

Seagreen 1A: Onshore Transmission Works

Environmental Impact Assessment
Report

Volume 1: Non-Technical Summary

March 2021

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1 Introduction

- 1.0.1 Seagreen 1A Limited (the Applicant) is applying for Planning Permission in Principle (PPP) to construct and operate the onshore transmission infrastructure to export electricity from the Seagreen Offshore Wind Farm into the national electricity transmission system network. The Proposed Development is located on the coast of the Firth of Forth in between the towns of Prestonpans and Cockenzie and Port Seton, East Lothian, approximately 15 km east of Edinburgh. The site location is shown in Figure 1.1.
- 1.0.2 An Environmental Impact Assessment Report (EIAR) has been prepared to accompany the planning application, to report on the likely significant effects of the Proposed Development. This document provides a Non-Technical Summary (NTS) of the EIAR.

1.1 Purpose of the Non-Technical Summary

- 1.1.1 The aim of the NTS is to summarise the content and main findings of the EIAR in a clear and concise manner to assist the public in understanding the likely significant environmental effects of the Proposed Development.
- 1.1.2 The EIAR comprises the following volumes:
- Volume 1: Non-Technical Summary (NTS);
 - Volume 2: Main Report;
 - Volume 3: Figures; and
 - Volume 4: Technical Appendices.
- 1.1.3 The application is accompanied by the following additional documents:
- Planning Statement; and
 - Pre-Application Consultation Report.

1.2 Copies of the EIAR

- 1.2.1 Paper copies of the EIAR and other documentation are normally made available to view at publicly accessible locations; however the usual requirements have been suspended in response to the COVID-19 pandemic¹. As such, the EIAR, including all figures, technical appendices and accompanying documents are available to view on the project website (<https://www.seagreen1a.com/documents>).
- 1.2.2 The application documents will also be available via the East Lothian Council (ELC) planning portal (https://www.eastlothian.gov.uk/info/210547/planning_and_building_standards/12214/search_for_planning_applications).
- 1.2.3 For anyone who has difficulty accessing the documentation online, a CD or USB copy can be made available on request by calling 0345 076 0530.

¹ In accordance with The Town and Country Planning (Miscellaneous Temporary Modifications) (Coronavirus) (Scotland) Regulations 2020

1.3 Commenting on the Application

- 1.3.1 When the application for the Proposed Development is lodged with ELC, it will be advertised in accordance with relevant legislation. The advertisement will provide details of the date by when representations should be made. ELC will invite formal representations on the Proposed Development, which will be taken into account before any decision is reached on the application.

2 Background

- 2.0.1 The consented Seagreen Offshore Wind Farm is located in the outer Firth of Forth and Firth of Tay, approximately 66 km from the East Lothian coastline at its closest point. One hundred and fourteen of the 150 consented offshore wind turbines have a grid connection into Tealing substation in Angus. The construction of this grid connection started in 2020.
- 2.0.2 The proposed Seagreen 1A project seeks consent for the onshore and offshore infrastructure required to connect the remaining 36 turbines to the national electricity transmission system. An application was made to National Grid in October 2019 and the project was offered a grid connection at Cockenzie, East Lothian with a connection date of October 2023.
- 2.0.3 The offshore infrastructure will comprise one export cable, approximately 110 km in length, from the Seagreen Offshore Wind Farm to the landfall (mean high water springs) at Cockenzie. The offshore export cable will be the subject of an application for a marine licence made to Scottish Ministers via the Marine Scotland Licensing and Operations Team (MS-LOT).

3 Site Location

- 3.0.1 The Proposed Development Site ('the Site') covers an area of approximately 0.24 km² and is located on the coast of the Firth of Forth, on open land between the towns of Prestonpans to the west and Cockenzie and Port Seton to the east in East Lothian, approximately 15 km east of Edinburgh. The Site extends from the Mean Low Water Springs (MLWS) through Preston Links, includes the existing Cockenzie substation and extends eastwards as far as the B6371 as illustrated in Figure 1.1.
- 3.0.2 The nearest residential properties to the Site are located along Whin Park to the north east, on the B1348 in Prestonpans and along Atholl View to the south west, albeit the properties on Atholl View have little interaction with the Site due to the intervening mound. In addition to residential properties, the Whin Park industrial estate is located immediately north of the Site and a dental surgery and health centre is located immediately west, in Prestonpans.

4 Proposed Development Description

- 4.0.1 As the application is for Planning Permission in Principle (PPP), it is not possible at this stage to provide a detailed description of all elements of the Proposed Development. The PPP will define the application Site boundary and development zones (parameters) within the application Site boundary to illustrate the areas of search within which different elements of the Proposed Development will be located (see Figure 2.1). As such, the EIA is based on reasonable worst assumptions about the size and scale of the Proposed Development, to enable a robust assessment of the likely significant effects of the Proposed Development. It is noted that detailed elements such as the dimensions, layout, colour, height, massing and access could all be varied within the development zones shown.
- 4.0.2 Figure 2.1 includes areas of search that would accommodate the detailed proposals for:

- One shore end export cable from the Seagreen Offshore Wind Farm between the Mean Low Water Springs (MLWS) mark and the transition joint bay;
- One transition joint bay, where the shore end export cable would interface with the onshore export cable;
- One onshore export cable, running from the transition joint bay to the onshore substation;
- Potential joint bay and temporary pulling pits, for installation of the onshore export cable (potentially located anywhere within the onshore export cable development zone);
- The onshore substation;
- One grid connection cable linking the onshore substation and the existing Cockenzie substation;
- Temporary construction compound and working areas;
- Access and site tracks; and
- Associated works.

