



<b>Transboundary screening undertaken by the Planning Inspectorate (the Inspectorate) on behalf of the Secretary of State (SoS)</b>	
<b>Project name:</b>	East Anglia Two Offshore Windfarm
<b>Address/Location:</b>	Approximately 31km from Lowestoft off the coast of Suffolk
<b>Planning Inspectorate Ref:</b>	EN010078
<b>Date(s) screening undertaken:</b>	First screening – 26 June 2018 following the Applicant’s request for a scoping opinion Second Screening – 16 December 2019 following submission of the application documents

<b>FIRST TRANSBOUNDARY SCREENING</b>	
<b>Document(s) used for transboundary Screening:</b>	East Anglia Two Offshore Windfarm Scoping Report ('the Scoping Report') 1 November 2017
<b>Screening Criteria:</b>	<b>The Inspectorate’s Comments:</b>
<b>Characteristics of the Development</b>	<p>The Scoping Report provides an indicative envelope for the project design, which it states will be subject to revision as the ES develops and technical studies progress. The Proposed Development will comprise an offshore wind farm with a generating capacity of up to 900MW, with the following key components:</p> <p><i>Offshore</i></p> <ul style="list-style-type: none"> <li>• up to 75 turbines (and foundations) each of up to 19MW capacity;</li> <li>• rotor diameter up to 250m, tip height up to 300m, with a minimum clearance above sea level (MHWS) of 22m.</li> <li>• the turbine array and associated structures will cover an area of 255km<sup>2</sup>;</li> <li>• minimum inter-row spacing of 1,386m</li> <li>• two export cables, maximum offshore export cable corridor length of 57km;</li> <li>• up to 4 electrical platforms, and 1 accommodation platform (and foundations);</li> <li>• inter-array, platform link and inter-connector cables;</li> <li>• an operational meteorological mast;</li> <li>• cable protection and scour protection on unburied cable</li> </ul>

	<p>and around foundations</p> <p><i>Onshore</i></p> <p><i>(note: as part of this Proposed Development, it is proposed to undertake the installation of cable trenches and ducts for the proposed East Anglia One North Wind Farm)</i></p> <ul style="list-style-type: none"> <li>• up to 8 landfall cable ducts;</li> <li>• up to 2 transition bays of 21m x 6m x 1.8m;</li> <li>• a landfall HDD compound (if required) of 175m x 50m;</li> <li>• up to 6 onshore export cables, with a cable corridor maximum width of 50.m;</li> <li>• up to 4 cable trenches and up to 12 cable ducts;</li> <li>• cable jointing bays every 500m, containing two link boxes each of 1.5m x 1.5m x 1.5m;</li> <li>• an onshore substation of up to 21m in height with an operational compound area of 190m x 190m (with additional compound during construction);</li> <li>• National Grid infrastructure comprising a substation of 325m x 140m and up to 13m in height, and potential upgrade/ relocation of up to two overhead pylons.</li> </ul> <p>The DCO application for the Proposed Development is anticipated in early 2019. The onshore construction period is estimated in the Scoping Report to last between 18 to 24 months, and offshore approximately 36 to 48 months.</p>
<p><b>Location of Development (including existing use) and Geographical area</b></p>	<p>The offshore components of the Proposed Development are located in the southern North Sea. The proposed DCO boundary at its closest point 31km off the coast from the coastal town of Lowestoft and 32km from the coastal town of Southwold. Landfall for the offshore export cables is proposed at a point between Sizewell and Thorpeness in Suffolk, but is to be determined.</p> <p>The onshore component of the proposals will be located in an 'area of search' approximately 2km wide which extends inland from the landfall area described above for approximately 7km to the north of Friston. The offshore environment is marine, and the onshore environment is largely agricultural with areas of woodland and a network of settlements and local roads.</p> <p>The East Anglia One windfarm, (currently under construction), and the (already consented) East Anglia Three windfarm are located within close proximity to the proposals. The Scoping Report identifies the nearest operational UK offshore windfarm as Galloper Wind Farm, and the closest international windfarms as Borssele 1 and 2, Borssele 3 and 4 (Netherlands) and Mermaid (Belgium) which are within 40km. A new nuclear power station is also planned at Sizewell, within the vicinity of the proposed East Anglia Two landfall.</p> <p>The Scoping Report indicates that assessments will be undertaken of impacts to international fishing grounds and</p>

