



Preliminary Environmental Information Report Volume 2

Appendix 4.2: Marine Plan Assessment

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1 Marine Plan Assessment

1.1 Overview

1.1.1 This appendix presents the preliminary Marine Plan Assessment for the East Inshore and East Offshore Marine Plans (2014). The two plans are proposed to be merged into the East Marine Plans. These plans are in the process of being updated. Consultation to plan development engagement will begin in the Summer of 2025, involving designated consultation bodies and other relevant stakeholders. The launch of consultation on the draft East Marine Plan and associated documents will occur in the Summer of 2026 and is estimated to be adopted in the Summer of 2027 (Ref 1.1). This document is supported by the relevant Preliminary Environmental Information Report (PEIR) receptor chapters, which includes a detailed assessment of the potential impact the Proposed Offshore Scheme may have throughout its lifetime (design, construction, operation and decommissioning) for each receptor. This presents the details of the aspects relevant to the environmental aspect chapters in Preliminary Environmental Information Report (PEIR).

Ref 1.1 Gov.uk (2024). *East Marine Plans*. [online] GOV.UK. Available at: [East Marine Plans - GOV.UK](#)

1.2 East Inshore and East Offshore Marine Plan Assessment

Topic	Policy Code	Policy Text	Assessment of Policy Plan	Include/ Not Include in Assessment
Economic	EC1	Proposals that provide economic productivity benefits which are additional to Gross Value Added currently generated by existing activities should be supported.	The Proposed Development will provide economic productivity benefits where possible. Further assessment in relation to indirect and induced effects as a result of construction will be presented within the Environmental Statement (ES).	Relevant - included but does not hinder objectives. Further details included in Chapter 16 – Socio-economics, recreation and Tourism of this PEIR.
	EC2	Proposals that provide additional employment benefits should be supported, particularly where these benefits have the potential to meet employment needs in localities close to the marine plan areas.	The Proposed Development will provide job opportunities to the local area where possible. An assessment of the effects of the Proposed Onshore Scheme on the employment and labour market will be presented in the ES. At this PEIR stage, it is anticipated that there will be a positive impact on employment and the labour market as a result of the direct construction employment opportunities and full time equivalent jobs. The likely significance of effects will be determined at ES stage when the necessary information is available and confirmed.	Relevant - included but does not hinder objectives. Further details included in Chapter 16 – Socio-economics, recreation and Tourism of this PEIR.
	EC3	Proposals that will help the East marine plan areas to contribute to offshore wind energy generation should be supported.	The Proposed Development associates with the Dutch offshore wind farm, Nederwiek 3, but does not generate offshore wind energy.	Not relevant – not included in assessment.

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Social and Cultural	SOC1	Proposals that provide health and social well-being benefits including through maintaining, or enhancing, access to the coast and marine area should be supported.	The Proposed Development is not associated with the enhancement of health however social well-being benefits may be recognised.	Not relevant – not included in the assessment.
	SOC2	<p>Proposals that may affect heritage assets should demonstrate, in order of preference:</p> <p>a) that they will not compromise or harm elements which contribute to the significance of the heritage asset</p> <p>b) how, if there is compromise or harm to a heritage asset, this will be minimised</p> <p>c) how, where compromise or harm to a heritage asset cannot be minimised, it will be mitigated against or</p>	The potential impacts of the Proposed Offshore Scheme on heritage assets are considered in a Marine Archaeological Technical Report carried out by Wessex Archaeology in Chapter 26 – Marine Archaeology of this PEIR. Dunwich Bank is the closest known feature, approximately 6.5km away from the Offshore High-Voltage Direct Current (HVDC) Cable Corridor. All known receptors would be avoided through the application of Archaeological Exclusion Zones (1km buffer). The Protocol for Archaeological Discoveries (PAD) will be used to manage potential impacts and recommend appropriate mitigation strategies for unexpected discoveries.	<p>Relevant - included but does not hinder objectives.</p> <p>Further details included in Chapter 26 – Marine Archaeology of this PEIR.</p>

