

Date: 18 March 2025

Enquiries to: [REDACTED]

Email: nsips@suffolk.gov.uk

North Falls Case Team
Planning Inspectorate
Via Portal

Dear Case Team,

NORTH FALLS OFFSHORE WIND FARM (EN010119)
SUFFOLK COUNTY COUNCIL (IP reference: 20050784)
SCC DEADLINE 3 SUBMISSIONS

Please find attached Suffolk County Council's Deadline 3 submission, titled 'SCC D3 Comments on submissions received at Deadline 2'.

If I can be of any further assistance, please do not hesitate to contact me.

Yours faithfully,

[REDACTED]

[REDACTED]

Graduate Project Officer
Programme Management Office (PMO)
Growth, Highways & Infrastructure
Suffolk County Council



Suffolk County Council (20050784)

Comments on submissions received at
Deadline 2

North Falls (EN010119)

Deadline 3

18 March 2025

Table of Contents

Glossary of Acronyms	2
Purpose of this Submission	3
1 Comments on submissions received at Deadline 2	4
9.19 Applicant's Response to Written Questions (ExQ1) (Rev 0) [REP2-020]	4
9.21 Applicant's Response to Local Impact Reports (Rev 0) [REP2-023]	8

Glossary of Acronyms

<i>AIL</i>	<i>Abnormal indivisible load</i>
<i>CROWA</i>	<i>Countryside and Rights of Way Act</i>
<i>(d)DCO</i>	<i>(draft) Development Consent Order</i>
<i>DVAONB</i>	<i>Dedham Vale Area of Outstanding Natural Beauty</i>
<i>D2</i>	<i>Deadline 2</i>
<i>EACN</i>	<i>East Anglia Connection Node</i>
<i>EA1</i>	<i>East Anglia ONE</i>
<i>EA1N</i>	<i>East Anglia ONE North</i>
<i>EA2</i>	<i>East Anglia TWO</i>
<i>EA3</i>	<i>East Anglia THREE</i>
<i>ECC</i>	<i>Essex County Council</i>
<i>ExQ1</i>	<i>Examining Authority's First Written Questions</i>
<i>HGV</i>	<i>Heavy goods vehicle</i>
<i>HMG</i>	<i>His Majesty's Government</i>
<i>LIR</i>	<i>Local Impact Report</i>
<i>NE</i>	<i>Natural England</i>
<i>NH</i>	<i>National Highways</i>
<i>NSIP</i>	<i>Nationally Significant Infrastructure Project</i>
<i>OCTMP</i>	<i>Outline Construction Traffic Management Plan</i>
<i>PTMP</i>	<i>Port Traffic Management Plan</i>
<i>PTP</i>	<i>Port Travel Plan</i>
<i>RSCF</i>	<i>Regional Skills Coordination Function</i>
<i>SCHAONB</i>	<i>Suffolk Coast & Heaths Area of Outstanding Natural Beauty</i>
<i>SEP</i>	<i>Skills and Enforcement Plan</i>
<i>SLVIA</i>	<i>Seascape, Landscape and Visual Impact Assessment</i>
<i>SMO</i>	<i>Special Movement Order</i>
<i>SoS</i>	<i>Secretary of State</i>
<i>STGO</i>	<i>Special Type General Order</i>
<i>TTSA</i>	<i>Traffic and Transport Study Area</i>
<i>WTG</i>	<i>Wind turbine generator</i>

“SCC” refers to Suffolk County Council

Purpose of this Submission

The purpose of this submission is to provide Suffolk County Council’s (“SCC’s”) comments on the Applicant’s Deadline 2 (“D2”) submissions, including the Applicant’s response to the Examining Authority’s First Written Questions (“ExQ1”). Examination Library references are used throughout to assist readers.

