Eastern Green Link 2 - Marine Scheme

Environmental Appraisal Report
Volume 2

Chapter 6 - Consultation and Stakeholder Engagement

nationalgrid

Scottish & Southern Electricity Networks
TRANSMISSION

National Grid Electricity Transmission and Scottish Hydro Electric Transmission plc

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6. Consultation and Stakeholder Engagement

6.1 Introduction

This chapter of the Environmental Appraisal Report (EAR) presents an overview of the consultation activities and stakeholder engagement carried out as part of the environmental appraisal process for the Marine Scheme. It also summarises the EAR scoping process undertaken to determine the approach and technical content of this EAR.

The purpose of consultation and stakeholder engagement was to ensure that relevant stakeholders were aware of the Project and had the opportunity to comment on issues of relevance to them, to raise concerns and to influence the project development. Since the inception of the Project, consultation with statutory agencies has been carried out jointly between the Transmission Operators (TOs): Scottish Hydro Electric Transmission (SHE Transmission) in Scotland; and National Grid Electricity Transmission (NGET) in England (hereafter referred to as 'the Applicant'). Alongside formal consultation, non-statutory stakeholders have also been engaged. A summary of engagement is presented in Table 6-1.

Public consultation is an iterative process that continues throughout the stages of the project design, development and environmental appraisal and is characterised by formal, structured activity. Consultation has been carried out in a coordinated manner. It has been completed independently and has been structured in part by the jurisdictions within which each TO operates. Stakeholder engagement has involved technical discussions with regulators, statutory bodies, and a range of fisheries organisations.

6.2 Summary of Consultation

6.2.1 Overview

Consultation with statutory and non-statutory agencies was carried out throughout the pre-application period, with a range of relevant stakeholders, including but not limited to, the Marine Scotland Licensing Operations Team (MS-LOT), the Marine Management Organisation (MMO), NatureScot, the Joint Nature Conservation Committee (JNCC) and Natural England.

As part of the route selection process (as described in Chapter 5: Alternatives and Design Development), feedback was sought from key stakeholders on the evolution of the preferred route for the Marine Scheme. Alongside this, technical engagement has been carried out at key stages prior to and during the desk top studies and marine surveys. Regular engagement with the licensing bodies for the Marine Scheme (MS-LOT and the MMO) was undertaken prior to the marine licence applications being submitted.

6.2.2 Screening Consultation

On 02 December 2020, MS-LOT confirmed that the Marine Scheme in Scottish waters is not considered to be Environmental Impact Assessment (EIA) development (MS-LOT Pers. Comm, 2021) under the Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017.

On 16 March 2021, the MMO confirmed that installation of a cable within the UK Marine Area is not a 'Project' requiring formal EIA under either Schedule A1 or Schedule A2 of the Marine Works (Environmental Impact Assessment) Regulations 2007 (as amended) (MMO - Case Reference EIA/2021/00006, 2021).

6.2.3 Non-Statutory Scoping Request

A non-statutory scoping request was submitted on 08 July 2021 to the MS-LOT and 06 July 2021 to the MMO. The non-statutory scoping report identified those aspects of the environment considered likely to be adversely affected by the Marine Scheme and the approach to the identification and appraisal of those potential effects. It also scoped out aspects of the environment which were considered unlikely to be significantly affected.

On 03 September 2021, MS-LOT issued consultation responses from the following statutory consultees and specialist advisors:

- Aberdeenshire Council;
- Fisheries Management Scotland;
- Joint Nature Conservation Committee (JNCC);
- Marine Scotland Science;
- Maritime & Coastguard Agency (MCA);
- NatureScot;
- Northern Lighthouse Board;
- Royal Yachting Association Scotland;
- Royal Society for the Protection of Birds (RSPB) Scotland;
- Scottish Environmental Protection Agency (SEPA);
- Scottish Fishermen's Federation (SFF).
- Scottish Water;
- Transport Scotland; and
- UK Chamber of Shipping.

It should be noted that MS-LOT did not provide a formal response based on these consultations.

The MMO provided a Scoping Opinion on 03 November 2021 (MMO Reference: ENQ/2021/00124) based on its consultations with statutory consultees and specialist advisors in relation to the key issues. It is unclear who these statutory consultees and specialist advisors comprised as the MMO did not state who had been consulted and this information was not available on the Marine Case Management System (MCMS) or other public registers. During the non-statutory scoping process, Natural England, the Centre for Environment, Fisheries and Aquaculture Science (Cefas), Historic England, the MCA and Trinity House also made separate representations to the MMO, which were provided to the Applicants; these have been considered alongside the feedback above, and supporting technical engagement was carried out.

Scoping responses are presented in Appendix 6.1, with a summary provided showing how and where the points raised have been addressed within this EAR (and by the Marine Scheme).

Ahead of the submission of the EAR for the Marine Scheme, the Applicants have held a series of update workshops with MS-LOT and the MMO to ensure they are adequately briefed (see Table 6-1).

6.2.4 Statutory and Non-Statutory Stakeholder engagement

Alongside formal screening and non-statutory scoping as detailed above, the Applicants held meetings with numerous key stakeholders. Some meetings were also attended by other member of the project team, i.e., consultants working on the EAR. A summary of additional engagement carried out from the project inception to date is presented in Table 6-1.

Table 6-1: Timeline of engagement with regulatory authorities and statutory agencies relevant to the Marine Scheme

