

East Anglia TWO Offshore Windfarm

Appendix 14.4 East Anglia TWO Cumulative Impact Assessment Screening

Environmental Statement Volume 3

Applicant: East Anglia TWO Limited
Document Reference: 6.3.14.4
SPR Reference: EA2-DWF-ENV-REP-IBR-000906_004 Rev 01
Pursuant to APFP Regulation: 5(2)(a)

Author: Royal HaskoningDHV
Date: October 2019
Revision: Version 1



East Anglia TWO Offshore Windfarm Cumulative Impact Assessment Screening (Appendix 14.4)

Prepared by Anatec Limited

Presented to ScottishPower Renewables

Date 4th June 2019

Revision Number 01

Document Reference A4393-SPR-NRA-1 App 14.4

Aberdeen Office
Address 10 Exchange Street, Aberdeen, AB11 6PH, UK
Tel 01224 253700
Fax 0709 2367306
Email aberdeen@anatec.com

Cambridge Office
Braemoor, No. 4 The Warren, Witchford Ely, Cambs, CB6 2HN, UK
01353 661200
0709 2367306
cambs@anatec.com

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Revision Number	Date	Summary of Change
00	10 th August 2018	Initial Draft
01	4 th June 2019	Update following changes to layout and site boundary

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Abbreviations Table

Abbreviation	Definition
CIA	Cumulative Impact Assessment
nm	Nautical mile
SNSOWF	Southern North Sea Offshore Wind Forum

1 Introduction

1. This appendix presents the projects considered for the shipping and navigation Cumulative Impact Assessment (CIA) of *Chapter 14 Shipping and Navigation* and outlines which have been screened in and out of the assessment and the reasoning behind this. The final list of projects screened into the assessment has then been presented in the Chapter.

1.1 Cumulative Screening

2. A number of projects and marine activities were screened out of the assessment with regards to vessel movement as these were considered to be part of the baseline for vessel traffic. This includes traffic associated with marine aggregate extraction areas, fishing activity and recreational craft transits.
3. East Anglia TWO windfarm site is also out with the operational area or harbour limits of any ports, harbours or marinas there are not considered to be any cumulative impacts associated with the construction, operation and maintenance or decommissioning phases.
4. Given the limited spatial extent of gas platforms and fields within the area there is not considered to be any cumulative routeing impacts and therefore collision risk associated with existing gas installations in the southern North Sea. Should any future surface gas developments be applied for within the gas fields within the area they would be subject to their own navigational risk assessments including at a cumulative level.
5. *Table 1.1* presents the projects within a 100 nautical mile (nm) buffer of the East Anglia TWO windfarm site. Due to the national and international nature of shipping, impacts on vessel routeing can occur a significant distance from the project being assessed. Therefore the cumulative list for shipping and navigation includes all constructed, consented or planned windfarms within the southern North Sea that could potentially cumulatively influence a vessel's navigational routeing.
6. It should be noted that any projects with a currently dormant status or development zones have not been included within the cumulative screening. Distances have been estimated based on the best information available at the time of writing.

Table 1.1 Cumulative Projects Considered for the CIA in Relation to Shipping and Navigation

Project	Status	Distance from East Anglia TWO site (nm)	Distance from Proposed Offshore Export Cable Corridor (nm)	Included in CIA	Rationale
Dudgeon	Fully commissioned	59	55	No	No routes impacted
East Anglia ONE	Under construction	5	5	Yes	Creation of corridor between East Anglia TWO, East Anglia ONE North and East Anglia ONE
East Anglia ONE North	Concept/early planning	5	10	Yes	
East Anglia THREE	Consented	24	24	Yes	Close to DWR used by cumulative routing
Galloper	Fully commissioned	4	9	Yes	Reduction of available sea room between East Anglia TWO, Great Gabbard and Galloper
Greater Gabbard	Fully commissioned	7	11	No	Considered as part of the baseline
Gunfleet Sands Demo	Fully commissioned	40	32	No	No routes impacted
Gunfleet Sands I	Fully commissioned	29	38	No	

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Project	Status	Distance from East Anglia TWO site (nm)	Distance from Proposed Offshore Export Cable Corridor (nm)	Included in CIA	Rationale
Gunfleet Sands II	Fully commissioned	36	28	No	
Hornsea Project One	Under construction	90	89	Yes	Route 12 cumulatively deviates between Hornsea Project Three, Hornsea Project One and Hornsea Project Two
Hornsea Project Two	Pre-construction	92	90	Yes	Route 12 impacted by both Hornsea Project Two and East Anglia TWO
Hornsea Project Three	Application submitted	86	84	Yes	Route 12 cumulatively deviates between Hornsea Project Three, Hornsea Project One and Hornsea Project Two
Inner Dowsing	Fully commissioned	72	80	No	No routes impacted
Kentish Flats 1	Fully commissioned	52	46	No	