1 Comments on submissions received at Deadline 2

9.19 Applicant's Response to Written Questions (ExQ1) (Rev 0) [[REP2-020](#)]

Table 1: SCC Table of Comments on 9.19 Applicant's Response to Written Questions (ExQ1) (Rev 0) [REP2-020]				
Ref.	Topic	Summary of Applicant's response	SCC's comments	References
17.1.1	Traffic and transportation relating to ports	The Applicant argues against the need for a Port Traffic Management Plan	<p>SCC notes the Applicant's comments regarding construction materials for the wind turbine generators ("WTGs") typically being delivered offshore. SCC would be satisfied that a Port Traffic Management Plan ("PTMP") would be unnecessary if heavy goods vehicles ("HGVs") would not be involved in offshore construction. However, SCC notes that the Applicant has made these comments on a without prejudice basis and is not committed to this method of construction in any control document. SCC therefore requests clarification as to what the Applicant's course of action would be if HGV movements were to be required for the offshore construction aspect of the project.</p> <p>SCC believes that the Applicant's comments do not undermine the request for the production of a Port Travel Plan ("PTP"). This is because of the environmental benefits to be gained by implementing a PTP which would be of a similar vein to the provisions in the Outline Construction Traffic Management Plan ("OCTMP") regarding a minimum of 1.5 workers per vehicle for the Applicant's offshore activities. This type of plan would be distinct from a traffic management plan as it would not seek to restrict the routing and movement of HGVs and workforce vehicles. Instead, a PTP would encourage workers to take more sustainable forms of transport such as by incentivising car sharing, controlling car parking and informing workers of public transport routes. If the Applicant's approach involves multiple ports with relatively</p>	

			<p>small numbers of workers using each port, then monitoring measures may be unnecessary. If the number of employees expected to travel to a certain port passed a certain threshold where contextual monitoring and strategies would be effective, then a more detailed PTP with context-specific sustainable transport and monitoring strategies for that port would best accord with the sustainability objectives included in EN-1. Therefore, SCC believes that some form of PTP would be beneficial for promoting the sustainable travel of workers associated with this project.</p> <p>In its Local Impact Report (“LIR”), SCC recommended the introduction of measures aimed to improve the sustainability of the Applicant’s transportation methods in relation to its port activities via a PTP. The wording of the requirement suggested by SCC allows for a PTP to be waived by the relevant planning authority.</p> <p>The requirement for a Port Travel Plan to ensure compliance with EN-1 in relation to the offshore activities of offshore wind farms is well-precedented and has been successfully implemented to promote sustainable development. SCC has appended examples of PTPs from East Anglia ONE North (“EA1N”), East Anglia TWO (“EA2”), East Anglia ONE (“EA1”) and East Anglia THREE (“EA3”) offshore wind farms as appendices L, M, N and O respectively to its LIR [REP1-074]. The purpose of these plans is to promote strategies such as car sharing, public transport and providing a genuine modal choice to its workers. The primary purpose of these plans is to comply with the government’s sustainability goals as set out in EN-1. SCC has made this point in detail in paragraphs 8.37 and 8.38 of its LIR [REP1-074].</p> <p>Section 2.6 of EN-1 sets out how energy infrastructure should contribute to the government wider sustainability objectives, “including contributing to sustainable development” as defined by the World Commission on Environment and</p>	
--	--	--	--	--

			<p>Development report Our Common Future which is referenced in footnote 35 in paragraph 2.6.1:</p> <p><i>2.6.1 The government’s wider objectives for energy infrastructure include contributing to sustainable development³⁵ and ensuring that our energy infrastructure is safe.</i></p> <p>The report titled “Our Common Future” defines sustainable development and sets out strategies and objectives governments should undertake to ensure development is sustainable, which includes reducing transportation greenhouse gas emissions resulting from development. Paragraph 2.6.1 of EN-1 requires energy infrastructure projects to contribute to sustainability objectives which, according to the referenced report, includes reducing greenhouse gas emissions from development.</p> <p>Paragraph 5.14.7 of EN-1 requires the following:</p> <p><i>5.14.7 The applicant should prepare a travel plan including demand management and monitoring measures to mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by active, public and shared transport to:</i></p> <ul style="list-style-type: none"> <i>• reduce the need for parking associated with the proposal</i> <i>• contribute to decarbonisation of the transport network</i> <i>• improve user travel options by offering genuine modal choice</i> <p>SCC considers this paragraph to impose two distinct requirements on the Applicant to be addressed with travel plans. The first is to mitigate and measure transport impacts,</p>	
--	--	--	---	--

