



Hornsea Project Four

Statement of Common Ground between Hornsea Project Four and Trinity House

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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. |

Acronyms

| Acronym | Definition |
|---------|--|
| DCO | Development Consent Order |
| DMLs | Deemed Marine Licences |
| EIA | <i>Environmental Impact Assessment</i> |
| ES | Environmental Statement |
| EXa | Examining Authority |
| FSA | Formal Safety Assessment |
| HVAC | High Voltage Alternating Current |
| HVDC | High Voltage Direct Current |
| Km | Kilometres |
| MCA | Maritime and Coastguard Agency |
| MGN | Marine Guidance Note |
| MHWS | Mean High Water Springs |
| MLWS | Mean Low Water Springs |
| NRA | Navigation Risk Assessment |
| PEIR | Preliminary Environmental Information Report |
| PINS | Planning Inspectorate |
| SLoO | Single Line of Orientation |
| SoCG | Statement of Common Ground |

1 Introduction

1.1 Reason for this document

- 1.1.1.1 This Statement of Common Ground (SoCG) has been prepared between Orsted Hornsea Project Four Limited ('the Applicant') and Trinity House to set out the areas of agreement and disagreement between the two parties in relation to the Development Consent Order (DCO) application for the Hornsea Project Four offshore wind farm (hereafter referred to as 'Hornsea Four').
- 1.1.1.2 This SoCG covers all topics of relevance to Trinity House in the marine environment seaward of Mean High Water Springs (MHWS).
- 1.1.1.3 The need for a SoCG between the Applicant and Trinity House is set out within the Rule 6 letter issued by the Planning Inspectorate (PINS) on 24 January 2022.
- 1.1.1.4 It is the intention that this document will facilitate further discussions between the Applicant and Trinity House and will provide the Examining Authority (ExA) with a clear overview of the level of common ground between parties. This SoCG will be updated as discussions progress during the examination process.

1.2 Approach to SoCG

- 1.2.1.1 The Applicant took the decision at an early stage to adopt a proportionate approach to Environmental Impact Assessment (EIA) for Hornsea Four which is detailed and integrated throughout the application for development consent. The Impacts Register ([Volume A4, Annex 5.1: Impacts Register](#)) is a key tool that details all potential impacts identified for Hornsea Four and sets the scope of the EIA at various stages of the project (Scoping, Preliminary Environmental Information Report (PEIR) and DCO). In line with the Applicant's approach to proportionality, only Likely Significant Effects (LSE) are included within the individual topic assessments of the Environmental Statement (ES).
- 1.2.1.2 The structure of this SoCG is as follows:
- [Section 1](#): Introduction;
 - [Section 2](#): Consultation;
 - [Section 3](#): Agreement Log; and
 - [Section 4](#): Summary.

1.3 Application elements under Trinity House's remit

- 1.3.1.1 The elements of Hornsea Four which may affect the interests of Trinity House are Work Numbers 1 to 5, covering the intertidal (seaward of MHWS) and offshore works. These are detailed in Part 1 (Authorised Development) of Schedule 1 (Authorised Project) of the draft DCO ([C1.1: Draft DCO including Draft DMLs](#)).

1.3.1.2 This SoCG covers technical topics of the DCO application of relevance to Trinity House comprising:

- Draft DCO and Deemed Marine Licences;
- Shipping & Navigation; and
- Offshore Artificial Nesting Structures.

1.3.1.3 It is agreed that, whilst Trinity House retains an interest in the following areas with respect to the provisions set out in the DCO and DMLs, Trinity House has made little or no comment in relation to the technical assessments associated with the following topics and as such, agreement logs have not been presented for these topics:

- Commercial Fisheries;
- Aviation, Military and Communications; and
- Infrastructure and Other Users.

