



Transboundary screening undertaken by the Planning Inspectorate (the Inspectorate) on behalf of the Secretary of State (SoS) for the purposes of Regulation 32 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 EIA Regulations)	
Project name:	Rampion 2 Offshore Wind Farm
Address/Location:	The Proposed Development is located adjacent to the existing Rampion Offshore Wind Farm ('Rampion 1') in the English Channel, 14km off the coast of Brighton & Hove and approximately 30km east of the Isle of Wight.
Planning Inspectorate Ref:	EN010117
Date(s) screening undertaken:	First screening - 30 April 2021 following the Applicants request for a scoping opinion. Second screening – 8 January 2024 following submission of the application documents.

FIRST TRANSBOUNDARY SCREENING	
Document(s) used for transboundary Screening:	Rampion Extension Development Limited Rampion 2 Offshore Wind Farm Environmental Impact Assessment Scoping Report ('the Scoping Report') July 2020.
Screening Criteria:	The Inspectorate's Comments:
Characteristics of the Development	<p>The Proposed Development relates to the construction of a new offshore wind farm with an installed capacity of up to 1.2 gigawatts (GW), comprising both onshore and offshore infrastructure components as follows:</p> <ul style="list-style-type: none"> • Offshore wind turbine generators (WTGs) and associated foundations and inter-array cabling • Up to three offshore substations; • Up to four offshore export cables (within a defined cable corridor); • A 'landfall' site using Horizontal Directional Drilling (HDD) installation techniques to bring offshore cables onshore through up to four transition bays near Climping and Littlehampton; • Onshore cabling in a single corridor approximately 36km in length; and • A new onshore substation that will connect to the existing substation at Bolney, Mid Sussex. <p>Construction, Operation and Decommissioning</p>

	<p>An indicative construction programme for the Proposed Development is shown in Figure 2.7 of the Scoping Report which states that the duration of construction is anticipated to be up to five years. The Scoping Report does not indicate when construction of the Proposed Development is likely to commence.</p> <p>The Scoping Report states that the operational lifetime of the Proposed Development is assumed to be a minimum of 30 years.</p> <p>The Proposed Development will be decommissioned at the end of its operational lifetime, which is assumed in paragraph 2.3.55 of the Scoping Report to be 30 years.</p>
<p>Location of Development (including existing use) and Geographical area</p>	<p>Offshore</p> <p>The Scoping Report states in paragraph 1.1.1 that the Proposed Development is located adjacent to the existing Rampion Offshore Wind Farm ('Rampion 1') in the English Channel, 14km off the coast of England and approximately 30km east of the Isle of Wight. The wind farm array area being considered is approximately 315km², with the offshore export cables to connect to the shore within a corridor of approximately 74km²</p> <p>The Scoping Report states in paragraph 2.3.2 that the offshore elements of the Proposed Development are situated within an Area of Search adjacent to the south east and west of the existing Rampion 1, approximately 13km to 25km offshore.</p> <p>Paragraph 1.3.9 states that the Proposed Development is located within an extension area afforded an Agreement for Lease by The Crown Estate which also extends across part of residual Round 3 Zone 6 offshore wind farm zone.</p> <p>Onshore</p> <p>The Scoping Report states in paragraph 1.3.11 that the onshore cable corridor is approximately 36km in length. The onshore elements includes the landfall area, cable route corridor and an area inland to locate a new substation. The onshore element of the Scoping Boundary illustrated in Figure 1.1 of the Scoping Report is approximately 2km wide along the cable corridor including a 1 km buffer either side of the indicative potential cable centreline. The area of search for the new substation location at Bolney is at the north eastern extent of the cable route corridor and the preferred location is yet to be identified.</p> <p>Transboundary Screening Assessment</p> <p>The Scoping Report provides a transboundary screening assessment in Appendix B. This identifies the transboundary aspects which the Applicant considers are of relevance to the Proposed Development and considers the potential significant effects from construction, operation and decommissioning of</p>