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		d) the public benefits for proceeding with the proposal if it is not possible to minimise or mitigate compromise or harm to the heritage asset.		
		Proposals that may affect the terrestrial and marine character of an area should demonstrate, in order of preference:		
	SOC3	<p>a) that they will not adversely impact the terrestrial and marine character of an area</p> <p>b) how, if there are adverse impacts on the terrestrial and marine character of an area, they will minimise them</p> <p>c) how, where these adverse impacts on the terrestrial and marine character of an area cannot be minimised, they will be mitigated against</p>	<p>The Walberswick Landfall will be constructed using horizontal directional drilling (HDD). Sediments will be cleared but not removed from site and the exit pits will be refilled via both manual filling and natural backfilling. Once the Proposed Offshore Scheme has been installed no above ground infrastructure will remain. Therefore, the Proposed Offshore Scheme at the landfall will not adversely impact the terrestrial and marine character of the area.</p>	<p>Not relevant – not included in the assessment.</p>

Topic	Policy Code	Policy Text	Assessment of Policy Plan	Include/ Not Include in Assessment
		<p>d) the case for proceeding with the proposal if it is not possible to minimise or mitigate the adverse impacts.</p>		
Ecosystem	ECO1	<p>Cumulative impacts affecting the ecosystem of the East marine plans and adjacent areas (marine, terrestrial) should be addressed in decision-making and plan implementation.</p>	<p>Potential cumulative impacts affecting the local ecosystem will be assessed and presented in the ES supporting the Application. Appendix 28.1 of this PEIR provides a longlist of onshore and offshore projects in proximity to the Draft Order Limits.</p>	<p>Relevant - included but does not hinder objectives.</p> <p>Further details included in Chapter 28 – Assessment of Cumulative and Combined Effects of the Project and Appendix 28.1 of this PEIR.</p>
	ECO2	<p>The risk of release of hazardous substances as a secondary effect due to any increased collision risk should be taken account of in proposals that require an authorisation.</p>	<p>Navigational and collision risk assessments have been undertaken and has been considered in Chapter 23 - Shipping and Navigation of this PEIR. Most impacts that the Proposed Offshore Scheme may have on Shipping and Navigation such as reduction in under-keel clearance and increased risk of vessel collisions during construction and operational phases was found to be minor or negligible and therefore not a significant effect. Therefore, no increased risk of the release of hazardous substances because of vessel collisions has been identified.</p>	<p>Relevant - included but does not hinder objectives.</p> <p>Further details included in Chapter 23 – Shipping and Navigation of this PEIR.</p>

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Biodiversity	BIO1	Appropriate weight should be attached to biodiversity, reflecting the need to protect biodiversity as a whole, taking account of the best available evidence including on habitats and species that are protected or of conservation concern in the East marine plans and adjacent areas (marine, terrestrial).	Potential impacts of biodiversity have been considered in the Habitat Regulation Assessment (HRA), Marine Conservation Zone (MCZ) assessment and Water Framework Directive (WFD) assessment. With mitigations in place, it is predicted that the Proposed Offshore Scheme will not have a significant effect on biodiversity.	Relevant - included but does not hinder objectives. Further details included in Chapter 8 – Ecology and Biodiversity of this PEIR.
	BIO2	Where appropriate, proposals for development should incorporate features that enhance biodiversity and geological interests.	The Proposed Offshore Scheme will seek to incorporate nature inclusive design where appropriate. Options of nature inclusive design for the Proposed Offshore Scheme to be developed at ES.	Not relevant – not included in the assessment.
Marine Protected Areas	MPA1	Any impacts on the overall Marine Protected Area network must be taken account of in strategic level measures and assessments, with due regard given to any current agreed advice	The Proposed Offshore Scheme do overlap several designated protected sites – including Special Protection Areas (SPA) and Special Areas of Conservation (SAC), An HRA, Marine Conservation Assessment (MCZ) and WFD assessment have been undertaken to assess potential impacts on these sites. The works are of short duration, and the route was refined to minimise interactions with protected sites as much as possible, so no significant effects are	Relevant - included but does not hinder objectives. Further details included in the HRA, MCZ Assessment and Chapter 21 – Intertidal and