4.1 Associated Development

- 4.1.1 The Proposed Development, as described in this NTS, is associated with the Seagreen Offshore Wind Farm as a whole. The offshore transmission infrastructure for the Seagreen 1A Project consists of one high voltage export cable (approximately 110 km in length) to mean high water springs (MHWS).
- 4.1.2 Further detail on characteristics of the offshore transmission works and the likely significant effects associated with the offshore work is provided in the Seagreen 1A Export Cable Corridor EIAR.
- 4.1.3 The scope of this NTS and the onshore EIAR is focussed on reporting the likely significant effects of the onshore transmission works. However, where there is the potential for likely significant effects associated with the offshore transmission works, for example, noise disturbance from near shore works during cable laying activities, these are addressed within the scope of the onshore EIAR. The two EIARs for both the onshore and offshore works will be made available on the project website here: <https://www.seagreen1a.com/documents>.

4.2 Construction Activities

- 4.2.1 It is anticipated that the enabling and construction activities will take place over approximately 22 months.
- 4.2.2 It is envisaged that the construction hours of work would be Monday to Saturday 0700 to 1900. However, flexibility will be sought for extended working hours (including 24 hour working) for the installation of the offshore export cable at landfall. Appropriate controls will be put in place to manage potential effects on the amenity of any nearby properties. There may also be specific construction activities associated with the installation of the onshore export cable. Specific construction activities, would if required, be pre-agreed in advance with ELC.
- 4.2.3 A Construction Traffic Management Plan would be agreed at the detailed design stage, in consultation with ELC, Transport Scotland and other stakeholders (including the local communities). This would address the scheduling, routeing and overall management of abnormal loads movements along with the programming and management of all other HGV movements.

- 4.2.4 During these works, the Applicant commits to maintaining access to the Prestonpans Yachting and Boating Club, located adjacent to the landfall, at all times. Similarly a safe diversion will be provided for the John Muir Way and local core paths affected by the Proposed Development.
- 4.2.5 A Construction Environmental Management Plan (CEMP) would be implemented during construction to avoid, reduce or control associated adverse environmental effects. The CEMP would also include, but not be limited to, a Pollution Prevention Plan and a Site Waste Management Plan. An outline of the CEMP is provided in Technical Appendix 2.2: Outline Construction Environmental Management Plan.
- 4.2.6 The implementation of the CEMP would be overseen, where appropriate, by a suitably qualified and experienced Environmental Clerk of Works (ECoW), with support from other environmental professionals as required.
- 4.2.7 The CEMP would also set out mechanisms to ensure that workers on the Site, including subcontractors, are aware of environmental risks, and are well controlled in this context, and the role of the ECoW and any other Clerk of Works appointed to provide specialist advice.

4.3 Operation Management and Maintenance

- 4.3.1 Permission is being sought for the Proposed Development in perpetuity.
- 4.3.2 Substation plant requires maintenance and inspection at regular intervals, with most substations having monthly inspections and maintenance occurring about once every four to six years on each circuit. Maintenance activities would be likely to involve a site presence for about one week per annum with light vehicles, with other visits as required for operational duties.
- 4.3.3 Routine, planned operational and maintenance intervention on the onshore transmission cable element of the Proposed Development will not be required other than an inspection of the link boxes at the joint bays. This will take place approximately one day every year.

4.4 Residue and Emissions

- 4.4.1 The EIAR has considered the potential for residues and emission associated with the construction and operation of the Proposed Development, including consideration of: water; air; soil and subsoil; noise and vibration; light; heat and radiation; and waste. All discharges would be managed in accordance with relevant guidance and regulations.

5 Design Evolution and Alternatives

5.1 Site Selection Considerations

- 5.1.1 The site selection for the Proposed Development has been undertaken on the basis of a grid connection offer from Scottish Power Energy Networks for connection of the energy generation from 36 turbines consented as part of the Seagreen offshore wind farm. The grid connection offer is for a connection at Cockenzie substation.
- 5.1.2 The Applicant completed a high-level analysis of seven potential landfall options and eleven potential substation site options, as shown in Figures 3.1 and 3.2. The substation site option selected was considered to be the preferred option both from an environmental, technical and cost perspective. The main reasons for selecting the substation site include:

- visual screening is provided by the existing Cockenzie substation, and the acoustic attenuation bund located to the north of Atholl Place and Preston Crescent;
- it has sufficient space to maintain the building line set back distance from the B1348 Edinburgh Road;
- it would be possible to access the substation from the existing Coal Yard service road (subject to engineering assessment and possible upgrade) or Edinburgh Road; and
- it is predominantly brownfield, being located within the former Power Station coal yard area and over the footprint of a former gasholder.

5.1.3 The selected landfall site option was identified as having the following benefits:

- it would reduce construction phase impacts on surrounding residential receptors by increasing the distance from residential receptors, albeit it is noted that mitigation for noise impacts will still be required (further details are provided in **Chapter 10: Noise and Vibration** of the EIAR);
- it would avoid crossing third party land, where possible, including the boat club;
- it would minimise activity within the Green Hills area;
- it would maximise efficiency through using the previously approved Inch Cape Offshore Wind Farm landfall and associated cable route and avoid conflict with the consented Inch Cape substation; and
- it would minimise potential impacts on the existing access road and car park at Prestonpans beach.

6 Potential Environmental Effects

6.0.1 The EIA process is designed to identify the likely significant effects that projects could have on the environment. The EIAR for the Proposed Development considered the environmental impacts across a range of factors, based on consultation with ELC and other key statutory consultees. The conclusions of the EIAR are that potentially adverse significant effects were identified for a number of topics (see bullet list below) however that these would be reduced to a non-significant level through the application of mitigation. The only exception to this is for Seascape, Landscape and Visual where some localised significant residual effects would remain:

- Seascape, Landscape and Visual;
- Ecology;
- Ornithology;
- Hydrology, Hydrogeology and Ground Conditions;
- Cultural Heritage and Archaeology;
- Access, Traffic and Transport;
- Noise and Vibration; and
- Land Use, Socio-economics and Tourism.