			<p>the second is to “improve access by active, public and shared transport”. In its Policy Compliance document [REP1-053], the Applicant claims to comply with this paragraph of EN-1 due to demand management measures to be adopted according to the OCTMP. SCC does not dispute the validity of the claim that these particular documents contribute to compliance with this paragraph of EN-1 but notes that these documents and their measures solely relate to the proposed onshore activities of the Applicant. The Applicant does not “provide details of proposed measures to improve access by active, public and shared transport” in relation to its offshore activities, hence justifying the need for a PTP to ensure full, rather than partial, compliance with the policy.</p> <p>SCC notes that the existing traffic management provisions of ports are unlikely to be of relevance in relation to travel plans insofar as the latter promotes sustainable transport for a specific set of workers and the former does not. Moreover, EN-1 does not provide any exception of contributions towards sustainability objectives to projects which have workers travelling to facilities with existing planning permissions. Nor will the planning requirements of ports regarding traffic ensure that the Applicant complies with the sustainability requirements of EN-1 as they do not contain contextualised measures to promote sustainable travel for the Applicant’s port activities to which the Applicant is accountable. Consequently, EN-1 cannot be interpreted in this way to rule out a requirement of Port Travel Plans for offshore wind farms.</p> <p>Suffolk ports have not been considered for assessment and expected workforce vehicle movements are not given. It is also not clear whether the Applicant intends to achieve 1.5 workers per vehicle for its offshore works as it does for the onshore works.</p>	
--	--	--	--	--

			A PTP would provide clarification on this issue and would demonstrate how the Applicant will achieve this target.	
--	--	--	---	--

9.21 Applicant's Response to Local Impact Reports (Rev 0) [[REP2-023](#)]

Table 1: SCC Table of Comments on 9.21 Applicant's Response to Local Impact Reports (Rev 0) [REP2-023]				
Ref.	Topic	Summary of Applicant's comments	SCC's response	References
LIR_SCC_06a	Offshore ecology - bats	The Applicant states that no representation has been made to North Falls Examination from either the German Federal Maritime and Hydrographic Agency or Natural England on these matters and that onshore impacts on bats have been assessed	<p>SCC attaches the representation made by the German Federal Maritime and Hydrographic Agency during the Five Estuaries examination as Appendix A.</p> <p>The Secretary of State ("SoS") will need to demonstrate that any decision made is compliant with the UK's treaty obligations in regard to both Eurobats and the Aarhus convention on migratory species. This is a matter on which Natural England ("NE") will need to advise the Examining Authority ("ExA") and SoS, not a matter for Suffolk County Council. Given the relative simplicity and established nature of the mitigation required, and the potential implications for treaty obligations, (on which Natural England can advise the ExA), SCC suggests that it would be both reasonable and appropriate to consider the application of a precautionary approach in this instance. This would have the advantage of ensuring the matter is closed rapidly, and that a decision is not delayed, because additional data, evidence, or advice, is required to be gathered to allow the SoS to make a decision. SCC also considers the implementation of monitoring measures beneficial to better understand the presence of migrating</p>	

			bats in relation to offshore wind farms. However, of course, SCC defer to Natural England on this matter, as they are the advisor to His Majesty's Government ("HMG") on these matters	
LIR_SCC_07	Seascape, Landscape and Visual Amenity	The Applicant responds to the summaries of impacts in SCC's LIR regarding Seascape, Landscape and Visual Amenity	<p>SCC notes that the Applicant has not engaged with its detailed representations on Seascape, Landscape and Visual Amenity impacts and only responds to the summaries given in SCC's LIR. SCC directs the Applicant to section 7 of its LIR [REP1-074] and Annex 1 of its response to ExQ1 [REP2-059] for SCC's detailed representations on its position regarding Seascape, Landscape and Visual Amenity issues.</p> <p>SL02: SCC appreciates that the Applicant will produce an explanation for its assessment of the special qualities of the Suffolk Coast & Heaths Area of Outstanding Natural Beauty ("SCHAONB") and expects that this will account for SCC's concerns over the methodology used. SCC directs the Applicant to paragraph 7.20 of its LIR [REP1-074] and SCC's response to question 14.1.11 from ExQ1 [REP2-059] which address why SCC considers that there is potential for significant adverse effects on the SCHAONB to arise as a result of the proposed development given the findings of the Applicant's Seascape, Landscape and Visual Impact Assessment ("SLVIA").</p> <p>SL05: SCC directs the Applicant to paragraph 7.26 of its LIR [REP1-074] in which SCC makes the point that there are unassessed zones of theoretical visual influence in the Dedham Vale Area of Outstanding Natural Beauty ("DVAONB"). Whilst this is unlikely to meet the threshold of a significant effect, the Applicant must nevertheless ensure that it complies with the updated wording of s85 of the</p>	

