The Planning Inspectorate
Yr Arolygiaeth Gynllunio

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:	Dogger Bank South (DBS) (West) and DBS (East) (collectively known as DBS Offshore Wind Farms) ('the Proposed Development')
Address/Location:	Array areas located more than 100km offshore on the Dogger Bank in the southern North Sea. Linked by export cables to onshore grid connection points in the vicinity of Skipsea, near to the existing Creyke Beck substation in the East Riding region of Yorkshire.
Planning Inspectorate Ref:	EN010125
Date(s) screening undertaken:	First screening – 1 February 2023 following the Applicant's request for a Scoping Opinion
EEA States identified for notification:	First screening: Belgium, Netherlands, Germany, Denmark, France, Norway and Sweden.

FIRST TRANSBOUNDARY SCREENING	
Document(s) used for transboundary Screening:	Dogger Bank South Offshore Wind Farms - Environmental Impact Assessment Scoping Report – Revision 02 (26 July 2022) ('the Scoping Report')
Screening Criteria:	**The Inspectorate's Comments:**
Characteristics of the Development	The Proposed Development is for two 1.5GW offshore wind farms, with associated transmission infrastructure. The offshore components broadly comprise: • up to 300 wind turbines (150 per wind farm); • array cabling (up to 610km total length); • offshore substation platforms and/ or offshore converter platforms (up to 8 total), with an offshore switching station platform and interconnecting marine cables; • export cabling to landfall (either High Voltage Alternating Current (HVAC) and/ or High Voltage Direct Current (HVDC). If HVAC is used, a reactive compensation platform along the offshore export cable route may be required; • two platforms may be required for accommodation and electrical switching equipment; and

	• fibre optic communications cables. The types of foundations for the offshore structures are yet to be determined but options include monopile, pin pile jackets and suction bucket jacket foundations. Scour protection would be required at the base of the foundations. The offshore export cables would be installed by methods such as ploughing, trenching or jetting of the cables. The onshore components broadly comprise: • onshore export cables between the landfall point and onshore substation/s, buried in up to six trenches, approximately 30km in length; • up to two onshore substations; and • grid connection between the onshore substation/s and the existing Creyke Beck substation. The Scoping Report notes that alongside a conventional connection to the electricity transmission network, other possible connection options include connection to an offshore multi-purpose interconnector, private offtake, integration with future hydrogen infrastructure or a combination thereof. Construction of the Proposed Development is expected to begin no earlier than 2026. The Proposed Development assets would have an anticipated operational life of 30 years; there may be two complete asset lifecycles during the seabed lease.
Location of Development (including existing use) and Geographical area	The site location is shown on Figure 1-1 of the Scoping Report. **Offshore** The array areas would be located more than 100km offshore on the Dogger Bank in the southern North Sea. The nearest landfall point in the UK is Flamborough Head. The DBS West array area is 495km^2 and the DBS East array area is 494km^2. The offshore export cables would extend in a south-westerly direction to landfall in the vicinity of Skipsea, on the east Yorkshire coast of England. The Scoping Report identifies a number of existing uses within and in proximity to the offshore components of the Proposed Development, including: • commercial fishing; • shipping including cargo vessels, oil and gas vessels and tankers; • oil and gas operations and decommissioning activities; • Ministry of Defence activities; • recreational activities such as sailing and fishing; • subsea cables and pipelines including the Langeled gas pipeline (UK to Norway) which crosses the offshore export cable corridor; and • existing and planned wind farms, and other planned infrastructure such as Carbon Capture Storage. **Onshore**

