

**The Great Grid Upgrade**

Eastern Green Link 5 (EGL 5)

# Preliminary Environmental Information Report

Volume 1

Part 3

Chapter 24 Other Marine Users

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nationalgrid

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# 24. Other Marine Users

## 24.1 Introduction

- 24.1.1 This chapter presents the preliminary findings of the Environmental Impact Assessment (EIA) undertaken to date for the Eastern Green Link 5 (EGL 5) English Offshore Scheme, with respect to the other marine users, including offshore wind farms (OWF), other power and telecommunication cables, carbon capture and storage (CCS) and natural gas storage sites, disposal sites, aggregate extraction sites, chemical weapon and munitions disposal sites, Ministry of Defence (MoD) Practice Exercise Areas (PEXA), oil and gas operations, recreational activities, and angling – including chartered anglers. Recreational users, such as recreational swimmers and SCUBA divers, have also been assessed.
- 24.1.2 The preliminary assessment is based on information obtained to date. It should be read in conjunction with the description of the Project provided in **Volume 1, Part 1, Chapter 4: Description of the Project**.
- 24.1.3 This chapter describes the methodology used, the datasets that have informed the preliminary assessment, baseline conditions, environmental measures, and the potential preliminary effects on other marine users that could result from the English Offshore Scheme during the construction, operation (and maintenance), and decommissioning phases at a high level in line with industry guidance and best practice. Specifically, it relates to the English Offshore elements of the Scheme seaward of Mean High Water Springs (MHWS) where the English Offshore Scheme makes landfall at Anderby Creek on the Lincolnshire coastline to the border between English and Scottish adjacent waters.
- 24.1.4 This chapter should be notably read in conjunction and considered alongside the following technical aspect chapters found in **Volume 1, Part 3**:
- **Chapter 22: Shipping and Navigation** which identifies and assesses the potential navigational impacts on other marine users, such as risk of collision and disruption; and
  - **Chapter 23: Commercial Fisheries** which identifies and assesses the potential impacts to commercial fishing vessels.
- 24.1.5 This chapter is supported by the following figures in **Volume 1, Part 3**:
- **Figure 24-1 Red Line Boundary and Other Marine Users Study Area;**
  - **Figure 24-2 Offshore Wind Infrastructure;**
  - **Figure 24-3 Interconnector and Telecommunication Cables within the Study Area;**
  - **Figure 24-4 Other Marine Users Infrastructure;**
  - **Figure 24-5 Oil and Gas Infrastructure Within the Study Area; and**
  - **Figure 24-6 Bathing Waters, Sailing and Diving Clubs in the Study Area.**
- 24.1.6 This chapter is supported by the following appendices in **Volume 2**,
- **Volume 2, Part 1, Appendix 2.A: Regulatory and Planning Context;**

- **Volume 2, Part 1, Appendix 2.B: Marine Plan Policy Assessment;**
- **Volume 2, Part 1, Appendix 5.A: Outline Register of Design Measures;**
- **Volume 2, Part 1, Appendix 5.B: Outline Code of Construction Practice ;**
- **Volume 2, Part 1, Appendix 5.C: Outline Construction Environmental Management Plan (CEMP);**
- **Volume 2, Part 1, Appendix 5.D: Outline Construction Environmental Management Plan; and**
- **Volume 2, Part 2, Appendix 15.A: Routes for Walkers, Cyclists and Horse riders; Tourist Attractions; and Tourist Accommodation.**

24.1.7 There is also spatial overlap with the onshore assessments that are being progressed for the English Onshore Scheme (see **Volume 1, Part 2, English Onshore Scheme**), with the Intertidal Zone sharing common receptors. This chapter should also therefore be read in conjunction with the following chapters found in **Volume 1**:

- **Part 2, Chapter 15: Socioeconomics, Recreation and Tourism; and**
- **Part 2, Chapter 16: Health and Wellbeing.**

24.1.8 The Scottish and Southern Electricity Networks (SSEN) Transmission have responsibility for the section of the Project in Scottish waters, including project development, community engagement, environmental management, and obtaining all relevant consents.

24.1.9 As set out in **Volume 1, Part 1, Chapter 1: Introduction**, cable installation and some associated activities beyond 12 nautical miles (NM), and emergency repair of the installed cable within the draft Order Limits are exempt under the Marine and Coastal Access Act 2009 (MCAA 2009). This chapter presents a preliminary assessment of the cable route from MHWS at the Anderby Creek Landfall to the maritime boundary between England and Scotland adjacent waters. This is to ensure all likely significant effects of the English Offshore Scheme have been assessed. However, consent is not being sought for the exempt cable and only external cable protection and dredging for sandwave clearance will be included in the Deemed Marine Licence (DML) beyond 12 NM.

## Limitations

24.1.10 The information provided in this Preliminary Environmental Information Report (PEIR) is preliminary, the final assessment of potential significant effects will be reported in the Environmental Statement (ES). The PEIR has been produced to fulfil the Applicants consultation duties in accordance with Section 42 of the PA2008 and enable consultees to develop an informed view of the preliminary potential significant effects of the English Offshore Scheme.

24.1.11 Various technical assessments were undertaken to inform the EGL 3 and EGL 4 EIA. Where relevant (i.e., where construction methodologies are essentially identical, or where an impact pathway would occur over a similar spatial / temporal scope) the conclusions of those assessments have been used to scope 'in' or 'out' various impact pathways. These are not necessarily proposed to be repeated to inform the PEIR for this Project.

24.1.12 This chapter has been produced based on a range of publicly available data and information. It is assumed that the data collated is accurate as of January 2026. The data will be supplemented with new or additional data collected / collated as part of the preparation of the ES, where relevant. It is assumed that the data available from existing

literature and consultation will provide an appropriate evidence-base for other marine users.

24.1.13 In the absence of data, a precautionary approach has been taken and professional judgement applied, based on experience of similar linear projects, have been used where required to inform the scope of the assessment.

24.1.14 There are no limitations relating to other marine users that affect the robustness of the preliminary assessment of the potential significant effects of the English Offshore Scheme.

## Preliminary significance conclusions

24.1.15 For other marine users the preliminary environmental assessment presented in Section 24.10 *et seq.* has concluded that all of the potential significant effects assessed are either Negligible or Minor adverse effects and are assessed as **Not Significant** in EIA terms. Further details of the methodology behind the assessment, and a detailed narrative of the assessment itself are provided within the sections below.

## 24.2 Relevant Technical Guidance

### Technical guidance

24.2.1 The legislation and planning policy which has informed the assessment of effects with respect to other marine users is provided within **Volume 1, Part 1, Chapter 2: Regulatory and Policy Overview**. Further information on policies relevant to the English Offshore Scheme is provided in **Volume 1, Part 1, Chapter 2: Regulatory and Policy Overview** and **Volume 2, Part 1: Appendix 2.A: Regulatory and Planning Context**. A preliminary marine plan assessment is provided as **Volume 2, Part 1, Appendix 2.B: Marine Plan Policy Assessment**. Relevant technical guidance, specific to other marine users, that has informed this PEIR and will inform the assessment within the ES is summarised below.

24.2.2 A summary of the technical guidance for other marine users assessment is given in **Table 24-1**.

Table 24-1 Technical guidance relevant to the other marine users assessment

Technical guidance document	Context
European Subsea Cable Association (ESCA) Guideline No. 6: The Proximity of Offshore Renewable Energy Installations & Submarine Cable Infrastructure in UK waters (Ref 24.1).	Provides guidance on the consideration required by all stakeholders in the development of projects requiring proximity agreements between OWF and Subsea cables projects. The Guidelines address installation and maintenance constraints related to OWF structures, associated cables and other subsea cables, where such structures and subsea cables will occupy proximate areas of seabed.
ESCA Guideline No.19. Marine Aggregate Extraction Proximity Guidelines (Ref 24.2).	Provides guidance on the considerations that should be given by all stakeholders in the development of projects requiring proximity

Technical guidance document	Context
	agreements between marine aggregate interests (planned applications or existing production licences) and subsea cable projects (planned or existing) in UK waters.
International Cable Protection Committee (ICPC) Recommendation No.13-2C. The Proximity of Offshore Renewable Wind Energy Installations and Submarine Cable Infrastructure in National Waters (Ref 24.3).	Various guidance documents covering recommendations for working within proximity to subsea cables, including recovery of Out of Service cables (OOS), crossing of cables and pipelines and routeing of cables.
ICPC Recommendation No.3-10C. Telecommunications Cable and Oil Pipeline / Power Cables Crossing Criteria (Ref 24.4).	Provides guidance to those who are faced with the situation of cases of crossings between telecommunications cables, power cables and pipelines.
ICPC Recommendation No.2-12C. Recommended Routing and Coordinating Criteria for Submarine Telecommunications Cables in Proximity to Other Such Cables (Ref 24.5).	Provides assistance to cable owners and those planning subsea cable systems that cross or are in close proximity to existing in-service cables. Owners of existing cables which may be crossed by a planned cable should also find assistance from this recommendation in reaching agreement on the manner of any proposed crossing or close approach by a new cable system.

## 24.3 Consultation and Engagement

### Overview

- 24.3.1 The assessment has been informed by consultation responses and ongoing stakeholder engagement; any feedback from engagement is used to define the assessment approach and to ensure that appropriate baseline information is used to drive the design of the scheme to avoid, prevent and reduce any likely environmental effects.
- 24.3.2 An overview of the technical engagement undertaken or planned to inform the other marine users assessment is provided in paragraphs 24.3.5 to 24.3.8 approach to consultation is provided in **Section 5.9 of Volume 1, Part 1, Chapter 5: PEIR Approach and Methodology**.

### Scoping Opinion

- 24.3.3 A Scoping Opinion was adopted by the Secretary of State, administered by the Planning Inspectorate, on 13 October 2025. A summary of the relevant responses received in the Scoping Opinion in relation to other marine users, and confirmation of how these have been addressed within the assessment to date, is presented in **Table 24-2**.
- 24.3.4 The information in this PEIR is preliminary and not all Scoping Opinion comments have been addressed at this stage, however all comments will be addressed within the ES.

