Preliminary Environmental Information Report Volume 2

Appendix 5.1 Transboundary Screening

LLK1-ARU-REP-ENV-000003_AP5.1

Version 0.0

January 2026

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1 Transboundary Screening

1.1 Introduction

1.1.1 This document forms Appendix 5.1 Transboundary Screening of the Preliminary Environmental Information Report (PEIR), prepared for the Great British components of the LionLink Project ('the Proposed Scheme').

1.1.2 The Proposed Scheme would be located within the Draft Order Limits shown in **Figure 1.2** and **Figure 1.3** of this PEIR. The locations of the Proposed Onshore Scheme and Proposed Offshore Scheme are listed as follows:

a. The onshore components of the Proposed Scheme would be located within the local authority of Suffolk, United Kingdom (UK); and
b. The offshore components would be located within the North Sea, extending from the proposed Landfall to the limit of the UK Exclusive Economic Zone (EEZ), east of the UK.

1.1.3 Transboundary impacts are those that may arise from an activity within one state and affect the environment or other interests of another state. This transboundary screening appendix of the PEIR sets out the potential for such impacts to occur on the environment or interests of other states, and the potential for such impacts to result in significant effects. This screening assessment is based on what is currently known of the likely spatial scale of impacts (drawing on information presented in the technical chapters of the PEIR) and the interests of other states in the vicinity.

1.1.4 This appendix presents the outcome of the transboundary screening process. It sets out the topics for which transboundary effects have been screened out from assessment, and the topics where an assessment of transboundary effects has been undertaken.

1.1.5 This document will be updated for the publication of the Environmental Statement (ES).

Phasing of construction

1.1.6 The offshore element of the Proposed Scheme extends to the edge of the UK EEZ, however the Proposed Offshore Scheme forms just one section of the overall UK-Netherlands cable corridor. TenneT, National Grid's partner for the Proposed Scheme has sought separate consent for the works within the Dutch EEZ in August 2025.

1.1.7 The construction phasing is to be scheduled so that construction activities (e.g. cable lay) are carried out in a continuous, linear manner - continuous from one jurisdiction into the adjacent jurisdiction. Using a continuous construction approach means the scheme characteristics and construction activities will be consistent across the two jurisdictions (including in the vicinity of the EEZ

boundary). This means transboundary impacts on mobile and/or static receptors due to construction activities of the Proposed Scheme alone, will not be compounded in combination with the wider Project.

1.1.8 Preliminary likely significant effects have been identified and mitigation proposed, where required, which would be implemented to meet acceptable levels in compliance with the permits and authorisations required for construction in either jurisdiction. This is predicated on the assumption that permits/authorisations are granted in both jurisdictions, and the acceptable levels of impact significance are equivalent across jurisdictions.

1.1.9 Notwithstanding the considerations above, there is a specific requirement to set out transboundary impacts, as described in **Section 1.2**. Transboundary impacts are to be considered as part of both consent applications (this EIA, and a consent application undertaken by the Dutch counterpart (beperkingengebiedactiviteit waterstaatwerk) for the Dutch components of the Project).

1.1.10 Cumulative assessment of transboundary effects with other schemes will be considered at the ES stage as described in **Chapter 28 Cumulative Effects** of this PEIR.

1.2 Legislation and guidance

Legislative context

1.2.1 The need to consider transboundary impacts (and the resulting effects) has been embodied by The United Nations Economic Commission for Europe Convention on Environmental Impact Assessment (EIA) in a Transboundary Context, adopted in 1991 in the Finnish city of Espoo and commonly referred to as the 'Espoo Convention'. The Convention requires that assessments are extended across borders between Parties to the Convention when a planned activity may cause significant adverse transboundary effects.

1.2.2 The Espoo Convention has been ratified by the United Kingdom and the European Union (EU). It is aimed at preventing, mitigating and monitoring environmental damage by ensuring that explicit consideration is given to transboundary environmental factors before a final decision is made as to whether to approve a project. The Espoo Convention requires that the Party of origin notifies affected Parties about activities listed in Appendix I of the Convention and likely to cause a significant adverse transboundary effect.

1.2.3 The Espoo Convention was implemented by EU Directive 2011/92/EU, as amended by Directive 2014/52/EU, on the assessment of the effects of certain public and private projects on the environment (the EIA Directive). Following the UK's departure from the EU, the UK has no direct obligations under the EIA Directive, however, the requirements established under the EIA Directive (as transposed into UK law) continue to apply.

1.2.4 The EIA Directive is transposed into UK law by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (as amended) for Nationally Significant Infrastructure Projects (the 2017 EIA Regulations). Regulation 32 of the 2017 EIA Regulations sets out a prescribed process of consultation and notification in relation to transboundary effects.

Guidance

1.2.5 Guidance is provided within the Nationally Significant Infrastructure Projects: Advice on Transboundary Impacts and Process (Ref 1) document which sets out the procedures for consultation in association with an application for development consent, where such development may have significant transboundary impacts.

1.2.6 The advice note on Transboundary Impacts and Process sets out the roles of the Planning Inspectorate, other states and developers. Applicants have no formal role under the Regulation 32 process, as the duties prescribed by Regulation 32 in notifying and consulting with other states on potential transboundary impacts are the responsibility of the Secretary of State. However, the Applicant should provide information about the potential for transboundary effects as part of:

a. the scoping request under Regulation 8 of the EIA Regulations (if one is made); and
b. the suite of documents submitted as part of the application for development consent.

1.2.7 This transboundary screening appendix is provided in response to this advice. It provides information about the Proposed Scheme, which will be the subject of the application for development consent. It also sets out information relating to the potential effects of the Proposed Scheme and the interests of the other states in the vicinity, to assist the Planning Inspectorate in forming a view on the likelihood of significant transboundary effects arising from the Proposed Scheme.

1.2.8 The information contained within the Annex to the Advice on Transboundary Impacts and Process (contents of which is provided in **Annex A**), which sets out the criteria and relevant considerations that will be taken into account by the Planning Inspectorate during screening, have also been used in the preparation of this transboundary screening appendix.

1.3 Consultation

1.3.1 In March 2024, the Applicant submitted an **EIA Scoping Report** (Ref 2) to the Planning Inspectorate, which described the scope and methodology for the technical studies being undertaken to provide an assessment of any likely significant effects for the construction, operation and maintenance, and decommissioning phases of the Proposed Scheme. It also described those topics or sub-topics which are proposed to be scoped out of the EIA process and

provided justification as to why the Proposed Scheme would not have the potential to give rise to significant environmental effects in these areas.

