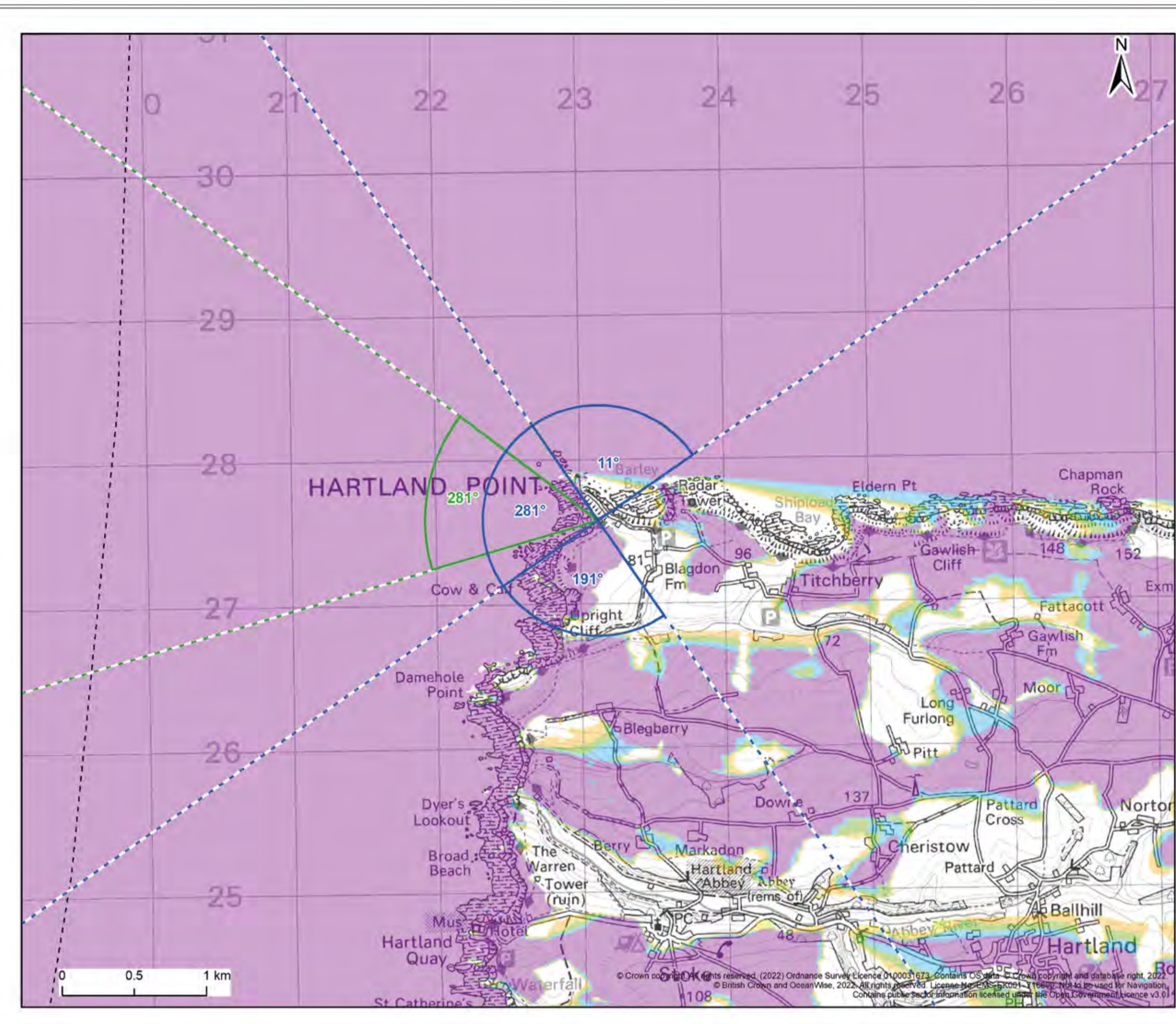
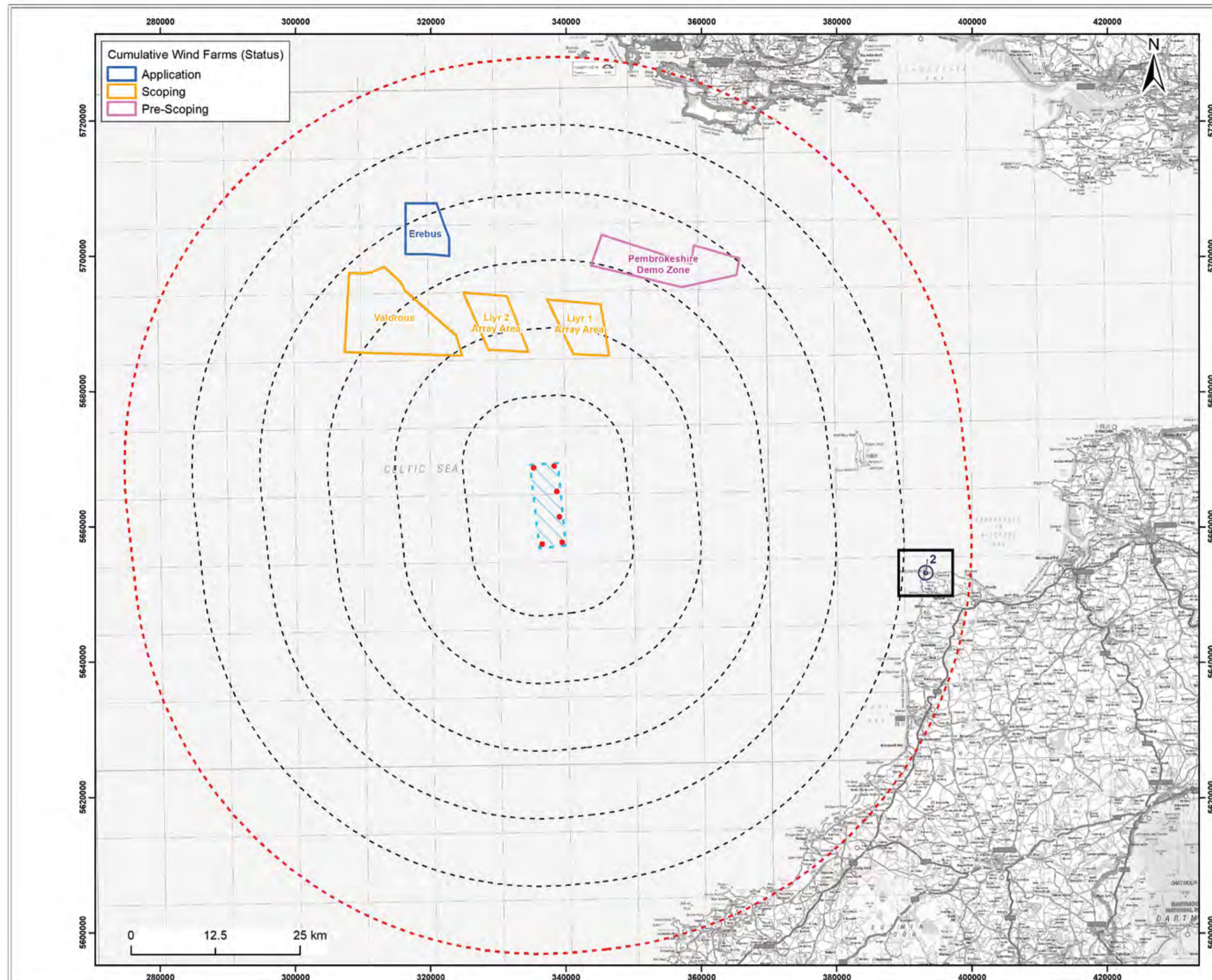


Photomontage View flat at a comfortable arm's length

<b>OS reference:</b> 213178 E 144276 N	<b>Horizontal field of view:</b> 53.5° (planar projection)	<b>Camera:</b> Canon EOS 6D
<b>Eye level:</b> 143.94m AOD	<b>Principal distance:</b> 812.5 mm	<b>Lens:</b> EF50mm f/1.4 USM
<b>Direction of view:</b> 263°	<b>Paper size:</b> 841 x 297 mm (half A1)	<b>Camera height:</b> 1.5 m AGL
<b>Nearest turbine:</b> 44.61 km	<b>Correct printed image size:</b> 820 x 260 mm	<b>Date and time:</b> 17/09/2022, 13:05:53

**Figure: 19.30f**  
**Lundy Island, Old Light**





**Legend:**

- Proposed Turbine
- Windfarm Site
- 10km Radii
- 60km Study Area
- Viewpoint Location
- Panorama with Cumulative Wireline (90°HFOV)
- Photomontage and / or Wireline (53.5°HFOV)
- Zone of theoretical visibility (blade tip)

**No. of turbines theoretically visible**

1
2
3
4
5
6

Scale by: 284m above MSL, Observer height: 2m, DTM: OS Terrain 5, Surface features: Excluded, DTM resolution: 10m, Earth curvature: Included

Client: Offshore Wind Ltd. Project: White Cross Offshore Windfarm

Title: Viewpoint 2: Hartland Point, on South West Coast Path (SWCP)

Figure: 19.26 Drawing No: PC2978-OPN-ZZ-XX-DR-Z\_0517

Revision:	Date:	Drawn:	Checked:	Size:	Scale:
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Co-ordinate system: WGS 1984 UTM Zone 30N

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Photomontage View flat at a comfortable arm's length

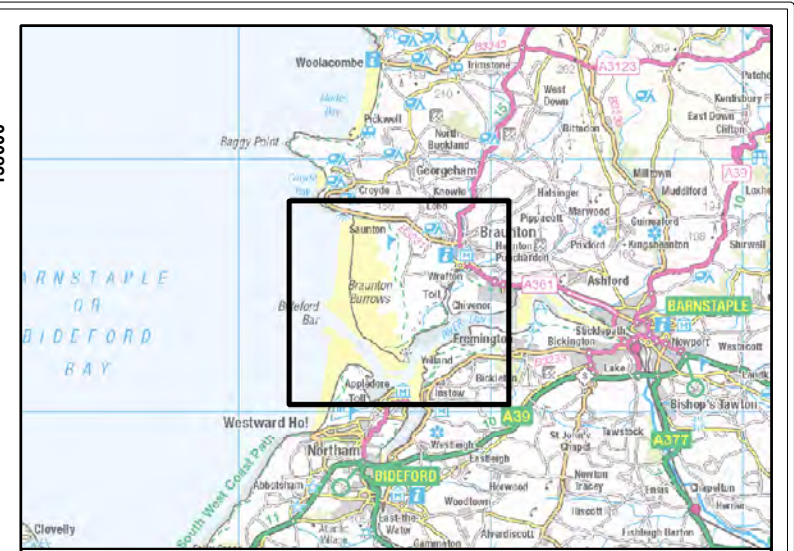
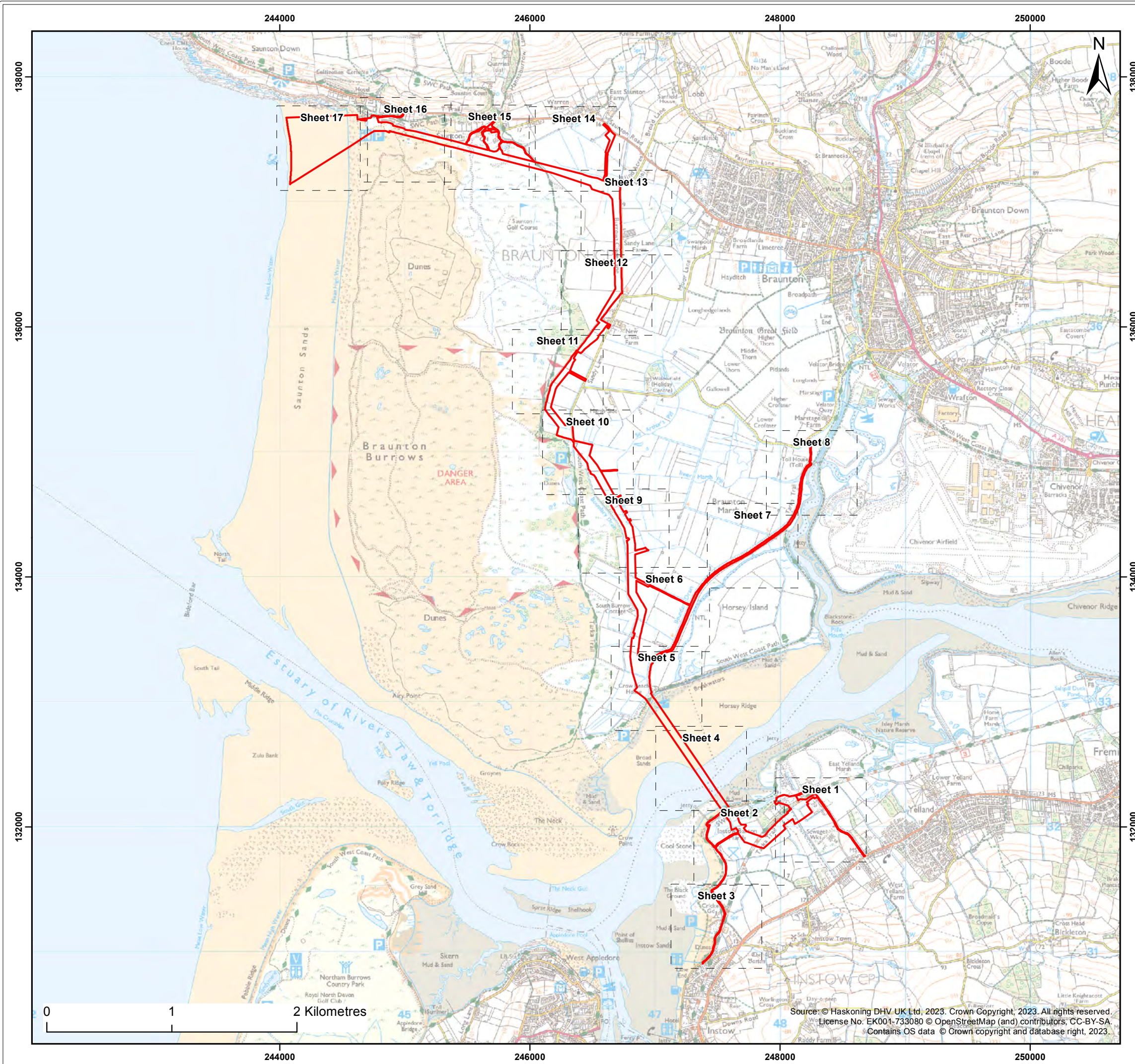
OS reference: 223124 E 127578 N  
 Eye level: 91.22 m AOD  
 Direction of view: 281°  
 Nearest turbine: 53.98 km

Horizontal field of view: 53.5° (planar projection)  
 Principal distance: 812.5 mm  
 Paper size: 841 x 297 mm (half A1)  
 Correct printed image size: 820 x 260 mm

Camera: Canon EOS 6D  
 Lens: EF50mm f/1.4 USM  
 Camera height: 1.5 m AGL  
 Date and time: 19/09/2022, 08:30:25

Figure: 19:26f  
 Hartland Point, on South West Coast Path (SWCP)







Legend:  
 Onshore Development Area  
 Sheet Extent

Client: <b>Offshore Wind Ltd.</b>	Project: <b>White Cross Offshore Windfarm</b>				
Title: <b>Location Plan Key Plan</b>					
Figure: 1	Drawing No: FLO-WHI-LAY-0022				
Revision: P02	Date: 17/08/2023	Drawn: AB	Checked: CB	Size: A3	Scale: 1:30,000
P01	14/08/2023	GC	CB	A3	1:30,000

Co-ordinate system: British National Grid



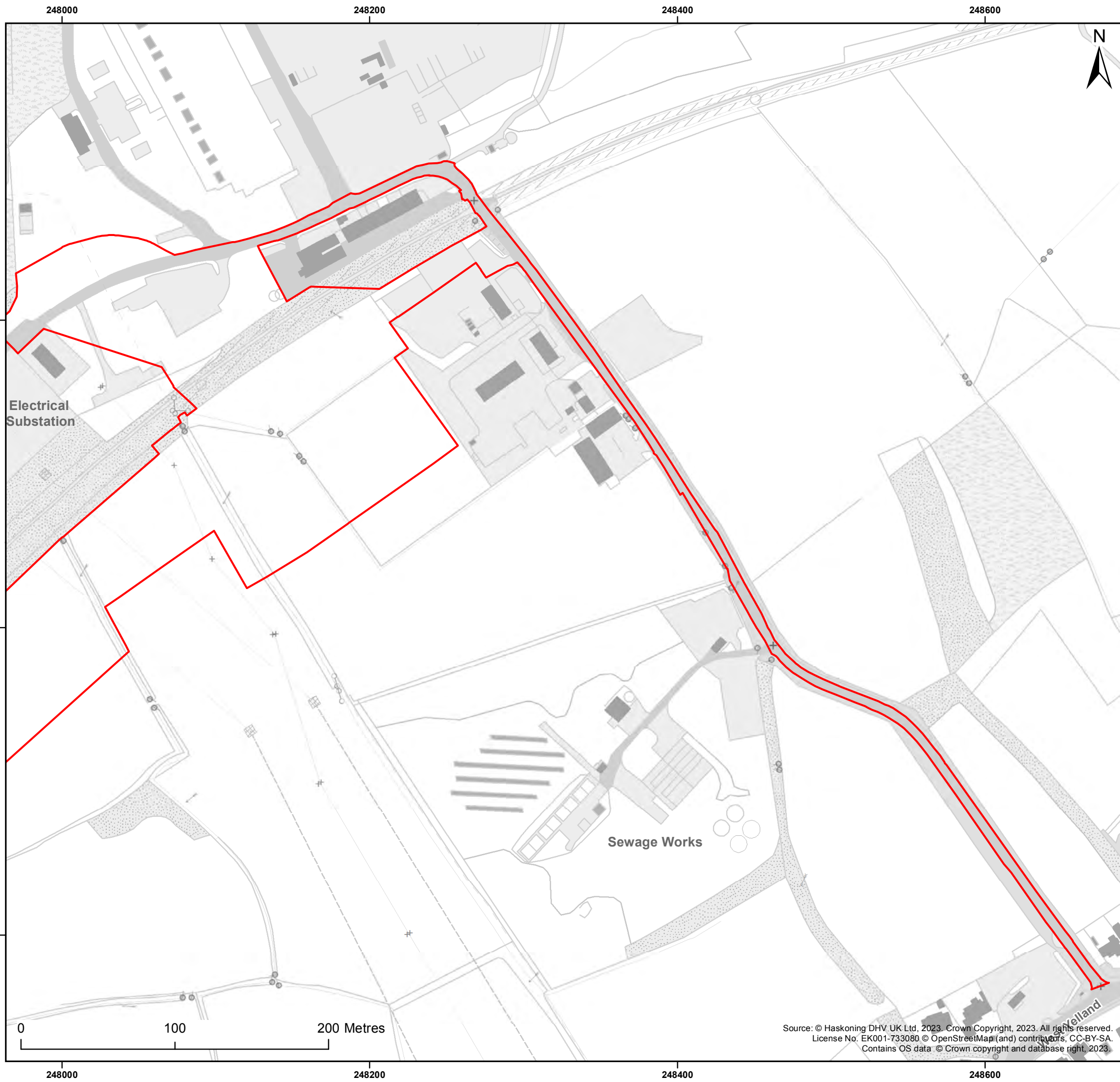
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Legend:  
 Onshore Development Area

