

**SCOTTISHPOWER
RENEWABLES**

East Anglia ONE North and East Anglia TWO Offshore Windfarms

Applicants' Comments on SEAS' Deadline 9 Submissions

Applicant: East Anglia TWO and East Anglia ONE North Limited
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Applicable to East Anglia ONE North and East Anglia TWO



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Glossary of Acronyms

CIA	Cumulative Impact Assessment
DCO	Development Consent Order
EIA	Environmental Impact Assessment
ES	Environmental Statement
HDD	Horizontal Directional Drilling
HRA	Habitats Regulations Assessment
NGV	National Grid Ventures
SEAS	Suffolk Energy Action Solutions



Glossary of Terminology

Applicant	East Anglia TWO Limited / East Anglia ONE North Limited
East Anglia ONE North project	The proposed project consisting of up to 67 wind turbines, up to four offshore electrical platforms, up to one construction, operation and maintenance platform, inter-array cables, platform link cables, up to one operational meteorological mast, up to two offshore export cables, fibre optic cables, landfall infrastructure, onshore cables and ducts, onshore substation, and National Grid infrastructure.
East Anglia TWO project	The proposed project consisting of up to 75 wind turbines, up to four offshore electrical platforms, up to one construction, operation and maintenance platform, inter-array cables, platform link cables, up to one operational meteorological mast, up to two offshore export cables, fibre optic cables, landfall infrastructure, onshore cables and ducts, onshore substation, and National Grid infrastructure.
Landfall	The area (from Mean Low Water Springs) where the offshore export cables would make contact with land, and connect to the onshore cables.
National Grid substation	The substation (including all of the electrical equipment within it) necessary to connect the electricity generated by the proposed East Anglia TWO / East Anglia ONE North project to the national electricity grid which will be owned by National Grid but is being consented as part of the proposed East Anglia TWO / East Anglia ONE North project Development Consent Order.
National Grid substation location	The proposed location of the National Grid substation.
Onshore cable route	This is the construction swathe within the onshore cable corridor which would contain onshore cables as well as temporary ground required for construction which includes cable trenches, haul road and spoil storage areas.
Onshore development area	The area in which the landfall, onshore cable corridor, onshore substation, landscaping and ecological mitigation areas, temporary construction facilities (such as access roads and construction consolidation sites), and the National Grid Infrastructure will be located.
Onshore substation	The East Anglia TWO / East Anglia ONE North substation and all of the electrical equipment within the onshore substation and connecting to the National Grid infrastructure.
Onshore substation location	The proposed location of the onshore substation for the proposed East Anglia TWO / East Anglia ONE North project.



1 Introduction

1. This document presents the Applicants' comments on Suffolk Energy Action Solutions' (SEAS) Deadline 9 submissions, including the following:
 - Response to REP8-042 (the Applicants' Deadline 8 submission regarding habitats and biodiversity) (REP9-085);
 - Response to REP8-074 (the Applicants' Extension of National Grid Substation Appraisal) (REP9-087); and
 - Response to REP7-053 (the Applicants' Comments on Natural England's Deadline 7 Submission) (REP9-088).

2. This document is applicable to both the East Anglia TWO and East Anglia ONE North Development Consent Order (DCO) applications, and therefore is endorsed with the yellow and blue icon used to identify materially identical documentation in accordance with the Examining Authority's procedural decisions on document management of 23rd December 2019 (PD-004). Whilst this document has been submitted to both Examinations, if it is read for one project submission there is no need to read it for the other project submission.



2 Applicants' Comments on SEAS' Deadline 9 Submissions

2.1 Applicants' Comments on REP9-085 and REP9-088 Regarding Habitats and Biodiversity

3. In general, the Applicants have no further comments in relation to the habitats and biodiversity items raised by SEAS. The Applicants maintain the positions set out in the various written and oral submissions made throughout the Examinations. In particular, the Applicants would point to **section 2.4** of their Deadline 9 submission (REP9-014) which deals with many of the items raised again by SEAS in REP9-085 and REP9-088. The Applicants would add the following points:

- The Applicants refer to **section 2.4.2** of REP9-014 regarding the alternatives to the Hundred River crossing.
- The Applicants refer to **section 2.4.2** of REP9-014 regarding the potential downstream impacts of the Hundred River crossing. The Habitat Regulations Assessment (HRA) included within **Appendix 5** of the **Outline Watercourse Crossing Method Statement** (REP6-041) submitted at Deadline 6 concludes that there are unlikely to be adverse effects on the integrity of the Special Protection Area and on the notified features of the Site of Special Scientific Interest. The Applicants would note that in its Deadline 8 submission (REP8-162) Natural England agrees with the conclusions of the HRA assuming adherence to the measures proposed within REP6-041.
- The Applicants have noted in previous submissions that 'Priority Habitat' is neither a statutory nor non-statutory designation. Priority Habitats, or UK 'Habitats of Principal Importance' (as identified in Section 41 of the Natural Environment and Rural Communities Act (2006)) are those for which public bodies must account during their own operations.
- The Applicants refer to **section 2.4.4** of REP9-014 on the rigour and timing of ecological surveys and the qualifications of the surveyors. The Applicants would add that Chartership is not part of the various species survey competencies. However, the majority of the ecological surveyors working on the Projects are in fact Chartered and meet the Chartered Institute of Ecology and Environmental Management's 'survey competence requirements'. As a minimum, junior surveyors would never be on-site without a lead surveyor that has these credentials.
- On ecological survey coverage, the Applicants would note that within the Applications the extended Phase 1 habitat survey results (APP-277) are



presented for the Order limits only. The 2018 and 2019 surveys in fact covered the indicative onshore development area and the Order limits as presented on **Figure 4.5** of the Environmental Statement (ES) (APP-085).

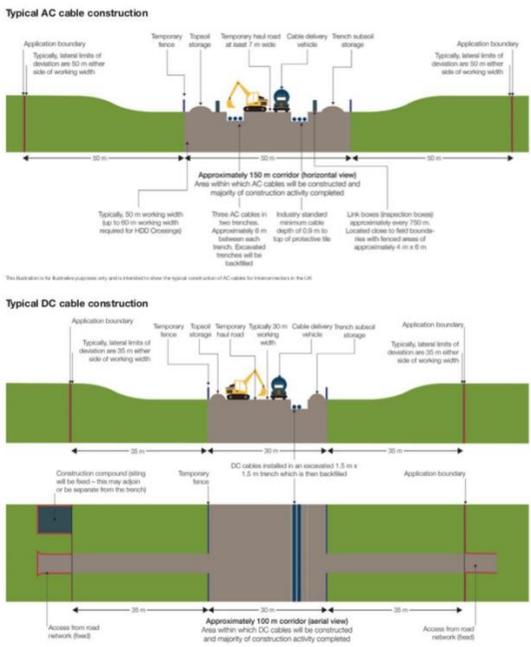
- The Applicants do not propose the destruction of badgers, but the closure of badger setts. This is a routine procedure on construction projects with the specific aim of ensuring that badgers are not harmed. The Applicants are in the process of agreeing the appropriate method and mitigation with Natural England in order to secure a Letter of No Impediment.
- The Applicants acknowledge that replacement or reinstated woodland will not have the qualities of the woodland lost until such time as it has become established. This is factored into the relevant technical assessments within the ES (namely **Chapter 22** (APP-070) and **Chapter 29** (APP-077)).



2.2 Applicants' Comments on to REP9-087 Regarding the Applicants' Extension of National Grid Substation Appraisal (REP8-074)