	<p>the offshore and onshore components.</p> <p>Figure 1.1 and Table 1.1 of the Scoping Report Appendix B display the European Economic Area (EEA) member states which may potentially have transboundary interactions with the Proposed Development and the distances of these EEA member states from the Proposed Development. The EEA member states that the Applicant considers may potentially have transboundary interactions with the Proposed Development are (at their closest points):</p> <ul style="list-style-type: none"> • France - 39km; • Belgium - 182km; • Netherlands - 215km; and • Spain - 664km.
<p>Environmental Importance</p>	<p>Table 1.2 of the Appendix B to the Scoping Report sets out the key environmental designations considered as part of the assessment on likely significant transboundary effects. These are as follows:</p> <p><i>Biodiversity (terrestrial, ornithological and intertidal)</i></p> <ul style="list-style-type: none"> • Arun Valley Ramsar site, Special Area of Conservation (SAC) and Special Protection Area (SPA), overlapping with 3 component Sites of Special Scientific Interest (SSSI) - 2.8km north of the Proposed Development; • The Mens SAC - 11.0km north-west; • Duncton to Bignor Escarpment - 6.5km north-west; • Pagham Harbour Ramsar site and SPA - 10.0km west; <p>and</p> <ul style="list-style-type: none"> • Solent and Dorset Coast SPA - 0.7km west; <p><i>Biodiversity (marine)</i></p> <ul style="list-style-type: none"> • Solent Maritime SAC - 22km; • South Wight Maritime SAC - 20km west; • Solent and Isle of Wight lagoons SAC - 20km; • Wight-Barfleur Reef SAC - >36km; • Chichester and Langstone Harbours SPA - 23km; • Dungeness, Romney Marsh and Rye Bay potential SPA - 46km; • Solent and Southampton Water SPA - 28km; • Portsmouth Harbour SPA - 35km; and • Pevensey Levels Ramsar - 32km. <p>Based on the information provided in the Applicant’s Scoping Report, the Inspectorate does not anticipate transboundary impacts associated with the onshore development given the nature, scale and duration of potential effects and the relative distances between the onshore works to any EEA State. Onshore impacts are therefore not considered further.</p>
<p>Potential impacts and Carrier</p>	<p>The Scoping Report identifies the potential for adverse impacts on designated sites during the construction, operational and decommissioning phases of the Proposed Development.</p>

Offshore: Ecology

The Scoping Report in Appendix B screens the following into the consideration of transboundary effects in the EIA:

Fish and shellfish ecology

The transboundary screening matrix within the Scoping Report states that the main potential impact on fish and shellfish ecology is considered to arise from the effects of underwater noise exposure on fish during construction, with additional potential impacts on spawning and nursery ground arising from habitat disturbance and loss during all project phases. These impacts could have the potential to affect species of importance, such as the Downs herring spawning stock stretching across the channel to EEA States.

Marine mammals

The transboundary screening matrix within the Scoping Report states that the main direct impact to marine mammals is due to noise generated from piling during construction, with additional indirect impacts arising from disturbance. Such impacts could affect European Sites with marine mammal components in EEA States

Ornithology

The transboundary screening matrix within the Scoping Report states that the main impact on birds from the Proposed Development is considered likely to be related to the operational phase, comprising collision risk, disturbance and displacement, which may affect species of importance as qualifying features of European Sites in EEA States. Indirect effects on prey species availability are also possible during construction.

Offshore Ecology Summary

Based on the information provided at this stage, the Inspectorate is of the view that the potential for significant effects in terms of fish and shellfish ecology, marine mammals and ornithology extends to France, Belgium, the Netherlands and Spain.

The Scoping Report within Appendix B screens the following out of the Transboundary assessment:

- Coastal processes - impacts are likely to be limited in extent to the Proposed Development footprint for direct effects and one tidal excursion for the indirect effects of sediment transport and deposition.
- Benthic subtidal and intertidal ecology - impacts are likely to be limited in extent and localised in nature being limited to the Proposed Development footprint for direct effects and one tidal excursion for indirect effects such as sediment transport and deposition.