Client:	Project:
Offshore Wind Ltd.	White Cross Offshore Windfarm
Title:	
Location Plan Sheet 1 of 17	
Figure: 1	Drawing No: FLO-WHI-LAY-0022

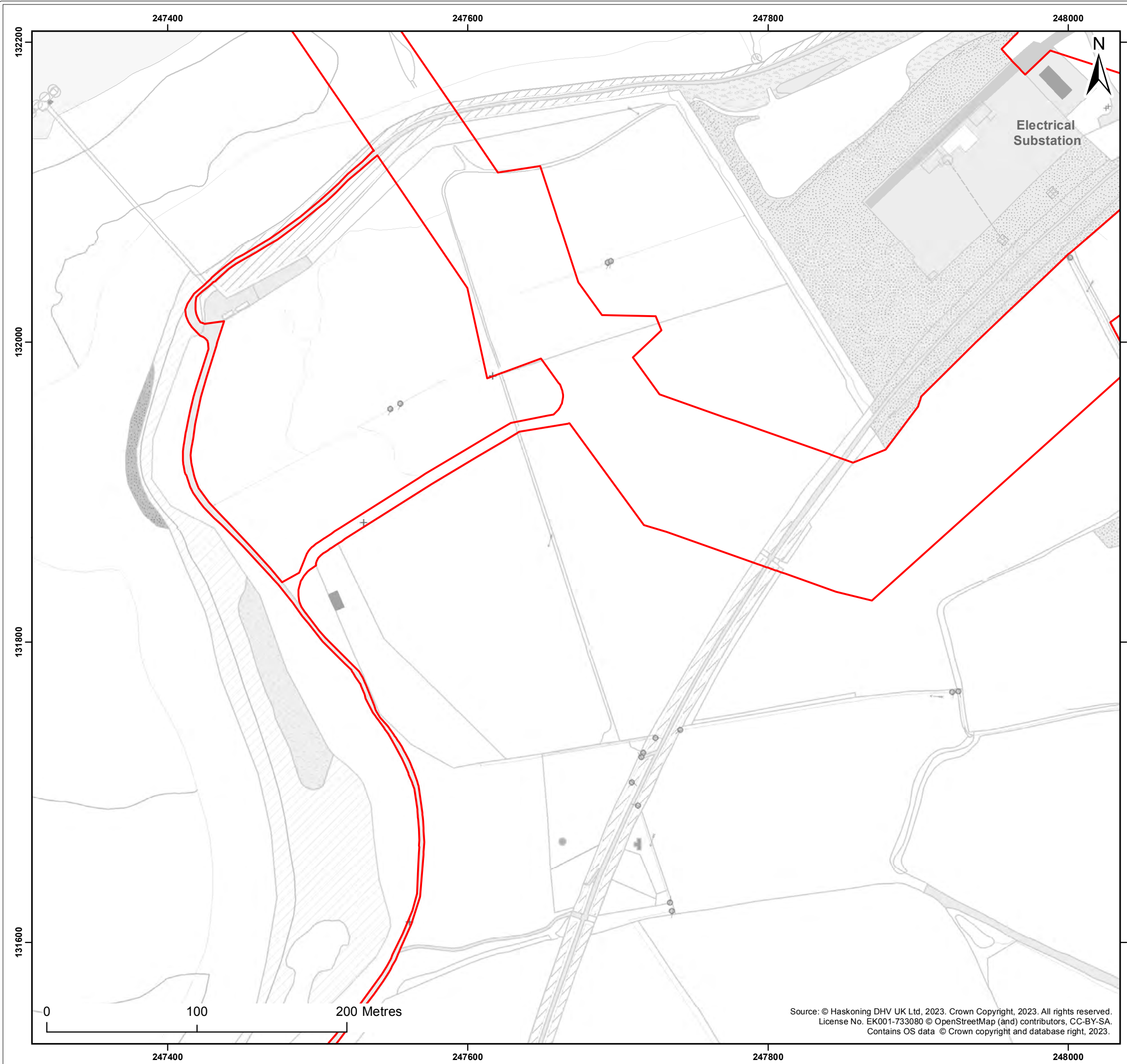
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P01	14/08/2023	GC	CB	A3	1:2,500

Co-ordinate system: British National Grid




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Legend:  
 Onshore Development Area

Client: Offshore Wind Ltd.  
 Project: White Cross Offshore Windfarm

Title: Location Plan Sheet 2 of 17

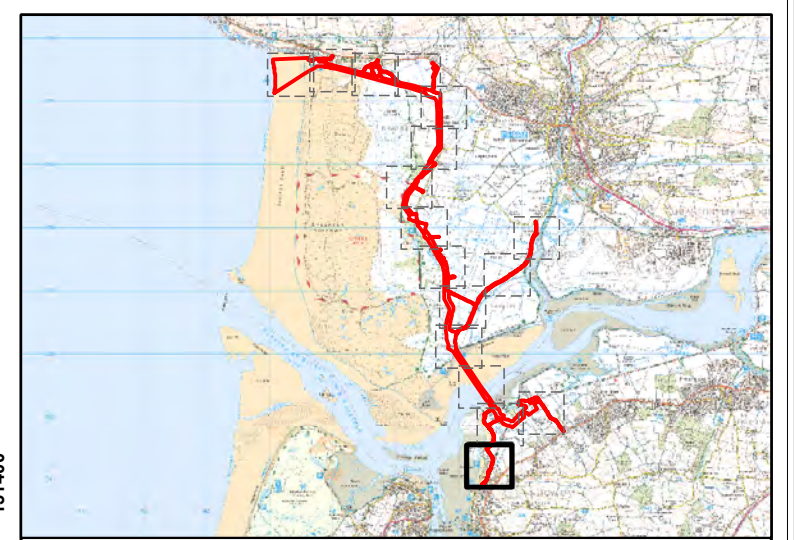
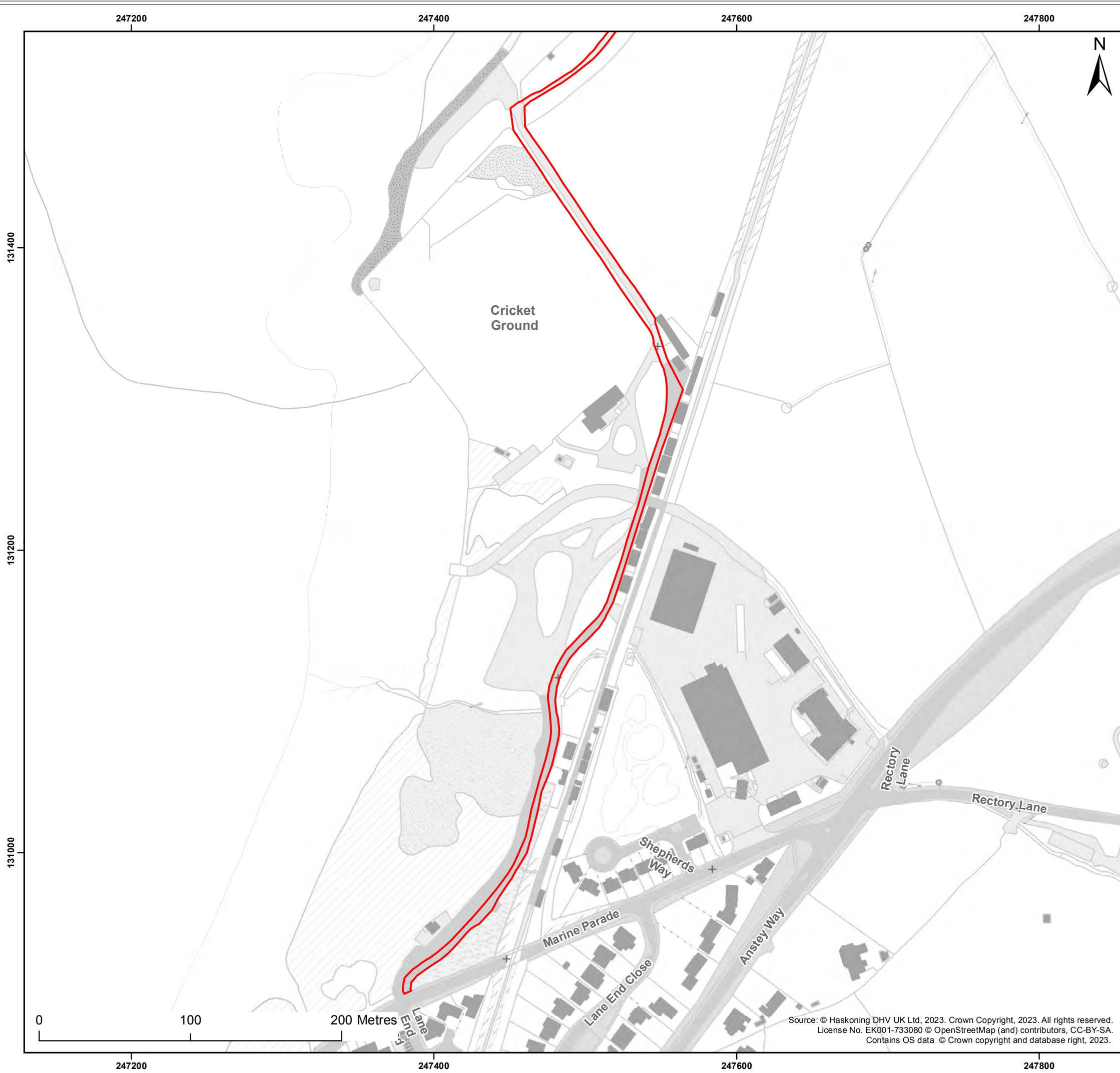
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P01	14/08/2023	GC	CB	A3	1:2,500

Co-ordinate system: British National Grid




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Legend:  
 Onshore Development Area

Client:  
**Offshore Wind Ltd.**

Project:  
**White Cross Offshore Windfarm**

Title:  
**Location Plan Sheet 3 of 17**

Figure: **1** Drawing No: **FLO-WHI-LAY-0022**

Revision:	Date:	Drawn:	Checked:	Size:	Scale:
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Co-ordinate system: **British National Grid**



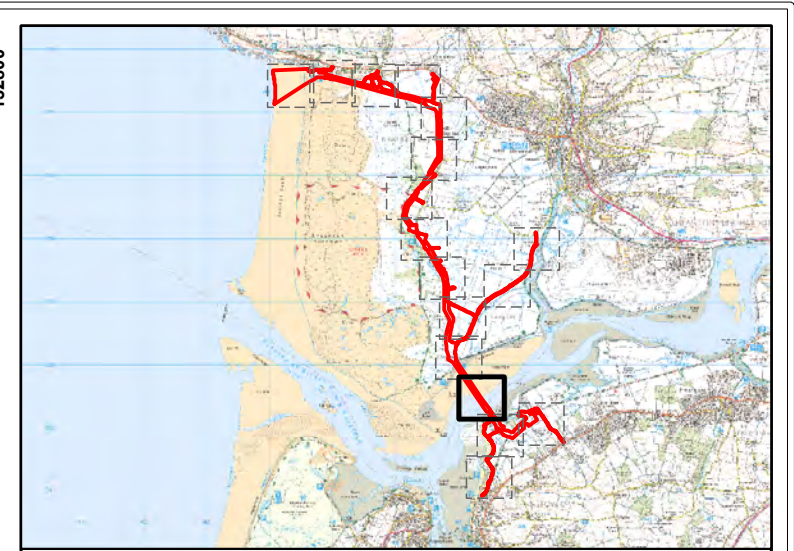
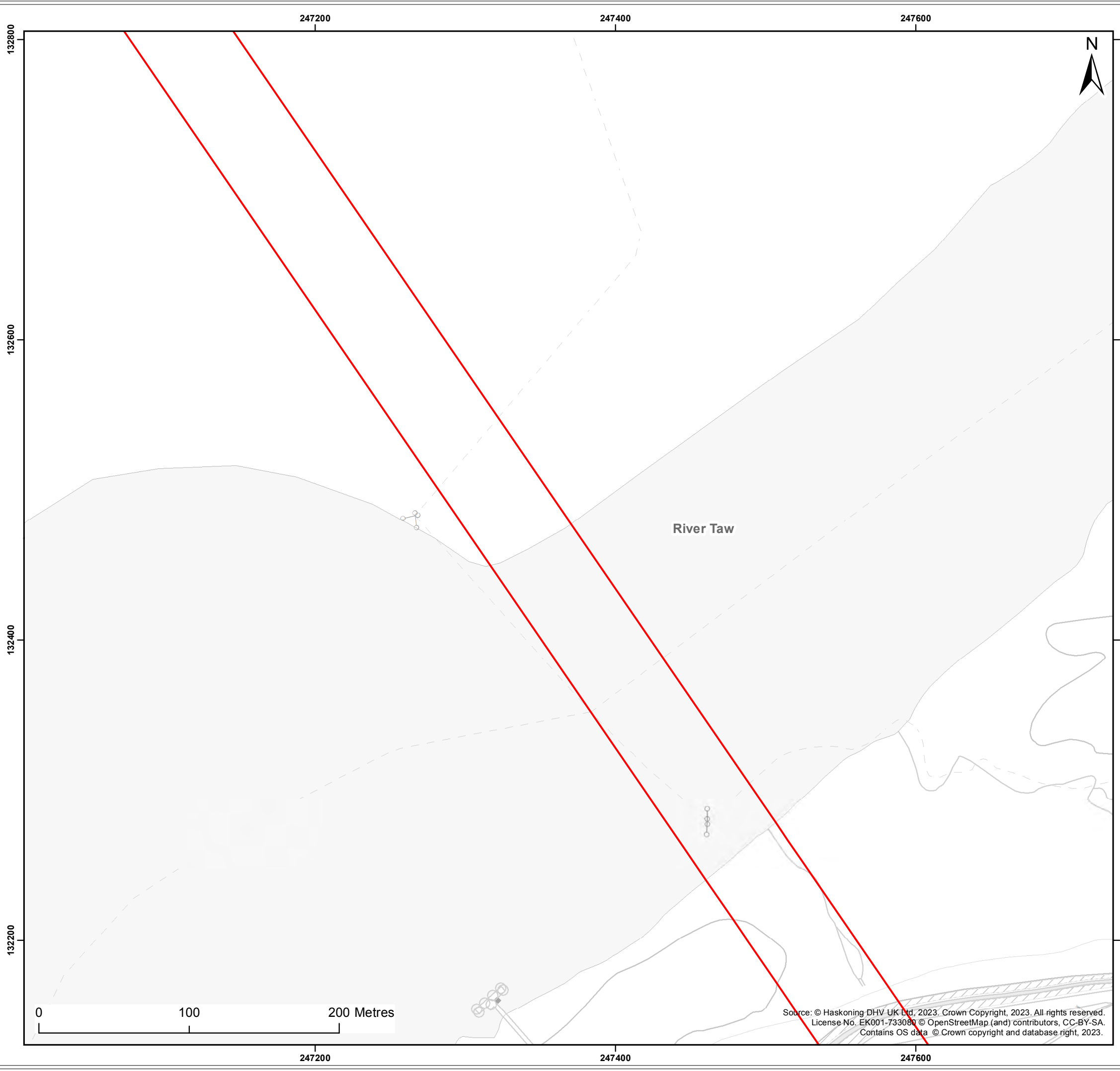
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Legend:  
 Onshore Development Area

Client: Offshore Wind Ltd.      Project: White Cross Offshore Windfarm

Title: Location Plan Sheet 4 of 17

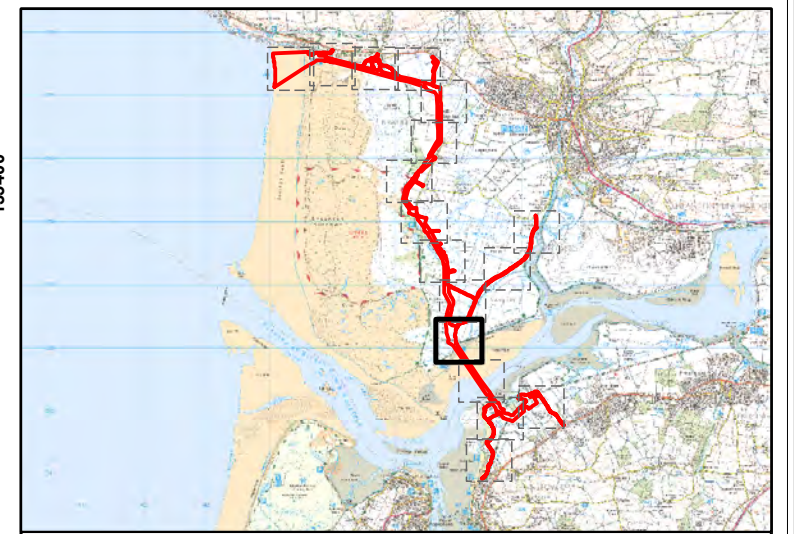
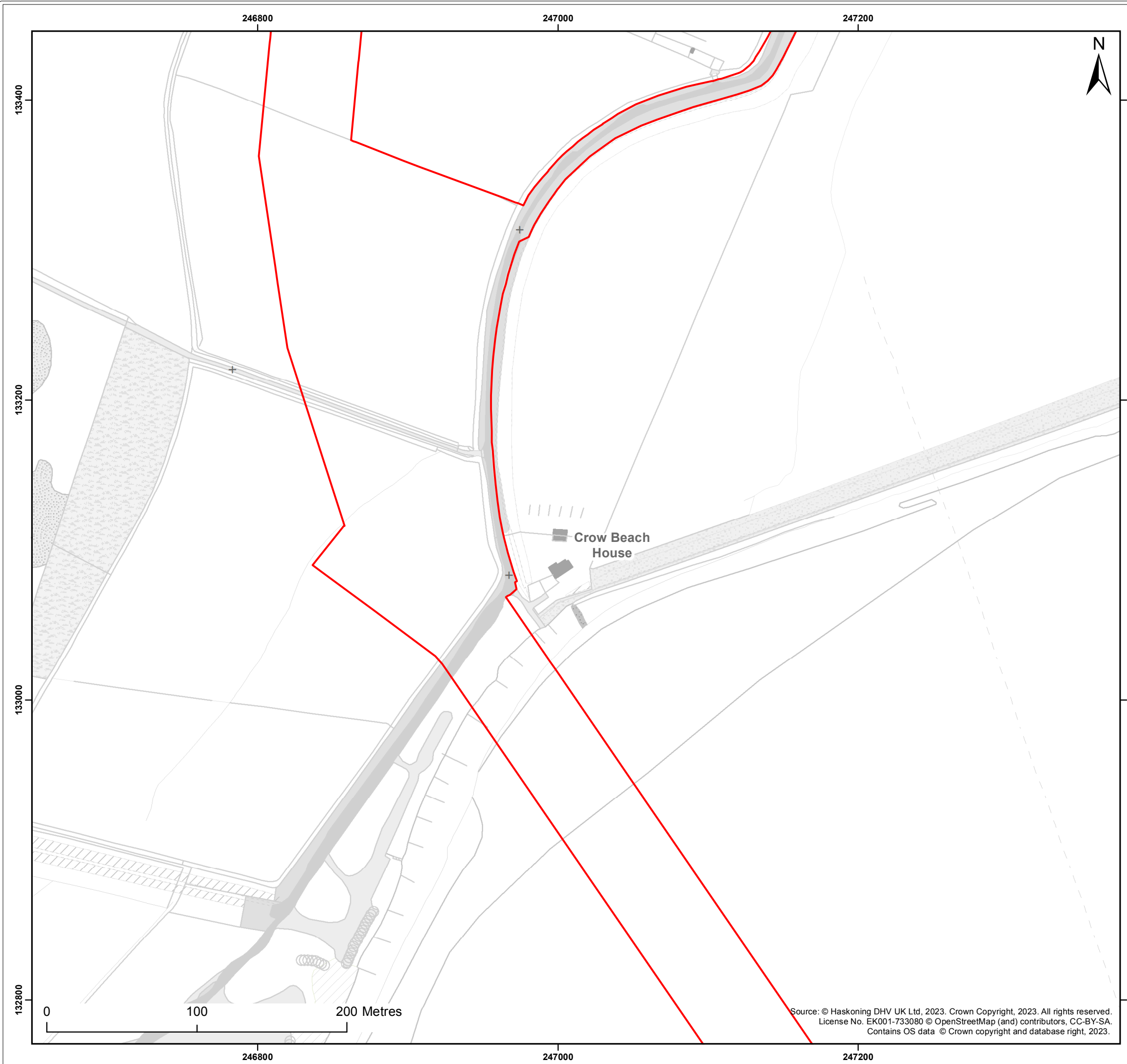
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Co-ordinate system: British National Grid