1.3.2 Following consultation with the appropriate statutory bodies, the Planning Inspectorate (on behalf of the Secretary of State) provided a Scoping Opinion on 7 March 2024. The Applicant received a separate EIA Scoping Opinion from the Marine Management Organisation (MMO) (Ref 3) as the MMO were unable to provide opinion to the Planning Inspectorate in time for the April 2024 deadline. Key issues raised during the scoping process specific to transboundary impacts are listed in **Table 1.1,** together with details of how these issues have been addressed within the PIER.

Table 1.1: Summary of key consultation topics raised during consultation activities undertaken for the Proposed Scheme

Date	Consultee and type of response	Comment	How and where is this considered?
16 April 2024	Planning Inspectorate, Scoping Opinion (ID: 2.2.2)	It is noted that the EIA Scoping Report includes consideration of potential transboundary effects in relation to the following aspects: ▪ marine physical environment; ▪ intertidal and subtidal benthic ecology; ▪ fish and shellfish; ▪ intertidal and offshore ornithology; ▪ marine mammals and marine reptiles; ▪ shipping and navigation; ▪ commercial fisheries; and ▪ marine archaeology. The Inspectorate notes that paragraph 5.7.1 states that a screening matrix for transboundary impacts will be provided in the ES. The Inspectorate recommends that the ES should identify whether the Proposed Development has the potential for significant transboundary effects, and if so, what these are, and which EEA States would be affected. The Inspectorate will undertake a transboundary screening on behalf of the SoS in due course.	The topics that have been screened in or out of the EIA for potential transboundary effects are included in **Table 1.3** (onshore), **Table 1.4** (offshore) and **Table 1.5** (Sitewide). Where potential transboundary effects have been identified, an assessment has been carried out within the technical chapter of this PEIR.
16 April 2024	Planning Inspectorate, Scoping Opinion (ID: 3.13.4, 3.14.10, 3.15.10, 3.17.6, 3.24.1)	The Inspectorate is not able to agree to scope out the matters below until it has undertaken its own transboundary screening. ▪ Transboundary effects from changes to tides, waves and sediment regime from temporary seabed disturbance as a result of seabed preparation activities that could alter water depths.	The impact pathways outlined by the Planning Inspectorate have been included in **Table 1.4** (offshore). An assessment of the transboundary effects has been carried out within the technical chapters of this PEIR the conclusions of which are summarised in **paragraph 1.4.47** onwards.

Date	Consultee and type of response	Comment	How and where is this considered?
		▪ Effects to subtidal - broadscale habitats from temporary habitat loss/seabed disturbance during construction and operation. ▪ Effects to subtidal – Annex I habitats from temporary habitat loss/seabed disturbance during operation. ▪ Effects to subtidal habitats and species from temporary increase and deposition of suspended sediments during construction and operation (excluding pre-sweeping). ▪ Effects to subtidal species from changes in underwater noise during construction and operation ▪ Underwater noise change to cetaceans and pinnipeds from presence of vessels and equipment during construction and operation. ▪ Cumulative transboundary effects	
03 April 2024	Environment Agency, Scoping Opinion (Table 1.7)	The Environment Agency does not agree to scope out transboundary effects on species due to underwater noise changes.	Transboundary impacts on fish and shellfish and marine mammals have been assessed in **Chapter 20 Fish and Shellfish** and **Chapter 22 Marine Mammals** respectively of this PEIR. The conclusions of the assessment are summarised in **paragraphs 1.4.60, 1.4.64 and 1.4.77.**

1.4 Screening transboundary impacts and effects

Introduction

1.4.1 Screening matrices outlining potential transboundary impacts and effects linked to the Proposed Scheme are provided for onshore elements (refer to **Table 1.3**), offshore elements (refer to **Table 1.4**), and combined onshore and offshore considerations (refer to **Table 1.5**). These matrices are informed by an understanding of the likely impacts of the Proposed Scheme, as described in **Chapter 2 Description of the Proposed Scheme** of this PEIR.

1.4.2 The matrices examine possible transboundary effects across all stages of the Proposed Scheme, including construction, operation and maintenance, and decommissioning. They also consider the predicted extent and duration of these impacts for the topics assessed within the PEIR.

1.4.3 In addition to undertaking this Transboundary Screening assessment, the Applicant has also considered the potential impacts on European sites in other countries separately through the Habitats Regulations Assessment screening process.

1.4.4 The Netherlands is the closest relevant state in relation to the Proposed Scheme. **Table 1.2** provides the distances from the Draft Order Limits to the boundaries of nearby jurisdictions, which are also illustrated in **Annex B**.

Table 1.2: Summary of distance to nearest applicable states

State	Approximate distance from the Draft Order Limits to nearest jurisdictional boundary (km)
The Netherlands	0
Belgium	140
France	140
Germany	400

Onshore

1.4.5 A transboundary screening matrix has been completed for onshore transboundary impacts and is presented in **Table 1.3**. The conclusions of the transboundary screening for each onshore topic are presented, together with additional justification, in the following sections.

Agricultural land and soils

1.4.6 The baseline conditions for agricultural land and soils in relation to the Proposed Onshore Scheme are detailed in **Chapter 6 Agricultural Land and Soils**.

1.4.7 Any effects on agricultural land and soils as a result of the construction, operation and maintenance, or decommissioning of the Proposed Onshore Scheme are expected to be limited in extent, not occurring beyond the immediate surroundings of the study area defined in **Section 6.4 Assessment methodology** of **Chapter 6 Agricultural Land and Soils** of the PEIR.

1.4.8 There are no identified pathways through which either direct or indirect impacts could result in significant effects on the agricultural land and soils of another state or country. As such, transboundary effects on agricultural land and soils have not been considered further within the EIA.

Air quality

1.4.9 The baseline conditions for air quality in relation to the Proposed Onshore Scheme are detailed in **Chapter 7 Air Quality**.

1.4.10 Any effects on air quality as a result of the construction, operation and maintenance, or decommissioning of the Proposed Onshore Scheme are expected to be limited in extent, not occurring beyond the immediate surroundings of the study area defined in **Section 7.4 Assessment methodology** of **Chapter 7 Air Quality** of the PEIR.

1.4.11 There are no identified pathways through which either direct or indirect impacts could result in significant effects on the air quality of another state or country. As such, transboundary impacts on air quality have not been considered further within the EIA.

Ecology and biodiversity

1.4.12 The onshore ecology and nature conservation baseline for the Proposed Onshore Scheme is set out in **Chapter 8 Ecology and Biodiversity** of the PEIR.

1.4.13 Any significant effects on onshore ecology and nature conservation as a result of the construction, operation and maintenance, and decommissioning of the Proposed Scheme are expected to be limited in extent, not occurring beyond the immediate surroundings of the study area defined in **Section 8.4 Assessment methodology** of **Chapter 8 Ecology and Biodiversity** of the PEIR.