Table 24-2 Summary of EIA Scoping Opinion responses for other marine users

Consultee	Category	Consideration	How addressed in this PEIR
Planning Inspectorate. 4.8.1.	Damage to existing infrastructure or assets	Paraphrased: The Planning Inspectorate agrees that potential significant effects are not likely to occur and this matter [Damage to existing infrastructure or assets] can be scoped out of further assessment. However, the ES should contain a description of the potential crossing designs and consideration of the implications for other aspects.	Please refer to <b>Volume 1, Part 1, Chapter 4: Description of the Project</b> for a list of all identified crossings and potential crossing designs.
Planning Inspectorate. 4.8.2.	Occupancy of seabed – below or on seabed due to the presence of cable protection.	During construction, the Scoping Report states that there is no impact pathway for this phase of the proposed development and that the offshore construction programme is anticipated to be five years. There is potential for presence of underground cabling for the proposed development to be in situ for a sustained period of time before the Operation and Maintenance phase commences. In the event that the cables and cable protection have been laid and are in place for a proportion of the construction period, these should be factored into the (scoped in) Operation and Maintenance assessment as impacts are likely to be similar and continuous. The Planning Inspectorate agrees that this can be scoped out during decommissioning as the other service providers can avoid, cut or remove the service cables during this phase if the proposed development’s cables remain in situ.	Acknowledged; this approach has been taken in Section 24.10, which provides the assessment methodology.
Planning Inspectorate. 4.8.3.	Visual effects	Paraphrased: The Scoping Report states that the existing maritime traffic profile within the study area is unlikely to change during the three phases	Acknowledged. Impact pathway continues to remain scoped out as agreed.

Consultee	Category	Consideration	How addressed in this PEIR
Planning Inspectorate. 4.8.4.	Interaction with aircraft using Practice and Exercise Areas (PEXA) on all vessel related activities associated with the MoD during construction, Operation and Maintenance and decommissioning	<p>of the proposed development and therefore, the Planning Inspectorate agrees that this matter can be scoped out.</p> <p>The Scoping Report states that activities, vessels and equipment used throughout all phases of the proposed development will not provide a pathway for interaction with low flying military aircraft utilising the airspace above the proposed development. In their consultation responses provided in Appendix 2 of the Opinion, the MoD observe that other air to surface military training activities involving military aircraft may be affected and therefore displace military training activities. On this basis, the Planning Inspectorate disagrees that this matter can be scoped out. The ES should provide an assessment of LSEs or provide justification, including agreement with the relevant consultees, for why these would not occur.</p>	The receptor has been scoped into the assessment and a preliminary assessment of the significance of the impact has been provided in Section 24.11
Planning Inspectorate. 4.8.5.	Damage to existing infrastructure or assets, occupancy of seabed – below or on seabed and visual effects	The Planning Inspectorate agrees that this matter can be scoped out on the basis that no aquaculture sites have been identified within the study area.	Acknowledged. Impact pathway and receptor continue to remain scoped out as agreed.
Planning Inspectorate. 4.8.6.	Transboundary impacts	<p>Figure 23-3 of the Scoping Report shows the existing infrastructure and agreements that could interact with the proposed development. The Scoping Report seeks to scope this matter out of further assessment on the grounds that crossing agreements would need to be set up with new and existing cable and pipeline owners prior to any work commencing. The Planning Inspectorate notes that it has an</p>	Acknowledged. To support the Planning Inspectorate's assessment, transboundary impacts have been considered by the EIA and assessed in the Preliminary Assessment. See Section 24.13.

Consultee	Category	Consideration	How addressed in this PEIR
Planning Inspectorate. 4.8.7.	MoD danger areas	ongoing duty in relation to consideration of transboundary effects and will undertake a separate transboundary screening exercise on behalf of the SoS under Regulation 32 of the EIA Regulations following adoption of the Scoping Opinion. On this basis, the Planning Inspectorate is unable to agree this matter out from further assessment.  The applicant is encouraged to ensure that all MoD activity that occurs within these areas is accounted for in the ES. The applicant's attention is directed to the MoD's response in Appendix 2 of this Opinion.	The receptor has been scoped into the assessment and a preliminary assessment of the significance of the impact has been provided in Section 24.11. The Applicant will engage further with the MoD to ensure all activities are identified and considered.

## Technical engagement

24.3.5 In respect of the other marine users assessment, key consultees have been identified and focussed engagement (through both informal and formal consultation) will be undertaken and recorded throughout the pre-application stage of the English Offshore Scheme. Key consultees identified to date are:

- British Marine Aggregate Producers Association (BMAPA);
- Offshore Energies UK (OEUK);
- Environment Agency;
- Maritime and Coastguard Agency (MCA);
- MoD & Defence Infrastructure Organisation (DIO);
- North Sea Transition Authority (NSTA);
- Offshore Petroleum Regulator for Environment and Decommissioning (OPRED);
- OWF owners;
- Royal Yachting Association (RYA);
- The Crown Estate; and
- Third-party asset owners (e.g., pipelines, power and telecommunication cables) which the English Offshore Scheme crosses.

24.3.6 Key areas of consultation are intended to include the engagement on any interactions with other sea users, impact assessment conclusions and proposed mitigation.

24.3.7 Local or specialist groups will be contacted should the assessment process identify a need to engage further detailed local knowledge, or if requested during the statutory consultation process.

24.3.8 As part of the non-statutory consultation, responses were received from the DIO and MoD which are of relevance to the other marine users assessment. A summary of this technical engagement undertaken up to the end of March 2026 is outlined in **Table 24-3**.

**Table 24-3 Technical engagement on the other marine users**

<b>Consultee</b>	<b>Consideration</b>	<b>How addressed in this PEIR</b>
Defence Infrastructure Organisation (DiO).	Section 25.4.11 – 25.4.15 “MOD Activities” the applicant has recognised that live firing may be conducted in Danger Areas but does not appear to have recognised that this is only relevant to those Danger Areas that extend down to the surface as has been previously identified in the DIO Safeguarding pre-application response.	Clarification on this has been given in Section 24.5.8.
DiO	At Section 25.4.12, the applicant has interpreted that surface danger areas are used by the MOD for land based firing	Clarification on this has been given in Section 24.5; the mention of Danger Area

Consultee	Consideration	How addressed in this PEIR
	<p>practise, firing of artillery and other projectiles and that these danger areas typically form a small ‘cone’ with the base of the cone out at sea. This interpretation is incorrect in relation to the Danger Areas occupying the study area that extend down to the surface. These Danger Areas support air to surface firing activities. The altitude that military utilising those Danger Areas that extend down to the surface varies but is not confined to being above 5000 feet as has been concluded by the applicant at Section 25.4.14.</p>	<p>being confined to being above 5,000 feet has now been removed.</p>
MoD (Appendix 2).	<p>The applicant has determined that “interaction with aircraft using PEXA should be scoped out with respect to the offshore element of the development proposed. This is on the basis that vessels and marine construction equipment deployed to undertake the development will not provide a pathway for interaction with low flying military aircraft”. It is possible that vessels and marine construction equipment that may be deployed within the Danger Areas that extend to the surface may affect air to surface military training activities involving military aircraft and displace military training activities. As such this potential impact does need to be scoped in and taken into account.</p>	<p>This effect is assessed in Section 24.12</p>

## 24.4 Data Gathering Methodology

### Study Area

- 24.4.1 The study area for this receptor includes the English Offshore Scheme draft Order Limits plus an additional 9.26 km (5 NM) buffer either side. The Zone of Influence (Zoi) on the seabed is relatively small, limited to the physical footprint of the activities on the seabed. However, other marine users may also be impacted by the vessels associated with the construction, Operation and Maintenance, and decommissioning of the English Offshore Scheme. As such, a precautionary approach has been taken and the study area is defined by the potential for the vessels associated with the construction, Operation and Maintenance, and decommissioning to interact with other sea users directly or indirectly. As the study area is defined by the vessel activity associated with the English Offshore Scheme, this study area is consistent with the study area defined for **Volume 1, Part 3, Chapter 22: Shipping and Navigation**, which is deemed to be standard within industry.

24.4.2 The study area for other marine users and its relation to the English Offshore Scheme is presented in **Volume 1, Part 3, Figure 24-1 Red Line Boundary and Other Marine Users Study Area**.

## Desk study

24.4.3 Desk-based review of publicly available data sources (literature and Geographic Information System (GIS) mapping files) has been used to identify infrastructure and other users, which are described in this baseline.

24.4.4 A summary of the organisations that have supplied data, together with the nature of that data is outlined in **Table 24-4**.

**Table 24-4 Data sources used to inform the other marine users assessment**

<b>Data source</b>	<b>Description</b>
Divemap (Ref 24.6)	Interactive map showing dive sites around the UK.
Centre for Environment, Fisheries and Aquaculture Science (Cefas)	Dredging and Disposal sites.
EMODnet (2025) (Ref 24.7)	EMODnet is a consortium of organisations assembling European marine data, data products and metadata from diverse sources in a uniform way. In this chapter human activities data will be used such as aggregates, disposal, MoD Activities and OWF sites.
ESCA (Ref 24.1)	Information for developers on offshore renewable and subsea cable infrastructure.
Fishbrain (2025) (Ref 24.8)	Information on fishing areas and catch logs around the world.
Gov.UK (2026) (Ref 24.9)	List of current bathing water classifications around the UK.
Morven Offshore Wind Ltd (MvOWL) (Ref 24.10)	Morven Hawthorn Pit Grid Connection Scoping Report.
NGET and Scottish Hydro Electric Transmission plc. (Ref 24.11)	Eastern Green Link (EGL) 2 Environmental Appraisal Report
NGET (Ref 24.12)	Preliminary Environmental Information Report for EGL 3 and EGL 4's Other Marine Users.
NSTA (Ref 24.13)	Hosts data on current and historical oil and gas infrastructure.
Ossian Offshore Wind Farm Ltd (Ref 24.14)	Ossian Transmission Infrastructure Scoping Report.
The Crown Estate (Ref 24.15)	OWF lease agreement areas, Marine Aggregate sites, Carbon Capture and Storage sites, Natural Gas Storage sites.