			<p>Countryside and Rights of Way Act (“CROWA”) 2000 which requires the Applicant to seek to further the purposes of protected landscapes affected by the proposed development. The duty, as written, is not limited in its application only to instances where significant adverse effects on designated landscapes are identified. Adverse cumulative effects should also be considered, particularly the proposed pylons as part of the Norwich to Tilbury Grid Reinforcement project which will provide the East Anglia Connection Node (“EACN”) to which North Falls will connect. SCC made this point in paragraph 7.27 of its LIR [REP1-074].</p>	
LIR_SCC_08	Traffic and Transport Study Area (“TTSA”)	The Applicant says that the TTSA has been agreed with National Highways and	<p>SCC recognises and accepts that the Applicant’s TTSA was agreed with National Highways and defers to their judgement given that the A12 south of Ipswich is within National Highways’ (“NH’s”) administration. SCC appreciates the clarification given by the Applicant on the worst-case peak increase in traffic flows and that the project is not likely to cause significant effects on the A12.</p> <p>Regarding cumulative impacts, SCC notes that several nationally significant infrastructure projects (“NSIPs”) in Suffolk will be using the A12 concurrently with the Applicant. The fact that the TTSA’s of these projects do not overlap with the Applicant’s does not necessarily mean that there will be limited potential for cumulative impacts. East Anglia ONE North, East Anglia TWO and Sizewell C each include the A12 in their study areas which the Applicant will also have to use to access the A120. There will also be other projects using the A12 concurrently with the Applicant, including Five Estuaries, Norwich to Tilbury, and Bramford to Twinstead. SCC recognises that this section</p>	

			of the A12 is within Essex and under the administration of NH and so defers to NH and Essex County Council (“ECC”) on this issue and the discretion of the Examining Authority as to whether they wish to explore this matter further.	
LIR_SCC_08	AILs	The Applicant refers to their submissions on approved routes for transformers and shunt reactors and is open to adding to the OCTMP to address SCC’s concerns on stakeholder engagement for AIL movements.	<p>SCC notes that the Applicant has identified preferred routes for Special Movement Order (“SMO”) abnormal indivisible load (“AIL”) deliveries and that if such routes are suitable for SMO AILs then that provides an envelope for lighter AILs. However, the OCTMP does not include commitments to specific AIL routes, so SCC cannot rule out that SMO and non-SMO AILs may be delivered using the Suffolk local road network. In particular, AILs delivered from the ports in Lowestoft or Ipswich will use Suffolk’s local road network.</p> <p>SCC points out that the status of the suitability of highway structures for AIL deliveries can change over time. For instance, Sizewell C is currently facing delays in AIL deliveries due to a new Special Type General Order (“STGO”) restriction for the A12 Darsham culvert. Therefore, the Applicant should not assume that all structures deemed suitable for AILs now will remain as such when the time comes for deliveries. Early stakeholder engagement and route assessment, as the Applicant has done for transformers and shunt reactors, regarding potential AIL routes through Suffolk will minimise the risk of delays caused by structural inadequacies.</p>	

			<p>SCC appreciates the Applicant’s willingness to add some provisions to the OCTMP based on SCC’s concerns. SCC would like to see updated wording which commits the Applicant to stakeholder engagement and route assessment prior to notification of AIL deliveries. The amount of time should allow for sufficient input from SCC as the Local Highways Authority for Suffolk both in relation to minimising impacts on road users and ensuring routes are structurally sound. The Suffolk Constabulary should also be considered a relevant stakeholder in this provision.</p>	
LIR_SCC_11	Economic development and skills	The Applicant refers to a meeting with SCC on skills and employment issues and commits to continued engagement with SCC and its Regional Skills Coordination Function	<p>SCC appreciates the engagement with the Applicant on employment and skills matters which took place on 14th February 2025 and welcomes further engagement on the formation of the Skills and Employment Plan (“SEP”). SCC has recommended collaborative working with its Regional Skills Coordination Function (“RSCF”) to ensure that the Applicant’s skills and employment activities are effective and not duplicate or discordant with those of other NSIPs in Suffolk. SCC welcomes the Applicant’s commitment to do this.</p> <p>SCC notes that it requested to be a named consultee to the discharging authority for Requirement 18 relating to the SEP in its LIR [REP1-074], including suggested wording to amend the draft Development Consent Order (“dDCO”). Paragraphs 9.34 to 9.39 explain SCC’s reasoning behind this request which includes ensuring procedural fairness for SCC during the consultation period and to maximise the potential positive impacts from this project both for the Applicant and SCC.</p>	