6.1 Seascape, Landscape and Visual

6.1.1 The Proposed Development is located within the Coastal Margins – Musselburgh/ Prestonpans fringe landscape character area which extends from the eastern margins of Edinburgh in the west to the eastern side of Port Seton in the east.

- 6.1.2 Significant effects relating to construction and operation are expected with respect to landscape fabric on the substation site itself and visual amenity. Visual amenity effects would be localised and focused on the visual amenity of core path (CP) 146 which extends along the top of a screening mound that encloses the northern and eastern sides of Atholl View residential area. These effects are largely unavoidable given the elevated position of the viewpoint. Views from within the Atholl View residential area itself will not be affected, with the mound entirely blocking views to the Proposed Development.
- 6.1.3 No significant effects relating to construction or operation are expected with respect to seascape and landscape character and landscape designations.
- 6.1.4 Inclusion of the consented Inch Cape substation would add significantly to the established developed context. This is likely to result in localised significant 'in-addition' and 'in-combination' effects on the character of the Musselburgh and Prestonpans Coastal Margins landscape and Prestonpans Coast Special Landscape Area (SLA). The SLA signifies the value of the landscape in maintaining the "distinctive sense of place in different areas of East Lothian" and is therefore of local importance. In contrast, the Proposed Development would be positioned within an existing development envelope enclosed by screen mounds and the remaining remnant features of the previous Cockenzie power station, and as such would represent only a slight additional change to both the current baseline and the cumulative context of Cockenzie substation and the consented Inch Cape substation. This is assessed to be a Moderate in-addition' effect (not significant). It follows that the Proposed Development will not result in significant cumulative effects on the landscape character or the special qualities of the SLA.

6.2 Ecology

- 6.2.1 An ecological assessment considered: designated conservation sites, habitats, groundwater dependant terrestrial ecosystems (GWDTE) and ancient and semi-natural woodland, potentially affected by habitat loss and fragmentation; and Protected species (e.g. badger, otter, all bat species, reptiles and amphibians- i.e. great crested newt).
- 6.2.2 The results of the baseline survey confirm that the majority of the Site is of low biodiversity value. The only features identified as sensitive to the Proposed Development are:
- Coastal Habitat – a small proportion of the Site is within the Firth of Forth Site of Special Scientific Interest (SSSI) and is of national importance. The SSSI is principally designated for maritime cliffs, saltmarsh, sandy dunes, mudflat and lagoons. The area of coastal habitat within the Site is 0.6 ha, representing less than 0.01% of the SSSI area. While none of the habitats specified in the notification for the SSSI are present within the Site, any impacts on the shore area (which contains intertidal rocky shore with boulders along with a small area of mud/ sand) could have an impact on the connectivity of the SSSI as a whole.
 - Woodland and scrub habitats – small areas of woodland and scrub, of local (Site) importance are present within the Site and provide habitat and foraging opportunities for a range of species.
 - Breeding birds – habitats are considered suitable to support breeding bird species of local (Site) importance.
- 6.2.3 As a trenchless installation method is proposed for the export cable landfall, there would be no habitat disturbance within the SSSI area and no likely significant effects.

- 6.2.4 Mitigation is proposed including pre-construction survey before vegetation removal, post construction landscape planting, bat friendly lighting design measures and presence of an Ecological Clerk of Works (ECoW) during construction.
- 6.2.5 With the implementation of the mitigation measures, no residual significant adverse effects on any ecological receptors are predicted as a result of the Proposed Development.

6.3 Ornithology

- 6.3.1 Baseline surveys of the Site indicates that several bird species regularly using the survey area are components of qualifying populations of adjacent Special Protection Areas (SPAs), which indicates that they are of international importance. The intertidal area of the Site is also part of the Firth of Forth Ramsar site, which support wintering waders and wildfowl in numbers that are considered to be of national and international importance.
- 6.3.2 The most sensitive bird species include:
- Non-breeding waders (Firth of Forth SPA); Oystercatcher, ringed plover and turnstone;
 - Non-breeding waterfowl (Firth of Forth SPA and Outer Firth of Forth and St. Andrews Bay Complex SPA); Red-throated diver, Slavonian grebe, eider, common scoter, velvet scoter, red-breasted merganser, long-tailed duck and great-crested grebe; and
 - Non-breeding seabirds (Firth of Forth SPA and Outer Firth of Forth and St. Andrews Bay Complex SPA); Shag, cormorant, herring gull.
- 6.3.3 The only predicted effects on sensitive birds relate to disturbance during construction. The effects of disturbance during construction are predicted to be of limited duration and affect low numbers of birds, representing very small proportions of the qualifying populations both from the Proposed Development alone and in combination with other developments. Therefore, the effects are concluded to be not significant. In addition, mitigation measures to reduce the non-significant effects during construction will be implemented to further reduce the level of effect.

6.4 Hydrology, Hydrogeology and Ground Conditions

- 6.4.1 The assessment considered likely significant effects on the water environment, taking account of the hydrological, hydrogeological and ground conditions characteristics of the Site. The assessment considered effects on hydrology and flood risk, private water supplies, groundwater dependent terrestrial ecosystems (GWDTE), hydrogeology and geology, soils and peat.
- 6.4.2 The topography of the Site is such that the Proposed Development is located on the southern shore of the Firth of Forth in a marine setting. The coastal waterbody into which the Proposed Development will run is the "Leith docks to Port Seton" waterbody. There is potential for contaminants to be present the Site due to the historical activities that are recorded within the boundaries of the Site and in the study area. Historical land uses recorded within the Site boundary included the Preston Links Colliery; mineral railway lines; a gas works and gasholder; a refuse tip; electricity substations and infrastructure associated with the neighbouring former Cockenzie Power Station.
- 6.4.3 An intrusive Site investigation would be completed prior to construction to provide further Site-specific information on the geological, hydrogeological and mining conditions beneath the Site, as well as the presence of significant contamination in soils and groundwater.