## Survey work

24.4.5 No site-specific surveys are planned for this technical aspect, as extensive information is readily available to characterise the other marine users of the North Sea. Such data are summarised in **Table 24-4** .

## 24.5 Overall Baseline

### Current baseline

24.5.1 To provide an assessment of the likely significance of the English Offshore Scheme it is necessary to identify and understand the baseline conditions in the study area which provides a reference point. The baseline characterisation sections include information on OWFs, power and telecommunication cables, CCS and natural gas storage sites, dredge and spoil disposal sites, aggregate extraction sites, chemical weapon and munitions disposal sites, MoD activities, oil and gas operations and recreational activities.

### Offshore Wind Farms

24.5.2 At the time of writing, three operational OWFs have been identified in proximity of the English Offshore Scheme as shown in **Volume 1, Part 3, Figure 24-2 Offshore Wind Infrastructure**. **Table 24-5** summarises the distance from the draft Order Limits to the OWFs within the study area.

Table 24-5 Distance from the draft Order Limits to OWFs within the study area

OWF	Operator	Status	Distance from the Project could cross draft Order Limits OWF export cables (km)
Lincs Offshore Wind Farm.	Ørsted A / S, Equitix Energy Generation & Corio Generation.	Fully operational 2010	6.9 Yes (see <b>Table 24-6</b> ).
Triton Knoll Offshore Wind Farm.	Triton Offshore Farm Ltd, owner J-POWER / Electric Power Development Co. LTD, Kansai Electric Power Co., Inc.	Knoll Wind 2022 Fully operational	8.4 Yes (see <b>Table 24-6</b> ).
Inner Dowsing Offshore Wind Farm.	BlackRock Investment Management (UK) Limited & Equitix Ltd.	Fully operational 2009	8.5 Yes (see <b>Table 24-6</b> ).

## Power and Telecommunications Cables

24.5.3 Cables identified within the study area are listed in **Table 24-6** and are illustrated in **Volume 1, Part 3, Figure 24-3 Interconnector and Telecommunication Cables Within the Study Area**. Of the 48 power and telecommunications cables identified, 38 are active, four are decommissioned and three are under construction.

Table 24-6 Distance from the draft Order Limits to existing power or telecommunication cables within the study area

Source	Project Code ID	Project / Name	Site	Distance from the draft Order Limit (km)	Comments
ESCA / Kis-Orca	162	PANGAEA NORTH		0 - Crosses	ACTIVE, TELECOM.
ESCA / Kis-Orca	4961	CANTAT 3 SEG F4		0 - Crosses	DECOMMISSIONED , TELECOM.
ESCA / Kis-Orca	4142	NORTH LINK	SEA	0 - Crosses	ACTIVE, POWER.
ESCA / Kis-Orca	4143	NORTH LINK	SEA	0 - Crosses	ACTIVE, POWER.
ESCA / Kis-Orca	3567	TRITON EX	KNOLL	0 - Crosses	ACTIVE, POWER.
ESCA / Kis-Orca	215	TATA EUROPE	NORTH	0 - Crosses	DECOMMISSIONED , TELECOM.
ESCA / Kis-Orca	3566	TRITON EX	KNOLL	0 - Crosses	ACTIVE, POWER.
ESCA / Kis-Orca	5007	UK DENMARK	4	0 - Crosses	DECOMMISSIONED , TELECOM.
ESCA / Kis-Orca	1944	HORNSEA ONE CENTRE		0 - Crosses	ACTIVE, POWER.
ESCA / Kis-Orca	2289	HORNSEA TWO SOUTH		0 - Crosses	ACTIVE, POWER.
ESCA / Kis-Orca	2293	HORNSEA TWO SOUTH		0 - Crosses	ACTIVE, POWER.
ESCA / Kis-Orca	2291	HORNSEA TWO SOUTH		0 - Crosses	ACTIVE, POWER.
ESCA / Kis-Orca	1948	HORNSEA ONE CENTRE		0 - Crosses	ACTIVE, POWER.
ESCA / Kis-Orca	4143	NORTH LINK	SEA	0 - Crosses	ACTIVE, POWER.

Source	Project Code ID	Project / Name	Site	Distance from the draft Order Limit (km))	Comments
ESCA / Kis-Orca	4626	VIKING LINK		0 - Crosses	ACTIVE, POWER.
ESCA / Kis-Orca	366	NO UK		0 – Crosses	ACTIVE, TELECOM.
ESCA / Kis-Orca	4113	HAVHINGSTEN		0 - Crosses	ACTIVE, TELECOM.
ESCA / Kis-Orca	5033	UK GERMANY 6		4.3	DECOMMISSIONED , TELECOM.
ESCA / Kis-Orca	4221	Hornsea South Ex	Two	4.9	ACTIVE, POWER.
ESCA / Kis-Orca	4219	Hornsea South Ex	Two	5.0	ACTIVE, POWER
ESCA / Kis-Orca	4220	Hornsea South Ex	Two	5.0	ACTIVE, POWER.
ESCA / Kis-Orca	1946	Hornsea West Ex	One	5.5	ACTIVE, POWER.
ESCA / Kis-Orca	1947	Hornsea Centre Ex.	One	5.6	ACTIVE, POWER
ESCA / Kis-Orca.	1945	Hornsea East Ex 02	One	5.6	ACTIVE, POWER.
ESCA / Kis-Orca	2466	LINCS IA 02	LS01-	7.1	ACTIVE, POWER.
ESCA / Kis-Orca	2482	LINCS IA 16	LS15-	7.5	ACTIVE, POWER.
ESCA / Kis-Orca	2467	LINCS IA 03	LS02-	7.7	ACTIVE, POWER.
ESCA / Kis-Orca	2500	LINCS IA 35	LS34-	8.0	ACTIVE, POWER.
ESCA / Kis-Orca	2483	LINCS IA 17	LS16-	8.2	ACTIVE, POWER.
ESCA / Kis-Orca	2468	LINCS IA 04	LS03-	8.3	ACTIVE, POWER.
ESCA / Kis-Orca	2522	LINCS IA 53	LS52-	8.5	ACTIVE, POWER.

Source	Project Code / ID	Project Name	Site	Distance from the draft Order Limit (km)	Comments
ESCA / Kis-Orca	2501	LINCS IA 36	LS35-	8.6	ACTIVE, POWER.
ESCA / Kis-Orca	2396	INNER DOWSING ID1-ID2	IA	8.6	ACTIVE, POWER.
ESCA / Kis-Orca	2484	LINCS IA 18	LS17-	8.7	ACTIVE, POWER.
ESCA / Kis-Orca	2469	LINCS IA 05	LS04-	8.9	ACTIVE, POWER.
ESCA / Kis-Orca	2523	LINCS IA 54	LS53-	9.0	ACTIVE, POWER.
ESCA / Kis-Orca	3530	TRITON IA	KNOLL	9.0	ACTIVE, POWER.
ESCA / Kis-Orca	3531	TRITON IA	KNOLL	9.0	ACTIVE, POWER.
ESCA / Kis-Orca	2407	INNER DOWSING ID2-ID3	IA	9.1	ACTIVE, POWER.
ESCA / Kis-Orca	2398	INNER DOWSING ID11-ID12	IA	9.2	ACTIVE, POWER.
ESCA / Kis-Orca	2502	LINCS IA 37	LS36-	9.2	ACTIVE, POWER.
NGET		Eastern Link 2	Green	6.8	Under Construction.
The Crown Estate		DOGGER BANK TRANSMISSION ASSET C		0.000 - Crosses	Consented
The Crown Estate		HORNSEA PROJECT (HOW04) OFTO		0.000 - Crosses 4	Consented (currently discontinued).
The Crown Estate		DOGGERBANK B OFTO		0.000 - Crosses	Under Construction.
The Crown Estate		DOGGER BANK A OFTO		0.000 – Crosses	Active / In Operation.

Source	Project Code / ID	Project Name	Site Distance from the draft Order Limit (km)	Comments
The Crown Estate		TEESIDE (SOFIA) TRANSMISSION ASSET	B 0.000 - Crosses	Under construction.
The Crown Estate		OUTER DOWSING TRANSMISSION ASSET	1.096	Consented

### CCS and Natural Gas Storage

24.5.4 At the time of writing, there are no operational CCS or natural gas storage projects within the study area.

### Disposal Sites

24.5.5 At the time of writing, eight closed and one open dredge and spoil disposal sites have been identified in proximity of the English Offshore Scheme as illustrated in **Volume 1, Part 3, Figure 24-4 Other Marine Users Infrastructure. Table 24-7** summarises the distance from the draft Order Limits to these sites. Whilst Hornsea Disposal Area 1 is noted as being Open it is believed to have been associated with the construction of the Hornsea 1 OWF project and is unlikely to be currently active.

Table 24-7 Distance from the draft Order Limits to disposal sites within the study area

Disposal Site Name	Status	Distance from the draft Order Limits (km)
Spurn Head, HU100	Closed	0 - crosses
Pickerhill Field, HU116	Closed	1.0
Adjacent to South Basin Gas, HU115	Closed	1.2
West of Inner Dowsing Bank, HU200	Closed	2.6
Hornsea Disposal Site Area 2A, HU209	Closed	3.1
Hornsea Disposal Area 1, HU205	Open	4.4
Sheringham Shoal Drillings, HU123	Closed	7.0
Triton Knoll, HU204	Closed	8.5
Wash Bank, HU114	Closed	8.7

## Aggregate Extraction Sites

24.5.6 At present, nine aggregate extraction sites have been identified in proximity of (though do not cross) the draft Order Limits within the study area and are illustrated in **Volume 1, Part 3, Figure 24-4 Other Marine Users Infrastructure**. **Table 24-8** summarises the distance from the draft Order Limits to these sites.