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Project	Status	Distance from East Anglia TWO site (nm)	Distance from Proposed Offshore Export Cable Corridor (nm)	Included in CIA	Rationale
Kentish Flats 2	Fully commissioned	52	47	No	
Lincs	Fully commissioned	70	77	No	
London Array 1	Fully commissioned	32	28	No	
Lynn	Fully commissioned	78	70	No	
Norfolk Boreas	Concept/early planning	39	39	Yes	Route 12 impacted by both Norfolk Boreas and East Anglia TWO
Norfolk Vanguard	Application submitted	30	30	Yes	Route 12 impacted by both Norfolk Vanguard and East Anglia TWO
Race Bank	Fully commissioned	70	65	No	Considered as part of the baseline
Scroby Sands	Fully commissioned	22	18	No	No routes impacted
Sheringham Shoal	Fully commissioned	57	53	No	Considered as part of the baseline
Thanet	Fully commissioned	40	42	No	No routes impacted

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Project	Status	Distance from East Anglia TWO site (nm)	Distance from Proposed Offshore Export Cable Corridor (nm)	Included in CIA	Rationale
Thanet Extension	Application submitted	38	42	No	
Triton Knoll	Consented	78	73	No	
EU Wind Farms					
Belwind	Fully commissioned	28	37	No	Routes not impacted
Belwind Alstom Demonstration	Fully commissioned	28	37	No	
Borssele Site I	Pre-construction	33	43	No	
Borssele Site II	Pre-construction	33	43	No	
Borssele Site III	Pre-construction	25	34	No	
Borssele Site IV	Pre-construction	25	34	No	
Leeghwater Turbine Demonstration Facility (now Borssele Site V - Leeghwater Innovation Plot)	Consented	32	41	No	
Egmond aan Zee	Fully commissioned	82	82	No	No routes impacted
Eneco Luchterduinen	Fully commissioned	68	71	No	
Hollandse Kust Noord Holland I (Tender 2019)	Concept/early planning	74	74	No	

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Project	Status	Distance from East Anglia TWO site (nm)	Distance from Proposed Offshore Export Cable Corridor (nm)	Included in CIA	Rationale
Hollandse Kust Noord Holland II (Tender 2019)	Concept/early planning	74	74	No	
Hollandse Kust Zuid Holland I (Tender 2017)	Consented	61	64	No	
Hollandse Kust Zuid Holland II (Tender 2017)	Consented	61	64	No	
Hollandse Kust Zuid Holland III (Tender 2018)	Concept/early planning	60	67	No	
Hollandse Kust Zuid Holland IIII (Tender 2018)	Concept/early planning	60	67	No	
Mermaid	Consented	24	33	Yes	Route 5 impacted by both Mermaid and East Anglia TWO
Nobelwind	Fully commissioned	27	36	No	Routes not impacted by East Anglia TWO
Norther	Pre-construction	39	48	No	Routes not impacted by East Anglia TWO

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Project	Status	Distance from East Anglia TWO site (nm)	Distance from Proposed Offshore Export Cable Corridor (nm)	Included in CIA	Rationale
Northwester 2	Consented	26	35	Yes	Route 5 impacted by both Mermaid and East Anglia TWO
Northwind	Fully commissioned	32	42	No	Routes not impacted by East Anglia TWO
Poseidon P60 - Mermaid	Concept/early planning	25	34	Yes	Route 5 impacted by both Poseidon P60 - Mermaid and East Anglia TWO
Prinses Amaliawindpark	Fully commissioned	75	75	No	No routes impacted
Rentel	Under construction	34	44	No	No routes impacted by EA2
Seastar	Consented	31	40	No	
Thornton Bank Phase 1	Fully commissioned	38	47	No	No routes impacted
Thornton Bank Phase 2	Fully commissioned	37	46	No	
Thornton Bank Phase 3	Fully commissioned	37	46	No	

7. Only projects which displaced routes or came into close proximity of routes that will also be displaced by the proposed East Anglia TWO project were screened into the CIA. Routes which were affected by the proposed cumulative projects in isolation or

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cumulatively with another proposed project were not included. It should be noted that the cumulative routeing presented in *section 19 of Appendix 14.2* has been based on the base case routes presented in *section 14* and the cumulative routeing proposed as part of the Southern North Sea Offshore Forum (SNSOWF) in 2013 (SNSOWF, 2013).

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