

7 October 2020

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Our ref:
VJR2/JT8/47583.36
Your ref:
EN010087

Dear Sian

**Norfolk Boreas Limited (the Applicant)
Development Consent Order (DCO) application for Norfolk Boreas Offshore Wind Farm
Application Ref: EN010087**

Deadline 17 Submissions

We write further to the Planning Inspectorate's Rule 8 letter dated 19 November 2019, and the updated examination timetables dated 19 May 2020 and 4 September 2020. In accordance with Annex A of the 4 September 2020 updated examination timetable, we enclose the following in response to Deadline 17:

1. Comments on responses to Deadline 16; and
2. Comments on responses to the Rule 17.

The Applicant refers the Examining Authority (**ExA**) to the Guide to the Application (Document Reference ExA.GtA.D17.V18 (Version 18)) for a full list of documents submitted by the Applicant at Deadline 17.

Hornsea Project Three response to the Secretary of State

On 30 September 2020, Hornsea Project Three submitted further detail in response to the Secretary of State's "minded to" letter dated 1 July 2020. The Applicant does not consider it necessary to comment on that submission, save that the Examining Authority should be aware of the following:

1. As the Applicant explains in its comments on Deadline 16 submissions (ExA.ASR.D17.V1), Norfolk Boreas, Norfolk Vanguard, and Hornsea Project Three have all agreed to implement the approved Highways Intervention Scheme (HIS). Norfolk Boreas commit to this in their Outline Traffic Management Plan (OTMP) [REP14-022]; Norfolk Vanguard are bound by Requirement 21(5) of the Norfolk Vanguard Offshore Wind Farm Order 2020 to adopt the latest measures (including the HIS) from the Norfolk Boreas OTMP; and Hornsea Project Three have now secured this commitment through their Construction Traffic Management Plan submitted to the Secretary of State on 30 September 2020. Accordingly, the approved HIS is secured for each of the three projects respectively.

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2. As with Norfolk Boreas, Hornsea Project Three's revised proposals for kittiwake compensation have also identified the provision of artificial nest sites as the most appropriate compensation option. In REP16-003 the Applicant recognises that there are a number of existing programmes for the creation of artificial nests and others are likely to be proposed in the future (as is now the case with the Hornsea Project Three proposals). In REP16-003 the Applicant went on to outline that, where other parties have an interest in the creation of artificial nest structures for kittiwakes, the Applicant will seek to engage with these parties to work collaboratively and strategically where and if appropriate.

We would be grateful if you could kindly confirm safe receipt.

Yours faithfully

Womble Bond Dickinson (UK) LLP