Date	Organisation	Project Stage	Issues discussed	Outcomes/response
07 November 2019	Marine Management Organisation (MMO) and Natural England (NE)	Options Appraisal	The MMO advised that NE datasets might not be reflective of the actual environment, which has been substantiated by observations following the initial surveys – mainly around the extent of reef and the shallow depth of sediment in some areas. The MMO / NE requested the project team contact the National Federation of Fishermen's Organisations (NFFO) and Maritime and Coastguard Agency (MCA) for relevant data, and check Site of Special Scientific Interest (SSSI) data. MMO/NE: Raised concern that some habitat types associated with Special Areas of Conservation (SACs) and Marine Conservation Zones (MCZs) have not been scored high enough (e.g., mixed sediments). Especially in situations where burial depth might not be reached and hard substrate is introduced to protect the cable, resulting in permanent habitat loss. Concern that the impact of the project on physical processes has not been considered (e.g., from cable protection) particularly sandbank habitats and features within SACs that rely on sediment transport outside SACs. Example provided of the increased assessment required in the English landfall from third party projects and restrictions on sediment transport from Smithwick Sandbank which provides sediment to the Humber Estuary SAC.	Issues raised were noted with relevant technical leads within the project team. Meetings were held with NFFO as part of commercial fisheries consultations summarised in Section 6.4.1. SSSI data set checks were made by the project team.
13 November 2019	Marine Scotland- Licensing Operations Team (MS-LOT), Joint Nature Conservation Committee (JNCC) and NatureScot (then Scottish Natural Heritage (SNH))	Options Appraisal	NatureScot requested Feature Activity Sensitivity Tool (FeAST) habitat data is checked, as well as fishing catch data to determine the most suitable data for constraint analysis, such as • Landings data; • Stakeholder group highlighted the need for early engagement with fishermen; • Fisheries Liaison Officer (FLO) needs to be on-board as soon as possible; • Discussed target burial depths, rock placement, need for considering decommissioning; • Group requested regular Project updates; and • Group requested that stakeholder engagement addresses corridor selection.	Data checks requested by NatureScot were made by the project team. Throughout the pre-application period stakeholders have been kept informed of the Marine Scheme's progress and approach to the Marine Licence Applications.
01 June 2020	MS-LOT, SNH, JNCC	Options Appraisal	The main aim of this meeting was to discuss EIA screening of the Marine Scheme. The Applicants were advised to aim to avoid the breeding season for Buchan Ness to Collieston Special Protection Area (SPA) as much as possible. Discussed the probable need for a decommissioning plan. MS-LOT requested a discussion including MMO regarding decommissioning plans, and maintenance / repair. It is possible that decommissioning could be included in marine licence in long term licence.	Project Team noted request for probable need for Decommissioning Plan and confirmed that this would be a suitable licence condition. A Decommissioning Plan would be prepared once the decommissioning solution is finalised. All issues raised were noted with relevant technical leads within the project team and considered during project design, appraisal and mitigation. Project Team noted that the worst case, particularly with reference to cable protection, was required to be assessed. This approach has been taken throughout the EAR.
04 June 2020	MMO, NE, JNCC	Options Appraisal	This meeting aimed to update the MMO, NE and JNCC on the Marine Scheme and provide an overview of the three phases of options undertaken and an overview of how the route has developed since 2019. The points and questions raised by the statutory consultees included: 1. The application should show how the proposed route has been selected. 2. HDD at landfalls would need to be sufficient to allow for the predicted coastal rollback well beyond the expected life cycle of the project. 3. The routeing of the cable outside designated sites may still have the potential to impact on features within designated sites – primarily through the changes to coastal nearshore dynamics, but also through increases to suspended sediments. The Holderness coast is dynamic and rapidly eroding. A key concern is that coastal/nearshore sediment processes will be maintained. Sediment supply from the Holderness coast is important for several designated sites (Holderness Coast MCZ, Humber Estuary SPA, SAC, Ramsar, maybe even The Wash and North Norfolk Coast SAC). Smithic Sands is important for sedimentary supply and should be given full consideration in the ES. 4. A realistic worst-case scenario with regards to cable protection should be evaluated to ensure that the project is properly assessed and requirement for variations to the licences is avoided. Assessments should consider the potential for habitat deterioration/simplification as a result of cable installation, particularly where larger material would be moved or displaced, noting the example of the Humber Gateway OWF post construction cable monitoring.	The project team noted these issues, and they are considered by the EAR as follows: 1. Refer to Chapter 5: Alternatives and Design Development 2. Coastal erosion during the design life of the project and beyond has been considered during project design, and in particular during HDD feasibility studies. The HDD locations are sufficiently set back from the coastline to accommodate the predicted coastal recession during the lifetime of the Project (see Chapter 7 for more detail on coastal erosion). 3. Appraised in Chapter 7: Physical Environment. Section 7.6.5.5 concludes that the impact on Smithic Bank and the Holderness coast is considered to be **not significant.** Section 7.6.5.6 which considers coastal erosion, also concludes that the impact will not be significant. As detailed within this table, the Project Team have had numerous technical discussions with NE on this topic. 4. The Project Team advised that wherever possible, the project's preference will be to cross other assets further offshore in deeper waters and in more stable areas. Trenching is the preferred protection method, and the use of external cable protection (rock placement) will be minimised. Project Team noted that the realistic worst case particularly with reference to cable protection was required to be assessed and can confirm that this has been assessed by the EAR. Refer to Chapter 2: Project Description.
09 June 2020	East Riding of Yorkshire Council (ERYC)	Options Appraisal	ERYC agreed a PPA approach would be welcomed on this project.	Project Team agreed to establish PPA between NG and ERYC up to planning determination.
11 June 2020	Historic England	Option Appraisal	The process of route identification for the Marine Scheme was described to Historic England, including the three-phase approach to constraint mapping and consideration of environmental, socioeconomic and technical constraints. The approach to consenting in Scotland and England was discussed. A milestone programme was presented.	The Project was introduced to Historic England as a key consultee.
11 June 2020	The Crown Estate (TCE)	Options Appraisal	TCE highlighted that the Teesside Carbon Capture Project (Northern Endurance Partnership (NEP) CO_2 Pipelines Project) is likely to be completed at the same time as EGL2 and advised discussions with the Oil and Gas Authority.	Appraised in Chapter 16: Cumulative and In-Combination Effects. Project Team are engaging with NEP Project Team.
17 June 2020	Crown Estate Scotland	Options Appraisal	At this meeting, an overview of the Marine Scheme and the preferred route for the Marine Installation Corridor was provided and future interactions with the Crown Estate Scotland discussed including leases for construction works.	Crown Estate Scotland were introduced to the Marine Scheme and initial discussions were held on terms and conditions for the construction licence.