- 6.4.4 All construction phases would be carried out in accordance with a site-specific CEMP which would include: a pollution prevention plan (PPP); use of sustainable urban drainage systems, and protocol for the management of contaminated soils and/ or groundwater encountered during construction.
- 6.4.5 During the operational phase, specific measures to avoid contamination would be identified following completion of the environmental risk assessment and updated conceptual site model, and a remediation strategy developed. The remediation work would subsequently require verification by an independent environmental consultant and a report prepared for submission to ELC.
- 6.4.6 The assessment concludes that, following the standard mitigation practices (primarily to be set out in the CEMP and PPP), no significant residual impacts resulting from the Proposed Development are predicted.

6.5 Cultural Heritage and Archaeology

- 6.5.1 A desk-based assessment and walk-over field survey have been carried out to establish the geology and hydrogeology baseline within the site. The assessment has been informed by consultation with Historic Environment Scotland and ELC.
- 6.5.2 The Site is located on land formerly associated with Preston Links Colliery and latterly Cockenzie Power Station. Due to the post-medieval and modern disturbance of the Site for extraction and redevelopment works it is likely that any below ground remains have been truncated, damaged or disturbed by this later activity. This assessment has identified 28 heritage assets within the Site, one of which is the Inventory Battlefield of Prestonpans. The other remains largely relate to the extraction works on the Site documented on historic mapping from the mid-19th century and the development of the Site in the later 20th century associated with Cockenzie Power Station. The Proposed Development will avoid twelve identified heritage assets and the resultant level of effect on the remaining heritage assets, including a portion of the Inventory Battlefield, is considered to be not significant in EIA terms.
- 6.5.3 The assessment found that the Proposed Development would have no significant direct effect on the known heritage assets within the Site. Coal and stone extraction are documented on the Site in the late 19th and 20th centuries and Cockenzie Power Station occupied the Site from the 1960s, however there is judged to be the potential for hitherto unknown remains to survive.
- 6.5.4 Ground Investigation (GI) works on the Site have been proposed and these will be watched by a monitoring archaeologist. A Written Scheme of Investigation (WSI) was submitted and approved by the Archaeological Advisor to ELC in December 2020. The monitoring archaeologist will be able to identify and record any archaeological remains which may survive in the locations of the GI works. The results of the GI works may indicate the level of archaeological survival across the Site.
- 6.5.5 During the construction phase no likely significant effects have been identified in the absence of mitigation, therefore no mitigation is required. However best practice recommends that a programme of archaeological works be undertaken prior to or during the construction of the Proposed Development. The archaeological works may take the form of an evaluation or watching brief depending on the results of the GI works and the final areas required for ground breaking.
- 6.5.6 During the operation phase no likely significant effects have been identified. It is noted that the detailed design of the Proposed Development will be subject to further planning application

for the approval of matters specified in conditions. A condition requiring the size of the Proposed Development substation to take account of the extant Cockenzie substation (Site 138) and the consented Inch Cape substation (in terms of the height of structures) would ensure that impacts upon the Inventory Battle of Prestonpans and Cockenzie and Port Seton Conservation Area are minimised.

6.6 Access, Traffic and Transport

- 6.6.1 The assessment considered the effects on the local road network of HGV traffic associated with the construction phase of the Proposed Development.
- 6.6.2 During the construction phase there would be a temporary increase in traffic flows. The assessment predicts that, with the implementation of a comprehensive Construction Traffic Management Plan (CTMP), the effect of severance, driver delay, pedestrian delay and amenity, and accidents and safety as a result of increased levels of HGVs associated with the Proposed Development, and potentially in combination with the Inch Cape substation development, would be not significant along the B6371 and B1348 corridors.
- 6.6.3 The CTMP will ensure that the volume of HGV trips is minimised by implementing good practice measures, such as the recycling and reuse of materials. The CTMP will ensure that there is appropriate signage along the construction routes to make residents and other road users aware of the temporary increase in HGV traffic and to provide the opportunity to plan accordingly. The CTMP will also ensure that construction HGVs adhere to the speed limit to improve safety/ reduce the intimidation to other road users. Residents and other road users will have the opportunity to report any issues to the Site Liaison Officer. These measures will contribute to minimising the level of effect experienced along the routes and isolated properties within the Study Area.
- 6.6.4 It is noted that all HGV traffic associated with the Proposed Development would access the Site from the B6371. Some temporary traffic management measures will be required on the B1348 (Edinburgh Road) where the cable is required to be trenched under the road, and where the conduit for the shore-end export cable is laid out on land before being pushed offshore. These traffic management measure may include short-term single lane closures, but will not include full road closures.
- 6.6.5 The assessment concludes that effects of increased traffic as a result of the Proposed Development are deemed to be Not Significant once mitigation is put in place.

6.7 Noise and Vibration

- 6.7.1 The assessment considers the likely significant effects with respect to the noise and vibration associated with the construction, operation and decommissioning of the Proposed Development. Worst-case sensitive receptor locations have been identified and used in the assessment during the construction (which includes consideration of decommissioning) and operational phases.
- 6.7.2 Construction working may require periods of evening and night activity to complete the trenchless works, expected to last for a period of several weeks' duration on each occasion. The assessment indicates that mitigation is required to be developed within construction method statements, and this will be finalised at a later stage once the final locations from which noisy works will be conducted and the necessary equipment have been determined. In addition to good practice measures, the associated mitigation could involve local use of

screening barriers, as well as continuous noise monitoring with noisy works interrupted if applicable thresholds are exceeded.