North Falls

Comments on submissions received at Deadline 2

Appendix A: German Federal Maritime and
Hydrographic Agency's Relevant Representations in
relation to the Five Estuaries Offshore Wind Farm

The Planning Inspectorate Yr Arolygiaeth Gynllunio
by e-mail to fiveestuaries@planninginspectorate.gov.uk

Bundesamt für Seeschifffahrt und Hydrographie
by e-mail to [REDACTED] and [REDACTED]

Landesgeschäftsstelle

Five Estuaries Offshore Wind Farm - EN010115

17. June 2024

Planning Act 2008 and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 - Regulation 32

Application by Five Estuaries Offshore Wind Farm Ltd (the Applicant) for an Order Granting Development Consent for the Five Estuaries Offshore Wind Farm (the Proposed Development)

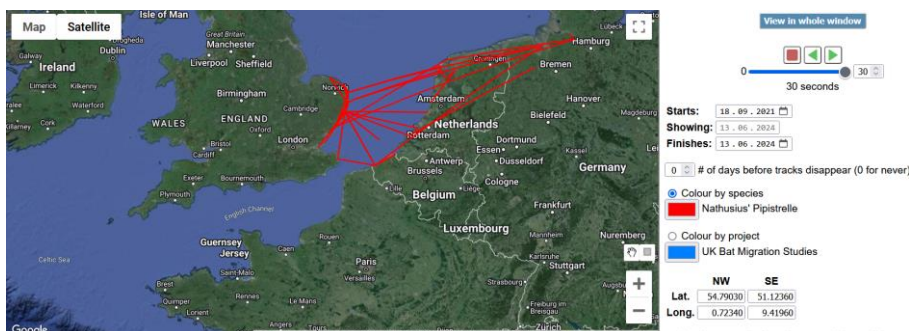
Notification under the EIA Regulations that the Proposed Development is likely to have significant effects on the environment in an EEA State

Dear Sir or Madam,

the NABU e.V. is the largest environmental NGO in Germany with more than 940,000 members and supporters. The NABU, represented by the NABU Mecklenburg-Vorpommern, comments on Five Estuaries Offshore Wind Farm as announced above. This is on behalf of the NABU Mecklenburg-Vorpommern and the NABU Germany. It may be completed by additional comments.

It is well known that migrating bats regularly cross the North Sea between Great Britain and the Netherlands, Belgium and France, where they are detected in very high numbers area-wide including the surroundings of the project area (Brabant 2019, 2021, Lagerveld 2021, 2023). Main species using this very high concentration migration corridor are *Pipistrellus nathusii*, *Pipistrellus pipistrellus*, *Nyctalus noctula*, *Nyctalus leisleri* and *Vespertilio murinus* (Brabant et al. 2015, Lagerveld et al. 2014 e.g.).

In addition to acoustic survey, several recordings of individual *Pipistrellus nathusii* crossing the North Sea between Great Britain and the Netherlands have been made using coded VHF-tags and the Motus network:



NABU Mecklenburg-Vorpommern

Wismarsche Straße 146
19053 Schwerin
Tel. +49 (0)385)59 38 98 0
Fax +49 (0)385)59 38 98 29
lgs@NABU-MV.de
www.NABU-MV.de

Geschäftskonto

GLS Bank Bochum
BLZ 430 609 67
Konto 2045 381 600
IBAN DE98 4306 0967 2045 3816 00
BIC GENODEM1GLS
USt-IdNr. DE 166961701

Spendenkonto

GLS Bank Bochum
BLZ 430 609 67
Konto 2045 381 601
IBAN DE98 4306 0967 2045 3816 01
BIC GENODEM1GLS

Der NABU ist ein staatlich anerkannter Naturschutzverband (nach § 63 BNatSchG) und Partner von Birdlife International. Spenden und Beiträge sind steuerlich absetzbar. Erbschaften und Vermächnisse an den NABU sind steuerbefreit. Vereinsregister VR 13 AG Rostock



Due to the very high collision risk of bats at offshore wind turbines (Ahlén et al. 2009, Brabant et al. 2019, Gaultier et al. 2020, Hüppop et al. 2019, Lagerveld et al. 2021, Rydell et al. 2014, Seebens-Hoyer et al. 2022, 2024 in prep. e.g.), very high concentration areas like the project area should be free of offshore wind turbines. Minimally, strict mitigation measures covering the whole migration periods are absolutely necessary in the project area.