Date	Organisation	Project Stage	Issues discussed	Outcomes/response
23 July 2020	Environment Agency	Options Appraisal	This meeting introduced the Project to the Environment Agency, and the process of route identification was described, including the three-phase approach to constraint mapping, considering environmental, socio-economic and technical constraints. It was advised that marine surveys would commence in Spring 2021.	This meeting introduced the Project to the Environment Agency, as a key statutory consultee. Both terrestrial and marine elements were discussed.
24 November 2020	MMO and MS-LOT	EIA Screening	The purpose of this meeting was to provide an update on the Marine Scheme discuss the marine consenting strategy including whether the Project is covered by the EIA regulations, providing a programme for scoping, public consultation and the Marine Licence applications. SHET and NGET stated that they do not consider the submarine cable installation to be an EIA project, but having regard to their statutory obligations as transmission licence holders under the Electricity Act 1989, SHET and NGET consider it is in the best interests of the projects to undertake a non-statutory environmental appraisal. This approach presents an efficient, co-ordinated, and economic approach to developing the projects, and takes account of their obligations under Schedule 9 of the Act whilst also meeting the wider project-specific objective of ensuring the timely delivery of the Marine Scheme. The MMO recommended that clear justifications should be included in the introductions with clear regulatory explanation.	Screening requests were provided to MS-LOT and them MMO, both confirmed that the Project is not considered an EIA development, as detailed in Section 6.2.2 and therefore an EIA was not required to support the subsequent Marine Licence Applications. However, the TOs, in line with their statutory obligations as under Schedule 9 of the Electricity Act 1989, considered it important to provide comprehensive information about the Project's potential environmental impacts, which are presented in this non-statutory Environmental Appraisal Report (EAR), prepared to accompany the MLAs to MS-LOT and the MMO.
02 November 2021	Scottish Fishermen's Federation (SFF) and Scottish White Fish Producers Association (SWFPA)	Preparation of EAR	An update on the Marine Scheme was provided, and discussion held about the consultees' understanding of fishing activity in the vicinity of the cable route, in relation to principal fishing methods, vessels active, location of key grounds, and discuss key concerns of the fishing industry. SWFPA's advised a minimum of seven to eight years of data should be considered to understand scallop cycles and queried whether over-trawl ability surveys were planned. SWFPA requested proof that it is safe to fish. The SFF referenced the National Marine Plan (NMP) which states that fishing should be allowed to continue where possible, and that advising the fishing industry to avoid areas is not a solution.	Engagement with SFF and SWFPA has continued (see later in this table and Section 6.4.1). It was confirmed that over 7 years of scallop data will be used where available. The TOs stated that over-trawl trials are not proposed, as they cannot condone fishing over the cables, in line with current maritime industry guidance and advice, and impacts on commercial fisheries are assessed on this basis. It is acknowledged that some fishing may still occur over the assets, and as such they will be suitably designed and protected to reduce the risk of them being damaged by fishing activity, as far as is practicable. Trenching will be the primary method of protection, but where this is not possible additional external protection, including rock placement will be applied. Rock berms shall be designed in accordance with best-practice and industry guidance to minimise snagging risks in so far as practicable. As built locations of the cables and associated protection will be provided to fisheries stakeholders. Commercial fisheries are assessed by Chapter 14 of this EAR.
09 November 2021	North and East Coast Regional Inshore Fisheries Group (NERFIG)	Preparation of EAR	NERFIG recommend attendance at a NERFIG meeting as part of the consultation process and advised that squid fisheries near the cable should be considered as well as sediment disruption and impacts on spawning on scallop grounds	Individual meetings with regional/ national stakeholders were held to maintain efficiency and allow stakeholders to get their thoughts and information across in a targeted meeting. NERFIG offered to provide further information including the RFIG Report (fishing grounds and main fisheries across the RFIG area). Squid fishing is considered by the EAR Chapter 14, along with scallop spawning grounds.
11 November 2021	National Federation of Fisherman's Organisations (NFFO)	Preparation of EAR	An update of the progress of the Marine Scheme was provided and a discussion was held on the consultees understanding of fishing activity in the vicinity of the cable routes and discuss key concerns of the fishing industry. The NFFO raised the following concerns: 1. Cable trenching causing damage to the seabed and damage to trawlers; 2. Rock placement in the Nephrops grounds causing damage to nets and subsequent catch losses; 3. Loss of grounds by following the MCA guidelines. The Offshore Transmission Network Review has formed a subgroup on fisheries and cables who are defining terms of reference. NFFO suggested that the Project should engage in these discussions; and 4. Whether there are arrangements for post-installation surveys to confirm cable trenching depth.	The route refinement process also considered fishing intensity (using Vessel Monitoring System (VMS) and Automatic Identification System (AIS) data coverage) to identify high intensity fishing areas and avoid them where possible (See Chapter 5: Alternatives and Design Development). The Project Team informed the consultees that a Cable Burial Risk Assessment (CBRA) will be carried out, with the intention to trench as much of the cable system as possible. Minimum depth of lowering will be approximately 0.6 m but this will be informed by the CBRA. Additional external protection will be applied where sufficient protection by trenching is not possible. The CBRA also considers types and intensity of fishing in identifying required protection levels. The EAR assesses potential disruption of local vessels based on the Maritime and Coastguard Agency's (MCA's) guidance. It is advised that vessel operators follow the longstanding maritime guidance regarding the avoidance of demersal trawling (and anchoring) in the vicinity of subsea cables. Specifically, this guidance includes the Mariner's Handbook (P100) 12th Edition (UKHO, 2020), all Admiralty charts, and the recent Marine Guidance Note (MGN) 661 published by MCA. The Project Team informed NFFO that there will be a post-lay survey based on the information gathered during trenching. Any locations where the minimum depth of lowering has not been achieved or external protection is placed will be communicated through the relevant stakeholders (see Chapter 2: Project Description).
17 November 2021	Marine and Coastguard Agency (MCA), Trinity House, Northern Lightboard Board (NLB) and UK Chamber of Shipping	Preparation of EAR	This meeting focused on the Navigational Risk Assessment (NRA). The main issues discussed included: - the need to consult with the MCA when there are reductions in surrounding depth > 5%, referenced to Chart Datum. This is likely to apply to HDD location and cable protection measures. - Aids To Navigation (AToN): To avoid any potential interaction/interference with AToN, temporary relocation may be acceptable but not permanent relocation. - the need for a clean distinction between EIA language and risk language. - New International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) Recommendation O-139 on the Marking of Man-Made Offshore Structures will be published in 2021 and there is a section on cables and pipelines to be considered.	The MCA has been consulted and will be further consulted if final design suggests >5% reductions possible. Post-installation survey will be required, and results will need to be made public. The NRA (Chapter 13: Shipping and Navigation) uses a dedicated risk matrix that stands apart from the typical EIA approach.

Date	Organisation	Project Stage	Issues discussed	Outcomes/response
24 November 2021	Peterhead Port Authority	Preparation of EAR	At this meeting, the understanding of shipping and navigation in the vicinity of the cable route was discussed and a Hazard Identification Workshop was held.	The outcomes of this meeting and workshop applied to the appraisal detailed in Chapter 13: Shipping and Navigation.
09 December 2021	Ugie, Ythan, Deveron, Don and Dee District Salmon Fisheries Board's/ The River Tweed	Preparation of EAR	Project team provided these groups with project details and invited them to a consultation workshop.	No responses received.
22 March 2022	NatureScot	Preparation of EAR	An update was provided on the Marine Scheme, as well as progress with the environmental appraisal and Marine Licence preparation. NatureScot highlighted the need to ensure the environmental appraisal considered the following aspects: - Both the designated bird features and the habitats they depend on; and - Climate change, in particular the impact of storm events	NatureScot's comments have been considered in Chapter 7: Physical Environment and Chapter 11: Ornithology
24 March 2022	MMO, MS-LOT	Preparation of EAR	The responses to the non-statutory scoping exercise were reviewed. The key issues raised at scoping were presented and further discussion held where relevant. A summary of the rationale for route selection was presented. Multiple issues were discussed during the meeting, including: - How potential effects on nearshore bathymetry and bedforms have been mitigated through project design – the use of - HDD at landfalls; - No project specific modelling is proposed; - Specification of HDDs to be used at both landfalls; - Consideration of Holderness Inshore MCZ in the MCZ Assessment; - Potential impacts of thermal emission on benthic and fish ecology; - Electromagnetic deviation on ships' compasses; - Commercial fisheries consultation; and - Natal rivers consultation.	Key issues raised at scoping were discussed and the approach adopted by the EAR to respond to these was provided to MS-LOT and the MMO. Both regulators considered that the responses provided in the meeting were appropriate. The key items discussed are detailed below: - The EAR considers changes in anchoring, HDD installation and cable protection (Chapter 7: Physical Environment); - EAR provides a robust, evidence-based approach to assessment of potential effects on the physical environment (Chapter 7: Physical Environment); - Exit pits will aim to be within a good depth of water and located beyond the -8m CD contour. Use of cable protection inshore of the area will be avoided and the environmental appraisal will assess the worst-case nature of the HDD operation; - Holderness Inshore MCZ will be appended to the EAR, however it falls outside the Zones of Influence associated with impact pathways and is therefore screened out of further assessment. - Thermal emissions on herring and sand eel grounds have been scoped into the environmental appraisal (Chapter 9: Fish and Shellfish Ecology); - Electromagnetic deviation on ships' compasses is predicted to exceed values suggested by MCA in some circumstances. This will be the subject of ongoing engagement post consent and mitigation as required. - Applicants have undertaken consultation for the commercial fisheries appraisal (including publicly available information and through consultation with local fisherman) (Chapter 14: Commercial Fisheries); and - Applicants have contacted the boards for all potential natal rivers, provided copies of the scoping report and contact details for comments and engagement. No responses have been received to date.
07 April 2022	Natural England (NE)	Preparation of EAR	This meeting provided an update on the Marine Scheme and the key items of interest to Natural England were discussed. A project progress update was provided and the justification for the selected route was given. This was informed by detailed stakeholder engagement. Specific updates were provided on the approach adopted by the EAR for the appraisal of hydrodynamics and coastal processes, nearshore cable protection and the Holderness Inshore MCZ (including its relevance to the Marine Scheme and the EAR).	Hydrodynamics/Coastal Processes, including approach to appraisal - The TOs summarised feedback received during scoping regarding the consideration of nearshore bathymetry and bedforms as well as the Flamborough Head SAC; - Confirmation was given that the use of HDD at the landfalls reduces the need for nearshore cable protection; - Confirmation provided that the EAR considers the appraisal of anchoring, HDD installation and cable protection and their effects on hydrodynamics / coastal processes, with activities being highly localised and concluded that no significant effects expected (see Chapter 7: Physical Environment); - NE requested further clarification on the possible interactions between the Marine Scheme and the Smithic Bank and this has been specifically appraised by Chapter 7: Physical Environment; - The Project Team summarised the approach adopted by the EAR for the appraisal of potential effects on hydrodynamics and coastal processes which included the review of long-term datasets and modelling for other projects with similar hydrodynamic and substrate types. Calculations have been undertaken to estimate the ZoI for sediment dispersion effects around Marine Scheme activities. All detailed within Chapter 7: Physical Environment. NE confirmed that they were happy with the approach outlined. Nearshore cable protection - Technical discussions surrounding feedback received and approach in response. No further queries were raised by NE. Holderness Inshore MCZ - Project Team summarised responses received during scoping and confirmed that this MCZ has been included within the MCZ Assessment Report (Appendix 8.3). It was noted that this