1.4.14 There is no pathway by which direct or indirect impacts arising from the Proposed Onshore Scheme could result in significant effects on the onshore ecology and nature conservation of another state or country.

1.4.15 Furthermore, due to the large distance between the onshore elements of the Draft Order Limits and Natura 2000 sites located outside of the UK, it is not considered feasible that migratory birds directly associated with Natura 2000 sites in other states would be disturbed or suffer from loss of foraging or resting opportunities in any way that would be likely to result in significant effects on those Natura 2000 sites.

1.4.16 Therefore, potential transboundary impacts and effects on onshore ecology and nature conservation have not been considered further within the EIA.

Geology and contamination

1.4.17 The baseline conditions for geology and contamination in relation to the Proposed Onshore Scheme are detailed in **Chapter 9 Geology and Contamination**.

1.4.18 Any effects on geology and contamination linked to the construction, operation and maintenance, or decommissioning of the Proposed Onshore Scheme are expected to be limited in extent, not occurring beyond the immediate surroundings of the study area defined in **Section 9.4 Assessment methodology** of **Chapter 9 Geology and Contamination** of the PEIR.

1.4.19 There are no identified pathways through which either direct or indirect impacts could result in significant effects on geology and contamination in another state or country. As such, transboundary impacts on geology and contamination have not been considered further within the EIA.

Health and wellbeing

1.4.20 The baseline conditions for health and wellbeing in relation to the Proposed Onshore Scheme are detailed in **Chapter 10 Health and Wellbeing**.

1.4.21 Any effects on health and wellbeing linked to the construction, operation and maintenance, or decommissioning of the Proposed Onshore Scheme are expected to be limited in extent, not occurring beyond the immediate surroundings of the study area defined in **Section 10.4 Assessment methodology** of **Chapter 10 Health and Wellbeing** of the PEIR.

1.4.22 There are no identified pathways through which either direct or indirect impacts could result in significant effects on health and wellbeing in another state or country. As such, transboundary impacts on health and wellbeing have not been considered further within the EIA.

Historic environment

1.4.23 The baseline conditions for the onshore historic environment in relation to the Proposed Onshore Scheme are detailed in **Chapter 11 Historic Environment**.

1.4.24 Any effects on the historic environment linked to the construction, operation and maintenance, or decommissioning of the Proposed Onshore Scheme, including those arising from changes within the setting of heritage assets, are expected to be limited in extent, and not extend beyond the 2km study area defined in **Section 11.4 Assessment methodology** of **Chapter 11 Historic Environment** of the PEIR.

1.4.25 There are no identified pathways through which either direct or indirect impacts could result in significant effects on the onshore historic environment of another

state or country. As such, transboundary impacts on the historic environment have not been considered further within the EIA.

Hydrology, hydrogeology and drainage

1.4.26 Baseline information relating to hydrology, hydrogeology and drainage for the Proposed Onshore Scheme is provided in **Chapter 12 Hydrology, Hydrogeology and Drainage**.

1.4.27 Any potential impacts on hydrology, hydrogeology, and drainage associated with the construction, operation and maintenance, or decommissioning of the Proposed Onshore Scheme are expected to be limited in extent, not occurring beyond the water environment study area as defined in **Section 12.4 Assessment methodology** of **Chapter 12 Hydrology, Hydrogeology and Drainage** of the PEIR of the Proposed Onshore Scheme Draft Order Limits.

1.4.28 There are no identified pathways through which either direct or indirect impacts could result in significant effects on the hydrology, hydrogeology, and drainage of another state or country. As such, transboundary impacts on hydrology, hydrogeology and drainage have not been considered further within the EIA.

Landscape and visual

1.4.29 The baseline conditions for landscape and visual impacts in relation to the Proposed Onshore Scheme are detailed in **Chapter 13 Landscape and Visual.**

1.4.30 Any potential impacts on the landscape and people's views and visual associated with the construction, operation and maintenance, or decommissioning of the Proposed Onshore Scheme are expected to be limited in extent. No significant effects are expected to occur beyond the 3km study area defined in **Section 13.4 Assessment methodology** of **Chapter 13 Landscape and Visual** of the PEIR.

1.4.31 There are no identified pathways through which either direct or indirect impacts could result in significant effects on the landscape and visual elements of another state or country. As such, transboundary landscape and visual effects have not been considered further within the EIA.

Material assets and waste

1.4.32 The baseline conditions for material assets and waste in relation to the Proposed Onshore Scheme are detailed in **Chapter 14 Material Assets and Waste.**

1.4.33 Any potential impacts on material assets and waste associated with the construction, operation and maintenance, or decommissioning of the Proposed Onshore Scheme are expected to be limited in extent, not occurring beyond the immediate surroundings of the study areas defined in **Section 14.4 Assessment methodology** of **Chapter 14 Material Assets and Waste** of the PEIR.

1.4.34 There are no identified pathways through which either direct or indirect impacts could result in significant effects on the material assets and waste of another

state or country. As such, transboundary impacts on material assets and waste have not been considered further within the EIA.

Noise and vibration

1.4.35 The baseline conditions for noise and vibration in relation to the Proposed Onshore Scheme are detailed in **Chapter 15 Noise and Vibration**.

1.4.36 Any noise and vibration impacts linked to the construction, operation and maintenance, or decommissioning of the Proposed Onshore Scheme are expected to be limited in extent, not occurring beyond the immediate surroundings of the onshore study areas defined in **Section 15.4 Assessment methodology** of **Chapter 15 Noise and Vibration** of this PEIR.

1.4.37 There are no identified pathways through which either direct or indirect impacts could result in significant effects on the noise and vibration levels of another state or country. As such, transboundary impacts on noise and vibration have not been considered further within the EIA.

Socio-economics, recreation and tourism

1.4.38 The baseline conditions socio-economics, recreation and tourism in relation to the Proposed Onshore Scheme are detailed in **Chapter 16 Socio-Economics, Recreation and Tourism**.

1.4.39 Any effects on socio-economics, recreation and tourism linked to the construction, operation and maintenance, or decommissioning of the Proposed Onshore Scheme are expected to be limited in extent, not occurring beyond the immediate surroundings of the study area identified in **Section 16.4 Assessment methodology** of **Chapter 16 Socio-Economics, Recreation and Tourism** of the PEIR.

1.4.40 There are no identified pathways through which either direct or indirect impacts could result in significant effects on socio-economics, recreation and tourism in another state or country. As such, transboundary impacts on socio-economics, recreation and tourism have not been considered further within the EIA.

