



Transboundary screening undertaken by the Planning Inspectorate (the Inspectorate) on behalf of the Secretary of State (SoS)	
Project name:	Hornsea Project Three Offshore Wind Farm
Address/Location:	Offshore site: North Sea, approximately 120 km north east of the Norfolk coast and 160 km east of the Yorkshire coast. Landfall point: on the North Norfolk coast, in the vicinity of Sheringham. Onshore connection: Norwich Main substation (located between Swardeston and Stoke Holy Cross in South Norfolk)
Planning Inspectorate Ref:	EN010080
Date(s) screening undertaken:	First screening – 12 June 2017 following the Applicant’s request for a scoping opinion Second screening – 19 June 2018 following submission of the application documents
EEA States identified for notification:	First screening: Belgium, Denmark, France, Netherlands, Germany, Iceland, Sweden and Norway Second screening: None identified

FIRST TRANSBOUNDARY SCREENING	
Document(s) used for transboundary Screening:	Hornsea Project Three Offshore Wind Farm Environmental Impact Assessment: Scoping Report ('the Scoping Report') October 2016
Screening Criteria:	Secretary of State Comments:

Characteristics of the Development

Offshore

The Proposed Development is for an offshore generating station (wind farm) for up to 400 turbines with a generating capacity of up to 2,400 MW. The area of the offshore array is approximately 696 km². Each turbine will have a maximum rotor diameter of 265 m and a maximum blade tip height of 325 m above the Lowest Astronomical Tide (LAT). The transmission system will be either High Voltage Direct Current (HVDC) or High Voltage Alternating Current (HVAC).

- Other offshore structures proposed are:
- up to 3 accommodation platforms;
- up to 12 transformer substations;
- up to 4 offshore converter substations (if a HVDC transmission system is used);
- up to 4 offshore surface HVAC booster stations (HVAC transmission system only); and
- up to 6 offshore subsea HVAC booster stations (HVAC transmission system only).

The foundation type for the offshore structures has yet to be determined but the options under consideration include monopoles, suction bucket jacket, piled jacket, mono suction buckets, gravity base structures and floating. All foundation types will require seabed preparation which may include levelling and the removal of surface and sub-surface debris. Scour protection will be required for the foundation structures. The volume of material required for scour protection will be up to 3,390,000 m³.

Array cables (total length up to 850 km) will be used to link the turbines to offshore substations. Up to 6 offshore export cables will carry the electricity from the substations to the landfall point (total length up to 1,038 km) which will be on the north Norfolk coast.

Onshore

Up to 6 export onshore cables will be connected to the offshore cables in transition joint bays, with further joint bays along the route. The cables would connect to a substation with a site area up to 100,000 m². For HVAC transmission, a booster station would also be required; the site area would be up to 25,000 m².

The construction period is predicted to last for 6 years (although the text of the Scoping Report also says that if onshore construction begins in 2021, the operation and maintenance phase will begin in 2025).

The wind farm will be decommissioned at the end of its operational lifetime; the Scoping Report does not specify the expected operational lifetime of the wind farm.

Geographical area	The Applicant's Scoping Report does not specify the area of other EEA states that would be affected.
Location of Development (including existing use)	<p>The offshore array is located approximately 160 km east from the coast of Yorkshire and 120 km north east from the Norfolk coast. As noted above, the landfall for the offshore export cable will be on the north Norfolk coast. The offshore area supports commercial fisheries and shipping. Land use in the onshore area is largely agricultural apart from the Norwich conurbation.</p> <p>The distance from the Hornsea Three wind farm to the Exclusive Economic Zone (median line) of EEA states is stated to be:</p> <ul style="list-style-type: none"> • The Netherlands (10 km); • Germany (164 km); • Belgium (117 km); • Denmark (205 km); • Norway (235 km); • France (141 km); and • Iceland (1,232 km).
Cumulative impacts	<p>The Scoping Report does not specify which individual projects will be included in the cumulative impact assessment, other than the Hornsea One and Two offshore wind farms.</p> <p>The turbine arrays for these wind farms are in the vicinity of the Project Three array site. However each topic chapter does describe the types of project that will be included in the cumulative effects assessment.</p> <p>For effects on the offshore environment the types of project that will be included are:</p> <ul style="list-style-type: none"> • offshore wind farms and associated infrastructure; • oil and gas infrastructure/development; • beach replenishment schemes; • aggregate extraction and disposal of dredging spoil; • navigation and shipping; • commercial fishing; • port developments; and • new or proposed pipelines, carbon capture storage, natural gas storage and underground coal gasification. <p>(NB. Offshore wind farms are the only type of development that would be considered in relation to all offshore effects.)</p> <p>The developments to be considered are those which occur within the study area for the relevant offshore environmental effects. The extent of the study areas vary but they are all located within the southern North Sea.</p>