Date	Organisation	Project Stage	Issues discussed	Outcomes/response
				MCZ falls beyond the ZoIs identified and therefore has been screened out of further assessment; - NE queried the basis for screening out impacts and cited ZoI for Offshore Wind Farm projects. The Project Team explained the basis for the calculated dispersion distances and that predicted ZoI were limited (see Chapter 7: Physical Environment).
20 April 2022	MMO, MS-LOT	Preparation of EAR	Applicants provided progress update on Marine Scheme including pre-application consultation.	Applicants provided clarifications within meeting.
12 May 2022	Natural England	Preparation of EAR	This meeting provided a pre-submission briefing and technical discussions on the Marine Scheme, including the use of Offshore Wind Farm evidence, why monitoring at landfall is not proposed for the Marine Scheme within the EAR, consideration of minor boulder clearance and discussions surrounding the Holderness coastline.	Natural England understood the key differences between offshore wind proposals and the Marine Scheme and therefore why offshore wind farm evidence is not always appropriate for the Marine Scheme; Natural England raised an interest in monitoring associated with unplanned events and it was explained that some monitoring may be required from an engineering perspective, but not a commitment from an environmental and consenting perspective; Project Team explained the consideration of boulder movement within the EAR and that this is a very minor consideration in the context of the Marine Scheme. It was reiterated that the EAR assesses a worst-case scenario in order to provide flexibility following appointment of a Contractor post-consent; Clarity provided on the detailed differences between the Marine Scheme and the example of Hornsea 4 (cited by NE in previous meeting in April 2022) and a summary of the reasons for the adoption of the ZoIs adopted by the EAR in the appraisal of potential effects; NE requested clarity on installation methods and a summary of MFE was provided, alongside discussion of sandwave levelling required in some areas; and Applicants confirmed that the approach to assessment was an evidence-based approach and that this was provided for review and comment during scoping; no numerical modelling is proposed, however a range of appropriate sources of evidence will be cited in EAR (Chapter 7 Physical Environment).
17 May 2022	MMO, MS-LOT	Preparation of EAR	This meeting provided an update on the status of the Marine Scheme and the marine licence applications, and provided an advanced briefing on the structure, layout and contents of the EAR. It also provided an opportunity for open discussion.	MMO and MS LOT understood the submission timescales and were advised that regular update meetings will continue post submission with participation from Natural England / NatureScot as required. The TOs provided signposting to help inform MMO Gateway population.

6.3 Public Consultation

6.3.1 Pre-Application Consultation – Scotland

6.3.1.1 Scottish Onshore Scheme

Pre-Application Consultation (PAC) for the Scottish Onshore Scheme, took place under the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013. While not specifically relevant to the Marine Scheme, a summary of these activities is provided below as a context for the wider consultation on the Project in the Peterhead area.

Soft Launch

SHE Transmission and NGET 'soft launched' the Project in Scotland in October 2020, with a high-quality online consultation, based upon an online village hall event concept. This consultation predominantly covered the Scottish Onshore Scheme, but reference was made to submarine cables. This online approach enabled real time questions and answers with the project teams. The exhibitions were accessed through the project webpage which continued to be accessed throughout the feedback period (28 October 2020 to 06 November 2020) allowing visitors to view materials, information and submit comments. At the same time, SHE Transmission proactively introduced the project to the wider community and stakeholders by issuing a newsletter to landowners, issuing letters (via email) to stakeholders, and launching the project website. This ensured that the Project effectively communicated the rationale and potential impact of the Project from the outset and laid the groundwork for constructive engagement during the consultation.

Further detail on the Scottish Onshore Scheme PAC activities is available in the Pre-Application Consultation Report - Eastern HVDC Peterhead Converter Station (SHE Transmission, 2021). Consultation was advertised to the public by:

- A maildrop to 4,442 properties within a 2-mile radius of the proposed converter station. Letters were sent along with copies of the consultation booklet to all properties inviting them to join the online virtual consultation to find out more details; and
- Emails were sent to local community councils, affected stakeholders, elected councillors, MSPs and MPs informing them of the event. All parties were invited to share notice of the event through their own contacts and channels.

Project website

In October 2020, SHE Transmission also launched a website for the Marine Scheme, which is accessible via the link below. The website includes detailed information about the Marine Scheme, online public information exhibitions and contact information.

https://www.ssen-transmission.co.uk/projects/eastern-hvdc-link/

Over the soft launch there were 159 unique page views to the website (unique page views indicate the number of unique users that have viewed a webpage and counts only one visit per unique user account). Six written feedback responses were received via email and the subject content centred around four key themes of interest: visual concerns, requirements for the Project, construction traffic and the submarine cable route.

PAC event

An online PAC event was held for the Scottish Onshore Scheme on 26 August 2021, over two sessions from 1300hrs to 1500hrs and from 1700hrs to 1900hrs.

The online virtual consultation event attracted 63 individuals. During the live chat session only one question was asked of direct relevance to the Marine Scheme and related to the schedule of consultation for the offshore route. SHE Transmission informed the individual about the next phase of consultation in early 2022.

6.3.1.2 Marine Scheme

PAC for the Marine Scheme is a statutory requirement of the Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013, which apply to Marine Licence applications in the Scottish territorial waters, from Mean High Water Springs to the 12 nautical mile limit for activities listed in Section 4 of the Regulations. This includes "*the deposit of a submarine cable within the Scottish marine area either in the sea or under the seabed from a vehicle, vessel, aircraft, marine structure or floating container, but only where such cable (i) exceeds 1853 m in length; and (ii) crosses the inter-tidal boundary*".

PAC Events

This phase of consultation included three PAC events. The first was a face-to-face event held at Peterhead Football Club between 1400hrs and 1900hrs on 06 April 2022. This was followed by two online virtual consultations undertaken on 07 April 2022 between 1300hrs and 1500hrs and between 1700hrs and 1900hrs. These events provided the opportunity for discussion and questions with the Project Team, with the further opportunity to submit feedback online. This consultation aimed to provide up-to-date information relating to the Marine Scheme in Scottish territorial waters, prior to submitting Marine Licence applications to MS-LOT, further information is provided in Eastern Green Link 2 Marine Scheme PAC Report (SHE Transmission, 2022).

SHE Transmission invited all interested parties and local members of the community to attend the event to discuss the plans with the project team and put forward their views. Information on the Marine Scheme was provided, allowing stakeholders to comment on the proposal prior to the submission of the Marine Licence application. All information presented was also available online.

Exhibition boards covered:

- Introduction to SHE Transmission, NGET and an overview of the Project;
- The background and need for the Project;
- An overview of works including marine surveys carried out to date and a description of the proposed subsea cable installation techniques;
- Anticipated Project timelines;
- Consideration of alternatives;
- Environmental considerations;
- Details on how to contact the Project team and provide feedback; and
- For the follow up events – Details on comments received at the initial PAC events and how these comments have been considered as part of the application process.

