



Transboundary screening undertaken by the Planning Inspectorate (the Inspectorate) on behalf of the Secretary of State (SoS) for the purposes of regulation 32 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (The 2017 EIA Regulations)

Project name:	Norwich to Tilbury (previously East Anglia Green Energy Enablement (GREEN) Project)
Address/Location:	East Anglia, between Norwich and Tilbury
Planning Inspectorate Ref:	EN020027
Date(s) screening undertaken:	First screening – 14 April 2023, following the Applicants request for a scoping opinion. Second screening – 13 January 2026 following acceptance of the application.

FIRST TRANSBOUNDARY SCREENING

Document(s) used for transboundary Screening:	East Anglia Green Energy Enablement (GREEN) EIA Scoping Report, dated November 2022 ('the Scoping Report')
Screening Criteria:	The Inspectorate's Comments:
Characteristics of the Development	<p>The Proposed Development comprises reinforcement of the electricity transmission network between existing substations at Norwich Main, Bramford and Tilbury.</p> <p>The Proposed Development is likely to include the following infrastructure:</p> <ul style="list-style-type: none">• approximately 180km of 400kV overhead line (OHL);• approximately 500-550 steel lattice pylons, approximately 50m in height;• undergrounding of approximately 10km of 400kV cabling, largely through the Dedham Vale Area of Outstanding Natural Beauty (AONB);• Cable Sealing End Compounds (CSEC) to connect the OHLs to the underground cables;• a new 400kV substation at Tendring;• works at the existing Norwich Main, Bramford and Tilbury substations; and• temporary works associated with construction.

	<p>The Proposed Development is anticipated to commence construction in 2027 and to be operational by 2031. The Scoping Report states that the typical lifespan of an OHL and CSEC is at least 40 years. Full refurbishment of the OHL would typically be needed at the end of the 40-year lifespan.</p> <p>Construction of the Proposed Development will require materials including steel, concrete, insulator sets and aluminium conductors. Construction and operation would utilise natural resources including water, agricultural land, soil and biodiversity. The types and quantities of waste materials likely to be produced by the Proposed Development have not been estimated in the Scoping Report. A Site Waste Management Plan would be produced prior to construction.</p> <p>The Scoping Report identifies the potential for the Proposed Development to produce pollution or nuisances, including from:</p> <ul style="list-style-type: none"> • emissions to air; • emissions to water and soil; • Electric and Magnetic Fields (EMF); • noise and vibration; and • traffic.
<p>Location of Development (including existing use) and Geographical area</p>	<p>The application site is located in East Anglia, between Norwich in South Norfolk and Tilbury in Thurrock, Essex. The existing Norwich Main substation lies at the northern most extent, with the route extending in a southerly direction through the districts of South Norfolk, Mid Suffolk, Babergh, Colchester and to the proposed new substation at Tendring. The connection continues south through Braintree, Chelmsford, Basildon, Brentwood and into Thurrock, where the new OHL would connect to the existing Tilbury substation on the north bank of the River Thames. The site location is shown on Figure 1.1 of the Scoping Report. The topography of the application site and surrounding area is predominantly flat and low-lying, comprising of large-scale arable fields in agricultural use, with clusters of urban and rural settlements. Approximately 3% of the application site is located within the Dedham Vale AONB.</p> <p>Distance to EEA States</p> <p>The Scoping Report identifies France as the EEA State in closest proximity to the application site (approximately 110km away).</p>
<p>Environmental Importance</p>	<p>The Scoping Report (Table 8.3) identifies the following European sites within the National Site Network as being located within 2km of the Proposed Development:</p> <ul style="list-style-type: none"> • Norfolk Valley Fens Special Area of Conservation (SAC), 0.18km south-east; • Thames Estuary and Marshes Special Protection Area (SPA) and Ramsar, 0.33km east; • Redgrave and South Lopham Fens Ramsar, 1.84km west; and • Waveney and Little Ouse Valley Fens SAC, 1.87km west.