ID	SEAS' Comment	Applicants' Comments
Introduction – SEAS response to the Applicants Extension of National Grid Substation Appraisal (REP8-074)		
1	In this representation SEAS raises a number of specific points following submissions made by the Applicant at Deadline 8 with regard to Cumulative Impact Assessment (CIA). We have not sought to repeat the content of our submissions made at deadline 8 (REP8-242) and deadline 5 (REP5-115), in addition to our original Written Representation submitted at Deadline 1 (REP1-328) on this topic. We maintain the position set out in each of these submissions.	Noted.
Nautilus and Eurolink Cumulative Impact Assessment		
2	<p>The cumulative impact assessment submitted by the Applicant at Deadline 8 (REP8-074) is wholly inadequate.</p> <p>(i) There is no assessment of the cumulative impact of the cable route, landfall site or converter substation site.</p>	<p>The Applicants' position on this matter remains as set out in section 1.1 of the Extension of National Grid Substation Appraisal (REP8-074) (and repeated in Applicants' Comments on East Suffolk Council's Deadline 8 Submissions (REP9-011)). The Applicants agree that the information within REP8-074 does not comprise a cumulative impact assessment (CIA). This is for the reasons stated in section 1.1 of REP8-074, namely that there is insufficient information on Nautilus and Eurolink to undertake a CIA.</p> <p>CIA requires an understanding of different projects' potential impacts and how their zones of influence may interact; detailed knowledge on location is crucial to this. The Applicants would point to National Grid Ventures' (NGV) Deadline 9 submission (REP9-062) setting out the current status of the Nautilus and Eurolink projects. This states that NGV's siting and routing options for the projects will not be presented until later in 2021 and that Environmental Impact Assessment (EIA) scoping will not occur until the first quarter of 2022.</p>



ID	SEAS' Comment	Applicants' Comments
3	<p>SPR has predictably justified this lack of assessment by claiming that insufficient information is available.</p> <p>Yet in the Nautilus Interconnector FAQs document, the following diagram is published by National Grid Ventures showing typical cable construction for HVAC and HVDC cables.</p>  <p>This document states quite clearly the "Nautilus Interconnector is not able to share the same cables or cable trenches".</p> <p>If one looks at the diagram above and assume that these two projects are constructed, as has been suggested by NGV, as a</p>	<p>The diagram provided shows generic, indicative construction information typical to underground cabling projects. Many details for Nautilus and Eurolink (e.g. basic construction methods and infrastructure to be installed) are likely to be similar to NGV's previously constructed interconnector projects. However, as noted, CIA requires an understanding of different projects' potential impacts and how their zones of influence may interact; detailed knowledge on location (i.e. final landfall location and cable route) is crucial to this. SEAS' proceeding comments are conjectural.</p>



ID	SEAS' Comment	Applicants' Comments
	<p>Multi Purpose Interconnector and share the same cabling, then this document shows that for HVDC technology this would typically require a 30m cable corridor with an additional 35m boundary each side to take the full construction activity to approximately 100m.</p> <p>If the converter and substation are to be 5 km apart, HVAC size cable corridors will carve once more through Suffolk to the substation at Friston. According to NGV's FAQ document this could take the construction corridor to 150m.</p> <p>The maths is frightening. If we combine the evidence given by NGV with EA1N and EA2 then East Suffolk is looking at total possible construction corridors for projects with agreed connection points to the grid at Friston (EA1N, EA2, Nautilus and Eurolink), of somewhere between 200 - 300m wide.</p> <p>This is a massive expanse of land. When you add it all up together the impact on our environment and communities can be nothing other than devastating. Yet the scale of this impact remains unassessed and ignored despite 6 months of numerous Interested Parties bringing it to the Examiners, SPR's and National Grid's attention. Clearly the impact of this onshore construction is too great on both our environment and rural communities.</p>	
5	<p>The landfall site for Nautilus and Eurolink has not been shared within the Examination. But the National Grid briefing pack gives four options (see image below). All these options cut through the fragile cliffs between Thorpeness and Sizewell.</p>	<p>Regarding the Projects and their interaction with the cliffs, the Applicants would point to their submissions made to the Examinations, including section 2.6 of the HDD Verification Clarification Note (REP6-024) and Section 7 of the Landfall Construction Method Statement (REP8-053). Again, the Applicants would point to NGV's Deadline 9 submission (REP9-062) setting out the current status of the Nautilus and Eurolink projects. This states that NGV's siting and</p>



ID	SEAS' Comment	Applicants' Comments
	 <p>There is a serious, urgent and growing problem of coastal erosion at Thorpeness with tremendous local concern about the fragility of these cliffs.</p>	<p>routeing options for the projects will not be presented until later in 2021 and that EIA scoping will not occur until the first quarter of 2022.</p>
6	<p>The images below were published in the Thorpeness Coastal Futures Group Newsletter.</p> <p><i>“the extreme weather at the start of February and further surges and high winds over the last few days have caused devastating damage to the beach defences. The cliffs beyond the Red House and the defences at the north end of the beach are now extremely dangerous, walking and cycling along this stretch should now be avoided.”</i></p>	<p>See Applicants' responses at ID5.</p>



