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7th November 2018

FAO Mr David Prentis
The Planning Inspectorate
National Infrastructure Directorate
Temple Quay House
Temple Quay
Bristol
BS1 6PN

Application Reference: EN010080

Dear Sir,

Application by Orsted Hornsea Project Three (UK) Ltd for an Order granting Development Consent for the proposed Hornsea Project Three Offshore Wind Farm (the "Project")

I refer to your letter dated 9th October in which you provided details of the Examination Timetable and a list of the Examining Authority's ("ExA") Written Questions ("Rule 8 Letter"). Please find below ConocoPhillips (U.K.) Limited's ("ConocoPhillips") response to Q1.5.8.

Q1.5.8: Please provide further detail about the specific assets which are of concern and their respective distances from the proposed development. What further mitigation measures do you consider to be necessary?

The proposed route of the offshore cable corridor results in the crossing, at three separate locations, of the following ConocoPhillips operated infrastructure:

- The Saturn ND to LOGGS PR pipeline and piggy backed methanol line
- The Viking AR to Theddlethorpe Gas Terminal (TGT) pipeline and piggy backed methanol line
- The LOGGS PP to TGT pipeline and piggy backed methanol line

In addition to the above pipelines we have a general concern over i) the safety and integrity of the ConocoPhillips operated platforms in the area and ii) that any construction or operational activity on Hornsea should not act as an impediment or interfere with ConocoPhillips' required access to the platforms for maintenance and/or decommissioning purposes. The closest of these to the Hornsea 3 array area is the Caister CM platform at a distance of a little over 13 nautical miles. The closest platform to the offshore cable corridor is the Tethys TN platform which is around 1 nautical mile from the corridor. Whilst there is a 500m Safety Zone around the installation, some of our activities will take place outside of this area (such as pipeline inspections, use of standby or stand-off locations), as such there may be an impact on operations from Project activity within the corridor.

To be able to fully consider all possible implications and to ensure satisfactory mitigations are in place for the continued safety and integrity of ConocoPhillips' pipelines and infrastructure we need to be provided with all necessary technical information.

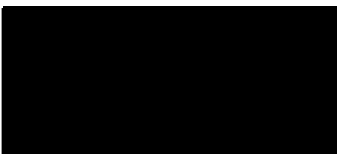
Crossings of the pipelines noted above should be kept to a minimum through bundling or other appropriate methods where possible, with sufficient measures taken to ensure at the crossing points that the design is such that there is no scouring around the crossed pipelines or exposure of the pipelines where they have been buried/trenched. Crossing Points should be designed such that the crossing angle be as close to 90 degrees as possible with a minimum 300mm physical separation between the cable and pipeline and at the midpoint between anodes to minimise the potential for adverse mechanical loads and electrical interference with the pipeline Cathodic Protection system.

There should also be no impediment to access to ConocoPhillips' facilities that may compromise or complicate decommissioning activity. To assess potential crossing/proximity issues, ConocoPhillips must be appraised of the proximity of wind farm construction and maintenance operations to infrastructure as well as any construction or maintenance vessels, to determine the requirement for any additional protection measures.

The execution of offshore agreements is required to appropriately address all issues raised in this consultation including those outlined above; similar agreements with ConocoPhillips have been entered into previously between the parties. These agreements will also require to be reviewed and accepted by the other infrastructure owners, on behalf of whom ConocoPhillips operate.

Please note that further concerns may be raised following review of technical detail as it becomes available.

Yours faithfully,



Gerard Ratcliffe

For and on behalf of ConocoPhillips (U.K.) Limited