Traffic and transport

1.4.41 The baseline conditions for traffic and transport in relation to the Proposed Onshore Scheme are detailed in **Chapter 17 Traffic and Transport**.

1.4.42 Any effects on traffic and transport linked to the construction, operation and maintenance, or decommissioning of the Proposed Onshore Scheme are expected to be limited in extent, not occurring beyond the immediate surroundings of the study area identified in **Section 17.4 Assessment methodology** of **Chapter 17 Traffic and Transport** of the PEIR.

1.4.43 There are no identified pathways through which either direct or indirect impacts could result in significant effects on the traffic and transport of another state or

country. As such, transboundary impacts on traffic and transport have not been considered further within the EIA.

Summary of Proposed Onshore Scheme transboundary screening

1.4.44 The onshore transboundary screening concludes that the potential effects arising from the construction, operation and maintenance, and decommissioning of the Proposed Onshore Scheme are expected to be confined within the Proposed Onshore Scheme Draft Order Limits and its immediate surroundings.

1.4.45 There are no plausible pathways through which direct or indirect impacts could result in significant effects to receptors located within another country or state.

1.4.46 As such, all onshore transboundary effects have been screened out of the EIA process.

Table 1.3: Onshore environment transboundary screening matrix for the Proposed Scheme

Screening Criteria	Agricultural Land and Soils	Air Quality	Ecology and Biodiversity	Geology and Contamination	Health and Wellbeing	Historic Environment	Hydrology, Hydrogeology and Drainage	Landscape and Visual	Material Assets and Waste	Noise and Vibration	Socio-Economics, Recreation and Tourism	Traffic and Transport
Characteristics of the development	For a detailed description, see **Chapter 2 Description of the Proposed Scheme** of this PEIR. Key onshore components of the Proposed Scheme include: the proposed Landfall, proposed Underground High Voltage Direct Current (HVDC) Cable Corridor, proposed Converter Station, proposed Underground High Voltage Alternating Current (HVAC) Cable Corridor, utility diversions and highways improvements.											
Location	The extent of the Proposed Onshore Scheme is illustrated on **Figure 1.2 Proposed Onshore Scheme Draft Order Limits** of this PEIR. The Proposed Onshore Scheme Draft Order Limits are located in England within the administrative boundary of Suffolk County Council and East Suffolk Council local planning authority areas. The Proposed Onshore Scheme Draft Order Limits comprises: Kiln Lane Substation located to the north of Friston; proposed Underground HVAC Cables between the proposed Converter Station in Suffolk and Kiln Lane Substation north of Friston; proposed Converter Station in Suffolk, east of Saxmundham; and proposed Underground HVDC Cables between the proposed Converter Station in Suffolk, and the proposed Landfall Site at Walberswick.											
Environmental Importance Potential Impacts and Carrier Extent Magnitude Probability Duration Frequency Reversibility	No transboundary effects are anticipated. See **Chapter 6 Agricultural Land and Soils**	No transboundary effects are anticipated. See **Chapter 7 Air Quality**	No transboundary effects are anticipated. See **Chapter 8 Ecology and Biodiversity**	No transboundary effects are anticipated. See **Chapter 9 Geology and contamination**	No transboundary effects are anticipated. See **Chapter 10 Health and Wellbeing**	No transboundary effects are anticipated. See **Chapter 11 Historic Environment**	No transboundary effects are anticipated. See **Chapter 12 Hydrology, Hydrogeology and Drainage**	No transboundary effects are anticipated. See **Chapter 13 Landscape and Visual**	No transboundary effects are anticipated. See **Chapter 14 Material Assets and Waste**	No transboundary effects are anticipated. See **Chapter 15 Noise and Vibration**	No transboundary effects are anticipated. See **Chapter 16 Socio-Economics, Recreation and Tourism**	No transboundary effects are anticipated. See **Chapter 17 Traffic and Transport**
Cumulative Impacts	To be assessed in the subsequent ES.											
Conclusion – potential for significant effects	See **Chapter 29 Summary of Likely Significant Effects**											

Offshore

1.4.47 A transboundary screening matrix has been completed for offshore transboundary impacts and is presented in **Table 1.4**. The conclusions of the transboundary screening for each offshore topic are presented, together with additional justification, in the following sections.

Marine physical environment

1.4.48 Baseline information for the marine physical environment in relation to the Proposed Offshore Scheme is set out in **Chapter 18 Marine Physical Environment.**

Transboundary impacts during construction, operation and maintenance, and decommissioning - temporary increases in suspended sediment concentrations and subsequent deposition

1.4.49 There is potential for sediment plumes generated by activities that disturb the seabed such as seabed preparation, cable burial, cable repair or cable decommissioning to be transported into the Dutch EEZ. Appendix 18.1 Sediment Dispersion Modelling of this PEIR calculated that suspended sediment concentrations (SSC) approximately 5mg/l (established as the background level of SSC at the EEZ border) would occur for a short duration (less than seven hours) and higher increases of more than 50mg/l were only predicted within the Draft Order Limits. Sedimentation of more than 1mm was only predicted to occur within the Draft Order Limits.

1.4.50 The only potential for transboundary effects is due to works at the offshore end of the Draft Order Limits where the Proposed Offshore Scheme transits into the Dutch EEZ. In this region current flows are aligned almost parallel with the UK-Dutch EEZ boundary (with ebbing northward flows driving any plume slightly inshore into the UK EEZ while flooding southward flows would drive any plume slightly offshore into the Dutch EEZ). Peak flows in this area are relatively slow (around 0.5m/s on spring tides, with an equivalent spring tide excursion of approximately 6.5km). Given the flow speeds and directions, any plume generated by works occurring between approximately KP173 to the end of the Proposed Offshore Scheme (at KP182) could be transported into the Dutch EEZ on the flood tide. Any increases in SSC would be shorted lived occurring intermittently for two days or less depending on installation speeds. Further, the increases would only occur close to the seabed and would have a low magnitude of impact. A similar impact in the UK EEZ would be expected to occur on the ebb tide from cable installation within the Dutch EEZ in the area close to the UK-Dutch EEZ border.

1.4.51 In view of the small area of potential impact and the low increase in SSC and sedimentation predicted, the value and sensitivity of the receptor is assessed as low, the magnitude of the impact is considered negligible and the significance of the effect is assessed as **negligible** and **not significant**.

