



Overview – Transboundary Screening undertaken by the Secretary of State	
Project name:	East Anglia THREE Offshore Windfarm
Address/Location:	East Anglia Zone, allocated as Zone 5 of the Round 3 Offshore Wind Licensing Arrangements, approximately 69km east of the port of Lowestoft in East Anglia. The offshore export cable would extend southwest from the windfarm to the landfall at Bawdsley, Suffolk. The proposed converter station site would be located north of the National Grid substation at Bramford, Suffolk, where the proposed development would connect to the National Grid.
Planning Inspectorate Ref:	EN010056
Dates screening undertaken:	First Screening – 16 January 2013 (following scoping request) Second Screening – 10 March 2016 (following receipt of application documents)
EEA States identified for notification:	First screening: Belgium, Denmark, France, Netherlands, Germany, and Norway. Second screening: Belgium, Denmark, France, Netherlands, Germany, Norway, Sweden, and Ireland.

FIRST TRANSBOUNDARY SCREENING UNDERTAKEN BY THE SECRETARY OF STATE	
Document(s) used for transboundary Screening:	East Anglia THREE Offshore Windfarm Scoping Report (November 2012) (the Scoping Report)
Date	16 January 2013
Screening Criteria	Secretary of State Comments
Characteristics of the Development	<p>The proposed development is for a 1,200MW offshore wind farm comprising between 120-240 wind turbines ('the windfarm site'), a 140km offshore export cable corridor and a 37km onshore underground export cable taking power to an onshore converter station.</p> <p>The key components of the proposed development would include:</p> <p>Offshore</p> <ul style="list-style-type: none"> • offshore collector stations; • offshore converter stations; • inter-array cables; • export cables (HVAC); • subsea export cables (HVDC); • HVAC or HVDC interconnector cables; and • fibre optic communications cable. <p>Onshore</p> <ul style="list-style-type: none"> • a landfall site; • onshore transition pits; • underground export cables (HDVC); • fibre optic communication cables; • jointing bays; and • onshore converter station housed within warehouse style buildings, with other equipment (e.g. power transformers,

	insulated switch gear and other auxiliary power supply systems).
Geographical area	The extent of the area of a likely impact under the jurisdiction of another EEA State is not provided in the Scoping Report.
Location of Development (including existing use)	<p>Offshore - The windfarm site:</p> <p>The area of the proposed wind farm site is 370km² and lies within the International Council for the Exploration of the Sea. There are 12 maritime or aviation wrecks and three plugged and abandoned oil and gas wells within the windfarm site. The location of the windfarm site in relation to international boundary lines is illustrated in the Scoping Report and identifies the neighbouring EEA States to the wind farm site as France, Belgium, the Netherlands, Germany, Denmark and Norway (see Figure 1.6).</p> <p>Offshore - The export cable corridor and landfall:</p> <p>The offshore export cable corridor extends south west from the windfarm site to landfall on the Suffolk coastline near Bawdsey. There is one plugged and abandoned oil and gas well within the offshore cable corridor. The Bacton-Zeebrugge interconnector gas pipeline runs northwest to southeast and crosses the cable corridor. A number of subsea cables, primarily fibre-optic telecommunication connections, between the UK and continental Europe, cross the offshore cable corridor. There are 34 wrecks within the offshore cable corridor. The offshore cable corridor is crossed by the International Maritime Organisation Deep Water Route used by deep-draught ships passing north-south through the southern North Sea. The western part of the offshore cable corridor traverses RYA cruising routes (two heavy-use and a number of medium-use) and a general sailing and racing area identified by the RYA Coastal Atlas.</p> <p>Onshore – underground export cable and converter station:</p> <p>The underground onshore export cable would run from the Suffolk coastline near Bawdsey to a converter station site located north of the National Grid substation at Bramford. The majority of the onshore cable route crosses agricultural land. The route crosses small watercourses, drainage channels river and estuary systems, including the Rivers Deben, Fynn, Lark and Gipping. The onshore cable route would also cross the A12 trunk road near Woodbridge, and the A14 dual carriageway near Claydon. It would also cross a several public rights of way and cycle routes.</p>
Cumulative impacts	<p>Potential cumulative impacts have been identified with the following types of projects and activities:</p> <p>Offshore</p> <ul style="list-style-type: none"> • other windfarms; • aggregate extraction and dredging; • licensed disposal sites; • navigation and shipping;