Table 24-8 Distance from the draft Order Limits to aggregate extraction sites within the study area

Site ID	Site name	Status	Distance from the draft Order Limits (km)
493 / 1	Humber Overfalls	ACTIVE	1.1
493 / 2	Humber Overfalls	ACTIVE	1.3
197	Off Saltfleet	ACTIVE	2.0
400	Humber Estuary	ACTIVE	2.4
514 / 4	Humber 4	ACTIVE	2.4
1805	Inner Dowsing	ACTIVE	2.9
106 / 1	Humber Estuary	ACTIVE	4.1
106 / 3	Humber Estuary	ACTIVE	6.0
106 / 2	Humber Estuary	ACTIVE	8.1

## Chemical Weapons and Munitions Disposal Sites

24.5.7 There are no chemical weapon or munition disposal sites that lie within the study area. However, unexploded ordnance (UXO) munitions are frequently found in the North Sea. UXO can include explosive weapons such as bombs, grenades or mines which were fired, dropped or launched but failed to detonate as intended. A pre-construction UXO study would be conducted to identify any potential UXO within the draft Order Limits, where identified, they would be avoided, lifted and shifted, or cleared (subject to a separate Deemed Marine Licence Application, if required).

## MoD Activities

24.5.8 PEXAs are sites available for training use primarily by the UK armed forces, but also those of overseas nations. They can be over land or water, or both, and may involve the firing of live ammunition. Note, however, that live firing in Danger Areas is only relevant to those that extend down to the surface.

24.5.9 Surface danger areas or firing danger areas are used by the MoD for air-to-surface based practice firing of artillery and other projectiles. Donna Nook is in this category.

24.5.10 Danger areas noted as Areas of Intense Aerial Activity (AIAA) which overlie the study area support air to surface firing activities, and the altitude that military utilising the danger areas that extend down to the surface varies.

24.5.11 Currently, 14 MoD PEXA have been identified within the study area (**Table 24-9**). It is not considered possible for the English Offshore Scheme to avoid all of these, due to their spatial extent in the study area.

Table 24-9 MoD PEXA within the study area

<b>Name</b>	<b>Category</b>	<b>Information</b>
D613D	AIAA	Authority: HQ Air; Minimum Flight Level: 10,000 feet; Maximum Flight Level: 66000 feet.
D307: NOOK	DONNA Surface danger area, firing danger area.	Authority: DIO SD TRG; Maximum Altitude: 20,000 0; Activity: F,B.
D323F	AIAA	Authority: HQ Air; Minimum Flight Level: 25,000 feet; Maximum Flight Level: 66,000 feet.
D323C	AIAA	Authority: HQ Air; Minimum Flight Level: 5,000 feet; Maximum Flight Level: 66,000 feet.
D323D	AIAA	Authority: HQ Air; Minimum Flight Level: 5,000 feet; Maximum Flight Level: 66,000 feet.
D323B	AIAA	Authority: HQ Air; Minimum Flight Level: 5,000 feet; Maximum Flight Level: 66,000 feet.
D323E	AIAA	Authority: HQ Air; Minimum Flight Level: 25,000 feet; Maximum Flight Level: 66,000 feet.
D323A	AIAA	Authority: HQ Air; Minimum Flight Level: 5,000 feet; Maximum Flight Level: 66,000 feet.
D323G	AIAA	Authority: HQ Air; Minimum Flight Level: 25,000 feet; Maximum Flight Level: 66,000 feet.
D412: STAXTON	Surface danger area, firing danger area.	Authority: HQ Air; Maximum Altitude: 10,000; Activity: Air-to-Air Flying (AAF).
D513B: DRURIDGE BAY	Surface danger area, firing danger area.	Authority: HQ Air; Maximum Altitude: 23,000; Activity: Firing Practice Area (F).
D513: DRURIDGE BAY	Surface danger area, firing danger area.	Authority: HQ Air; Maximum Altitude: 10,000; Activity: F.
D513A: DRURIDGE BAY	Surface danger area, firing danger area.	Authority: HQ Air; Maximum Altitude: 23,000; Activity: F.
D513B	Firing danger area.	Activity: F

## Oil & Gas Operations

24.5.12 At the time of writing 65 active pipelines have been identified which cross the study area. A further 40 have been identified that are not in use, and seven are abandoned. These pipelines are listed in **Table 24-10** and illustrated in **Volume 1, Part 3, Figure 24-6 Bathing Waters, Sailing and Diving Clubs in Study Area.**

Table 24-10 Oil and gas pipelines within the study area

Project Code / ID	Project / Site Name	Distance from the draft Order Limits (km)	Comments
PL774	CATS PIPELINE	0	ACTIVE
PL19	EKOFISK 2 / 4J TO TEESIDE	0	ACTIVE
PL2769.1	BREAGH 3INCHMEG PIPELINE - PART 1	0	ACTIVE
PL778	AMETHYST C1D TO AMETHYST A1D	0	NOT IN USE.
PL4997	3" POWER CABLE FROM CUT POINT AT EASINGTON TO CUT POINT AT A1D	0	NOT IN USE.
PL6399	3" POWER CABLE FROM CUT POINT AT A1D TO CUT POINT AT C1D	0	NOT IN USE.
PLU1708	NEPTUNE TO MERCURY	0	ACTIVE
PL2071	LANGELED PIPELINE	0	ACTIVE
PL2768.1	BREAGH 20INCH GAS PIPELINE - PART 1	0	ACTIVE
PL28	WEST SOLE TO EASINGTON 16IN GAS LINE	0	ACTIVE
PL27	VIKING AR TO THEDDLETHORPE GAS LINE	0	NOT IN USE.
PL930	THEDDLETHORPE TO MURDOCH MD MEOH LINE	0	NOT IN USE.
PL145	WEST SOLE TO EASINGTON 24IN GAS LINE	0	ACTIVE
PL447	CLEETON CP TO DIMLINGTON	0	ACTIVE
PLU1939	CLEETON TO MINERVA UMBILICAL	0	ACTIVE
PL1934	MINERVA TO CLEETON GAS EXPORT	0	ACTIVE

<b>Project Code / ID</b>	<b>Project / Site Name</b>	<b>Distance from the draft Order Limits (km)</b>	<b>Comments</b>
PL1936	MINERVA TO CLEETON PIGGY	0	ACTIVE
PL929	THEDDLETHORPE TO MURDOCH MD	0	NOT IN USE.
PL1707	MERCURY TO NEPTUNE	0	ACTIVE
PL817	PICKERILL A TO THEDDLETHORPE	0	NOT IN USE.
PL161	VIKING AR TO THEDDLETHORPE MEOH LINE	0	ABANDONED
PL454	LOGGS PP TO THEDDLETHORPE GAS LINE	0	NOT IN USE.
PL816	PICKERILL A TO THEDDLETHORPE	0	NOT IN USE.
PL455	LOGGS PP TO THEDDLETHORPE MEOH LINE	0	NOT IN USE.
PL1956	HELVELLYN PIPELINE	0	ACTIVE
PLU1957	HELVELLYN CONTROL UMBILICAL	0	ACTIVE
PL776	AMETHYST C1D TO AMETHYST A1D	0	NOT IN USE.
PL650	AMETHYST A2D TO EASINGTON	0	NOT IN USE.
PL649	AMETHYST A2D TO EASINGTON	0	NOT IN USE.
PL1987	ROSE PIPELINE	1.0	ABANDONED
PLU1988	ROSE CONTROL UMBILICAL	1.0	ABANDONED
PLU1931	WHITTLE TO WOLLASTON UMBILICAL	1.2	ACTIVE
PL1929	WOLLASTON TO WHITTLE	1.3	ACTIVE
PL6247	TOLMOUNT EAST MANIFOLD TO WELL 1 PRODUCTION	1.6	ACTIVE
PLU6251	TOLMOUNT EAST MANIFOLD TO WELL 1 UMBILICAL	1.6	ACTIVE
PLU6250	TOLMOUNT EAST MANIFOLD TO WELL 1 UMBILICAL	1.6	ACTIVE
PLU6252	TOLMOUNT EAST MANIFOLD TO WELL 1 UMBILICAL	1.6	ACTIVE

<b>Project Code / ID</b>	<b>Project / Site Name</b>	<b>Distance from the draft Order Limits (km)</b>	<b>Comments</b>
PLU6248	TOLMOUNT 6IN UMBILICAL	1.6	ACTIVE
PL6249	TOLMOUNT 12IN PRODUCTION PIPELINE	1.7	ACTIVE
PL6400	3" POWER CABLE FROM CUT POINT AT A1D TO CUT POINT AT A2D	2.0	NOT IN USE.
PL3872	RISER TIE-IN SPOOL TO TOPSIDE PIPEWORK	2.0	ACTIVE
PL775	AMETHYST B1D TO AMETHYST A2D	2.0	NOT IN USE.
PL777	AMETHYST A2D TO AMETHYST B1D	2.0	NOT IN USE.
PL775	AMETHYST B1D TO AMETHYST A2D	2.0	NOT IN USE.
PL777	AMETHYST A2D TO AMETHYST B1D	2.0	NOT IN USE.
PL649	AMETHYST A2D TO EASINGTON	2.0	NOT IN USE.
PL650	AMETHYST A2D TO EASINGTON	2.0	NOT IN USE.
PL6401	3" POWER CABLE FROM CUT POINT AT A2D TO CUT POINT AT B1D	2.0	NOT IN USE.
PL649	AMETHYST A2D TO EASINGTON	2.9	NOT IN USE.
PL650	AMETHYST A2D TO EASINGTON	2.9	NOT IN USE.
PL649	PL649 / PL650 SPOOL TO A1D	2.9	NOT IN USE.
PL650	PL649 / PL650 SPOOL TO A1D	2.9	NOT IN USE.
PL776	AMETHYST C1D TO AMETHYST A1D	2.9	NOT IN USE.
PL778	AMETHYST C1D TO AMETHYST A1D	2.9	NOT IN USE.
PLU1941	MINERVA TO M5 UMBILICAL	3.1	NOT IN USE.
PL1932	M5 TO MINERVA	3.1	NOT IN USE.
PLU1940	MINERVA TO M1 UMBILICAL	3.5	ACTIVE
PL1933	M1 TO MINERVA	3.5	NOT IN USE.