	<p>shipping and navigation interests. Specific information on the extent of the likely area under the jurisdiction of another EEA State which may be affected is yet to be determined. However, the Scoping Report acknowledges potential impacts to the interests of Belgium, France, The Netherlands, Germany, Denmark, and Sweden.</p> <p>The Applicant has not identified within the Scoping Report the nearest EEA state to the Proposed Development.</p>
<p><b>Environmental Importance</b></p>	<p><i>Offshore</i></p> <ul style="list-style-type: none"> <li>• Potential for <i>Sabellaria</i> reefs (a European species/feature of conservation concern).</li> <li>• The export cable corridor area of search is adjacent to sandbanks which support the Outer Thames Estuary Special Protection Area (SPA), designated for its non-breeding red throated diver (<i>Gavia stellata</i>) population.</li> <li>• Supports a number of seabird populations, in particular migratory and non-breeding populations.</li> <li>• Of importance to internationally commercial fish and shellfish species.</li> <li>• A number of cetacean species have been recorded, harbour porpoise (<i>Phocoena phocoena</i>) being the most common. The proposals are within the vicinity of known haul-out sites for both grey seal (<i>Halichoerus grypus</i>) and harbour seal (<i>Phoca vitulina</i>), both of which have been recorded in the area.</li> <li>• Entirely within the Southern North Sea candidate Special Area of Conservation (cSAC) (harbour porpoise).</li> <li>• A number of important international shipping and navigation routes in the wider vicinity, and falls within civil aviation air space.</li> </ul> <p><i>Onshore</i></p> <ul style="list-style-type: none"> <li>• Two Main Rivers which are identified under the Water Framework Directive (WFD) lie within the area of search.</li> </ul>
<p><b>Potential impacts and Carrier</b></p>	<p><i>Offshore</i></p> <ul style="list-style-type: none"> <li>• Impacts to marine physical processes, water and sediment quality, and benthic ecology.</li> <li>• Changes to the wave regime during operation</li> <li>• Impacts to mobile species associated with International nature conservation designations (birds, marine mammals) or commercial interests (fish, shellfish).</li> <li>• International fishing fleets (notably Dutch and Belgian), and other commercial and recreational vessels.</li> <li>• International aviation and radar activities/ interests.</li> </ul> <p><i>Onshore</i></p> <ul style="list-style-type: none"> <li>• None identified – the Scoping Report states that</li> </ul>

	<p>transboundary impacts are not relevant to onshore (assessment) topics. At this stage given the information available, the Inspectorate considers that significant transboundary effects are unlikely.</p>
<p><b>Extent</b></p>	<p>The Scoping Report states that transboundary effects will be assessed as part of the cumulative assessment, and as yet the extent of the potential effects has not yet been determined.</p> <p><i>Offshore</i></p> <p>The Scoping Report proposes to scope transboundary impacts out where the identified zone of influence does not extend to transboundary receptors.</p> <p>Following on from this rationale, the Scoping Report concludes that impacts to physical processes, water and sediment quality, and benthic ecology will be localised and that transboundary effects are unlikely.</p> <p>Effects on mobile species are recognised in the context of cumulative impacts from development in Belgium, the Netherlands, Germany, and Denmark. It is recognised that harbour porpoise populations are associated with the marine environment of all the States identified above but also with Swedish waters. Some information is presented about the movements of migratory species and species with wide ranges of movement.</p> <p>As noted above, the commercial fishing interests of The Netherlands and Belgium are noted. The nearest international airport is identified in the Scoping Report and is in The Netherlands.</p> <p>The Inspectorate considers that given the carriers identified above impacts may extend to transboundary receptors and that significant effects have the potential to occur.</p> <p><i>Onshore</i></p> <p>The Scoping Report states that transboundary impacts are not considered relevant to the onshore assessments to be carried out. The Inspectorate has advised in the Scoping Opinion published in relation to the Proposed Development that this should be considered against the specific nature of the proposals and further justification provided in the Environmental Statement accompanying any future application for a Development Consent Order.</p>
<p><b>Magnitude</b></p>	<p>The magnitude of potential impacts has not been identified at this stage.</p>
<p><b>Probability</b></p>	<p>The probability of potential impacts has not been explicitly identified at this stage. However, given the information presented in Table 2.27 of the Scoping Report, impacts to</p>

	marine mammals, birds, commercial fisheries, and shipping and navigation are considered the most likely to have potential to generate significant transboundary effects.
<b>Duration</b>	The duration of potential transboundary effects has not been identified at this stage.
<b>Frequency</b>	The frequency of potential transboundary effects has not been identified at this stage.
<b>Reversibility</b>	The reversibility of potential transboundary effects has not been identified at this stage.
<b>Cumulative impacts</b>	<p>The cumulative impact assessment is yet to be undertaken. The Scoping Report states that the cumulative assessment and transboundary assessment will be undertaken alongside one another.</p> <p>The Applicant has therefore not identified any likely significant cumulative effects at this stage.</p>

### **Transboundary screening undertaken by the Inspectorate on behalf of the SoS**

Under Regulation 32 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 EIA Regulations) and on the basis of the current information available from the Applicant, the Inspectorate is of the view that the Proposed Development **is likely** to have a significant effect on the environment in another EEA State.