Even if wind turbines often operate at low speed they still are a collision risk for bats. Also, a low flight altitude during offshore migration does not fully protect against collision, as “It is when bats stop over and forage for insects that are accumulated around the wind turbines that accidents become more likely.” (Ahlén et al. 2009). Furthermore “Bats changed altitude rapidly when they were near tall vertical obstacles such as ships, bridges, and wind turbines.” (Ahlén et al. 2009), a behaviour proved and observed by several authors (e.g. Lothar Bach pers. comm., Seebens-Hoyer et al. 2022, 2024 in prep.). Still a high rotor-free zone helps the part of the bat population (approximately more than 50 %) only crossing in 10-30 m above sea level (Seebens-Hoyer et al. 2024 in prep.).

Cutting off wind turbines in periods with high bat activity can effectively protect bats resulting in only very low profit cuts. Most offshore bat activity takes place at windspeeds of and below 6-7 m/s (Ahlén et al. 2009, Brabant et al. 2021, Lagerveld et al. 2021, Seebens-Hoyer et al. 2022), therefore energy loss by cutting off at these windspeeds is rather low. To prevent killing of bats and therefore fulfil national protection law, the UN Convention on the Protection of Migrating Species and the EUROBATS-Agreement the application of mitigation guidelines by means of cutting off the wind farm during the main migration nights at windspeeds at and below 6 m/s is mandatory with operation.

In addition, there may be applied a two-year acoustic monitoring from the beginning of April to the mid of June and beginning of august till the mid of November

- 1.- prior to construction at 3-5 buoys transversely to the presumed migration direction for survey issues and
- 2.- when built at 3-5 wind turbines (each 1 microphone at nacelle height and one microphone at height of the lower rotor swept zone to adapt cutting off periods by specifying the wind conditions at which most bat migration occurs in the area.

All data needs to be made available for studying cumulative effects of other wind farms. Cumulative effects of the Five Estuaries wind farm also has to be addressed.

The NABU asks for a reply and - in case - a detailed subject-specific explanation on the comment.

Best regards,

Antje Seebens-Hoyer

Literature cited

- AHLÉN, I., H. BAAGØE & L. BACH (2009): Behavior of Scandinavian bats during migration and foraging at sea. *Journal of Mammalogy* 90 (6): 1318-1323.
- BRABANT, R., Y. LAURENT, L. VIGIN, R.-M. LAFONTAINE & S. DEGRAER (2015): Bats in the Begian Part of the North Sea and possible impacts of offshore wind farms. Report: 11 pages.
- BRABANT, R., Y. LAURENT, B. JONGE POERINK & S. DEGRAER (2019): Activity and behaviour of nathusius' pipistrelles *Pipistrellus nathusii* at low and high altitude in a North Sea offshore wind farm. *Acta Chiropterologica* 21 (2): 341-348.
- BRABANT, R.; LAURENT, Y.; JONGE POERINK, B.; DEGRAER, S. (2021): The Relation between Migratory Activity of *Pipistrellus* Bats at Sea and Weather Conditions Offers Possibilities to Reduce Offshore Wind Farm Effects. *Animals* 11: 3457.
- GAULTIER, S.P., A.S. BLOMBERG, A. IJÄS, V. VASKO, E.J. VESTERINEN, J.E. BROMMER & T.M. LILLEY (2020): Bats and wind farms: the role and importance of the Baltic Sea Countries in the European context of power Transition and biodiversity conservation. *Environmental Science & Technology* 54 (17): 10385–10398.

HÜPPOP, O. & R. HILL (2016): Migration phenology and behaviour of bats at a research platform in the south-eastern North Sea. *Lutra* 59 (1-2): 5-22.