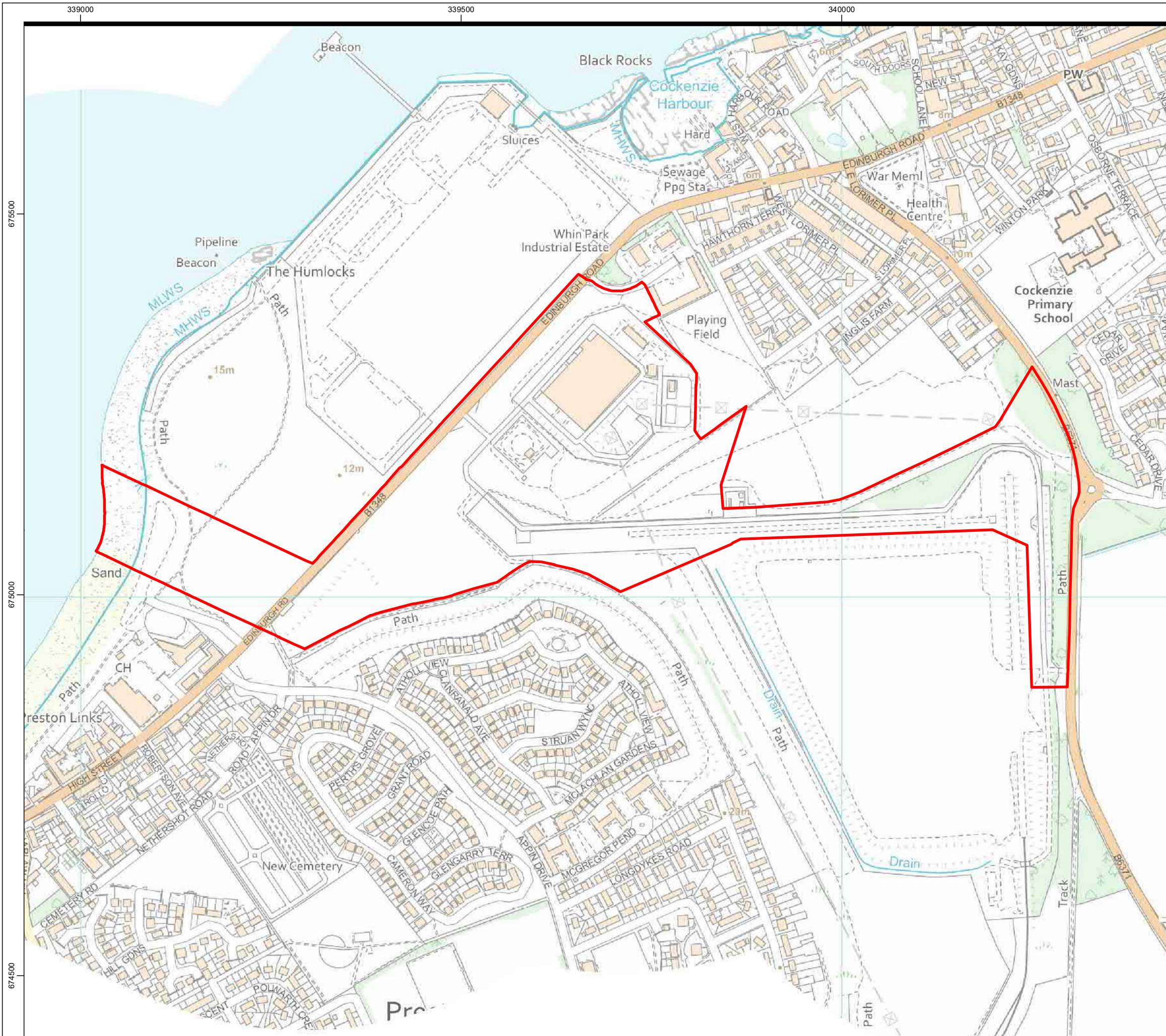
- 6.7.3 Operational noise has been assessed and the results indicate that noise control mitigation is necessary to some of the plant and equipment. An indicative mitigation strategy combining a solid barrier to the north-east boundary of the substation with sound reduction levels for enclosures and other noise control to cooling plant have been set out based on initial plant selections.
- 6.7.4 Assuming suitable mitigation measures are implemented there would be no significant residual effects as a result of noise or vibration with from the Proposed Development alone, or in combination with Inch Cape onshore substation.

6.8 Land Use, Socioeconomics and Tourism

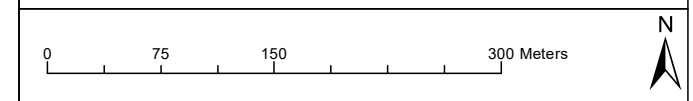
- 6.8.1 The assessment considered the land use, socio-economics, tourism and recreation effects of the Proposed Development.
- 6.8.2 The assessment found that, while the exact mix of future land use within the Site and the wider Cockenzie masterplan area is unknown, it is reasonable to assume that land use will include uses related to low or zero carbon energy generation and transmission. On this basis, the change in land use to provide an onshore substation and related infrastructure is not considered to result in any significant effects.
- 6.8.3 There will be some temporary restrictions on access within the Greenhills area during construction, where this overlaps with the construction site; however the majority of the space will remain open for recreational use during construction, and areas affected by construction will be fully reinstated once the Proposed Development is operational. It will also be necessary to put in place temporary diversions for the John Muir Way trail (core path 276), where it crosses the Site, and core path 284 which crosses the Site to the south of the proposed substation development zone. A public access plan will be put in place to manage access to the core path network during construction.
- 6.8.4 During the development and construction phase, the Proposed Development could support employment in the construction sector in East Lothian and Scotland, as well as in the wider economy, though the effect is not expected to be significant.
- 6.8.5 Given that the Proposed Development would provide the grid connection for approximately 24% of the Seagreen Offshore Wind Farm generation capacity, it is reasonable to include 24% of its economic impact in the cumulative assessment. This would support:
- £132 million GVA and 2,050 years of employment in Scotland, during the construction phase. These effects were assessed as **Moderate** beneficial and therefore **significant**; and
 - £5 million GVA and 80 jobs annually during each year of operation. These effects were assessed as **Minor** beneficial and therefore **not significant**
- 6.8.6 Overall, there are no significant adverse effects found, and there is a significant beneficial socio-economic cumulative effect found related to the construction of Seagreen Offshore Wind Farm.