	<p>With regard to onshore effects, the types of development that would be considered are:</p> <ul style="list-style-type: none"> • onshore infrastructure for other offshore wind farms; • onshore energy generation (other than householder developments); • roads and rail; • major residential, commercial and leisure developments; and • minerals extraction and landfill. <p>The developments to be considered are those within the export cable route area (the study area for the onshore environmental topics) which crosses from the north Norfolk coast to the south of Norwich. The only exceptions are the air quality and socio-economic chapters which define different study areas but which are still confined to parts of north Norfolk.</p> <p>The Scoping Report identifies some potentially significant effects on the environment of other EEA states but it is not clear whether these are effects from the Proposed Development alone or cumulatively with other developments.</p>
<p>Carrier</p>	<ul style="list-style-type: none"> • Impacts on mobile species (fish, birds and marine mammals) from disturbance, displacement, barrier effects, collision risk, habitat loss and indirect effects on prey species in air and water; • Impacts on commercial fisheries from effects on fish stocks, restrictions on fishing activities and possible displacement to other fishing grounds; • Disruption to commercial shipping routes; • Impacts on helicopter access to offshore platforms; • Impacts on civil and military radar coverage; and • Underwater noise/vibration from piling on seismic survey operations in the Dutch Exclusive Economic Zone (EEZ).
<p>Environmental Importance</p>	<p>Offshore</p> <p>There are no designated nature conservation sites within the windfarm array. Within the offshore export corridor route (ECR) and landfall area there are the following designated nature conservation sites:</p> <ul style="list-style-type: none"> • Greater Wash potential Special Protection Area (SPA); • North Norfolk Sandbanks and Saturn Reef candidate Special Area of Conservation (cSAC); • Southern North Sea cSAC; • The Wash and North Norfolk Special Area of Conservation (SAC); • The Wash and North Norfolk Coast SAC/Ramsar; North

Norfolk Coast SPA/Ramsar

- North Norfolk Coast Site of Special Scientific Interest (SSSI);
- Weybourne Cliffs SSSI;
- Markham's Triangle recommended Marine Conservation Zone (MCZ); and
- Cromer Shoal Chalk Beds MCZ.

There are a number of other European sites in the vicinity of the array and/or the ECR including the Klaverbank Site of Community Importance (SCI) and Dogger Bank cSAC/SCI.

Birds

The Scoping Report identifies the following birds as being present in the Hornsea Zone: red-throated diver; fulmar; sooty shearwater; Manx shearwater; European storm petrel; gannet; Arctic skua; great skua; little gull; black headed gull; common gull; lesser black – backed gull; herring gull; great black – backed gull; kittiwake; common tern; Arctic tern; guillemot; razorbill; little auk and puffin.

Fish and shellfish

The Scoping Report notes that 84 fish species were recorded in the Hornsea Zone. Key characterising species comprised mainly demersal fish species such as whiting, dab, plaice, solenette and grey gurnard. The fish assemblage was also found to be characterised by other demersal species such as lemon sole, common sole and cod. Small demersal species including the short spined sea scorpion, lesser weaver, dragonet and scaldfish were also recorded in the site-specific surveys. Pelagic species including herring, sprat and squid (e.g. European common squid and European squid) were also frequently recorded during the otter and epibenthic beam trawl surveys.

Commercially important species that occurred most frequently include whiting, dab, sprat, herring, plaice, mackerel, and lemon sole.

Sandeel habitats are also present.

Shellfish recorded include brown crab, velvet swimming crab, European lobster, Norway lobster, whelk, brown shrimp and pink shrimp.

Fish spawning and nursery areas for a number of species are present within the array area and/or the offshore ECR. The species using these areas include cod, whiting, plaice, mackerel and sandeel.

Commercial fisheries

The Proposed Development lies within International Council for the Exploration of the Sea (ICES) rectangles 36F1; 36F2; 35F1; 35F2 and 34F1. Figures 9.2 to 9.4 of the Scoping Report show the landings made from 2010 to 2015 (but it should be noted that this does not include landings made by non-UK vessels in non-UK ports).