A leaflet was produced and a dedicated area created on the Project website[1]. An example consultation board is given in Figure 6-1.

The above events were advertised to the following groups and all parties were invited to share notice of the event through their own contacts and channels:

- In the Aberdeenshire Press and Journal Newspaper;
- Social media adverts;
- Email notifications to Statutory and Non-statutory consultees; and
- Correspondence to Fisheries Stakeholders via email and WhatsApp.

[1] The project leaflet can be accessed here: ssen-transmission-egl2-consultation-booklet.pdf

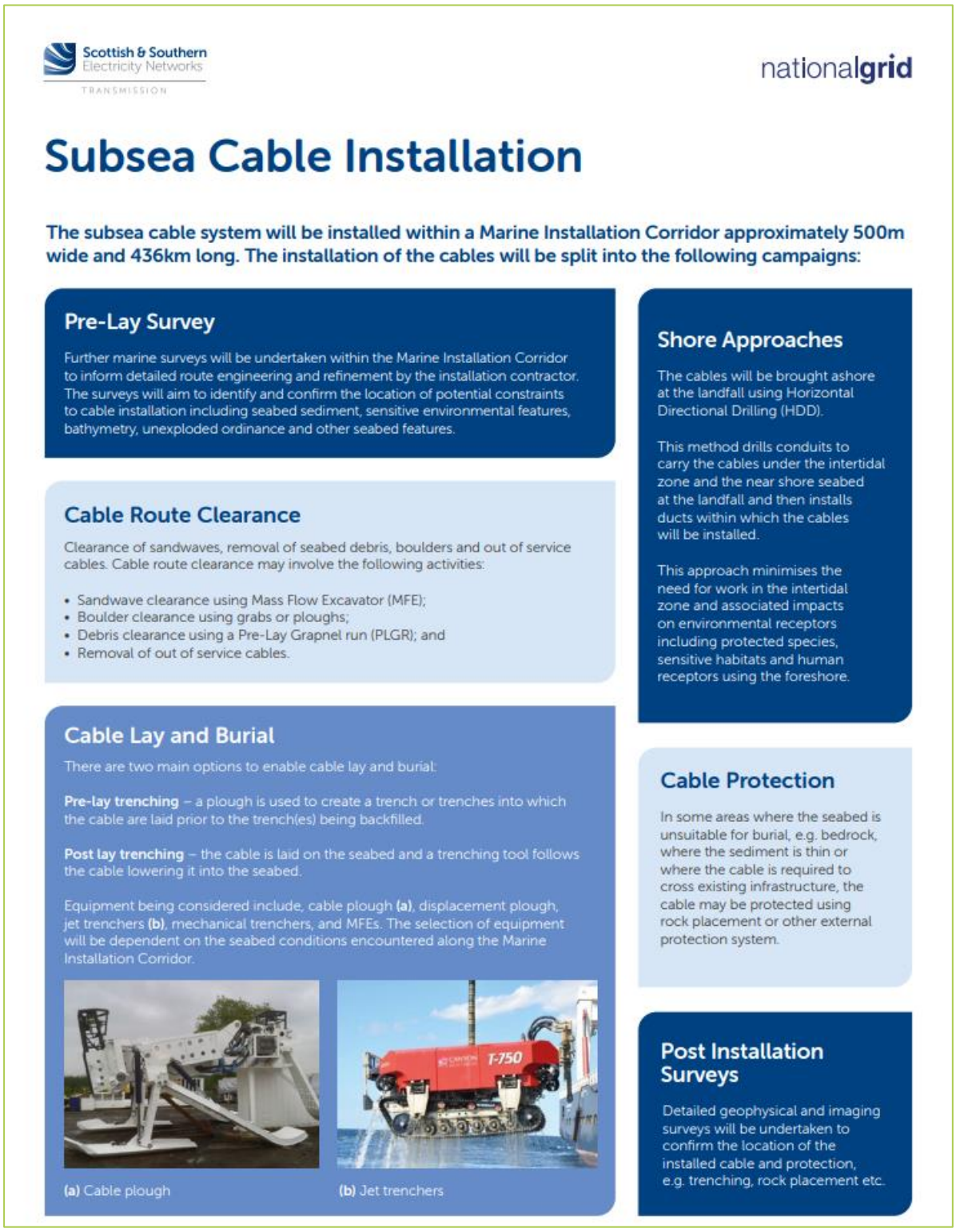

Figure 6-1: SHE Transmission example consultation board

Consultation Feedback

Attendees of the PAC events were invited to ask questions and give comments, as well as give feedback via comments forms and / or via the project website.

A sign in register was used to monitor attendance and a total of 12 people attended the in person public event on 06 April 2022. These individuals made up of landowners, local residents, a local MP, members of local fisheries and other interested parties.

The online virtual consultations held on 07 April 222 attracted visits from 87 individuals. Across the virtual consultation room and the material presented within this room, there were 139 page views.

Written representations were received after the consultation event, along with queries received at the exhibition, which were dealt with by the SHE Transmission's Community Liaison Manager and the wider project team. These representations and how the project responded are detailed in Section 5 and Section 6 of the Marine Scheme PAC report (SHE Transmission, 2022). The feedback provided insight on how SHE Transmission and NGET could address consultees' concerns on a variety of issues as the project developed.

Specific feedback related to the Marine Scheme and where it is addressed within the EAR is provided in Table 6-2.

Table 6-2: Scotland Phase 2 - Consultation Feedback responses

Topic	Feedback	Response	Chapter of EAR
Impact on local Fisheries	How will the project impact local fisheries?	Potential effects on commercial fisheries are appraised in Chapter 14: Commercial Fisheries, Section 14.6.	Chapter 14: Commercial Fisheries
Project background and parameters	When will construction start? When will it be complete?	Construction for the project is due to commence in 2025 with a completion date scheduled for 2029.	Chapter 2: Project Description
	Why was the project shelved before?	The project was deferred previously in 2013 due to changes in network capacity requirements from the electricity system operator (National Grid ESO).	Not applicable
Public Rights of Way and Transport Impacts	Will there be any closure of paths during construction and/or any road improvements made	Some paths may be temporarily diverted during the construction period to be upgraded. This consultation event was in relation to marine aspects of the project.	Not considered in this EAR. Please refer to the Project Onshore Scheme EA (submitted November 2021 to Aberdeenshire Council APP/2021/2681 and approved in May 2022).
Project legacy	We need power and we need jobs. Will you be leaving Peterhead in a better condition than before you begun the project? Perhaps you could build a viewing area and a walking area around Sandford bay?	SHE Transmission responded that they are always exploring ways to leave a legacy and ensure they are leaving the area in a better condition that when we started. They responded that a viewing area and walk way is unlikely however we will continue to look at ways of adding benefit to the community where possible.	Not applicable to Marine Scheme
General Feedback	This is very positive; this is a key project to deliver Net Zero targets.	SHE Transmission are committed to achieving our Network for Net Zero targets.	Chapter 1: Introduction covers the need for the Project

6.3.2 Public Consultation – England

6.3.2.1 Approach to consultation

There is no statutory requirement for pre-application consultation in support of a Marine Licence Application to the MMO under the Marine and Coastal Access Act 2009. However, recognising the potential interest from coastal communities in the Marine Scheme and in order to ensure the general public was fully informed about proposals, consultation activity which focused on the English Onshore Scheme was used as an opportunity to provide information and invite feedback on the Marine Scheme.