	<ul style="list-style-type: none"> • commercial fisheries; • subsea cables and pipelines; • potential port/harbour development; and • oil and gas activities. <p>Onshore</p> <ul style="list-style-type: none"> • Sizewell C Nuclear Power Station; • Great Blakenham Energy from Waste Facility; • Land west of Paper Mill Lane, Bramford; and • BT Adastral Park Housing Development.
Carrier	Disturbance, displacement, barrier effects and collision risk, in air and water.
Environmental Importance	<p>Offshore:</p> <p>There are no designated nature conservation sites within the windfarm site. The offshore cable corridor passes through the Outer Thames Estuary Special Protection Area (SPA) and overlaps with the Orford Inshore recommended Marine Conservation Zone. The Scoping Report identifies European Special Areas of Conservation/SCI's, Ramsar Sites and SPA's in the UK, France, Belgium, the Netherlands, Germany and Denmark.</p> <p>Low cetacean activity has been recorded within the East Anglia Zone. The presence of three identified dolphin species (white-beaked dolphin, bottlenose dolphin and Risso's dolphin) and low numbers of seals (either grey or harbour seal) have been identified within the area of the proposed East Anglia One development, which forms part of the East Anglia Zone.</p> <p>The Scoping Report has identified the following birds as being present within the East Anglia Zone: razorbill; black-headed gull; fulmar; red-throated diver; herring gull; common gull; lesser black-backed gull; great black-backed gull; common scoter; gannet; shag; cormorant; kittiwake; great skua; and guillemot.</p> <p>Onshore:</p> <p>The onshore cable corridor passes through The Deben Estuary SPA, Ramsar and SSSI. There are no designated nature conservation sites within the onshore converter station site. The Orfordness Shinglestreet SAC is located less than 500m to the north of the onshore cable corridor. The onshore cable route is located within 2km of 73 non-statutory nature conservation sites. Suitable habitats for water vole, reptiles, bats, badger, great crested newts, invertebrates, otters and dormouse have been noted along the onshore cable route.</p> <p>There are 129 built heritage assets and one scheduled monument within 4km of the converter station, and four Registered Parks and Gardens within 10km.</p>
Extent	<p><u>Designated Sites:</u> The Scoping Report does not identify whether any designated nature conservation sites within another EEA State would be directly affected by the proposed development. For the purpose of this screening, as the nearest European site</p>

designated by another EEA State is located approximately 90km distance from the offshore windfarm site (as shown on Figure 1.6 in the Scoping Report), it has been assumed that the proposed development would not have a direct impact on any designated nature conservation sites within another EEA State.

Marine mammals: The Scoping Report notes that there could be a potential significant impact on marine mammals in terms of cumulative migration barrier impacts from noise disturbance. As marine mammals are mobile species, the Scoping Report notes that the proposed windfarm could impact upon the populations of these species in Belgium, the Netherlands, Germany and Denmark.

Birds: The Scoping Report states that as the southern North Sea is an important area for species that migrate between northerly and southerly latitudes and that as the proposed windfarm may have a large spatial footprint of impacts, there is the potential for impacts upon migratory bird species from other EEA States which may pass through the East Anglia THREE windfarm site. These EEA States and the potential extent of impacts on migratory bird species have not been identified in the Scoping Report.

Commercial fisheries: The proposed windfarm site is primarily used by Dutch registered fishing vessels, with some use by UK, French, Danish and Belgian fleets. The Scoping Report identifies that there is the potential for direct impacts on commercial fisheries arising from the loss of traditional fishing grounds during construction and operation due to exclusion from safety zones around turbines and indirect impacts through displacement of sensitive fish species within the windfarm site during construction works. The Scoping Report notes that the cumulative impact of other development within the East Anglia Zone and other development in the North Sea could increase the extent of the impact to Dutch registered fishing vessels. In addition, the Scoping Report identifies that there is the potential for cumulative impacts upon fisheries across the region from other offshore windfarms outside of the East Anglia Zone.

Shipping and navigation: The Scoping Report notes that shipping vessels currently cross through the proposed windfarm site and the development could affect shipping and navigation of other EEA states. The Scoping Report has identified that the majority of the merchant vessels travelling through the proposed windfarm site are travelling between Rotterdam (the Netherlands) and the UK. Merchant vessels using the shipping lanes (Deep Water Routes) surrounding the proposed windfarm site are generally travelling between the UK and Scandinavian ports (northbound) and between Belgium and Dutch ports (southbound).