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Legend:

Onshore Development Area

Client:	Project:
Offshore Wind Ltd.	White Cross Offshore Windfarm

Title:

Location Plan  
Sheet 5 of 17

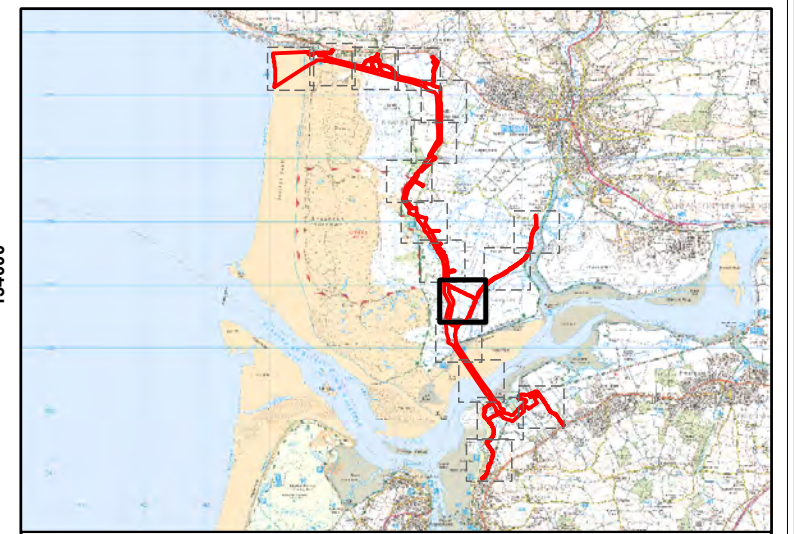
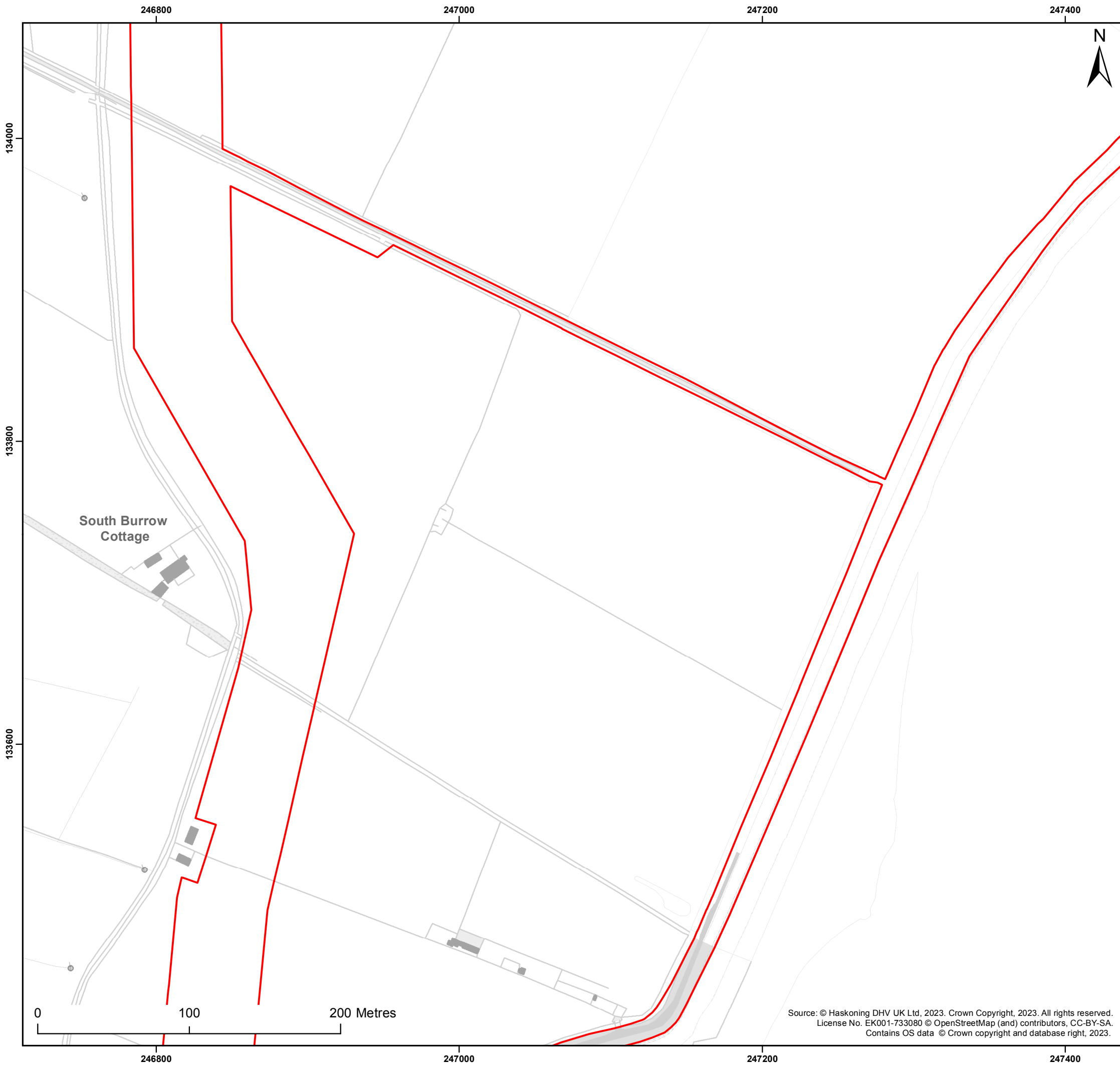
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Legend:  
 Onshore Development Area

Client:  
Offshore Wind Ltd.

Project:  
White Cross  
Offshore Windfarm

Title:  
Location Plan  
Sheet 6 of 17

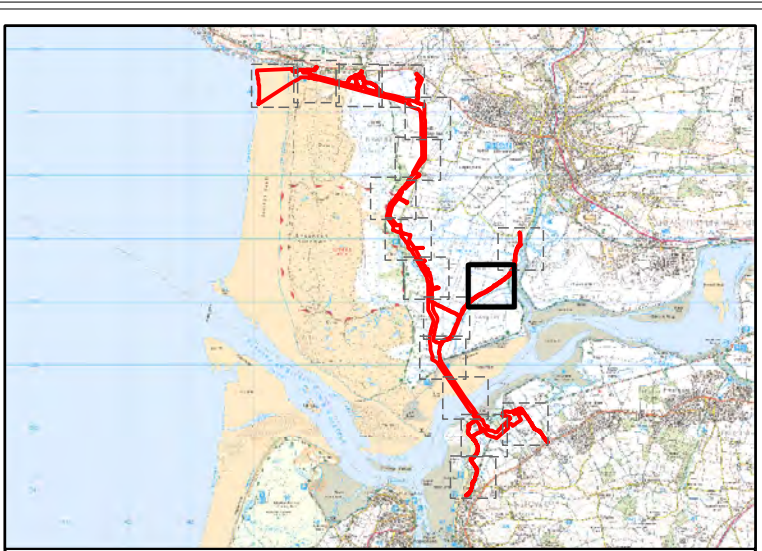
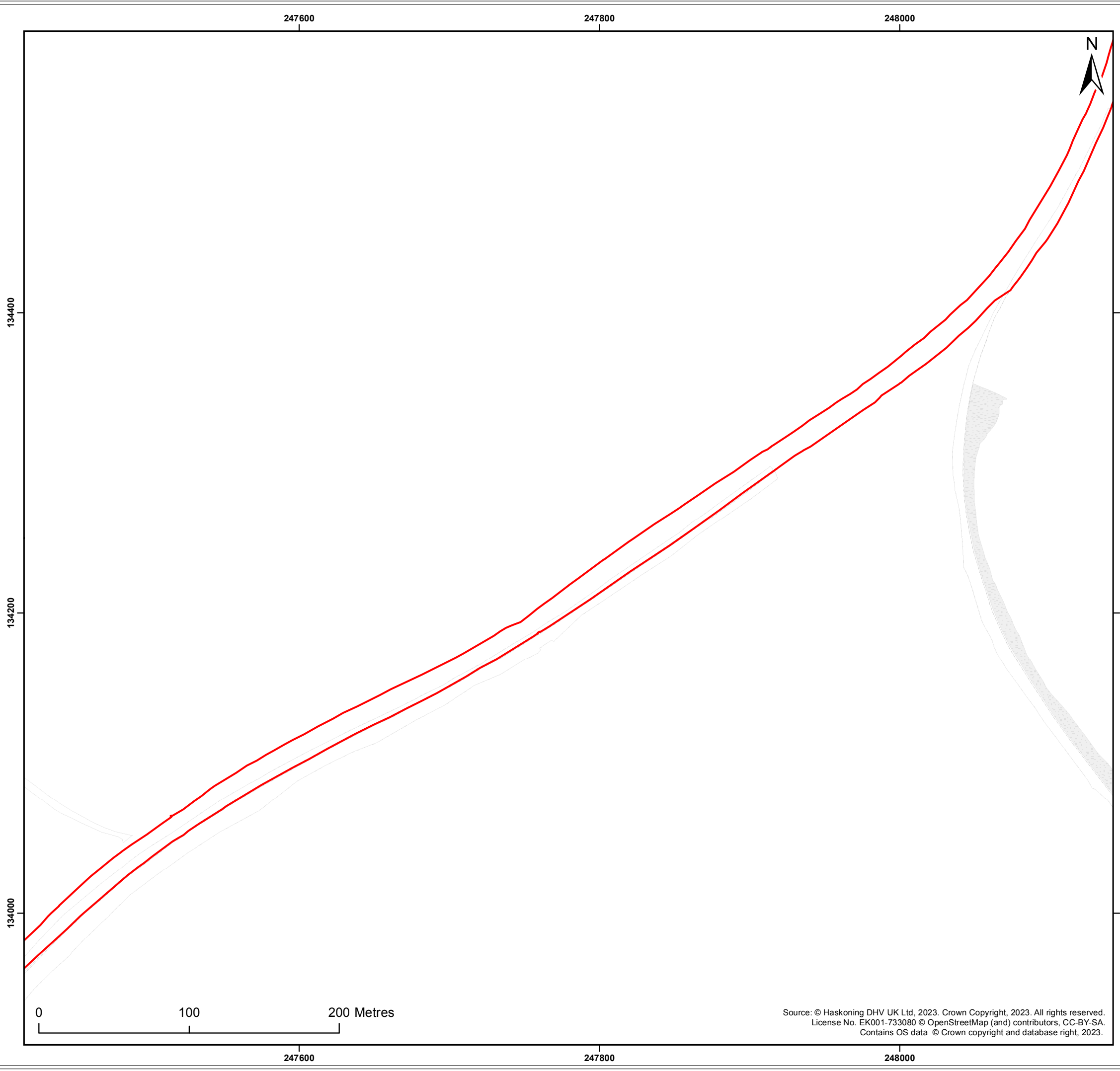
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Co-ordinate system: British National Grid



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Legend:  
 Onshore Development Area

Client:  
 Offshore Wind Ltd.

Project:  
 White Cross  
 Offshore Windfarm

Title:  
 Location Plan  
 Sheet 7 of 17

Figure: 1      Drawing No: FLO-WHI-LAY-0022

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Co-ordinate system: British National Grid

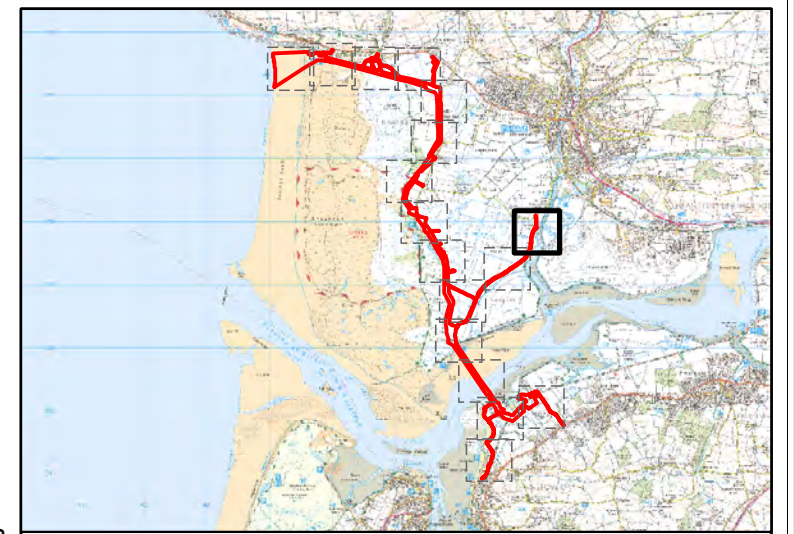
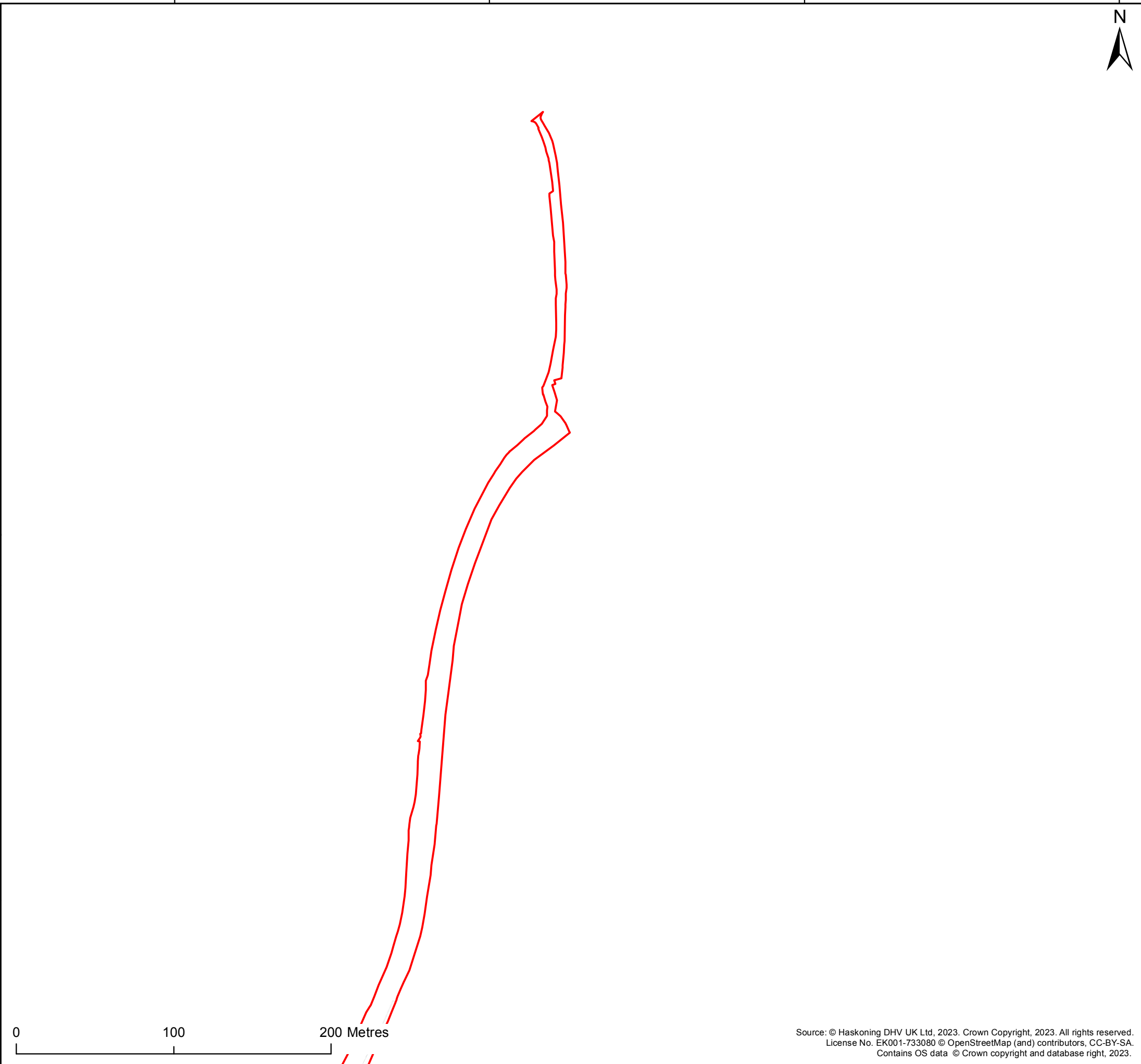


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248000 248200 248400 248600



135000  
134800  
134600



Legend:

 Onshore Development Area

Client:	Project:
Offshore Wind Ltd.	White Cross Offshore Windfarm

Title:

Location Plan  
Sheet 8 of 17

Figure: 1      Drawing No: FLO-WHI-LAY-0022

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Co-ordinate system: British National Grid