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		on an ecologically coherent network.	predicted except to red-throated diver in the Outer Thames Estuary SPA. Chapter 21 - Intertidal and Offshore Ornithology of this PEIR assessed that during construction for the HDD enabling works and cable pull-in, the Proposed Offshore Scheme to have a Moderate and Significant effect. The Applicant has committed to control measures which form part of “Natural England’s Best Practice Protocol for Vessels in Red-Throated Diver SPAs” (Ref 1.2) i.e., Commitment Reference Codes OC10 and OC11. Further additional measures for specific high risk activities (HDD enabling works and cable pull-in) within the Outer Thames Estuary SPA would be discussed with statutory consultees and detailed as part of the ES.	Offshore Ornithology, Appendix of this PEIR.
Climate Change	CC1	<p>Proposals should take account of:</p> <ul style="list-style-type: none"> • how they may be impacted upon by, and respond to, climate change over their lifetime and • how they may impact upon any climate change adaptation 	The Proposed Development helps mitigate the impacts of climate change by combining interconnection between the UK and Netherlands with the transmission of offshore wind generation, contributes to Net Zero and is a Nationally Significant Infrastructure Project (NSIP). Therefore, it is predicted that the Proposed Development will have a positive impact on climate change. No direct or indirect impacts have been identified for the Proposed Development on any climate change adaptation measures elsewhere. As part of the ES, an offshore climate change assessment will be presented.	Relevant - included but does not hinder objectives.

Ref 1.2 Natural England (2025) Appendix M5 – Natural England’s Best Practice Protocol for Vessels in Red-Throated Diver SPAs. Available at: <https://nsip-documents.planninginspectorate.gov.uk/published-documents/EN010136-000769-EN010136%20497410%20Morgan%20Offshore%20Wind%20Generation%20Assets%20Appendix%20M5%20-%20Natural%20England's%20Best%20Practice%20Protocol%20for%20Vessels%20in%20Red%20Throated%20Diver%20SPAs%20-%20Deadline%205.pdf>

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		<p>measures elsewhere during their lifetime</p> <p>Where detrimental impacts on climate change adaptation measures are identified, evidence should be provided as to how the proposal will reduce such impacts.</p>		
	CC2	<p>Proposals for development should minimise emissions of greenhouse gases as far as is appropriate. Mitigation measures will also be encouraged where emissions remain following minimising steps. Consideration should also be given to emissions from other activities or users affected by the proposal.</p>	<p>A source of greenhouse gas emissions as a result of the Proposed Offshore Scheme is from construction and operation vessels. Compliance of all project vessels with the regulations relating to International Convention for the Prevention of Pollution from Ships (the MARPOL Convention 73/78), with the aim of preventing and minimising pollution from ships. It is not expected that the Proposed Offshore Scheme will cause a significant increase in greenhouse gas emissions.</p>	<p>Relevant - included but does not hinder objectives.</p>
Governance	GOV1	<p>Appropriate provision should be made for infrastructure on land which supports activities</p>	<p>The landfall at Walberswick would be constructed using HDD. Three cable ducts would be installed from the TJB, positioned above the mean high-water spring (MHWS) mark, to a point below 0m lowest astronomical tide (LAT). The exact exit points for the cable ducts</p>	<p>Relevant - included but does not hinder objectives.</p>

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		in the marine area and vice versa.	would depend on further technical studies and design. The HDD would 'punch out' (exit the seabed) between the 5m and 9m LAT water depth contours which is between 440m and 890m offshore from Mean High Water Springs (MWHS). The Application includes both marine and land-based infrastructure and will facilitate activity in both marine and terrestrial systems.	Further details included in Chapter 2 – Description of Proposed Scheme of this PEIR.
	GOV2	Opportunities for co-existence should be maximised wherever possible.	<p>The Proposed Offshore Scheme will make appropriate use of space, and the footprint will be kept as minimal as possible. .</p> <p>The Applicant will also engage with fishermen and other marine users. The Applicant will develop a Fisheries Liaison and Co-existence Plan (an outline of which is included with this PEIR) that sets out measures to promote the co-existence of commercial fishing and offshore wind farm development. A Navigational Risk Assessment has been undertaken and concluded, through the implementation of mitigation, all potential impacts to acceptable or tolerable risk levels as low as reasonably practicable (ALARP).</p>	<p>Relevant - included but does not hinder objectives.</p> <p>Further details included in Chapter 3 – Alternatives and Design Resolution and Appendix 24.2 Outline Fisheries Liaison and Coexistence Plan of this PEIR.</p>
	GOV3	<p>Proposals should demonstrate in order of preference:</p> <p>a) that they will avoid displacement of other existing or authorised</p>	Chapter 3 - Alternatives and Design Resolution of this PEIR described that a staged approach was used during the optioneering process to assess and identify preferred options for the Offshore Cable Route. For the offshore area, a study area was defined and a constraints map developed, based on publicly available and purchased mapped data. The routing and siting of the Proposed Development infrastructure has taken	<p>Relevant - included but does not hinder objectives.</p> <p>Further details included in Chapter 3 – Alternatives and</p>

