



Braunton Parish Council Full Council Meeting on Tuesday 24th October 2023 at 7pm in Braunton Parish Hall.

Members of the public can attend and there will an opportunity for public participation.



White Cross Off-Shore Wind Farm (OWF)

Braunton Parish Council is a statutory
consultee on planning

Planning Application 77576



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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 Approach with additional information regarding architectural form and silhouette, design code, scale and layout, landscaping, lighting, and appearance and materials. at White Cross Offshore Windfarm (Onshore Project)

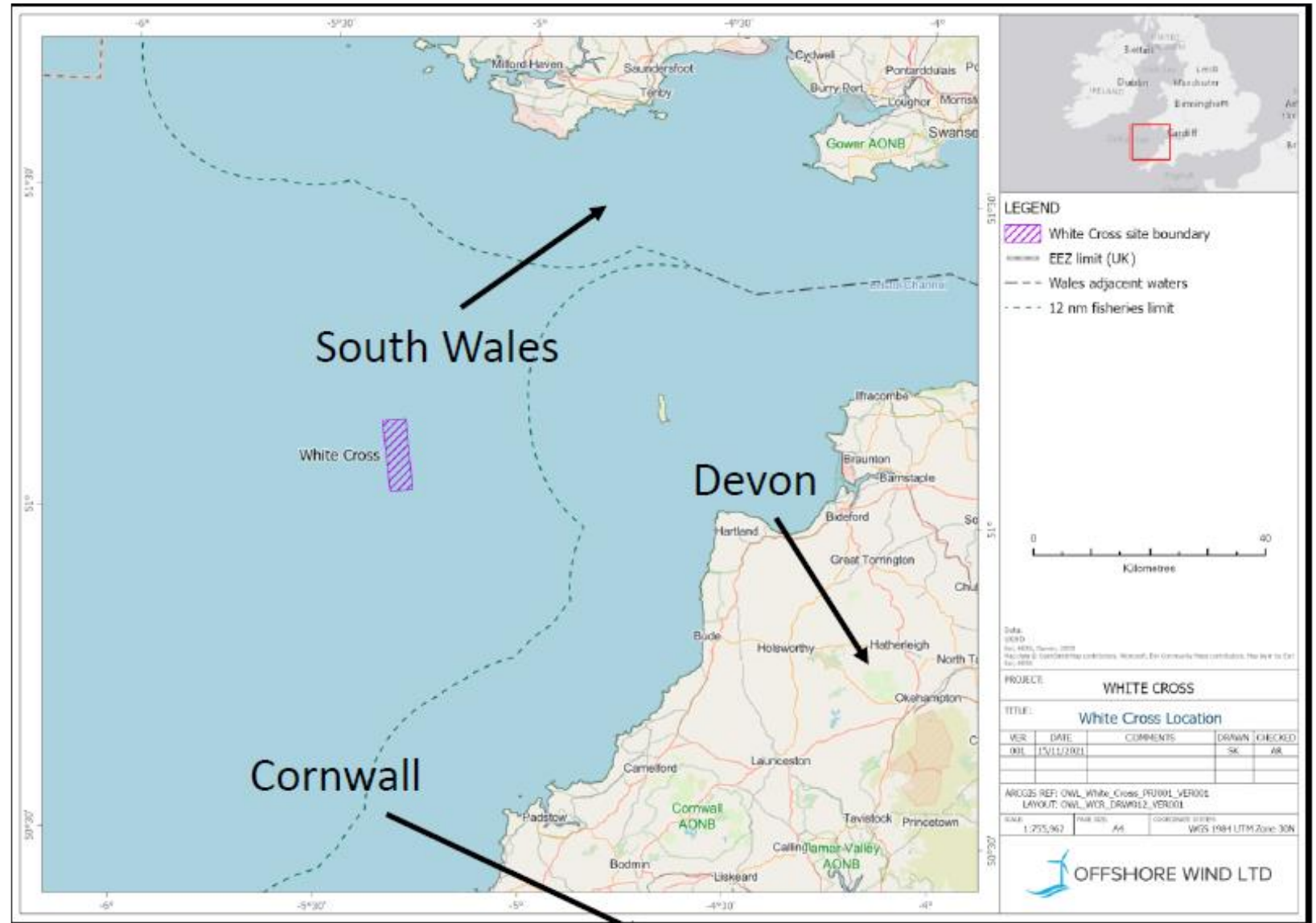


Purpose

- Provide an overview of the Whitecross Windfarm project
- Walk through the White Cross OWF planning application
- Potential Impacts of proposal on the Parish
 - Traffic/village centre
 - Landscape and ecology
 - Economy
- Public Consultation
- How to respond to a planning application



Windfarm Location



Windfarm Offshore Cable Route



Key Components of the Planning Application

- Onshore Export Cables (2 x 66kV or 1 x 132kV 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, 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.



Onshore Route Selection – Landfall

Environment Statement Chapter 4 details the Site Selection and Assessment Criteria.

Three potential landfall zones along the coastline were identified with the potential to accommodate the required infrastructure and were taken forward for consideration:

- North Zone Landfall - Putsborough to Woolacombe (length of frontage is 2.5km)
- Mid Zone Landfall - Instow to Saunton Down (length of frontage is 7.6km)
- South Zone Landfall - Peppercombe to Rock Nose (length of frontage is 6.3km).

The North Zone landfall was unsuitable due to transport and access issues; sensitive archaeological assets and the steep slopes would cause engineering complexity.

The requirement for mitigation, particularly haul roads and temporary access for the South Zone landfall routes would be much more extensive due to its longer length and nature of the landscape that would make access for construction vehicles difficult.