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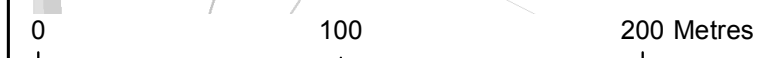
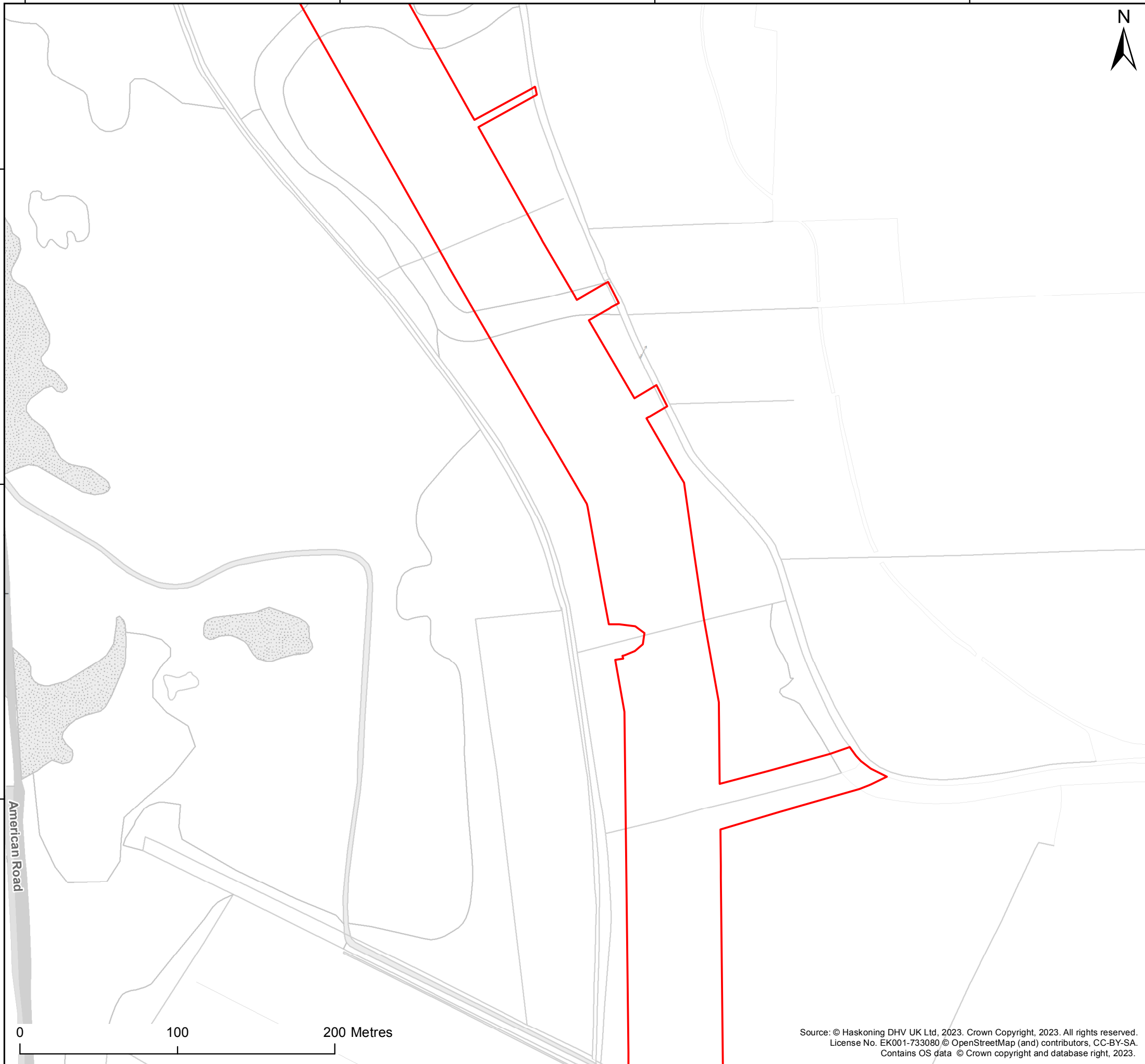


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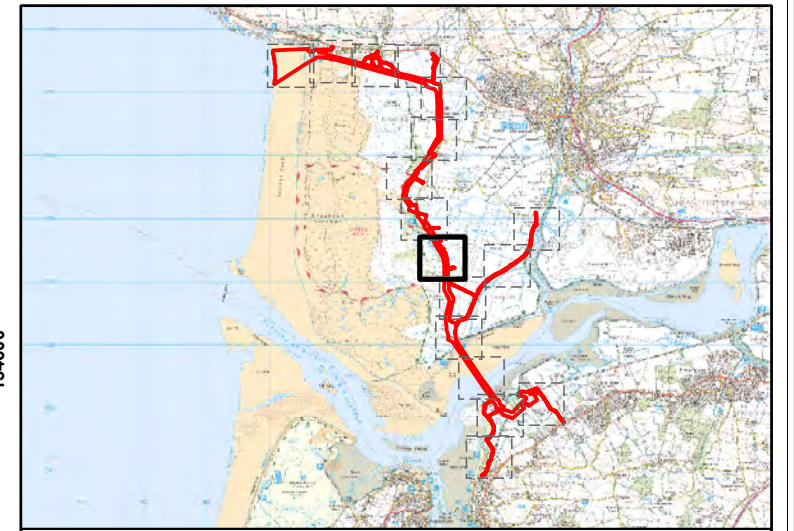
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Legend:

Onshore Development Area

Client:	Project:
Offshore Wind Ltd.	White Cross Offshore Windfarm

Title:

Location Plan  
Sheet 9 of 17

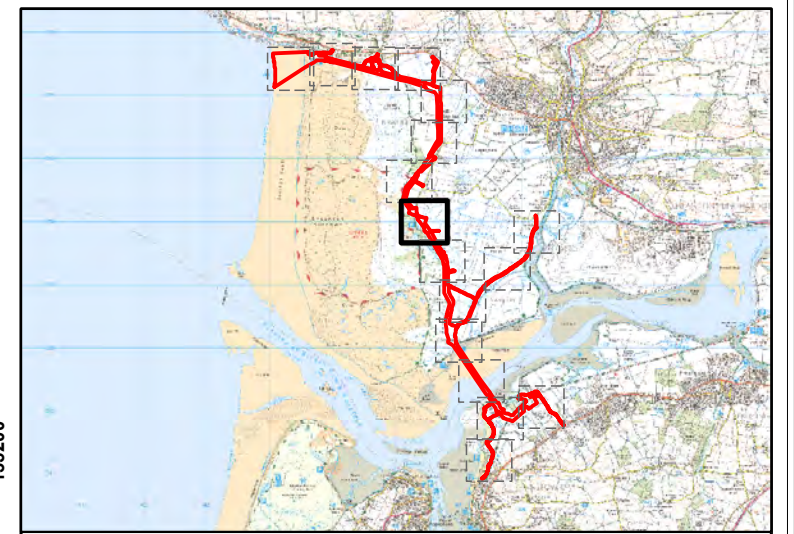
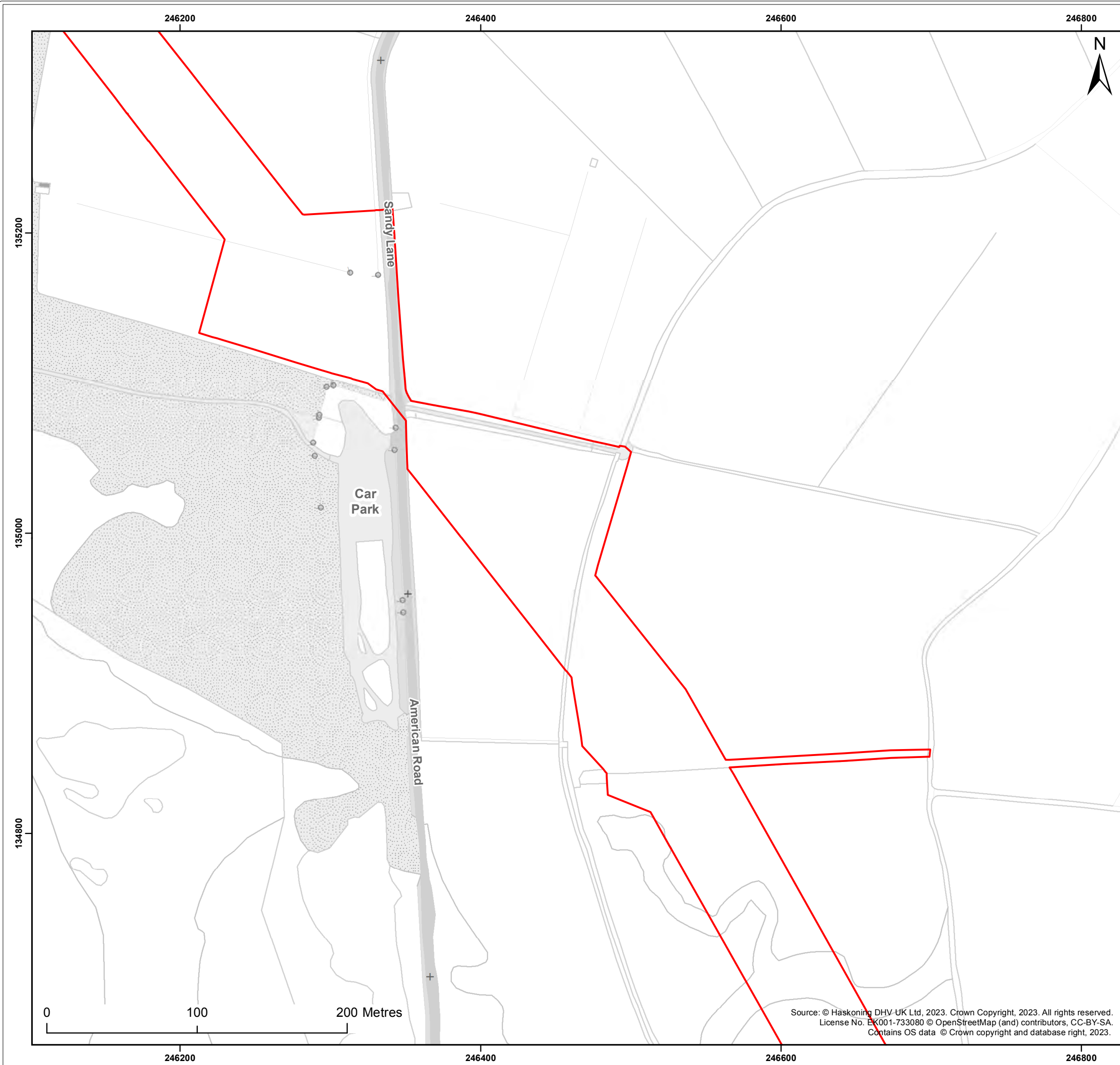
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Co-ordinate system: British National Grid



246400 246600 246800 247000



Legend:  
 Onshore Development Area

Client:  
**Offshore Wind Ltd.**

Project:  
**White Cross Offshore Windfarm**

Title:  
**Location Plan Sheet 10 of 17**

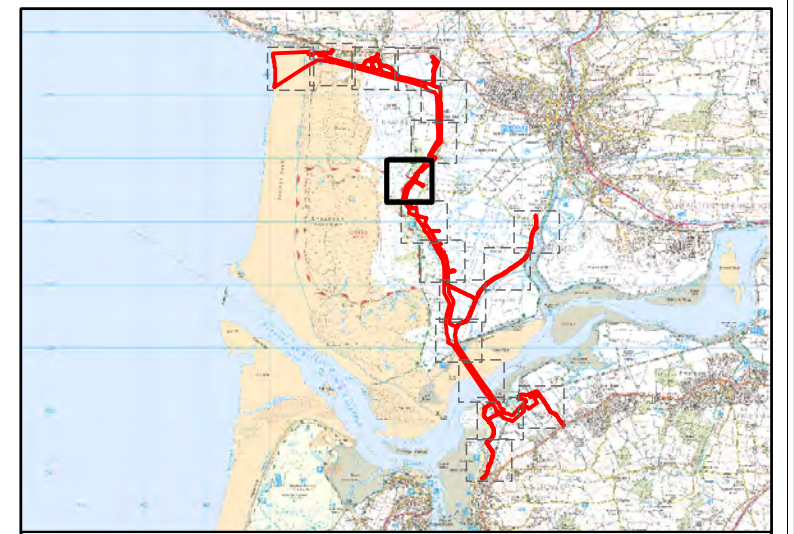
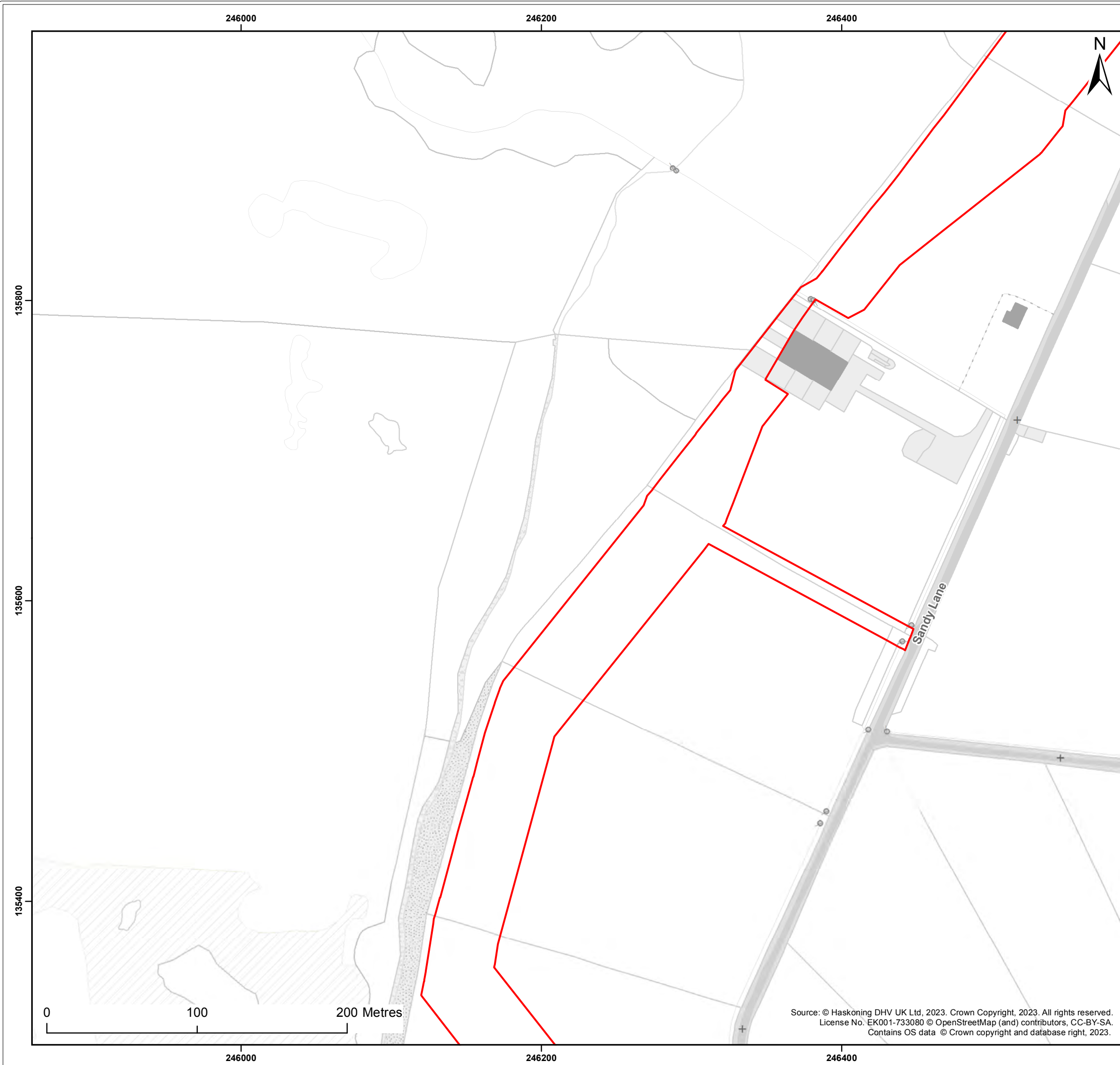
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Co-ordinate system: British National Grid



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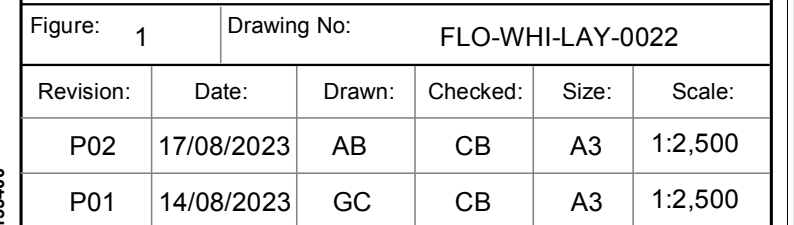


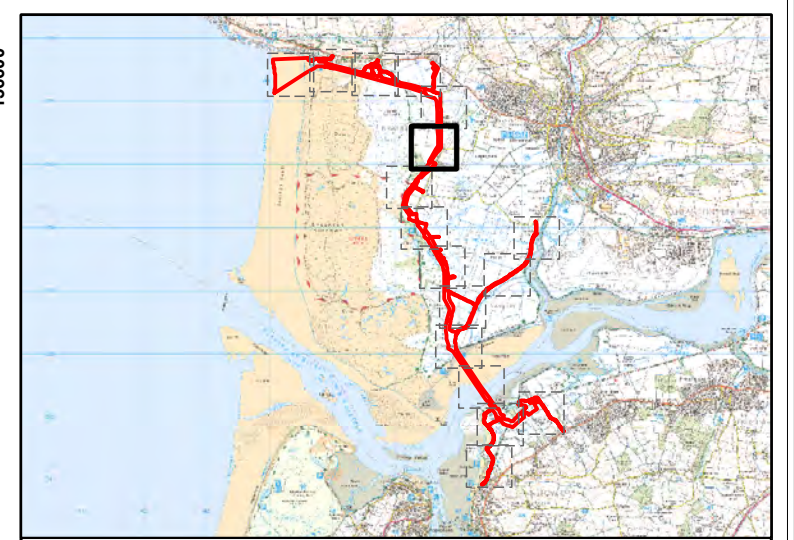
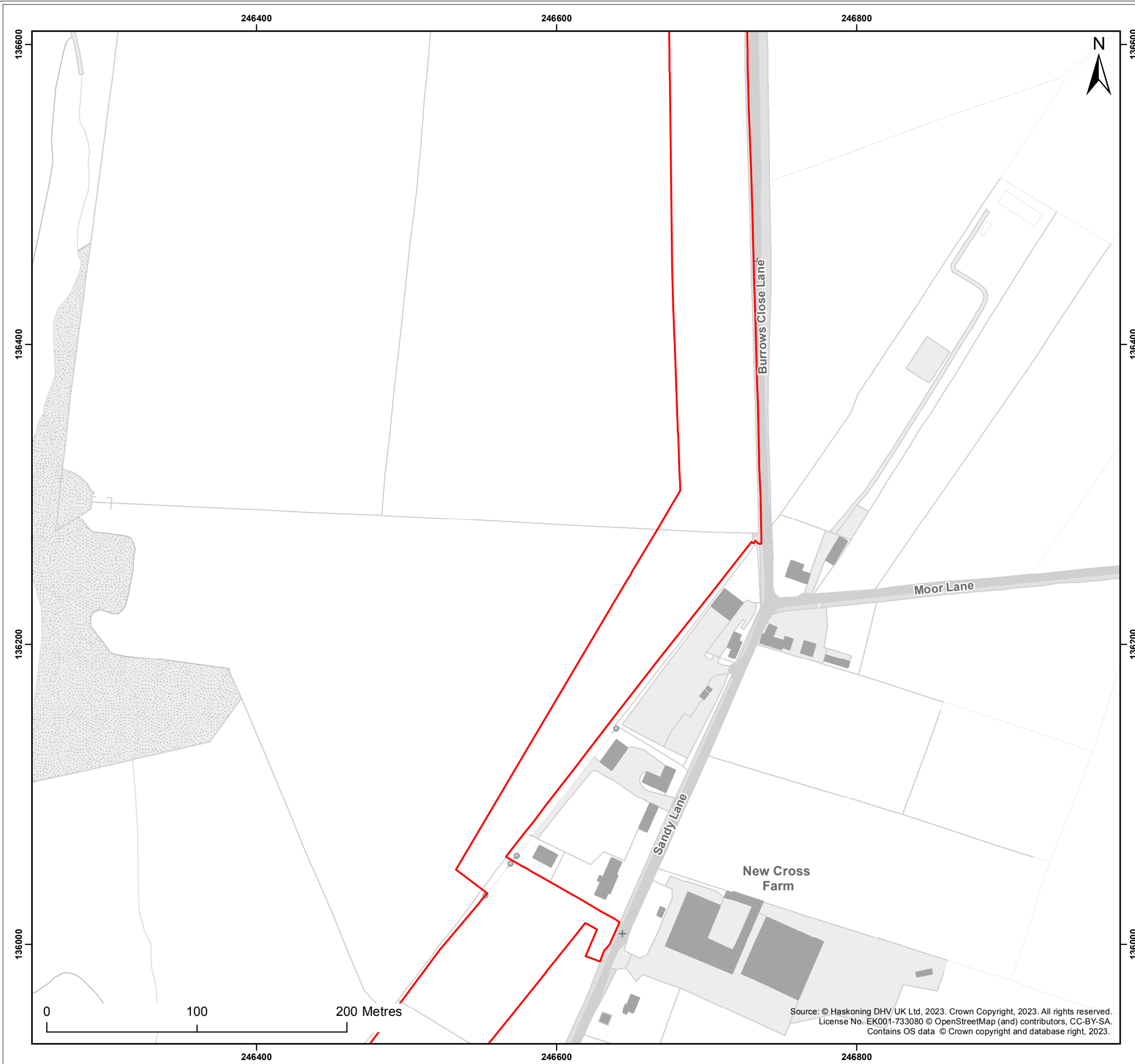
Legend:  
 Onshore Development Area