Public consultation regarding those aspects of the Marine Scheme in English waters was led by NGET (the Transmission Operator for England). To ensure that its plans take account of the views of the local

area and community, NGET delivered comprehensive pre-application consultation to gauge the views of local residents and stakeholders on the Project, with feedback helping to shape its development.

The pre-application consultation took place in two phases: Phase 1 public consultation undertaken in 2021; and Phase 2 public information events held in 2022. As noted above, these consultations primarily focussed on the onshore elements of the Project, but also included information about the Marine Scheme. Chapter 6 of the English Onshore Scheme EIA also presents an overview of the consultation activities (submitted to East Riding of Yorkshire Council and Selby District Council in Quarter 2 2022).

Project website

The English project website was launched in spring 2021 and can be accessed via the link below. The website included detailed information about the Project (including both Onshore and Marine Schemes), online public information exhibitions, and contact information.

https://www.nationalgrid.com/uk/electricity-transmission/network-and-infrastructure/segl2/our-proposal

During the online consultation period, the project webpage received 748 unique page views (unique users) (Grayling, 2021).

6.3.2.2 Phase 1 (Spring 2021) consultation

Phase 1 public consultation took place between 29 March and 23 April 2021. This was advertised extensively through local newspapers, a press release, targeted social media advertising, a hardcopy newsletter delivered to all landowners who were being liaised with for surveys by the Project's Lands team, as well as all properties in close proximity to the English Onshore Scheme (1,248 properties in total) (see Figure 6-2). A letter was also sent to local elected members and hard-to-reach groups (Grayling, 2021). To ensure complete accessibility for all residents, NGET offered support to anyone who was unable to access the digital consultation. Details of this support was included in the newsletter.

Due to the challenges and risks associated with the COVID-19 pandemic, and in accordance with the prevailing guidance at the time, this consultation was held online via a digital exhibition. NGET designed an interactive and user-friendly website complete with feedback form and printable version option. Consultees were provided with the following means of gaining direct access to a member of the project team:

- Comments could be emailed to info@segl2.nationalgrid.com;
- Calling via phone to 0808 1968 407;
- Three live chat sessions using an easy-to-use live chat function
    - 30 March 2021, between 1600hrs and 2000hrs;
    - 31 March 2021, between 0800hrs and 1200hrs; and
    - 01 April 2021, between 1300hrs and 1600hrs
- Half hour 'Meet the Team' video drop-in sessions could be booked in advance at selected times on 13 April, 15 April, 20 April and 23 April 2021.

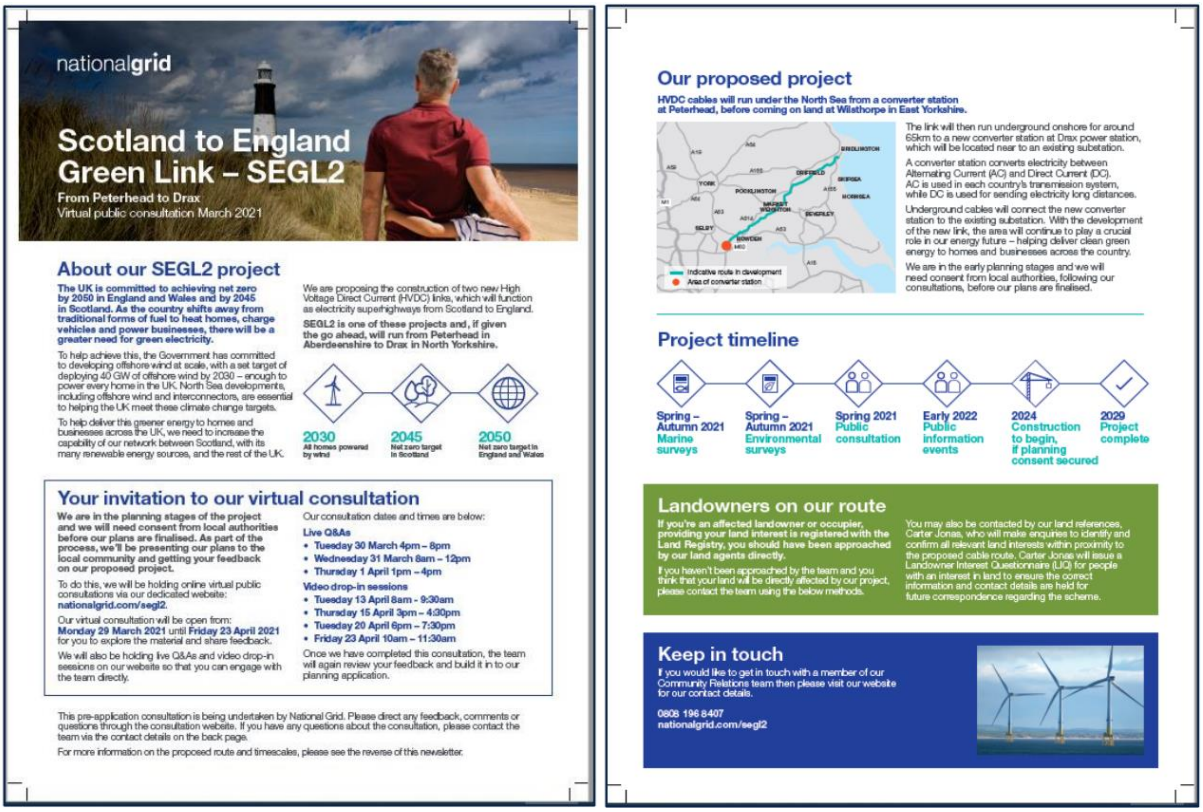

Figure 6-2: NGET Newsletter sent to properties closest to the Marine Scheme converter station and cable route

6.3.2.3 Phase 1 consultation feedback

Over the course of the public consultation, which covered both onshore and offshore components of the Marine Scheme, 10 online feedback forms were completed, 12 emails and six telephone enquiries were received and 748 unique visits to the project website were made (Grayling, 2021). Only 5% of these online visitors completed the feedback form, and of these: 76% gave neutral responses; 16% were slightly in support; and 8% were slighted opposed to the Marine Scheme.

Of the 10 online feedback forms completed five were from landowners, one was from a (Scottish) statutory body (The National Trust for Scotland), three were from residents in the area and one from a member of the public outside the area.

Feedback was also received via letters and emails from statutory consultees and local elected members. Most feedback was related to the Project Onshore Scheme. Comments from both The National Trust for Scotland and The Wildlife Trust / Yorkshire Wildlife Trust were of relevance to the Marine Scheme and are detailed in Table 6-3.

The key themes encountered in the feedback from consultees related to the specific cable route (and its implications for landowners) and questions about protection of the local environment. Most feedback was related to the English Onshore Scheme with little feedback related to the Marine Scheme.

The report concluded that "*When all this feedback is viewed together, then we arrive a slightly positive sentiment for the project from consultees who appear to be generally accepting of the project and its rationale*".