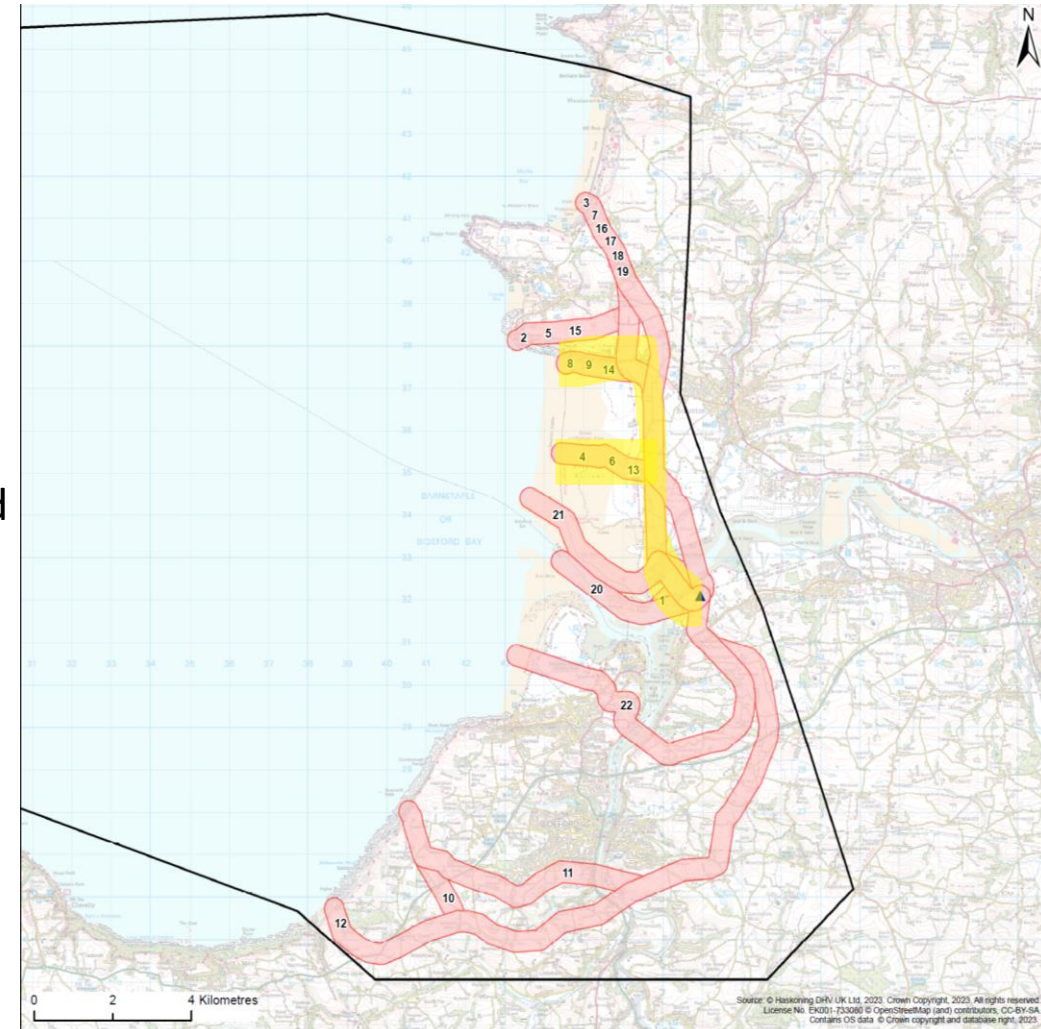
Considering onshore components, the Mid Zone landfall is preferred due to engineering, environmental and social considerations. The one key issue at the Mid Zone landfall is the presence of the Braunton Burrows SAC and potential sensitivity to disturbance. However, development of the onshore route, design, and potential construction techniques will prevent any direct long-term impacts to the SAC and its features.



Onshore Route Selection Cable Corridor

Two corridors were then considered (routes 13 and 14, as seen in map). However, after consultation with Natural England (NE) both corridors were considered unsuitable due to the impact on the Braunton Burrows SAC. Therefore, one of the corridor routes (route 14) was altered to avoid the SAC as much as possible. The altered route became the preferred corridor for the Onshore Export Cable, the main reasons for this decision were:

- No long-term impact on the Braunton Burrows SAC and SSSI and Taw-Torridge Estuary SSSI (due to using trenchless techniques)
- Avoids access areas required for Ministry of Defence (MoD) activities
- Avoids disturbance to MoD track infrastructure
- Avoids topographic constraints
- Avoids features of archaeological potential
- Able to avoid residential properties.



Proposed Overland Cable Route

Construction of cable route is described in ES Chapter 5
There are two methods by which the cable will be laid:

Open Trench
or
Horizontal Direct Drill

Cable lengths will be linked by joint bays across the route



Horizontal Direct Drilling

Table 3.1 Trenchless Crossing Technique Comparisons

Trenchless Crossing Technique Option	Advantages	Disadvantages
HDD	<ul style="list-style-type: none">• Relatively economical trenchless option• Fast mobilisation and site setup• No requirement for large entry or exit pits.	<ul style="list-style-type: none">• Borehole only supported by bentonite, potential for collapse• Not suitable for non-supporting ground due to a high risk of tool snapping or loss of control during push reaming• Potential to lose tools downhole.