Client:	Project:
Offshore Wind Ltd.	White Cross Offshore Windfarm
Title:	
Location Plan Sheet 11 of 17	
Figure: 1	Drawing No: FLO-WHI-LAY-0022

Revision:	Date:	Drawn:	Checked:	Size:	Scale:
P02	17/08/2023	AB	CB	A3	1:2,500
P01	14/08/2023	GC	CB	A3	1:2,500

Co-ordinate system: British National Grid





Legend:  
 Onshore Development Area

Client: <b>Offshore Wind Ltd.</b>	Project: <b>White Cross Offshore Windfarm</b>
Title: <b>Location Plan Sheet 12 of 17</b>	
Figure: 1	Drawing No: FLO-WHI-LAY-0022

Revision:	Date:	Drawn:	Checked:	Size:	Scale:
P02	17/08/2023	AB	CB	A3	1:2,500
P01	14/08/2023	GC	CB	A3	1:2,500

Co-ordinate system: British National Grid

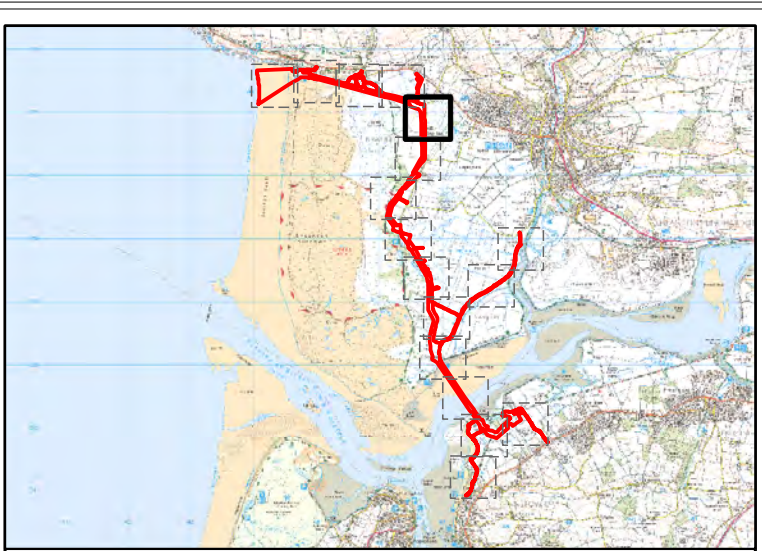
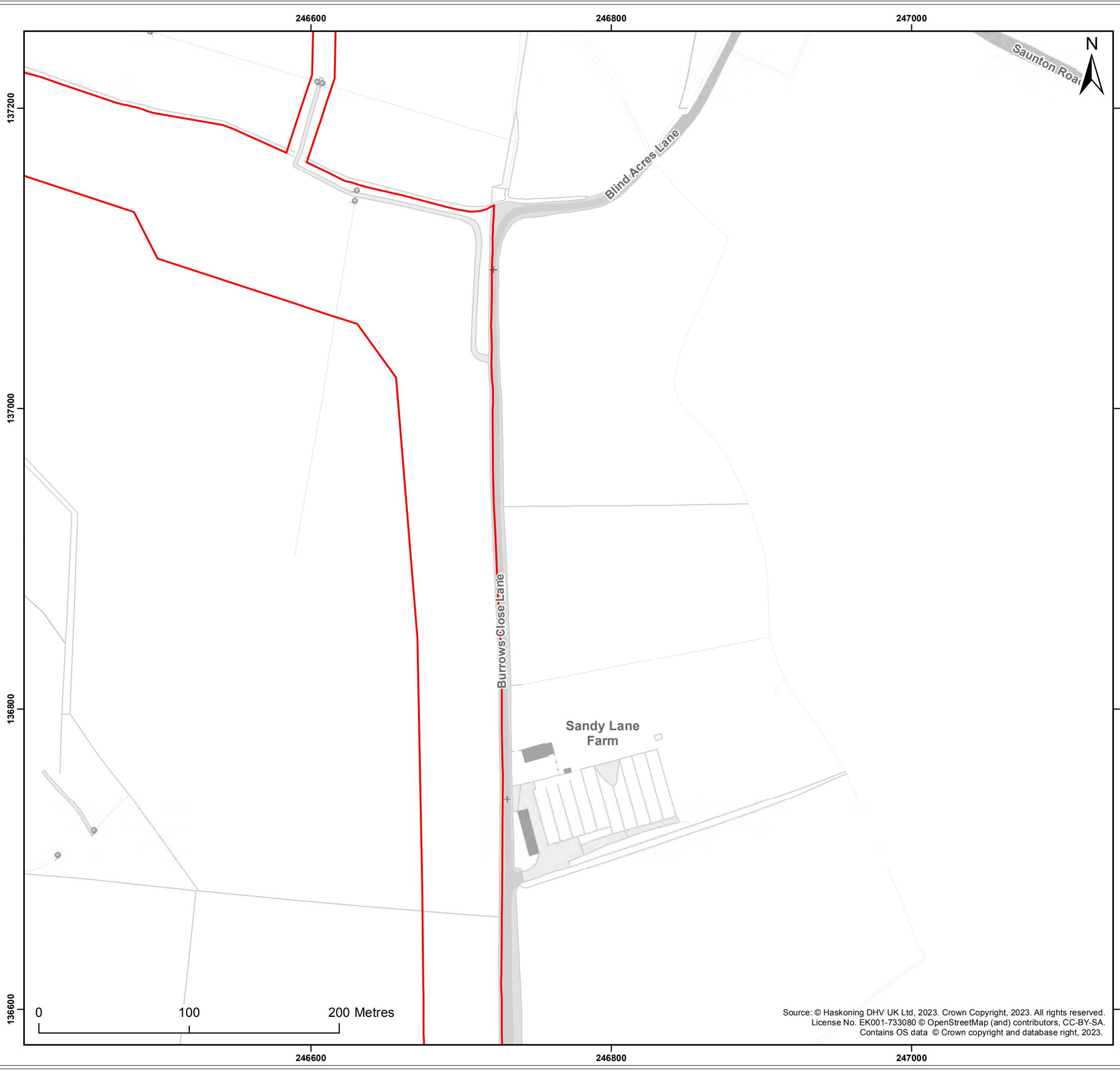


**WHITE CROSS**



**Royal HaskoningDHV**  
Enhancing Society Together

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Legend:  
 Onshore Development Area

Client:  
**Offshore Wind Ltd.**

Project:  
**White Cross Offshore Windfarm**

Title:  
**Location Plan Sheet 13 of 17**

Figure: **1** Drawing No: **FLO-WHI-LAY-0022**

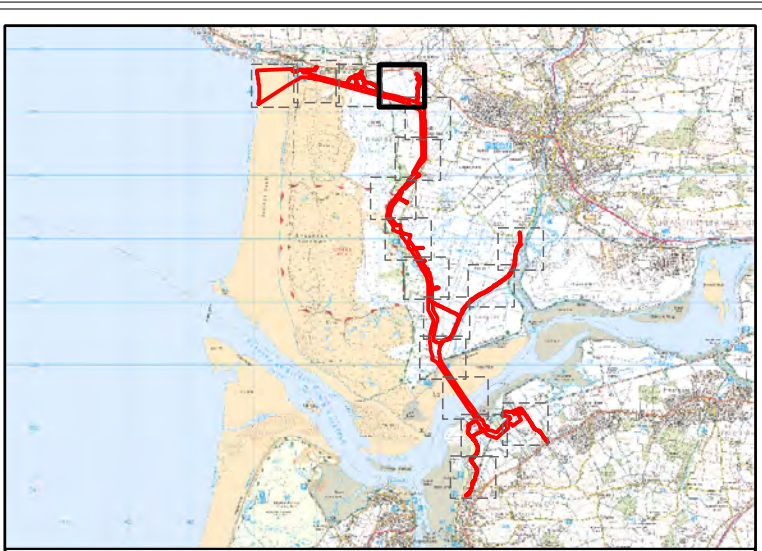
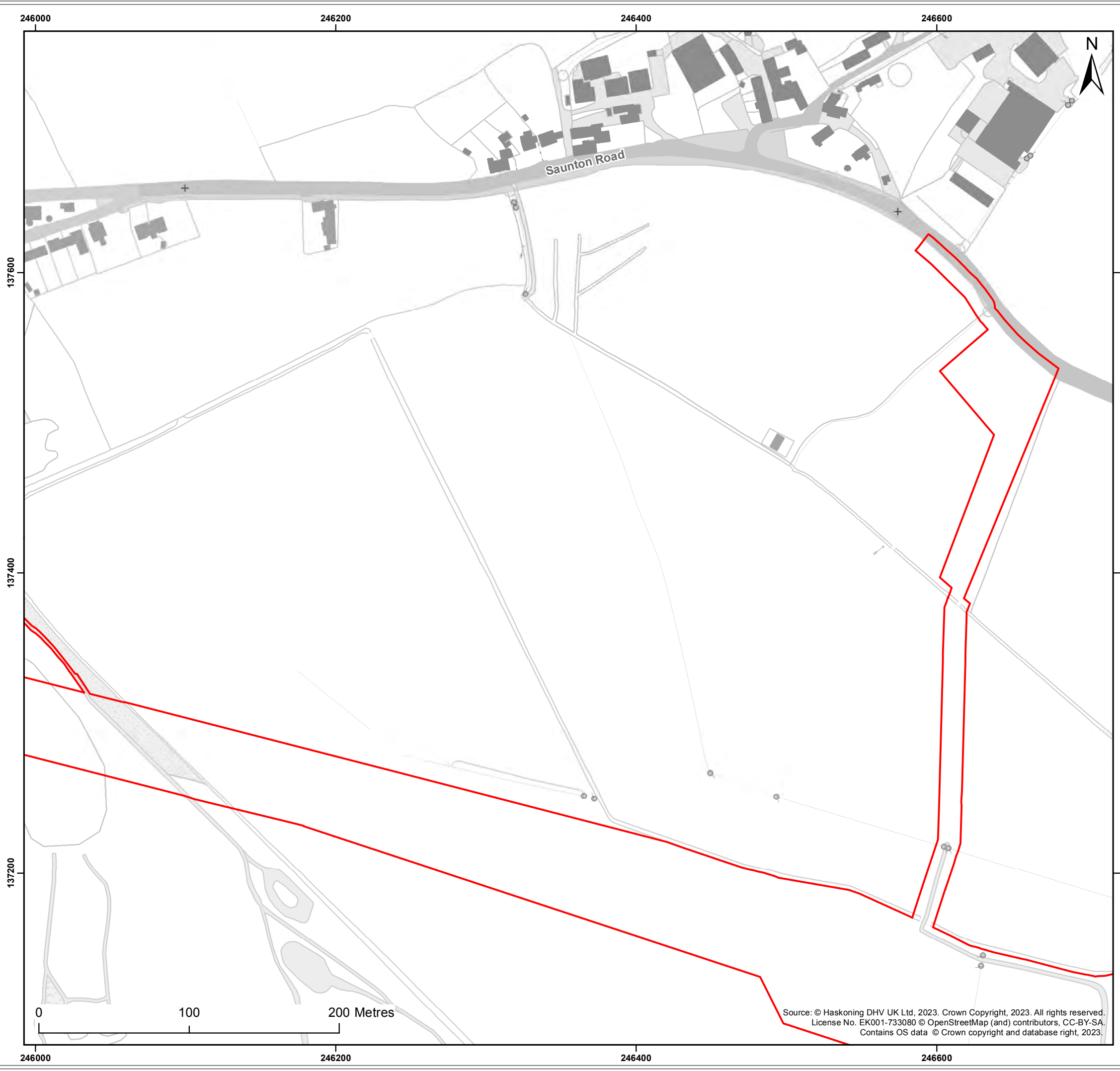
Revision:	Date:	Drawn:	Checked:	Size:	Scale:
P02	17/08/2023	AB	CB	A3	1:2,500
P01	14/08/2023	GC	CB	A3	1:2,500

Co-ordinate system: **British National Grid**



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Legend:  
 Onshore Development Area

Client: Offshore Wind Ltd.      Project: White Cross Offshore Windfarm

Title: Location Plan Sheet 14 of 17

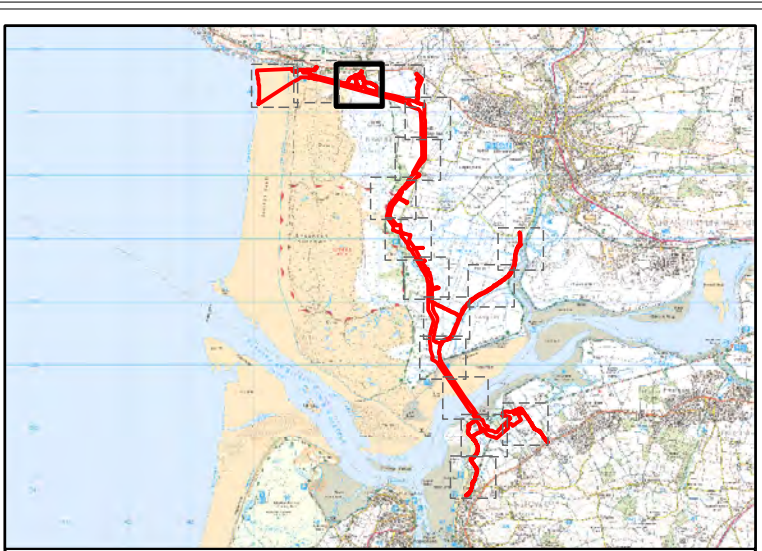
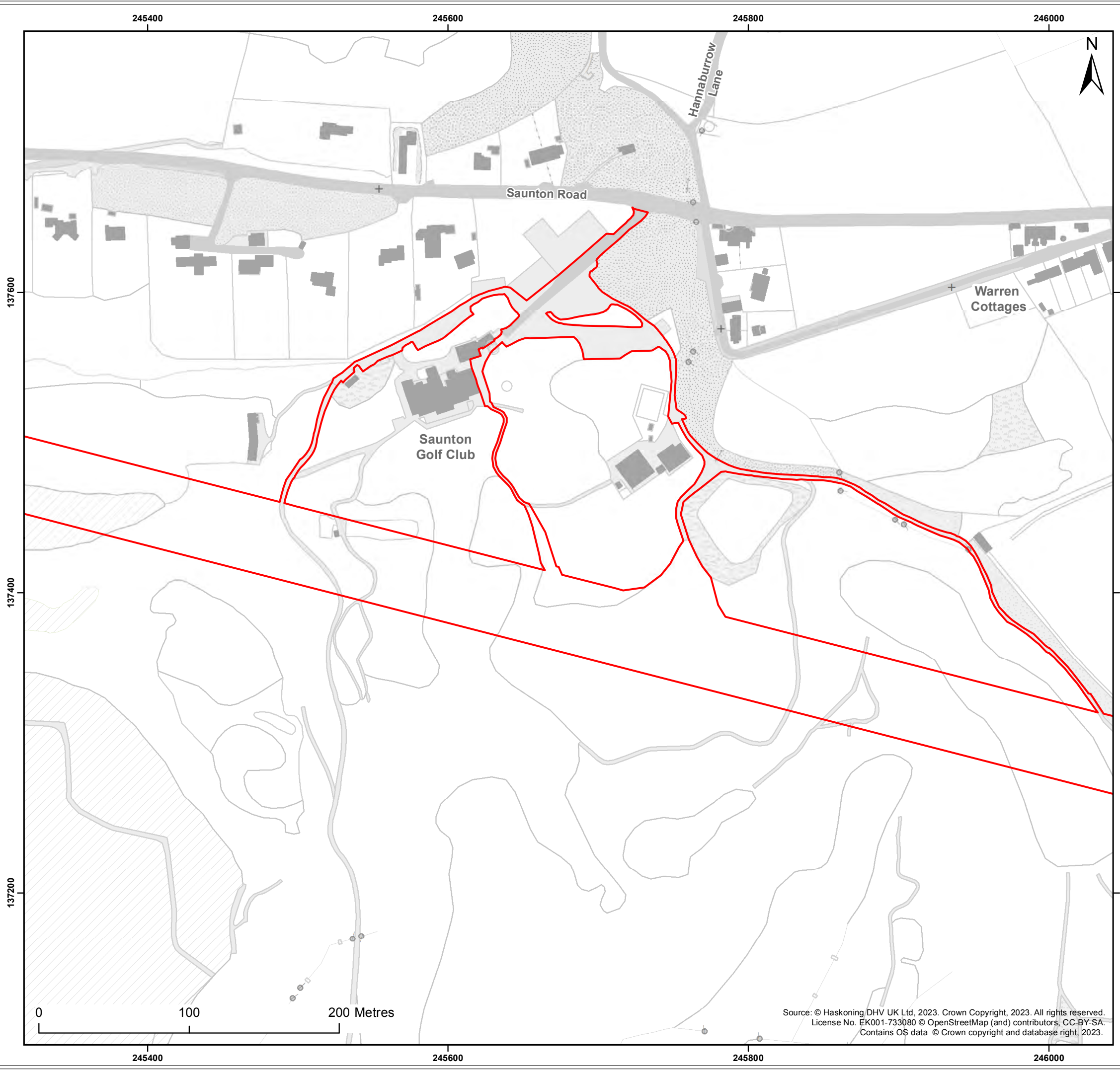
Figure: 1      Drawing No: FLO-WHI-LAY-0022

Revision:	Date:	Drawn:	Checked:	Size:	Scale:
P02	17/08/2023	AB	CB	A3	1:2,500
P01	14/08/2023	GC	CB	A3	1:2,500

Co-ordinate system: British National Grid




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Legend:  
 Onshore Development Area

