

Hornsea Project Three Offshore Wind Farm

Agenda for Issue Specific Hearing 8: Aviation, shipping and effects on oil and gas operations

Date: Thursday 7 March 2019
Time: 09:30
Venue: Mercure Norwich Hotel
121-131 Boundary Road
Norwich NR3 2BA

Attendees

The ExA would find it helpful if the following parties could attend this hearing. However, this does not indicate that other parties will not be able to contribute. All interested parties are invited to attend and make oral representations on the matters set out in the agenda, subject to ExA's ability to control the hearing.

- Orsted Hornsea Project Three (UK) Ltd (the Applicant)
- Marine Management Organisation
- Maritime and Coastguard Agency
- Trinity House
- Spirit Energy
- Any Interested Parties with offshore operations/infrastructure that may be affected by the project

The ExA has sought to provide sufficient detail to assist the parties to prepare for the hearing. However, the details set out below are indicative and the ExA may find it necessary to include additional agenda items or to amend the order in which the items are dealt with.

- 1. Welcome, introductions and arrangements for the hearing**
- 2. Purpose of the ISH**
- 3. Layout Development Principles and effects on Search and Rescue operations**
 - a) Helicopter Refuge Areas (Principle 5)
 - b) Width of development lanes (Principle 8)
 - c) Lines of orientation (Principle 3)
 - d) What if the Layout Development Principles are not agreed by the end of the examination?

- e) Any other matters relating to the Layout Development Principles

4. Oil and gas operations – the approach to decision making

- a) NPS EN-3
- b) East Inshore and East Offshore Marine Plans

5. Oil and gas operations – allision risk

- a) Diversion of shipping routes
- b) Vessels not under command

6. Oil and gas operations – use of helicopters

- a) Alternative flight paths
- b) Assessments of number of days when flights precluded
- c) Operational impacts of restrictions on helicopter flights
- d) Safety impacts of restrictions on helicopter flights
- e) Comparison with other locations

7. Effects on future oil and gas operations

- a) Whether (in principle) it may be appropriate for a DCO to make provision for co-existence with future oil and gas operations
- b) Whether C6 and C7 proposals are sufficiently advanced to carry weight in this examination
- c) Potential for mitigation in respect of C6 and C7
- d) Oil and gas clause

8. Protective Provisions suggested by Spirit Energy

- a) Whether Protective Provisions are necessary
- b) Consideration of any suggested drafting

9. Next Steps

10. Closing