

Hornsea Project Three
Offshore Wind Farm



Hornsea Project Three Offshore Wind Farm

Consultation Report:
Annex 13 – Phase 1 Responses

PINS Document Reference: A5.1.13
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Date: May 2018

Hornsea 3
Offshore Wind Farm

Orsted

Consultation Report

Annex 13 – Phase 1 Responses

Report Number: A5.1.13

Version: Final

Date: May 2018

This report is also downloadable from the Hornsea Project Three offshore wind farm website at:

www.hornseaproject3.co.uk

Ørsted

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Front cover picture: Kite surfer near a UK offshore wind farm © Orsted Hornsea Project Three (UK) Ltd., 2018.

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Hornsea Project Three
Offshore Wind Farm



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Consultation Report: Annex 13
Section 1 – Phase 1 Consultation Summary Report

Date: May 2018

Hornsea 3
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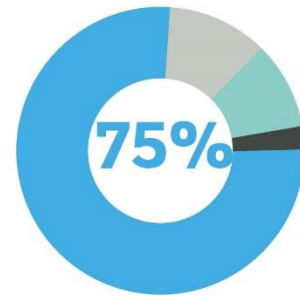
Our Community Consultation Events

Six consultation events were held in Sheringham, Aylsham, Swaffham, Great Yarmouth, Harford and central Norwich. These locations were chosen to be equally spread across the wider Consultation Zone, in order to make them accessible to anyone who may feel either directly or indirectly impacted by the Project.

The events were advertised in the Eastern Daily Press, Norwich Evening News, North Norfolk News and Diss, Wymondham & Attleborough Mercury. They were also promoted in the newsletter and via event posters sent to each venue, as well as in our Statement of Community Consultation (SoCC)¹.

A range of communication methods were used at the events to provide information about the Project, including large exhibition banners, an information pack for attendees, large display boards showing maps of the local area and our latest newsletter. Our dedicated website, email address and Freephone information line were also advertised for those with further queries after the events.

In order to ensure that the events were accessible to all, large print, audio and braille copies of all documents were made available. All of the venues had wheelchair access and there was a craft table for children.



75% of respondents support Hornsea Project Three Offshore Wind Farm.

Table 1: Percentage of respondents who agreed or disagreed with each statement²

| | Agree | Don't know | Disagree | N/A |
|--|-------|------------|----------|------|
| Climate change is an important issue | 95.4% | 2.3% | 2.3% | 0.0% |
| I support renewable energy | 93.0% | 4.7% | 2.3% | 0.0% |
| I believe that offshore wind should be a significant source of renewable energy | 88.4% | 9.3% | 2.3% | 0.0% |
| I prefer wind farms to be placed out at sea rather than on land | 60.5% | 13.9% | 25.6% | 0.0% |
| I support offshore wind power in the North Sea | 88.1% | 9.5% | 2.4% | 0.0% |
| Offshore wind farms will encourage visitors to the area | 27.5% | 37.5% | 35.0% | 0.0% |
| Offshore wind farms have created jobs and supported local businesses in the area | 69.1% | 23.8% | 7.1% | 0.0% |
| Today's event helped me understand the proposed plans for the wind farm | 86.1% | 9.2% | 4.7% | 0.0% |
| All my questions were answered properly | 88.4% | 4.6% | 7.0% | 0.0% |
| I have, or know how to get, all the information I need to understand how the proposed wind farm may impact upon me | 81.0% | 11.9% | 7.1% | 0.0% |
| I am able to easily express my views on the proposed wind farm development | 88.4% | 6.9% | 4.7% | 0.0% |
| My views will be taken into account as the proposed wind farm is developed | 43.9% | 46.4% | 7.3% | 2.4% |
| The final wind farm will reflect my views and opinions and those of my local community | 40.5% | 50.0% | 7.1% | 2.4% |
| I support Hornsea Project Three Offshore Wind Farm | 75.0% | 15.0% | 7.5% | 2.5% |

¹ The SoCC sets out how we plan to consult people living in the vicinity of the land of the proposed development.

² Not all respondents answered all of the questions. As such the percentages shown in the table above are reflective of those participants who responded. For the purpose of this report we have grouped Strongly disagree/Disagree and Strongly agree/ Agree.

Community Feedback

172 people signed in at the six events.

This included members and officers from District, Borough, Parish, City and Town Councils, local business representatives including fishermen and farmers, members of the public and local landowners.

53 people completed a feedback form.

This was either during or after the events. Paper-copy feedback forms were made available at the events, and an electronic version was accessible via the Hornsea Project Three website. This meant that anyone who was not able to attend the events in person had the opportunity to provide feedback on our proposal at this important stage.

Local Concerns

Helpful topics were raised, many of which are now being fed into the Project proposals. People raised concerns about the **mitigation measures** that would be taken to minimise the impact to the local environment, as well as ensuring that **any potential disruption to residents is kept to an absolute minimum** during construction.

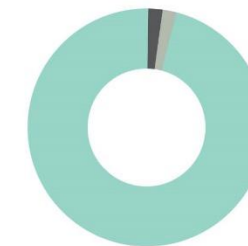
Local Knowledge

We really appreciated attendees taking the time to view the boards and maps and write down their thoughts, whether it be to inform us about a known development in the area, or to point out a road particularly prone to heavy traffic or an area with protected species etc.

Public Engagement

When asked what they thought was the most important issue to be considered whilst developing our Project, **almost a quarter** of those who answered said that it **was keeping the local community informed**. **91%** of attendees also signed up to receive our quarterly newsletters³.

More information on our plans for community consultation, including the methods by which you can engage in this process, is available in our SoCC, which is available on our website.



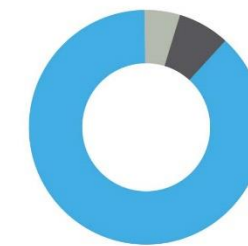
95% of respondents believe that climate change is an important issue.



74% of respondents thought that wind was the best way to generate electricity.



81% of respondents felt that the events provided all of the information they needed in order to comment on the proposed Project at this stage.



88% felt they could easily express their views on the proposed wind farm development.



However, over 55% of attendees were either unsure or did not feel that their views would be taken into account.

³ This does not include people who signed up to receive the newsletter at the welcome desk.

⁴ Please note: Percentages for the graphs on this page have been rounded to the nearest whole number.

Your Questions

1. Why Norfolk?

The location of any onshore infrastructure is largely determined by the grid offer we discuss and agree with National Grid. This is assessed by National Grid from an economic and strategic perspective, in relation to additional costs and investments required based on the capacity and timing of energy production sought by the developer. Hornsea Project Three received the offer of Norwich Main Substation and as such, we are currently investigating potential routes for connecting into the grid at this point.

2. Will the proposed development affect my land / my business / my day-to-day routine?

We will present a more refined cable corridor at our next set of events, details of which will be available in our next newsletter (expected January 2017). We encourage you to attend these future events to find out more information and have your questions answered as the design proposal develops.

3. How will the proposed development affect the local environment?

As part of our DCO (Development Consent Order) application, we will be undertaking and reporting on an Environmental Impact Assessment (EIA), which will assess the potential for positive or negative environmental, social and economic impacts from our proposed development. This process involves gathering environmental information, assessing the significance of potential impacts in relation to the Project, and where required proposing ways of reducing, avoiding and mitigating any significant adverse effects.

4. Are you planning to use overhead pylons?

No, all onshore cables transporting the electricity from the offshore wind farm to the National Grid will be buried. The only onshore infrastructure that might be visible would be the onshore substation or the onshore HVAC booster station (should an AC transmission system be built). However, we will seek to minimise any potential impact this may cause.

5. How much energy is lost from the offshore wind farm to the national grid?

For a project the size of Hornsea Project Three, and its distance offshore, electrical losses of the offshore transmission system are expected to be between 3.5% and 7% of the energy generated by the wind farm, depending on the final type of technology chosen and on the design of the system. This is similar to other transmission systems of this type.

6. How much subsidy is offshore wind currently getting?

Offshore wind is still a relatively young technology, however costs are falling rapidly as technology improves. Subsidies for offshore wind have already fallen by almost 40% and industry anticipates that costs could fall even further to £80 – 90 MWh by 2025, making it cost competitive with other new generation in the mid-2020s⁴.

7. What is the working life of an offshore wind farm?

Our existing offshore wind farms have a 25-year lifetime.

8. Who pays for decommissioning?

The owner of the offshore wind farm is responsible for the decommissioning cost.

9. How effective are your existing offshore wind farms?

On average UK wind farms will produce energy over 90% of the time. Across our newest wind farms, we are now installing larger, more powerful turbines, which produce more energy per turbine.

10. Will you use local suppliers?

The offshore wind industry aspires to maximise UK content on projects and utilise local expertise where possible. Locally, we will work with the Local Enterprise Partnership (LEPs), local authorities and business groups to understand what can be supplied locally and to make local companies aware of potential opportunities.

11. How will Norfolk benefit from Hornsea Project Three?

As part of our EIA, we will be assessing the potential socio-economic benefits associated with the Project. A draft version of this document in the form of a Preliminary Environmental Impact Report (PEIR) will be available in late Summer 2017.

Many of you raised concerns about the potential impact of electromagnetic fields (EMFs). We will shortly circulate a document providing more information on this topic to put this into perspective.



Next Steps

The consultation is ongoing, so there are still opportunities for you to get involved. You can give us a call to tell us your views, email us or sign up to our quarterly newsletter to keep up-to-date with the latest news and developments. Further details on how to get in touch are listed in the Contact Details section below.

We will continue to consult with a range of stakeholders including various local community groups, and will provide briefings to groups who would like to hear more about our plans. If you know of any groups that would be interested please let us know.

We will be holding further consultation events in 2017, so come along and have a look at how our plans have developed, and most importantly, tell us what you think.

Some people who attended the events were concerned that not all parts of the community were aware of this first set of events. We have taken these comments on board, and in addition to the advertisement channels previously used, we intend to send information directly to all landowners within or near our refined route. More information on these events will be available in our January newsletter.

“We would like to thank everyone who attended one of our community consultation events. We hope that you found these sessions useful and left feeling more informed about our current plans and the consultation process.”

Attendees brought with them a wealth of knowledge and experience, and our team has taken away a lot of useful information that will help us to further develop our proposal. We hope to see you at one of our future events, and in the meantime if you do have any questions, please do not hesitate to get in touch.”

Stuart Livesey, Project Development Manager

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All graphics in this document are for illustrative purposes. Dates and figures are based on available information and are subject to change.

Your Views

Your views are important to us and this pre-application consultation is your opportunity to influence our proposal. After each consultation event, we will carefully consider all of the feedback received at that point in time. No decisions will be made until detailed studies and public consultation has been carried out. At the end of the consultation period, we will submit a **Consultation Report** alongside our consent application in 2018, which will explain how we consulted, summarise all of the feedback we received and explain how your views have influenced our plans.



Contact Details

Send us an email:
contact@hornsea-project-three.co.uk

Call our Freephone information line:
0800 0288 466

Visit our website:
www.dongenergy.co.uk/hornseaproject3

Twitter:
[@DONGEnergyUK](https://twitter.com/DONGEnergyUK) #hornseaproject3

Send us a letter:
Hornsea Project Three Offshore Wind Farm,
c/o Emily Woolfenden,
DONG Energy Power (UK) Ltd,
5 Howick Place, Victoria, London, SW1P 1WG

Community Access Points (CAP sites)
CAP sites are places where you can obtain information about Hornsea Project Three. They are local sites easily accessible to people in the area, such as shops, libraries and community buildings. You can find your nearest CAP site by using our online mapping tool on our website.