Intertidal and subtidal benthic ecology

1.4.52 Baseline information for the intertidal and subtidal benthic ecology in relation to the Proposed Offshore Scheme is set out in **Chapter 19 Intertidal and Subtidal Benthic Ecology.**

Transboundary impacts during construction, operation and maintenance, and decommissioning - temporary increases in SSC and subsequent deposition

1.4.53 There is potential for sediment plumes generated by activities that disturb the seabed such as seabed preparation, cable burial, cable repair or cable decommissioning to be transported into the Dutch EEZ. As discussed in **paragraphs 1.4.49** - **1.4.50** of this document works from approximately KP173 to the EEZ border are likely to cause low magnitude sediment plumes for two days or less occurring within Dutch waters. A similar impact in the UK EEZ would be expected to occur on the ebb tide from cable installation within the Dutch EEZ in the area close to the UK-Dutch EEZ border. Sedimentation levels would not exceed 1mm outside of the Draft Order Limits.

1.4.54 The broadscale habitats present at the Dutch EEZ include circalittoral sand and circalittoral mud habitats.

1.4.55 **Circalittoral sand** is characterised by the presence of burrowing infauna, some of which rely on the water column for feeding and respiration. During periods of increased turbidity, suspension feeders are vulnerable to clogged feeding apparatus, causing decreased feeding efficiency and increased energy costs. Smothering from the deposition of suspended sediments could also impact organisms who need to re-establish burrow openings or ascend through a greater volume of sediment to reach the seabed surface. Filter/suspension feeders would only be exposed to increased turbidity from fine sand material and any potential corresponding adverse effects for a short period of time. Additionally, most organisms can re-establish burrow openings within a few hours to a few days of covering and can therefore quickly recover from any smothering that might cover their burrows. Therefore, sand habitats demonstrate a low sensitivity to temporary increase and deposition of suspended sediment. The transboundary effects of temporary increase and deposition of suspended sediment on sand habitats is assessed as **negligible** and **not significant**.

1.4.56 The characterising polychaetes of **circalittoral mud** habitats are either predators or deposit feeders and are unaffected by increased suspended sediment in the water column. Characterising bivalves of mud habitats include *Kurtiella bidentata, Abra* spp. and *Thyasira* spp. which can migrate through up to 20cm of sediment deposition to reach the seabed surface. Other characterising species include the brittlestar *Ophiura ophiura* which can survive up to 32 days buried in up to 7cm of coarse and fine sediment (see **Chapter 19 Intertidal and Subtidal Benthic Ecology**) and the polychaetes *Nephtys spp*. and *Nereis spp.* which can migrate through up to 50cm of deposited mud. The sensitivity of mud habitats to increased suspended sediment and light smothering is therefore negligible. The

transboundary effects of temporary increase and deposition of suspended sediment on mud habitats is assessed as **negligible** and **not significant**.

Fish and shellfish

1.4.57 Baseline information for the consideration of fish and shellfish in relation to the Proposed Offshore Scheme is set out in **Chapter 20 Fish and Shellfish.**

Transboundary impacts during construction, operation and maintenance, and decommissioning - temporary increases in SSC and subsequent deposition

1.4.58 There is potential for sediment plumes generated by activities that disturb the seabed such as seabed preparation, cable burial, cable repair or cable decommissioning to be transported into the Dutch EEZ. As discussed in **paragraphs 1.4.49** - **1.4.50** of this document works from approximately KP173 to the EEZ border are likely to cause low magnitude sediment plumes for two days or less to occur within Dutch waters. A similar impact in the UK EEZ would be expected to occur on the ebb tide from cable installation within the Dutch EEZ in the area close to the UK-Dutch EEZ border. Sedimentation levels would not exceed 1mm outside of the Draft Order Limits.

1.4.59 The preliminary assessment of the impact of temporary increases and re-deposition of suspended sediments on fish and shellfish in UK waters concluded that the effect was not significant. As the baseline characteristics in Dutch waters immediately adjacent to the EEZ boundary are the same as in UK waters, the conclusion remains valid for the Netherlands. Transboundary impacts have been assessed as **negligible** and **not significant**.

Transboundary impacts during construction, operation and maintenance, and decommissioning - underwater noise changes

1.4.60 Sound is readily transmitted into the underwater environment and there is potential for the noise emissions from activities throughout all phases of the Proposed Offshore Scheme from vessels and equipment. Underwater noise propagation modelling has been undertaken for the Proposed Offshore Scheme to inform the EIA. **Appendix 22.1 Underwater Noise Modelling Report** of this PEIR provides a summary of acoustic concepts and terminology, acoustic assessment criteria, estimated source noise levels and provides the approach taken and results of the underwater noise propagation modelling. The report uses sound propagation models to calculate the impact ranges for fish from each phase of the Proposed Offshore Scheme for three key modelled sources:

a. Geophysical surveys;
b. Vessels and equipment; and
c. Clearance of UXO.

1.4.61 Fish are not all equally sensitive to noise, with the preliminary assessment presented in **Chapter 20 Fish and Shellfish** of this PEIR considering impacts on species with high and medium sensitivity.

1.4.62 As a linear project, construction, maintenance and decommissioning activities would continue across the UK/Netherlands EEZ border. The effects from marine activities in UK waters would be limited in spatial extent close to the jurisdictional boundary i.e., underwater noise would propagate across the border, but only to the same extent that it would within UK waters.

1.4.63 The preliminary assessment of the impact of underwater noise changes on fish and shellfish in UK waters concluded that the effect was not significant. As the baseline characteristics in Dutch waters immediately adjacent to the EEZ boundary are the same as in UK waters, the conclusion remains valid for the Netherlands. Transboundary impacts have been assessed as **minor** and **not significant**.

1.4.64 An assessment of the effects of UXO clearance has been included in the preliminary assessment for information only. A separate marine licence application would be applied for. If UXO clearance was required in UK waters adjacent to the EEZ boundary the same conclusion reported in **Chapter 20 Fish and Shellfish paragraph 20.8.70** would apply, that is the significance of the effect would be assessed as **minor** and **not significant.**

Intertidal and offshore ornithology

1.4.65 Baseline information for the intertidal and offshore ornithology in relation to the Proposed Offshore Scheme is set out in **Chapter 21 Intertidal and Offshore Ornithology.**

Transboundary impacts during construction, operation and maintenance, and decommissioning - visual/physical disturbance

1.4.66 Vessels used during all phases of the Proposed Offshore Scheme have the potential to displace or disturb marine birds.

1.4.67 Marine birds present at the EEZ border include species within the functional groups, ‘auks’ and ‘terns, gulls, kittiwakes and gannets’. These species have lower sensitivity to visual disturbance than other functional groups, but auks can form large aggregations on the water post-breeding when they moult and become flightless. Species have low disturbance susceptibility suggesting that the zone of influence of displacement and disturbance would be limited to the Draft Order Limits, this limiting transboundary impacts. There are no Natura 2000 sites within proximity of the Proposed Offshore Scheme.