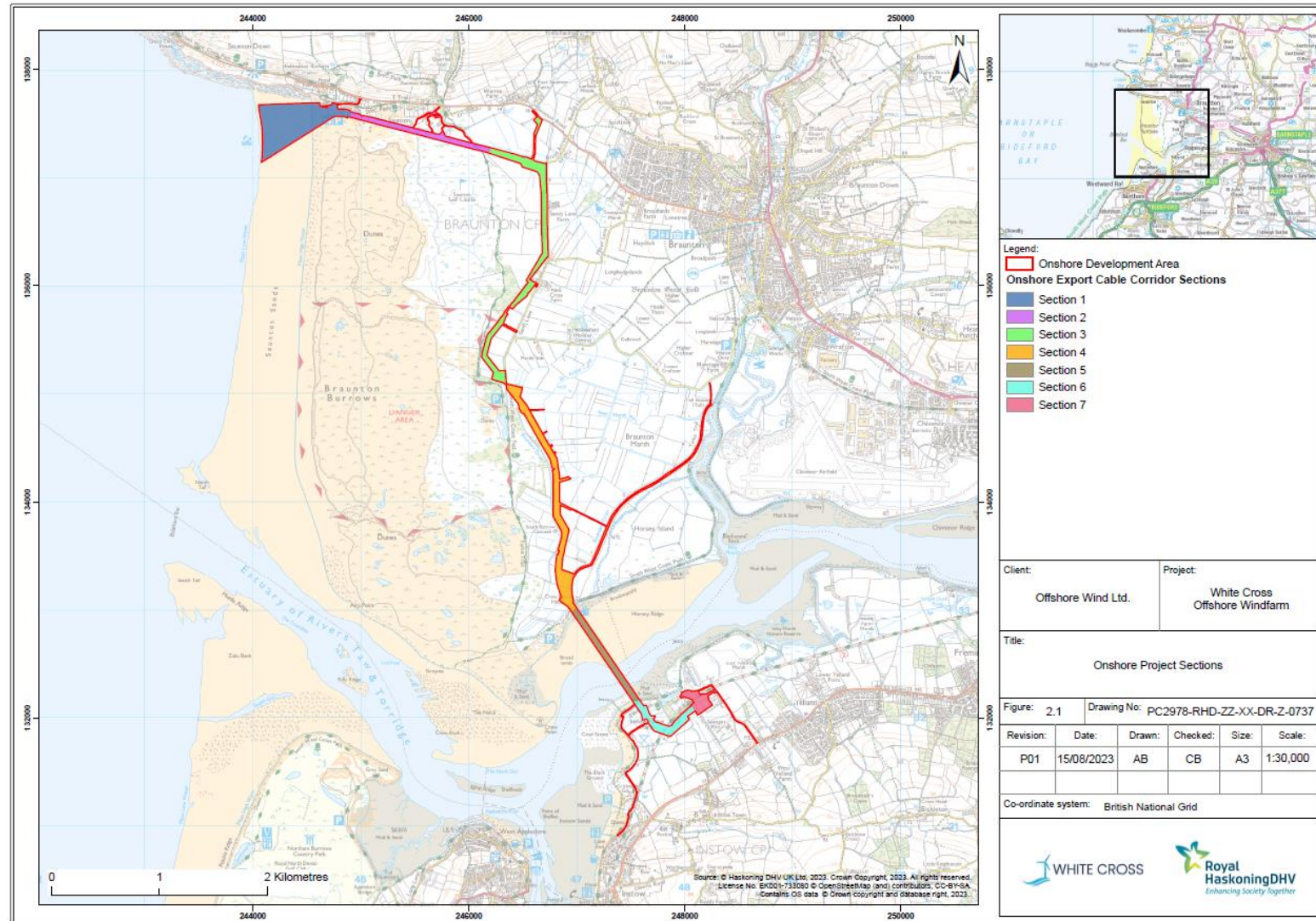
Source Chapter 5 – Project Description

Horizontal Directional Drill (HDD)

- The drill rig will be located within the carpark at Saunton Sands beach with direction of drilling being west to east.

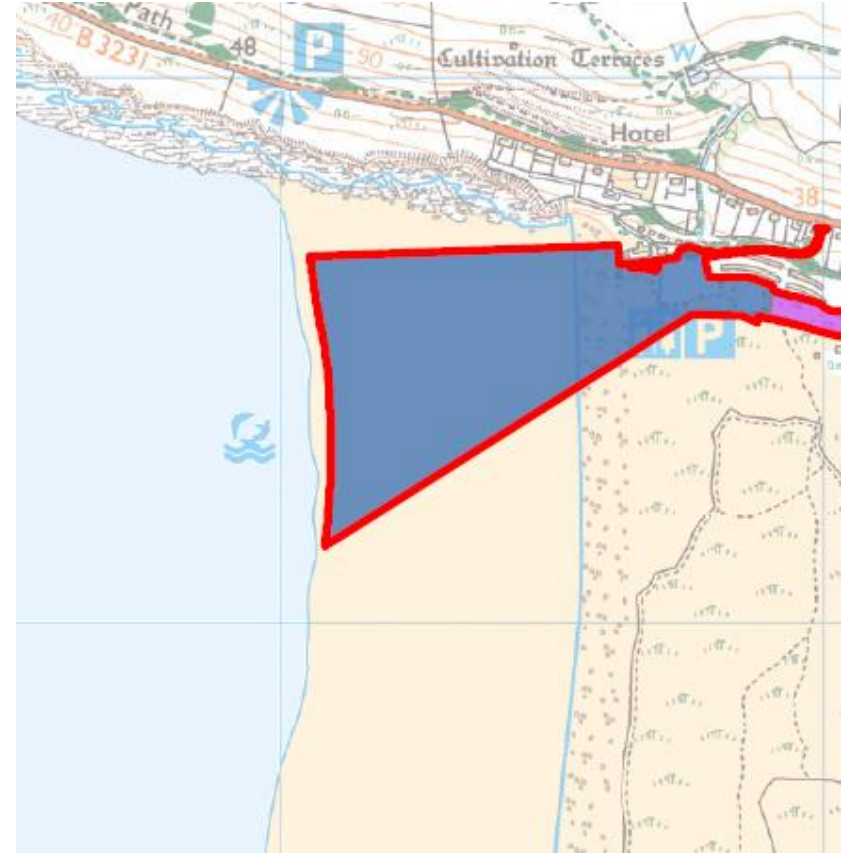


Proposed Cable Route Section Overview



Section 1 - Landfall Area (from MLWS)

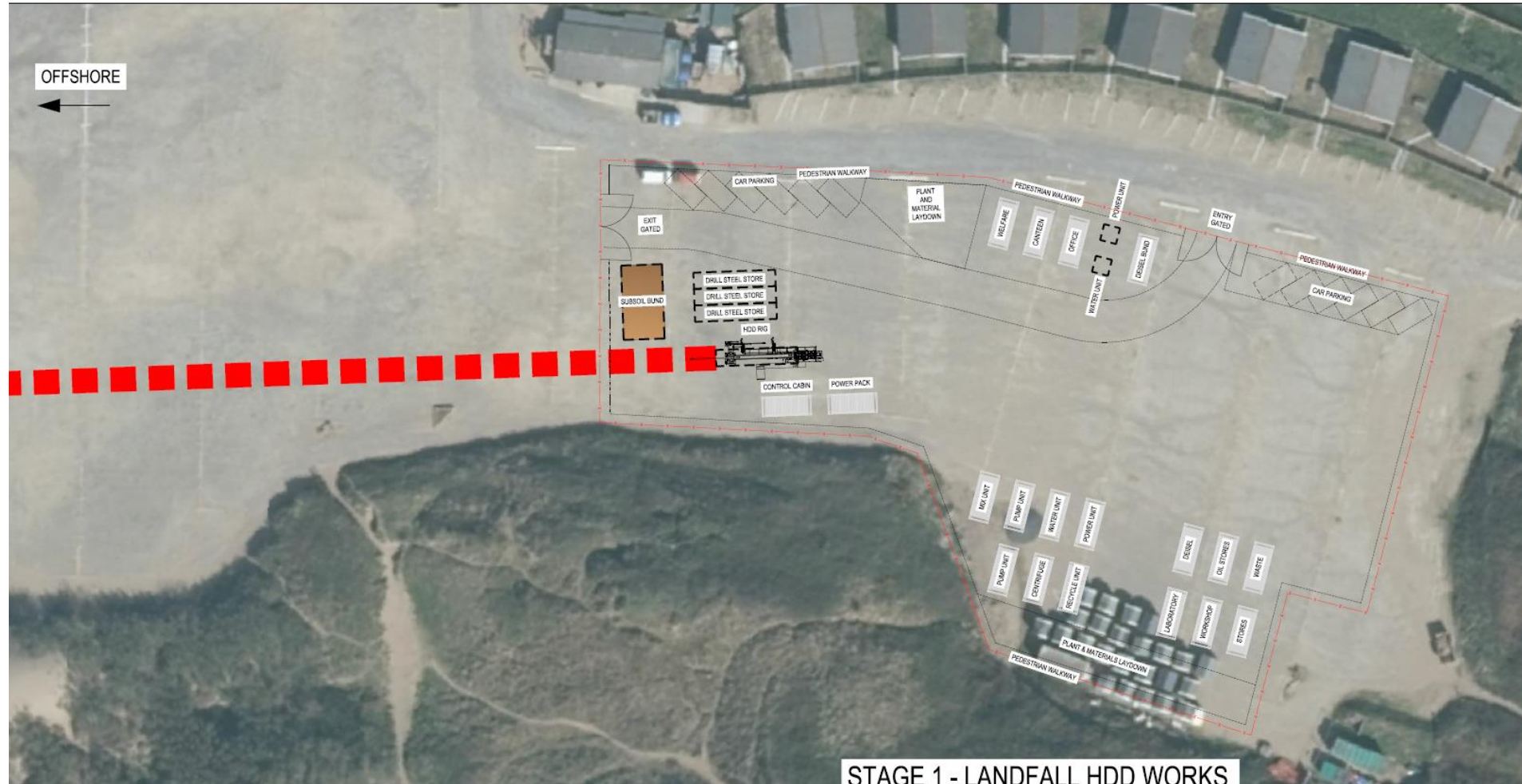
- Runs from landfall to the eastern end of the Saunton Sands Car Park.
- Construction methodology either open trench or a trenchless technique.
- Saunton Sands Car Park is the proposed location of the temporary Landfall compound, trenchless installation rig, and the Transition Joint Bay.



