



LATE SCOPING CONSULTATION RESPONSES

Consultation bodies have 28 days to respond with any comments, stating either the information that they consider should be included in the ES or that they do not have any comments.

Any responses received after the deadline are not considered within the scoping opinion but are forwarded to the applicant for consideration in accordance with the policy set out in Advice Note 7: Environmental Impact Assessment, Screening and Scoping.

The following EIA scoping consultation responses were received after the consultation deadline specified under legislation and therefore did not form part of the Secretary of State's scoping opinion.

From: Windfarms [mailto:Windfarms.Windfarms@caa.co.uk]
Sent: 21 December 2016 09:42
To: Environmental Services
Subject: 20161221HornseaProjectThreeOffshoreWindFarm Environmental Impact Scoping EN010080

Dear Sir/Madam

SCOPING OPINION REQUEST FOR PROPOSED HORNSEA PROJECT THREE OFFSHORE WIND FARM .

Having reviewed the Scoping Report for the proposed Hornsea Project Three Offshore Wind Farm, the Civil Aviation Authority confirms that appropriate statutory aviation consultees (DIO (MoD) / NATS(NERL)) have been identified; as the impact of wind turbines on aviation may include the potential impact on the communications, navigation and surveillance infrastructure and also that turbines can cause a physical obstruction to aviation, the official position of all aviation stakeholders regarding the proposed development should be established through direct consultation.

It is also recommended that Emergency Service Helicopter Support Units are consulted as they may operate in the area of concern and be affected by the introduction of tall obstacles. For example Police helicopters are permitted to operate down to 75 feet and will routinely follow main roads and motorways during their operations. Both the Police and Air Ambulance may need to land anywhere and will also have specifically designated landing sites. In England and Wales, police aviation is centrally co-ordinated by the National Police Air Service. They can be contacted via npas.obstructions@npas.pnn.police.uk.

If the proposed development is approved, there is an international civil aviation requirement for all structures of 300 feet (91.4 metres) or more to be charted on aeronautical charts. However, on behalf of other non-regulatory aviation stakeholders, in the interest of Aviation Safety, the CAA requests that any feature/structure 70 feet in height, or greater, above ground level is notified to the Defence Geographic (dvof@mod.uk) including the location(s), height(s) and lighting status of the feature/structure, the estimated and actual dates of construction and the maximum height of any construction equipment to be used, at least 10 weeks prior to the start of construction, to allow for the appropriate notification to the relevant aviation communities.

Any structure of 150 metres or more must be lit in accordance with the Air Navigation Order and should be appropriately marked. Owing to the proposed height (maximum tip height 132m) of the proposed turbines there is no CAA requirement for the turbines to be lit, although if an aviation stakeholder (including the MOD) made a request for lighting it is highly likely that the CAA would support such a request. Should the proposed maximum turbine heights increase, or turbine locations change, then previously consulted aviation stakeholders will need to be re-consulted to ensure that any impact assessments reflect such changes.

Yours faithfully,

Ade

Adrian Stead

Surveillance Policy
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