Aviation: The windfarm site lies entirely within airspace delegated to the Dutch Aviation Authority (between 17500ft to 24500ft) and adjacent to a UK and Dutch Helicopter Main Route (HMR) as shown on Figure 2.18a of the Scoping Report.

Marine archaeology: The Scoping Report identifies that there is

	<p>the potential for the presence of archaeological assets of foreign origin to be found within the offshore area of the proposed development. This may include objects from other EEA States. However, this has not yet been determined.</p>
<p>Magnitude</p>	<p><u>Marine mammals</u>: The magnitude of the effects on marine mammals in terms of noise disturbance will depend on the construction methods employed and the sensitivity of the marine mammal species. The Scoping Report notes that the magnitude of the effect will increase cumulatively with other windfarm developments within the area.</p> <p><u>Birds</u>: The magnitude of the effects on birds will depend on the level of disturbance caused during the construction and operational period, and the sensitivity of the individual species to any identified impacts. There is also potential for cumulative impacts on migratory species.</p> <p><u>Commercial fisheries</u>: The magnitude of the potential impacts on commercial fisheries has not been identified within the Scoping Report.</p> <p><u>Shipping and navigation</u>: The Scoping Report notes that the effect on shipping and navigation within the site is not anticipated to be significant, with an average number of less than two merchant vessels per day passing through the offshore windfarm site. However, the Scoping Report also notes that cumulative impacts with other development in the wider area could increase the magnitude of the effects, having the potential to alter the routing of merchant ships in the southern North Sea.</p> <p><u>Aviation</u>: The Scoping Report states that the Netherlands authorities have advised that they have no radar coverage (civilian or military) over the proposed windfarm site and therefore the potential transboundary impacts are limited to collision risk. However, the Scoping Report has identified that the potential impacts on the UK and Dutch HMR will be a primary consideration in the EIA as mitigation may be required in the form of re-routing the helicopters around the windfarm site.</p> <p><u>Marine archaeology</u>: The magnitude of the effects on marine archaeology would be dependent on the final location of the turbines and the subsea cables.</p>
<p>Probability</p>	<p><u>Marine mammals</u>: The probability of the impacts on marine mammals will depend on the construction methods and programme employed to construct the windfarm, and cumulative development within the vicinity of the windfarm.</p> <p><u>Birds</u>: The susceptibility of bird species to construction disturbance will depend on the construction methods and programme employed to construct the windfarm, the behavioural patterns of the species, including feeding, migratory and breeding patterns. The Scoping Report identifies that even if there are low densities of particular bird species within the windfarm site there is still the potential for cumulative impacts</p>

	<p>on migratory species arising from proposed development within the southern North Sea. The collision risk would require modelling to determine the probability of this impact.</p> <p><u>Commercial fisheries</u>: The probability of disturbance to fish species would depend on the susceptibility of the species to construction and operational disturbance such as loss of feeding ground and habitat, and noise and vibration disturbance.</p> <p><u>Shipping and Navigation</u>: The presence of the windfarm would result in alterations to shipping routes.</p> <p><u>Aviation</u>: The presence of the windfarm would result in alterations to an existing UK and Dutch HMR.</p> <p><u>Marine archaeology</u>: The probability of impacts on marine archaeological assets would be informed by the geophysical surveys and the implementation of mitigation measures.</p>
Duration	<p>Direct impacts relating to the construction of the offshore elements of the project, for example, the wind farm and export cable installation, would last for the duration of the construction programme, approximately two and a half years. Direct impacts relating to the operation of the wind farm would last for the design life of the scheme which is twenty five years. The timescale of the decommissioning phase has not been identified.</p> <p>The duration of indirect impacts has not been identified within the Scoping Report, but for the purposes of this screening these have been assumed to follow the direct impacts.</p>
Frequency	<p><u>Designated Sites</u>: The Scoping Report identifies that no designated nature conservation sites within another EEA State would be directly affected by the proposed development.</p> <p><u>Marine mammals and birds</u>: The frequency of impacts upon marine mammals and birds is likely to be linked to the timing of the construction programme in relation to the migratory nature and activities of the species.</p> <p><u>Commercial fishing, shipping and navigation</u>: During construction of the offshore elements of the proposed windfarm, construction work would be undertaken 24 hours a day, 7 days a week, weather dependent. Therefore, on a daily basis shipping and commercial fisheries would be excluded from 'rolling' safety zones within the windfarm site. During operation, shipping and fisheries may be permanently excluded from operational safety zones around turbines.</p> <p><u>Aviation</u>: The Scoping Report indicates that the UK and Dutch HMR may need to be re-routed during the construction and operation of the windfarm.</p> <p><u>Marine archaeology</u>: Direct and indirect physical disturbance could occur to marine archaeology during construction, maintenance and decommissioning of the offshore elements of the project.</p>
Reversibility	<p><u>Marine mammals and birds</u>: Fatalities of marine mammals and birds would not be reversible. Disturbance, displacement and barrier effects may be reversible once the wind farm site has</p>