7 Summary

- 7.0.1 As a result of a combination of design-led mitigation and additional construction phase mitigation measures proposed, the EIAR concludes that likely significant effects are limited to localised seascape, landscape and visual effects.
- 7.0.2 No residual significant effects are predicted for Ecology, Ornithology, Hydrology, Hydrogeology and Ground Conditions, Cultural Heritage and Archaeology, Access, Traffic and Transport, Noise and Vibration and Land Use, Socio-economics and Tourism.



Legend
 Application Site



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 Project Name

SEAGREEN 1A

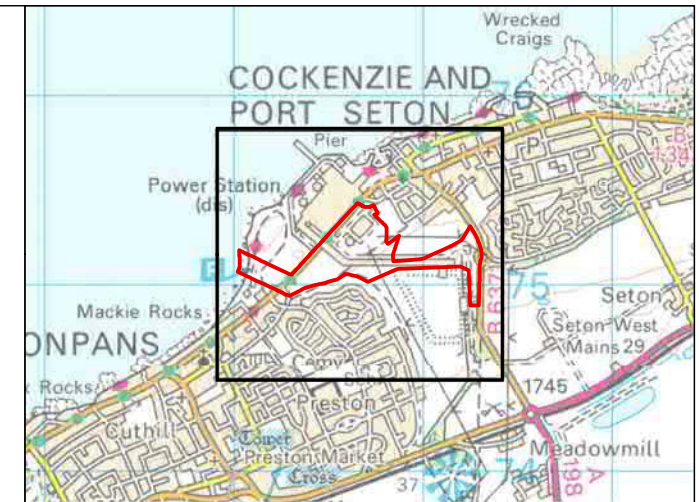
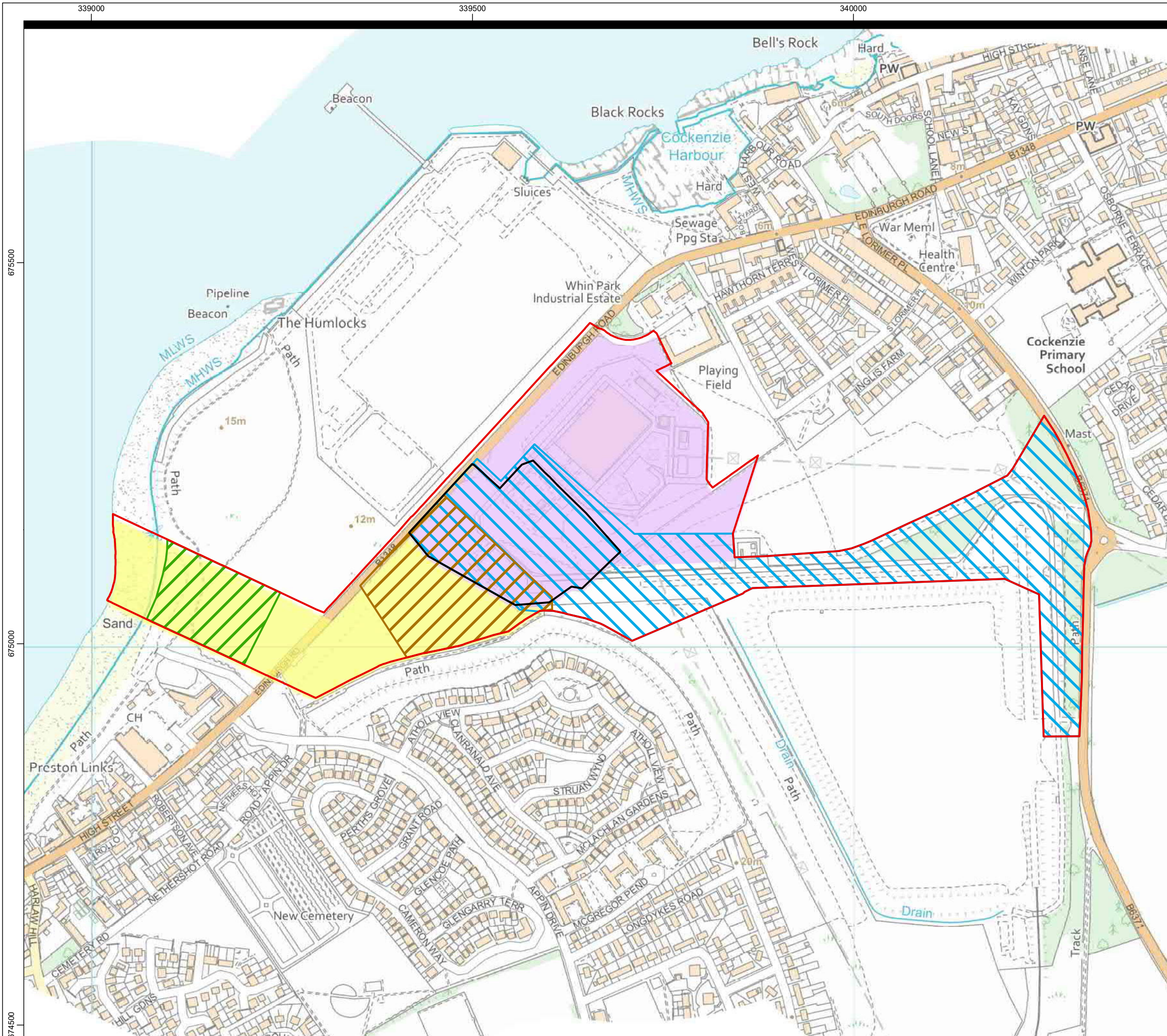
Drawing Title
Site Location

Rev	Date	Details	Status	Drwn	Rqst	Chkd	Appd
R1	04/02/21	First Issue	REVIEW	CF	PB	PB	-
R2	02/03/21	Second Issue	APPROVED FOR USE	AK	SJ	PB	PB
R3	-	-	-	-	-	-	-
R4	-	-	-	-	-	-	-







Drawing Number
Figure 1.1

Scale	Plot Size	Datum	Projection
1:5,000	A3	OSGB36	BNG





Legend

-  Application Site
-  Access Development Zone
-  Grid Connection Development Zone
-  Onshore Export Cable Development Zone
-  Substation Development Zone
-  Landfall HDD and Transition Joint Bay Development Zone
-  Temporary Construction Compound Development Zone

Note -
Development Zones indicate the areas of search within which each of the main onshore transmission works infrastructure will be located. They are therefore larger than the footprint of the development in order to provide sufficient flexibility to ensure that the future detailed design can be accommodated. Precise locations will be confirmed at the detailed design stage through matters specified applications.