Section 1 - Landfall Area (from MLWS) Aerial View

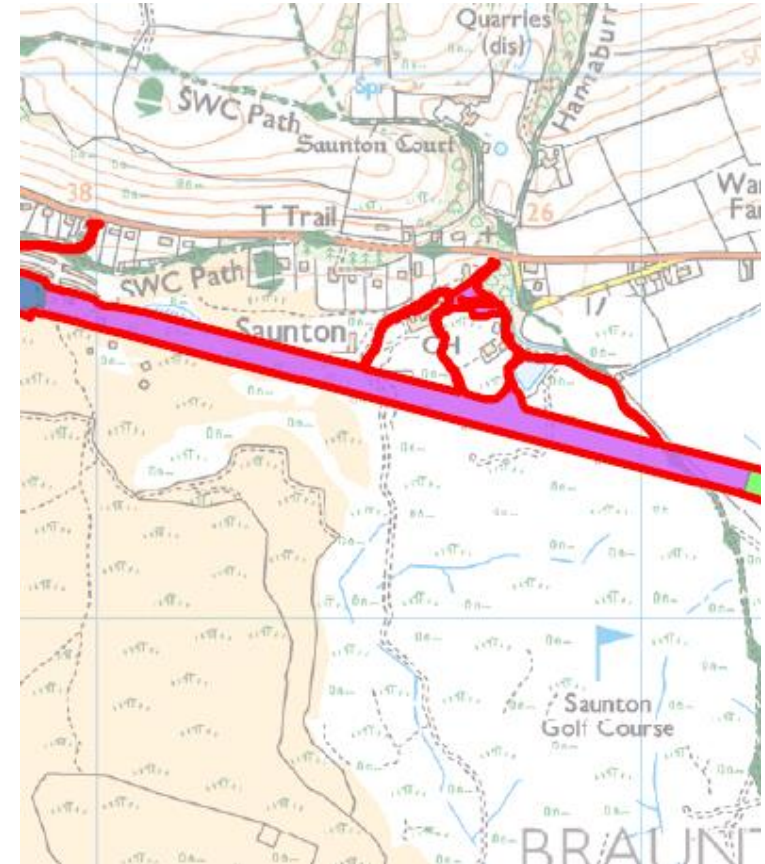


Section 1 - Landfall Area (from MLWS) Aerial View Compound Access

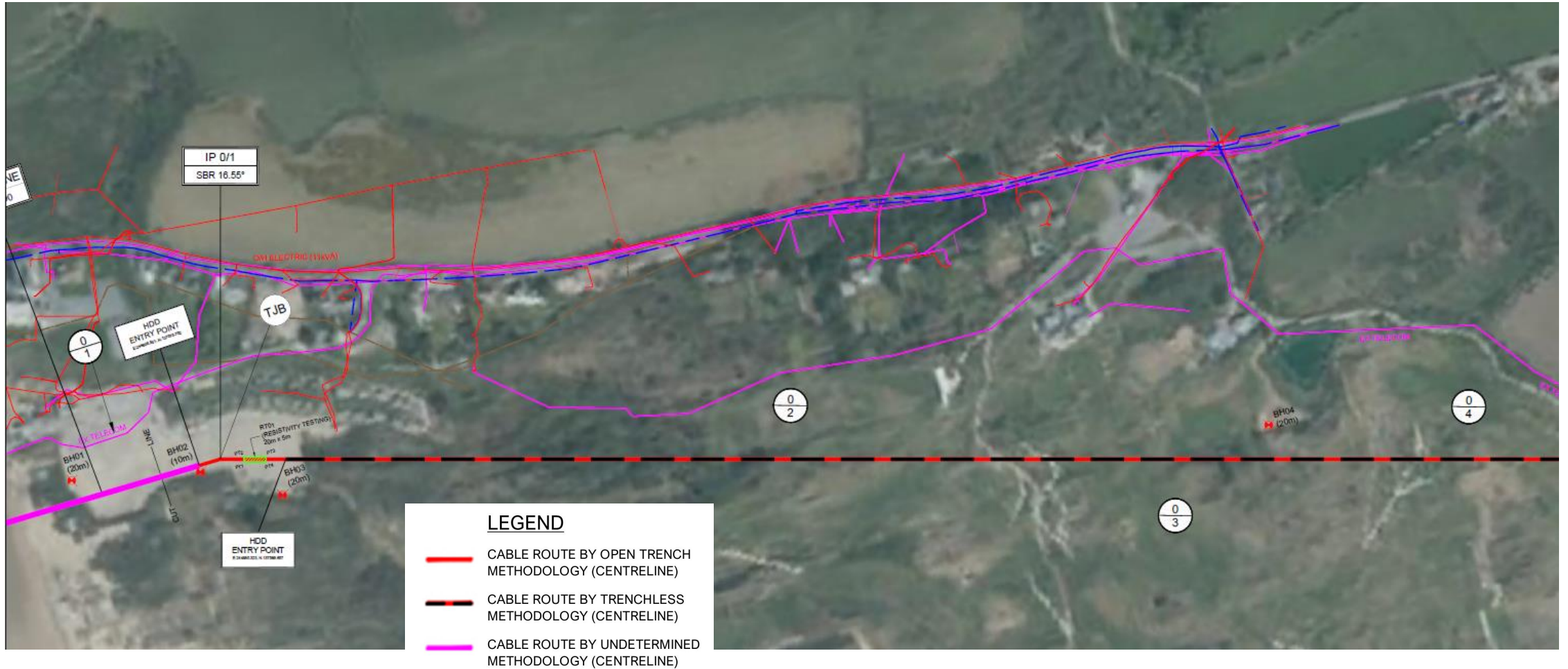


Section 2 – Saunton Golf Club

- Runs southeast crossing the Saunton Golf Club.
- Access route required for surveys and for maintenance activities.
- Onshore Export Cable in this section will be installed using trenchless techniques.