1.4.68 The assessment for this impact concluded it was Not Significant in the UK. As the baseline characteristics in Dutch waters immediately adjacent to the EEZ boundary are the same as in UK waters, the conclusion remains valid for the Netherlands. Transboundary impacts have been assessed as **negligible** and **not significant.**

Transboundary impacts during construction, operation and maintenance, and decommissioning - temporary increase in SSC and subsequent re-deposition

1.4.69 There is potential for sediment plumes generated by activities that disturb the seabed such as seabed preparation, cable burial, cable repair or cable decommissioning to be transported into the Dutch EEZ. As discussed in **paragraphs 1.4.49 - 1.4.50** of this document works from approximately KP173 to the EEZ border are likely to cause low magnitude sediment plumes for two days or less to occur within Dutch waters. A similar impact in the UK EEZ would be expected to occur on the ebb tide from cable installation within the Dutch EEZ in the area close to the UK-Dutch EEZ border. Sedimentation levels would not exceed 1mm outside of the Draft Order Limits.

1.4.70 The preliminary assessment of the impact of temporary increases in SSC and subsequent re-deposition on marine birds in UK waters concluded that the effect was Not Significant. As the baseline characteristics in Dutch waters immediately adjacent to the EEZ boundary are the same as in UK waters, the conclusion remains valid for the Netherlands. Transboundary impacts have been assessed as negligible and **not significant**.

Transboundary impacts associated with changes in prey availability

1.4.71 Mobile species from other European Area states that forage in UK waters could face a change in prey availability. As the preliminary assessment in **Chapter 21 Intertidal and Offshore Ornithology, paragraph 21.8.62** concluded that the Proposed Offshore Scheme would not have a significance adverse effect on prey availability in UK waters it can be concluded that the effect on species from other states is also **not significant**.

Marine Mammals

1.4.72 Baseline information for the consideration of marine mammals and marine reptiles in relation to the Proposed Offshore Scheme is set out in **Chapter 22 Marine Mammals.**

Transboundary impacts during construction, operation and maintenance, and decommissioning - underwater noise changes

1.4.73 Sound is readily transmitted into the underwater environment and there is potential for the noise emissions from activities throughout all phases of the Proposed Offshore Scheme from vessels and equipment. Underwater noise propagation modelling has been undertaken for the Proposed Offshore Scheme to inform the EIA. **Appendix 22.1 Underwater Noise Modelling Report** of this PEIR provides a summary of acoustic concepts and terminology, acoustic assessment criteria, estimated source noise levels and provides the approach taken and results of the underwater noise propagation modelling. The report uses sound propagation models to calculate the impact ranges for marine mammals from each phase of the Proposed Offshore Scheme for three key modelled sources:

a. Geophysical surveys;
b. Vessels and equipment; and
c. Clearance of UXO.

1.4.74 As a linear project, construction, maintenance and decommissioning activities would continue across the UK/Netherlands EEZ border. The effects from marine activities in UK waters would be limited in spatial extent close to the jurisdictional boundary i.e., underwater noise would propagate across the border, but only to the same extent that it would within UK waters.

1.4.75 The preliminary assessment of the impact of underwater noise changes on marine mammals in UK waters concluded

a. Geophysical survey the effect was **not significant** with the implementation of Commitment Reference Code OC13 (Sub-bottom profiling shall comply with the JNCC guidelines for minimising the risk of injury and disturbance to marine mammals.); and
b. Vessels and equipment the effect was minor and **not significant.**

1.4.76 As the baseline characteristics in Dutch waters immediately adjacent to the EEZ boundary are the same as in UK waters, the conclusion remains valid for the Netherlands. Transboundary impacts have been assessed as **not significant**.

1.4.77 An assessment of the effects of UXO clearance has been included in the preliminary assessment for information only. A separate marine licence application would be applied for. If UXO clearance was required in UK waters adjacent to the EEZ boundary, the same conclusion as reached in **Chapter 21 Marine Mammals paragraph 22.8.53** would apply that the significance of the effect would be assessed as **not significant** provided mitigation was implemented through the marine licence application.

Transboundary impacts during construction, operation and maintenance, and decommissioning - change in prey availability

1.4.78 Marine mammals have various prey species they feed on and can travel great distances to forage. The preliminary assessment presented in Chapter 22 Marine Mammals of this PEIR considered activities throughout construction, maintenance and decommissioning that could lead to a change in prey availability. These included temporary habitat loss, permanent habitat loss, underwater noise, temporary increase and deposition of suspended sediments, sediment heat changes and electromagnetic changes.

1.4.79 **Chapter 20 Fish and Shellfish** of this PEIR assessed these impacts on fish and shellfish during all Project phases. The preliminary assessment concluded that the Proposed Offshore Scheme would not have a significant adverse effect on fish and shellfish ecology. No impact on stock recruitment is predicted and therefore there is no effects predicted on the availability or distribution of prey species.

1.4.80 Intermittent and temporary behavioural impacts may be observed in a small portion of the population if animals avoid the Proposed Offshore Scheme during

marine works, but as marine mammals already use wide foraging areas, survival of individuals and reproduction rates would not be affected. There would be no displacement of animals to other European Economic Areas and mobile animals from other states would not be affected in UK waters.

1.4.81 The assessment concluded that the significance of the effect was **negligible** and **not significant.**

Shipping and Navigation

1.4.82 Baseline information for the consideration of shipping and navigation in relation to the Proposed Offshore Scheme is set out in **Chapter 23 Shipping and Navigation.**

1.4.83 The baseline for shipping and navigation considers international vessels from all origins using UK waters. The study area extends 5 nautical miles around the Draft Order Limits which overlaps with the Netherlands EEZ. This includes the major deep water shipping channel between UK and Netherlands. The preliminary environmental assessment undertaken includes UK and international vessels and therefore the conclusions are also valid for transboundary effects. **Chapter 23 Shipping and Navigation** of this PEIR did not identify any significant impacts. All effects were **not significant**.

Commercial Fisheries

1.4.84 Baseline information for the consideration of commercial fisheries in relation to the Proposed Offshore Scheme is set out in **Chapter 24 Commercial Fisheries.**

1.4.85 The baseline for commercial fisheries includes vessels from European countries using UK waters. The study area extends to include the International Council for the Sea statistical rectangle that the UK/NL border lies within. The preliminary environmental assessment undertaken for the UK therefore includes transboundary impacts. **Chapter 24 Commercial Fisheries** of this PEIR did not identify any significant impacts. All effects were **not significant**.