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Project Name

SEAGREEN 1A

Drawing Title
FIGURE 2.1 - PROPOSED ONSHORE INFRASTRUCTURE DEVELOPMENT ZONES

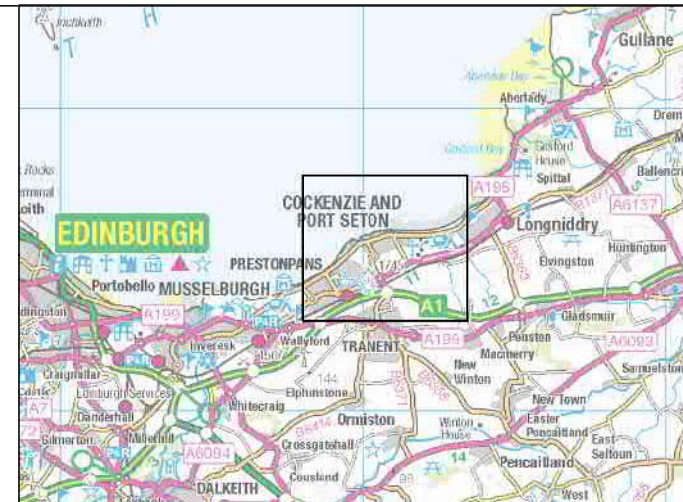
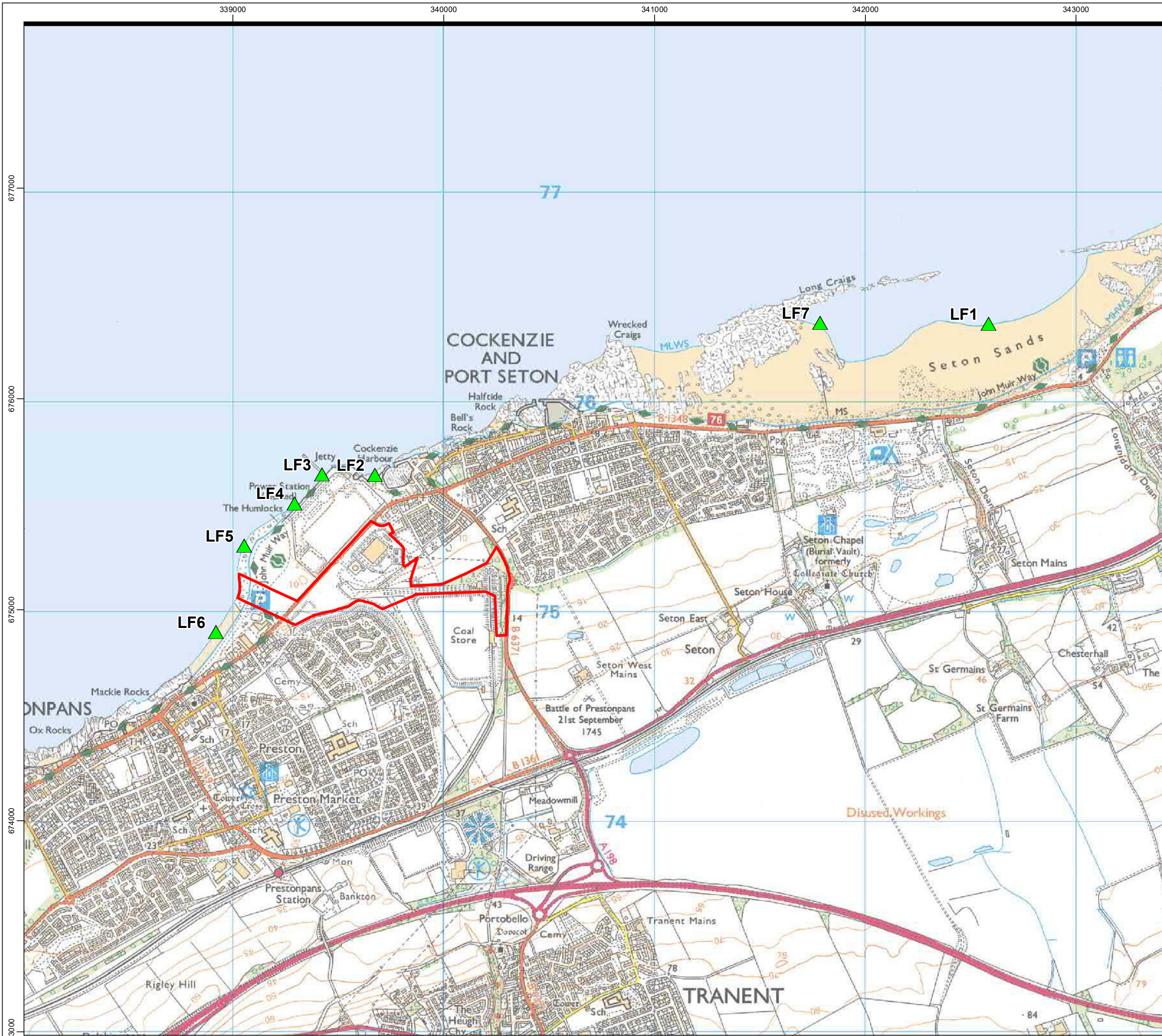
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R1	02/03/21	First Issue	APPROVED FOR USE	CT	MF	MF	FC
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R3	-	-	-	-	-	-	-
R4	-	-	-	-	-	-	-