Client: Offshore Wind Ltd.  
 Project: White Cross Offshore Windfarm

Title: Location Plan Sheet 15 of 17

Figure: 1 Drawing No: FLO-WHI-LAY-0022

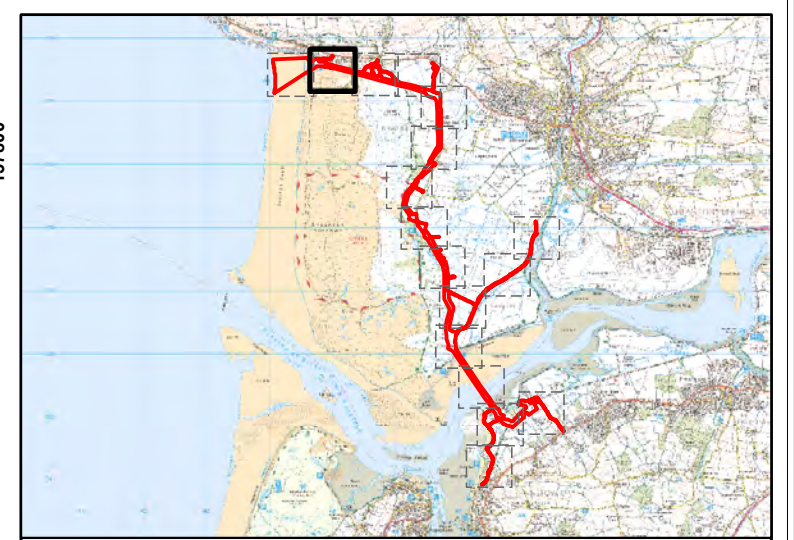
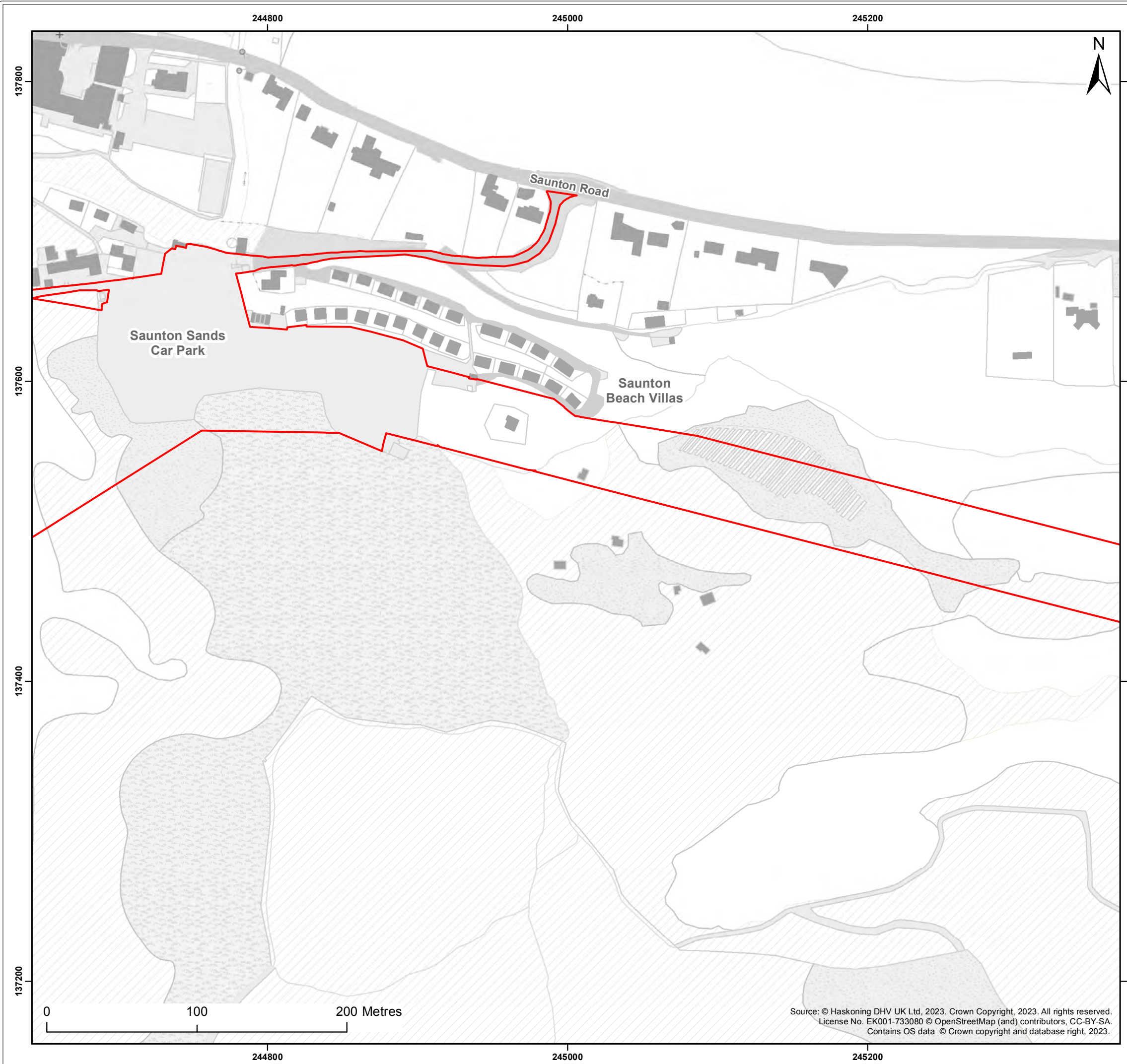
Revision:	Date:	Drawn:	Checked:	Size:	Scale:
P02	17/08/2023	AB	CB	A3	1:2,500
P01	14/08/2023	GC	CB	A3	1:2,500

Co-ordinate system: British National Grid



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Legend:

Onshore Development Area

Client:	Project:
Offshore Wind Ltd.	White Cross Offshore Windfarm

Title:

Location Plan  
Sheet 16 of 17

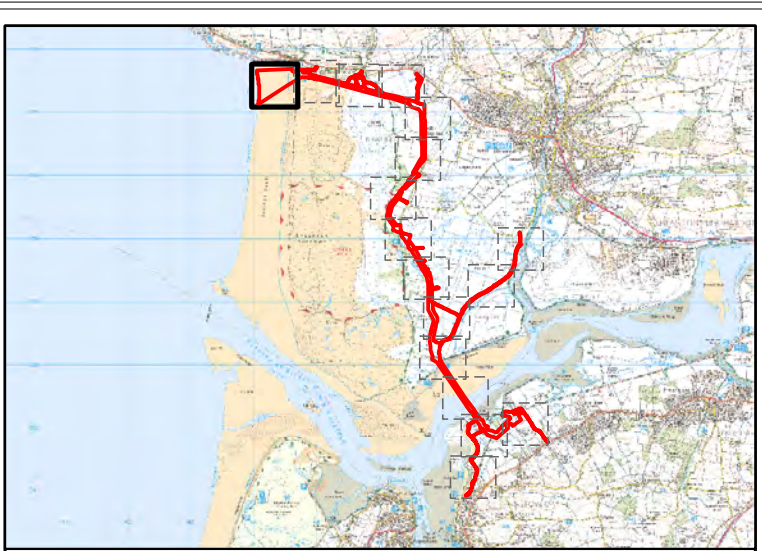
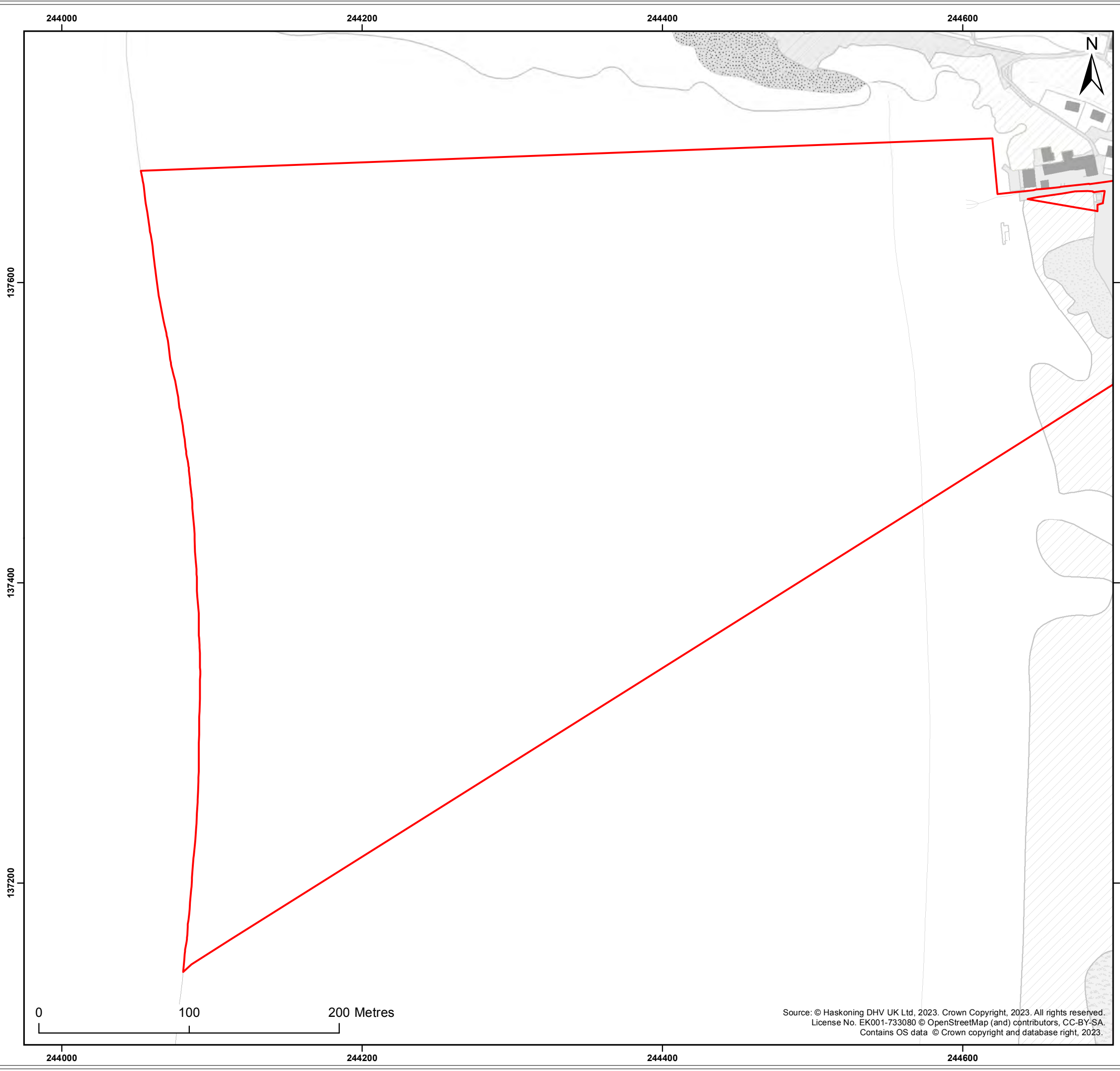
Figure: 1      Drawing No: FLO-WHI-LAY-0022

Revision:	Date:	Drawn:	Checked:	Size:	Scale:
P02	17/08/2023	AB	CB	A3	1:2,500
P01	14/08/2023	GC	CB	A3	1:2,500

Co-ordinate system: British National Grid




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Legend:  
 Onshore Development Area

Client:  
**Offshore Wind Ltd.**

Project:  
**White Cross Offshore Windfarm**

Title:  
**Location Plan Sheet 17 of 17**

Figure: **1** Drawing No: **FLO-WHI-LAY-0022**

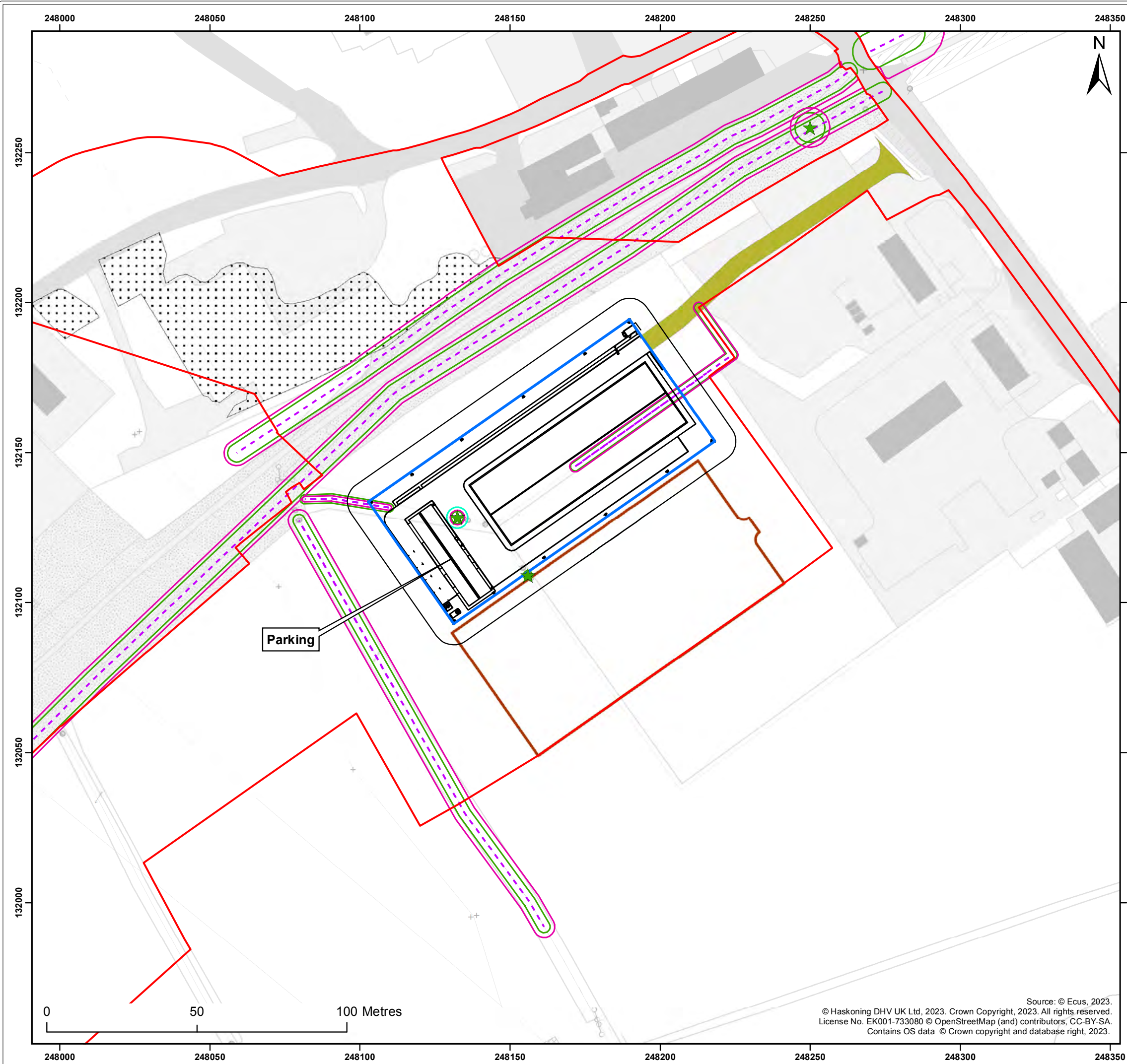
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P02	17/08/2023	AB	CB	A3	1:2,500
P01	14/08/2023	GC	CB	A3	1:2,500

Co-ordinate system: **British National Grid**



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**Legend:**

- Onshore Development Area
- White Cross Onshore Substation
- Onshore Substation Construction Compound
- Permanent Infrastructure
- Permanent Access Track
- Scrub / Shrubs
- ★ Tree (Individual)
- Tree (Individual)
- Crown Spread
- Root Protection Area
- Tree Group / Hedge (Linear)

Client: Offshore Wind Ltd.	Project: White Cross Offshore Windfarm
-------------------------------	---

Title: Site Plan
---------------------

Figure: 1	Drawing No: FLO-WHI-LAY-0023				
Revision: P01	Date: 15/08/2023	Drawn: AB	Checked: CB	Size: A3	Scale: 1:1,250