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		<p>(but yet to be implemented) activities</p> <p>b) how, if there are adverse impacts resulting in displacement by the proposal, they will minimise them</p> <p>c) how, if the adverse impacts resulting in displacement by the proposal, cannot be minimised, they will be mitigated against or</p> <p>d) the case for proceeding with the proposal if it is not possible to minimise or mitigate the adverse impacts of displacement.</p>	<p>into consideration all other existing, planned or proposed schemes or activities by considering overarching guiding principles that can be found in Paragraph 3.3.4 of Chapter 3 -Alternatives and Design Resolution of this PEIR. The Applicant has sought to avoid the displacement of other activities and interaction with infrastructure. Where avoidance is not possible, displacement will be short term and temporary during the construction phase.</p>	<p>Design Resolution of this PEIR.</p>
Defence	DEF1	Proposals in or affecting Ministry of Defence (MoD) Danger and Exercise Areas should not be authorised without agreement from the MoD.	The Proposed Offshore Scheme are not within any MoD areas so have no significant effects.	Not relevant – not included in the assessment.

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Oil and Gas	OG1	Proposals within areas with existing oil and gas production should not be authorised except where compatibility with oil and gas production and infrastructure can be satisfactorily demonstrated.	The Draft Order Limits intersects active oil and gas license blocks 49/30, 49/25, 49/20, 49/15 and 49/24. Chapter 25: Other Marine Users of this PEIR concluded that no significant effects on oil and gas production are expected from the Proposed Offshore Scheme alone during construction, operation decommission provided design and control measures are implemented. No additional mitigation has been proposed at this stage.	Not relevant – not included in the assessment.
	OG2	Proposals for new oil and gas activity should be supported over proposals for other development.	The Proposed Offshore Scheme are not within an area where a license for new oil and gas infrastructure has been granted or formally applied for. The Proposed Offshore Scheme and Draft Order Limits crosses through 33rd Round Provisional Awards blocks: 50/26, 50/21a, 49/25b and 49/30b. Cable infrastructure and oil and gas activities can co-exist. The preliminary assessment within Chapter 25 – Other Marine Users has concluded that no significant effects on other marine users are expected from the Proposed Offshore Scheme alone during construction, operation and decommissioning, provided design and control measures are implemented. No additional mitigation has been proposed at this stage.	Not relevant – not included in the assessment.
Offshore Wind Renewable Energy	WIND1	Developments requiring authorisation, that are in or could affect sites held under a lease or an agreement for lease that has been granted by The Crown Estate for	There are six existing or planned offshore wind farms (OWFs) within the Proposed Offshore Scheme study area. The Proposed Offshore Scheme does not overlap with any Agreements for Lease granted by The Crown Estate for the development of an Offshore Wind Farm. The construction and operation of the Proposed Offshore Scheme will not compromise the	Relevant - included but does not hinder objectives. Further details included in Chapter

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		<p>development of an Offshore Wind Farm should not be authorised unless</p> <p>a) they can clearly demonstrate that they will not compromise the construction, operation, maintenance, or decommissioning of the Offshore Wind Farm</p> <p>b) the lease/agreement for lease has been surrendered back to The Crown Estate and not been re-tendered</p> <p>c) the lease/agreement for lease has been terminated by the Secretary of State</p> <p>d) in other exceptional circumstances.</p>	<p>construction, operation, maintenance or decommissioning of the identified OWFs as demonstrated and assessed in Chapter 25 - Other Marine Users of this PEIR. The assessment concluded there will be no significant effects on OWFs as a result of the Proposed Offshore Scheme.</p>	<p>25 – Other Marine Users of this PEIR.</p>
	WIND2	<p>Proposals for Offshore Wind Farms Inside Round 3 zones, including relevant supporting projects and</p>	<p>The Proposed Offshore Scheme is not a Round 3 OWF. There are six existing or planned OWFs within the Proposed Offshore Scheme study area. The OWF's that are a Round 3 OWF include East Anglia One North and East Anglia Two. Likely effects on these OWFs have been assessed in Chapter 25 - Other</p>	<p>Not relevant – not included in the assessment.</p>

