



NORTH FALLS

Offshore Wind Farm

Statement of Common Ground

Royal Yachting Association

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Glossary of Acronyms

ALARP	As Low As Reasonably Practicable
DCO	Development Consent Order
dML	deemed Marine Licence
DWR	Deep Water Route
EIA	Environmental Impact Assessment
MCA	Maritime and Coastguard Agency
MGN	Marine Guidance Note
NFOW	North Falls Offshore Wind Farm Limited
NIP	Navigation and Installation Plan
NRA	Navigational Risk Assessment
PEIR	Preliminary Environmental Information Report
RYA	Royal Yachting Association
SEZ	Structure Exclusion Zone
SoCG	Statement of Common Ground

Glossary of Terminology

Navigational Risk Assessment (NRA)	A document which assesses the hazards to shipping and navigation of a proposed Offshore Renewable Energy Installation (OREI) based upon the FSA.
Offshore cable corridor	The corridor of seabed from array area to the landfall within which the offshore export cables will be located.
Offshore export cables	The cables which bring electricity from the offshore substation platform(s) to the landfall, as well as auxiliary cables.
The Applicant	North Falls Offshore Wind Farm Limited (NFOW).
The Project or 'North Falls'	North Falls Offshore Wind Farm, including all onshore and offshore infrastructure.

1. Introduction

1.1 Background

1. This Statement of Common Ground (SoCG) has been prepared by North Falls Offshore Wind Farm Limited (NFOW) (the Applicant) and the Royal Yachting Association (hereafter 'RYA'). It identifies areas of North Falls Offshore Wind Farm (hereafter 'the Project' or 'North Falls') where matters are agreed, not agreed or that remain under discussion between the parties.
2. The Applicant has had regard to the Planning Act 2008: Guidance for the examination of applications for development consent (Department for Communities and Local Government, 2015) when compiling the SoCG.
3. This SoCG has been structured to reflect topics of the application which are of interest to the RYA.
4. Table 1.1 presents the topics included in the SoCG with the Applicant and the RYA.

Table 1.1 Topics and Relevant Documents included in the SoCG

Topic/Chapter	DCO Document Reference
Environmental Statement (ES) Chapter 15 Shipping and Navigation	APP-029
ES Chapter 15 Shipping and Navigation Figures	APP-060
ES Appendix 15.1 Navigation Risk Assessment Parts 1 - 3	APP-106; APP-107; APP-108

5. Topic specific matters agreed, not agreed, and matters that remain under discussion between the Applicant and the RYA are included within this SoCG. Matters that are not yet agreed will be the subject of ongoing discussion between the Applicant and the RYA to reach agreement on each matter whatever possible or refine the extent of disagreement between parties.

1.2 Consultation with the RYA

6. The Applicant has engaged with the RYA on the project during the pre-Application process, both in terms of informal non-statutory engagement and formal consultation carried out pursuant Section 42 of the Planning Act 2008 (Table 1.2).

Table 1.2. Summary of Consultation with the RYA regarding Shipping and Navigation

Date	Contact Type	Topic
Pre-Application		
27 th October 2023	Meeting	Meeting to discuss updates to the Project following PEIR responses.

1.3 Summary of Agreed, Not Agreed and In Discussion

7. In order to easily identify whether a matter is 'agreed', 'not agreed', or 'in discussion' the position status colour coding system set out in Table 1.3 is used in the SoCG.
8. Details of specific topics that are 'agreed', 'not agreed', or 'in discussion' between the Applicant and the RYA are presented in Table 2.1.

Table 1.3 Position status key

Position Status	Position Colour Coding
Agreed. The matter is considered to be agreed between the parties.	Agreed
Not Agreed- no material impact The matter is not yet agreed between the parties however the outcome of the approach taken by either the Applicant and the RYA is not considered to result in a material impact to the assessment conclusions and the matter is considered to be closed for the purposes of this SoCG. Discussion on these matters have concluded.	Not Agreed- no material impact
Not Agreed- material impact The matter is not agreed between the parties and the outcome of the approach taken by either the Applicant and the RYA is considered to result in a materially different impact to the assessment conclusions. Discussions on these matters have concluded.	Not Agreed- material impact
In discussion The matter is neither 'agreed' nor 'not agreed' and is a matter where further discussion is required between the parties (e.g. where the documents are yet to be shared with the RYA).	In discussion

2. Statement of Common Ground

9. A summary of the consultation undertaken to date with the RYA and the matters agreed or not agreed between the Applicant and the RYA (based on discussions and information exchanged between the Applicant and the RYA during the pre-

application phase of the Application) are set out below for each of the SoCG topic areas.