ID	SEAS' Comment	Applicants' Comments
	<p>Battling the Elements: 2021 Damage</p> <p>Many will have seen or heard that the extreme weather at the start of February and further surges and high winds over the last few days have caused devastating damage to the beach defences.</p> <p>The cliffs beyond the Red House and the defences at the north end of the beach are now extremely dangerous, walking and cycling along this stretch should be avoided.</p>  <p>With the new extensions to the Examinations, there is surely both an opportunity and a necessity for a comprehensive CIA of the construction corridor and landfall site.</p>	
7	<p>The only information SPR uses in its assessment is the Nautilus Interconnector Briefing Pack. This publication is now over 18 months old. In the course of the last 18 months, according to SoCG with National Grid Ventures (REP8-113), there have been 6 meetings between SPR and NGV. SEAS believes that during these meetings, discussions and decisions must have moved forward and information should be made available to feed into a full CIA assessment</p>	<p>Again, the Applicants would point to NGV's Deadline 9 submission (REP9-062) setting out the current status of the Nautilus and Eurolink projects. This states that NGV's siting and routeing options for the projects will not be presented until later in 2021 and that EIA scoping will not occur until the first quarter of 2022.</p>



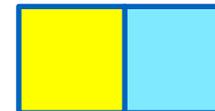
ID	SEAS' Comment	Applicants' Comments
8	<p>What is quite clear is that whatever landfall site, substation site and cable corridor route is chosen to arrive at Friston, the Thorpeness cliffs, the Suffolk AONB, the Suffolk Sandlings, and the River Hundred will be once more gouged in two, our communities once more subjected to mental stress and our progressively fragile tourist economy further undermined. These critical impacts should be fully assessed by SPR to provide the required CIA. This will only happen if the Examining Authorities insist that the developers provide full information into the Examination.</p>	<p>Again, the Applicants would point to NGV's Deadline 9 submission (REP9-062) setting out the current status of the Nautilus and Eurolink projects. This states that NGV's siting and routing options for the projects will not be presented until later in 2021 and that EIA scoping will not occur until the first quarter of 2022. As noted, CIA requires an understanding of different projects' locations and potential impacts, and how the zones of influence of those impacts may interact.</p>
Cumulative Construction Impacts should be properly assessed		
9	<p>According to NGV's timeline in the Nautilus Briefing Pack, construction of Nautilus is due to commence in 2025 and be completed in 2028. Yet in their Extension of National Grid Substation Appraisal submission (REP8-074), SPR 'create' their own assumptions about dates and start times which perhaps suit them better:</p> <p><i>"the earliest construction start date would be 2026" and the "starting assumption of this appraisal is that the projects are operational."</i></p> <p>By stating that the earliest start date of Nautilus is 2026 (and not 2025 as NGV has stated) and by making their own assumption that Nautilus will not begin until EA1N and EA2 are operational they justify negating ALL cumulative operational impacts.</p> <p>This is nonsense. Firstly because they have used the incorrect date in making this assumption and secondly it is highly unlikely that SPR's EA1N and EA2 will be operational by 2025. In fact, SPR's own timeline states 2026 as their completion date.</p>	<p>The sentence selected by SEAS stating that <i>"the earliest construction start date would be 2026"</i> is in fact preceded by <i>"the Planning Inspectorate webpage states that a DCO application is expected in Q2 2023, the earliest that the project could therefore receive consent, based on examination and determination timescales, is late 2024. With final investment decision and design work taking 2 years by NGVs own estimation in the Briefing Pack"</i>.</p> <p>Additionally, the sentence selected by SEAS that the <i>"starting assumption of this appraisal is that the projects are operational"</i> is preceded by <i>"For the purposes of this appraisal, it is assumed that the National Grid substation would need to be present in order for it to be extended for Nautilus; it would not be practical to undertake work on the extensions before or during construction of the Projects. Therefore, the..."</i>.</p> <p>The Applicants assume SEAS means to say, 'construction impacts' when it suggests that the Applicants are <i>"negating ALL cumulative operational impacts"</i>. Table 3.1 in Section 3 of REP8-074 provides a 'screening' of 'potential' cumulative impacts based on the available information. As noted, CIA requires an understanding of different projects' potential impacts and how their zones of</p>