1.4 Overview of Hornsea Four

1.4.1.1 Hornsea Four is an offshore wind farm which will be located approximately 65 km offshore the East Riding of Yorkshire in the Southern North Sea and will be the fourth project to be developed in the former Hornsea Zone. Hornsea Four will include both offshore and onshore infrastructure and consists of:

- **Hornsea Four array area:** This is where the offshore wind generating station will be located which will include the turbines, array cables, offshore accommodation platforms and a range of offshore substations as well as offshore interconnector cables and export cables;
- **Hornsea Four offshore export cable corridor:** This is where the permanent offshore electrical infrastructure (offshore export cables, as well as the High Voltage Alternating Current (HVAC) booster station (if required), will be located;
- **Hornsea Four intertidal area:** This is the area between MHWS and Mean Low Water Springs (MLWS) through which all of the offshore export cables will be installed;
- **Hornsea Four onshore export cable corridor:** This is where the permanent onshore electrical cable infrastructure will be located; and
- **Hornsea Four onshore substation including energy balancing infrastructure:** This is where the permanent onshore electrical substation infrastructure (onshore High Voltage Direct Current (HVDC) converter/HVAC substation, energy balancing infrastructure and connections to the National Grid) will be located.

2 Consultation

2.1 Summary of consultation with Trinity House

2.1.1.1 **Table 1** below summarises the consultation that the Applicant has undertaken with Trinity House for each relevant component of the application (as identified in [paragraph 1.3.1.1](#)) seaward of MHWS.

Table 1: Summary of consultation with Trinity House.

| Date | Form of consultation | Statutory/Non Statutory | Summary |
|------------|----------------------|-------------------------|--|
| 02/08/2018 | Meeting | Non Statutory | Hornsea Four Introductory Meeting Introduction to Hornsea Four and introduction to consenting strategy and approach to proportionality. Overview of geophysical surveys and discussion on project's position paper outlining the proposed geophysical strategy. Overview Marine traffic survey approach. Agreement on future engagement, method of incorporating meeting minutes and Statements of Common Ground. |
| 27/11/2018 | Meeting | Non Statutory | Hornsea Four Scoping Meeting Discussion on MCA's and Trinity House's response to the scoping report. Discussion on cumulative/in-combination impact assessment. Overview of the Applicant's Developable Area Approach. Introduction to the Applicant's Draft Layout Principles. |
| 23/05/2019 | Meeting | Non Statutory | Hornsea Four Update Meeting Overview of the Applicant's proportionate approach to EIA, Impacts and Effects Register and Commitment Register. Discussion on the suitability of scoping out marine navigation and communication aspects. Overview of the Applicant's Developable Area Approach and accompanying survey work. Overview of red line boundary provided. Discussion regarding the Applicant's layout principles wording and definitions. |
| 27/06/2019 | Hazard Workshop | Statutory | Hornsea Four Hazard Workshop Hazard Workshop to identify concerns and risks relating to shipping and navigation as a result of Hornsea Four. Overview of the project: timelines, infrastructure under consideration, proportionality, location of project including HVAC booster station, |

| Date | Form of consultation | Statutory/Non Statutory | Summary |
|------------|----------------------|-------------------------|--|
| | | | <p>other projects in the area and orientation. Discussion on above topics, Oil and Gas traffic, commercial vessels and fishing & recreational vessels.</p> |
| 23/09/2019 | Section 42 response | Statutory | <p>Consultation Response Recommended a joint meeting with MCA to discuss the NRA and its accordance with MGN 543. Noted preference for at least one line of orientation continuing from Hornsea Project One and Hornsea Project Two or multiple lines of orientation.</p> |
| 25/11/2019 | Meeting | Non Statutory | <p>Hornsea Four Update Meeting Overview of programme and consultation. Assurance that consultation can continue past DCO submission, including with DFDS Seaways, if issues not resolved. MCA & Trinity House Section 42 response discussed. The Applicant confirmed that the impact assessment will be revised with updated inputs including the vessel traffic surveys and based on available information. The Applicant made clear that commercial discussions ongoing with DFDS. Commercial impacts will be assessed in the ES chapter but will not be discussed in the NRA.</p> |
| 26/02/2020 | Meeting | Non Statutory | <p>Hornsea Four Update Meeting Hornsea Four agreed to issue the updated NRA and draft ES documents to the MCA for review. Hornsea Four received comments on the draft Layout Principles from MCA and Trinity House. The Applicant confirmed that a further meeting could be arranged if there were any issues with the updated Layout Principles. The Statement of Common Ground process was discussed. Hornsea Four provided an update on the commercial shipping engagement update. Hornsea Four presented other constraints in the array area incl. ornithology, O&G infrastructure and geological ground conditions. The Applicant is considering the viability of separating Hornsea Four and Hornsea two based on commitments that are potentially required. Anatec presented slides on the proposed methodology for assessment of a separation distance. Hornsea Four plan to undertake an additional risk assessment to determine what distance the closest point between</p> |