⁴ Offshore Wind Vision (November 2015). Available online: http://offshorewind.works/wp-content/uploads/2015/11/151106_Offshore-Wind-Vision_AW-V2-single-pages.pdf

Hornsea Project Three
Offshore Wind Farm



Hornsea Project Three Offshore Wind Farm

Consultation Report: Annex 13
Section 2 – Phase 1.A Summary of Responses

Date: May 2018

Hornsea 3
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Orsted

| Consultee | Summary of response | Change Y/N/I or N/A ¹ ? | Regard had to response (s49) |
|---|---|------------------------------------|---|
| PH1A_033_FF_SWF; PH1A_015_FF_NOR | <i>Climate Change</i> Expressed the need for renewable energy in view of climate change and the 2015 Paris Agreement. Key thing to consider is cutting down emissions. | N/A | Acknowledged by Ørsted and no change required. |
| PH1A_017_FF_NOR; PH1A_038_FF_SWF | <i>Renewables</i> Expressed support for low carbon generation and Hornsea Three | N/A | Acknowledged by Ørsted and no change required. |
| PH1A_034_FF_SWF | <i>Efficiency</i> Important to consider the efficiency of transporting generated electricity back to land without loss of energy in terms of energy and cost. | I | This is an important consideration for the project when considering the development envelope being proposed. The final envelope on which the application is based is detailed in Environmental Statement volume 1, chapter 3: Project Description (document reference number A6.1.3). The efficiency of transporting generated electricity back to shore without substantial losses is part of the justification for the project considering both HVAC and HVDC technology. |
| PH1A_015_FF_NOR | <i>Energy Security</i> Hornsea Three should consider regional energy security. | N | In relation to the National Policy Statement: The Need for New Nationally Significant Energy Infrastructure Projects and Offshore Wind Projects, there are benefits of having a diverse mix of all types of power generation to reduce dependency and so ensure a security of supply, as such, Government policy is to bring forward new low carbon developments within the next 10 to 15 years to meet climate change obligations whilst achieving energy security. Further information can be found in the Policy Statement (document reference number A8.3). Regional energy security is outside the remit of the Development Consent application for an offshore wind farm as the energy generated is connected into the National Grid. |
| PH1A_033_FF_SWF | <i>Alternative Technologies</i> Noted the need for energy storage and asked if Hornsea Three had considered using compressed air on the sea floor and using the pressure of the head of sea water? | N | Acknowledged by Ørsted. Viable alternative technologies will be considered where appropriate. |
| PH1A_017_FF_NOR; PH1A_010_FF_HTF | <i>Project Description</i> Support for proposal to bury cables rather than use overhead pylons. | N/A | Acknowledged by Ørsted and no change required. |
| PH1A_020_FF_NOR | <i>Project Description</i> Hornsea Three should consider onshore connectivity. | N | The grid connection offer for Hornsea Three was for Norwich Main National Grid Substation |
| PH1A_031_FF_SHR; PH1A_027_FF_SHR; PH1A_028_FF_SHR | <i>Construction Works</i> Important to minimise the amount and duration of disruption locally as a result of the cable-laying. | I | The Outline Code of Construction Practice (OCoCP) (document reference number 8.5) contains working hours and measures to minimise local impact as a result of construction activities |
| PH1A_001_FF_AYL | <i>Construction Works</i> Important to consider the impact on the farming community. | Y | Narrowing of the cable corridor and red line boundary has meant less land will be impacted. The initial search area for the project was 200 m. However, the final typical cable corridor width is now 80 m in most places. |
| PH1A_016_FF_NOR; PH1A_008_FF_AYL; PH1A_044_EM; PH1B_029_FF_HLT | <i>Construction Works</i> Concerns regarding the potential impact on tourism and local businesses in North Norfolk particularly, for example, holiday cottages and caravan sites. | Y | Ørsted recognises that tourism is a key industry in Norfolk. Where possible, Ørsted has sought to reduce the potential impact on tourism receptors through the final routing of the cable corridor, to avoid interactions with local holiday parks and campsites where possible. Local disruption will be kept to a minimal through careful management of construction activities and as part of the DCO application, Ørsted has prepared an Outline Construction Traffic Management Plan (document reference number A8.2) and Outline Code of Construction Practice (document reference number A8.5) which set the principles that must be adhered to during the construction works. |
| PH1A_044_EM | <i>Onshore Cable Route</i> Concerned that the cable route will run through their property. Caravan and campsite situated on the north side of the A149, just west of Weybourne. | Y | One of the cable routes around Weybourne was initially proposed to run through the edge of a caravan and campsite on the north side of the A149, however the chosen route around Weybourne does avoid this caravan park. |

¹ Y = Yes change made; N = No change made; I = Incorporated into or considered when producing the assessment or landowner voluntary agreement offer; N/A = Not applicable.

| Consultee | Summary of response | Change Y/N/I or N/A¹? | Regard had to response (s49) |
|-------------------------------------|---|-----------------------|---|
| PH1A_019_FF_NOR | <i>Onshore Cable Route</i> Concerns for Taverham residents within the scoping area in terms of cables under houses and disruption. | Y | No cables will pass under houses. |
| PH1A_014_FF_HTF | <i>Onshore Cable Route</i> Hornsea Three should avoid Yare Valley to the South East of Norwich. | Y | The onshore cable corridor for Hornsea Three has been carefully routed to avoid sites of ecological importance where possible. Where this is not possible Ørsted has committed to Horizontal Direction Drill (HDD) underneath. Further information is provided in sections 9.4.3 of the Consultation Report (document reference number A5.1). |
| PH1A_045_EM | <i>Onshore Cable Route</i> Advised Hornsea Three of old tree near property. | I | Any specific information of this type was noted on a plan and fed into the design process. |
| PH1A_009_FF_HTF | <i>Onshore Cable Route</i> As owners of Wensum Valley Country Club, we would have concerns as to running our business and irrigation systems on the 36-hole course. This also includes [REDACTED] which adjoins Wensum Valley. | Y | The chosen cable route avoids this location. |
| PH1A_026_FF_SHR | <i>Onshore HVAC Booster Station</i> Potential offer of location for siting the onshore HVAC booster station at Selbrigs Farm. | N | All offers of siting equipment were noted and investigated and, if suitable, taken forward. Selbrigs Farm was not a suitable location. |
| PH1A_005_FF_AYL | <i>Onshore Substation</i> Don't have noisy substations like the one in Cawston. | I | The potential for noise to be generated by the onshore substation has been assessed as part of the EIA and is presented in the Environmental Statement, volume 3, chapter 8: Noise and Vibration (document reference number A6.3.8). In-built mitigation measures have been proposed to reduce the any potential noise generated by the onshore HVDC converter/HVAC substation to an acceptable level. |
| PH1A_021_FF_NOR | <i>Onshore Substation</i> Concerns regarding the location of the proposed onshore substation. Noting that it has the potential to visually intrusive, notwithstanding measures to mitigate this. The rural area close to Norwich should be protected from visually unattractive development. | I | As part of the EIA for Hornsea Three, a Landscape and Visual Impact Assessment (LVIA) was undertaken and this is presented in volume 3, chapter 4: Landscape and Visual Resources (document reference number A6.3.4) of the Environmental Statement. This includes proposed mitigation measures to reduce the potential impact on Undeveloped Approach to Norwich and Norwich Southern Bypass Landscaping Protection Zone (NSBLPZ), which is part of local planning policy and residential properties. Further information is provided in section 9.4.4 to this Consultation Report (A5.1). |
| PH1A_044_EM | <i>Temporary Construction Compound</i> Concerns regarding the location of required construction compounds. | I | Ørsted considered this feedback and four sites were proposed for the main construction compound in the PEIR and statutory consultation plans as part of the Phase 2.A Consultation for further consideration. Details of the process for the selection of the final site can be found in Environmental Statement volume 1, chapter 4: Site Selection and Consideration of Alternatives (document reference number A6.1.4) Traffic for Hornsea Three will be managed through a Construction Traffic Management Plan, an Outline of which accompanies the DCO application (document reference number A8.2). Furthermore, steps will be taken to ensure there is no lasting impact on the condition of local roads, this includes visual condition surveys. |
| PH1A_015_FF_NOR | <i>Other Utilities</i> Hornsea Three should consider other utilities, such as the former gas station east of Norwich. | N | The cable route takes a relatively straight line between Weybourne and the Norwich Main substation via the western side of Norwich, so this would not have been a suitable option. |
| PH1A_016_FF_NOR; PH1A_039_FF_SWF | <i>Environmental Impact</i> Hornsea Three should consider landscape value and critical environmental habitats, including Sites of Special Scientific Interest (SSSIs), woods and river meadows. | I | The environmental impacts associated with Hornsea Three has been assessed as part of the EIA. Consideration has been given to the potential impact on local ecology and this presented in volume 3, chapter 3: Ecology and Natural Conservation (document reference A6.3.3) of the Environmental Statement. In addition, sensitive receptors such as these were considered in the route refinement process as detailed in Environmental Statement volume 1, chapter 4: Site Selection and Consideration of Alternatives (document reference number A6.1.4). |

| Consultee | Summary of response | Change Y/N/I or N/A¹? | Regard had to response (s49) |
|---|--|-----------------------|---|
| PH1A_048_EM | <i>Environmental Impact</i> Expressed concerns regarding the impact on ancient woodland within the scoping area. Hopeful that woodland would be avoided by careful routing. | I | The environmental impacts associated with Hornsea Three has been assessed as part of the EIA. Consideration has been given to the potential impact on local ecology and this presented in volume 3, chapter 3: Ecology and Natural Conservation (document reference A6.3.3) of the Environmental Statement. In addition, sensitive receptors such as these were considered in the route refinement process as detailed in Environmental Statement volume 1, chapter 4: Site Selection and Consideration of Alternatives (document reference number A6.1.4). |
| PH1A_002_FF_AYL; PH1A_044_EM | <i>Environmental Impact</i> Avoid outstanding environmental areas of beauty. This particular part of the AONB has been overused. | I | The environmental impacts associated with Hornsea Three has been assessed as part of the EIA. Consideration has been given to the potential impact on local ecology and this is presented in volume 3, chapter 3: Ecology and Natural Conservation (document reference number A6.3.3) of the Environmental Statement. |
| PH1A_015_FF_NOR; PH1A_027_FF_SHR; PH1A_038_FF_SWF; PH1A_012_FF_HTF | <i>Environmental Impact</i> Expressed concerns about the impact on the local environment during construction. Hornsea Three should ensure that the natural environment is left in a better condition. | I | The environmental impacts associated with Hornsea Three have been assessed as part of the EIA process. This is presented in the Environmental Statement (document reference number A6). |
| PH1A_004_FF_AYL; PH1A_011_FF_HTF | <i>Environmental Impact</i> Avoid disturbance of wildlife | I | The environmental impacts associated with Hornsea Three has been assessed as part of the EIA. Consideration has been given to the potential impact on local ecology and this presented in volume 3, chapter 3: Ecology and Natural Conservation (document reference number A6.3.3) of the Environmental Statement. |
| PH1A_037_FF_SWF | <i>Landscape & Visual Impact</i> Concerns regarding the potential visual impact of the wind farm. | I | The potential for visual impacts have been assessed as part of the EIA and presented in volume 3, chapter 4: Landscape and Visual Resources (document reference number A6.3.4) of the Environmental Statement. Ørsted has proposed landscaping for the onshore HVDC Converter/HVAC substation to reduce the potential impact on visual receptors, including residential properties. This is further detailed in section 9.4.4 of the Consultation Report (document reference number A5.1). |
| PH1A_011_FF_HTF; PH1A_022_FF_SHR; PH1A_032_FF_SHR | <i>Traffic & Transport</i> Concerns regarding the impact on traffic and disruption to travel while works are underway. | I | Ørsted recognises that the potential impact of construction vehicles on traffic levels and road safety is a key concern for local communities. The potential impact from Hornsea Three on traffic and transport has been assessed and is detailed in volume 3, chapter 7: Traffic and Transport (document reference number A6.3.7) of the Environmental Statement. |
| PH1A_007_FF_AYL | <i>Traffic & Transport</i> Hornsea Three should be aware that Aylsham Nursery and Infant School are being expanded and that there is already a lot of traffic. | I | Ørsted recognises that the potential impact of construction vehicles on traffic levels and road safety is a key concern for local communities, particularly outside schools. The potential impact from Hornsea Three on traffic and transport has been assessed and is detailed in volume 3, chapter 7: Traffic and Transport (document reference number A6.3.7) of the Environmental Statement. |
| PH1A_031_FF_SHR; PH1A_022_FF_SHR; PH1A_032_FF_SHR; PH1A_042_EM; PH1A_044_EM | <i>Traffic & Transport</i> Concerns about the suitability of the road network, specifically the land around Kelling and Weybourne, noting it is not suited to frequent lorry movement. The A149 Coast Road is restricted to both East and West. Access from South (A148) is on narrow winding roads that go through villages with no pavements. | I | Ørsted recognises that the potential impact of construction vehicles on traffic levels and road safety is a key concern for local communities. The potential impact from Hornsea Three on traffic and transport has been assessed and is detailed in volume 3, chapter 7: Traffic and Transport (document reference number A6.3.7) of the Environmental Statement. |
| PH1A_022_FF_SHR; PH1A_032_FF_SHR | <i>Traffic & Transport</i> Lorry drivers do not obey the speed limit and there were several near misses with pedestrians. | I | Ørsted recognises that the potential impact of construction vehicles on traffic levels and road safety is a key concern for local communities. The potential impact from Hornsea Three on traffic and transport has been assessed and is detailed in volume 3, chapter 7: Traffic and Transport (document reference number A6.3.7) of the Environmental Statement. |
| PH1A_013_FF_HTF | <i>Socioeconomics</i> Hornsea Three should consider benefits to the local community. | I | Ørsted noted that Hornsea Three has potential to provide significant benefits to the UK. It was noted that on other projects, Ørsted has also established voluntary community benefit funds (CBFs), managed by an independent not-for-profit grant-making organisation, that can provide a valuable contribution to the local area. |