Marine mammals

Harbour porpoise, white-beaked dolphin, minke whale, harbour seal and grey seal have all been sighted within or around the site.

Commercial shipping

The wind farm site is crossed by a number of shipping routes as shown in Figure 9.9 of the Scoping Report. The Scoping Report also states that commercial ferries' routes cross the Hornsea Three study area travelling between UK and mainland European ports.

Marine archaeology

The Scoping Report notes the following records:

A total of 158 SeaZone records were present in the Hornsea Three marine archaeology study area. Of these 129 were wrecks; with 123 in the offshore ECR search area and six in the array area. Of the remaining records, a further 29 obstructions were found.

The National Record of the Historic Environment (NRHE) lists 50 recorded positions of which 41 are wrecks (30 named vessels) and two aircraft remains. There are no SeaZone records or aircrafts in the area.

Seven NRHE Named Location polygons are located in or adjacent to the search area and within these polygons lie 132 maritime casualties.

Air space and radar

The Hornsea Three Proposed Development is entirely in the UK Flight Information Region. The Hornsea Three array area is located within the operational range of the NATS Claxby Primary Surveillance Radar (PSR) (200 NM). The Hornsea Three array area is also within the operational range of the Ministry of Defence's (MoD) Air Surveillance and Control Systems Air Data Reference (ADR) located at Staxton Wold and Trimmingham (which have a range of over 400 km).

The Hornsea 3 array is in close proximity to the Dutch EEZ (see Figure A.1 of the Scoping Report) where there are both permanent gas and oil platforms and temporary drilling rigs which require helicopter access. The EEZ is also covered by Dutch civil and military radar including Radar Early Warning Systems (REWS) from the oil and gas platforms.

Infrastructure

The Scoping Report identifies a number of other activities in the southern North Sea that occur either within the Hornsea Three project area or in the vicinity. These include:

- recreational activities such as boating, fishing, diving and surfing;
- pipelines and cables;
- natural gas storage and underground coal gasification;
- disposal sites;

	<ul style="list-style-type: none"> • oil and gas extraction; and • aggregate extraction. <p>Onshore</p> <p>The Scoping Report identifies a number of nationally and internationally designated sites within the onshore ECR.</p> <p>The Applicant’s Scoping Report does not anticipate transboundary impacts associated with the onshore development. Onshore impacts have therefore not been considered further within this screening document.</p>
<p>Extent</p>	<p><i>Designated sites</i></p> <p>The Scoping Report does not identify whether designated nature conservation sites within another EEA State would be directly affected by the Proposed Development (but note comments below on marine mammals).</p> <p><i>Birds</i></p> <p>The Scoping Report acknowledges the potential for impacts on birds from other EEA States due to the wide-ranging nature of some seabird species. However, the Scoping Report has not identified any known migration routes or relevant European sites in other EEA States at this stage.</p> <p><i>Fish and shellfish</i></p> <p>The Scoping Report acknowledges the potential for transboundary impacts on fish and shellfish but does not identify which EEA states could be affected.</p> <p><i>Marine mammals</i></p> <p>The Scoping Report acknowledges the potential for transboundary impacts on marine mammals given their highly mobile nature, especially with regard to noise and cumulative impacts.</p> <p>The Scoping Report does not specifically identify populations of marine mammals from other EEA States which could be impacted but does identify sites designated for marine mammals in the Dutch, German and Danish EEZs.</p> <p><i>Commercial fisheries</i></p> <p>The Scoping Report states that the Hornsea Three array area is in close proximity to Dutch, German and Danish waters which could affect fishing fleets in those waters. Vessels from Belgium, the Netherlands, Denmark, France and Germany are known to fish in the Hornsea Three area.</p> <p><i>Commercial shipping</i></p> <p>The Scoping Report notes the potential for impacts on shipping routes to and from the Netherlands, Denmark, Sweden, Iceland and Germany.</p> <p><i>Marine archaeology</i></p> <p>Effects on marine archaeology are predicted in the Scoping Report to be confined to the area of the array and the offshore ECR (plus one tidal excursion for effects associated with sediment deposition). Effects would therefore be confined to the</p>