| Date | Form of consultation | Statutory/Non Statutory | Summary |
|------------|----------------------|-------------------------|---|
| | | | the structures contained within Hornsea Two and Hornsea Four should be. This risk assessment may then form the basis of an updated NRA. |
| 28/05/2020 | Hazard Workshop | Statutory | <p>Hornsea Four Second Hazard Workshop</p> <p>The focus of this workshop was to present to external stakeholders the potential for inclusion of a gap between Hornsea Four and Hornsea Project Two (through its consultant Anatec) summarised the relevant stakeholder feedback from the Consultation Section 42 but focused on the shipping and navigation receptors. Hornsea Four (through its consultant Anatec) covered non safety related impacts including the wording of the commercial impacts, outlined the process and what the mitigation was for alleviating stakeholder commercial concerns. Hornsea Four (through its consultant Anatec) provided an overview of the proposed gap, summarised the FSA and hazard log ranking. Hornsea Four (through its consultant Anatec) gave an overview of the navigational features within and in proximity to Hornsea Four including oil and gas infrastructure, other offshore wind farm developments and subsea pipelines and provided details of the vessel traffic data. The topic of ensuring the gap is safe for navigation was discussed. Hornsea Four (through its consultant Anatec) listed the hazards identified in the hazard log produced following the first Hazard Workshop, any changes based on any changes required due to updates were discussed.</p> |
| 03/06/2020 | Email Correspondence | Non Statutory | <p>Consultation Response</p> <p>The exclusion of blade overfly from the measured gap between Hornsea Four and Hornsea Project Two was considered not acceptable at the time of review (June 2020). Trinity House suggested that any references to distances were solely around the proposed distances created by the gap.</p> |
| 17/06/2020 | Meeting | Non Statutory | <p>Hornsea Four Update Meeting</p> <p>An opportunity to discuss the gap proposal as presented at the recent Hazard Workshop, draft Layout Principles, comments on NRA v1 and statement of common ground next steps. Potential for ancillary equipment (e.g. jack-ups) to be placed</p> |

| Date | Form of consultation | Statutory/Non Statutory | Summary |
|------------|----------------------|-------------------------|--|
| | | | at the periphery structures and thus reduce the navigable gap width was highlighted. |
| 18/01/2022 | Meeting | Non Statutory | <p>Consultation on new offshore nesting structure site selection</p> <p>An overview of the proposed locations for an offshore nesting structure was provided as well as an overview of the Shipping & Navigation review of the locations undertaken by Anatec.</p> <p>Trinity House provided input on lighting and marking requirements for the potential structure. HOW04 will ensure Trinity House is engaged with on this topic as the designs progress.</p> |

3 Agreement Log

3.1 Overview

3.1.1.1 The following sections of this SoCG set out the level of agreement between the Applicant and Trinity House for each relevant component of the DCO application (as identified in [paragraph 1.3.1.1](#)) seaward of MHWS.

3.1.1.2 In order to easily identify whether a matter is 'agreed', 'not agreed' or an 'ongoing point of discussion', the colour coding system set out in [Table 2](#) below is used within the 'position' column of the following sections of this document.

Table 2: Position Status Key.

| Position Status | Position Colour Coding |
|--|---------------------------------|
| Agreed The matter is considered to be agreed between the parties | Agreed |
| Not Agreed – no material impact The matter is not agreed between the parties, however the outcome of the approach taken by either the Applicant or Trinity House is not considered to result in a material impact to the assessment conclusions. | Not Agreed – no material impact |
| Not Agreed – material impact The matter is not agreed between the parties and the outcome of the approach taken by either the Applicant or Trinity House is considered to result in a materially different impact to the assessment conclusions. | Not Agreed – material impact |
| Ongoing point of discussion The matter is neither 'agreed' nor 'not agreed' and is a matter where further discussion is required between the parties (e.g. where documents are yet to be shared with Trinity House). | Ongoing point of discussion |