2.1 Shipping and Navigation

Table 2.1 Topics agreed, in discussion or not agreed in relation to Shipping and Navigation

ID	The Applicant Position	RYA Position	Position Summary	
NRA and EIA – Baseline Environment and Data				
1	Marine Traffic Surveys The vessel traffic surveys were conducted in accordance with Marine Guidance Note (MGN) 654 (Maritime and Coastguard Agency, 2021) and therefore are suitable for assessment. This included capture of recreational vessels not broadcasting via AIS.	We agree that the vessel traffic surveys were conducted in line with MGN 654	Agreed	
2	Secondary Data Sources Other supporting data sources as detailed within the NRA (APP-106; APP-107; and APP-108) adequately inform the shipping and navigation baseline including for recreational vessels. This includes the RYA Coastal Atlas.	We agree that suitable secondary data sources were used to inform the shipping and navigation baseline	Agreed	
3	Baseline Environment The data presented within the NRA (APP-106; APP-107; and APP-108) and Environmental Statement (ES) Shipping and Navigation Chapter (APP-029) adequately identifies the shipping and navigation baseline including for recreational traffic.	We agree that the data presented within the NRA adequately identifies the recreational traffic baseline	Agreed	

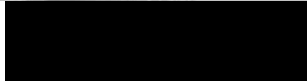

ID	The Applicant Position	RYA Position	Position Summary
NRA and EIA - Assessment Methodology			
4	NRA and EIA Methodology The assessment has been undertaken in line with relevant shipping and navigation legislation and guidance including being compliant with MGN 654 requirements.	We agree that the assessment has been undertaken in line with the requirements of MGN654. We have no comment on compliance with the relevant legislation.	Agreed
6	Worst Case The worst case for shipping as identified in the NRA (APP-106; APP-107; and APP-108) and ES Shipping and Navigation Chapter (APP-029) has been assessed.	We agree that the worst case for shipping as identified in the NRA has been assessed.	Agreed
EIA – Impact Assessment Conclusions			
7	Hazard (Impact) Identification The hazards (impacts) identified adequately capture the potential effects on shipping and navigation that may result from the Project.	We agree that the hazards identified capture the potential effects on recreational boating navigation.	Agreed
8	Underkeel Clearance at Landfall The Applicant notes that the RYA raised concerns around the potential for a reduction of underkeel clearance at the landfall arising from the use of cable protection in water depths of less than 10m. The Applicant can confirm that a requirement to consult with the MCA and Trinity House if cable protection could reduce water	Our remaining concerns are around maintaining under keel clearance at cable landfall, given the high level of recreational boats on passage along the coast at the planned location, through confirmation of the cable protection approach in waters under 10m charted depth. A 5% depth reduction in shallow	Agreed

ID	The Applicant Position	RYA Position	Position Summary	
	<p>depths by more than 5% is secured under the Development Consent Order [REP2-007].</p> <p>The Applicant considers that this will ensure any associated risk is managed.</p>	<p>waters could be significant for recreational craft.</p> <p><i>Following a meeting to discuss this item on the 17th March 2025, the RYA confirmed content with Applicant's position via email on the 28th March 2025.</i></p>		
9	<p>Layout</p> <p>Displacement of recreational craft was identified as a potential hazard as part of the NRA process [APP-106, APP-107, and APP-108]. Paragraph 590 and 675 of the NRA Part 2 [APP-107] state that the "final layout will be agreed with the MCA and Trinity House and these discussions will include consideration of facilitation of internal navigation for smaller vessels including recreational vessels". These discussions will also include consideration of the existing turbines as required under MGN 654. The requirement for the MMO to approve the final layout in consultation with the MCA and Trinity House is secured under the Development Consent Order [REP2-007].</p> <p>The Applicant considers that this will ensure any associated risk is managed.</p>	<p>We need to be reassured regarding the multiple axes of orientation of the windfarm in relation to nearby schemes so that cumulative impacts are managed fully.</p> <p><i>Following a meeting to discuss this item on the 17th March 2025, the RYA confirmed content with Applicant's position via email on the 28th March 2025.</i></p>	Agreed	
10	Risk Level (Impact Significance)	Agreed	Agreed	

ID	The Applicant Position	RYA Position	Position Summary
	Based on the information provided within NRA (APP-106; APP-107; and APP-108) and the ES Shipping and Navigation Chapter (APP-029) it is agreed that in isolation hazards (impacts), including to recreational vessels caused by the project are unlikely to be significant with the mitigation measure and monitoring detailed in place. This includes the requirement to consult with the MCA where navigable depth is reduced by more than 5% as detailed above in Item 8.		
11	Risk Level (Impact Significance) - Cumulative Based on the information provided within NRA (APP-106; APP-107; and APP-108) and the ES Shipping and Navigation Chapter (APP-029) it is agreed that cumulative hazards (impacts), including to recreational vessels, are unlikely to be significant with the mitigation measures and monitoring detailed in place. This includes layout design that includes consideration of the existing turbines as detailed in Item 9 above.	Agreed	Agreed

3. Signatures

10. The above SoCG is agreed between the Applicant and the RYA on the day specified below.

Signed:	
Print Name:	
Job Title:	<u>Environment + Sustainability Manager</u>
Date:	<u>3 / 4 / 2025</u>
Duly authorised for and on behalf of the RYA	

Signed:	Digitally signed
Print Name:	by Daniel
Job Title:	Harper
Date:	Date: 2025.04.08 13:51:03 +01'00'
Duly authorised for and on behalf of North Falls Offshore Wind Ltd	

4. References

MCA (2021). Marine Guidance Note 654 (Merchant and Fishing) safety of Navigation: offshore Renewable Energy Installations (OREIs) – Guidance on UK Navigational Practice, Safety and Emergency Response. Southampton: MCA.
Planning Inspectorate (2024) Statements of Common/Uncommon Ground for Hearings and Inquiries. Available at: Statements of Common/Uncommon Ground for Hearings and Inquiries - GOV.UK



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HARNESSING THE POWER OF NORTH SEA WIND

North Falls Offshore Wind Farm Limited

A joint venture company owned equally by SSE Renewables and RWE.

To contact please email contact@northfallsoffshore.com

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