For both aspects, direct effects on EEA states are unlikely due to their limited extent and localised nature within the Proposed Development footprint. Similarly, indirect effects in terms of sediment transportation and deposition are stated as being limited to within the tidal excursion buffer zone (as defined in the Scoping Report and shown on Figure 5.2.1) and therefore not likely to affect any EEA state.

Offshore: Socio-economics

The Scoping Report screens the following aspects into the Transboundary assessment:

Commercial fisheries

The transboundary screening matrix within the Scoping Report states that there is potential for impact on UK and European commercial fleets due to the presence of the wind farm and from construction activities affecting access to grounds. There are also potential impacts on fish stocks of importance to fishing fleets from EEA States, principally French and Belgian fleets due to underwater noise during construction, with additional impacts arising from habitat disturbance/loss during all project phases.

Shipping and navigation

The transboundary screening matrix within the Scoping Report states that there is the potential for impacts to arise on shipping routes which transit to/from EEA countries. Transboundary issues could also arise from impacts upon international ports and international shipping routes associated with the EEA listed above.

Other marine users

The Scoping Report states that whilst impacts would not extend beyond the Proposed Development boundary, there is the potential for impacts to arise on recreational boat users from EEA states transiting to and from UK harbours/marinas on the Sussex coast.

Offshore socio-economics Summary

Based on the information provided at this stage, the Inspectorate is of the view that the potential for significant effects in terms of commercial fisheries, shipping and navigation and other marine users extends to France, Belgium, the Netherlands and Spain

The Scoping Report within Appendix B screens the following out of the Transboundary assessment:

- Civil and military aviation - impacts are likely to be limited in extent. There is no pathway by which effects arising from the Proposed Development could significantly affect the civil or military aviation receptors of any EEA State.
- Socio-economics and tourism - effects generated by the Proposed Development will be localised. However, the

	<p>Applicant states that the Proposed Development will likely result in supply chain expenditure abroad, in addition to demand for specialist skills which may not be available locally, which will in turn lead to socio-economic benefits to areas outside the UK in the form of job creation and contribution to GDP growth. Such beneficial effects are not considered to significant to any EEA state.</p> <ul style="list-style-type: none"> • Marine archaeology - predicted impacts are limited to the Proposed Development footprint for direct effects and one tidal excursion for indirect effects. There is no potential pathway for impacts or effects to arise on EEA State assets or interests. <p>Seascape, landscape, and visual - any predicted impacts effects upon receptors are likely to be limited in extent, being related primarily to the localised area of sight. The Proposed Development will be 39km from the nearest coast of an EEA State and seascape, landscape and visual effects on EEA states are not considered to be significant.</p>
Extent	<p>As stated above, the EEA member states that the Applicant considers may potentially have transboundary interactions with the Proposed Development are:</p> <ul style="list-style-type: none"> • France; • Belgium; • Netherlands; and • Spain.
Magnitude	<p>The magnitude of potential transboundary impacts has not been specifically identified in the Scoping Report at this stage. However, the Scoping Report has identified the potential for transboundary impacts on:</p> <ul style="list-style-type: none"> • Fish and shellfish ecology; • Marine mammals; • Ornithology; • Commercial fisheries; • Shipping and navigation; and • Other marine users. <p>These will be assessed further throughout the EIA and mitigation strategies will be considered which may reduce the magnitude of impact or demonstrate that there are no relevant impact pathways for significant effects on the relevant aspects of the environment in EEA states.</p>
Probability	<p>Fish and shellfish ecology and Marine Mammals</p> <p>The Scoping Report states in Table 1.3 that there is a high probability of temporary impacts arising from underwater noise during construction activities. This will be further defined through modelling of underwater noise impacts as part of the EIA.</p>