3.2 Draft DCO and Deemed Marine Licences

Table 3: Agreement Log: Draft DCO and Deemed Marine Licences.

| ID | Hornsea Four Position | Trinity House Position | Position Summary |
|------------|---|--|-----------------------------|
| TH-DCO-001 | <p>The wording of the following requirements and conditions and requirements pertaining to shipping and navigation are appropriate and adequate:</p> <ul style="list-style-type: none"> Condition 7 of Schedules 11 and 12 of C1.1: Draft DCO including DMLs with reference to notifications and inspections. | <p>Deadline 2 Written Representations and Response to Examining Authority's First Written Questions (REP2-094)</p> <p>Part II (Conditions): Section 7 - Notification and Inspections 7(13) Trinity House notes the reference to 'working days' in this part and suggests that for reasons of consistency with the other paragraphs in this section 7 (these referring typically to 'days' rather than 'working days') - and for reasons of navigational safety - that the wording of section 7(13) should be amended to omit the word 'working' before 'days'.</p> <p>Thus:- <i>(13) In case of the development of a cable exposure the undertaker must notify the MMO and the Kingfisher Information Service within three working days following the undertaker becoming aware of it. Copies of such notification must be provided to the MCA, Trinity House and the UK Hydrographic Office within five working days of service on the MMO.</i></p> <p>Trinity House also notes several other references to 'working days' within Part II of Schedule 11, section 7 (Notification and Inspections) and suggests that consideration is given to adopting a consistent reference to 'days', rather than 'working days' in this part.</p> | Ongoing point of discussion |
| TH-DCO-002 | <p>The wording of the following requirements and conditions and requirements pertaining to shipping and navigation are appropriate and adequate:</p> | | Ongoing point of discussion |

| ID | Hornsea Four Position | Trinity House Position | Position Summary |
|------------|--|---|-----------------------------|
| | <ul style="list-style-type: none"> Condition 8 of Schedules 11 and 12 of C1.1: Draft DCO including DMLs with reference to aids to navigation. | | |
| TH-DCO-003 | <p>The wording of the following requirements and conditions and requirements pertaining to shipping and navigation are appropriate and adequate:</p> <ul style="list-style-type: none"> Condition 9 of Schedules 11 and 12 of C1.1: Draft DCO including DMLs with reference to colouring of structures. | | Ongoing point of discussion |
| TH-DCO-004 | <p>The wording of the following requirements and conditions and requirements pertaining to shipping and navigation are appropriate and adequate:</p> <ul style="list-style-type: none"> Condition 13(1)(a) of Schedules 11 and 12 of C1.1: Draft DCO including DMLs with reference to the design plan. | | Ongoing point of discussion |
| TH-DCO-005 | <p>The wording of the following requirements and conditions and requirements pertaining to shipping and navigation are appropriate and adequate:</p> <ul style="list-style-type: none"> Condition 13(1)(c) of Schedules 11 and 12 of C1.1: Draft DCO including DMLs with reference to the construction method statement. | | Ongoing point of discussion |
| TH-DCO-006 | <p>The wording of the following requirements and conditions and requirements pertaining to shipping and navigation are appropriate and adequate:</p> <ul style="list-style-type: none"> Condition 13(1)(h) of Schedules 11 and 12 of C1.1: Draft DCO including DMLs with reference to the cable specification and installation plan. | <p>Deadline 2 Written Representations and Response to Examining Authority's First Written Questions (REP2-094)</p> <p>Part II (Conditions): Section 13 - Pre-construction plans and documentation</p> <p>13(1)(h)(ii) – Trinity House requests that the drafting of this paragraph is amended to include a reference to a requirement for consultation with Trinity House, in addition to the MCA, as regards the identification of cable protection exceeding 5% of navigable depth.</p> | Ongoing point of discussion |
| TH-DCO-007 | <p>The wording of the following requirements and conditions and requirements pertaining to shipping and navigation are appropriate and adequate:</p> | | Ongoing point of discussion |