| Consultee | Summary of response | Change Y/N/I or N/A ¹ ? | Regard had to response (s49) |
|-------------------------------------|---|------------------------------------|---|
| PH1A_015_FF_NOR | <i>Socioeconomics</i> Importance of local job creation. | I | In response to consultation on the PEIR, a number of stakeholders, including the local authorities, Norfolk County Council, Parish Councils and members of the community highlighted the importance of maximising the potential benefits associated with Hornsea Three, including jobs and opportunities particularly in the construction phase for local businesses. Ørsted has assessed the impacts on socioeconomics in the Environmental Statement, volume 3, chapter 10: Socio-economics (document reference number A6.3.10). Alongside the assessment, examples are also provided of how Ørsted has sought to maximise local benefits on other UK wind farm projects. This includes engaging with the relevant Local Enterprise Partnership (LEP) and business groups to understand what can be delivered locally and ensuring that local businesses and communities are made aware of the opportunities available to them. Typically, Ørsted will hold “meet the buyer” events with tier 1 and tier 2 contractors, which provide an opportunity for relationships to be formed between these top tier suppliers and local businesses. Ørsted has committed to producing an Employment & Skills Plan which will outline some of these measures in more detail. |
| PH1A_003_FF_AYL; PH1A_008_FF_AYL | <i>Socioeconomics</i> Local interest in potential Community Benefit Fund (CBF) and local sponsorship opportunities (for example Norwich FC). | N/A | Ørsted noted that Hornsea Three has potential to provide significant benefits to the UK. It was noted that on other projects, Ørsted has also established voluntary community benefit funds (CBFs), managed by an independent not-for-profit grant-making organisation, that can provide a valuable contribution to the local area. |
| PH1A_006_FF_AYL | <i>Socioeconomics</i> Noted that offshore wind farm industry has generally benefitted Norfolk | I | Ørsted has acknowledged this comment. For more information on socioeconomics, please see volume 3 - chapter 10 - Socio-economics (document reference number A6.3.10). |
| PH1A_005_FF_AYL | <i>Electromagnetic Fields (EMFs)</i> Concerns regarding burial depth to minimise EMFs. | I | Ørsted organised for an independent specialist EMF advisor from National Grid to attend the Phase 2.A consultation events following concerns raised regarding EMFs during the previous consultations. Technical specialists from Ørsted were also available to answer specific questions regarding the cables and installation methods. In addition, an EMF Compliance Statement has also been produced as part of the Environmental Statement (volume 4, Annex 3.3: EMF Compliance Statement (document reference number A6.4.3.3)) The document comprises an assessment of the static and extremely low frequency (ELF) EMFs that will be generated by the Hornsea Project Three onshore transmission infrastructure (cabling), giving maximum predicted field strengths to assess compliance with health protection guidelines for public exposure to EMFs. The assessment concludes that based on the maximum field strengths, using worst-case assumptions where required, the proposals are well below established levels and the Project is compliant. The cables eventually selected for the project will be required to fall within the envelope assessed and meet the prescribed standards and hence will not generate greater EMF and hence the burial depth within the envelope is suitable. |
| PH1A_032_FF_SHR; PH1A_022_FF_SHR | <i>Development Legacy</i> Hornsea Three should be sensitive to residents, who have already experienced similar disruption from other developments in the area. | I | Cumulative effects are assessed in the relevant onshore and offshore Environmental Statement chapter (volumes 2 and 3, document reference numbers A6.2 and A6.3). |
| PH1A_018_FF_NOR | <i>Other Developments</i> Communicating sensitively to communities, in light of other proposed developments in areas, including the Food Hub with around 5000 employees and the Northern Distributor Route Western link between Attlebridge and the A4 | Y | The cable route avoids land included within the proposed Food Hub, passing to the east of it. The Western Link of the NDR route is not yet publicly issued and, although the project is aware of the future possibility of a link, it is not able to assess the design implications of an undetermined route. We have engaged with Norfolk CC (the Highways Authority) to provide them with details of our route to help inform their design development work. |
| PH1A_001_FF_AYL | <i>Other Developments</i> Concerns regarding the crossing point with the Norfolk Vanguard offshore wind farm proposal. | N/A | We are in close contact with Vattenfall at all levels of the project in relation to their proposed Norfolk Vanguard and Norfolk Boreas projects; we liaise on environmental consents, communications, stakeholder engagement, technical aspects etc. We are considering where the proposed projects may cross in terms of the underground cables, as we recognise that, if both projects are built simultaneously, coordinating construction works will minimise disruption. Additionally, we are in close consultation regarding any areas where there could be potential for cumulative impacts to arise as a result of both developments to ensure we progress the projects appropriately and sensitively. |
| PH1A_006_FF_AYL | <i>Landowners</i> Important to consider those landowners who have already been impacted by other developments “sharing the burden”. | N | Sensible cable routing is the most important consideration and as a result the impact of previous developments is not a consideration for the project, other than ensuring that any cable crossings are suitable. |

| Consultee | Summary of response | Change Y/N/I or N/A¹? | Regard had to response (s49) |
|---|--|-----------------------|---|
| PH1A_024_FF_SHR; PH1A_040_FF_SWF | <i>Landowners</i> Important to maintained good communication with landowners throughout development and construction of Hornsea Three, keeping landowners informed and respecting their wishes. | I | Ørsted has continuously consulted with landowners both formally and informally throughout the development of the project. |
| PH1A_025_FF_SHR; PH1A_030_FF_SHR; PH1A_035_FF_SWF | <i>Commercial Fisheries</i> Importance of maintaining good communication with commercial fishing community who may have concerns. | I | Throughout the development of Hornsea Three, Ørsted has maintained communication with the commercial fishing community, which has included a number of face to face meetings. Details of such consultation is recorded in the Consultation Report (document reference number A5.1) and in the Environmental Statement, Volume 2, Chapter 6: Commercial Fisheries (document reference number A6.2.6). Taking stakeholder feedback on board, Ørsted has committed to producing a Fisheries Coexistence and Liaison Plan for Hornsea Three, an outline of which has been submitted with this application (document reference number A8.10). |
| PH1A_001_FF_AYL; PH1A_008_FF_AYL; PH1A_013_FF_HTF | <i>Consultation Process</i> Expressed concerns about location and advertisement of Phase 1.A community consultation events. | N/A | This feedback was acknowledged and Ørsted ensured that further community consultation events were advertised more widely. This included the addition of a geographically targeted social media campaign. When undertaking community consultation events, Ørsted always aimed to provide a range of locations and dates to maximise attendance across the community. |
| PH1A_042_EM | <i>Consultation Process</i> Disappointed with the scale of the maps at consultation events. | N/A | This feedback was acknowledged and Ørsted ensured the scale of the maps was improved for further consultation events. This also included provided individual detailed plans that individuals could take away with them. |
| PH1A_013_FF_HTF; PH1A_017_FF_NOR; PH1A_018_FF_NOR | <i>Consultation Process</i> Importance of keeping local communities informed throughout the consultation. | N/A | Ørsted has continuously consulted with local communities throughout the development of Hornsea Three. Examples of this included the distribution of regular newsletters to local communities to provide project updates and the arrangement of multiple rounds of community consultation events. |
| PH1A_023_FF_SHR; PH1A_036_FF_SWF; PH1A_038_FF_SWF | <i>Consultation Process</i> Importance of being transparent and encouraging public involvement in the consultation process. Hornsea Three must listen to local opinion. | N/A | Ørsted has continuously consulted with local communities throughout the development of Hornsea Three. Examples of this included the distribution of regular newsletters to local communities to provide project updates and the arrangement of multiple rounds of community consultation events. |
| PH1A_029_FF_SHR; PH1A_046_CA | <i>Consultation Process</i> Requests to receive copies of the newsletters and more detailed plans when available. | N/A | Ørsted distributed newsletters on a regular basis to local communities to provide project updates and has updated the distribution list where requested by stakeholders. |
| PH1A_003_FF_AYL; PH1A_005_FF_AYL; PH1A_019_FF_NOR; PH1A_032_FF_SHR; PH1A_033_FF_SWF; PH1A_034_FF_SWF; PH1A_036_FF_SWF | <i>Consultation & Local Engagement</i> Helpful/knowledgeable staff and interesting presentation. | N | This was acknowledged by Ørsted. |

Hornsea Project Three
Offshore Wind Farm



Hornsea Project Three Offshore Wind Farm

Consultation Report: Annex 13
Section 3 – Phase 1.B Consultation Summary Report

Date: May 2018

Hornsea 3
Offshore Wind Farm

Orsted



Introduction

DONG Energy is proposing to develop a new offshore wind farm, over 120 km off the north Norfolk coast. In March 2017, a second round of community consultation events was held for the proposed Hornsea Project Three Offshore Wind Farm (the Project). As a Nationally Significant Infrastructure Project (NSIP), Hornsea Project Three must apply for a Development Consent Order (DCO) and be granted consent by the Secretary of State for Business, Energy and Industrial Strategy (BEIS) before it can be built. Prior to submitting a DCO application, we must carry out pre-application consultation with members of the local community, as well as landowners and statutory bodies, on the proposed development. We will then consider any feedback received and seek to incorporate this into the proposal where feasible.

In September 2016, we published our Statement of Community Consultation (SoCC), which set out how we propose to consult with members of the local community on the proposed development¹. In the SoCC, we committed to holding a minimum of two rounds of community consultation as part of the pre-application consultation process: one during the Scoping Phase (hereafter referred to as "Phase 1") and a second round of events following the publication of our Preliminary Environmental Information Report (PEIR) (hereafter referred to as "Phase 2").

Phase 1

In October and November 2016, we held our first round of community consultation events across Norfolk. These events were focused on introducing the Project, including the proposed infrastructure that could be built as a result of this, and the onshore and offshore search areas. It was also an opportunity to provide more information on the consultation process itself and to explain how members of local communities could get involved.