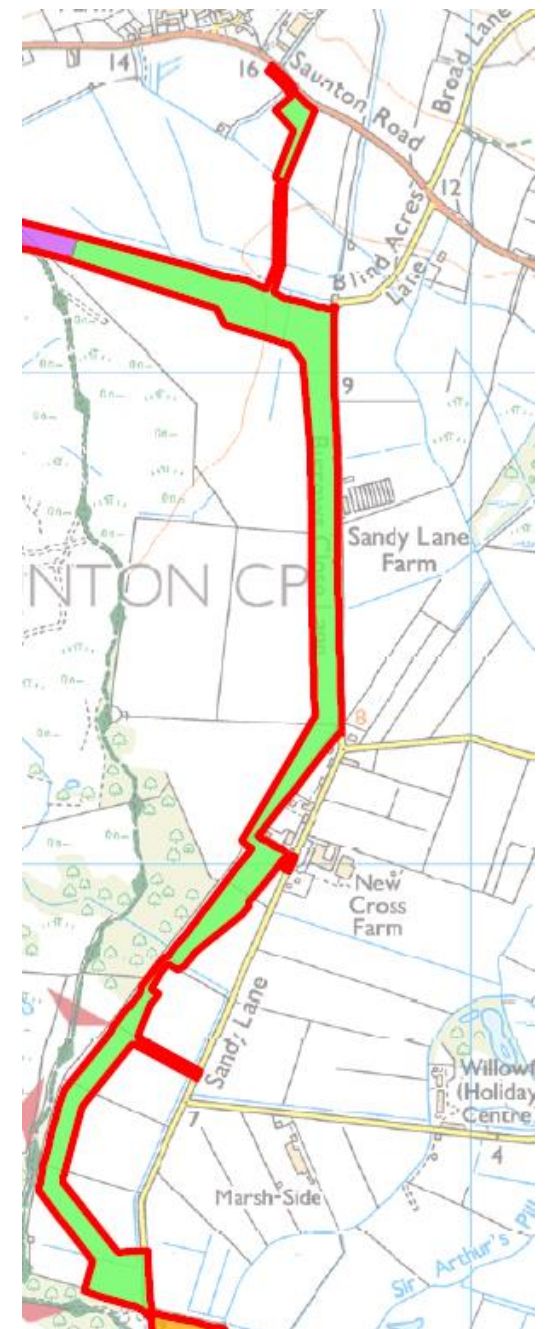


Section 2 – Saunton Golf Club Aerial View



Section 3 – North Fields (north of Sandy Lane Car Park)

- Runs southeast and then south from the eastern edge of Saunton Golf Club.
- Through arable fields and crossing 11 field boundaries and drainage ditches before extending to Sandy Lane Car Park.
- Construction methodology in this section is still to be determined.
- To the north of Section 3 is a new temporary access route to be used to provide access to the Onshore Development Area during the cable installation.

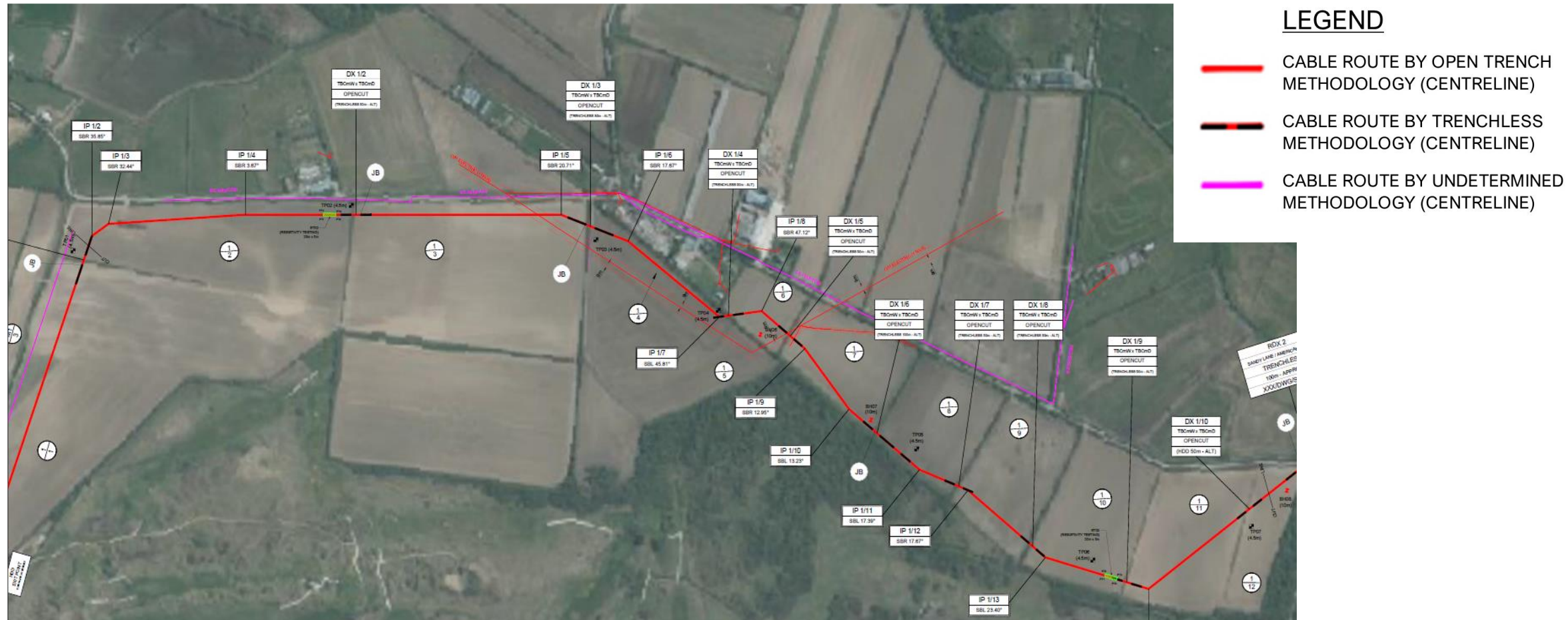


Section 3 - Haul Road

- Hedgerow removal required to increase visibility of access junction on Saunton Road.
- Pink plus green sections to be cut back to allow for visibility.
- Applicant is having ongoing conversations with DCC on reducing this to just the green area shown.
- Also consulting on the minimum height the hedgerow it can be cut to.
- Current survey data doesn't cover this area. A short-term bat monitoring survey is being considered to fill this data gap.
- There is a significant bat roost just across from this site.