| ID | Hornsea Four Position | Trinity House Position | Position Summary |
|------------|---|--|-----------------------------|
| | <ul style="list-style-type: none"> Condition 13(1)(i) of Schedules 11 and 12 of C1.1: Draft DCO including DMLs with reference to the aid to navigation management plan. | | |
| TH-DCO-008 | <p>The wording of the following requirements and conditions and requirements pertaining to shipping and navigation are appropriate and adequate:</p> <ul style="list-style-type: none"> Condition 15 of Schedules 11 and 12 of C1.1: Draft DCO including DMLs with reference to offshore safety management (in relation to MGN654). | | Ongoing point of discussion |
| TH-DCO-009 | <p>The wording of the following requirements and conditions and requirements pertaining to shipping and navigation are appropriate and adequate:</p> <ul style="list-style-type: none"> Condition 17 of Schedules 11 and 12 of C1.1: Draft DCO including DMLs with reference to pre-construction bathymetry surveys. | | Ongoing point of discussion |
| TH-DCO-010 | <p>The wording of the following requirements and conditions and requirements pertaining to shipping and navigation are appropriate and adequate:</p> <ul style="list-style-type: none"> Condition 18 of Schedules 11 and 12 of C1.1: Draft DCO including DMLs with reference to construction vessel traffic monitoring. | | Ongoing point of discussion |
| TH-DCO-01 | <p>The wording of the following requirements and conditions and requirements pertaining to shipping and navigation are appropriate and adequate:</p> <p>Condition 19 of Schedules 11 and 12 of C1.1: Draft DCO including DMLs with reference to vessel traffic monitoring post construction.</p> | <p>Deadline 2 Written Representations and Response to Examining Authority's First Written Questions (REP2-094)</p> <p>Trinity House notes that Part II of Schedule 11, section 19 of the draft DML, does not appear to include provision for vessel traffic monitoring post construction. This data being important for Trinity House in order for it to consider and assess the efficacy of the mitigation placed, including aids to navigation, to ensure continued navigation safety post construction.</p> | Ongoing point of discussion |

| ID | Hornsea Four Position | Trinity House Position | Position Summary |
|------------|--|---|-----------------------------|
| | | <p>Accordingly, Trinity House would request the inclusion of a new paragraph in this part as follows:-</p> <p><i>(5) Post construction monitoring must include vessel traffic monitoring by automatic identification system for a duration of three consecutive years following the completion of construction of authorised project, unless otherwise agreed in writing by the MMO. An appropriate report must be submitted to the MMO, Trinity House and the MCA at the end of each year of the three year period.</i></p> | |
| TH-DCO-011 | <p>The wording of the following requirements and conditions and requirements pertaining to shipping and navigation are appropriate and adequate:</p> <ul style="list-style-type: none"> Requirement 6 (Part 1) of Schedules 11 and 12 of C1.1: Draft DCO including DMLs with reference to the decommissioning programme. | <p>Deadline 2 Written Representations and Response to Examining Authority's First Written Questions (REP2-094)</p> <p>Part II (Conditions): Section 18 – Construction Monitoring 18(2)(b) Trinity House notes the inclusion, in this part of the draft DML, for the requirement for vessel traffic monitoring by automatic identification system for the duration of the construction period, including annual reporting to the MMO and MCA. Trinity House considers that it is important that it is also included as a recipient to these reports and would therefore request the drafting is amended to reflect this as follows:-</p> <p><i>(2)(b) vessel traffic monitoring by automatic identification system for the duration of the construction period, including annual reporting to the MMO, and MCA and Trinity House;</i></p> | Ongoing point of discussion |