<b>Project Code / ID</b>	<b>Project / Site Name</b>	<b>Distance from the draft Order Limits (km)</b>	<b>Comments</b>
PLU1939	CLEETON TO MINERVA UMBILICAL	3.5	ACTIVE
PL1937	APOLLO TO MINERVA	3.5	ACTIVE
PL1936	MINERVA TO CLEETON PIGGY	3.5	ACTIVE
PL1934	MINERVA TO CLEETON GAS EXPORT	3.5	ACTIVE
PLU1941	MINERVA TO M5 UMBILICAL	3.5	NOT IN USE.
PL1932	MINERVA TO CLEETON GAS EXPORT	3.5	NOT IN USE.
PL1933	MINERVA TO CLEETON GAS EXPORT	3.5	NOT IN USE.
PLU1940	MINERVA TO M1 UMBILICAL	3.5	ACTIVE
PL1937	MINERVA TO CLEETON GAS EXPORT	3.5	ACTIVE
PLU1942	MINERVA TO APOLLO UMBILICAL	3.5	ACTIVE
PLU1942	MINERVA TO APOLLO UMBILICAL	3.5	ACTIVE
PLU4774	WHITTLE MANIFOLD TO WHITTLE WELLHEAD UMBILICAL	3.7	ACTIVE
PLU1930(J)WH1	WHITTLE MANIFOLD TO WHITTLE WELLHEAD UMBILICAL	3.7	ACTIVE
PLU2457	WHITTLE MANIFOLD TO WHITTLE WELLHEAD UMBILICAL	3.8	NOT IN USE.
PLU2456	WHITTLE WELLHEAD TO WHITTLE MANIFOLD UMBILICAL	3.8	ACTIVE
PLU2458	WHITTLE WELLHEAD TO WHITTLE MANIFOLD UMBILICAL	3.8	ACTIVE
PL1928(J)WH1	WH1 TO WHIM SPOOL	3.8	ACTIVE
PLU2207	ELECTRICAL SIGNALLING CABLE BETWEEN WH1 AND WHITTLE MANIFOLD	3.8	NOT IN USE.
PLU1930	CLEETON TO WHITTLE UMBILICAL	3.8	ACTIVE
PL1928	WHITTLE TO CLEETON	3.8	ACTIVE

<b>Project Code / ID</b>	<b>Project / Site Name</b>	<b>Distance from the draft Order Limits (km)</b>	<b>Comments</b>
PL776	AMETHYST C1D TO AMETHYST A1D	4.0	NOT IN USE.
PL778	AMETHYST C1D TO AMETHYST A1D	4.0	NOT IN USE.
PL4850	TOLMOUNT 3 INCH METHANOL PIPELINE	5.5	ACTIVE
PL4849	TOLMOUNT 20 INCH GAS EXPORT PIPELINE	5.5	ACTIVE
PL1685	NEPTUNE PIPELINE TO CLEETON	7.1	ACTIVE
PL1684	NEPTUNE PIPELINE TO CLEETON	7.1	ACTIVE
PL1707	MERCURY TO NEPTUNE	7.2	ACTIVE
PLU1708	NEPTUNE TO MERCURY	7.2	ACTIVE
PL1684	NEPTUNE PIPELINE TO CLEETON	7.2	ACTIVE
PL1685	NEPTUNE PIPELINE TO CLEETON	7.2	ACTIVE
PL669	RAVENSPURN NORTH EXPORT LINE	7.9	ACTIVE
PL449	CLEETON CP TO RAVENSPURN A	7.9	NOT IN USE.
PL448	CLEETON CP TO RAVENSPURN A	7.9	ACTIVE
PL448	CLEETON CP TO RAVENSPURN A	7.9	ACTIVE
PL449	CLEETON CP TO RAVENSPURN A	7.9	NOT IN USE.
PL669	RAVENSPURN NORTH EXPORT LINE	7.9	ACTIVE
PL447	CLEETON CP TO DIMLINGTON	7.9	ACTIVE
PLU1939	CLEETON UMBILICAL TO MINERVA	8.0	ACTIVE
PLU1930	CLEETON UMBILICAL TO WHITTLE	8.0	ACTIVE
PL1928	WHITTLE TO CLEETON	8.1	ACTIVE
PL1684	NEPTUNE PIPELINE TO CLEETON	8.1	ACTIVE

Project Code / ID	Project / Site Name	Distance from the draft Order Limits (km)	Comments
PL1685	NEPTUNE TO CLEETON PIPELINE	8.1	ACTIVE
PL1934	MINERVA TO CLEETON GAS EXPORT	8.1	ACTIVE
PL1936	MINERVA TO CLEETON PIGGY	8.1	ACTIVE
PL937	HYDE TO WEST SOLE BRAVO	8.8	ACTIVE
PL937	HYDE TO WEST SOLE BRAVO	8.8	ACTIVE
PL3121	JULIET TO PICKERILL A GAS PIPELINE	8.8	ABANDONED
PLU3122	JULIET TO PICKERILL A UMBILICAL	8.8	ABANDONED
PLU4395	APOLLO MANIFOLD TO APOLLO AH1	9.3	ACTIVE
PLU6126	APOLLO MANIFOLD TO APOLLO WELL AH2	9.3	ABANDONED
PLU6127	APOLLO MANIFOLD TO APOLLO WELL AH1	9.3	ABANDONED
PLU1942(J)AH1	APOLLO MANIFOLD TO APOLLO PRODUCTION WELL 2	9.3	NOT IN USE
PL1937(J)AH2	APOLLO AH2 TO APOLLO MANIFOLD	9.3	ACTIVE
PL1937(J)AH1	APOLLO AH1 TO APOLLO MANIFOLD	9.3	ACTIVE

Source: NSTA (2025) (Ref 24.13)

24.5.13 As well as the pipelines that are in the North Sea, there are 31 licensed oil and gas blocks within the study area, listed in **Table 24-11**.

Table 24-11 Licenced oil and gas blocks within the study area

Project Code / ID	Project / Site Name	Distance from the draft Order Limits (km)
10432636	42 / 28d	0
16824727	42 / 28a	0
15175295	47 / 10c	0

<b>Project Code / ID</b>	<b>Project / Site Name</b>	<b>Distance from the draft Order Limits (km)</b>
15175296	47 / 5e	0
16827404	47 / 3c	0
16827407	47 / 4c	0.2
16826485	47 / 5a	0.4
16826497	47 / 4a	0.9
16824206	42 / 28b	1.6
15525256	42 / 27a	2.5
15701045	47 / 10b	2.6
16383480	42 / 12a	2.7
15790293	47 / 3f	2.7
16824731	47 / 3b	3.3
16383477	42 / 13a	3.4
16827406	47 / 4b	3.9
16574486	42 / 7a	4.1
15701050	42 / 29a	4.5
16574477	42 / 1a	5.3
16574483	42 / 2b	5.3
16826486	47 / 5c	5.5
15214058	47 / 3i	5.9
15175297	48 / 6c	6.3
15701046	48 / 6a	6.3
14618452	47 / 9c	6.3
15349987	47 / 5b	6.5
15284098	48 / 1b	7.0
16574476	41 / 5a	7.3
16827409	47 / 9b	7.7
15349988	48 / 1a	8.4
10123443	TF49b	8.7

24.5.14 There are 216 abandoned wells within the Study Area, 11 that are completed shut-in, four being drilled, and 60 that are operational (Ref 25.16).

### Recreational activities

24.5.15 A summary of recreational activities is provided below, which included bathing waters, SUCBA diving, water sports, and angling. The summary is high level due to the nature of some activities, such as SCUBA diving, water sports and angling, which are difficult to predict due to these activities being influenced by weather, sea conditions, or participants trialling new areas. Recreational activities such as sailing / yachting are summarised and assessed within **Volume 1, Part 3, Chapter 22: Shipping and Navigation**.

### Bathing Waters

24.5.16 There are four designated 'bathing waters' close to the proposed Landfall in the study area which are listed in **Table 24-12**, all of which were classified as having excellent bathing water status in 2025 (Ref 24.10). These bathing waters are illustrated in **Volume 1, Part 3, Figure 24-6 Bathing Waters, Sailing and Diving Clubs in Study Area**. Consultation with the Environment Agency identified that the entire coastline within the draft Order Limits is considered to be a bathing water.

Table 24-12 Bathing Waters within the study area

Bathing Water Name	Year of Designation	Classification (2025)	Distance from the draft Order Limits(km)
Huttoft and Marsh Yard	1988	Excellent	0
Anderby	1988	Excellent	0.8
Sutton-on-Sea	1988	Excellent	4.9
Ingoldmells	1988	Excellent	8.3

### SCUBA Diving

24.5.17 There is evidence that recreational SCUBA diving takes place along the east and northeast coast of England, mainly associated with wrecks but also for marine environmental research. Divemap (Ref 25.6) indicates two potentially popular dive sites off Spurn Head. These wrecks are within the study area just beyond the 12 Nautical Miles (NM) limit. Namely, these are the wrecks 'Merchiston' (15.3 NM from Spurn Head), and 'Benmacdhui' (14.8 NM from Spurn Head). Other dives sites indicated off the east coast all fall close to the coast and outside of the study area. No dive sites are indicated off the Lincolnshire coast in proximity to the Landfall.

### Water Sports

24.5.18 The east and northeast coast of England have seasonal recreational water sports utilising its coastal waters including surfing, paddleboarding, canoeing, kite surfing, sailboarding, foiling and water skiing (Ref 24.13).

