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**Orsted Hornsea Project Four Limited**  
**Development Consent Order (DCO) Application for Hornsea Project Four**  
**Offshore Windfarm**  
**Application Reference: EN010098**

22 August 2022

Our ref. EN010098

## Additional Submission

Dear Mr Johansson

We are pleased to provide the Applicant's final documents into Examination for Hornsea Project Four. The Applicant is submitting 4 documents as Additional Submissions following Deadline 8. These are listed below:

Applicant Document Reference	Document Title
G8.12	Applicant's Cover Letter for Close of Examination
G6.18	Applicant's Schedule of Side Agreements
G6.18	Applicant's Schedule of Side Agreements (tracked)
G8.13	Clarifications on Ornithology Matters Arising from Deadline 8

Additionally, the Applicant wishes to provide some further information with regards to the Deadline 8 submissions from Harbour Energy (REP8-026).

At Deadline 8 (REP8-026) Harbour requested an aviation corridor of at least a width of 1.4km and a wind turbine generator ("wtg") exclusion zone around each of the wellheads of a radius of not less than 1.6km. The Applicant was not informed of these proposals prior to the submission at DL8. For the avoidance of doubt the Applicant cannot accept Harbours proposed protective provisions and remains confident that the safety case has been demonstrated in previous submissions to support the Applicants proposed protective provisions (REP7-039)

So far as the impact upon Hornsea Four the Applicant submits that Harbours proposed protective provisions would impact 9 wtg. This is 4 additional turbines as compared to the Applicant's protective provisions. The relocation or loss of turbines results in wake loss effects as explained in previous submissions. Harbour's proposals would sterilise an area of 32.4km<sup>2</sup>, a loss of 7% of the Hornsea Four array. This is nearly double the Applicant's revised protective provisions, which for the avoidance of doubt, were

introduced to address Harbour's commercial concerns, over and above safety considerations.

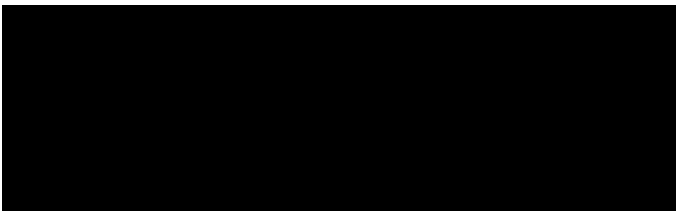
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The Applicant does not agree that the Applicants protective provisions would result in helicopter operations being 'impossible'. The Applicant currently flies helicopters, including the AW139, into the Hornsea Two windfarm, without any aviation corridor, to land on a helideck situated 910m from the nearest wtg blade tip. This is conducted safely under the same operating regulations as will apply to any helideck located over the Johnston Wellheads, using the standard Southern North Sea helicopter, the AW139. Another operator flies to the Blythe gas Platform which has an arc of wind turbines (Dudgeon offshore wind farm) located 800m away from the helideck.

The Applicant is also confident that synergies could be achieved with Harbour regarding helicopter access if their current heli operator is not able to fulfil this service, noting that of the 3 helicopter operators that fly in the UK North Sea (to both gas platforms and offshore wind farms), Orsted has contracts with 2 of them (CHC in UK and NHV in Norway).

We are grateful for your consideration of the above and of the additional submissions.

Yours sincerely  
Orsted Hornsea Project Four Ltd.



**Jamie Baldwin**