	<p>UK EEZ.</p> <p><i>Air space, radar and REWS coverage</i> The Scoping Report notes that Hornsea Three is entirely within the UK Flight Information Region and therefore no transboundary effects are predicted in relation to aviation airspace.</p> <p>However, it is noted that there is the potential for transboundary effects in relation to the following aviation, military and communications receptors:</p> <ul style="list-style-type: none"> • civil and military radar coverage from The Netherlands; • restricted access to oil and gas subsea infrastructure within the Dutch sector; and • REWS coverage for Dutch Platforms. <p><i>Infrastructure</i> The Scoping Report notes that there is a possibility for piling during construction to interfere with seismic survey operations in the Dutch EEZ.</p> <p>Note: It was noted that Norway was included in consultation by the Applicant on their Scoping Report. Clarification was sought from the Applicant in relation to the inclusion of Norway on a precautionary basis. The Applicant confirmed the potential for transboundary impacts in relation to birds and marine mammals.</p>
<p>Magnitude</p>	<p>The magnitude of potential transboundary impacts has not been specifically identified in the Scoping Report at this stage.</p> <p>However, the Scoping Report has identified the potential for transboundary impacts on:</p> <ul style="list-style-type: none"> • fish and shellfish ecology; • marine mammals; • birds; • commercial fisheries; • aviation and radar (in relation to reduced helicopter access to offshore platforms in Dutch waters and effects on civil and military radar coverage and REWS); and • effects on seismic surveys in the Dutch EEZ. <p>These will be assessed further throughout the EIA and mitigation strategies will be developed which may reduce the magnitude of impact.</p>
<p>Probability</p>	<p>The Scoping Report states that the probability of significant effects on the following receptors is high although the full extent cannot be determined at present:</p> <ul style="list-style-type: none"> • construction effects on fish and shellfish, particularly from underwater noise; • construction effects on marine mammals, mainly from

	<p>underwater noise;</p> <ul style="list-style-type: none"> • commercial fishing during operation and maintenance; • shipping and navigation during operation and maintenance; • disruption to civil and military radar; and • interference with REWS located on Dutch oil and gas platforms. <p>Effects on the following receptors are considered to be likely in relation to seabirds as result of collisions with turbine blades, barrier effects, and habitat loss/disturbance during operation and maintenance.</p> <p>Effects on the following receptors are considered to be less likely:</p> <ul style="list-style-type: none"> • fish and shellfish during operation and maintenance; • marine mammals during operation and maintenance; • commercial fisheries during construction; and • shipping and navigation during construction. <p>The Scoping Report states that the probability of impacts on seismic surveys from piling cannot be determined at this stage of the assessment. It does not identify the probability of effects on helicopter access to oil and gas platforms.</p> <p>The Scoping Report also notes that mitigation strategies would be developed during the EIA; this may reduce the probability of some impacts occurring.</p>
<p>Duration</p>	<p>The Scoping Report does not identify the duration of most of the impacts. However, taking into account the nature of the impacts considered by the Applicant, the Secretary of State considers the likely duration of impact would be as follows.</p> <p><i>Birds</i> Displacement and disturbance due to construction activities would be temporary during the construction phase (approximately four years).</p> <p>During operation, impacts of displacement, disturbance, collision risk, barrier effects and habitat loss would last the lifetime of the wind farm.</p> <p><i>Fish, shellfish and marine mammals and impacts to commercial fisheries</i> The potential impacts on fish, shellfish, marine mammals and commercial fisheries which could result from increased noise levels (particularly from piling) would be temporary during the construction phase (approximately four years).</p> <p>Potential impacts during operation due to underwater noise, impacts upon prey species, vessel interaction, loss of habitat, suspended sediments, EMF and physical disturbance would last the lifetime of the wind farm.</p>

	<p><i>Shipping, commercial fishing and radar/REWS</i> Any impacts would begin during the construction phase and extend throughout the operation of the wind farm.</p> <p><i>Infrastructure</i> Effects on seismic surveys would be limited to the construction phase when piling takes place.</p>
<p>Frequency</p>	<p>The Scoping Report does not identify the frequency of impacts. However, noting the nature of the impacts considered by the Applicant, the Secretary of State considers the likely frequency of impact would be as follows:</p> <p><i>Designated sites and birds</i> Potential impacts are likely to be based on natural patterns of use/migration during construction, operation and decommissioning. Frequency will vary with individual species' seasonal use/migration patterns.</p> <p><i>Fish and marine mammals</i> Potential impacts from disturbance/displacement are likely to be intermittent during construction and decommissioning, when associated with particular activities.</p> <p>Impacts during operation would vary during operation due to generation of underwater noise, impacts upon prey species, vessel interaction, loss of habitat; suspended sediments, EMF and physical disturbance would last the lifetime of the wind farm.</p> <p><i>Commercial fisheries and shipping</i> Potential impacts on commercial fisheries and international vessels are likely to be most frequent during construction and decommissioning due to safety exclusion zones around construction vessels and installation activities.</p> <p>Intermittent impacts may be experienced during operation when maintenance is required and safety zones are applied.</p> <p>Potential impact on navigation due to deviation during operation may increase transit times for some routes.</p> <p><i>Aviation and Radar/REWS</i> Potential impacts are likely to be intermittent during construction and frequent during operation.</p> <p><i>Infrastructure</i> Effects on seismic surveys would be intermittent during construction when piling takes place.</p>
<p>Reversibility</p>	<p>The Scoping Report states that the following effects may be reversible following decommissioning, assuming that all above structures above the seabed are removed:</p> <ul style="list-style-type: none"> • effects on fish and shellfish from EMF and long term habitat loss; • effects on seabirds as a result of collisions with turbine blades, barrier effects, and habitat loss/disturbance;