## Angling

24.5.19 There are several chartered fishing vessels along the east and northeast coast which run fishing trips during the winter months aiming to catch cod (*Gadus morhua*), skate (*Dipturus batis*) and whiting (*Merlangius merlangus*) and in the spring, summer and autumn targeting cod, ling (*Molva molva*) and pollock (*Pollachius pollachius*) (Ref 24.9).

## Future baseline

24.5.20 As the UK progresses toward its 2050 Net Zero target, there are many developments planned within the vicinity of the English Offshore Scheme seeking to contribute toward meeting this target.

24.5.21 UK offshore wind has doubled, based on 2010 figures, now providing almost 20% of the UK Electricity demand and is further anticipated to quadruple by 2030 (based on 2010 figures). The North Sea will see most of this expansion and could see up to 100 gigawatts (GW) of offshore wind by 2050 (Ref 24.17). With offshore wind capacity due to increase over the next few years, along with energy security concerns, the UK has major infrastructure changes in planning, in addition to growth in CCS and a decrease in the oil and gas industry.

24.5.22 Within the study area there is a range of energy infrastructure which is in planning that would form part of the future baseline if it was constructed (these are listed in the long-list of projects in **Volume 2, Appendix 27.A: Long List of Other Developments**). It is anticipated that additional infrastructure would also be brought forward within the study area within the next 25 - 30 years, however, it is not possible at this stage to quantify this.

24.5.23 There is uncertainty associated with long-term predictions for recreational boating, diving, water sports and fishing given there is limited reliable information on future trends on which assumptions can be made, however, based on trends it is likely that uptake of these activities will increase in the future.

## 24.6 Environmental Measures

24.6.1 As set out in **Volume 1, Part 1, Chapter 5: PEIR Approach and Methodology**, the environmental measures are characterised as design measures or control and management measures. A range of environmental measures would be implemented as part of the English Offshore Scheme and will be secured through the DML in the Development Consent Order (DCO) as relevant.

24.6.2 Design measures that are relevant to the other marine users assessment are denoted by a (D) in the ID reference column in **Table 24-13**. These are also included in **Volume 2, Part 1, Appendix 5.A: Outline Register of Design Measures**.

24.6.3 Several management plans will be provided as Outline Management Plans with the DCO application to support the DML. These include an Outline Construction Environmental Management Plan (CEMP), Outline Marine Pollution Contingency Plan (MPCP), Outline Fisheries Liaison and Coexistence Plan (FLCP) and Outline Cable Specification and Installation Plan (CSIP). Final management plans will be submitted in accordance with the DML to discharge the licence conditions. Control and management measures that are relevant to the fish and shellfish assessment are denoted by a (C) in the ID reference column in Table 19 10. These control and management measures are also included within the Outline CEMP and Outline FLCP that can be found in **Volume 2, Part 1, Appendix 5.C: Outline Construction Environmental Management Plan**, and **Volume 2, Part 3, Appendix 23.B: Fisheries Liaison and Coexistence Plan (FLCP)**, respectively.

Table 24-13 Summary of the environmental measures

Receptor	Potential changes and Environmental measures effects	ID Reference
All Receptors.	Disturbance displacement. and The Intertidal Zone would be crossed by a trenchless technique to avoid disturbance to intertidal sediments and habitats.	OMT01 (D)
All Receptors.	Disturbance displacement. and The trenchless construction technique exit will be below the 3 m Lowest Astronomical Tide (LAT) depth contour.	OMT02 (D)
All Receptors.	Occupancy of seabed by cables. the The cables shall be buried in the seabed, except in areas where burial is not possible e.g., where ground conditions do not allow or at infrastructure crossings.	OMT03 (D)
All Receptors.	Occupancy of seabed by cables. the External cable protection features would only be installed where considered necessary for the safe operation of the English Offshore Scheme. This includes the repair of cables due to accidental damage, where target burial depth is not achieved and at infrastructure crossings.	OMT04 (D)
All Receptors.	Occupancy of seabed by cables. the A Cable Burial Risk Assessment (CBRA) will be undertaken to identify appropriate target depth of burial based on geology, water depths and Automatic Identification System (AIS) data. A risk based burial approach will be used, assessing external cable protection risk factors such as sediment type, shallow geology, sediment mobility, fishing activity, shipping movements and anchor deployment along the route.	OMT09 (D)
All Receptors.	Occupancy of seabed by cables. the As-built locations of cable and external protection will be supplied to the United Kingdom Hydrographic Office (UKHO) (Admiralty), The Crown Estate and Kingfisher (KIS-ORCA).	OMT02 (C)
Recreational Users	Disturbance displacement. and Guard vessel(s), using Radio Detection and Ranging (RADAR) with Automatic RADAR Plotting Aid (ARPA) to monitor vessel activity and predict possible interactions, will be employed to work alongside the	OMT05 (C)

Receptor	Potential changes and effects	Environmental measures	ID Reference
		installation vessel(s) during cable installation works and to protect any temporary cable exposures during installation.	
Recreational Users	Disturbance displacement.	and All project vessels must comply with the International Regulations for Preventing Collisions at Sea (COLREGs) (1972), as amended (Ref 24.17), particularly with respect to the display of lights, shapes and signals. The masters of other vessels are expected to be familiar with and comply with the COLREGs. Additionally, project vessels would adhere to regulations relating to International Convention for the Prevention of Pollution from Ships (the MARPOL Convention 73 / 78) (Ref 24.18) with the aim of preventing and minimising pollution from ships and the Safety of Life at Sea (SOLAS) (Ref 24.19).	OMT08 (C)
Recreational Users.	Disturbance displacement.	and Relevant information will be communicated to other sea users Notices to Mariners (NtM), Kingfisher Bulletins, Radio Navigation Warnings, Navigational Telex (NAVTEX) and Navigational Areas (NAVAREA) warnings and / or broadcast warnings	OMT10 (C)
Recreational Users.	Disturbance displacement.	and For safety purposes, all vessels will be requested to maintain a minimum distance from construction vessels to prevent interactions.	OMT11 (C)
All Receptors.	Interference disturbance to third party asset owners.	/ Cut cable end locations and associated weights shall be accurately noted and charted and positions supplied to the UKHO (Admiralty), The Crown Estate, Kingfisher (KIS-ORCA) and the Fisheries Liaison Officer (FLO) at the earliest opportunity for onward communication.	OMT12 (C)
Third Infrastructure cables OFW export cables and pipelines.	Party Interference – disturbance to third party asset owners.	/ Where potential interaction between the English Offshore Scheme and other infrastructure, projects or marine activities are identified, owners / operators / licence holders will be consulted and standard legal agreements (such as crossing or proximity agreements) or SIMOPs procedures will be developed prior to the commencement of operations.	OMT14 (C)

Receptor	Potential changes and Environmental measures effects	ID Reference
Third Party Infrastructure cables (including OFW export cables) and pipelines.	Interference / Client Representation onboard Project vessels, ensuring compliance with crossing design and communications with Asset Owners. – disturbance to third party asset owners.	OMU01 (C)
Third Party Infrastructure cables (including OWF export cables) and pipelines. Recreational Users.	Interference / UXO survey and removal and / or charting as relevant and appropriate of confirmed UXO targets, highlighting known risks to other marine users. – disturbance to third party asset owners. Disturbance and displacement.	OMU02 (C)

## 24.7 Scope of the Assessment

### Spatial scope and study area

- 24.7.1 The spatial scope of the assessment of the other marine users assessment covers the area of the English Offshore Scheme contained within the draft Order Limits, together with the study area as described in Section 24.4 and presented in **Volume 3, Figure 24-1 Red Line Boundary and Other Marine Users Study Area**.

### Temporal scope

- 24.7.2 The temporal scope of the assessment of other marine users is consistent with the period over which the English Offshore Scheme would be carried out and as outlined in **Volume 1, Part 1, Chapter 4: Project Description**. It assumes construction of the English Offshore Scheme will commence in 2030 and cover a period of approximately 5 years. Operation would commence in 2035, with periodic maintenance required during the Operation and Maintenance phase of the English Offshore Scheme. It is assumed that maintenance and repair activities could take place at any time during the life span of the English Offshore Scheme.
- 24.7.3 The English Offshore Scheme is expected to have a life span of more than 40 years. If decommissioning requires full or partial removal of the English Offshore Scheme at this point in time, then activities and effects associated with the decommissioning phase are expected to be of a similar level to those during the construction phase, albeit with a lesser duration. The English Offshore Scheme could also remain operational for a period after the 40 years or be taken out of service and left within the draft Order Limits after 40 years. Acknowledging the complexities of completing a detailed assessment for decommissioning works up to 40 years in the future, based on the information available, the English Offshore Scheme has concluded that impacts from decommissioning would be no greater than those during the construction phase. Furthermore, should decommissioning take place it is expected that an assessment in accordance with the legislation and guidance at the time of decommissioning would be undertaken. In addition, it is expected that the DCO will include a requirement for a written scheme of decommissioning for approval by the relevant planning authority.

### Identification of receptors

- 24.7.4 The principal other marine users receptors that have been identified as being potentially subject to potential significant effects are summarised in **Table 24-14**.

Table 24-14 Other marine users receptors subject to potential effects

Receptor	Reason for consideration
Third party infrastructure – cables (including OWF export cables) and pipelines.	Interaction with other seabed infrastructure. Construction, Operation and Maintenance, and decommissioning activities have the potential to interact and damage third-party assets.
Recreational users.	Potential for disruption to recreational users, particularly at the Anderby Creek Landfall area during construction and periods of maintenance.

Receptor	Reason for consideration
Future development of oil and gas, aggregates, power and telecom cables, OWF and CCS infrastructure.	The occupancy of seabed by the cables during Operation and Maintenance may restrict future receptors from undertaking works.
oil and gas, aggregates, power and telecom cables, OWF and CCS.	The occupancy of seabed by rock protection during Operation and Maintenance may restrict future receptors from undertaking works.
MoD	Potential for disruption to military activity, such as PEXA and firing ranges.

