Hornsea Project Four

Position Statement between Hornsea Project Four and NEO Energy

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Glossary

Term	Definition
Development Consent Order (DCO)	An order made under the Planning Act 2008 granting development consent for one or more Nationally Significant Infrastructure Projects (NSIP).
Hornsea Project Four offshore wind farm	The term covers all elements of the project (i.e. both the offshore and onshore). Hornsea Four infrastructure will include offshore generating stations (wind turbines), electrical export cables to landfall, and connection to the electricity transmission network. Hereafter referred to as Hornsea Four.
Instrument Meteorological Conditions (IMC)	Weather conditions which would preclude flight by the Visual Flight Rules, i.e. conditions where the aircraft is in or close to cloud or flying in visibility less than a specified minimum.
Orsted Hornsea Project Four Ltd	The Applicant for the proposed Hornsea Project Four Offshore Wind Farm DCO.
Visual Flight Rules (VFR)	The rules governing flight conducted visually i.e. with the crew maintaining separation from obstacles, terrain and other aircraft visually.

Acronyms

Term	Definition
ARA	Airborne Radar Approach
OEI	One Engine Inoperative
IMC	Instrument Meteorological Conditions
VFR	Visual Flight Rules

1 Introduction

1.1.1.1 This Position Statement between (1) Orsted Hornsea Project Four Limited ('the Applicant') (2) NEO Energy (SMS) Limited ("NEO") (3) Dana Petroleum (E&P) Limited ("DANA") and (4) Offshore Design Engineering Limited ("ODE") in relation to Hornsea Project Four Offshore Wind Farm ('Hornsea Four') has been prepared for submission at Deadline 2 of the Hornsea Four DCO Examination process. The matters on which the parties remain in discussion are limited in scope and so this Position Statement is considered more appropriate than a Statement of Common Ground to capture status.

1.1.1.2 NEO has registered as an Interested Party in the Examination of Hornsea Four and submitted a Relevant Representation (RR-004). NEO and the Applicant have met to discuss the concerns raised by NEO in their Relevant Representation (RR-004). This Position Statement outlines the current status of discussions between the Applicant and NEO.

1.1.1.3 NEO is the owner and operator of the producing Babbage Field (Licence P.456, Block 48/2a) which is located 4.3 km to the south of Hornsea Four. The platform is a cyclically manned platform that ties back to West Sole to the south-west of Hornsea Four. NEO and its joint venture partner Dana in collaboration with ODE as Duty Holder, Installation and Pipeline Operator have made representations to ensure the continued safe operation of the Babbage asset.

2 Helicopter Access to the Babbage Platform

2.1.1.1 The manning of these installations is currently serviced by helicopters from Norwich International Airport.

2.1.1.2 The helicopter access report commissioned by the Applicant considered that the presence of Hornsea Four would have an impact on access to the Babbage platform when an Airborne Radar Approach (ARA) is required due to low cloud and/or poor visibility and the wind direction is between 170° and 270°. The weather data collected between 2013-2018 indicates that an ARA will be impacted for up to 1.3% (117.3 hours) to 2.3% (198.5 hours) of the year. It also showed that the duration for which an ARA was obstructed was low, typically only a few hours at a time.

2.1.1.3 Due to the distance from the Babbage platform to Hornsea Four, the take off case with one engine inoperative (OEI) must also be considered (although it should be noted that this is highly unlikely, with a probability of less than 5×10-8 per take-off or landing). Hornsea Four could potentially impact take-off from the Babbage platform when the wind is blowing from 350° clockwise to 060° (the effected arc). The period of time the wind is from the effected arc combined with when weather conditions are instrument meteorological conditions (IMC), result in the OEI take-off case being applicable for a maximum of 3.7% (2018) for day and night, and a maximum of 2.0% (2016 & 2018) of the year if daylight operations are considered.

2.1.1.4 Using the AW139 helicopter, flying to supplement 50 of the flight manual, when the wind is in the effected arc of 350° to 060° combined with IMC, a temperature of 20°C or less, and full 6,800 kg take-off aircraft mass; a distance of 3 nm is required. However, if NEO accept a small decrease in payloads (to 6,400 kg), or the weather in Norwich is Visual Flight Rules

(VFR), then a distance of 2.7 nm is required. Considering the low % of the year this is applicable (average of 2.4% day and night or 1.4% daylight only) and the modest weight reduction that would be required to continue flying during that period, the Applicant considers that a helicopter buffer of 2.7 nm is proportionate.

2.1.1.5 [Awaiting NEO input]

2.1.1.6 The Applicant and NEO are in ongoing dialogue regarding the proposed 2.7 nm helicopter buffer. NEO maintain [ ] is an acceptable distance.

3 Allision Risk to the Babbage Platform

3.1.1.1 The allision report commissioned by the Applicant showed an average of one additional vessel per day within 2 nm. This is based on the worst-case deviations assessed within A5.7.1 Environmental Statement Volume A5 Annex 7.1 Navigational Risk Assessment (APP-081 to APP-083), and in reality vessels may choose alternate routes, including passing further from the assets given there is sea room available to do so. Based on consultation with regular vessel operators, none of the deviated routes are expected to make passage between Babbage and Hornsea Four. Although there would be no restrictions on vessels taking such passage, such transits are considered to be an unlikely occurrence, noting the presence of the Hornsea One and Hornsea Two sites to the east, making it more likely that any vessels not passing between Hornsea Four and Hornsea Two will pass south of the Hornsea projects altogether. This is considered to be beneficial in terms of allision risk to the Babbage platform.

3.1.1.2 [Awaiting NEO input]

4 Access for future activities

4.1.1.1 NEO have indicated that Hornsea Four may preclude future reuse of Babbage infrastructure for carbon capture and underground storage and may also limit NEO's obligation to maximise economic recovery.

4.1.1.2 There are no planned developments submitted to the relevant regulatory bodies and the Applicant has not been informed of any prospective developments or exploration or appraisal activities (e.g. drilling or seismic). In the spirit of co-existence the Applicant will give due consideration to any future plans should they come forward with any certainty within a reasonable timescale.

4.1.1.3 Other than the matters set out above, there are no residual points of concern with the Hornsea Four application.

5 Signatories

Signed	
Name	
Position	
For	

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