Section 3 – North Fields (north of Sandy Lane Car Park) – Aerial View



Section 4 – South Fields (south of Sandy Lane Car Park)

- Passes south extending from the east of Sandy Lane Car Park to the Taw Estuary Crossing.
- Will cross from Section 3 to the pastoral fields to Braunton Marshes using a trenchless technique to avoid disturbance to vegetation on the boundaries of the Braunton Burrows Special Area of Conservation (SAC) as well as the Greenaways and Freshmarsh, Braunton SSSI



Section 5 – The Taw Estuary Crossing using Trenchless Technology

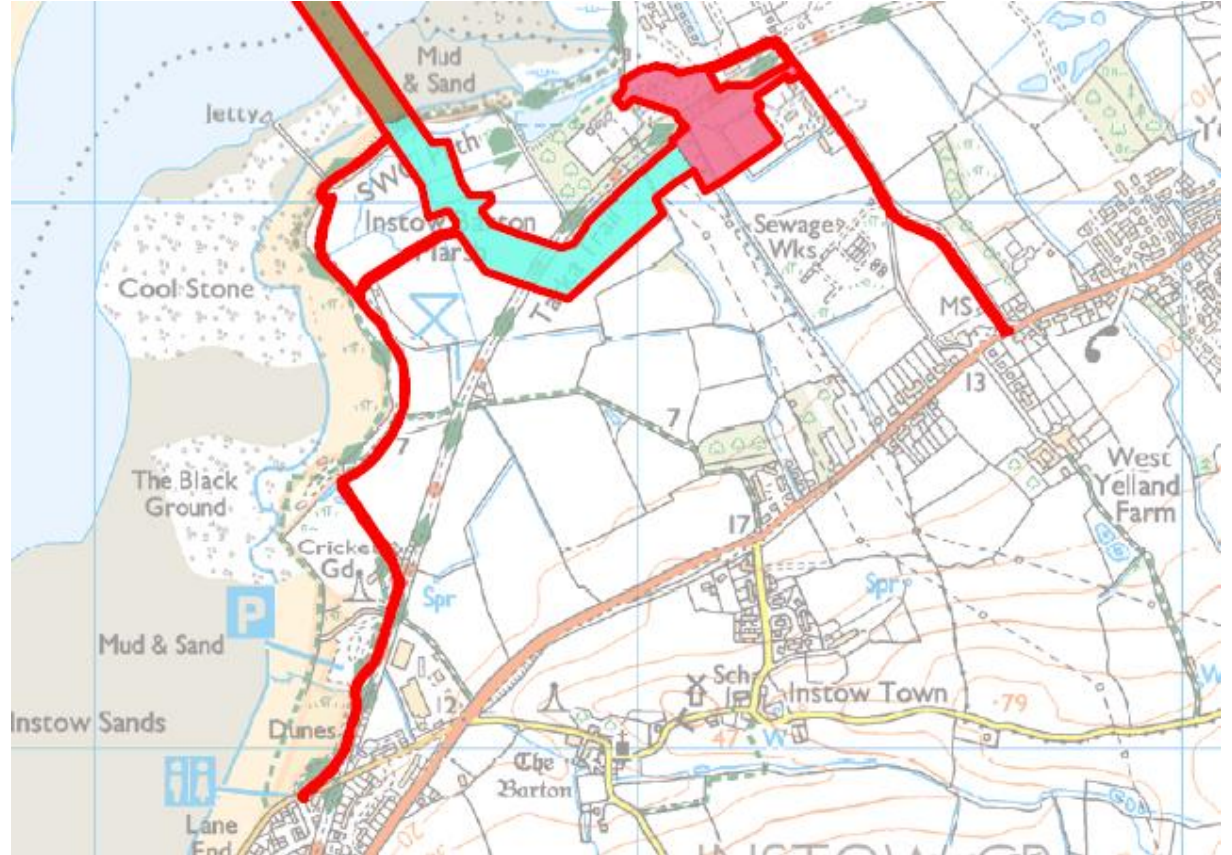
- Taw Estuary Crossing and extends from the northern edge of the southern edge of the River Taw.
- Trenchless technique either HDD or Direct Pipe.
- Temporary construction compound will be required at both ends of the crossing.



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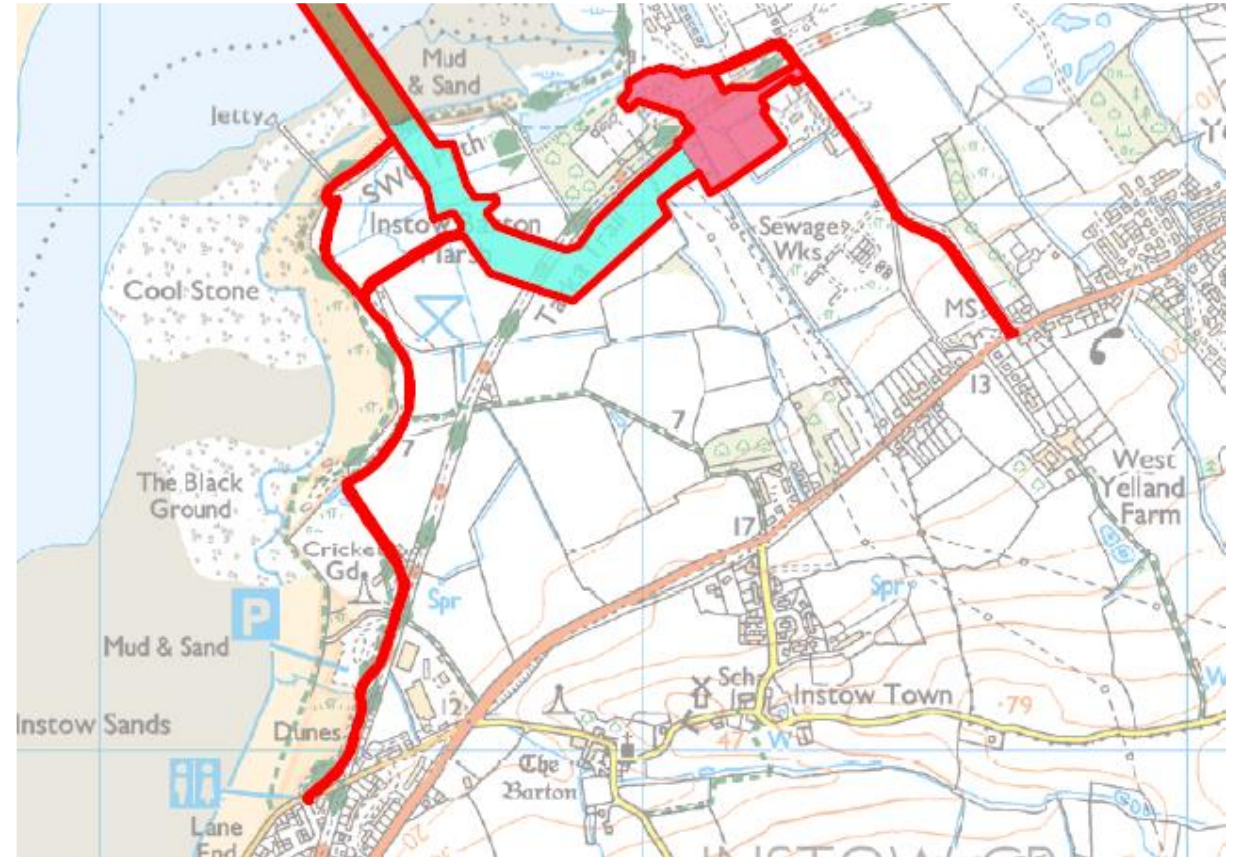
Section 6 – Connection to the White Cross Onshore Substation

- Runs southeast from the southern edge of the Taw Estuary Crossing.
- Towards the White Cross Onshore Substation.
- Combination of open cut and trenchless technique.
- Crossing of Tarka Trail and below existing overheads lines will be trenchless technique.