LAGERVELD, S., B. JONGE POERINK, H. VERDAAT & R. HASELAGER (2014): Bat Activity in Dutch offshore wind farms in autumn 2012. *Lutra* 57 (2): 61-69.

Lagerveld, S.; Jonge Poerink, B.; Geelhoed, S.C.V. (2021): Offshore Occurrence of a Migratory Bat, *Pipistrellus nathusii*, Depends on Seasonality and Weather Conditions. *Environmental Monitoring and Assessment* 195: 1016.

Lagerveld, S., Wilkes, T., M. van Puijenbroek, B. Noort & S. Geelhoed (2023): Acoustic monitoring reveals spatiotemporal occurrence of *Nathusius' pipistrelle* at the southern North Sea during autumn migration. *Animals* 11: 3442.

RYDELL, J., L. BACH, P. BACH, L. DIAZ, J. FURMANKIEWICZ, N. HAGNER-WAHLSTEN, E.-M. KYHERÖINEN, T. LILLEY, M. MASING, M. MEYER, G. PÉTERSONS, J. ŠUBA, V. VASKO, V. VINTULIS & A. HEDENSTRÖM (2014): Phenology of migratory bat activity around the Baltic Sea and the south-eastern North Sea. *Acta Chiropterologica* 16 (1): 139–147.

SEEBENS-HOYER, A., L. BACH, P. BACH, H. POMMERANZ, MI. GÖTTSCHE, C. VOIGT, R. HILL, S. VARDEH, MA. GÖTTSCHE & H. MATTHES, H. (2022): Fledermausmigration über der Nord- und Ostsee. Abschlussbericht „Auswirkungen von Offshore-Windparks auf den Fledermauszug über dem Meer“ (FKZ 3515 82 1900, Batmove). BfN-Schriften 631. 210 pages.

SEEBENS-HOYER, A., L. BACH, P. BACH, H. POMMERANZ, MI. GÖTTSCHE, C. VOIGT, R. HILL, S. VARDEH, MA. GÖTTSCHE & H. MATTHES, H. (2024 in prep.): Fledermausmigration über der Nord- und Ostsee. Abschlussbericht „Untersuchung zur Konnektivität und zum Verhalten von über dem Meer wandernden Fledermäusen zur genaueren Abschätzung der Auswirkungen von Offshore-Windenergieanlagen“ (Batmobil, FKZ 3519 86 1300). BfN-Schriften N.N.

From: [REDACTED]
To: [REDACTED]
Subject: AW: Grenzüberschreitende BöB gem. UVPG Bekanntmachung des BSH gem. Espoo-Konvention für den Antrag auf Erteilung einer Genehmigung für die Erweiterung des "Five Estuaries" OWP
Date: 20 June 2024 20:55:36
Attachments: [image001.gif](#)
[image002.png](#)
[image003.png](#)

Klassifizierung: OFFEN – AMTS- U. DIENSTGEHEIMNIS/PersDat Schutzbereich 1

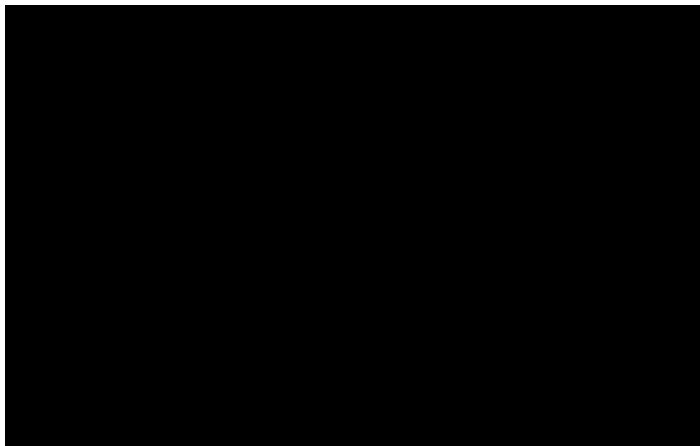
**Bundesamt für Infrastruktur Umweltschutz
und Dienstleistungen der Bundeswehr
Referat Infra I 3**

Sehr geehrte Damen und Herren,

seitens der Bundeswehr bestehen keine Einwände.