Phase 1.B

A second round of events ("Phase 1.B") was held in March 2017 in targeted locations along the proposed onshore cable route and within the onshore High Voltage Alternating Current (HVAC) booster station and onshore substation search areas. This additional round of events under Phase 1 was introduced following feedback from local communities and early refinement of the Project, to update members of the local community and seek feedback on our proposal at that stage.

Purpose of this Report

This report provides a summary of the feedback received during our Phase 1.B community consultation events in March 2017. It includes statistics on the opinions of all those who completed feedback forms, and summarises some of the key issues which were raised relating to specific aspects of our proposal. At the end of this report, we set out the next steps for the Project and the next opportunity for local communities to engage in the process.

Consultation Timeline

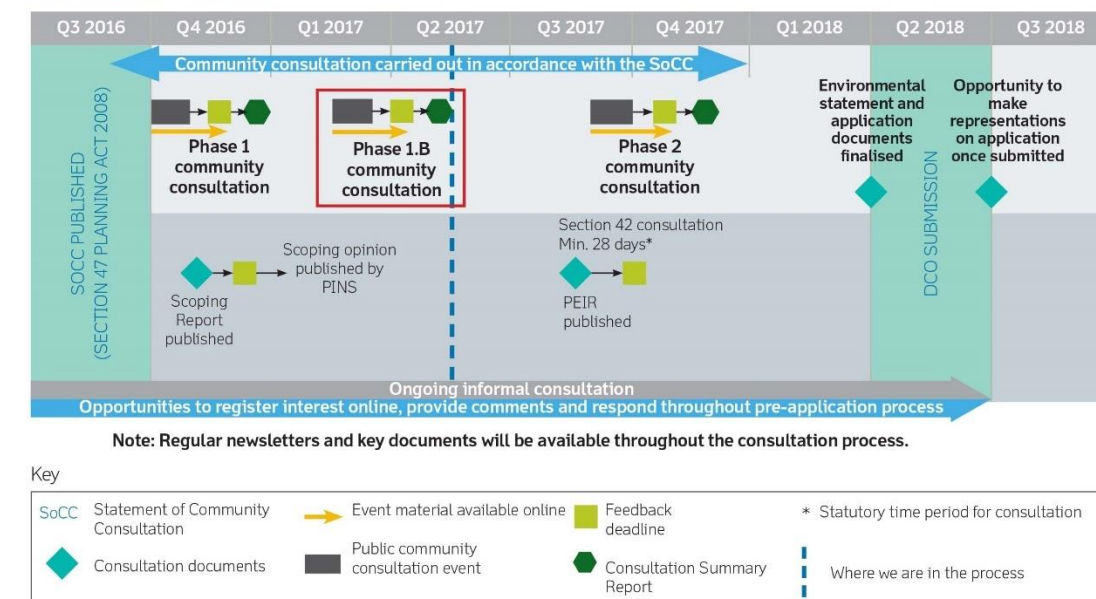


Figure 1: Diagram showing the consultation timeline in the lead up to submission of our DCO application.

¹ Statement of Community Consultation (September 2016). Available online: https://assets.dongenergy.com/DCO/EnergyDocuments/UK/HOW3_Statement%20of%20Community%20Consultation.pdf

Phase 1.B Community Consultation Events

In March 2017, we ran an additional round of community consultation events across Norfolk to present our refined plans. This included a preferred indicative export cable corridor for both the onshore and offshore routes. These events were an opportunity for members of the local community to hear more about our Project, to view the latest plans and to ask questions. It was also an opportunity for us to gather feedback from the local community on our proposal at this stage to assist us as we further refine our proposal over the next year.

Seven community consultation events were held across Norfolk for this phase from 2nd - 10th March 2017.

The venues were carefully selected to maximise the ability for all members of the local community with an interest in our proposal to attend. This included selecting venues as close to the cable route as possible, as well as locations such as Norwich and Holt with good public transportation links. All of the venues had wheelchair access and a number of documents were available in braille, audio and large print format to make the information accessible to all.

Where possible, the events were held during the afternoon and early evening to suit those people travelling after work. Children's entertainment was provided to encourage parents to attend, and light refreshments were available. These were informed by discussions with the relevant local planning authorities.

All the event information was made available on our website in advance of and following the events for anyone unable to attend in person². This included contact details, should they have any questions, and an online feedback form for those who could not attend, or who may not have had the time to complete a form on the day they visited the event.

Total Attendees

429



Total Feedback Form Responses

129



Phase 1.B Community Consultation Events

| | | |
|--------------------------|-----------------|---|
| Thursday 2nd March 2017 | 1:30pm – 5:30pm | Reepham Town Hall, Church Street, Reepham, Norwich, NR10 4JW |
| Friday 3rd March 2017 | 3pm – 7pm | Weybourne Village Hall, Beach Lane, Weybourne, Holt, NR25 7AH |
| Monday 6th March 2017 | 1pm – 5pm | The King's Centre, King Street, Norwich, NR1 1PH |
| Tuesday 7th March 2017 | 3pm – 7pm | Hall for All, Church Street, Weston Longville, Norwich, NR9 5JU |
| Wednesday 8th March 2017 | 3pm – 7pm | Corpusty and Saxthorpe Village Hall, Heydon Road, Corpusty, NR11 6QQ |
| Thursday 9th March 2017 | 4pm – 8pm | Holt Community Centre, Kerridge Way, Holt, NR25 6DN |
| Friday 10th March 2017 | 2pm – 6pm | Swardeston Social Club and Village Hall, The Common, Swardeston Common, Norwich, NR14 8DX |



Advertising our Events

We used a variety of methods to advertise our events, including:

- Sending over 3,000 newsletters to residents along the onshore cable corridor
- Emailing and depositing copies of the newsletter to local representatives, parish councils and local community groups³
- Advertising in local and regional press publications with a combined circulation of over 143,000⁴ people
- Displaying posters in venues, local facilities and local parish councils
- Publishing event information on the dedicated Project website and distributing this to local representatives and parish councils in the lead up to the events
- Running a geographically targeted social media campaign

Interviews with local media were held in the lead up to the events (including the Eastern Daily Press), and broadcasts publicising the events featured on North Norfolk Radio, Radio Norwich and The Beach. Members of the press attended the events and several informal interviews took place to provide independent coverage.

The Project also targeted the East of England Energy Group annual conference to increase the profile of the Project to a different variety of stakeholders such as local businesses and college students.

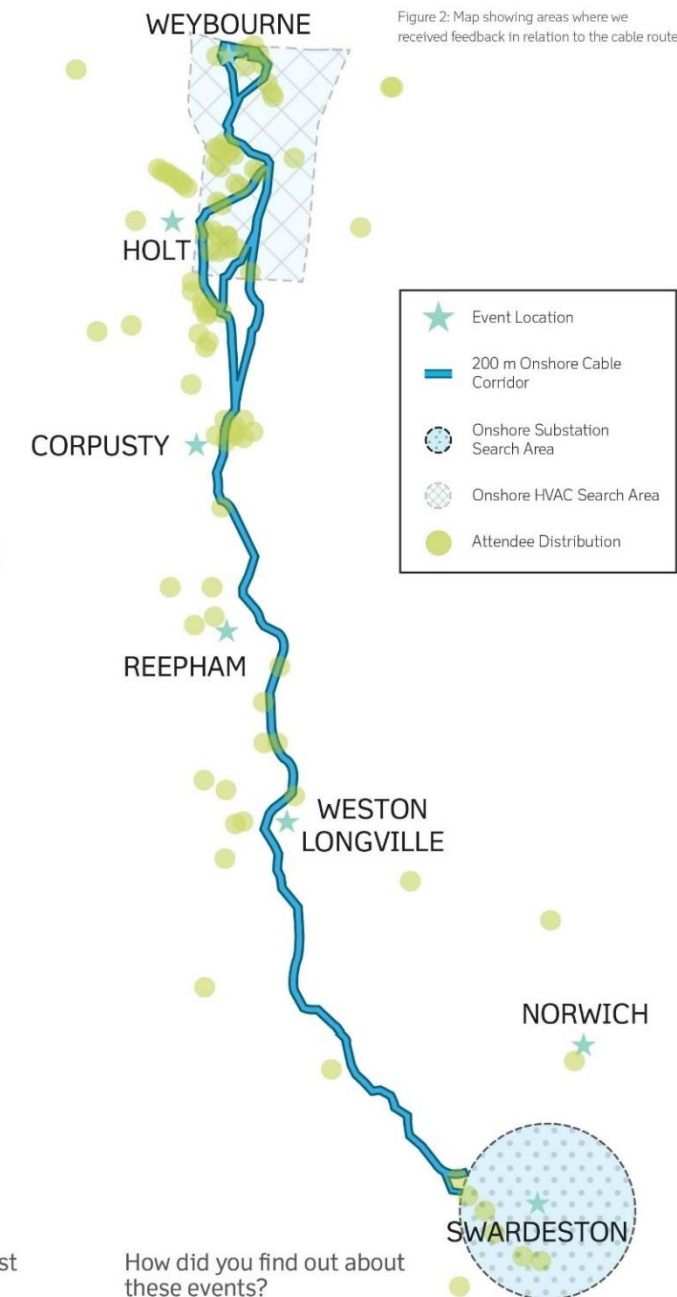
Ahead of these events, information on the refined corridor was made available on our website and was also featured in an editorial in the Eastern Daily Press.

We were encouraged by the level of interest locally and the wide-ranging and diverse questions put to us. Over the next year, we will continue to raise awareness of the Project locally, with the aim of maximising local engagement with the Project. If you have any suggestions for how best to reach out to your community, we would welcome your thoughts⁵.

How would you describe your interest in Hornsea Project Three?



How did you find out about these events?



² Event information was published on our website on 22/02/2017.

³ If you did not receive a copy of this newsletter and would like to be kept informed, you can sign up to our distribution list on our website or by contacting us directly (see Project Contact Details).
⁴ This included the following publications; Eastern Daily Press, North Norfolk News, Norwich Evening News, Diss/Wymondham and Attleborough Mercury, Norwich Extra, Reepham Life & Health Chronicle.
⁵ Figures sourced from abc.org.uk.
⁶ Full contact details are available at the end of this document.

Communicating our Plans

At the events, we presented the latest Project information. This included our refined offshore and onshore export cable corridors, our proposed onshore HVAC booster station options and our current thoughts on finding a suitable location to site the onshore substation. We used a variety of methods to display this information, including:

- Large banners, displaying the latest Project information, to guide attendees around the exhibition
- A0 maps showing our latest onshore and offshore plans
- The Phase 1.B Consultation Event Overview, which provided a summary of all the information presented at the event⁶
- Specialists from the Project team were on hand to answer questions and provide more information
- Our interactive map was available in certain venues. Attendees could enter their postcode and zoom in to locate a specific site of interest in relation to the proposed development

Other documents available to attendees

All of our documents can be downloaded from our website (www.dongenergy.co.uk/hornseaproject3). Alternatively, you can contact us directly if you would like to receive physical copies (see Project Contact Information).

Hornsea Project Three: Scoping Report [published October 2016]

In accordance with Regulation 10 of the Planning (Environmental Impact Assessment) Regulations 2009, we are undertaking an Environmental Impact Assessment (EIA) of the proposed offshore wind farm (including all associated onshore infrastructure). The Scoping Report presents desk-based information on the existing offshore and onshore environments in the location of the proposed Project. It presents a summary of the Project Envelope Parameters and describes the methodologies that will be applied to further characterise the existing environments and how any potential impacts will be assessed. A Scoping Opinion was produced by The Planning Inspectorate and this can be found on their website below:

<https://infrastructure.planninginspectorate.gov.uk/projects/eastern/hornsea-project-three-offshore-wind-farm/>

Statement of Community Consultation (SoCC) [published September 2016]

This document sets out how we propose to consult with local communities over the pre-application phase and the opportunities and channels through which they can engage in the process.

Community Newsletter [published January 2017]

As part of the community consultation, the Project publishes quarterly newsletters to keep members of the public informed throughout the pre-application phase. A newsletter was published and circulated in January 2017, prior to the Phase 1.B Consultation Events, with the next scheduled in June 2017.