### Potential effects considered within this assessment

24.7.5 The effects on other marine users receptors, which have the potential to be significant and have been taken forward for detailed assessment, are summarised **Table 24-15**. Potentially significant effects are not expected to be the same for all phases, which is highlighted in the table below.

Table 24-15 Other marine users receptors scoped in for further assessment

Receptor	LSE
<ul style="list-style-type: none"> <li>• Oil and gas;</li> <li>• Aggregates;</li> <li>• Disposal sites;</li> <li>• Power and telecommunication cables; and</li> <li>• OWF.</li> </ul>	<p><b>Occupancy of seabed – Below or on seabed.</b></p> <p>During construction, there is potential for presence of subsea cabling for the English Offshore Scheme to be in situ for a sustained period of time before the Operation and Maintenance phase commences.</p> <p>During Operation and Maintenance (including repair and maintenance), the presence of the cables below or on the seabed may disrupt the placement of future infrastructure / offshore activities.</p>
Recreational users.	<p><b>Restricted access to recreational areas.</b></p> <p>During construction, there is the potential for recreational users to be displaced, or access restricted to their usual recreational areas.</p> <p>If any repair or maintenance work is required during the Operation and Maintenance phase there is the potential for recreational users to be displaced, or access restricted to their usual recreational areas.</p> <p>During the decommissioning phase, there is the potential for recreational users to be displaced, or access restricted to their usual recreational areas.</p>
MoD	<p><b>Interaction with aircraft using PEXA</b></p> <p>During construction, Operation and Maintenance, and decommissioning air to surface military training activities involving military aircraft may be affected and potentially displaced by the Project.</p>

24.7.6 The receptors / effects detailed in **Table 24-16** have been scoped out from being subject to further assessment because the potential effects are not considered likely to be significant and in agreement with consultation summarised in **Table 24-2**.

Table 24-16 Summary of effects scoped out of the other marine users assessment

Receptors / potential effects	Justification
<p>Oil and gas, aggregates, power and telecom cables, QWF and CCS.</p> <p>Damage to existing infrastructure or assets – All phases.</p>	<p>Damage to both active and inactive cables, pipelines and other seabed infrastructure could arise during construction, Operation and Maintenance (including repair and maintenance) and decommissioning. Pre-works surveys will be undertaken to locate all existing infrastructure. Following analysis of this information appropriate plans will be put in place to avoid or to cross existing subsea cables or pipelines with the use of external cable protection.</p> <p>Individual crossing agreements will be set up with cable and pipeline owners following guidance from the ICPC and ESCA. If new infrastructure is identified crossing agreements would need to be reached between the parties ahead of works taking place. Therefore, this impact is scoped out due to the legal measures in place that would ensure effects are not significant.</p>
<p>Oil and gas, aggregates, power and telecom cables, OWF and CCS.</p> <p>Occupancy of the seabed – below or on seabed –Decommissioning phase.</p>	<p>During decommissioning, if kept in situ, the English Offshore Scheme would be treated as an out of service cable by other infrastructure / offshore activities and avoided or cut and removed.</p>
<p>Recreational vessels.</p> <p>Visual effects (all phases).</p>	<p>The presence of vessels associated with the construction, maintenance, or decommissioning phases of the English Offshore Scheme is not anticipated to result in a noticeable change to the existing maritime traffic profile within the Study Area. Analysis of Automatic Identification Systems (AIS) data indicates that the study area is characterized by generally low vessel traffic density. Of the vessels identified through AIS tracking, recreational vessels, along with port service vessels, other service vessels, and dredging vessels, collectively account for less than 5.5% of total recorded traffic.</p> <p>Given the low baseline levels of vessel activity and the relatively small proportion of traffic represented by vessels similar in type or function to those expected to be used for the English Offshore Scheme, any temporary increase in vessel presence is unlikely to result in a significant or discernible change in the visual environment for recreational sea users. The incremental contribution of Project-associated vessels would therefore not materially alter existing visual conditions or interfere with the typical user experience of the area. Furthermore, during cable</p>

Receptors / potential effects	Justification
	<p>installation, operations would be moving away from the Anderby Creek Landfall and not static and so impacts are likely to be localised and short-term in duration.</p> <p>On this basis, potential visual impacts to recreational sea users from Project-related vessel activity has been scoped out of the assessment.</p>
<p>Aquaculture sites.</p> <p>Damage to existing infrastructure or assets, occupancy of seabed (below or on seabed), visual effects (all phases).</p>	<p>No aquaculture sites were identified within the study area.</p>
<p>Oil and gas, power and telecom cables, OWF and CCS.</p> <p>Transboundary (all phases).</p>	<p>During all Project phases there is the potential for transboundary infrastructure operators to have restricted access to their assets. Individual crossing agreements will be set up with cable and pipeline owners following guidance from the ICPC and ESCA. However, there remains the potential that activities could affect any new or existing infrastructure. If new infrastructure is identified crossing agreements would need to be reached between the parties ahead of works taking place. Therefore, this impact is scoped out.</p>

## 24.8 Key Parameters for Assessment

### Realistic worst-case design scenario

- 24.8.1 The assessment has followed the Rochdale Envelope approach as outlined in **Volume 1, Part 1, Chapter 4: Description of the Project** and **Volume 1, Part 1, Chapter 5: PEIR Approach and Methodology** of the PEIR. The assessment of effects has been based on the description of the Project and parameters outlined in **Volume 1, Part 1, Chapter 4: Description of the Project**. The realistic worst-case design parameters are provided below with regards to other marine users along with the reasons why these parameters are considered worst-case. The preliminary assessment for other marine users has been undertaken on this basis. Effects of greater adverse significance are not likely to arise should any other development scenario, based on details within the Rochdale Envelope (e.g., different infrastructure layout within the draft Order Limits), to that assessed here be taken forward in the final design.
- 24.8.2 In relation to other marine users the following assumptions presented in **Table 24-17** are made regarding the English Offshore Scheme design parameters to ensure a realistic worst-case assessment has been undertaken.

Table 24-17 EGL 5 Project worst-case assumptions

Impact	Phase			Maximum Design Scenario (MDS)	Justification
	C	O	D		
Occupancy of seabed – Below or on seabed.	✓	✓	x	<p><b>Construction</b> Subtidal temporary seabed disturbance = 13.91 km<sup>2</sup>.</p> <p><b>Operation and Maintenance</b> Cable Protection = 2.276 km<sup>2</sup> (Assumes maximum external cable protection width of 16 m).</p>	Maximum effect of occupancy of seabed will occur because of the maximum area of seabed covered by external cable protection (i.e., at infrastructure crossings and where sufficient burial in the seabed cannot be achieved).
Restricted access to recreational areas.	✓	✓	✓	<p><b>Construction</b> 500 m minimum safety zones for project vessels.</p> <p>The construction programme for the English Offshore Scheme is expected to take approximately five years and would consist of a maximum of 17 vessels operating on offshore campaigns, and 17 vessels operating on nearshore campaigns, at any one time.</p> <p>Indicatively 3,103 return vessel transits across the English Offshore Scheme</p> <p><b>Operation and Maintenance</b> 500 m minimum safety zones for project vessels. Operation and maintenance vessels x 5.</p> <p><b>Decommissioning</b> Refer to ‘Construction’ for realistic worst-case assumptions.</p>	Maximum effect of restricted access to recreational areas during the construction phase will be via the number of Project vessels operating in the area.

Impact	Phase			Maximum Design Scenario (MDS)	Justification
	C	O	D		
Interaction with aircraft using PEXA.				<p><b>Construction</b> Refer to 'Restricted access to recreational areas' for realistic worst-case assumptions based on project vessel numbers.</p>	Maximum effect of interaction with aircraft using PEXA during the construction phase will be via the number of Project vessels operating in the area.
	✓	✓	✓	<p><b>Operation and Maintenance</b> Operation and maintenance vessels x 5.</p>	
				<p><b>Decommissioning</b> Refer to 'Restricted access to recreational areas' for realistic worst-case assumptions based on project vessel numbers.</p>	

## 24.9 Assessment Methodology

### Overview

- 24.9.1 The other marine users assessment generally follows the assessment approach framework as set out in **Part 1, Chapter 5: PEIR Approach and Methodology**. However, while this has informed the approach, it is necessary to set out how this methodology has been applied, and adapted as appropriate, to address the specific needs of the coastal and marine physical processes assessment.
- 24.9.2 In line with the industry standard approach across offshore EIAs, a four-category sensitivity and magnitude scale, from "Negligible" to "High" has been used. While **Part 1, Chapter 5: PEIR Approach and Methodology** provides for a "Very High" category, this is based on onshore specific guidance, rather than being applicable to offshore receptors.
- 24.9.3 The sensitivity of the receptor is a function of its capacity to accommodate change and reflects its ability to recover if it is affected. The sensitivity of the receptor is therefore quantified via the following factors (as shown in **Table 24-18**):
- Value - A measure of the receptor's importance, rarity and worth.
  - Adaptability - The degree to which a receptor can avoid or adapt to an impact.
  - Tolerance - The ability of a receptor to accommodate temporary or permanent change without a significant adverse impact.
  - Recoverability - The temporal scale over an extent to which a receptor will recover following an impact.
- 24.9.4 Where receptors are capable of adapting to, tolerating or recovering from indirect impacts, these factors were incorporated into an assessment of their sensitivity.
- 24.9.5 The magnitude of an impact provides a useful initial measure of the likelihood of an environmental effect arising. Magnitude is defined for the purposes of assessment via four factors (as shown in **Table 24-19**):
- Extent - The area over which an impact occurs.
  - Duration - The time for which the impact occurs.
  - Frequency - How often the impact occurs.
  - Severity - The degree of change relative to the baseline level.