Table 6-3: England Phase 1 - Consultation Feedback responses

Feedback	Response	Chapter of EAR
The Wildlife Trust/Yorkshire Wildlife Trust: Request that the project considers implementing a Strategic Environmental Assessment (SEA) and a pre-application evidence plan	As consent for the project is through the Town and Country Planning Act, not the Planning Act, then a SEA and pre-application evidence plan are not mandated as part of the planning application. Furthermore, National Grid is engaging with the Wildlife Trust at a national level on the development of HVDC links on the east coast of England.	Not applicable
The National Trust for Scotland: 1. The cable route should avoid passing through or too close to any Marine Protected Areas. The EIA should assess whether the route proposed will impact the species or habitats MPAs are designated to protect and if it will, mitigation should be proposed (e.g., re-routing of cables). 2. Where the proposed route overlaps with historic shipwreck sites or palaeolandscapes these should be protected from disturbance and all activities should be carried out according to the voluntary Joint Nautical Archaeology Policy Committee Code of Practice for Seabed Development. 3. Other considerations that should be covered in the EIA include if the cable will cause carbon accumulated in seafloor sediment to be released and if laying the cable will cause disturbance and harm to marine species through habitat disruption, sediment resuspension, chemical pollution, underwater noise emission, changes in electromagnetic fields, heat emission or chemical pollutions. National Grid should adopt the Precautionary Principle to prevent environmental degradation or harm to marine species and habitats. 4. We welcome the forthcoming EIA but note the only public consultation planned is this current one. There should be further public consultation on the findings of the EIA and proposed 20 mitigation measures as this will give parties adequate opportunity to raise concerns and suggest alternatives to mitigation and ensure transparency.	National Grid is engaging with the Wildlife Trust at a national level on the development of HVDC links on the east coast of England. The project's route has avoided all designated sites in English and Scottish waters, with the exception of Buchan Ness to Collieston Coast SPA. National Grid is engaging with the National Trust to address its concerns. (Grayling, 2021).	1. Chapter 8: Benthic Ecology, Chapter 9: Fish and Shellfish Ecology and Chapter 10: Ornithology. 2. Chapter 12: Marine Archaeology 3. Chapter 7: Physical Environment, Chapter 8: Benthic Ecology, Chapter 9: Fish and Shellfish and Chapter 10: Marine Mammals. 4. Chapter 6: Consultation and Stakeholder Engagement and Chapter 17: Schedule of Mitigation and Commitments

6.3.2.4 Phase 2 (Spring 2022) consultation

This phase of public consultation provided an opportunity for members of the public, local stakeholders and statutory authorities to view information about the project, ask questions and provide feedback. Stakeholders were notified of the events through a number of channels including adverts in the local newspaper, social media, email notifications to Statutory and Non-Statutory Consultees, correspondence with fisheries stakeholders and the project webpage.

Due to the COVID-19 pandemic, Phase 2 public information events were held online via a digital exhibition. The purpose of this consultation was to provide more information on the Project including explanation of how the Applicant's proposals have evolved following completion of the Phase 1

consultation in spring 2021. The online exhibition explored the key information surrounding the Project's planning application[2].

In addition, live question and answer sessions were held on the following dates:

- 22 February 2022, between 1000hrs and 1400hrs;
- 24 February 2022, between 1400hrs and 2000hrs;
- 26 February 2022, between 1100hrs and 1700hrs; and
- 03 March 2022, between 1400hrs and 2000hrs.

These public information events focused on the elements of the Marine Scheme located in English waters.

In addition, an online webinar was hosted on 02 March 2022 between 1830hrs and 1930hrs, which covered all the key aspects of the Marine Scheme including the need for the project, the proposed route and marine consenting process.

Opportunity was also given to speak personally with a member of the project team via arranging a video call or telephone by contacting NGET by phone, or email.

6.3.2.5 Phase 2 consultation feedback

Most questions at the Phase 2 events related to the Onshore Scheme. Questions were asked about trenching methods at sea and interaction with commercial fisheries, both of which were responded to.

6.4 Other Consultation

6.4.1 Fisheries Consultation

Technical engagement was undertaken with fisheries stakeholders by Brown & May Marine Ltd, on behalf of the Project Marine Scheme, to collect information on fishing activities and identify the key concerns of the fishing industry in respect of the Marine Scheme.

Information on fishing grounds was collected from a total of 46 vessels (14 based at local Scottish ports and 32 based at local English ports) during consultation through a targeted questionnaire. Several questions were asked including requesting information on home port and fishing association, vessel and trip details. Results were split into Scotland and England and by principal fishing method (Potter/Creeler or Trawler). Five Scottish potters/creelers, 32 English potters/creelers, 9 Scottish demersal trawlers and zero English demersal trawlers returned questionnaires. More detail on the content and results of the targeted questionnaire can be found in Appendix 6.2: Report on Baseline Consultation with Fisheries Stakeholders.

National and regional organisations, as well as local fisheries stakeholders were also consulted comprising:

Scotland

- Buchan Inshore Fisheries Association;
- Local fisheries representative representing scallop dredgers active in the area with home ports in Peterhead, Fraserburgh, Dumfries, Shoreham and Brixham;
- Local fisherman based in Eyemouth;
- Local fishermen based in Peterhead, Fraserburgh and Boddam;
- North and East Coast Regional Inshore Fisheries Group (N&EC RIFG);
- Scottish Fishermen's Federation (SFF); and
- Scottish White Fish Producers Association (SWFRPA).

[2] All information pertaining to the Project was available online here: Digital Exhibition SEGL2 | National Grid ET

England

- Local fisheries representatives based in Bridlington;
- Local fishmen based in Scarborough and Whitby;
- National Federation of Fisherman's Organisations (NFFO);
- North Eastern Inshore Fisheries Conservation Authority (NEIFCA); and
- Northumberland Inshore Fisheries Conservation Authority (NIFCA).

6.4.2 Shipping and Navigation Consultation

Consultation with key relevant maritime stakeholders has been undertaken to obtain supplementary information to support the appraisal in Chapter 13: Shipping and Navigation, which may not have been available through the typical data sources. Those parties consulted were:

- Chamber of Shipping;
- Commercial Fisheries representatives;
- Cruising Association;
- Maritime and Coastguard Agency;
- Northern Lighthouse Board;
- Peterhead Port Authority;
- The Royal Yachting Association (RYA); and
- Trinity House.

Bridlington Harbour was also approached and invited to attend a consultation session but declined.

6.4.2.1 Process and Responses

Two dedicated consultation sessions were held via Microsoft Teams, each comprising the following elements:

- Introduction to team and summary of NRA process;
- Marine Scheme overview;
- Navigational baseline summary; and
- Facilitated preliminary hazards assessment workshop.

In addition to the consultees listed in Table 6-4, the Royal Yachting Association (RYA), RYA Scotland and Cruising Association (CA) were provided with project information and invited to a consultation session. The RYA and RYA Scotland opted to provide a written response in lieu of a dedicated meeting. The Cruising Association were informed of this decision and invited to provide further comment, however none was received. Continuous engagement the both the RYA and CA will continue as the Marine Scheme progresses. Commercial Fisheries representatives have also been consulted (see Section 6.4.1 and Chapter 14: Commercial Fisheries).

Table 6-4: Shipping and Navigation stakeholder meetings

Date	Location	Attendees
17 November 2021	Microsoft Teams	Maritime and Coastguard Agency (MCA) Northern Lighthouse Board (NLB) Trinity House (TH) Chamber of Shipping (CoS)
24 November 2021	Microsoft Teams	Peterhead Port Authority

Table 6-5 summarises additional consultation undertaken with relevant statutory and non-statutory consultees in relation to shipping and navigation for the Marine Scheme and outlines how and where this has been addressed in subsequent chapters of the EAR.