	<p>There is also potential for habitat loss of short-term duration during construction/decommissioning and long-term during operation of the Proposed Development.</p> <p><i>Ornithology</i> The Scoping Report states in Table 1.3 that there is a high probability of impacts arising to bird species during operation, however detailed assessment and modelling will be undertaken to determine the significance of these effects.</p> <p>Construction phase effects are less certain but will be informed by the EIA (e.g. assessment of effects on fish as prey for bird species, which will in turn be informed by underwater noise modelling).</p> <p>The Scoping Report states that impacts would be anticipated to be temporary (short and long term) and reversible following decommissioning.</p> <p><i>Commercial fisheries</i> The Scoping Report states in Table 1.4 that there is a high probability of impacts to commercial fishing, although more detailed information on both fishing activity and final project design is required to assess the significance of effects to fleets, which will be undertaken as part of the EIA. The effects are likely for the duration of the construction and operation of the Proposed Development, however these are likely to be reversible on decommissioning.</p> <p><i>Shipping and navigation</i> The Scoping Report states in Table 1.4 that although there is potential for impacts on international shipping to arise, particularly as a result of the presence of the Proposed Development, the significance of these effects cannot at this stage be determined and will be subject to assessment within the EIA. Impacts are likely for the duration of the construction and operation of the Proposed Development; however these are likely to be reversible on decommissioning.</p> <p><i>Other marine users</i> The Scoping Report states in Table 1.4 that although there is potential for impacts on cross Channel sailing routes to arise, particularly as a result of the presence of the Proposed Development, the significance of these effects cannot at this stage be determined and will be subject to assessment within the EIA. Effects are likely to occur for the duration of the construction and operation of the Proposed Development, however these are likely to be reversible on decommissioning.</p>
<p>Duration and Frequency</p>	<p>The Proposed Development is likely to result in transboundary effects which will be temporary, both short- and long-term. The Applicant states that the EIA will consider the duration and frequency of transboundary effects in more detail.</p>
<p>Reversibility</p>	<p>The Scoping Report states in Table 1.3 and Table 1.4 of Appendix B that all potential transboundary impacts are</p>

	reversible since the infrastructure of the Proposed Development will be removed on decommissioning.
Cumulative impacts	<p>The Applicant's cumulative impact assessment (CIA) has not yet been undertaken and the Applicant has not identified any likely significant cumulative effects at this stage.</p> <p>The Applicant has set out their overall approach to the CIA in paragraphs 4.4.28 to 4.4.39 Scoping Report. Each individual aspect chapter sets out the aspect specific CIAs in more detail. The Applicant has identified schemes for consideration within the CIA through engagement with the appropriate local planning authorities and through the Planning Inspectorate website. The following project currently at Examination stage has the potential to result in cumulative transboundary effects:</p> <ul style="list-style-type: none"> • The Aquind Interconnector. <p>No other offshore plans or projects have been specifically identified within the Scoping Report. Cumulative developments will be kept under review as the EIA process develops.</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 an 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:

The Netherlands, Belgium, France and Spain (due to potential impacts on commercial fisheries, birds, fish, mammals, shipping and navigation, and other marine users.)

Date: 30 April 2021.

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

SECOND TRANSBOUNDARY SCREENING

Document(s) used for transboundary Screening:

Environmental Statement (August 2023) and Report to Inform Appropriate Assessment (August 2023).

Date screening undertaken:

Re-screened on 8 January 2024 on receipt of application documents.

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 Applicants Report to Inform Appropriate Assessment (the HRA Report), the Inspectorate has reconsidered the transboundary screening decision made on 30 April 2021.

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 30 April 2021. However, the Inspectorate considers that the changes will not result in significant effects on the environment in an EEA State, and therefore the conclusion remains unchanged from that in the previous transboundary screening decision.

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.

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

States to be re-notified:

The Netherlands, Belgium and Spain (due to potential impacts on commercial fisheries, birds, fish, mammals, shipping and navigation, and other marine users.)

States to be consulted: France.

Date: 8 January 2024.

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/>