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		infrastructure, should be supported.	Marine Users of this PEIR and it has been predicted that there will be no significant effect in EIA terms.	
Tidal Stream and Wave	TIDE1	<p>In defined areas of identified tidal stream resource, proposals should demonstrate, in order of preference:</p> <p>a) that they will not compromise potential future development of a tidal stream project</p> <p>b) how, if there are any adverse impacts on potential tidal stream deployment, they will minimise them</p> <p>c) how, if the adverse impacts cannot be minimised, they will be mitigated</p> <p>d) the case for proceeding with the proposal if it is not possible to minimise or mitigate the adverse impacts.</p>	The Proposed Offshore Scheme is located in a defined area that has no tidal or wave energy site agreements. Therefore, the Proposed Offshore Scheme will not compromise any potential future development of a tidal stream project.	Not relevant – not included in the assessment.

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Carbon Capture and Storage	CCS1	<p>Within defined areas of potential carbon dioxide storage, proposals should demonstrate in order of preference:</p> <p>a) that they will not prevent carbon dioxide storage</p> <p>b) how, if there are adverse impacts on carbon dioxide storage, they will minimise them</p> <p>c) how, if the adverse impacts cannot be minimised, they will be mitigated</p> <p>d) the case for proceeding with the proposal if it is not possible to minimise or mitigate the adverse impacts.</p>	<p>The Proposed Offshore Scheme are located in an area of potential carbon dioxide capture and storage: CS026 and CS027. These two areas are from license round 1 and are a part of Shell UK's exploration. The routeing and siting of the Proposed Offshore Scheme infrastructure has taken into consideration all other existing, planned or proposed schemes or activities by considering over-arching guiding principles that can be found in Paragraph 3.3.4 of Chapter 3 - Alternatives and Design Resolution of this PEIR. Therefore, carbon dioxide storage will not be prevented and there will be no adverse impacts on carbon dioxide storage.</p> <p>The embedded mitigation measures used are present in Table 25.16 of Chapter 25 - Other Marine Users of this PEIR. There are no likely significant adverse that require additional mitigation. Carbon Capture and Storage licenses awarded previously were focused off the coasts of Norfolk, Lincolnshire and Yorkshire suggesting that development in Suffolk may not be within the timescale of the Proposed Offshore Scheme, so will not impact proceeding with the proposal.</p>	Not relevant – not included in the assessment.
	CCS2	Carbon Capture and Storage proposals should demonstrate that consideration has been given to the re-use of existing oil and gas	The Proposed Offshore Scheme are not associated with carbon capture and storage.	Not relevant – not included in the assessment.

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		infrastructure rather than the installation of new infrastructure (either in depleted fields or in active fields via enhanced hydrocarbon recovery).		
Ports and Shipping	PS1	Proposals that require static sea surface infrastructure or that significantly reduce under-keel clearance should not be authorised in International Maritime Organization designated routes.	<p>The Proposed Offshore Scheme does not include static sea surface infrastructure.</p> <p>Cable protection is not proposed in any areas located in International Maritime Organization designation routes. Cable protection will be applied where burial is not feasible, and at infrastructure crossings. Any berm height will be determined by a Cable Burial Risk Assessment and crossing agreements with the maximum height of protection at infrastructure crossings being 2.2m. Cable burial and protection would be regularly surveyed to ensure the cables remain buried and external protection remains in place.</p>	Not relevant – not included in the assessment.
	PS2	Proposals that require static sea surface infrastructure that encroaches upon important navigation routes should not be authorised unless there are exceptional circumstances. Proposals should:	The Proposed Offshore Scheme does not include static sea surface infrastructure.	Not relevant – not included in the assessment.