Consultation Summary Report for Phase 1 events [published December 2016]

After the Phase 1 events, we published a Consultation Summary Report, which summarised the views expressed at the events. This is the second such report and is based on the Phase 1.B events.

Wider Engagement

On 1st - 2nd March 2017, DONG Energy and members of the Hornsea Project Three team participated in the East of England Energy Group (EEEGR) SNS2017 conference. The event, which took place over two days at the Norfolk Showground Arena in Norwich, attracted over 1,000 delegates from across the industry and supply chain. This was an opportunity for the Project team to meet with local suppliers and college students early in the development process and to provide more information on our current activities. For those interested in working with DONG Energy in the future, we set out how to become a DONG Energy wind power supplier.



⁶ This document can be found at <http://assets.dongenergy.com/DONGEnergy/Documents/Hornsea%20Project%20Three%20Phase%201.B%20Event%20Overview%20Briefing.pdf>

Gathering Feedback

Gathering feedback from local communities who know the area best is an important part of this consultation process. For this reason, attendees were encouraged to take some time to consider our current proposals and to ask members of the team questions and share their opinions. This was done:



At the event:

- By completing a feedback form
- By capturing information on our foam board maps
- By speaking with representatives from the Project⁷

After the event:

- By completing an online feedback form
- By contacting us via our communication channels

A deadline of 31st March 2017 was set for returning all completed feedback forms. This date was set to mark the end of the Phase 1.B community consultation and to enable us to put together this Consultation Summary Report, summarising the views expressed at this stage.

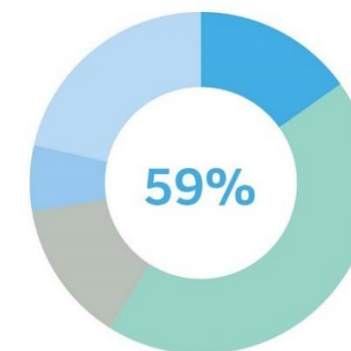
Can I still comment on your plans?

Yes, you can continue to comment on our plans throughout the consultation period in the lead up to submission of our DCO in 2018. Over the next few months, we hope to further refine our proposal. More information will be available in the summer, when we publish our PEIR (see Next Steps).

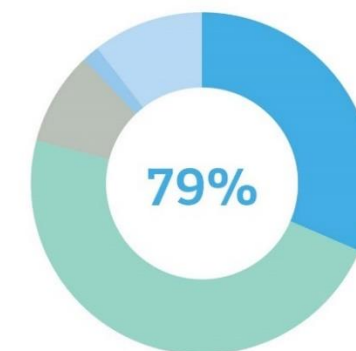
Community Feedback

The following graphs summarise the views expressed by those attendees who completed a feedback form either at or after the events, up to and including 31st March 2017. Most attendees recognised the important role offshore wind power could play in helping the UK to decarbonise its power network. Overall, attendees were supportive of the Project. However some had concerns regarding certain elements of the proposal. These are covered in more detail in the next section.

59% of respondents support Hornsea Project Three



79% of people agreed that offshore wind has the potential to contribute significantly towards the UK's low carbon transition



⁷ Key comments were captured by the Project Team in daily debriefs and during a lessons learnt/consultation event overview following the completion of these March events.

Topic Specific Feedback

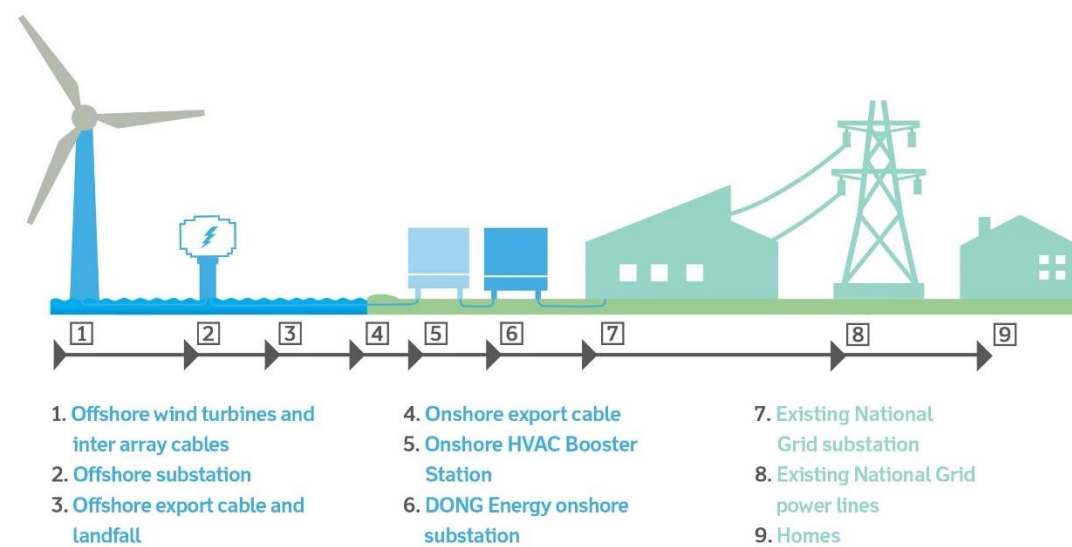
Throughout the pre-application consultation period, as we further develop our plans, we are keen to capture your thoughts on all aspects of our proposal. To enable us to collect specific feedback, we structured the feedback form with clear sections. Open-answer questions were selected to encourage attendees to expand upon their answers. The topics covered included:

- **Offshore** – This includes the offshore array area where we will locate the turbines and offshore substation(s), the export cable corridor and the offshore HVAC booster station (if required)
- **The landfall zone** – The area along the north Norfolk coast where the electrical export cable could come ashore
- **The onshore cable corridor** – The corridor where we propose to lay the export cable (all cables will be buried underground)

- **The onshore HVAC booster station options (if required)** – A booster station which could be located near to the coast to help facilitate the efficient transport of energy from the wind turbines to the national grid
- **The onshore substation search area** – The area in which we are looking to site the onshore substation, where the power generated by Hornsea Project Three is collected before being connected into the national grid (at Norwich Main substation)
- **Construction site(s)** – The temporary compounds which are required to facilitate onshore construction works

It was apparent at the events and when reviewing the feedback forms that certain aspects of the proposal generated more interest than others. In general, people were most focused on the onshore elements of the proposal, particularly the onshore cable corridor and the onshore HVAC booster station options. We have summarised this feedback below.

Typical Components of an Offshore Wind Farm



Offshore Array and Export Cable Corridor

At the events, we presented our offshore array area and preferred indicative offshore export cable corridor, approximately 1.5 km in width. If a HVAC transmission system is used, Hornsea Project Three could require an offshore and/or onshore HVAC booster station. On our maps, we indicated the area along the offshore export cable route where an offshore HVAC booster station could be located should this be required (noting the Project was seeking to apply for both an offshore and onshore option where one or both options may be required for HVAC transmission). The Project is applying for the ability to install both HVAC and/or HVDC and the associated onshore and offshore infrastructure.

There were few comments directly related to the offshore array area. This is most likely because the site is located over 120 km offshore and the turbines will not be visible from the coast. Comments relating to the offshore array and offshore export cable route were largely focused on the potential effect during construction that the development might have on marine mammals and other marine users (e.g. fishing boats and recreational boats). For example, when vessels are transporting components to and from the offshore array area or during operation when maintenance is required. More information on how these interactions are being assessed will be available in the (PEIR) (see Next Steps).



Landfall Zone

Since the Phase 1 events, further information obtained has enabled us to refine our original landfall zone, approximately 5 km in width, to a narrower zone near Weybourne. At the landfall zone, respondents expressed concerns relating to the potential effect on the Cromer Chalk Reef and the associated Marine Conservation Zone (MCZ). Attendees were also concerned about the potential effect installing the cables might have on the cliffs, in relation to nesting birds, but also in relation to the coastal path frequently used by residents and tourists. Attendees highlighted the importance of tourism as one of the main sources of income in the area and asked the Project to take this into consideration where possible when planning any works.



Another key concern was the potential effect on traffic during the construction period, and access to the beach, particularly during the summer months. Respondents were keen to highlight that the area has already been subject to similar works for other wind farm projects and that the road infrastructure locally is not necessarily suited to frequent use by construction vehicles.

What effect will the proposal have on traffic locally?

As part of the EIA, we will consider the likely impact of the Project on traffic. We are already engaging with Norfolk County Council regarding traffic, in addition to engaging with Highways England, and we will continue to do so as the Project develops. Ahead of construction, we will develop and adhere to a Traffic Management Plan to minimise any potential disturbance locally. This will need to be approved by the Local Planning Authority before construction can commence.

Onshore Cable Corridor

At the Phase 1.B events, we presented our refined 200 m indicative onshore cable corridor, with a 100 m technical buffer either side to allow for potential amendments due to technical considerations. We explained that we were looking to further refine this down to an 80 m corridor for our DCO application in 2018. Attendees were particularly concerned about the potential effect of the onshore cable corridor on the environment and local wildlife, particularly in areas of conservation interest. Several respondents were concerned about any potential effect on the River Glaven and wanted to make us aware that White Clawed Crayfish were present in this river.



Other respondents were concerned about the proximity of the cable route to residential properties. Where possible our site selection process has been driven by selecting the most direct route and trying to route this through open agricultural land, to reduce the overall area of impact. Our land agents, Dalcour Maclaren, have met with all landowners along the route who have responded to them at this point in time. Dalcour Maclaren will continue to collect their feedback on the proposed route as this is further refined.

Responding to feedback from landowners

Following feedback from farmers along our proposed offshore cable corridor, we have committed to, where possible, extending the minimum depth at which the cables will be buried to 1.2 m. This will allow farmers to continue to comfortably farm above the cables once installed.



How will you install the cables?

At this early stage in the Project development, we have not decided the exact techniques that will be used to install the onshore cable. Typically, the cables would be installed by creating a trench, carefully storing the soil and then backfilling the trench. The cables would generally be buried at a depth of 1.2 m depending on ground conditions. This may not be possible along the entire route due to there being rock, concrete or other obstacles close to the surface, and in this instance, the cables may need to be laid at a shallower depth of not less than 0.7 m. Water, road crossings and other factors which would be considered when planning the route may highlight the need to involve other installation techniques, such as horizontal directional drilling (HDD), as required.⁸

Will the land be reinstated?

Once the cables have been installed, the land and drains will be re-instated. Where open-trenching is necessary, typical construction techniques will involve separation of the topsoil from the subsoil to preserve the soil structure, and storing the topsoil to prevent weed build-up and texture damage. Once the cable is in place, it would not be possible to place any type of construction above the cables, in case we needed to perform maintenance works on sections of the route in the future. It would also not be possible to plant trees above the cables without prior consent to avoid damage from the roots. It will be possible to continue farming crops or grazing animals above the cables once construction has completed.

As part of this consultation we are actively engaging with landowners to improve our understanding of the drainage and soil type. The Project welcomes any input from farmers and other landowners, as we recognise that they know their land best.