	<p>been decommissioned.</p> <p><u>Commercial fishing, shipping and navigation:</u> The loss of fishing ground and shipping routes may be regained once the windfarm site has been decommissioned and the turbines removed. If the turbine foundations are left in-situ this may result in the loss of the fishing ground and shipping routes being irreversible.</p> <p><u>Aviation:</u> The loss of the airspace within and around the windfarm site may be regained once the windfarm site has been decommissioned and the turbines removed.</p> <p><u>Marine archaeology:</u> The Scoping Report notes that the disturbance or destruction of assets as a result of the development would be irreversible.</p>
--	---

Under Regulation 24 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) (the EIA Regulations) and on the basis of the current information available from the Applicant, the Secretary of State is of the view that the proposed development **is likely** to have a significant effect on the environment in another EEA State.

In reaching this view the Secretary of State has applied the precautionary approach (as explained in the Planning Inspectorate's Advice Note 12: Transboundary Impacts Consultation); and taken into account the information currently supplied by the Applicant.

Action:

Transboundary issues notification under Regulation 24 of the EIA Regulations is required.

States to be notified: Belgium; Denmark; France; Germany; Norway and the Netherlands.

Note: The Secretary of State's duty under Regulation 24 of the EIA Regulations continues throughout the application process.

SECOND TRANSBOUNDARY SCREENING UNDERTAKEN BY THE SECRETARY OF STATE

Document used for transboundary Screening:	Application documents: Draft Development Consent Order (DCO); Environmental Statement (ES) (Document References 6.1.1 to 6.1.32, plus associated appendices and figures); and Habitats Regulation Assessment (HRA) Report (Document Reference 5.4, plus associated appendices).
Date	Re-screened on 10 March 2016 on receipt of application documents

Transboundary re-screening undertaken by the Secretary of State

Following submission of the DCO application which included the ES and HRA Report, the Secretary of State has reconsidered the transboundary screening decision undertaken on 16 January 2013.

The Secretary of State has identified the following matters that differ from those considered at the time of the previous transboundary screening decision:

- change in the description of the proposed development;
- identification of likely significant effects (LSE) on European Sites including bird

species, marine mammals and habitats in other EEA States; and

- other potential LSE on EEA States.

Change in the description of the proposed development

The description of the proposed development in the ES and HRA Report provided with the draft DCO application differs from the description of the proposed development in the applicant's Scoping Report, which was used to inform the Secretary of State's transboundary screening decision on 16 January 2013. The proposed development for a 1200MW windfarm would now comprise between 100 and 172 wind turbines, whereas previously the Scoping Report (dated November 2012) considered between 120 and 240 turbines. The East Anglia THREE offshore area is now identified as 305km², with a maximum offshore cable corridor length of 166km, whereas previously, the offshore site area was identified as 370km², with an offshore cable length of 140km.

Other changes since the publication of the Scoping Report are that the applicant proposes to construct the proposed development in either a single phase or two phases. Under the single phased approach, it is expected that the construction period for the proposed development would span approximately 41 months. Under the two phased approach, each phase would consist of up to 600MW and would be staggered, with the second phase commencing a maximum of 18 months after the start of the onshore construction of Phase 1 such that the total construction period for the two phased approach would span 45 months.

LSE on European Sites, including bird species, marine mammals, fish and Annex I habitats in other EEA States

The applicant confirms in their HRA Report (Document 5.4) that since the transboundary screening was issued in January 2013, responses to the Applicant's Preliminary Environmental Information Report (PEIR) have been received from the Netherlands, Denmark and Belgium. The HRA Report (Document 5.4) states that the Danish Ministry of the Environment, The Danish Maritime Authority and the Royal Belgian Institute of Natural Sciences had no comments on the PEIR. The Netherlands Ministry of Infrastructure and the Environment (Rijkswaterstaat) provided comments on ornithology and marine mammal ecology. The applicant confirms it has held discussions with the Netherlands Ministry of Infrastructure and the Environment regarding conservation issues and shipping and navigation, in particular the inclusion of Dutch coastal SPAs in the assessment and the methodology for assessing underwater noise.

