

From: [Brown, Emma](#)
To: [Hornsea Project Three](#)
Subject: Hornsea Project Three - Deadline 9 Response from Natural England
Date: 26 March 2019 19:14:13
Attachments: [SouthernNorthSeaDRAFTConservationObjectivesAndAdviceOnActivities.pdf](#)
[EN010080 Hornsea Project Three Deadline 9 Natural England Comments on ExA Q F3.1.pdf](#)
[EN010080 Hornsea Project Three Deadline 9 Natural England Correction to REP7-078.pdf](#)
[EN010080 Hornsea Project Three Deadline 9 Natural England Response to ExA Q F4.1, F4.2 and F4.3.pdf](#)
[EN010080 Hornsea Project Three Deadline 9 Natural England's Response to ExAO F6.1.pdf](#)
[EN010080 Hornsea Project Three Deadline 9 Natural England's comments on the Applicant's D7 Submissions.pdf](#)
[OffshoreRegisterEntry_SouthernNorthSea \(Citation\).pdf](#)

Good Evening,

Please find attached Natural England's Deadline 9 Response.

This includes:

- Natural England's Comments on the Applicants D7 submissions
- Natural England's Comments on ExA Q F3.1
- Natural England's Response to ExA Qs F4.1, F4.2 and F4.3
- Natural England's Response to ExA Q F6.1
- Offshore Register Entry for the SNS SAC (Citation)
- SNS SAC Draft Conservation Objectives and Advice on Activities

Kind regards,

Emma

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Please note I currently work Monday - Thursday

<http://www.gov.uk/naturalengland>

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THE PLANNING ACT 2008
THE INFRASTRUCTURE PLANNING (EXAMINATION PROCEDURE) RULES 2010
HORNSEA PROJECT THREE OFFSHORE WIND FARM

Planning Inspectorate Reference: EN010080

NATURAL ENGLAND

Written Submission for Deadline 9

Correction to REP7-078

26 March 2019

Natural England note that the avoidance rates listed against the collision figures in Tables 42, 43, 44, and 45 for Herring gull [REP7-078] are incorrect. The Avoidance Rates in these tables should read 99.4, 99.5 and 99.6 (and not 98.7, 98.9 and 99.1). The correct versions are provided below. The collision figures with an additional figure in brackets indicate where Natural England believe there is an error in the Applicant's collision numbers (the figure in brackets is potentially the correct figure but without the Band Model spreadsheets that relate to these calculations Natural England cannot confirm this). See also Natural England's Deadline 9 response to ExA Q F4.1.

Table 42. NAF2. Variability in density and AR. Maximum Likelihood Flight height.

AR/density	LCL	Mean density	UCL
99.4	1	9	12 (19)
99.5	1	7	10 (16)
99.6	1	6	8 (13)

Table 43. NAF3. Variability in density and AR. Maximum Likelihood Flight height.

AR/density	LCL	Mean density	UCL
99.4	1	11	23
99.5	1	9	20
99.6	1	7	16

Table 44. NAF 2. Flight height and AR variation, using mean density

AR/PCH	LCL	Mean PCH	UCL
99.4	6	9	15
99.5	5	7	12
99.6	4	6	10

Table 45. NAF 3. Flight height and AR variation, using mean density

AR/PCH	LCL	Mean PCH	UCL
99.4	7	11	19

99.5	6	9	16
99.6	5	7	13