Mit freundlichen Grüßen
Im Auftrag

Jan Voigt
Regierungsinspektor



Von: [REDACTED]
Gesendet: Donnerstag, 23. Mai 2024 12:55
An: EingangOdm [REDACTED]
Cc: [REDACTED]
Betreff: Grenzüberschreitende BöB gem. UVPG Bekanntmachung des BSH gem. Espoo-Konvention für den Antrag auf Erteilung einer Genehmigung für die Erweiterung des "Five Estuaries" OWP

Sehr geehrte Damen und Herren,

anbei übersende ich Ihnen die im Rahmen der Benachrichtigung gemäß Artikel 3 des Übereinkommens über die Umweltverträglichkeitsprüfung im grenzüberschreitenden Rahmen (Espoo-

Vertragsgesetz) bezüglich des Antrages auf Erteilung einer Genehmigung für die Erweiterung des "Five Estuaries" Offshore Windparks in der britischen ausschließlichen Wirtschaftszone vor der Ostküste Englands übermittelten Dokumente mit der Gelegenheit zur Stellungnahme oder Widerspruch bis **zum 20. Juni 2024**.

Details entnehmen Sie bitte den beigefügten Unterlagen und folgenden Links:

[Home - Five Estuaries](#)

[Five Estuaries Offshore Wind Farm - Project information](#)

Weiterhin werden die übersandten Dokumente in der Zeit **vom 31. Mai 2024 bis zum 20. Juni 2024** auf der Webseite des BSH unter: www.bsh.de (Bekanntmachungen) zur Verfügung gestellt.

Ihre/n Stellungnahme/Widerspruch richten Sie bitte an das Funktionspostfach [REDACTED] und an [REDACTED]

Für Rückfragen steht Ihnen Frau Ruge unter der Telefonnummer 040/3190-6314 gern zur Verfügung.

Anlagen:

- notification der britischen Regierung vom 14.05.2024 (EN010115)
- transboundary screening document, Five Estuaries Offshore Wind Farm

Mit freundlichen Grüßen
Im Auftrag

Sarah Hohenberg

BSH

Sarah Hohenberg (O1517)
Sachgebiet „Zentrale Verfahrensunterstützung“

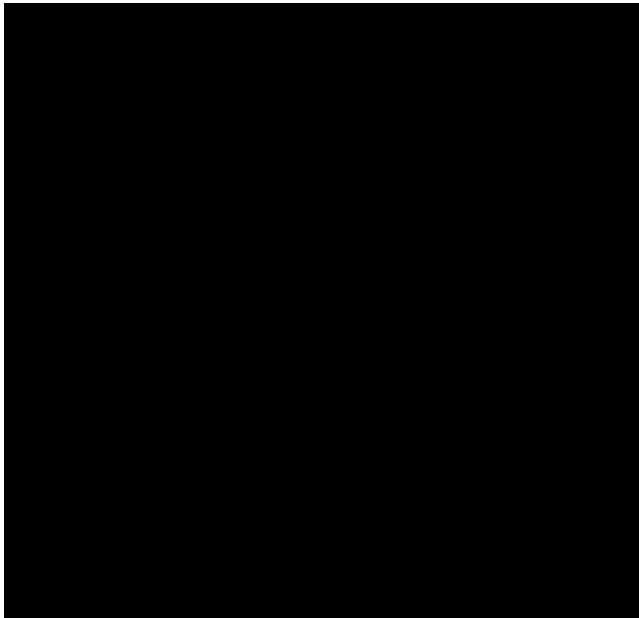
From: [REDACTED]
To: [REDACTED]
Subject: WG: Five Estuaries Offshore Wind Farm- EN010115
Date: 19 June 2024 10:35:40
Attachments: [image001.png](#)

Sehr geehrte Damen und Herren,

u.s. Mail schicke ich Ihnen z.K..

Mit freundlichen Grüßen

Diana Barteldt



Von: [REDACTED]
Gesendet: Mittwoch, 19. Juni 2024 11:30
An: 'fiveestuaries@planninginspectorate.gov.uk' <fiveestuaries@planninginspectorate.gov.uk>
Betreff: Five Estuaries Offshore Wind Farm- EN010115

Dear Ms. Newman,

in a letter dated May 14, 2024, you gave us the opportunity to comment on the above-mentioned offshore wind project. Due to the large distance of the project from the Schleswig-Holstein coastal waters, no negative effects are expected. In this respect, we refrain from commenting.

Best regards

Diana Barteldt



Ministerium für Energiewende, Klimaschutz,