The HRA Report (Document 5.4) describes:

1. a high-level screening assessment of European sites. The high-level screening assessment identifies European sites in the Netherlands, Belgium, Germany, France, Denmark, Sweden, and Ireland, which are grouped by feature type (e.g. offshore Annex 1 habitats, fish, marine mammals, and birds). The applicant screened out likely significant effects on European sites in Denmark and Ireland in the high-level screening assessment (see Section 2 of the HRA Report).
2. a final screening for the marine mammals and birds. The marine mammal qualifying features of European sites in the Netherlands, Belgium, Germany, France and Sweden are considered in the final screening for marine mammals. The final screening assessment concludes that there would be no likely significant effect on existing European sites (SACs and SCIs) designated for marine mammals in the UK and in other EEA States (see Section 2 of the HRA Report). In respect of the final screening for birds, the HRA Report screens out likely significant effects on European sites in other EEA States (see Sections 2 and 3 of the HRA Report).
3. a further assessment for birds. The further assessment in respect of birds considers

UK European sites.

Other potential LSE on EEA States

The majority of ES chapters that describe potential offshore impacts (i.e. Documents 6.1.7 to 6.1.18) include a 'Transboundary Impacts' section. EEA States considered by the applicant include: the Netherlands, Belgium, Germany, France, Denmark, Sweden and Norway. The applicant's conclusions are:

- **Chapter 7: Marine Geology, Oceanography and Physical Processes** – no transboundary impacts identified.
- **Chapter 8: Marine Water and Sediment Quality** - no transboundary impacts identified.
- **Chapter 9: Underwater Noise and Electromagnetic Fields** - no transboundary impacts discussed.
- **Chapter 10: Benthic Ecology** - no transboundary impacts identified.
- **Chapter 11: Fish and Shellfish Ecology** – no transboundary impacts discussed. The assessment considers fish receptors as populations within the relevant the International Council for the Exploration of the Sea (ICES) Division (in this case, Division IVc, the Southern North Sea). The ES concludes negligible to minor adverse (not significant) impacts on fish receptors.
- **Chapter 12: Marine Mammals** – the assessment of transboundary European sites in relation to other EEA States is included in the HRA Report (Document 5.4). The ES concludes minor adverse (not significant) impacts on marine mammals as result of the project alone. The ES assesses, as a worst-case scenario, potential moderate adverse (significant) impacts on harbour porpoise from underwater noise due to cumulative piling activities. Based on the indicative scenario, the potential impacts on harbour porpoise from underwater noise due to cumulative piling activities are assessed as minor adverse (not significant).
- **Chapter 13: Offshore Ornithology** – the ES lists statutory designated sites with birds as interest features in Table 13.10. Impacts on European sites are considered separately in the applicant's HRA Report (Document 5.4). The ES concludes up to minor adverse (not significant) impacts on all bird species during construction and operation (including cumulative impacts), with the exception of kittiwake. The ES concludes minor to moderate adverse impacts on kittiwake as a result of cumulative collision risk. Section 13.9 of the ES also describes the consultation responses received from Rijkswaterstaat in the Netherlands, who had requested that effects of the proposed development on the bird features of Bruine Bank (Brown Ridge) proposed SPA (pSPA) be considered in the EIA. The applicant states it has considered effects on the bird species of Bruine Bank pSPA (primarily auks) and concludes that impacts on auks (based on the Biologically Defined Minimum Population Scales (BDMPS) populations in the UK North Sea waters) would be minor adverse or negligible. The applicant concludes that there would be no predicted significant impact on the Bruine Bank pSPA.
- **Chapter 14: Commercial Fisheries** – the ES identifies that the East Anglia THREE Offshore Windfarm site and the offshore and inshore cable corridors are fished to varying degrees by UK, Netherlands, Belgian, French, Danish and Norwegian fleets. The ES concludes up to minor adverse (not significant) impacts on commercial fisheries from other EEA States.
- **Chapter 15: Shipping & Navigation** – the ES considers transboundary impacts in terms of vessel routing and international ports. The ES concludes that during construction and decommissioning impacts on shipping and navigation would be

'broadly acceptable', with the exception of commercial vessel route deviations during varying construction activities, which are predicted to be 'tolerable' and As Low as Reasonably Practicable (ALARP)'. During operation all impacts on shipping and navigation are predicted to be 'broadly acceptable'. Cumulative impacts are also predicted to be 'broadly acceptable'.