ID	SEAS' Comment	Applicants' Comments
	<p>With the new Examination extension, it is not inconceivable that SPR will miss the fourth CfD allocation round in 2021. If, as has been the pattern before, a CfD is then not held for a further two years it could be late 2023 before the fifth CfD allocation. This still leaves final investment decisions which could take a further 2 years.</p> <p>It is almost certain that the construction of EA1N and/or EA2 will overlap with Nautilus and/or Eurolink and full cumulative construction impacts should be properly assessed with regard to the substation site, the cable corridor and the landfall site.</p>	<p>influence may interact; detailed knowledge on location and potential impact is crucial to this.</p>
North Falls Windfarm Project		
10	<p>We do not agree with the Applicants position on North Falls Offshore Wind Project. The Applicant state:</p> <p>"It has been confirmed by both the proposed North Falls (REP7-066) and Five Estuaries projects that they will not connect near Leiston" [emphasis added]</p> <p>This is incorrect. REP7-066 states:</p> <p><i>"I write to you as the Project Manager from North Falls Offshore Wind Farm Ltd (NFOW) who have seabed rights to develop an offshore windfarm in the southern North Sea (https://www.northfallsoffshore.com/). It may be of interest for you to know that at present NFOW does not have a confirmed grid connection location onshore, we currently appear in the National Grid ESO TEC register with an offshore connection location and a connection date in 2030. We (NFOW) can confirm that we do not currently have any plans to progress any work around Friston, Suffolk. You should also be aware that the NFOW project is</i></p>	<p>The Applicants maintain their position on this matter. The Applicants would again note that CIA requires an understanding of different projects' potential impacts and how their zones of influence may interact; detailed knowledge on location and potential impact is crucial to this. At this stage there is <u>no information</u> on North Falls.</p>



ID	SEAS' Comment	Applicants' Comments
	<p><i>currently not at a very advanced stage in the planning process (i.e. request for scoping opinion has not yet been issued) and as such there is very limited information regarding our project in the public domain which others could utilise to inform their own assessments."</i> [emphasis added]</p>	
11	<p>As outlined in our Deadline Submission (REP8-242), this letter from NFOW does not rule out consideration of Friston as a grid connection. Given that NFOW has not confirmed or even suggested any other grid connection, it is quite possible that if EA1N and EA2 are consented, Friston will become a confirmed grid connection location. Certainly no evidence has been submitted to support any other grid connection location; on the contrary, East Suffolk Council, have consistently said that a connection offer is likely to be made to North Falls. Whilst there is no certainty that this project will connect to the Grid at Friston it is not possible to exclude it as a reasonably foreseeable possibility.</p>	<p>See Applicants' response at ID10.</p>
12	<p>It is hard not to conclude that this information has been carefully crafted and submitted into the Examination at the request of SPR in their attempt to justify their position that:</p> <p><i>"... projects have not been included within each CIA due to insufficient information available on which to base an assessment."</i> (REP7-056)</p> <p>SEAS believes that based on the information available, the Applicant should provide a cumulative impact assessment of North Falls Offshore Wind projec</p>	<p>See Applicants' response at ID10.</p>
<p>Advice Note 17</p>		