Drawing Number
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Scale	Plot Size	Datum	Projection
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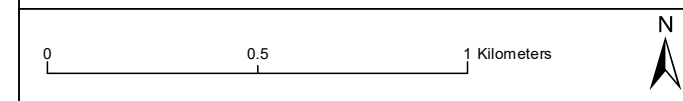
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Legend

- Application Site
- ▲ Landfall Point Location



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Project Name
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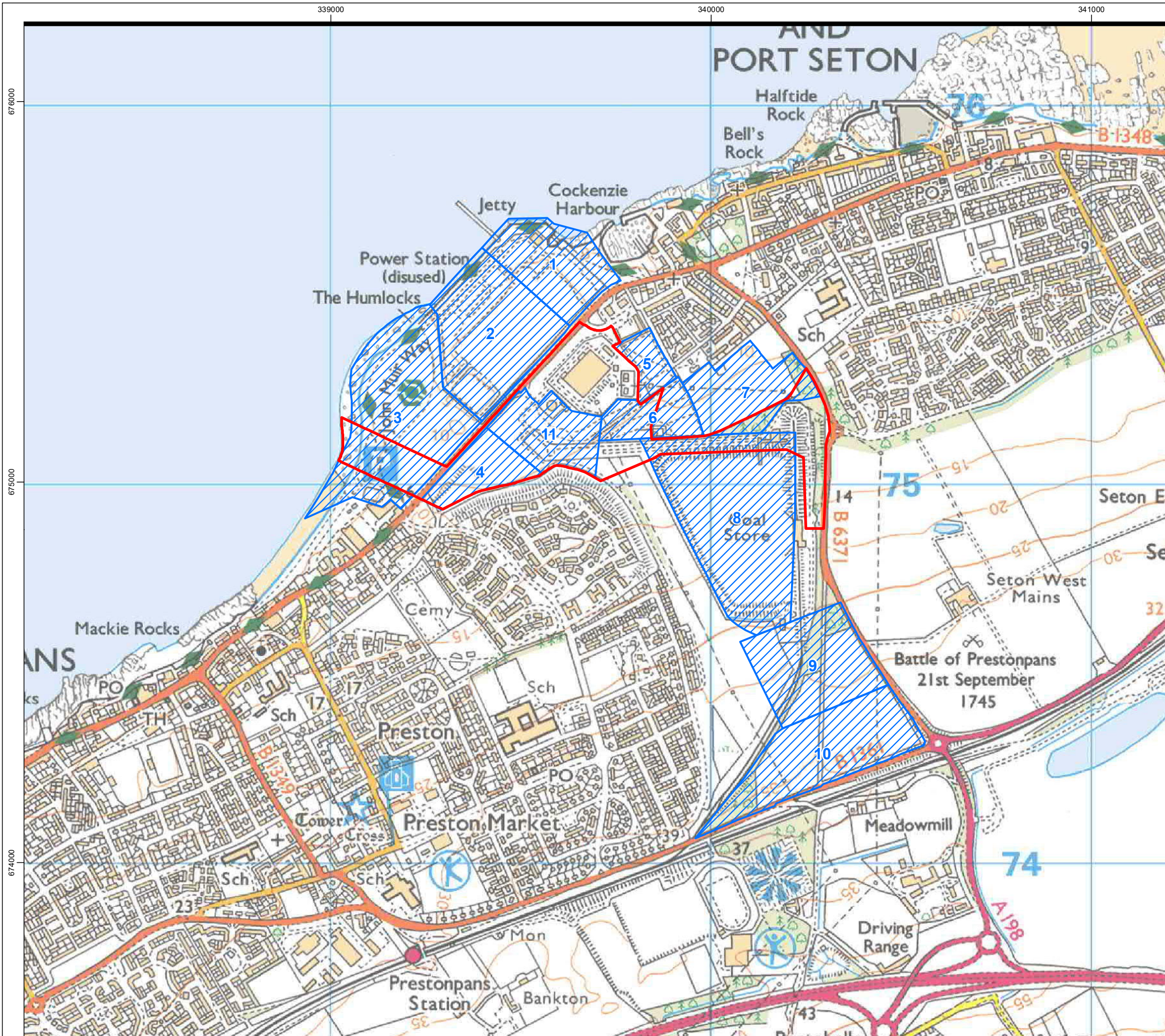
Drawing Title
Landfall Locations

Rev	Date	Details	Status	Drwn	Rqst	Chkd	Appd
R1	15/02/21	First Issue	REVIEW	CF	PB	PB	-
R2	03/03/21	Second Issue	APPROVED FOR USE	AK	SJ	PB	PB
R3	-	-	-	-	-	-	-
R4	-	-	-	-	-	-	-

Drawing Number
Figure 3.1

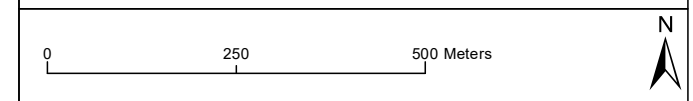
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1:18,000	A3	OSGB36	BNG





Legend

- Application Site
- Substation Location Options (& ID's)



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Project Name
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Drawing Title
Substation Site Options

Rev	Date	Details	Status	Drwn	Rqst	Chkd	Appd
R1	15/02/21	First Issue	REVIEW	CF	PB	PB	-
R2	03/03/21	Second Issue	APPROVED FOR USE	AK	SJ	PB	PB
R3	-	-	-	-	-	-	-
R4	-	-	-	-	-	-	-

Drawing Number
Figure 3.2

Scale	Plot Size	Datum	Projection
1:10,000	A3	OSGB36	BNG