- **Chapter 16: Aviation & MOD** – the ES states that the East Anglia THREE site would be situated adjacent to and abutting the London/Amsterdam Flight Information Regions (FIR) boundary. In respect of transboundary impacts, the ES considers: impacts to aircraft operators using HMR KZ50; impact on aviation operations in the area of the London / Amsterdam FIR boundary; impacts on Dutch PSR radar provision; and Obstacle environment on low level transboundary flights. The ES concludes that transboundary impacts on aviation and MOD would not be significant.
- **Chapter 17: Offshore Archaeology and Cultural Heritage** – No indirect transboundary impacts on receptors are also predicted to occur. The implementation of Archaeological Exclusion Zones (AEZs) will prevent direct impacts to known archaeological receptors; therefore, transboundary impacts to known wrecks and aircraft are not expected to occur during the lifetime of the project. The ES states in Section 17.8 that it is possible that unrecorded wrecks and aircraft of foreign nationality within East Anglia THREE site and the offshore cable corridor may be impacted; however, pre-construction geophysical surveys reduces this likelihood and embedded mitigation (the Offshore Renewables Protocol for Archaeological Discoveries (ORPAD)) proposed will address unexpected discoveries, *'thus reducing the significance of this impact to an acceptable level'* (ES Chapter 17, paragraph 237). The ES states that if wrecks or aircraft from other EU member states are discovered during the course of the proposed project, further advice would be sought regarding the legal status. Indirect transboundary impacts on receptors are also not predicted.
- **Chapter 18: Infrastructure and Other Users** – the ES considers the following receptors in the transboundary impact assessment: European (non-UK) windfarms; oil and gas activity; and cable and pipelines. The ES concludes no significant transboundary impacts on European windfarms. With regard the oil and gas activities, the ES states that there are no direct overlaps of active infrastructure and therefore no potential for transboundary impacts. The ES concludes no significant impacts on existing cables and pipelines associated with the deposition of suspended sediment created during the installation of foundations and cables, or changes in tidal and wave regime due to the foundations and wind farm during operation. The ES predicts no impacts upon existing cables and pipelines during operation. Impacts associated with the interference and damage to sub-sea cables and pipelines during construction and operation are also stated to be minor adverse (not significant).
- **Chapter 19: Soils, Geology and Ground Conditions** – no transboundary impacts considered
- **Chapter 20: Air Quality** – no transboundary impacts identified
- **Chapter 21: Water Resources and Flood Risk** – no transboundary impacts identified
- **Chapter 22: Land Use** – no transboundary impacts identified
- **Chapter 23: Terrestrial Ecology** – no transboundary impacts identified
- **Chapter 24: Onshore Ornithology** – no transboundary impacts identified
- **Chapter 25: Onshore Archaeology and Cultural Heritage** – no transboundary

impacts identified

- **Chapter 26: Noise and Vibration** – no transboundary impacts identified
- **Chapter 27: Traffic and Transport**– no transboundary impacts identified
- **Chapter 28: Socio-economics, Tourism and Recreation**– the ES states that as the project procurement process would not commence until after submission of the ES for the proposed East Anglia THREE project, it is not possible to assess the number of foreign workers that may be employed for the offshore elements of the project.
- **Chapter 29: Seascape, Landscape and Visual Amenity**– no transboundary impacts discussed.

Secretary of State's comments

Under Regulation 24 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) (the EIA Regulations) and on the basis of the current information available from the Applicant, the Secretary of State is of the view that the proposed development **is likely** to have a significant effect on the environment in another EEA State.

In reaching this view the Secretary of State has applied the precautionary approach (as explained in the Planning Inspectorate's Advice Note 12: Transboundary Impacts Consultation); and taken into account the information currently supplied by the Applicant.

Action:

Transboundary issues notification under Regulation 24 of the EIA Regulations is required.

The Netherlands confirmed to the Planning Inspectorate by e-mail dated 11 February 2013 that they wish to participate in the examination of the East Anglia THREE Offshore Windfarm. Therefore, the Netherlands will be consulted on the DCO application.

Countries to be re-notified:

Belgium, Germany, France, Denmark, and Norway.

Additional countries to be notified since the first transboundary screening:

Sweden and Ireland.

Date: 10 March 2016

Note: The Secretary of State's duty under Regulation 24 of the EIA Regulations continues throughout the application process

Note:

The Secretary of State's screening of transboundary issues is based on the relevant considerations specified in the Annex to Planning Inspectorate Advice Note 12 available on the Planning Inspectorate's website at <http://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>