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		<p>a) be compatible with the need to maintain space for safe navigation, avoiding adverse economic impact</p> <p>b) anticipate and provide for future safe navigational requirements where evidence and/or stakeholder input allows and</p> <p>c) account for impacts upon navigation in-combination with other existing and proposed activities.</p>		
	PS3	<p>Proposals should demonstrate, in order of preference:</p> <p>a) that they will not interfere with current activity and future opportunity for expansion of ports and harbours</p>	<p>The closest port/harbour is Southwold Harbour, the entrance to which is located approximately 370m north of the Draft Order Limits. Based on stakeholder consultation, the Draft Order Limits intersect the Southwold Harbour limits (not currently show on Admiralty Charts). There is no pilotage at Southwold Harbour. Vessel movements at the Southwold Harbour are mostly associated with small vessels, including commercial, fishing, leisure, and visiting vessels. A Navigational Risk Assessment has assessed all potential impacts,</p>	<p>Not relevant – not included in the assessment.</p>

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		<p>b) how, if the proposal may interfere with current activity and future opportunities for expansion, they will minimise this</p> <p>c) how, if the interference cannot be minimised, it will be mitigated d) the case for proceeding if it is not possible to minimise or mitigate the interference.</p>	<p>including future development, to acceptable or tolerable risk levels as low as reasonably practicable. This can be found in Appendix 23.1 - Navigational Risk Assessment of this PEIR. The Proposed Offshore Scheme will not interfere with current activity and future opportunity for expansion of ports and harbours. Chapter 23 - Shipping and Navigation of this PEIR assessed the impact of Proposed Offshore Scheme as not significant in EIA terms.</p>	
Dredging and Disposal	DD1	<p>Proposals within or adjacent to licensed dredging and disposal areas should demonstrate, in order of preference</p> <p>a) that they will not adversely impact dredging and disposal activities</p> <p>b) how, if there are adverse impacts on dredging and disposal, they will minimise these</p>	<p>The Proposed Offshore Scheme has been designed to avoid as many dredging and disposal sites as possible. There are nine spoil disposal sites within proximity to the Project, including AEA Experimental Site (TH026), BBL Pipeline Temporary Pre-Sweep (HU202), Norfolk Vanguard ECC2 (HU214), Norfolk Vanguard West (HU216), Norfolk Boreas Array (HU217), Warren Spring Exptl Area 1 (TH075), Southwold Harbour (TH020), Galloper OWF(TH057) and EAOW3 (HU212). Three of these disposal sites cross the proposed submarine Offshore HVDC Cable Corridor, however only Norfolk Vanguard ECC2 is open. Likely effects of these sites have been assessed in Chapter 25 - Other Marine Users of this PEIR, and it has been concluded that the Proposed Offshore</p>	<p>Relevant - included but does not hinder objectives.</p> <p>Further details included in Chapter 25 – Other Marine Users of this PEIR.</p>

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		c) how, if the adverse impacts cannot be minimised, they will be mitigated	Scheme will not adversely impact dredging and disposal activities.	
		d) the case for proceeding with the proposal if it is not possible to minimise or mitigate the adverse impacts.		
Aggregates	AGG1	Proposals in areas where a licence for extraction of aggregates has been granted or formally applied for should not be authorised unless there are exceptional circumstances.	Within the Proposed Offshore Scheme area there are 4 aggregate extraction sites, including Area 2109 Indefatigable East, Area 2108 Indefatigable West, Area 401/2A Yarmouth and Area 512 Lowestoft. Area 2109 Indefatigable East is in a location that crosses the Offshore HVDC Cable Corridor whereas the other 3 aggregate extraction sites are at least 4km away from the Proposed Offshore Scheme. There are no Crown Estate mining site agreements in the study area. The likely effects on the aggregate extraction sites have been assessed in Chapter 25 - Other Marine Users of this PEIR and it has been predicted that there will be no significant effects. Additionally, there is a proposed bypass for active dredging, so the Proposed Offshore Scheme route has the option to avoid the aggregate areas.	Relevant - included but does not hinder objectives. Further details included in Chapter 25 – Other Marine Users of this PEIR.
	AGG2	Proposals within an area subject to an Exploration and Option Agreement with The	There are Exploration and Option areas within the Proposed Offshore Scheme area with Indefatigable East in a location that crosses the Offshore HVDC Cable Corridor. With mitigation measures, the	Relevant - included but does not hinder objectives.