ID	SEAS' Comment	Applicants' Comments
13	<p>The Applicant consistently excuses their lack of CIA with the justification that their approach is in accordance with the Planning Inspectorate Advice Note 17 (Planning Inspectorate 2018). SEAS believe that Advice Note 17 does not justify the approach taken by the Applicants. Advice Note 17 does not advise that projects in Tier 3 should be left unassessed. It advises that for projects in Tier 3</p> <p><i>"the applicant should aim to undertake an assessment where possible"</i>.</p> <p>Similarly, the Applicant uses Advice Note 17 to justify their lack of CIA with the statement that:</p> <p><i>"little to none of the information specified in Advice Note seventeen is available with no information on, for example, the project design, and timescales. (REP8-114)</i></p> <p>Certainly this is not the case with Nautilus with a timeline linked from their website.</p> <p>SEAS believe that a proper CIA should be undertaken which takes all future projects likely to connect to the grid at Friston into account.</p>	<p>The Applicants maintain their position on this matter and would highlight the words 'where possible' in the sentence <i>"the applicant should aim to undertake an assessment where possible"</i>. See the Applicants' responses at ID2 to ID7 on Nautilus and Eurolink.</p>
SPR are Requesting Extra Land for EA1N and EA2		
14	<p>SEAS would like to draw to the attention of the Examiners the following quote from the Extension of National Grid Substation Appraisal (REP8-074):</p> <p><i>"The National Grid substation extensions would enlarge the footprint of the National Grid substation. However the extensions would predominantly be located on land acquired for the Projects, extending only into a single agricultural field ..."</i>.</p>	<p>The text quoted by SEAS is referring to the potential land use impacts of the extensions. It notes that much of the land hypothetically required for the NGV projects will have already experienced a change of use due to the Projects and therefore no cumulative impacts will occur (i.e. the change in existing land uses (e.g. agriculture) that will result from the extensions will not change the significance of the land use impacts assessed for the Projects).</p>



ID	SEAS' Comment	Applicants' Comments
	<p>The Applicant has consistently stated that they are only seeking consent for the works necessary to connect their respective projects to the Grid. This does not marry with the reality that there appears to be almost enough land within the current DCOs for Nautilus and Eurolink to make their connections to the grid. This should not be allowed and we believe SPR should be brought to account on this issue.</p> <p>This adds weight to the commonly held belief that the Friston site has been designed by SPR and National Grid with an Energy Hub in mind.</p>	<p>The Applicants would note that only land necessary for the Projects has been included within the Order limits. It has been important to balance numerous factors when identifying this land, including the need to accommodate drainage management and the location of landscaping proposals, and the Applicants are satisfied that the Order limits are appropriate for the Projects.</p>
Obfuscating		
15	<p>It is a sad reality that still at this late stage National Grid in its various guises and SPR are obfuscating.</p> <p>Even just within their Deadline 8 Submission NGENSO state "There is no planned strategic connection hub at Leiston and so no network planning assumptions have been made in respect of this" NGENSO. SEAS believe that NGENSO is highly likely to be able to provide updated information as to further grid connections at Friston which should be incorporated into a CIA.</p> <p>SEAS believe National Grid Ventures, who are already undertaking site surveys in the area would be able to provide vital information as to their proposed cable corridor to feed into a full CIA of Nautilus and Eurolink.</p> <p>And finally, the comments made by the Applicant, in their Submission of Oral Case (REP8- 095)</p>	<p>No further comment.</p>



ID	SEAS' Comment	Applicants' Comments
	<p>"The Applicants have no connection to National Grid Ventures (NGV) or its projects. The Applicants had no knowledge of NGVs projects at the point of its site selection (and still have very limited information on NGVs projects)."</p>	
Conclusion		
16	<p>SEAS disagrees with the Applicants statement: <i>"the Applicants have, to the extent possible on the basis of information currently available, provided a cumulative assessment of all foreseeable developments."</i> (REP8-095)</p> <p>Critically, the Applicant has failed to provide a full and rigorous CIA of Nautilus and Eurolink and has made no attempt to provide a CIA for SCD1 and North Falls. This is in their favour since if they did it would become clear that the devastating impacts far outweigh the benefits of this Application.</p>	<p>The Applicants maintain their position on this matter and refer to their responses at ID1 to ID8 on Nautilus and Eurolink and ID10 regarding North Falls. SCD1 is a future offshore High-Voltage Direct Current link between Suffolk and Kent. It has the status of being an option to progress and has not yet been commenced as a project (see page 140 of Appendix 1 (Network Options Assessment) of the Applicants' Comments on Suffolk Energy Action Solutions' (SEAS) Deadline 8 Submissions (REP9-014)).</p>