Other Marine Users

1.4.86 Baseline information for the consideration of other marine users in relation to the Proposed Offshore Scheme is set out in **Chapter 25 Other Marine Users.**

1.4.87 European vessels used by other marine users have been captured and included within the assessments undertaken in **Chapter 23 Shipping and Navigation** and **Chapter 24 Commercial Fisheries** which concluded that the significance of the potential effects was **not significant**.

Marine Archaeology

1.4.88 Baseline information for the consideration of marine archaeology in relation to the Proposed Offshore Scheme is set out in **Chapter 26 Marine Archaeology.**

1.4.89 All works associated with the Proposed Offshore Scheme fall within the UK jurisdiction. Predicted disturbance from the Proposed Offshore Scheme is short term and local and therefore not anticipated to impact marine archaeological receptors outside UK waters. In instances where underwater cultural heritage, such as shipwreck and aircraft crash sites, fall under non-UK legal jurisdiction, and have the potential to be impacted by the Proposed Offshore Scheme, these could result in transboundary effects. However, with the application of embedded control measures described in **Chapter 26 Marine Archaeology** of this PEIR, which remain applicable for the duration of the Proposed Offshore Scheme, effects on archaeological receptors would be reduced to a manageable and workable level for the adequate protection of the marine archaeological resource. Therefore, it is considered that transboundary impacts would not occur and therefore **not significant**.

Summary of offshore Transboundary Screening

1.4.90 The offshore transboundary screening concludes that the potential effects arising from the construction, operation and maintenance, and decommissioning of the Proposed Offshore Scheme would not be confined within the Proposed Offshore Scheme Draft Order Limits and its immediate surroundings.

1.4.91 However, following the assessments undertaken for the Proposed Offshore Scheme the pathways through which direct or indirect impacts could result in significant effects concluded that any transboundary effects would be **not significant** to receptors located within another country or state. This is summarised in **Table 1.4**.

Table 1.4: Offshore environment transboundary screening matrix for the Proposed Scheme

Screening Criteria	Physical Environment	Intertidal and Subtidal Benthic Ecology	Fish and Shellfish		Intertidal and Offshore Ornithology			Marine Mammals		Shipping and Navigation	Commercial Fisheries	Other Marine Users	Marine Archaeology
Characteristics of the development	For a detailed description, see **Chapter 2 Description of the Proposed Scheme**, of this PEIR. Key offshore components of the Proposed Offshore Scheme include: two proposed Offshore HVDC Cables; one proposed Dedicated Metallic Return (DMR) cable; one proposed Fibre Optic Cable; and associated external cable protection where necessary.												
Location	The extent of the Proposed Offshore Scheme is illustrated in **Figure 1.3 Proposed Offshore Scheme Draft Order Limits** of this PEIR. The Proposed Offshore Scheme Draft Order Limits extend from the Mean High Water Springs (MHWS) at the proposed Landfall Site at Walberswick, to the proposed Offshore HVDC Cable Corridor which routes in a north-easterly direction from the proposed Landfall across the Southern North Sea to the UK/Netherlands EEZ boundary.												
Environmental Importance	See **Chapter 18 Marine and Physical Environment**	See **Chapter 19 Intertidal and Subtidal Benthic Ecology**	See **Chapter 20 Fish and Shellfish**		See **Chapter 21 Intertidal and Offshore Ornithology**			See **Chapter 22 Marine Mammals and Marine Reptiles**		See **Chapter 23 Shipping and Navigation**	See **Chapter 24 Commercial Fisheries**	See **Chapter 25 Other Marine Users**	See **Chapter 26 Marine Archaeology**
Potential Impacts and Carrier	Temporary increases in SSC and subsequent deposition			Underwater Noise	Visual/ Physical disturbance	Temporary increases in SSC and subsequent deposition	Changes in prey availability	Changes in prey availability	Underwater Noise	No specific transboundary effects identified as baseline includes UK and international vessel see **Chapter 23 Shipping and Navigation**	No specific transboundary effects identified as baseline includes UK and international vessels see **Chapter 24 Commercial Fisheries**	No specific transboundary effects identified see **Chapter 25 Other Marine Users**	No specific transboundary effects identified see **Chapter 26 Marine Archaeology**
Extent	6.5km from end of Draft Order Limit at UK/NL EEZ boundary			5km radius from end of Draft Order Limit at UK/NL EEZ boundary	End of the Draft Order Limit at UK/NL EEZ boundary	6.5km from end of Draft Order Limit at UK/NL EEZ boundary			5km radius from end of Draft Order Limit at UK/NL EEZ boundary				
Magnitude	Negligible	Negligible	Negligible	Minor	Negligible	Negligible	Negligible	Negligible	Minor				
Probability	High	High	High	Medium	Medium	High	Low	Low	Medium				
Duration	Up to two days depending on installation speed			< 1 day per activity.		Up to two days depending on installation speed	<1 year		< 1 day per activity				
Frequency	Once during construction. Once during operation of cable repair is required within 15km of UK/NL EEZ boundary Once during decommissioning.			6-10 times during construction and decommissioning. Multiple geophysical surveys required over duration of Proposed Scheme.		Once during construction. Once during operation of cable repair is required within 15km of UK/NL EEZ boundary Once during decommissioning.			6-10 times during construction and decommissioning. Multiple geophysical surveys required over duration of Proposed Scheme.				
Reversibility	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Cumulative Impacts	To be assessed in ES.												
Conclusion – potential for	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant	-	-

Screening Criteria	Physical Environment	Intertidal and Subtidal Benthic Ecology	Fish and Shellfish	Intertidal and Offshore Ornithology	Marine Mammals	Shipping and Navigation	Commercial Fisheries	Other Marine Users	Marine Archaeology
significant effects									

Sitewide

Climate change

1.4.92 Baseline information for the sitewide consideration of climate change in relation to the Proposed Scheme is set out in **Chapter 27 Climate Change.**

1.4.93 Potential transboundary effects linked to climate change have been identified and assessed in **Chapter 27 Climate Change** of this PEIR.

1.4.94 Since all stages of development involving greenhouse gas (GHG) emissions can contribute to the global atmospheric concentration of GHGs, potential GHG effects are inherently transboundary. Although specific international projects have not been assessed individually, their cumulative influence is acknowledged through the treatment of the atmosphere as a highly sensitive receptor.

1.4.95 It is recognised that each nation maintains its own policies and targets for managing carbon emissions in line with national carbon budgets and international obligations.

1.4.96 Accordingly, GHG-related transboundary impacts have been considered from a global emissions perspective, and have been included in the EIA process.

1.4.97 Impacts on the Proposed Scheme from the changing climate will be contained within the Draft Order Limits, and therefore would not have any transboundary effects.