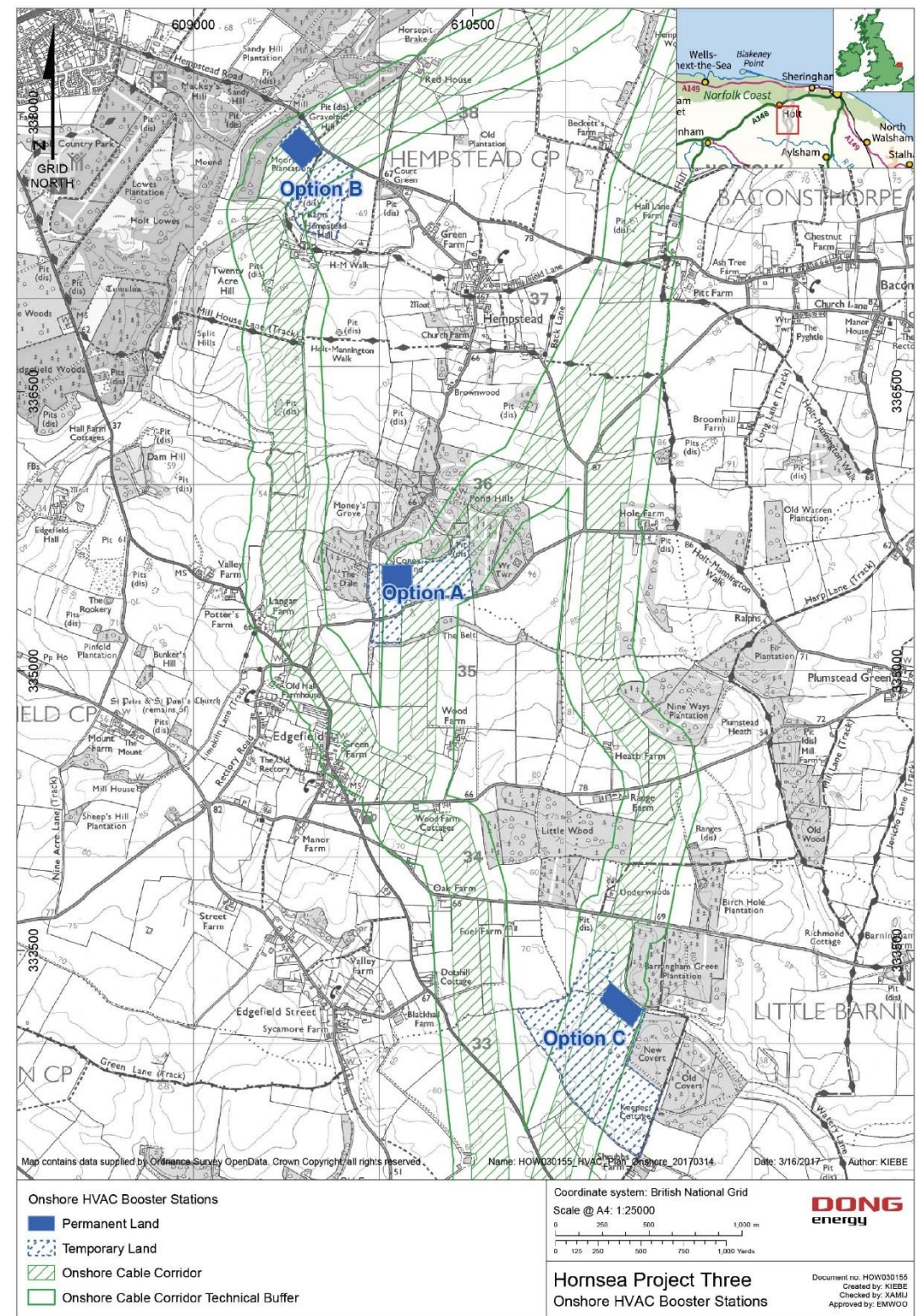
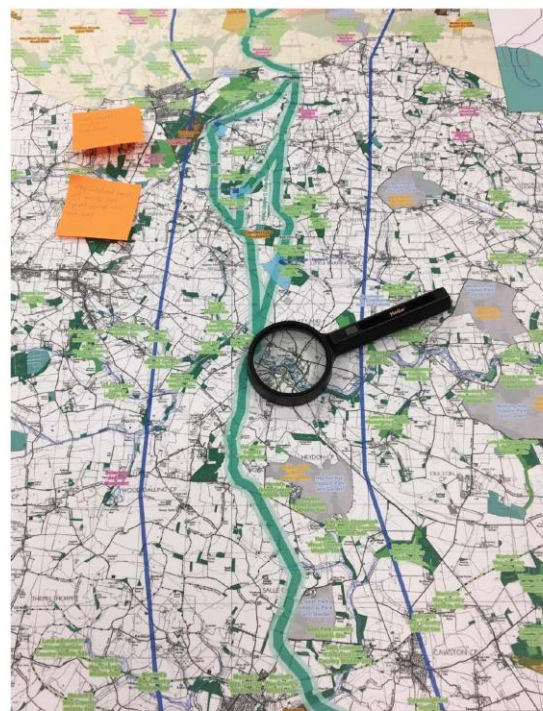


Figure 3: Map of the potential onshore HVAC Booster Station options. This map was included in the HVAC notification letter sent in March to local residents.

⁸ Horizontal Directional Drilling (HDD) is a method of installing cables which enables one to drill underground without disturbing the surface infrastructure.

Onshore HVAC Booster Station

At the Phase 1.B events, we explained that if Hornsea Project Three is developed using a HVAC transmission system, then a booster station offshore and / or onshore could be required. At the first set of events (Phase 1) held in October and November 2016, we presented our original search area for the onshore HVAC booster station (up to approximately 10 km from the coast) and asked attendees to make us aware of aspects within this area that they would like us to take into consideration when siting this element.



At the Phase 1.B events, we consulted on three potential options for locating the onshore HVAC booster station (see figure 3). These options were selected following an initial constraint mapping exercise, which indicated that the southern half of our search area was preferable for locating this infrastructure. Further information on the site selection process will be available in the Site Selection chapter of our PEIR (to be issued in summer 2017) (see Next Steps). The three onshore HVAC booster station options and associated cable corridors were labelled B, A & C (from west to east/or north to south) and attendees were asked to comment on these options. We have subsequently given these options local names to aid identification. Option B, located closest to Holt, will hereafter be referred to as "Holt Farm". Option A, the central route, will hereafter be referred to as "Pond Hills". Option C, the most southerly route, will hereafter be referred to as "Little Barningham".

We received a considerable amount of feedback on this aspect of our proposal through our feedback forms, conversations at the events and through our communication channels. Residents expressed strong concerns about an onshore HVAC booster station being located at the site known as "Pond Hills", explaining that this site is valued by local communities and is renowned for its natural beauty and diverse wildlife. Others were concerned about the proximity of the "Holt Farm" site to residential properties and raised concerns about the potential effect that the site might have on the Glaven Valley.

Several respondents expressed a strong preference for the Project to use the Direct Current option if feasible, the biggest concern being the potential visual effect the booster station might have on the rural environment. Several attendees stated it was difficult to express a comment on this without being able to visualise what the onshore HVAC booster station could look like. Any such onshore HVAC booster stations have not yet been developed in the UK. However, this point is very valid and therefore visualisations will be available at the next set of events for comment. The Project recognises these concerns and will attempt to minimise any potential effect on the local environment where possible. However, at this point in time it is necessary to retain the flexibility for both HVAC and HVDC transmission systems. HVDC technology has yet to be applied for offshore wind farms in the UK and hence the technical feasibility of this option cannot yet be guaranteed for this Project.

Why do you need a HVAC booster station?

Electricity can be carried using different types of current: an alternating current or a direct current. At present, all operational UK offshore wind farms use HVAC technology. However, over greater distances a booster station is required to mitigate against power losses between the offshore wind farm and the national grid connection point. HVDC technology is most commonly used to transmit electricity from one country to another in the form of an interconnector and would not require a booster station, but has yet to be applied to any UK offshore wind farms. Due to the significant distance from shore to the wind farm, the Project is considering both options as part of our DCO application.

Depending on the feasibility of different technologies at the time the Project is taken forwards to construction, the HVAC booster station (if required) could be situated offshore and/or onshore. This will not be known for several years and will not be confirmed until after the consent decision is made.



11

Onshore Substation

Hornsea Project Three will require a new onshore substation near to the existing Norwich Main National Grid Substation at Dunston / Mangreen (hereafter referred to as Norwich Main). At the Phase 1.B events, we presented our onshore substation search area (within a 3 km radius of Norwich Main) and displayed the results of our initial constraints mapping exercise. Layering known constraints / sensitivities on top of one another in a heat map, we were able to indicate which areas had been identified as being most / least constrained within the original search area. The list of constraints was not exhaustive, but included considerations such as proximity to residential properties, distance from the substation, access to roads, avoiding environmentally protected areas, archaeological sites and ancient woodland where possible.



The onshore substation is particularly sensitive to locate, as it is difficult to find areas of this size (up to 10 hectares or 100,000 m²)

when considering the existing constraints within the area. The Project is seeking an additional area of up to 28,000 m² for any visual mitigation if required. Attendees were asked to view the maps presented, particularly looking at those zones identified as being preferable and to make us aware of anything that they would like us to consider as we continue to refine our plans and ultimately select a preferred site for the onshore substation.

One of the key themes to emerge from the feedback was the proximity of the substation to local residences and some attendees expressed concerns regarding the potential visual impact and the potential effect on nearby noise levels. Others advised that we avoid taking our cable route or substation near areas such as Dunston Common and the neighbouring woodland frequently used by local community groups. Attendees were also interested in the potential effect the development might have on the water table locally. We recognise that aquifers are an important source of water for local properties and as part of our assessments we will consider the potential effect on local hydrology.

What could the onshore substation look like?

As part of the EIA, we are conducting a Landscape and Visual Impact Assessment (LVIA). This will consider the likely significant effects of the development upon the landscape characteristics, visual amenity and the people who view the landscape. This will include both the short-term effect of the construction and decommissioning phases and any long-term effect relating to operation and maintenance. To inform this assessment, we will take photographs during different seasons from local view points and will prepare some indicative visualisations of what the onshore substation and onshore HVAC booster station could look like. These will be available at the next round of community consultation events.

Will the substation produce a significant noise?

As part of our assessments, we have undertaken noise surveys in the area to understand the baseline environment, against which we can measure the likely effect of the substation. Depending on the results of these assessments, the Project will consider the best way to mitigate against any significant adverse effects.



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Construction Sites

During the onshore construction period, temporary compounds near to the onshore works will be required to facilitate the construction works and there is likely to be movement of construction vehicles between the compounds and the site. We are in the process of identifying potential sites to house these compounds within or near to our refined route. At the events, we asked attendees what they would like us to consider when siting these compounds.

Two of the main concerns with regards to siting these were the potential impact on traffic locally and the potential for construction vehicles to damage existing road infrastructure. Many of you were keen to point out roads or areas where you thought there could be weight restrictions or areas of narrow single track roads. Respondents were also concerned about the timings of construction activities; some were concerned about the potential disturbance to local wildlife during spring, whilst others were concerned about the potential impact on tourism during the summer months, specifically access at the landfall site to Weybourne Beach.

The impact assessments presented in the PEIR and the final Environmental Statement, submitted alongside our DCO application, will consider impacts on the above. More information on when these documents will be available is included in the Next Steps section.



Groundbreaking at the onshore substation for Walney Extension Offshore Wind Farm.

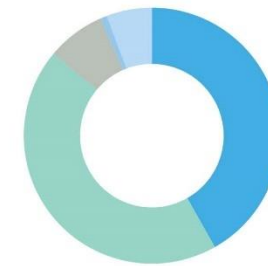


Our Approach to Consultation

During this pre-application consultation, we want to be as open and transparent as possible. We believe that community consultation events are a great way to keep you informed, alongside newsletters and our dedicated communication channels. We hope that attendees found these events useful and felt comfortable voicing their opinions and ideas.

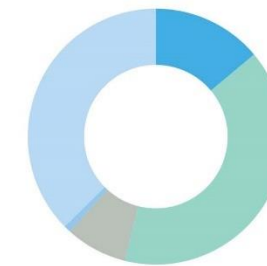
It is important that local communities feel informed throughout this consultation and understand how they can engage in the process. Gathering feedback from members of the community is an important part of this consultation and it is vital that you understand how your views will be considered.

How informative did you find our community consultation events?



- Very Informative 41.80%
- Quite Informative 44.26%
- Not informative 7.38%
- No Opinion 0.82%
- Not Applicable 5.74%

How much do you agree with the following statement; 'My views will be taken into account as the Project develops?'