In reaching this view the Inspectorate has applied the precautionary approach (as explained in its Advice Note Twelve: Transboundary Impacts), and taken into account the information currently supplied by the Applicant.

#### **Action:**

Transboundary issues notification under Regulation 32 of the 2017 EIA Regulations is required.

States to be notified:

Belgium, Denmark, France, Germany, The Netherlands, Sweden.

In all cases the reasons for notification relate to impacts on mobile species (birds, marine mammals) of conservation concern, shipping and navigation interests, and commercial fishing interests in the case of The Netherlands and Belgium.

**Date: 26/06/18**

**Note:** The SoS' duty under Regulation 32 of the 2017 EIA Regulations continues throughout the application process.

### **SECOND TRANSBOUNDARY SCREENING**

<b>Document(s) used for transboundary Screening:</b>	Environmental Statement October 2019 and Habitats Regulations Assessment October 2019
<b>Date screening</b>	Re-screened on December 2019 and on receipt of application

<b>undertaken:</b>	documents
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### **Transboundary re-screening undertaken by the Inspectorate on behalf of the SoS**

Following submission of the DCO application which included the Environmental Statement and the Applicant's Habitat Regulation Assessment (HRA) report the Inspectorate has reconsidered the transboundary screening decision made on June 2018.

The Inspectorate notes that changes have been made to the Proposed Development the subject of the DCO application since the previous transboundary screening decision was made on 26/06/2018. However, the Inspectorate considers that the changes will not result in significant effects on the environment in another EEA State, and therefore the conclusion remains unchanged from that in the previous transboundary screening decision.

### **Change in the description of the Proposed Development**

- The maximum capacity of the offshore windfarm has been removed;
- The areas interested by the East Anglia TWO Windfarm site and offshore cable corridors are different but the changes are limited;
- The minimum inter-row spacing for the wind turbine generators has reduced from 1,386 to 1,200;
- Maximum width of onshore cable corridor has been reduced from 50m to 32m however at a number of points this is increased to 90m or 190m in the vicinity of the transition bays;
- Greater information is provided regarding dimensions for the National Grid substation, and
- Greater information is provided in terms of civil aviation. The East Anglia TWO windfarm site is within the London Flight Information Region (FIR) for air traffic control (ATC), the air space regulated by the UK Civil Aviation Authority (CAA). The boundary of the London FIR and Amsterdam FIR is 7km to the east of the East Anglia TWO windfarm site boundary (at its nearest point). The airspace around the windfarm is used by international civil aviation and is adjacent to the Amsterdam FIR, however, transboundary impacts on civil aviation are not anticipated

Under Regulation 32 of the 2017 EIA Regulations and on the basis of the current information available from the Applicant, there is no change to the previous conclusion, and the Inspectorate remains of the view that the Proposed Development **is likely** to have a significant effect on the environment in another EEA State.

In reaching this view the Inspectorate has applied the precautionary approach (as explained in its Advice Note twelve: Transboundary Impacts); and taken into account the information currently supplied by the Applicant.

### **Action:**

No new EEA States have been identified as being likely to have significant effects on their environment.

On a precautionary basis, notification letters will be re-sent to those States who did not respond to the previous Regulation 32 notification.

States to be notified:

Germany, Belgium and Sweden. In all cases the reasons for notification relate to impacts on mobile species (birds, marine mammals) of conservation concern, shipping and

navigation interests and commercial fishing interests in the case of Belgium.

States to be consulted:

France, The Netherlands, Denmark.

In all cases the reasons for notification relate to impacts on mobile species (birds, marine mammals) of conservation concern, shipping and navigation interests, and commercial fishing interests in the case of The Netherlands.

**Date:** 16/12/2019

**Note:** The SoS' duty under Regulation 32 of the 2017 EIA Regulations continues throughout the application process.

**Note:**

The Inspectorate's screening of transboundary issues is based on the relevant considerations specified in the Annex to its Advice Note Twelve, available on our website at <http://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>