Section 7 – White Cross Onshore Substation to National Grid Connection Point

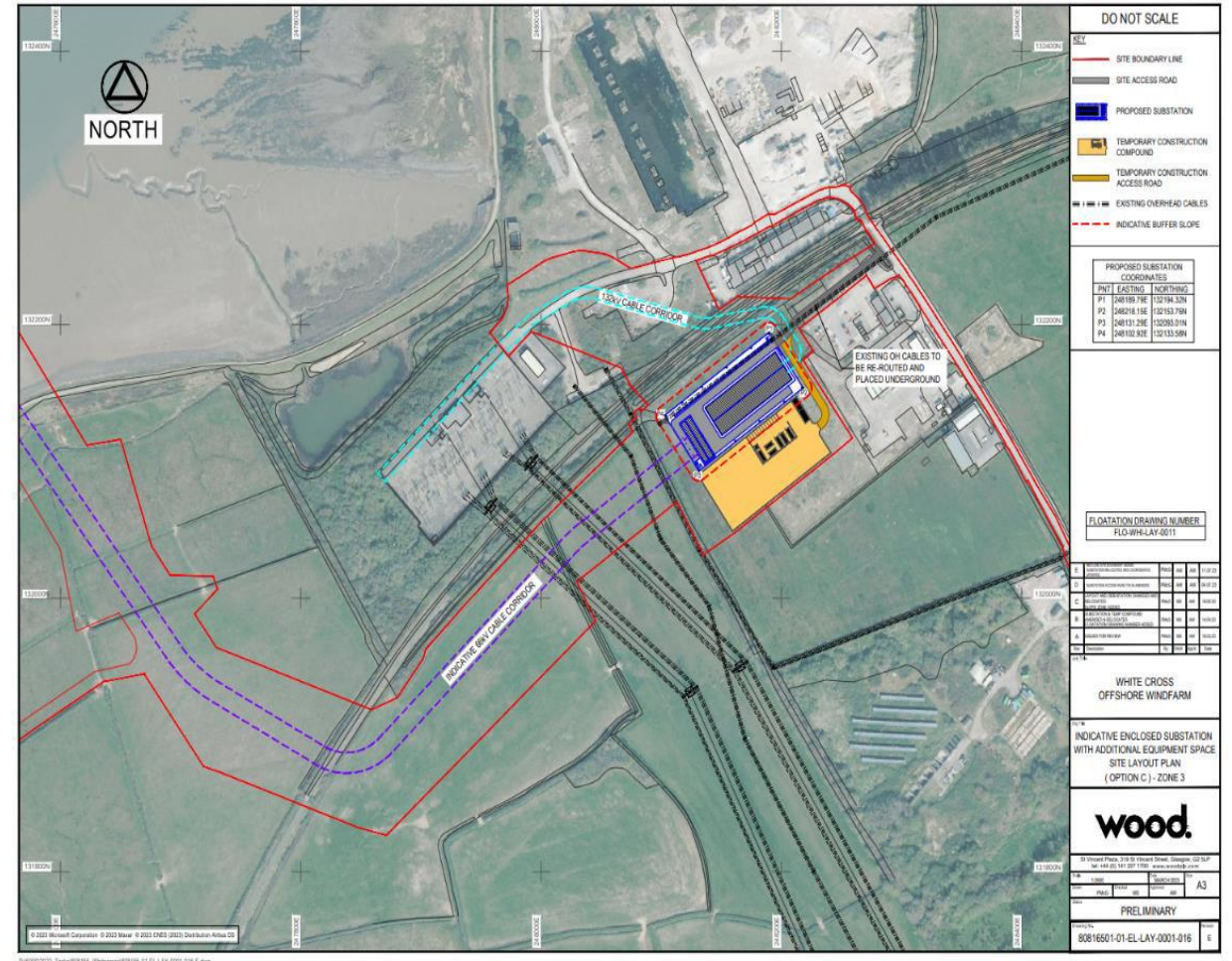
- White Cross Onshore Substation located to the west of the Estuary Business Park.
- Cables will exit the Substation running east/north for 350m towards the National Grid connection point at East Yelland substation.
- Combination open cut and trenchless technique.



Proposed location of substation site

Application states that
“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”

However, it is also stated that the current substation will be enlarged.



Indicative Timeframe for Construction

Task	2023				2024				2025				2026				2027			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Submission of ES																				
FEED																				
CfD Application																				
FID																				
Detailed Design																				
Construction (Offshore)																				
Construction (Onshore)																				
Landfall																				
Golf Course Crossing																				
Onshore Export Cable Early/Enabling Works																				
Onshore Export Cable																				
Taw Estuary Crossing																				
Onshore Substation																				
Final Commissioning of WTGs																				
Start-Up of White Cross																				

Plate 5.2: Indicative development and installation programme for the Onshore Project

Construction activity indicated as 24 months from October 2025 to end September 2027