- Strongly Agree 13.91%
- Agree 40.00%
- Disagree 7.83%
- Strongly Disagree 0.87%
- Don't Know 37.39%

Will my views be considered?

Your views are important to us and this pre-application process is your opportunity to influence our proposal. After each round of consultation events, we will carefully consider all the feedback received at that point in time and create a Consultation Summary Report, summarising the key findings. No decisions will be made until detailed studies and public consultations have been carried out. At the end of the pre-application consultation period, we will submit a Consultation Report alongside our DCO application to the Planning Inspectorate. This will explain how we consulted, summarise all the feedback we received and explain how your views influenced our plans.

Responding to Your Concerns

As part of our feedback form, we asked attendees to consider how we could improve our consultation process to make it as effective as possible.

You told us that you would like to have access to more detailed maps, particularly around the landfall zone.

In response to your feedback, we have uploaded higher resolution versions of these to our website. These are available in our Documents Library at <http://www.dongenergy.co.uk/en/Pages/Hornsea-Project-Three-Documents-Library.aspx>. We have also updated our interactive map which allows users to enter their postcodes and zoom into an area of interest. For future events, we will consider how best to display the maps, to ensure that these are as clear and user-friendly as possible.



You told us that you didn't feel fully informed about the requirements for an onshore HVAC booster station and were concerned that others may not respond to this consultation.

In response to these concerns, we prepared and distributed an additional letter to all residents in parishes in or near to the proposed onshore HVAC booster station options, providing more information on this topic and detailing how they could comment on our plans.



You told us that you would like more technical information on the proposed works.

At this stage of the Project it is difficult to give precise details of all the proposed works. Many of these details will not be known until later in the development phase. We will, however, provide more detail regarding all aspects of the Project in our PEIR. More information on this document can be found in the Next Steps section.



Next Steps

Consultation for Hornsea Project Three is ongoing. This means you can comment on our proposal at any point during the consultation period, up to submission of our DCO application in 2018, by contacting us directly.

Over the summer, we will publish and conduct our statutory consultation on the PEIR. This document forms part of the EIA we are undertaking in parallel to this consultation. The PEIR will provide early information on the surveys and initial assessments undertaken as part of the EIA and will enable consultees to develop an informed view of the potential environmental effects.

If you have signed up to our distribution list, you will be notified when the PEIR becomes available and the documents will be available to download from our website. We will also publish a non-technical summary which will summarise the information within the PEIR and identify the key findings. The notification regarding this document will provide details of the consultation, including how to respond and the deadline for feedback. This will also be sent to the relevant host authorities, including the district and parish councils as statutory consultees in this process.

The PEIR will also be available to view at our Phase 2 community consultation events, which we plan to hold in late summer 2017. More information on these events will be available in our next newsletter and we will consider how best to promote them to ensure maximum visibility locally. We will also run a series of briefing sessions with the parish councils ahead of these events. As part of this consultation, we will continue to engage with a wide range of stakeholders, statutory bodies and community groups over the coming months. If you do have any questions in the meantime, please do not hesitate to get in touch and a member of the team will be happy to assist.

Keeping You Informed

If you would like to be kept informed as our proposal develops, you can register your interest in the Project and sign up to receive our community newsletters on our website www.dongenergy.co.uk/hornseaproject3 or by contacting us directly.

We would like to thank everyone who attended our events, raised queries, and those who provided feedback. Hornsea Project Three has the potential to significantly contribute towards the UK's carbon targets and, if fully developed at 2.4 gigawatts (GW), would provide enough power to meet the average daily needs of well over 2 million UK homes. Its development will benefit from the involvement and engagement of local people and the perspective of those who know the area best to ensure that, should it go forward, it is undertaken in a manner that respects the environment and local communities and seeks to minimise any potential disturbance.

Project Contact Information

Website: www.dongenergy.co.uk/hornseaproject3
Read the latest information on Hornsea Project Three, including our plans for public consultation on our dedicated website.

Freephone Information Line: 0800 0288 466
This Freephone information line is open for calls between 9am and 5pm, Monday to Friday, with an answer phone facility to take calls outside these hours. The information line allows members of the local community to ask questions about Hornsea Project Three and the consultation process.

Enquiries Email: contact@hornsea-project-three.co.uk
The enquiries email allows members of the local community to put general questions or comments in writing about Hornsea Project Three.

Twitter: @DONGEnergyUK #HornseaProject3
We will tweet about Project developments and activities during the consultation period so that you can keep up to date using social media.

Send us a letter:
Hornsea Project Three Offshore Wind Farm, c/o Emily Woolfenden, DONG Energy Power (UK) Ltd, 5 Howick Place, Victoria, London, SW1P 1WG.

Community Access Points (CAP sites)
CAP sites are places where the public can obtain information about Hornsea Project Three. They are local sites easily accessible to people in the area, such as shops, libraries and community buildings. You can find your nearest CAP site by using our online mapping tool on our website.

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DONG Energy Power (UK) Ltd,
5 Howick Place, Victoria, London,
SW1P 1WG

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www.dongenergy.co.uk

Hornsea Project Three
Offshore Wind Farm



Hornsea Project Three Offshore Wind Farm

Consultation Report: Annex 13
Section 4 – Phase 1.B Summary of Responses

Date: May 2018


Hornsea 3
Offshore Wind Farm


Orsted

| Consultee | Summary of response | Change Y/N/I or N/A ² ? | Regard had to response (s49) |
|--|--|------------------------------------|--|
| Overarching | | | |
| PH1B_080_FF_WEY; PH1B_066_FF_WLV; PH1B_070_FF_WLV; PH1B_052_FF_REE | Supportive of Hornsea Three or renewable energy for contributing towards UK's energy requirements. | N/A | These comments were acknowledged by Ørsted. |
| PH1B_037_FF_HLT; PH1B_068_FF_WLV; PH1B_071_FF_WLV | Concerns around use of wind power and suggestion that tidal power should be considered. | N | This comment was acknowledged by Ørsted. It was noted that, Ørsted is not involved in developing tidal power at present. |
| PH1B_121_CA | How much will Hornsea Three cost to build? | N/A | Hornsea Three will be a billion-pound project. |
| Grid Connection | | | |
| PH1B_007_FF_COR | Use Norwich connection to the National Grid | N/A | Norwich Main will be the project's connection point to the National Grid. |
| PH1B_049_FF_NOR | Think the National Grid should be pushed a little bit harder for land face in Lincolnshire rather than asking DONG to traverse Norfolk to get the power near Norwich. Environmental impact versus costs. Substation versus agriculture. | N/A | These comments were noted by Ørsted. It is that noted that Ørsted approached National Grid with the timing and capacity sought for Hornsea Three and received the offer of Norwich Main. |
| PH1B_061_FF_SWD | The proposal for the latest Norwich substation appear to everyone to be the only option for linking to the National Grid. Have the National Grid got plans which might alter this by 2020? Are costs assessed over the long term for South Norfolk and for DONG? More basically is this proposal the best value for money for power consumers and for taxpayers. Scale is impressive but investments and value may suffer - "smaller is more beautiful". | N | The location of any onshore infrastructure is largely determined by the grid offer we discuss and agree with National Grid. This is assessed by both National Grid and the developer from an economic, efficient and strategic perspective, in relation to additional costs and investments required based on the capacity and timing of energy production sought by the developer. One key element of this assessment is the perceived costs that may be passed on to the end user (the public and businesses) and hence both parties seek to minimise this. Hornsea Three received the single offer of Norwich Main National Grid Substation and as such, this is the grid connection point which is described in Environmental Statement volume 1, chapter 3: Project Description (document reference number A6.1.3). |
| PH1B_047_FF_NOR | It seems that there is a role for government to underwrite some risks e.g. Insurance refusal where 2 companies are invested so the sensible co-operation for cabling is sabotaged. | N | A number of stakeholders raised questions about why Hornsea Project Three cannot cooperate in relation to grid connection location with Vattenfall in relation to their Vanguard and Boreas projects. The location of any onshore infrastructure is largely determined by the grid offer we discuss and agree with National Grid. This is assessed by both National Grid and the developer from an economic, efficient and strategic perspective, in relation to additional costs and investments required based on the capacity and timing of energy production sought by the developer. One key element of this assessment is the perceived costs that may be passed on to the end user (the public and businesses) and hence both parties seek to minimise this. Hornsea Project Three received the single offer of Norwich Main National Grid Substation and as such, this is the grid connection point which is described in Environmental Statement volume 1, chapter 3: Project Description (document reference number A6.1.3). |
| PH1B_047_FF_NOR | Also, being farsighted enough to incorporate having reserve provisions along with the turbines. Shipping and sailing routes would be heeded too. | I | The potential impact of the project on other vessels is assessed in the Environmental Statement, volume 2, chapter 7: Shipping and Navigation (document reference number A6.2.7) |
| PH1B_129_EM | Suggests that HVDC should be chosen, so that the alternative routes provided would not be needed. They strongly prefer HVDC option as this avoids need for constructing a large industrial long-term site. If HVAC was chosen, then an offshore booster station is preferable. | N | These comments were noted by Ørsted. Both HVAC and HVDC electrical solutions have a range of relative benefits and drawbacks in terms of stage of technological development, cost and impacts, and at this stage in development it is not appropriate to commit to either technology. Further details are available in the Statement of Reasons (document reference number A4.2) and the Environmental Statement volume 1, chapter 3: Project Description (document reference number A6.1.3). |
| PH1B_022_FF_HLT; PH1B_061_FF_SWD | Concerned about width of onshore cable corridor, noting that previous projects have had a smaller cable corridor. | N | It is noted that Hornsea Three could be the world's largest offshore wind farm, capable of generating enough green electricity for well over 2 million UK homes. Consequently, a wider corridor is required to accommodate the greater number of circuits required to transport this power to the grid. |

² Y = Yes change made; N = No change made; I = Incorporated into or considered when producing the assessment or landowner voluntary agreement offer; N/A = Not applicable.