	The onshore components would be located within the jurisdiction of East Riding of Yorkshire Council. The onshore cable route would extend from the landfall within the vicinity of Skipsea to Cottingham, the location of the existing Creyke Beck substation. Land use within the onshore study area is predominately arable agricultural land. Settlements along or close to the route include Dunnington, Sigglesthorne, Catwick and Beverley. **Distance to EEA States** The Scoping Report does not confirm which EEA State is located in closest proximity to the Proposed Development, although notes that the Proposed Development is located 40km from the Exclusive Economic Zone boundary at the closest point.
Environmental Importance	**Offshore** The Scoping Report identifies that the array areas and export cable corridors are situated within or traverse through the following European sites which form part of the National Site Network: • Dogger Bank Special Area of Conservation (SAC); • Southern North Sea SAC; • Flamborough Head SAC; • Flamborough and Filey Coast Special Protection Area (SPA); and • Greater Wash SPA. *Benthic and intertidal ecology* • The Scoping Report identifies that Sandbanks which are slightly covered by sea water all the time (qualifying feature of Dogger Bank SAC) and Reefs (qualifying feature of Flamborough Head SAC) are present across the offshore study area. *Fish and shellfish ecology* • The Scoping Report identifies a number of fish spawning and nursery grounds both within the Fish and Shellfish study area, and within the offshore study area. These include nursery grounds for Atlantic cod, anglerfish, whiting, Atlantic mackerel, plaice, sandeel, Atlantic herring, European hake, blue whiting, ling, Dover sole, spurdog, tope, and Norway lobster. Atlantic cod, whiting, plaice, sandeel, Atlantic herring and sole also have known spawning grounds within the Fish and Shellfish study area. • The migratory species Atlantic salmon, sea trout and European eel are all known to have populations within the Fish and Shellfish study area. • Elasmobranch species either known to be present or which may be present within the Fish and Shellfish study

	area include small-spotted catshark, spurdog, thornback ray, tope, cuckoo ray and common skate. • Shellfish species within the Fish and Shellfish study area include European lobster, edible crab, Norway lobster and brown shrimp. *Marine mammals* • The Scoping Report identifies harbour porpoise (qualifying feature of the Southern North Sea SAC) as the most abundant marine mammal species present in the area of the Proposed Development. The other most commonly occurring species within the offshore study area are bottlenose dolphin, white-beaked dolphin, minke whale, grey seal and harbour seal. Populations of marine mammals are noted to be highly mobile. *Offshore ornithology* • Table 2-23 of the Scoping Report identifies seabird species expected to be present within the array areas, including gannet, guillemot, kittiwake and razorbill (qualifying features of the Flamborough and Filey SPA) and common tern and little gull (qualifying features of the Greater Wash SPA). The seabirds identified include a number of migratory species. *Commercial fisheries* • The Scoping Report identifies that the Dogger Bank supports a wide range of fish and shellfish species, many of which have high commercial importance and are fished by vessels from the UK and EEA States primarily Denmark, the Netherlands, France and Germany. The Inspectorate has also had regard to notification responses received previously from Belgium in relation to other offshore wind farm projects within the general vicinity of the Proposed Development. *Shipping and navigation* • The Scoping Report identifies that shipping routes within the study area transit to/ from EEA States, including commercial cargo traffic which transits between Immingham (UK) and Gothenburg (Sweden). *Aviation and radar* • The Scoping Report states that the airspace around the array areas is used by international civil aviation and is adjacent to the Amsterdam Flight Information Region (FIR) for air traffic control. *Offshore archaeology and cultural heritage* • The Scoping Report identifies potential for wrecks, wreck remains, aircraft and aircraft remains to be present within areas likely to be affected by the Proposed Development. This could include wrecks or aircraft of non-British nationality, which may fall within the jurisdiction of