Table 24-18 Definitions of sensitivity for other marine users

Receptor sensitivity	Description
High	Receptor is economically valuable and / or has low / no capacity to return to pre-impact conditions, e.g., low tolerance to change and low recoverability, such as loss of access with no alternatives or the impact will have major financial consequences for the receptor.

Receptor sensitivity	Description
Medium	Receptor is of intermediate economic value and / or is tolerable to change, e.g., acceptable alternatives with minor financial consequences.
Low	May affect behaviour but is not a nuisance to the user, with acceptable financial consequences, e.g., short-term, reversible changes.
Negligible	The receptor is tolerant to change with no effect on its character.

Table 24-19 Definitions of impact magnitude criteria for other marine users

Impact magnitude	Definition
High	Total loss of, or major alteration to key elements or features of the pre-project conditions, such that the post-project character or composition of the feature would be fundamentally changed.
Medium	Loss of or alteration to key elements or features of the pre-project conditions, such that the post-project character of the feature would be partially changed.
Low	Minor alteration from pre-project conditions.
Negligible	No or unquantifiable change to pre-project conditions.

24.9.6 Once sensitivity and magnitude have been defined these are combined according to the significance matrix provided in **Table 24-20**.

Table 24-20 Significance matrix

Sensitivity or value	Magnitude of change			
	High	Medium	Low	Negligible
High	Major (significant)	Major (significant)	Moderate (potentially significant)	Minor (not significant)
Medium	Major (significant)	Moderate (potentially significant)	Minor (not significant)	Minor (not significant)
Low	Moderate (potentially significant)	Minor (not significant)	Minor (not significant)	Negligible (not significant)
Negligible	Minor (not significant)	Minor (not significant)	Negligible (not significant)	Negligible (not significant)

## Preliminary assessment of cumulative effects

- 24.9.7 **Volume 1, Part 4, Chapter 27: Cumulative Effects** defines the methodology for the assessment of cumulative effects. The other marine users assessment of intra- and inter-project cumulative effects will be carried out and reported within the ES to be submitted with the application for development consent.
- 24.9.8 The Zol for the inter-project cumulative effects assessment of other marine users comprises the draft Order Limits, plus an additional 9.26 km buffer each side. This is a precautionary maximum Zol that is consistent with the study area defined for **Volume 1, Part 3, Chapter 22: Shipping and Navigation**, which is deemed to be standard within industry.
- 24.9.9 At the current stage of the English Offshore Scheme (PEIR stage), design information is insufficient to allow for a robust cumulative assessment to be undertaken. Therefore, a cumulative assessment has not been undertaken at this stage; however, **Volume 1, Part 4, Chapter 27: Cumulative Effects** and **Volume 2, Part 4, Appendix 27.A: Long List of other Developments** present the long and short lists of 'other developments' for the inter-project cumulative effects which will be considered at the ES stage (with updates as necessary), and the methodology which allowed for the identification of these other developments, to allow consultation bodies to form a view and provide comment on the other developments included. The long-list will be reviewed and if necessary updated in the lead up to the ES, as the English Offshore Scheme Project design further evolves and in response to any comments raised at statutory consultation.

## 24.10 Preliminary Assessment of Occupancy of Seabed – Below or On Seabed

### Construction

- 24.10.1 There is potential for presence of subsea cabling for the English Offshore Scheme to be in situ for a sustained period of time before the operation and maintenance phase commences if cables and external cable protection have been laid and are in place. Both below and on the seabed, the presence of such cables and external cable protection may restrict the use of the area by other marine users.
- 24.10.2 The sensitivity for these receptors has been assessed as low because construction operations and seabed occupancy could disrupt activities / assets, albeit over a short-term duration. The Applicant will adhere to engagement with future developers to agree crossing agreements for their assets. The magnitude for these receptors has also been assessed as low because any changes to pre-project conditions will be minor. Future developments can continue with appropriate agreements in place and as such, the significance of the effect has been assessed as **minor** and **not significant**.

### Operation and Maintenance

- 24.10.3 Below the seabed, during operation the presence of the cables may restrict the future use of the seabed by other marine users, such as by disrupting the placement of oil and gas sites, aggregates sites, disposal sites, power and telecommunication cables, and OWFs (as listed in **Table 24-15**).
- 24.10.4 In consideration of the future baseline, it is likely that new projects would arise within the study area beyond those which are currently noted. It would be on the onus of the third-

party developers to take the English Offshore Scheme into consideration with their consideration of options and design. Engagement will be undertaken with owners and operators of assets to ensure all future developments can coexist.

- 24.10.5 The sensitivity for these receptors has been assessed as low because seabed occupancy could disrupt activities / assets, though the Applicant will adhere to engagement with future developers to agree crossing agreements for their assets. The magnitude for these receptors has also been assessed as low because any changes to pre-project conditions will be minor. Future developments can continue with appropriate agreements in place and as such, the significance of the effect has been assessed as **minor** and **not significant**.
- 24.10.6 On the seabed, during operation the presence of the rock protection may restrict the future use of the seabed by other marine users.
- 24.10.7 In consideration of the future baseline all projects currently in planning have been taken into consideration within the design of the English Offshore Scheme, i.e., cable separation distance maintained and infrastructure crossings are according to guidelines. It is likely that new projects would arise within the study area beyond those which are currently noted. It would be on the onus of the third-party developers to take the English Offshore Scheme into consideration with their consideration of options and design. Engagement will continue with owners and operators of assets to ensure all future developments can coexist.
- 24.10.8 On the seabed, the sensitivity for these receptors has been assessed as low because seabed occupancy could disrupt activities / assets. The magnitude for these receptors has also been assessed as low because any changes to pre-project conditions will be minor. Future developments can continue with appropriate agreements in place and as such, the significance of the effect has been assessed as **minor** and **not significant**.

## 24.11 Preliminary Assessment of Restricted Access to Recreational Areas

### All Phases

- 24.11.1 During all phases, other marine users such as swimmers, SCUBA divers and recreational sailing and recreational anglers could be affected by restriction of access to recreational areas.
- 24.11.2 During the construction phase, there is the potential for recreational users to be displaced, or access restricted to their usual recreational areas. There are four bathing waters within or within close proximity to the draft Order Limits; Huttoft and Marsh Yard, Anderby, Sutton-on-Sea, and Ingoldmells. Restrictions will be short term in nature, and any restriction would be limited to the rolling 500 m safety zone from vessels; given the alternative locations available the sensitivity of the receptor is assessed to be medium. Once construction works are completed no restrictions will remain and therefore the magnitude has been assessed as negligible. The significance of the effect on recreational users has been assessed as **minor** and **not significant**.
- 24.11.3 Boat and shore-based recreational angling activities could be impacted by general disruption, because of construction activity at Anderby Creek Landfall or in the draft Order Limits. Most recreational vessels operate in the nearshore area and given the distance from shore for most of the English Offshore Scheme, interaction is considered unlikely. Any disruption is anticipated to be temporary and localised. The magnitude of

the effect is therefore assessed as low because of a minor alteration from pre-project conditions, and the sensitivity is assessed as negligible because the receptor is tolerant to change with no effect on its character. Therefore, the significance of the effect on recreational angling is anticipated to be **Negligible** and **Not Significant**.

## 24.12 Preliminary Assessment of Interaction with Aircraft using PEXA

### All Phases

- 24.12.1 Military activities could be affected by interaction with aircraft utilising the PEXAs. As a result of the activities associated construction, Operation and Maintenance, and decommissioning of the English Offshore Scheme there is the potential for the presence of Project vessels to interfere with low flying military aircraft utilising the airspace above the English Offshore Scheme.
- 24.12.2 The MoD and Royal Air Force (RAF) require unimpeded access to their practice and exercise areas as a matter of national security and therefore have a high sensitivity. However, these activities are planned, take place periodically, and notification (through Notice to Airmen (NOTAM)) is required prior to activities taking place, which the Applicant will monitor. Furthermore, the Applicant will look to develop an approach to coordinate activities with the MoD to ensure that activities can co-exist. Therefore, the magnitude of effect has been assessed as negligible. The significance of the effect has therefore been assessed as **minor and not significant**.

## 24.13 Transboundary Effects

- 24.13.1 The English Offshore Scheme lies wholly in UK waters. Given the approximate distance of 130 km to the UK Exclusive Economic Zone (EEZ) boundary, there is no potential for overlap or proximity to other marine users in transboundary nations. Potential impacts considered within the Transboundary Screening (Ref 24.20) by the Planning Inspectorate are:
- Occupancy of seabed – below or on seabed; and
  - Restricted access to recreational users.
- 24.13.2 Based on the baseline environment described above (from Section 24.5), the nature and scale of the English Offshore Scheme, and assessments carried out which have, in all cases, come to a conclusion that the potential significance of effects are **minor** and **not significant**, no transboundary effects are anticipated on infrastructure and other marine users receptors. The use of crossing agreements and consultation with transboundary developers to minimise occupancy of the seabed supports this (see for environmental measures).

## 24.14 Further Work to be Undertaken

- 24.14.1 The information provided in this PEIR is preliminary, the final assessment of potential significant effects will be reported in the ES. The ES will also consider ongoing consultation and engagement, along with further details on external cable protection and crossing designs. This section describes the further work to be undertaken to support the other marine users assessment presented in the ES.

## Baseline

24.14.2 No survey work is proposed in relation to other marine users however, regular review of data sources will be undertaken to ensure that any new projects arising within the study area will be included within the final assessment in the ES. In addition, ongoing engagement with stakeholders and other marine users will continue following PEIR statutory consultation to inform the ES.

## Assessment

24.14.3 The assessments undertaken for the PEIR will be reviewed following stakeholder consultation feedback and further design refinement.

## Further environmental measures

24.14.4 Further consultation with relevant statutory consultees will be undertaken to define the scope and extents of the environmental measures set out in the assessment above. If, following stakeholder consultation feedback, further design refinement and further assessment, it is identified that additional measures are required, these will be detailed as part of the ES.

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