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		Crown Estate should not be supported unless it is demonstrated that the other development or activity is compatible with aggregate extraction or there are exceptional circumstances.	Proposed Offshore Scheme will not have a significant effect on exploration and option areas. The embedded mitigation measures used are present in Table 25.16 of Chapter 25 - Other Marine Users of this PEIR.	Further details included in Chapter 25 – Other Marine Users of this PEIR.
	AGG3	<p>Within defined areas of high potential aggregate resource, proposals should demonstrate in order of preference:</p> <p>a) that they will not, prevent aggregate extraction</p> <p>b) how, if there are adverse impacts on aggregate extraction, they will minimise these</p> <p>c) how, if the adverse impacts cannot be minimised, they will be mitigated</p> <p>d) the case for proceeding with the application if it is not</p>	Within the Proposed Offshore Scheme study area there is not defined areas of high potential aggregate resource.	Not relevant – not included in the assessment.

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		possible to minimise or mitigate the adverse impacts.		
Cabling	CAB1	Preference should be given to proposals for cable installation where the method of installation is burial. Where burial is not achievable, decisions should take account of protection measures for the cable that may be proposed by the applicant.	The Proposed Offshore Scheme involves burial of the HVDC Submarine Cables, and there is associated external protection (e.g., rock berm, concrete mattresses, rock bags etc) where the required burial cannot be achieved or where the works cross existing infrastructure.	Relevant - included but does not hinder objectives. Further details included in Chapter 2 – Description of the Proposed Scheme of this PEIR.
Fisheries	FISH1	<p>Within areas of fishing activity, proposals should demonstrate in order of preference:</p> <p>a) that they will not prevent fishing activities on, or access to, fishing grounds</p> <p>b) how, if there are adverse impacts on the ability to undertake fishing activities or access to fishing</p>	a) The Proposed Offshore Scheme is located within areas of fishing activity and therefore has the potential to effect commercial fishing activity by temporary displacement. Displacement may occur as construction progresses along the Offshore HVDC Cable Corridor. The preliminary assessment has concluded that no significant adverse effects on commercial fisheries are expected from the Proposed Offshore Scheme alone during construction, operation (including maintenance) and decommissioning. There are no likely significant adverse that require additional mitigation. The embedded mitigation measures used are present in Table 24.16 of Chapter 24 - Commercial Fisheries of this PEIR.	Relevant - included but does not hinder objectives. Further details included in Chapter 24 – Commercial Fisheries of this PEIR.

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		<p>grounds, they will minimise them</p> <p>c) how, if the adverse impacts cannot be minimised, they will be mitigated</p> <p>d) the case for proceeding with their proposal if it is not possible to minimise or mitigate the adverse impacts.</p>	<p>b) The impacts will be minimised through a Fisheries Liaison and Co-existence Plan (an outline of which has been submitted with the PEIR) that sets out measures to promote the co-existence of commercial fishing and construction activities. The HVDC Submarine Cables will be buried wherever possible, to enable fishing to continue post installation.</p>	
	FISH2	<p>Proposals should demonstrate, in order of preference:</p> <p>a) that they will not have an adverse impact upon spawning and nursery areas and any associated habitat</p> <p>b) how, if there are adverse impacts upon the spawning and nursery areas and any associated habitat, they will minimise them</p>	<p>a) The Proposed Offshore Scheme is in spawning grounds and associated habitats for several pelagic and demersal species. The impact of works is predicted to be of a local spatial extent, short-term duration and affecting only a small proportion of total area at one time so no significant, long-term effects are not predicted. The assessment has concluded that no significant effects on the spawning and nursery grounds of fish and shellfish are expected from the Proposed Offshore Scheme alone during construction, operation (including maintenance) and decommissioning. There are no likely significant adverse that require additional mitigation. The embedded mitigation measures used are present in Table 20.17 of Chapter 20 - Fish and Shellfish.</p>	<p>Relevant - included but does not hinder objectives.</p> <p>Further details included in Chapter 20 – Fish and Shellfish of this PEIR.</p>