- effects on commercial fisheries;
- effects on shipping and navigation;
- effects on helicopter access to oil and gas platforms; and
- effects on civil and military radar coverage and REWS.

Transboundary screening undertaken by the Inspectorate on behalf of the SoS

The transboundary screening of the Proposed Development has been considered taking into account the transitional provisions in Regulation 37 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 EIA Regulations). The Applicant has requested the Secretary of State to adopt a scoping opinion in respect of the development to which the screening relates prior to 16 May 2017 (the date of the commencement of the 2017 EIA Regulations). The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (the 2009 EIA Regulations) are therefore considered to be the applicable EIA Regulations. Under Regulation 24 of the 2009 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, the Netherlands, Germany, Iceland, Sweden and Norway.

Date: 12 June 2017

Note: The SoS' duty under Regulation 24 of the 2009 EIA Regulations continues throughout the application process.

SECOND TRANSBOUNDARY SCREENING

Document(s) used for transboundary Screening:	Environmental Statement (May 2018) and Habitats Regulations Assessment (May 2018)
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Date screening undertaken:	Re-screened on 28 June 2018 on receipt of application documents.
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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 12 June 2017.

The Inspectorate 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 in other EEA States;

- other potential LSE on EEA States.

Change in the description of the Proposed Development

A number of changes and refinements were made to the project description of the Proposed Development since the previous transboundary screening decision. For example:

- The maximum number of turbines was reduced from 400 to 300.
- The offshore cable route was refined and partially re-routed. In some sections, the amended route passes outside of the redline boundary previously consulted upon at scoping (and screened in the first transboundary screening). This amended route results in an increase in the length of cable passing through the Wash and North Norfolk Coast (WNNC) SAC (from ~7 km to ~11km).
- The onshore cable route was re-routed in sections, and the main construction compound was identified.

However, the Inspectorate considers that the changes will not result in significant effects on the environment in another EEA State, as (according to the Applicant):

- The reduction in the number of turbines means there is a reduced array footprint.
- Although the amended offshore cable route results in an increase in the length of cable passing through the WNNC SAC, the habitats/biotopes affected are not qualifying features in their own right, and the maximum area of seabed within designated sites which might be affected would be approximately one quarter of that using the original route (paragraph 8.2.5.4, Doc A6.4.4.2).

Identification of LSE on European Sites including bird species and marine mammals in other EEA States

The HRA Report (Document 5.2) describes a high-level screening assessment of European sites, which identified 17 European sites for which a LSE on one or more features could not be discounted. Three of these sites were located in another EEA state:

- Klaverbank SCI (Netherlands) (harbour seal, grey seal, harbour porpoise);
- Doggersbank SCI (Netherlands) (harbour seal, grey seal); and
- Noordzeekustzone SAC/ Noordzeekustzone II (Netherlands) (grey seal).

With respect to the Conservation Objectives, the HRA report concludes that Hornsea Three, alone or in-combination with other plans and projects would not have an adverse effect on the integrity of these sites.

Other potential LSE on EEA States

The ES includes screening information on transboundary impacts (presented in Volume 4, Annex 5.4: Transboundary Impacts Screening). The EEA States considered by the Applicant include: Belgium, Denmark, Germany, France, Netherlands, Norway, Ireland, Iceland and Sweden. The Applicant's conclusions are:

Volume 2 (Offshore):

- **Chapter 1 – Marine Processes:** The ES concludes there is no measurable impact on wave height expected at any coastline as a result of the operational presence of the Proposed Development, either alone or in combination with other offshore wind farms.
- **Chapter 2 – Benthic Ecology:** The ES concludes effects on the features of the Klaverbank SCI from elevated suspended solids concentrations will not be significant.
- **Chapter 3 – Fish and Shellfish Ecology:** The ES concludes no significant effects arising from elevated suspended solids concentrations on migratory fish species or

fish and shellfish species designated as features of SACs/ SCIs in the UK and other EEA states. Effects on other fish and shellfish receptors, from impacts including habitat loss, disturbance, increases in suspended solids concentrations, and underwater noise were found to be not significant.