Co-ordinate system: British National Grid

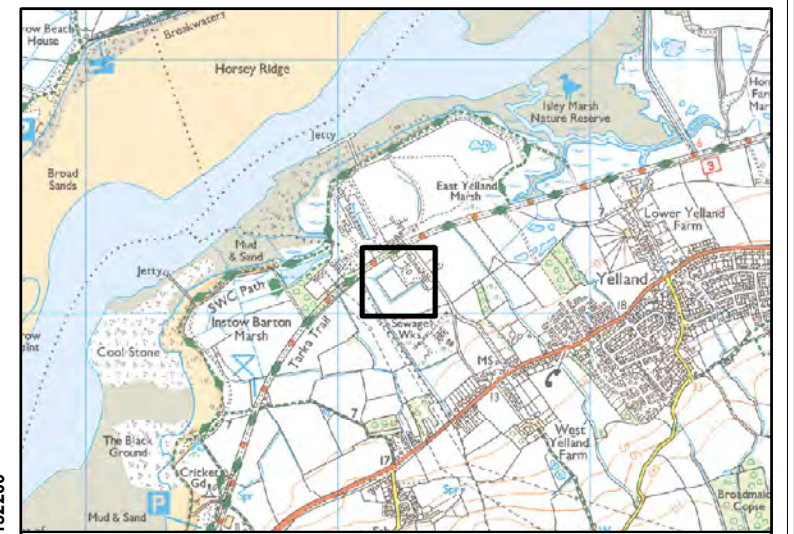
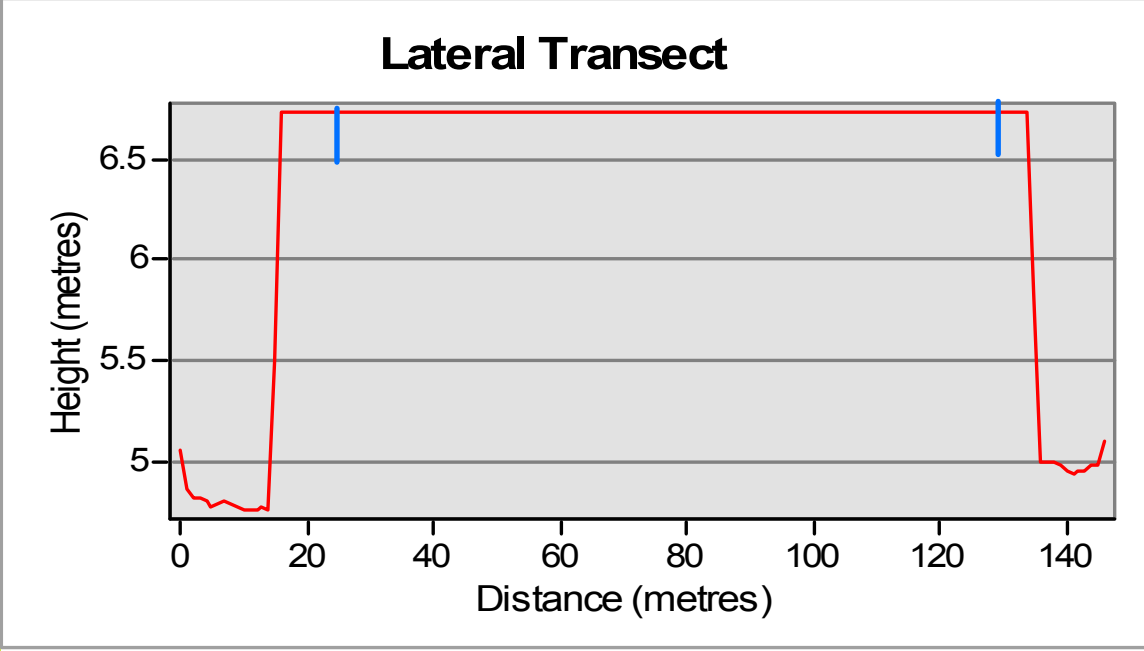
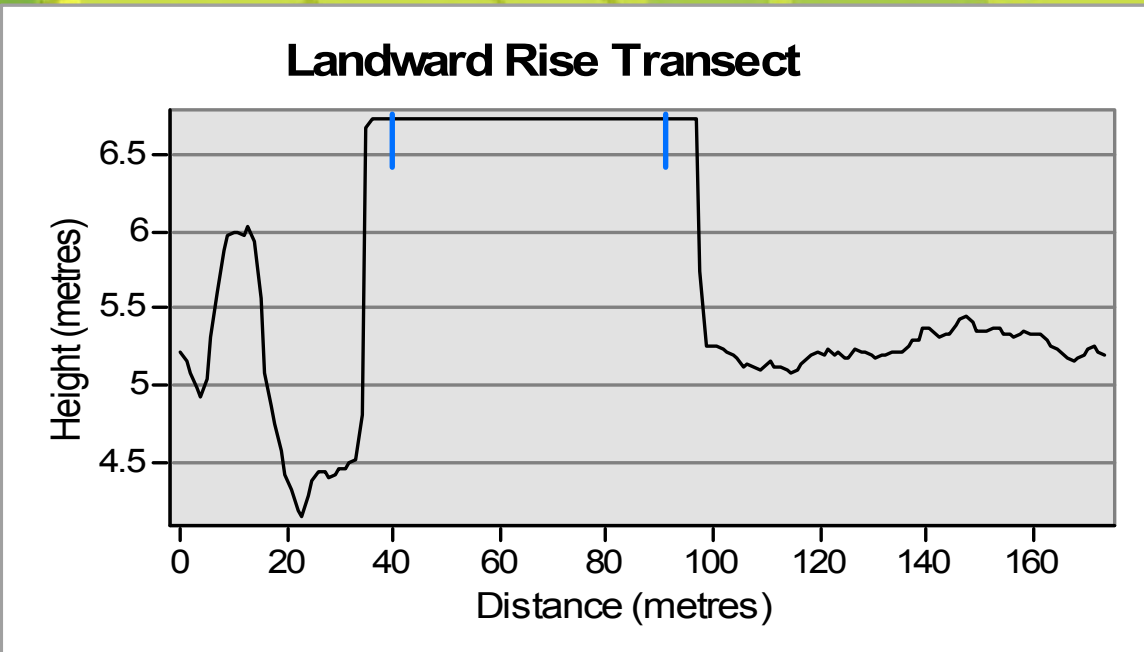
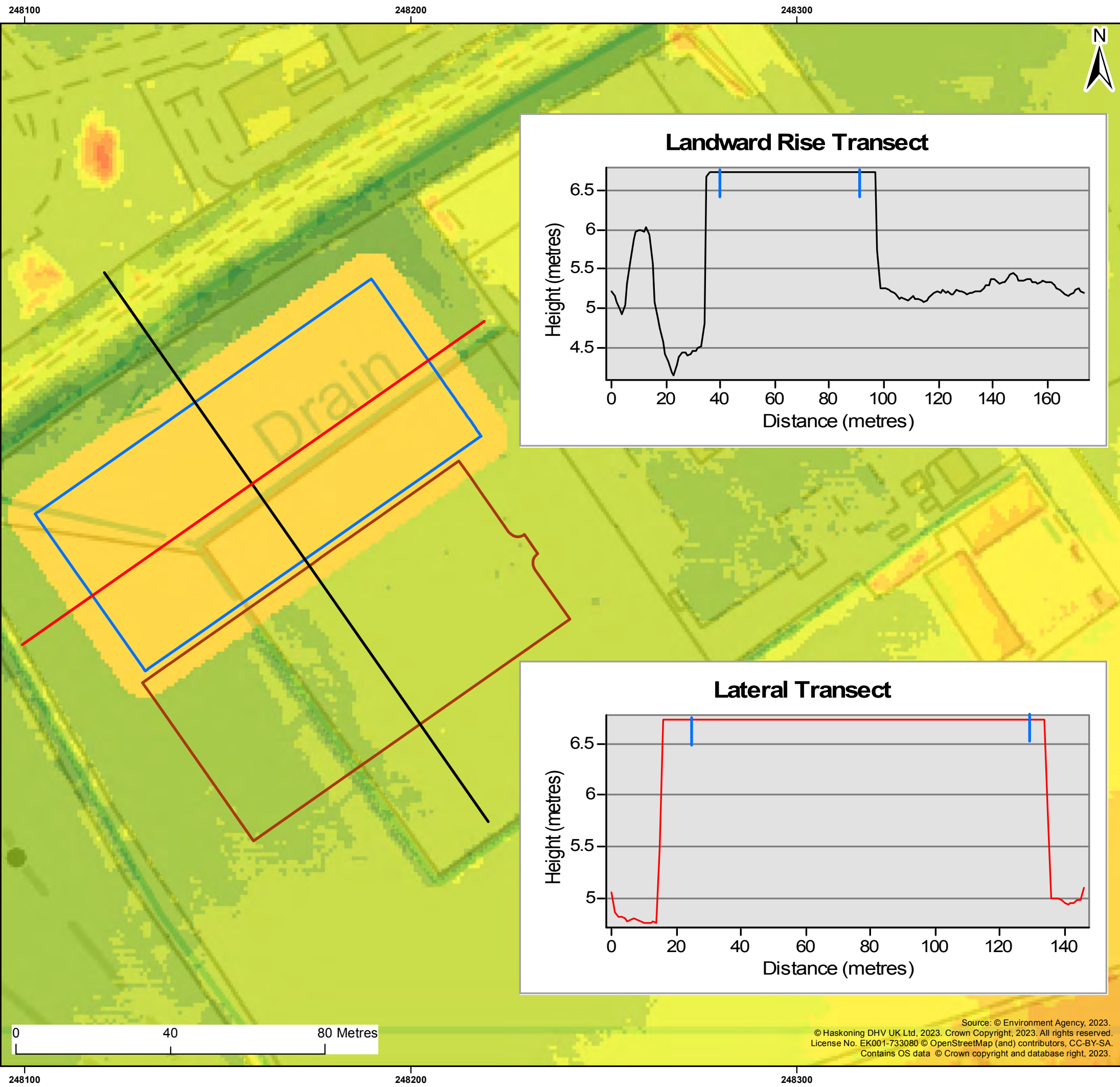


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**Legend:**

- White Cross Onshore Substation
- Onshore Substation Construction Compound
- Landward Rise Transect
- Lateral Transect

**Proposed Site Level Plan (m)**

- 3.51 - 4
- 4.01 - 4.5
- 4.51 - 5
- 5.01 - 5.5
- 5.51 - 6
- 6.01 - 6.5
- 6.51 - 7
- 7.01 - 7.5
- 7.51 - 8
- 8.01 - 8.5

Note: 1. Substation locations displayed on the transect graph are indicative  
 2. The plans have been produced with measurements taken from the Environment Agency National LiDAR programme

Client: Offshore Wind Ltd.	Project: White Cross Offshore Windfarm
-------------------------------	---

Title:  
Proposed Site Level Plan

Figure: 2	Drawing No: FLO-WHI-LAY-0024-002				
Revision: P02	Date: 17/08/2023	Drawn: AB	Checked: CB	Size: A3	Scale: 1:1,000
Revision: P01	Date: 15/08/2023	Drawn: AB	Checked: CB	Size: A3	Scale: 1:1,000

Co-ordinate system: British National Grid



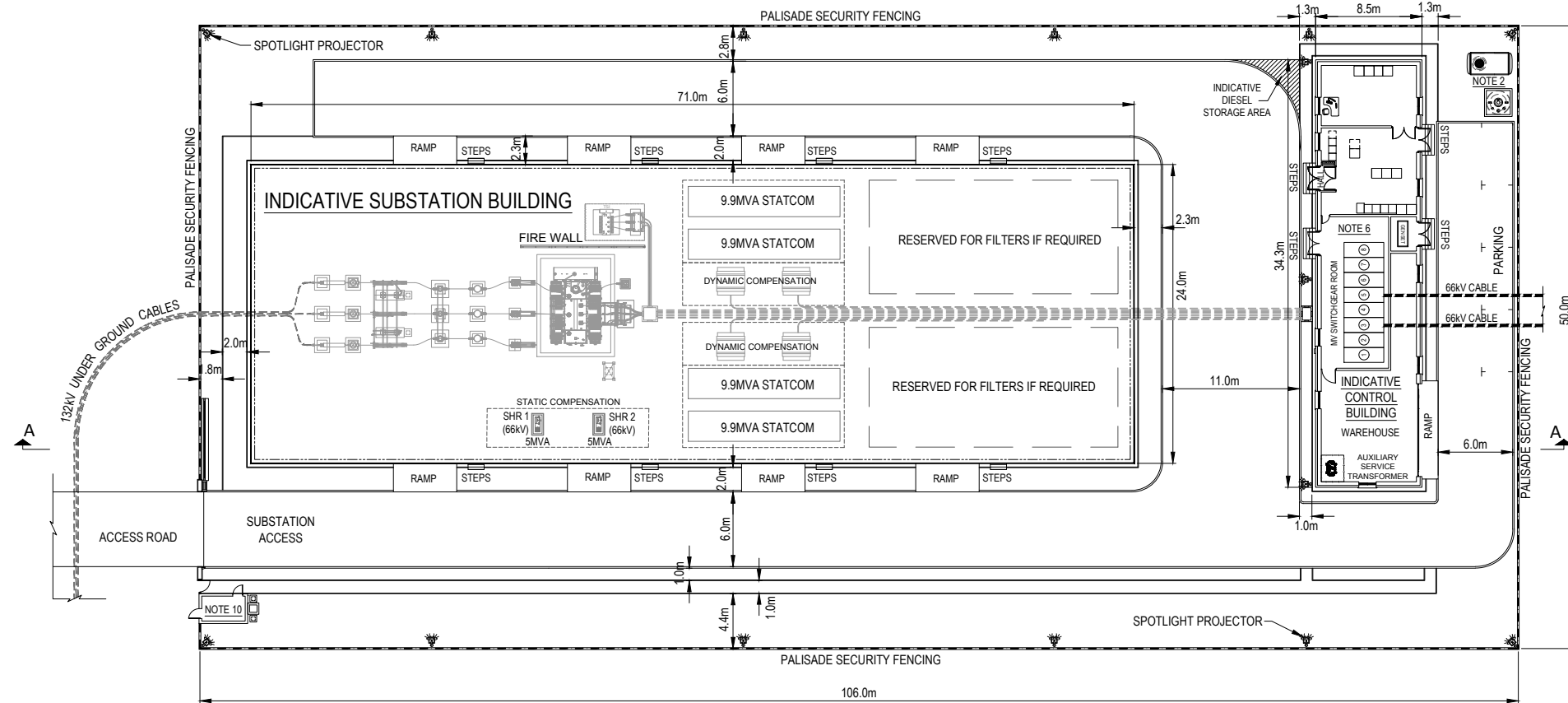
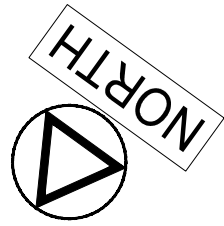
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248100 248200 248300

132200 132100 132000

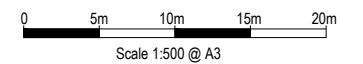
0 40 80 Metres

248100 248200 248300



**NOTES**

1. LAYOUT OF CONTROL BUILDING AND SUBSTATION SWITCHYARD CAN BE MODIFIED TO ADAPT TO ACCESS, TEE LINE OUTPUT DIRECTION ETC, BUT PHILOSOPHY MUST BE KEPT UP.
2. LAYOUT OF WATER TANK AND SEALED TANK MUST BE ADAPTED ACCORDING TO APPLICABLE LEGISLATION.
3. NUMBER OF CAPACITOR BANKS ACCORDING TO PERFORMANCE ENGINEERING DEPARTMENT CALCULATION.
4. DISTANCES BETWEEN PHASES MUST BE HIGHER THAN 1.75m BUT NEVER HIGHER THAN THE DISTANCE BETWEEN PHASES DISCONNECTOR.
5. THE BEDPLATE BUILT FOR MV CUBICLES HAS TO BE PREPARED TO INSTALL AN ADDITIONAL CUBICLE.
6. AUXILIARY SERVICE TRANSFORMER MV TERMINALS SHALL BE OUTDOOR PLUG-IN ANGLE TERMINAL.
7. THE CONNECTION BETWEEN THE HV/MV TRANSFORMER AND THE HV SURGE ARRESTER SHALL BE THROUGH CABLE, AVOIDING THE RIGID BARS CONNECTION.
8. SPOTLIGHT PROJECTORS SHOWN ARE INDICATIVE ONLY FOR PLANNING PURPOSES. FINAL NUMBER AND LOCATIONS WILL DEPEND ON FINAL DESIGN.
9. POST INSULATOR MUST BE INSTALLED.
10. LAYOUT OF COUNTERS ROOM WILL BE LOCATED ACCORDING TO UTILITY REQUIREMENTS.
11. FOR SECTION A-A & PROFILE DETAILS REFER TO DRAWING No.808165-01-EL-LAY-0001-015.



FLOATION DRAWING NUMBER  
FLO-WHI-LAY-0009

G	DRAWING TITLE AMENDED. NORTH ARROW & SCALE BAR ADDED. NOTE 8 AMENDED.	PMcG	AW	AW	10.08.23
F	BUILDING STEPS & ACCESS RAMPS ADDED.	PMcG	AW	AW	05.07.23
E	GENSET & DIESEL STORAGE AREA AMENDED. EIGHTY MW SWITCHGEAR ADDED.	PMcG	MS	AW	01.06.23
D	SUBSTATION RE-SIZED. CONTROL BUILDING RE-LOCATED. ACCESS ROADS & FENCE LINES AMENDED TO SUIT.	PMcG	MS	AW	05.05.23
C	SUBSTATION SIZE REDUCED. CONTROL BUILDING RE-LOCATED. ACCESS RE-LOCATED.	PMcG	MS	AW	14.04.23
B	STATIC & DYNAMIC COMPENSATOR AREAS & LABELS ADDED.	PMcG	MS	AW	20.03.23
A	ISSUED FOR REVIEW	PMcG	MS	AW	15.03.23
Rev	Description	By	CHK'd	App'd	Date

Job Title  
**WHITE CROSS  
OFFSHORE WINDFARM**

Dwg Title  
**FLOOR PLAN  
INDICATIVE AIS ENCLOSED SUBSTATION  
WITH ADDITIONAL EQUIPMNET SPACE  
( OPTION C )**



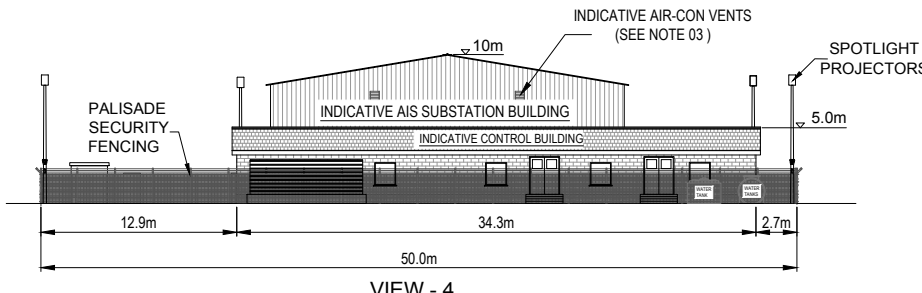
St Vincent Plaza, 319 St Vincent Street, Glasgow, G2 5LP  
tel: +44 (0) 141 227 1700 www.woodplc.com

Scale	1:500	Date	MARCH 2023	Size	A3
Drawn	PMcG	Checked	MS	Approved	AW

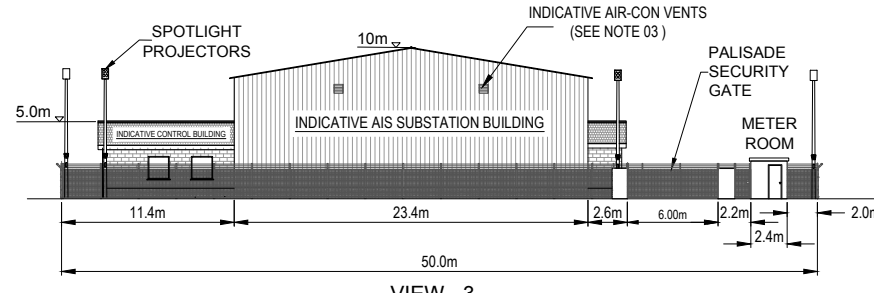
Status  
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Drawing No.	808165-01-EL-LAY-0001-014	Revision	G
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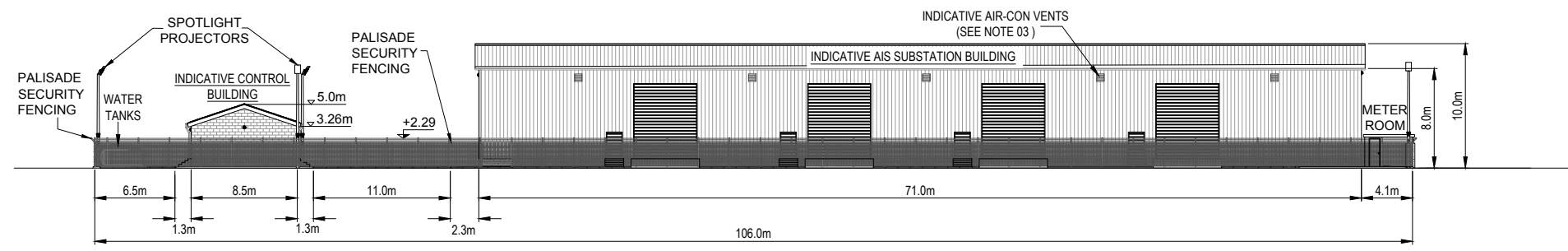