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		<p>c) how, if the adverse impacts cannot be minimised they will be mitigated</p> <p>d) the case for proceeding with their proposals if it is not possible to minimise or mitigate the adverse impacts.</p>		
Aquaculture	AQ1	<p>Within sustainable aquaculture development sites (identified through research), proposals should demonstrate in order of preference:</p> <p>a) that they will avoid adverse impacts on future aquaculture development by altering the sea bed or water column in ways which would cause adverse impacts to aquaculture productivity or potential</p> <p>b) how, if there are adverse impacts on aquaculture</p>	The Proposed Offshore Scheme are not within an area with aquaculture development sites.	Not relevant – not included in the assessment.

Topic	Policy Code	Policy Text	Assessment of Policy Plan	Include/ Not Include in Assessment
		<p>development, they can be minimised</p> <p>c) how, if the adverse impacts cannot be minimised they will be mitigated</p> <p>d) the case for proceeding with the proposal if it is not possible to minimise or mitigate the adverse impacts.</p>		
Tourism and Recreation	TR1	<p>Proposals for development should demonstrate that during construction and operation, in order of preference:</p> <p>a) they will not adversely impact tourism and recreation activities</p> <p>b) how, if there are adverse impacts on tourism and recreation activities, they will minimise them</p>	<p>Recreational activities within the Proposed Offshore Scheme are diving, water sports and angling as well as bathing waters, which are categorised as Excellent.</p> <p>a) The potential impact the Proposed Offshore Scheme may have on tourism and recreation has been assessed in Chapter 16 - Socio-Economics, Recreation and Tourism of this PEIR. It was concluded that there was the potential for minor adverse effects and therefore not significant in EIA terms.</p>	<p>Relevant - included but does not hinder objectives.</p> <p>Further details included in Chapter 16 – Socio-Economics, Recreation and Tourism of this PEIR.</p>

Topic	Policy Code	Policy Text	Assessment of Policy Plan	Include/ Not Include in Assessment
		<p>c) how, if the adverse impacts cannot be minimised, they will be mitigated</p> <p>d) the case for proceeding with the proposal if it is not possible to minimise or mitigate the adverse impacts.</p>		
	TR2	<p>Proposals that require static objects in the East marine plan areas, should demonstrate, in order of preference:</p> <p>a) that they will not adversely impact on recreational boating routes</p> <p>b) how, if there are adverse impacts on recreational boating routes, they will minimise them</p> <p>c) how, if the adverse impacts cannot be minimised, they will be mitigated</p>	<p>The Proposed Offshore Scheme do not require static objects in the East Marine Plan area. The impact of the Proposed Offshore Scheme on recreational boating is fully assessed in Appendix 23.1 - Navigational Risk Assessment and concluded that the effects are of a minor and tolerable significance, so therefore not significant.</p>	<p>No relevant - not included in the assessment.</p>

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		d) the case for proceeding with the proposal if it is not possible to minimise or mitigate the adverse impacts.		
	TR3	Proposals that deliver tourism and/or recreation related benefits in communities adjacent to the East marine plan areas should be supported.	The Proposed Development do not have the potential to contribute to delivery of tourism and/or recreation related benefits.	Not relevant – not included in the assessment

Topic Glossary

Acronym/ Phrase/ Abbreviation	Definition
ALARP	As low as reasonably possible
CBRA	Cable Burial Risk Assessment
CEFAS	Centre for Environment, Fisheries and Aquaculture Science
EIA	Environmental Impact Assessment
ES	Environmental Statement
HDD	Horizontal Directional Drilling
HRA	Habitats Regulations Assessment
HVDC	High-Voltage Direct Current
LAT	Lowest Astronomical Tide
MARPOL	The International Convention for the Prevention of Pollution from Ships
MCZ	Marine Conservation Zone
MHWS	Mean High-Water Spring
MoD	Ministry of Defence
NSIP	Nationally Significant Infrastructure Project
OWF	Offshore Wind Farm
PAD	Protocol for Archaeological Discoveries
PEIR	Preliminary Environmental Information Report
SAC	Special Area of Conservation
SPA	Special Protection Area
WFD	Water Framework Directive

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