	another country, for example, foreign warships lost in UK waters. • The potential presence of palaeolandscape features which may cross international boundaries is identified in the Scoping Report. **Onshore** Table 3-2 of the Scoping Report identifies a number of designated nature conservation sites within the onshore study area, including the Greater Wash SPA. There are twelve Water Framework Directive Water Bodies within the onshore study area, as identified in Tables 3-8 and 3-9 of the Scoping Report.
Potential impacts and Carrier	Potential impact pathways to EEA States have been identified in the Scoping Report as follows: **Offshore** *Marine mammals* • Underwater noise, particularly during piling and clearance of unexploded ordnance during construction; • Vessel interactions/ collision risk; • Disturbance of marine mammals foraging at sea; and • Indirect impacts from changes in availability of prey species. *Offshore ornithology* • Collision with turbines; barrier effects between foraging and breeding sites or migration routes; habitat loss; disturbance and displacement; and • Indirect impacts through effects on prey species and habitats. *Commercial fisheries* • Loss of, or restricted access to, fishing grounds and potential displacement of fishing activity; loss or damage to fishing gear; supply chain opportunities; and • Indirect impacts through effects on commercially important fish and shellfish species. *Shipping and navigation* • Displacement of vessels; increased vessel to vessel collision risk; allision risk with project structures; reduction of under keel clearance; increased interaction between anchors and subsea cables; interference with navigational aids and equipment; reduction of emergency response capability. *Aviation and radar* • Potential effects on international airspace (Amsterdam FIR) from creation of aviation obstacles and increased air traffic. *Offshore archaeology and cultural heritage*

	• Direct damage to archaeological receptors. **Onshore** No potential transboundary impacts have been identified as a result of the onshore components of the Proposed Development.
Extent	**Offshore** *Marine mammals* • There is potential for transboundary impacts on marine mammals given the wide ranges and movements of these species. However, specific European sites in EEA States that include marine mammals as a qualifying feature which might be affected by the Proposed Development have not been identified in the Scoping Report. *Offshore ornithology* • There is potential for transboundary impacts on ornithological receptors due to the wide foraging and migratory ranges of identified seabird species. However, specific European sites in EEA States that include bird qualifying features which might be affected by the Proposed Development have not been identified in the Scoping Report. *Commercial fisheries* • There is potential for transboundary impacts on commercial fisheries. The extent of impacts has not yet been determined but data within the Scoping Report indicates that fish and shellfish species in the Dogger Bank area are being fished by vessels from the UK and EEA States (primarily from Denmark, the Netherlands, France and Germany). As above, the Inspectorate has also had regard to notification responses received previously from Belgium in relation to other offshore wind farm projects within the general vicinity of the Proposed Development. *Shipping and navigation* • There is potential for transboundary impacts upon shipping routes which transit to/ from EEA States, including Sweden. *Aviation and radar* • There is potential for transboundary impacts from effects on international airspace (Amsterdam FIR). *Offshore archaeology and cultural heritage* • The extent of potential impacts is likely to be limited to the footprint of the Proposed Development. **Onshore** The Scoping Report states that transboundary impacts are not expected to be relevant to onshore topics. The Inspectorate considers that if migratory birds which are qualifying features

	of the Greater Wash SPA are directly associated with European sites in EEA States, then there is potential for transboundary impacts. Sufficient evidence has not been provided in the Scoping Report for the Inspectorate to exclude likely significant transboundary effects in this regard.
Magnitude	The magnitude of potential transboundary impacts has not been evaluated in the Scoping Report.
Probability	The probability of potential transboundary effects occurring has not been evaluated in the Scoping Report.
Duration	The duration of potential transboundary effects has not been evaluated in the Scoping Report. Construction of the Proposed Development is expected to begin no earlier than 2026. The duration of the construction works is not specified in the Scoping Report. The Proposed Development assets would have an anticipated operational life of 30 years; there may be two complete asset lifecycles during the seabed lease.
Frequency	The frequency of potential transboundary impacts has not been evaluated in the Scoping Report.
Reversibility	The reversibility of potential transboundary impacts has not been evaluated in the Scoping Report.
Cumulative impacts	A specific list of other developments to be included within the cumulative impact assessment has not been included within the Scoping Report. The types of plans or projects that may be considered are listed in paragraphs 128 and 129 of the Scoping Report. The Applicant's cumulative impact assessment has not yet been undertaken so the Applicant has not identified any likely significant transboundary cumulative effects at this stage.

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:

- Denmark, France, Germany and Belgium (potential impacts on commercial fisheries);

- The Netherlands (potential impacts on commercial fisheries and aviation and radar);
- Sweden (potential impacts on shipping and navigation); and
- Norway (potential impacts on existing infrastructure - Langeled gas pipeline).

Date: 1 February 2023

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