- **Chapter 4 – Marine Mammals:** The ES identifies potential impacts due to underwater noise, an increase in vessel movements leading to increased disturbance and collision risk, and to changes in the availability of prey resources. The ES concluded that effects will not be significant for all impacts identified, except for the cumulative impact (from this and other proposed developments) of underwater noise on harbour porpoise, for which, behavioural effects will be significant in the short term decreasing to not significant in the long term.
- **Chapter 5 – Offshore Ornithology:** The ES concludes no significant effects for non-seabird species such as waders and wildfowl and the following seabird species (little gull, Arctic skua, great skua, common tern, Arctic tern, fulmars, gannets, great black-backed gulls, kittiwakes, puffins, razorbills, and guillemots).
- **Chapter 6 – Commercial Fisheries:** The ES identifies that the Hornsea Three array area and the cable corridor is fished to varying degrees by Belgian, Dutch, Danish, French and German fishing vessels. The ES concludes that effects in terms of displacement from the Hornsea Three site leading to gear conflict and increased fishing pressure on adjacent fishing grounds on mobile demersal and pelagic fishing fleets and the UK potting fleet are not significant in EIA terms.
- **Chapter 7 – Shipping and Navigation:** The ES considers transboundary impacts in terms of vessel routing and international ports. It concludes that vessel deviations would not be significant.
- **Chapter 8 – Aviation, Military and Communication:** The ES identifies potential transboundary impacts relating to disruption to helicopter traffic. This was not found to be significant in EIA terms.
- **Chapter 9 – Marine Archaeology:** no transboundary impacts identified.
- **Chapter 10 – Seascape and Visual Resources:** no transboundary impacts identified.
- **Chapter 11 – Infrastructure and Other Users:** The ES identifies that the presence of new wind turbines in previously open sea areas may cause interference with the performance of the Radar Early Warning System located on oil and gas platforms, and concludes that this will not be significant in EIA terms.
- **Chapter 12 – Inter-related Effects (Offshore):** no transboundary impacts mentioned.

Volume 3 (Onshore):

- No transboundary impacts were identified for the following onshore environment aspect chapters: Chapter 1 – Geology and Ground Conditions; Chapter 2 - Hydrology and Flood Risk; Chapter 3 – Ecology and Nature Conservation; Chapter 4 - Landscape and Visual Resources; Chapter 5 – Historic Environment; Chapter 6 - Land Use and Recreation; Chapter 7 – Traffic and Transport; Chapter 8 – Noise and Vibration; Chapter 9 - Air Quality; and Chapter 11 – Inter-related Effects (Onshore).
- **Chapter 10 – Socio-economics:** The ES identifies potential beneficial effects on EEA states from supply-chain spend, and the creation of demand for economic services. It also identified potential negative effects arising due to the displacement of products and labour, however it concludes that these should be modest compared

to the beneficial effects. None of these effects are considered to be significant.

Secretary of State's comments

The transboundary screening of the Proposed Development has been considered taking into account the transitional provisions in Regulation 37 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 EIA Regulations). The Applicant requested the SoS to adopt a scoping opinion in respect of the development to which the screening relates prior to 16 May 2017 (the date of the commencement of the 2017 EIA Regulations). The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (the 2009 EIA Regulations) are therefore considered to be the applicable EIA Regulations.

Under Regulation 24 of the 2009 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 likely to have a significant effect on the environment in another EEA State.

In reaching this view the Inspectorate has applied the precautionary approach (as explained in its Advice Note twelve: Transboundary Impacts and Process); and taken into account the information currently supplied by the Applicant.

Action:

No new EEA States have been identified as being likely to have significant effects on their environment.

On a precautionary basis, notification letters will be re-sent to those States who did not respond to the previous Regulation 24 notification (Germany, Iceland and Sweden).

Date: 28/06/2018

Note: The SoS' duty under Regulation 24 of the 2009 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 Note Twelve, available on our website at <http://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>