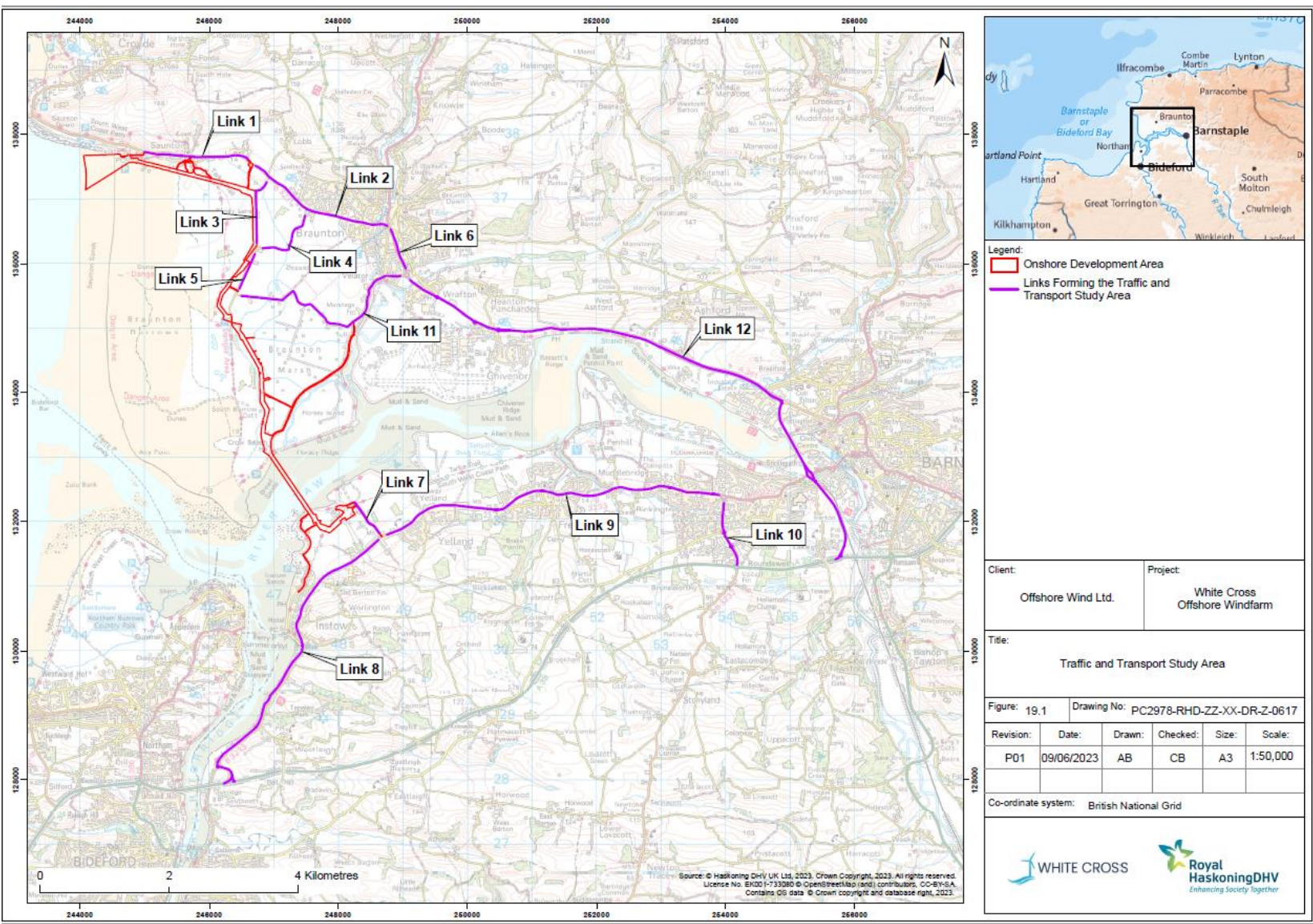
Proposed route for construction traffic

The proposed working hours for the Onshore Project would be: -

07:00 – 19:00 Monday to Friday
07:00 – 13:00 Saturday

Some 24 hour working will be required for the drilling associated with the trenchless cable installation methods. A maximum of 14 days of 24 hour working for each drill has been assessed.

No working is proposed on Sundays or Bank Holidays



Traffic Movements through the parish

5.3.4 Construction traffic assignment summary

105. **Table 5.3** summarises the anticipated HGV and LV construction flows on each link, for both peak and average months.

Table 5.3 Peak and average daily HGV and LV flows

Link no.	Link description	HGV Flows		LV Flows	
		Peak	Average	Peak	Average
1	B3231 west of the CCS	38	7	34	13
2	B3231 east of the CCS	92	36	80	42
3	Blind Acres Lane to Moor Lane	0	0	68	30
4	Moor Lane	0	0	68	30
5	Sandy Lane south of Moor Lane	0	0	68	30
6	A361 south of B3231 to Link 11	92	36	80	42
7	Unnamed road to Yelland Substation	91	43	66	37
8	B3233 east of Link 7	0	0	66	37
9	B3233 west of Link 7	91	43	66	37
10	A3125 south of B3233	0	0	66	37
11	Vellator Way to Sandy Lane	0	0	68	30
12	A361 south of Link 11	92	36	80	37

106. The calculated HGV and LV link flows have informed the assessments within ES

Chapter 19: Traffic and Transport.



Summary of Applicant's Public Consultation

- 3 rounds of public consultation undertaken
 - July 2022 – Tarka Leisure Centre Barnstaple and ND Cricket Club Instow.
 - October 2022 – ND Cricket Club Instow and Braunton Parish Hall.
 - March 2023 – Braunton Countryside Centre.
- It is not stated the number of residents who attended these sessions
- The Applicant states that out of the 43 formal feedback responses received 32 supported the development of renewable energy and the project.
- A third of the responses stated that the key issue is the significant number of sensitive and protected habitats and species which are at risk of being harmed or degraded because of the installation of the onshore cable.



Planning Application Consultation Period

- The Local Planning Authority (NDC) have now put this application out for public consultation until 3rd November 2023.
- All planning applications have to comply with planning policy at national, local and neighbourhood level.
- The application should be considered against Braunton Parish's Neighbourhood Plan policies listed below:
 - Policy NE1 Locally Valued Sites of Biodiversity and Habitat
 - Policy NE2 Protection of the Caen Valley Bats SSSI and the Parish Bat Population
 - Policy NE3 Protecting and Increasing the Parish's Biodiversity
 - Policy NE4 Protecting Devon Banks, Hedgerows and Trees
 - Policy NE5 Protecting the Footpath, Bridlepath & Cycle Path Networks
 - Policy NE6 Protection of Landscape Character
 - Policy NE7 Protection of Parish's Strategic Nature Areas
 - Policy NE8 Water Courses and Drainage
 - Policy BE1 Built Character and accessibility
 - Policy BE4 Adoption of Appropriately Scaled Renewable Energy
 - Policy BE9 Vehicle Movement Assessments
 - Policy BE11 Protecting Existing Car Parking Capacity for Public Use
 - Policy BE13 Protection and Improvement of Air Quality
 - Policy BE14 Protect and Promote Dark Skies



Respond to the Local Planning Authority (LPA)

You must make your representations to the Local Planning Authority (NDC).

Responses must be received by 3rd November 2023 and can be made via

- Planning portal: <https://planning.northdevon.gov.uk/Planning/Display/77576>
- Email: planning@northdevon.gov.uk
- Letter: Case Officer Mr N Hall, Planning Dept., North Devon District Council, Lynton House, Commercial Road, Barnstaple, EX31 1DG.

How to comment on planning applications:

<https://www.northdevon.gov.uk/planning-and-building-control/search-track-comment-on-or-object-to-applications/how-to-comment-on-planning-applications>





Your Views Please