Table 1.5: Sitewide environment transboundary screening matrix for the Proposed Scheme

Screening Criteria	Climate Change
Characteristics of the development	For a detailed description, see **Chapter 2 Description of the Proposed Scheme** of this PEIR. Key onshore components of the Proposed Scheme include: the proposed Landfall, proposed Underground High Voltage Direct Current (HVDC) Cable Corridor, proposed Converter Station, proposed Underground High Voltage Alternating Current (HVAC) Cable Corridor, utility diversions and highways improvements. Key offshore components of the Proposed Scheme include: two proposed Offshore HVDC Cables; one Dedicated Metallic Return (DMR) cable; up to two proposed Fibre Optic Cables; and associated external cable protection where necessary.
Location	The extent of the Proposed Onshore Scheme is illustrated on **Figure 1.2 Proposed Onshore Scheme Draft Order Limits** of this PEIR. The Proposed Onshore Scheme Draft Order Limits are located in England within the administrative boundary of Suffolk County Council and East Suffolk Council local planning authority areas. The extent of the Proposed Offshore Scheme is illustrated in **Figure 1.3 Proposed Offshore Scheme Draft Order Limits** of this PEIR. The Proposed

Screening Criteria	Climate Change
	Offshore Scheme Draft Order Limits extend from the Mean High Water Springs (MHWS) at the proposed Landfall Site at Walberswick, to a proposed Offshore HVDC Cable Corridor which routes in a north-easterly direction from the proposed Landfall across the Southern North Sea to the UK/Netherlands EEZ boundary.
Environmental Importance	Potential transboundary effect in relation to GHG only. See **Chapter 27 Climate Change** of this PEIR.
Potential Impacts and Carrier	
Extent	
Magnitude	
Probability	
Duration	
Frequency	
Reversibility	
Cumulative Impacts	See **Chapter 27 Climate Change** of this PEIR.
Conclusion – potential for significant effects	See **Chapter 27 Climate Change** of this PEIR. To be assessed in subsequent ES.

Annex A: Transboundary Screening Annex 1: The Inspectorate Long Form Proforma 1

A.1.1.1 **Table A.1** and **A.2** have been replicated from Transboundary Screening Annex 1: The Inspectorate Long Form Proforma 1 to guide the content of the screening undertaken in this Appendix 5.2.

Table A.1: Planning Inspectorate Transboundary Screening Long form proforma, part one

Transboundary screening for the purposes of Regulation 32 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations)	
Project name:	
Address/Location:	
Planning Inspectorate Ref:	
Date(s) screening undertaken:	
EEA States identified for notification:	

Table A.2: Planning Inspectorate Transboundary Screening Long form proforma, part two

TRANSBOUNDARY SCREENING	
Document(s) used for transboundary Screening:	
Screening Criteria:	The Inspectorate's Comments:
Characteristics of the Development	Size of the development Use of natural resources Production of waste Pollution and nuisances Risk of accidents Use of technologies
Location of Development (including existing use) and Geographical area	What is the existing use? What is the distance to EEA states? (Name EEA state) What is the extent of the area of a likely impact under the jurisdiction of an EEA state?
Environmental Importance	Are particular environmental values (e.g. protected areas – name them) likely to be affected? Capacity of the natural environment. Wetlands, coastal zones, mountain and forest areas, nature reserves and parks, Natura 2000 sites, areas where environmental quality standards already exceeded, densely populated areas, landscapes of historical, cultural or archaeological significance.
Potential impacts and Carrier	By what means could impacts be spread (i.e. what pathways)?
Extent	What is the likely extent of the impact (geographical area and size of the affected population)?

Magnitude	What will the likely magnitude of the change in relevant variables relative to the status quo, taking into account the sensitivity of the variable?
Probability	What is the degree of probability of the impact? Is the impact likely to occur as a consequence of normal conditions or exceptional situations, such as accidents?
Duration	Is the impact likely to be temporary, short-term or long- term? Is the impact likely to relate to the construction, operation or decommissioning phase of the activity?
Frequency	What is likely to be the temporal pattern of the impact?
Reversibility	Is the impact likely to be reversible or irreversible?
Cumulative impacts	Are other major developments close by?
Transboundary screening undertaken by the Inspectorate on behalf of the SoS Under Regulation 32 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 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/is not 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: Date: Note: The SoS' duty under Regulation 32 of the EIA Regulations continues throughout the application process.	

Annex B: Proposed Scheme in international context

A3

- Proposed Draft Order Limit
- Exclusive Economic Zone Boundary
- UK Inshore Water (12 Natutical Mile Limit)
- British Exclusive Economic Zone
- Dutch Exclusive Economic Zone

Contains data from OS, Zoomstack, ESRI UK, ESRI, TomTom, Garmin, FAO, NOAA, USGS

Coordinate System: WGS 1984 Web Mercator Auxiliary Sphere

Kilometres

0 100 200

Rev	Date	By	Chkd	Appd	Authd
P02	10/10/2025	JM	JM	CP	CE

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Client

National Grid LionLink Limited (NGLLL)

Project Name

LIONLINK

Drawing Title

Annex B Proposed Scheme in International Context

Scale at A3

1:5,000,000

Role

Environment

Suitability

S2

Project Number

287334-00

Rev

P02

Drawing Number

LLK1-ARU-DWG-ENV-00011

Topic Glossary

Term	Definition
EEA	European Economic Area
EEZ	Exclusive Economic Zone
EIA	Environmental Impact Assessment
ES	Environmental Statement
EU	European Union
GHG	Greenhouse Gas
HVAC	High Voltage Alternating Current
HVDC	High Voltage Direct Current
MHWS	Mean High Water Springs
PEIR	Preliminary Environmental Information Report
SoS	Secretary of State
UK	United Kingdom

References

Ref 1 Planning Inspectorate (2025). Nationally Significant Infrastructure Projects: Advice on Transboundary Impacts and Process. Available at: https://www.gov.uk/guidance/nationally-significant-infrastructure-projects-advice-on-transboundary-impacts-and-process#:~:text=Transboundary%20impacts%20referred%20to%20in,process%20for%20examining%20NSIP%20applications (Accessed 29 July 2025)

Ref 2 Ove Arup and Partners Ltd on behalf of National Grid LionLink Limited (2024). LionLink Environmental Impact Assessment Scoping Report. Available at: https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN020033/documents (Accessed 29 July 2025)

Ref 3 Marine Management Organisation (04 September 2024) MMO Scoping Consultation Response for the LionLink Multi-Purpose Interconnector [online] available at: https://nsip-documents.planninginspectorate.gov.uk/published-documents/EN020033-000149-LION%20-%20Late%20Scoping%20Consultation%20Response%20-%20Marine%20Management%20Organisation.pdf [last accessed 26 September 2025].

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