Table 6-5: Additional Shipping and Navigation consultation

Consultee	Consultee response/ comment	How and where addressed
Peterhead Port Authority	Enquired whether the threat of damage to the cable is likely to restrict work within the winter months, and if installation is anticipated to occur during the summer. TOs confirmed that cable laying is generally limited to summer months, but trenching and other supporting works can take place throughout the year.	Seasonality of vessel traffic is detailed in Section 13.5. Chapter 2: Project Description also details the proposed schedule of works.
Peterhead Port Authority	Confirmed that a Works Licence was unlikely to be required from the Port Authority, but reiterated the importance of ongoing engagement.	Liaison with Peterhead Port Authority is established as a recommendation in Section 13.6.
MCA / CoS	Reiterated the importance of anchor and fishing gear penetration assessment as part of the CBRA.	These are built into the CBRA work, which has been refenced as appropriate to inform the Depth of Lowering requirements detailed in Chapter 2: Project Description.
MCA	Reiterated that developers should specifically consult with the MCA when there are reductions in surrounding depth > 5%, referenced to Chart Datum, may apply to HDD location and cable protection measures.	Risk associated with potential reductions in navigable depths is assessed in Section 13.6 and presented alongside risk reduction measures/ commitments to further engagement with MCA (others) as appropriate.
MCA	Confirmed that further consultation will be necessary if compass deviation of 3 degree over 95% and 5 degree over 3% of route.	If deviation exceeds acceptable limits, following optimisation of the cable configuration, further consultation with MCA will be sought. Recommendation made in Section 13.6
Trinity House	Highlighted to avoid any potential interaction/interference with AToN. Temporary relocation of Aids To Navigation (AToN) may be acceptable but not permanent relocation.	No requirement for relocation of AToN identified in assessment (Section 13.6).
Trinity House	Flagged that new IALA Recommendation (New International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) Recommendation O-139 on the Marking of Man-Made Offshore Structures) released December 2021 with a section on cables and pipelines. Now IALA guideline G1162 Edition 1.0.	Latest IALA guidelines included in study basis (Section 13.2).
RYA & RYA Scotland	RYA request that developers consider opportunities for recreational gain but noted that the proposed landfalls provide limited opportunities due to limited access. Recommended that the developer contact boating and sailing clubs in the vicinity of the cable landfall to discuss opportunities for recreational gain e.g., the Royal Yorkshire Yacht Club and the Hornsea Sailing Club.	Not applicable in assessment, but continued engagement with local stakeholders will occur as the project progresses.

Consultee	Consultee response/ comment	How and where addressed
RYA & RYA Scotland	Highlighted that Peterhead marina is an important stopping-off place for yachts on passage along the east coast of Scotland. The Peterhead Sailing club is the nearest to the cable landfall at Sandford Bay. They sail and race dinghies but mainly within the harbour. RYA Scotland are unaware whether there is any windsurfing in Sandford Bay but access from the land is quite difficult. The sailing club may be able to advise. There is a temporary anchorage in Sandford Bay listed in the pilot handbook of the Forth Yacht Clubs Association, which is now out of print. It is in about 3.5 m of water just west of the sewage outfall buoy. However, it is unlikely that this is used much as it is subject to swell and dangerous in onshore winds. There is a small harbour used by small fishing and recreational boats at Boddam on the south side of Sandford Bay. The whole of Sandford Bay lies within the statutory limits of the Peterhead Port Authority.	Recreational facilities, presence of anchorage and harbour areas are discussed in Section 13.5. Plans for HDD and small footprint of landfall arrangement make disruption unlikely. Information promulgation to wide range of marine users beyond simple NtM is embedded into project design (Section 13.6).
RYA & RYA Scotland	Noted that the East Yorkshire landfall is within the General Boating Area for Bridlington, with adjacent coastal carparks. The cable route bisects a RYA General Boating Area (GBA) at the East Yorkshire landfall, south of Flamborough Head. The GBA has been identified as a high use area for recreational small craft of all types. The developer should consider that the GBA indicates that coastal waters will be used by clubs south from Bridlington. It should be noted that the identification of a GBA indicates that the area will be used by many recreational craft not fitted with Automatic Identification Systems (AIS), particularly in the nearshore area (<2NM from the coast). Importantly, the location of a GBA indicates that Navigation Risk Assessments (NRA) based just on recreational AIS data will not accurately reflect recreational use. The RYA estimate that only 20% to 30% of recreational craft will be equipped with AIS in these coastal waters.	Presence of General Boating Areas are discussed in Section 13.5. Recreation is studied in further detail in Chapter 14: Other Sea Users. Plans for HDD and small footprint of landfall arrangement make disruption unlikely. Information promulgation to wide range of marine users beyond simple NtM is embedded into project design (Section 13.6). Limitations of AIS discussed in Section 13.4. RYA Coastal Atlas and consultation used to supplement.
RYA & RYA Scotland	For recreational craft fitted with AIS, the RYA AIS Recreational Intensity data indicates that the cable route bisects coastal areas of moderate to high recreational use for AIS equipped craft using Peterhead. Adjacent to Flamborough Head, the cable route bisects an area of moderate recreational use for AIS equipped craft using the North East England cruising route between the Humber and Scarborough.	Plans for HDD and small footprint of landfall arrangement make disruption unlikely. Information promulgation to wide range of marine users beyond simple NtM is embedded into project design (Section 13.6).
RYA & RYA Scotland	Highlighted collision with installation vessels as hazard to recreational vessels, especially in relation to the GBA.	Risk of vessel-vessel collisions during installation phase is considered in Section 13.6.
RYA & RYA Scotland	Highlighted grounding due to reduction in navigable depths, particularly around landfalls, as a hazard to recreational vessels, especially in relation to the GBA. Also state that “developer should review Maritime and Coastguard Agency advice on this matter”.	Risk associated with potential reductions in navigable depths is assessed in Section 13.6 and presented alongside risk reductions measures/ commitments to further engagement with MCA (and others) as appropriate.
RYA & RYA Scotland	Highlighted route deviations and “navigational squeeze” leading to grounding and collisions hazards for craft in close proximity to the coast.	Risk of vessel-vessel collisions and “navigational squeeze” considered in Section 13.6.

Consultee	Consultee response/ comment	How and where addressed
RYA & RYA Scotland	Consider that issuing Notices to Mariners (NtMs) will not in itself be sufficient and there will be a need to send NtMs to clubs, marinas and harbours in the vicinity of the cable landfall sites.	Engagement with local stakeholders and comprehensive promulgation of information is embedded into project design, as set out in Section 13.6.
RYA & RYA Scotland	Construction, particularly at cable landfalls should avoid any permanent loss of boat access (e.g., removal of access points/ routes, beach launching sites, slipways, etc.) The RYA note that temporary loss of access may be unavoidable but suggest that construction around access points and routes should not take place during peak summer recreational periods (15th June and 15th August).	No loss of access at landfall sites anticipated.

6.5 Conclusions

SHE Transmission and NGET are committed to engaging with all communities within which their works take place, and they take great pride in its legacy of thorough public consultations. The aim of the public consultations was to inform consultees about the Project at an early stage, understand their views and concerns and collate their feedback. To achieve this, SHE Transmission and NGET have delivered a comprehensive package of pre-application consultation to gauge local residents' and stakeholders' views on the Project, with feedback helping to shape the development of the Marine Scheme. Several different forms of communication methods were used to do so, to reach as many people as possible. In addition to public consultation, specific stakeholders including fisheries and maritime stakeholders were approached directly as discussed in Section 6.4.

During the public consultations a range of feedback was received, from neutral to negative, however, the negative feedback made up a small fraction of the overall feedback.

6.6 References

(n.d.).
Grayling. (2021). *Scotland to England Green Link 2 - SEGL2: consultation report, August 2021.*
SHE Transmission. (2021). *Pre-Application Consultation (PAC) Report, Eastern HVDC Peterhead Converter Station, November.*
SHE Transmission. (2022). *Eastern Green Link 2 Marine Scheme Pre-Application Consultation (PAC) Report, April 2022.*

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