3.3 Shipping & Navigation

Table 4: Agreement Log: Shipping & Navigation

| ID | Hornsea Four position | Trinity House Position | Position Summary |
|---|--|------------------------|-----------------------------|
| Consultation | | | |
| TH-SN-001 | The Trinity House has been adequately consulted regarding the shipping and navigation Navigational Risk Assessment (NRA) to date and is satisfied at the outcomes of consultation with other Stakeholders notably DFDS Seaways. | | Agreed |
| Baseline Environment and Methodology | | | |
| TH-SN-002 | Marine traffic surveys - The marine traffic survey data collection is as per Marine Guidance Note (MGN) 543 and therefore suitable for the assessment. This includes data collected for both the array area and the offshore HVAC booster station search area. | | Ongoing point of discussion |
| TH-SN-003 | Baseline environment – The Navigation Risk Assessment (NRA) and Environmental Statement (ES) adequately characterises the shipping and navigation baseline environment in Chapter 7: Shipping and Navigation of the ES which includes the NRA | | Ongoing point of discussion |
| TH-SN-004 | Assessment Methodology - Appropriate legislation, planning policy and guidance relevant to shipping and navigation has been used. The approach to the assessment of effects is deemed appropriate for the purposes of predicting changes to the baseline environment. This includes modelling of base case plus future case and adverse weather routeing as well as consultation on impacts with regular operators identified within the area | | Ongoing point of discussion |
| Environmental Impact Assessment | | | |
| TH-SN-005 | Identification of in Isolation Impacts - The potential impacts identified within t Chapter 7: Shipping and Navigation of the ES represent a comprehensive list of potential effects on shipping and navigation from the project. Based on the information provided within the NRA and Chapter 7: Shipping and Navigation it is agreed that the in isolation impacts for | | Ongoing point of discussion |

| ID | Hornsea Four position | Trinity House Position | Position Summary |
|--|--|--|-----------------------------|
| | Hornsea Four are 'As Low As Reasonably Practicable' (ALARP) on the understanding that appropriate mitigation measures (as noted in the Chapter 7: Shipping and Navigation) are implemented. | | |
| TH-SN-006 | Identification of Cumulative Impacts Based on the information provided within the NRA and Chapter 7: Shipping and Navigation of the ES it is agreed that cumulative impacts, including main route deviations caused by the project cumulatively, are unlikely to be significant on the understanding that appropriate mitigation measures (as noted in the Chapter 7: Shipping and Navigation) are implemented. | | Ongoing point of discussion |
| Worst Case and Development Boundary | | | |
| TH-SN-007 | Worst Case Assessment – An assessment of the worst-case parameters has been undertaken within the NRA and Chapter 7: Shipping and Navigation. This worst case includes and assessment of a Single Line of Orientation (SLOO) layout noting that only surface navigation is within their remit. | | Ongoing point of discussion |
| TH-SN-008 | Red Line Boundary – The post PEIR NRA has adequately assessed navigational safety within the gap between Hornsea Four and Hornsea Project Two. | Deadline 2 Written Representations and Response to Examining Authority's First Written Questions (REP2-094) Trinity House note the mitigation mentioned within the Environmental Statement (APP-082) needs to be provided and promulgated to ensure navigation through the gap is safe. For the construction phase buoyage mentioned in APP-082 will need to be assessed fully on receipt of a final layout and build schedule. | Ongoing point of discussion |
| TH-SN-009 | Development Principles – Development principles (A4.4.7 Environmental Statement Volume A4 Annex 4.7 Layout Principles (APP-045)) submitted to the examining authority are agreed. | | Ongoing point of discussion |
| TH-SN-010 | Definition of separation distance between Hornsea Four and Hornsea Two – The separation distance is clearly defined and adequately assessed. | Deadline 2 Written Representations and Response to Examining Authority's First Written Questions (REP2-094) Trinity House confirm they are content with the exclusion of blade overfly noting that the Applicant should ensure that | Ongoing point of discussion |

Hornsea 4



| ID | Hornsea Four position | Trinity House Position | Position Summary |
|----|-----------------------|--|------------------|
| | | the position of final infrastructure is charted via the United Kingdom Hydrographic Office (UKHO). Assessment has considered the possibility of jack-up barges temporarily restricting the width of the gap. | |

3.5 Offshore Artificial Nesting Structures

Table 5: Agreement Log: Compensation – Offshore Artificial Nesting Structures

| ID | Hornsea Four Position | Trinity House Position | Position Summary |
|-------------|--|------------------------|------------------|
| TH-OANS-001 | The Applicant consulted with Trinity House on 18/01/2022 regarding the proposed locations for an offshore artificial nesting structure to ascertain any risks pertaining to the MCA’s remit (see B2.7.2 Volume B2, Annex 7.2: Compensation measures for Flamborough and Filey Coast (FFC) Special Protection Area (SPA): Kittiwake Offshore Artificial Nesting Roadmap (Clean) Revision 02 (REP1-016)). | | Agreed |