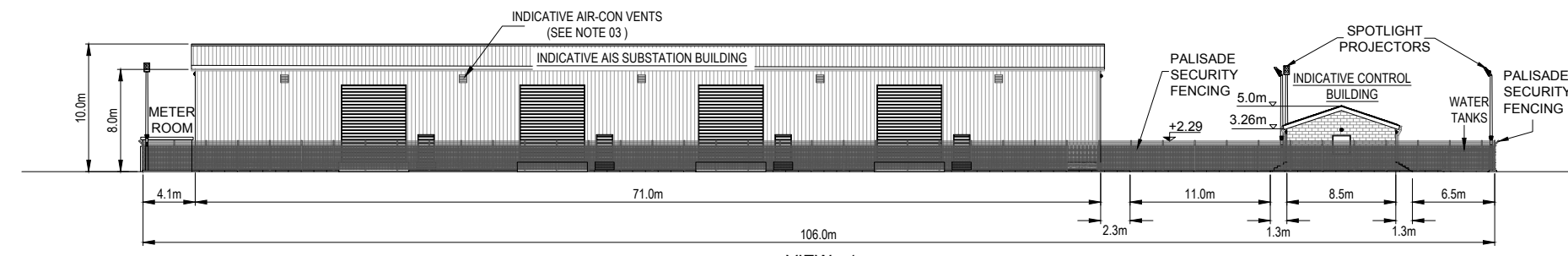
VIEW - 4



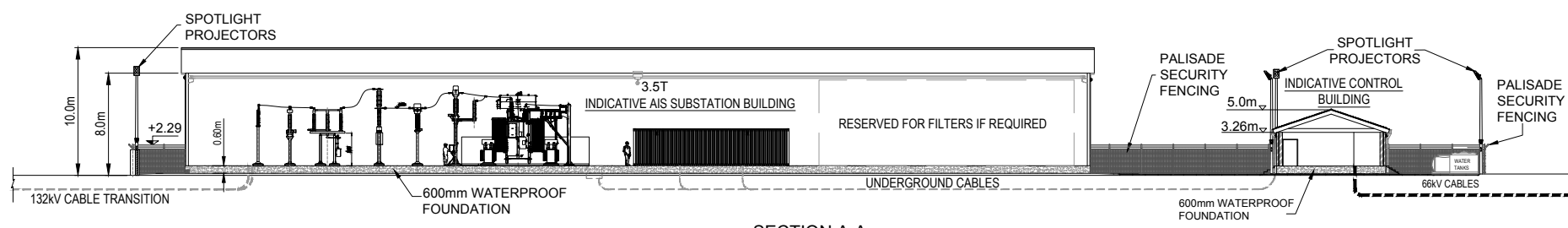
VIEW - 3



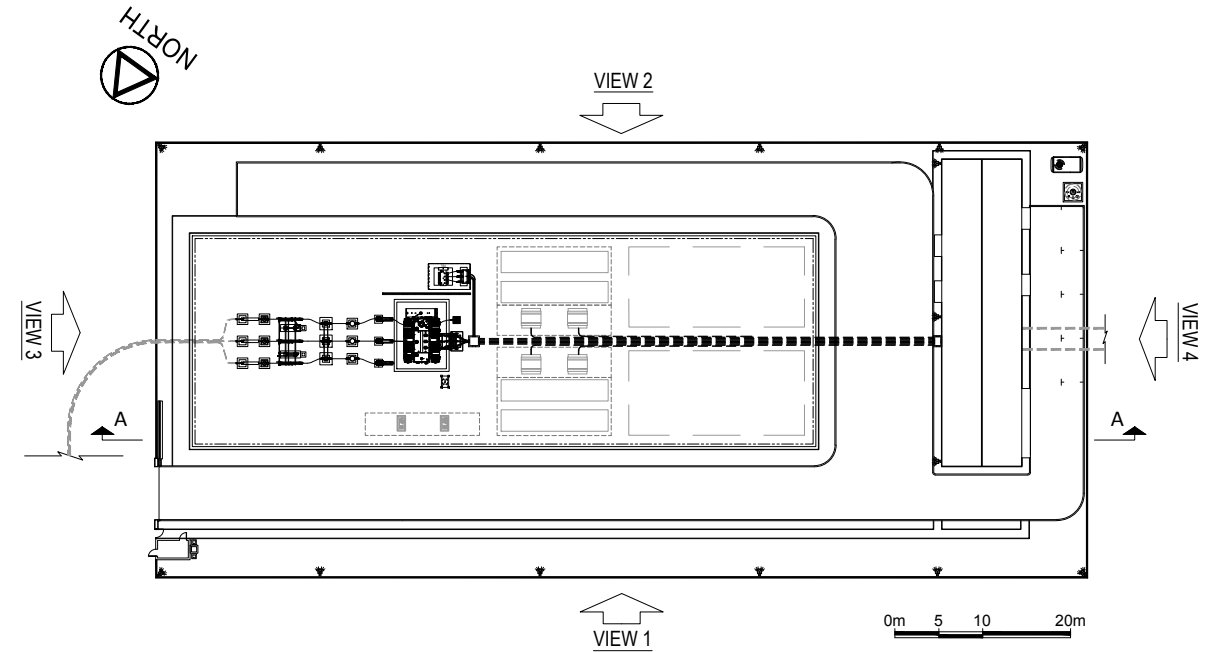
VIEW - 2



VIEW - 1

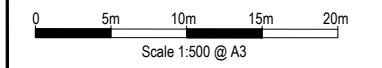


SECTION A-A



KEY PLAN - NTS  
(SEE NOTE 1)

- NOTES
1. FOR LAYOUT PLAN VIEW REFER TO DRAWING No. 808165-01-EL-LAY-0001-014.
  2. PALISADE SECURITY GATE & FENCING AROUND PERIMETER OF SITE.
  3. AIR CONDITIONING VENTS SHOWN ARE INDICATIVE ONLY FOR PLANNING PURPOSES. FINAL NUMBER AND LOCATIONS WILL DEPEND ON FINAL BUILDING DESIGNS.
  4. SPOTLIGHT PROJECTORS SHOWN ARE INDICATIVE ONLY FOR PLANNING PURPOSES. FINAL NUMBER AND LOCATIONS WILL DEPEND ON FINAL DESIGN.



FLOATION DRAWING NUMBER  
FLO-WHI-LAY-0010

G	DRAWING SCALE CHANGED TO 1:500 NORTH ARROW & SCALE BAR ADDED.	PMcG	AW	AW	10.08.23
F	PROFILE VIEWS 1,2,3 & 4 ADDED. SECTION A-A AMENDED.	PMcG	AW	AW	05.07.23
E	CONTROL BUILDING HEIGHTS ADDED.	PMcG	MS	AW	01.06.23
D	SUBSTATION RE-SIZED. CONTROL BUILDING RELOCATED. ACCESS ROAD & FENCELINES AMENDED.	PMcG	MS	AW	05.05.23
C	SUBSTATION & CONTROL BUILDING AMENDED. FLOATION DRAWING NUMBER ADDED.	PMcG	MS	AW	14.04.23
B	KEYPLAN UPDATED.	PMcG	MS	AW	20.03.23
A	ISSUED FOR REVIEW	PMcG	MS	AW	16.03.23
Rev	Description	By	CHK'd	App'd	Date

Job Title  
**WHITE CROSS  
OFFSHORE WINDFARM**

Drwg Title  
**ELEVATION & CROSS SECTION DRAWING  
INDICATIVE AIS ENCLOSED SUBSTATION  
WITH ADDITIONAL EQUIPMENT SPACE  
( OPTION C )**



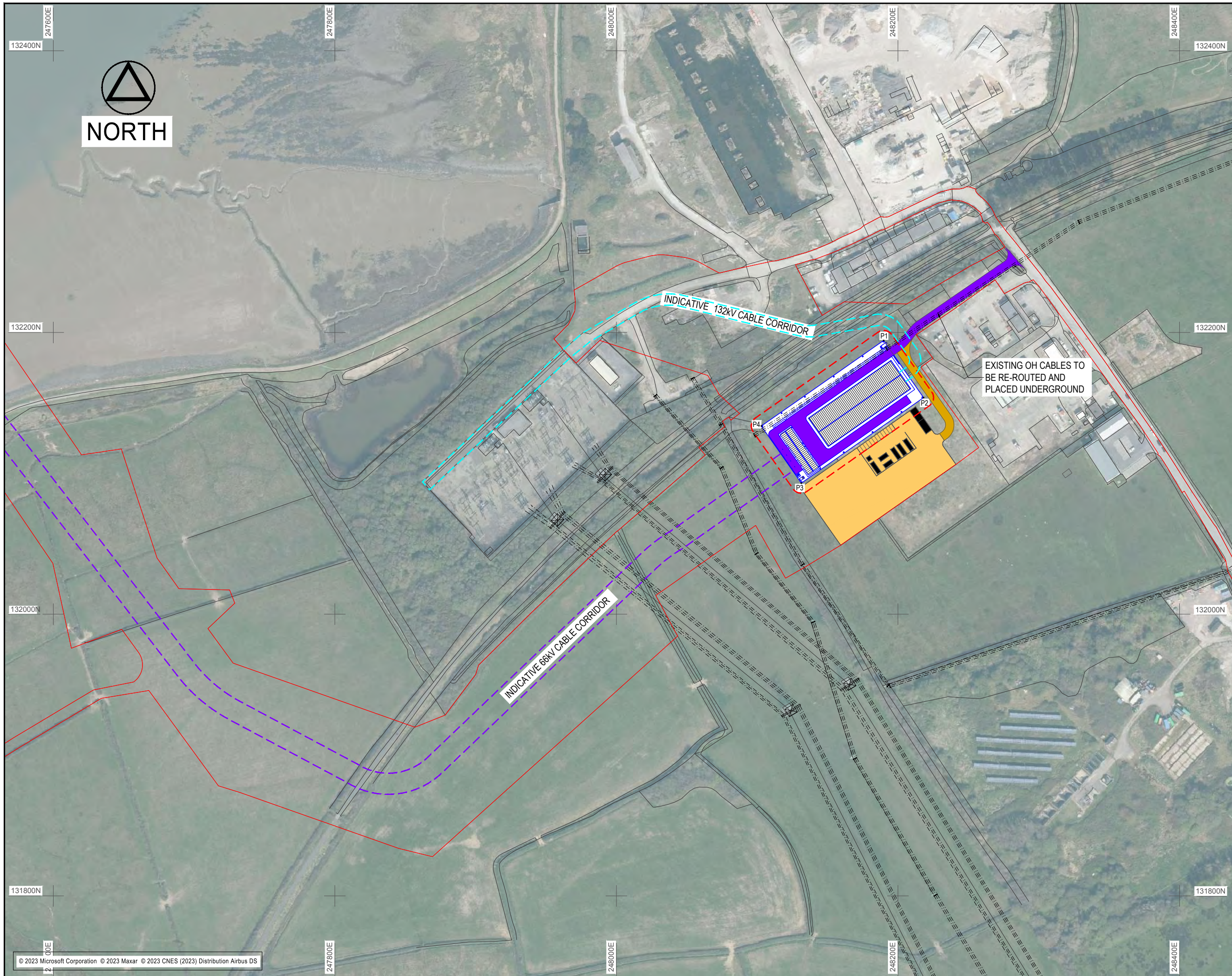
St Vincent Plaza, 319 St Vincent Street, Glasgow, G2 5LP  
tel: +44 (0) 141 227 1700 www.woodplc.com

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Drawn	PMcG	Checked	MS	Approved	AW

Status  
**PRELIMINARY**

Drawing No.	808165-01-EL-LAY-0001-015	Revision	G
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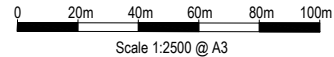




**KEY**

- PROJECT RED LINE BOUNDARY
- PERMANENT ACCESS ROAD
- PROPOSED SUBSTATION
- TEMPORARY CONSTRUCTION COMPOUND
- TEMPORARY CONSTRUCTION ACCESS ROAD
- EXISTING OVERHEAD CABLES
- - - INDICATIVE BUFFER SLOPE

PROPOSED SUBSTATION COORDINATES		
PNT	EASTING	NORTHING
P1	248189.79E	132194.32N
P2	248218.15E	132153.76N
P3	248131.29E	132093.01N
P4	248102.92E	132133.58N



FLOATATION DRAWING NUMBER  
FLO-WHI-LAY-0011

Rev	Description	By	Chk'd	App'd	Date
G	KEY AMENDED SCALE BAR ADDED ACCESS ROAD COLOUR AMENDED	PMcG	AW	AW	10.08.23
F	RED LINE SITE BOUNDARY AMENDED	PMcG	AW	AW	03.08.23
E	RED LINE SITE BOUNDARY ADDED SUBSTATION RELOCATED AND COORDINATES UPDATED	PMcG	AW	AW	11.07.23
D	SUBSTATION ACCESS ROAD TIE-IN AMENDED	PMcG	AW	AW	04.07.23
C	LAYOUT AND ORIENTATION CHANGED AND RELOCATED SLOPE ZONE ADDED	PMcG	MS	AW	18.05.23
B	SUBSTATION & TEMP COMPOUND AMENDED & RELOCATED FLOATATION DRAWING NUMBER ADDED	PMcG	MS	AW	14.04.23
A	ISSUED FOR REVIEW	PMcG	MS	AW	16.03.23

Job Title  
**WHITE CROSS OFFSHORE WINDFARM**

Dwg Title  
**LAYOUT PLAN  
INDICATIVE AIS ENCLOSED SUBSTATION  
WITH ADDITIONAL EQUIPMENT SPACE  
( OPTION C )**



St Vincent Plaza, 319 St Vincent Street, Glasgow, G2 5LP  
tel: +44 (0) 141 227 1700 www.woodplc.com

Scale 1:2500	Date MARCH 2023	Size A3
Drawn PMcG	Checked MS	Approved AW

Status  
**PRELIMINARY**

Drawing No. 80816501-01-EL-LAY-0001-016	Revision G
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OS reference: 247753E 131783N  
Eye level: 7.36 m AOD  
Direction of view: 49°  
Distance to site: 0.49 km

Horizontal field of view: 53.5° (planar projection)  
Principal distance: 812.5 mm  
Paper size: 841 x 297 mm (half A1)  
Correct printed image size: 820 x 260 mm

Camera: Canon EOS 6D  
Lens: Canon EF 50mm f/1.4  
Camera height: 1.5 m  
Date and time: 07/03/2023, 17:20:51

Enlargement Factor: 150% @A1

Figure 20:14b / PC2978-OPN-ZZ-XX-DR-Z-0638b - Existing  
Viewpoint 1: Tarka Trail / NCR 3, near Instow Barton Marsh  
White Cross Offshore Wind





OS reference: 247753E 131783N  
Eye level: 7.36 m AOD  
Direction of view: 49°  
Distance to site: 0.49 km

Horizontal field of view: 53.5° (planar projection)  
Principal distance: 812.5 mm  
Paper size: 841 x 297 mm (half A1)  
Correct printed image size: 820 x 260 mm

Camera: Canon EOS 6D  
Lens: Canon EF 50mm f/1.4  
Camera height: 1.5 m  
Date and time: 07/03/2023, 17:20:51

Enlargement Factor: 150% @A1

Figure 20:14e / PC2978-OPN-ZZ-XX-DR-Z-06## - Proposed Onshore Substation Illustrative Visualisations with Mitigation Planting (0 Years Growth)  
Viewpoint 1: Tarka Trail / NCR 3, near Instow Barton Marsh  
White Cross Offshore Wind





OS reference: 247753E 131783N  
Eye level: 7.36 m AOD  
Direction of view: 49°  
Distance to site: 0.49 km

Horizontal field of view: 53.5° (planar projection)  
Principal distance: 812.5 mm  
Paper size: 841 x 297 mm (half A1)  
Correct printed image size: 820 x 260 mm

Camera: Canon EOS 6D  
Lens: Canon EF 50mm f/1.4  
Camera height: 1.5 m  
Date and time: 07/03/2023, 17:20:51

Enlargement Factor: 150% @A1

Figure 20:14f / PC2978-OPN-ZZ-XX-DR-Z-06## - Proposed Onshore Substation Illustrative Visualisations with Mitigation Planting (15 Years Growth)  
Viewpoint 1: Tarka Trail / NCR 3, near Instow Barton Marsh  
White Cross Offshore Wind





OS reference: 248682E 132412N  
Eye level: 6.44 m AOD  
Direction of view: 243°  
Distance to site: 0.53 km

Horizontal field of view: 53.5° (planar projection)  
Principal distance: 812.5 mm  
Paper size: 841 x 297 mm (half A1)  
Correct printed image size: 820 x 260 mm

Camera: Canon EOS 6D  
Lens: Canon EF 50mm f/1.4  
Camera height: 1.5 m  
Date and time: 09/03/2023, 12:57:51

Enlargement Factor: 150% @A1

Figure 20:16b / PC2978-OPN-ZZ-XX-DR-Z-0640b - Existing  
Viewpoint 3: Footpath near Tarka Trail / NCR 3 / SWCP, north of Yelland  
White Cross Offshore Wind





OS reference: 248682E 132412N  
Eye level: 6.44 m AOD  
Direction of view: 243°  
Distance to site: 0.53 km

Horizontal field of view: 53.5° (planar projection)  
Principal distance: 812.5 mm  
Paper size: 841 x 297 mm (half A1)  
Correct printed image size: 820 x 260 mm

Camera: Canon EOS 6D  
Lens: Canon EF 50mm f/1.4  
Camera height: 1.5 m  
Date and time: 09/03/2023, 12:57:51

Enlargement Factor: 150% @A1

Figure 20:16e / PC2978-OPN-ZZ-XX-DR-Z-06## - Proposed Onshore Substation Illustrative Visualisations with Mitigation Planting (0 Years Growth)  
Viewpoint 3: Footpath near Tarka Trail / NCR 3 / SWCP, north of Yelland  
White Cross Offshore Wind





OS reference: 248682E 132412N  
Eye level: 6.44 m AOD  
Direction of view: 243°  
Distance to site: 0.53 km

Horizontal field of view: 53.5° (planar projection)  
Principal distance: 812.5 mm  
Paper size: 841 x 297 mm (half A1)  
Correct printed image size: 820 x 260 mm

Camera: Canon EOS 6D  
Lens: Canon EF 50mm f/1.4  
Camera height: 1.5 m  
Date and time: 09/03/2023, 12:57:51

Enlargement Factor: 150% @A1

Figure 20:16f / PC2978-OPN-ZZ-XX-DR-Z-06## - Proposed Onshore Substation Illustrative Visualisations with Mitigation Planting (15 Years Growth)  
Viewpoint 3: Footpath near Tarka Trail / NCR 3 / SWCP, north of Yelland  
White Cross Offshore Wind





OS reference: 247935E 131250N  
Eye level: 18.65 m AOD  
Direction of view: 14°  
Distance to site: 0.86 km

Horizontal field of view: 53.5° (planar projection)  
Principal distance: 812.5 mm  
Paper size: 841 x 297 mm (half A1)  
Correct printed image size: 820 x 260 mm

Camera: Canon EOS 6D  
Lens: Canon EF 50mm f/1.4  
Camera height: 1.5 m  
Date and time: 07/03/2023, 17:04:06

Enlargement Factor: 150% @A1

Figure 20:17b / PC2978-OPN-ZZ-XX-DR-Z-0641b - Existing  
Viewpoint 4: B3233, east of Instow  
White Cross Offshore Wind





OS reference: 247935E 131250N  
Eye level: 18.65 m AOD  
Direction of view: 14°  
Distance to site: 0.86 km

Horizontal field of view: 53.5° (planar projection)  
Principal distance: 812.5 mm  
Paper size: 841 x 297 mm (half A1)  
Correct printed image size: 820 x 260 mm

Camera: Canon EOS 6D  
Lens: Canon EF 50mm f/1.4  
Camera height: 1.5 m  
Date and time: 07/03/2023, 17:04:06

Enlargement Factor: 150% @A1

Figure 20:17e / PC2978-OPN-ZZ-XX-DR-Z-06##- Proposed Onshore Substation Illustrative Visualisations with Mitigation Planting (0 Years Growth)  
Viewpoint 4: B3233, east of Instow  
White Cross Offshore Wind





OS reference: 247935E 131250N  
Eye level: 18.65 m AOD  
Direction of view: 14°  
Distance to site: 0.86 km

Horizontal field of view: 53.5° (planar projection)  
Principal distance: 812.5 mm  
Paper size: 841 x 297 mm (half A1)  
Correct printed image size: 820 x 260 mm

Camera: Canon EOS 6D  
Lens: Canon EF 50mm f/1.4  
Camera height: 1.5 m  
Date and time: 07/03/2023, 17:04:06

Enlargement Factor: 150% @A1

Figure 20:17f / PC2978-OPN-ZZ-XX-DR-Z-06##- Proposed Onshore Substation Illustrative Visualisations with Mitigation Planting (15 Years Growth)  
Viewpoint 4: B3233, east of Instow  
White Cross Offshore Wind