

From: [Russell Dunham](#)
To: HornseaProjectThree@pins.gsi.gov.uk
Cc: [Navigation](#)
Subject: Written Representation to Examining Authority's following ISH 8 - Hornsea Three Offshore Wind Farm - EN010080
Date: 11 March 2019 16:41:47
Attachments: [Letter ISH 8.pdf](#)

Dear Sir

EN010080

Registration number 20010148

**Written Representation to Examining Authority's following ISH 8
(Aviation, shipping and effects on oil and gas operations) – 7 March 2019**

Please attached Trinity House's written submission dated 11 March 2019 to the ExA following ISH 8 (Aviation, shipping and effects on oil and gas operations) in respect of the Hornsea Three Offshore Wind Farm.

A hard copy of the attached letter will also be sent by post.

Kind Regards

Russell

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TRINITY HOUSE

11 March 2019

The Planning Inspectorate
Temple Quay House
Temple Quay
Bristol
BS1 6PN

Your Ref: EN010080

Identification No. 20010148

Hornsea Project Three Offshore Wind Farm Project Post Hearing Submissions to ISH 8 - 7 March 2019

Dear Sir

We refer to the above application for development consent.

Trinity House ("TH") attended and made oral submissions at Issue Specific Hearing 8 in relation to Aviation, shipping and effects on oil and gas operations on Thursday 7 March 2019 ("the ISH").

This letter constitutes TH's post-hearing submissions to the Examining Authority (ExA) for Deadline 7.

ISH 8 - Oral and Post Hearing Submissions

Agenda Item 3:-

Layout Development Principles and the effects on Search & Rescue Operations

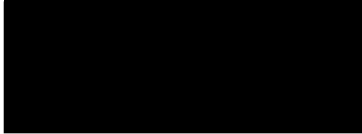
- The layout development principles, with the exception of Principle 3 (Lines of Orientation) have, in so far as they involve TH, been agreed with the applicant.
- With regard to Principle 3, both TH and the applicant concurred at the hearing that a *Safety Assessment* for the proposed single line of orientation should be submitted by the applicant to TH and the Maritime and Coastguard Agency for consideration post hearing. The final wording of Principle 3 will largely be dependent upon the acceptability of the one line of orientation Safety Assessment document.

It is, however, suggested that should the matter remain unresolved prior to the end of the examination, the ExA's indicated amendments detailed within its schedule of changes to the draft DCO (issued on 26.2.19), in relation to Condition 14(2) Schedule 11, might require further redrafting. In any case should any of the development

principles remain unresolved at the end of the examination, it is TH's view that Condition 13(1) of Schedule 11, as currently drafted in the DCO, would appear to make adequate provision for the approval of the project layout.

We trust that these post-hearing submissions are helpful and would ask that all correspondence regarding this matter is addressed to myself at russell.dunham@thls.org and to Mr Steve Vanstone at navigation.directorate@thls.org

Yours faithfully,



Russell Dunham ACII
Legal & Risk Advisor

Email: Russell.dunham@thls.org