	<p>Paragraph 8.6.4 of the Scoping Report lists a further 14 SPAs located within 20km of the Proposed Development.</p> <p>The locations of the European sites are shown on Appendix B, Figures 8.1 and 8.2 of the Scoping Report.</p> <p>The application site and surrounding area could potentially be functionally linked to European sites, for example if it is used by SPA/ Ramsar bird qualifying features or through hydrological connectivity.</p> <p>Further bird survey work is to be undertaken to inform the environmental baseline and the subsequent EIA and Habitats Regulations Assessment (HRA).</p>
Potential impacts and Carrier	<p>The Scoping Report identifies European sites within the National Site Network in proximity to the Proposed Development and explains that the Proposed Development could potentially have adverse impacts on qualifying features of these sites, including through:</p> <ul style="list-style-type: none"> • collision with new OHL infrastructure potentially killing/ injuring birds; • loss, fragmentation or severance of habitats including any functionally linked land, as a result of vegetation clearance for construction; • disturbance or displacement of birds using any functionally linked land during construction; and • emissions to air and water during construction. <p>The Scoping Report Appendix E, Table E1 describes the identified SPA/ Ramsar sites as supporting migratory bird species. Should those migratory bird species be associated with European sites in EEA states, there is a potential pathway for effects. However, the Scoping Report does not identify any impacts likely to result in significant effects on the environment in any EEA States.</p>
Extent	<p>The extent of impacts has not been fully evaluated at this stage.</p> <p>The Scoping Report does not identify any impacts likely to result in significant effects on the environment in any EEA States.</p>
Magnitude	<p>The magnitude of impacts has not been fully evaluated at this stage.</p> <p>The Scoping Report does not identify any impacts likely to result in significant effects on the environment in any EEA States.</p>
Probability	<p>The probability of impacts has not been fully evaluated at this stage.</p> <p>The Scoping Report does not identify any impacts likely to result in significant effects on the environment in any EEA States.</p>
Duration	<p>The duration of impacts has not been fully evaluated at this stage.</p> <p>Potential impacts to migratory birds from collision risk with the OHL are likely to be long-term, throughout the operational phase of the Proposed Development.</p>

	The Scoping Report does not identify any impacts likely to result in significant effects on the environment in any EEA States.
Frequency	<p>The frequency of potential impacts has not been fully evaluated at this stage. Potential impacts to migratory birds from collision risk with the OHL are likely to be continuous, throughout the operational phase of the Proposed Development.</p> <p>The Scoping Report does not identify any impacts likely to result in significant effects on the environment in any EEA States.</p>
Reversibility	<p>The reversibility of potential impacts has not been fully evaluated at this stage.</p> <p>The Scoping Report does not identify any impacts likely to result in significant effects on the environment in any EEA States.</p>
Cumulative impacts	<p>A specific list of other developments to be included within the cumulative effects assessment has not been provided within the Scoping Report, but the types of plans or projects that may be considered are described in Chapter 17 of the Scoping Report.</p> <p>The Applicant's cumulative effects assessment has not yet been undertaken and the Applicant has not identified any likely significant cumulative effects at this stage.</p>
<p><u>Transboundary screening undertaken by the Inspectorate on behalf of the SoS</u></p> <p>Under regulation 32 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (The 2017 EIA Regulations) and on the basis of the current information available from the applicant, the Inspectorate is of the view that the proposed development is not likely to have a significant effect on the environment in an EEA State.</p> <p>In reaching this view the Inspectorate has applied the precautionary approach (as explained in its Advice Page Nationally Significant Infrastructure Projects: Advice on Transboundary Impacts and Process), and taken into account the information currently supplied by the applicant.</p> <p><u>Action:</u></p> <p>No further action required at this stage.</p> <p>Date: 14 April 2023</p> <p>Note: The SoS' duty under regulation 32 of The 2017 EIA Regulations continues throughout the application process.</p>	

SECOND TRANSBOUNDARY SCREENING	
Document(s) used for transboundary Screening:	<p>Environmental Statement (August 2025)</p> <p>Habitats Regulations Assessment Report (August 2025)</p>
Date screening undertaken:	Re-screened on 13 January 2026 post acceptance
Transboundary re-screening undertaken by the Inspectorate on behalf of the SoS	

Following submission of the DCO application, which included the Environmental Statement and the applicant's HRA report, the Inspectorate has reconsidered the transboundary screening decision made on 14 April 2025.

The Inspectorate notes that changes have been made to the proposed development, the subject of the DCO application, since the previous transboundary screening decision was made on 14 April 2025. However, the Inspectorate considers that the changes will not result in significant effects on the environment in an EEA State, and therefore the conclusion remains unchanged from that in the previous transboundary screening decision.

Under regulation 32 of The 2017 EIA Regulations and on the basis of the current information available from the applicant there is no change to the previous conclusion, and the Inspectorate remains of the view that the proposed development **is not likely** to have a significant effect on the environment in an EEA State.

In reaching this view the Inspectorate has applied the precautionary approach (as explained in its Advice Page, Nationally Significant Infrastructure Projects: Advice on Transboundary Impacts and Process); and taken into account the information currently supplied by the applicant.

Action:

No further action required at this stage.

Date: 13 January 2026

Note: The SoS' duty under regulation 32 of The 2017 EIA Regulations continues throughout the application process.

Note:

The Inspectorate's screening of transboundary issues is based on the relevant considerations specified in the annex to its Advice Page, Nationally Significant Infrastructure Projects: Advice on Transboundary Impacts and Process, available at:

['Nationally Significant Infrastructure Projects: Advice on Transboundary Impacts and Process'](#).