| Consultee | Summary of response | Change Y/N/I or N/A?? | Regard had to response (s49) |
|--|--|-----------------------|---|
| Offshore | | | |
| PH1B_004_FF_COR; PH1B_046_FF_NOR; PH1B_046_FF_NOR; PH1B_049_FF_NOR; PH1B_071_FF_WLV; PH1B_072_FF_WEY; PH1B_081_FF_WEY PH1B_056_FF_REE | Several respondents raised concerns regarding the potential impact on designated sites including the Cromer Shoal Chalk Reef MCZ. One individual advised Ørsted that Norfolk Coast Project should be consulted regarding Chalk reef habitats MCZ (talk to Norfolk Coast Project - [REDACTED]) | Y | The offshore cable corridor in the nearshore environment has now been rerouted to avoid direct impact from cable installation on the Subtidal Chalk feature of the Cromer Shoal Chalk Beds MCZ (see Environmental Statement volume 5, annex 2.3: MCZ Assessment (document reference number A6.5.2.3)). Communication has been maintained with Norfolk Coast Project through development of Hornsea Three. |
| PH1B_025_FF_HLT | One respondent raised concerns the potential impact on the seabed biodiversity at Cromer shoal - the movement of mega ripples and dunes on the seabed as they are in a dynamic environment. If the dunes and mega ripples move the cable (s) could become exposed causing more problems and a need to rebury. No to concrete mats and concern about the number of cables being imported into such a sensitive environment. | I | The local environment and sea bed mobility is a key factor that informs the project envelope. Where necessary activities such as sandwave clearance will increase the likelihood of successful cable burial which is understood to be preferential to cable protection. Since the PEIR, the Environmental Statement in volume 2, chapter 2: Benthic Ecology (document reference number A6.2.2) has been updated with revised project description details associated with cable protection. The offshore cable corridor in the nearshore environment has now been rerouted to avoid direct impact from cable installation on the Subtidal Chalk feature of the Cromer Shoal Chalk Beds MCZ (see Environmental Statement volume 5, annex 2.3: MCZ Assessment (document reference number A6.5.2.3)). |
| PH1B_007_FF_COR; PH1B_072_FF_WEY | Several respondents raised concerns regarding the impact on fish stocks and spawning grounds. | I | Hornsea Three has assessed the potential impact on fish stocks and spawning grounds in the Environmental Statement, volume 2, chapter 6: Commercial Fisheries Mammals (document reference number A6.2.6). |
| PH1B_037_FF_HLT; PH1B_043_EM_HLT | Others raised concerns regarding seal and marine life protection and asked what steps would be taken to avoid potential disturbance to Harbour Porpoise | I | The potential impact of the project on Marine Mammals is assessed in the Environmental Statement, volume 2, chapter 4: Marine Mammals (document reference number A6.2.4). The embedded measures that the project has committed to) to reduce the potential underwater noise effects on marine mammals are presented in section 4.10 |
| PH1B_015_FF_HLT; PH1B_018_FF_HLT; PH1B_019_FF_HLT; PH1B_031_FF_HLT; PH1B_036_FF_HLT | Several individuals raised concerns regarding the potential impact of offshore turbines on migration paths for birds, noting that seabirds should be monitored Geese, Gannets, Divers, Sea Ducks and migrating birds use part of the proposed route out at sea. | I | The potential impact of Hornsea Three on offshore birds is assessed in Environmental Statement, volume 2, chapter 5: Offshore Ornithology (document reference number A6.2.5) and the Report to Inform Appropriate Assessment (document reference number A5.2). |
| PH1B_031_FF_HLT; PH1B_072_FF_WEY | Individuals also raised concerns regarding the potential for Hornsea Three to cause damage to the seabed and "...our fishermen's crabs and lobsters". | I | In the Environmental Statement, volume 2, chapter 6: Commercial Fisheries (document reference number A6.2.6), the impact assessment considers the level of impact to specific fisheries (including crab and lobster) activities and fleets. |
| PH1B_036_FF_HLT | One raised the potential impact on other marine users, including local fishing boats | I | The potential impact of the project on other marine users is assessed in the Environmental Statement within a number of chapters including; volume 2 chapter 6: Commercial Fisheries, chapter 7: Shipping and Navigation and chapter 11: Infrastructure and Other Users (document reference numbers A6.2.6, A6.2.7 and A6.2.11 respectively). |
| PH1B_052_FF_REE | Trust that from a safety point of view, seafaring craft will be kept away from the wind turbines. | I | The potential impact of Hornsea Three on other vessels is assessed in the Environmental Statement, volume 2, chapter 7: Shipping and Navigation (document reference number A6.2.7). During construction Hornsea Three will apply for safety zones around construction vessels and partially constructed structures. Further details can be found in the Safety Zone Statement that accompanies the application (document reference number A7.1). |
| PH1B_077_FF_WEY | One individual raised concerns that the offshore HVAC booster station would be visible from shore. | I | Light sources potentially visible on the offshore HVAC booster station have been considered up to 25 km from the infrastructure and are assessed in section 10.11.2 of Environmental Statement, volume 2, chapter 10: Seascape and Visual Resources (document reference number A6.2.10). |
| PH1B_043_FF_HLT | Another stated that they do not want a booster station in such a beautiful area. | I | The selection process and rationale for the booster station location is detailed in Environmental Statement volume 1, chapter 4: Site Selection and Consideration of Alternatives (document reference number A6.1.4). |
| PH1B_024_FF_HLT | One individual raised concerns about the potential for a terrorist attack | I | During construction compounds will be secured by fencing and lockable gates to control access. Similarly, during operation, the onshore HVAC booster station and the onshore HVDC converter/HVAC substation will be surrounded by security fencing and lighting and access will only be permitted for authorised personnel. |

| Consultee | Summary of response | Change Y/N/I or N/A?? | Regard had to response (s49) |
|--|--|-----------------------|---|
| Landfall (onshore) | | | |
| PH1B_036_FF_HLT | Highlighted that local fishing boats launch and land on Weybourne Beach | I | The potential impact on fishing activities is assessed in Environmental Statement, volume 2, chapter 6: Commercial Fisheries (document reference number A6.2.6). |
| PH1B_049_FF_NOR | Would prefer a landfall in Skegness | N | The selection process and rationale for the landfall location is detailed in Environmental Statement volume 1, chapter 4: Site Selection and Consideration of Alternatives (document reference number A6.1.4). |
| PH1B_072_FF_WEY; PH1B_073_FF_WEY; PH1B_075_FF_WEY; PH1B_076_FF_WEY; PH1B_079_FF_WEY; PH1B_082_FF_WEY; PH1B_140_EM | A number of respondents raised concerns regarding disruption from construction vehicles transporting materials, in the vicinity of Weybourne. <i>"A149 and Beach Lane at Weybourne. As a local small business dependent on passing traffic, we are concerned about possible road closure. We have not been given sufficient information as to what the impact this development will have on our business."</i> <i>"Cabling traffic should take into account narrow roads and the narrow bridge at Weybourne station."</i> <i>"Could I also please say that Sandy Hill Lane in Weybourne is a narrow lane which already takes far more in bigger traffic than it can cope with. It certainly could not take construction/drilling and large vehicles. On that lane there is the North Norfolk railway, generating a large amount of traffic and lorries."</i> <i>"Also, Kelling Heath holiday park generates a large amount of tourist traffic."</i> <i>"Squirrel Wood Equestrian Centre - ditto traffic plus horses on road."</i> | Y | Impacts relating to construction vehicles and access are addressed in the Environmental Statement, volume 3, chapter 7: Traffic and Transport (document reference number A6.3.7). A Construction Traffic Management Plan (CTMP) will be produced to manage access and associated impacts during the construction phase; an outline of this document (document reference number A8.2) has been produced to set out the principles of the CTMP and this forms part of the DCO application. The chosen cable route avoids Beach Lane, Weybourne Station, Sandy Hill Lane, Kelling Heath Holiday Park and Squirrel Wood Equestrian Centre. |
| PH1B_015_FF_HLT; PH1B_076_FF_WEY | It was noted that there are many houses and holiday businesses close to the sea and individuals were concerned about potential disruption and inconvenience to residents in Weybourne. | Y | Since the PEIR, a refined landfall location has been identified (western re-route around Kelling) and the area identified for landfall works has reduced. This was informed by a number of factors including engineering and technical considerations, community feedback in the area of Kelling and Weybourne and avoidance of the Kelling Heath SSSI/CWS and Holiday Park. Impacts associated with works at the landfall are assessed in the relevant topic specific chapters of the Environmental Statement (volume 3, document reference number A6.3). Where sensitive receptors are in close proximity to onshore works, Hornsea Three will ensure that sensitive construction management measures, such as noise, dust and traffic control are considered. These are documented in an Outline Code of Construction Practice (OCoCP) (document reference number A8.5), which accompanies the DCO application. |
| PH1B_079_FF_WEY; PH1B_079_FF_WEY; PH1B_075_FF_WEY | A number of respondents, including local business owners highlighted the importance of the holiday/tourist industry for the local economy, noting that "...visitors come for the peace, quiet, relaxing harmonious atmosphere." It was noted that movement of heavy load vehicles and construction related activities will be disruptive to both residents and tourists alike. | I | Impacts on socio-economics and tourism are assessed within the Environmental Statement volume 3, chapter 10: Socio-economics (document reference number A6.3.10). Impacts relating to access and construction vehicles are addressed in the Environmental Statement volume 3, chapter 7: Traffic and Transport (document reference number A6.3.7). |
| PH1B_081_FF_WEY; PH1B_140_EM | A number of residents noted that they had experience vibration when the bore holes were drilled at the landfall site earlier that year and raised concerns that similar vibrations would be experienced during construction works. | I | Volume 3, chapter 8: Noise and Vibration of the Environmental Statement provides an assessment of impacts arising from Hornsea Three in relation to noise and vibration (document reference number A6.3.8). |
| PH1B_140_EM; PH1B_073_FF_WEY | Respondents noted that any works should not undermine sea defences, including the cliff face and shingle beach, noting that these are vital to protecting village of Weybourne. | I | The potential for changes to coastal morphology as a result of Hornsea Three has been considered and the assessment is presented in the Environmental Statement, section 1.11 of volume 2, chapter 1: Marine Processes (document reference number A6.2.1). |
| PH1B_076_FF_WEY; PH1B_019_FF_HLT | Others noted that part of the landfall area is part of a private, local nature reserve and that the waterway into sea at Weybourne is home to a water vole colony, fishing, otters and nesting. | I | Impacts on ecological receptors including water voles are assessed in Environmental Statement, volume 3, chapter 3: Ecology and Nature Conservation (document reference number A6.3.3). |

| Consultee | Summary of response | Change Y/N/I or N/A?? | Regard had to response (s49) |
|---|---|-----------------------|--|
| PH1B_035_FF_HLT; PH1B_031_FF_HLT; PH1B_036_FF_HLT | A number of individuals raised concerns regarding nesting birds on the nearby clifftops, noting that many of the cliffs along the Norfolk coast are used by sand martins who come to breed in the summer months. It was also noted that a number of bird species nest in the fields including lapwings and larks. | I | The potential impact of the project on different species of birds is assessed in the Environmental Statement, volume 2, chapter 5: Offshore Ornithology (document reference number A6.2.5) and volume 3, chapter 3: Ecology and Nature Conservation (document reference number A6.3.3). |
| PH1B_049_FF_NOR | Furthermore, the proximity to the Glaven Chalk River aquifer. | Y | Potential impacts which remain on ecological receptors are assessed in Environmental Statement volume 3, chapter 3: Ecology and Nature Conservation (document reference number A6.3.3). This assessment considers the interactions between Hornsea Three and ecological receptors, and is informed by the relationship between hydrogeology, hydrology and water-dependant habitats, which are described in the Hydrological Characterisation Note which forms part of the Environmental Statement, volume 6, annex 2.4 (document reference number 6.6.2.4). This approach was discussed and agreed with the onshore ecology Expert Working Group (EWG), which comprised Natural England, the Wildlife Trust, Environment Agency and the RSPB amongst others. Impacts from Hornsea Three on ecological and hydrological features, including sensitive watercourses has been avoided where possible through commitments to use trenchless technologies such as Horizontal Directional Drilling (HDD). Further details are provided in Environmental Statement volume 3, chapter 3: Ecology and Nature Conservation (document reference number A6.3.3), as well as the Outline Ecological Management Plan (OEMP) (document reference number A8.6) which form part of the DCO application. |
| PH1B_078_FF_WEY | One individual noted, <i>"If possible, no visible signs of cables where they come ashore (when job completed)."</i> | I | Impacts relating to landscape and visual resources are assessed in Environmental Statement, volume 3, chapter 4: Landscape and Visual Resources (document reference number A6.3.4). Photographic panels along the cable corridor, as well as indicative visualisations have been prepared to inform the assessment of impacts and are provided in Environmental Statement volume 6, annex 4.5: Photographic Panels, Wireframes and Photomontages (document reference number A6.6.4.5). |
| PH1B_142_EM | Impact on High Kelling, as the cable corridor runs close to their home. Concerned about access, damage to the area (Kelling SSSI) and flooding concerns with the risk exacerbated during construction works. | Y | Since the PEIR, a refined landfall location has been identified which includes a western re-route which avoids Kelling SSSI. This is detailed in the Environmental Statement, volume 1, chapter 4: Site Selection and Consideration of Alternatives (document reference number A6.1.4). Appropriate mitigation measures have been designed-in to Hornsea Three to minimise impacts on drainage and flooding (particularly in relation to runoff). Details are provided in Environmental Statement, volume 3, chapter 2: Hydrology and Flood Risk (see Table 2.17) (document reference number A6.3.2) as well as the OCoCP (document reference number A8.5) which forms part of the DCO application. |
| Onshore Cable Corridor | | | |
| PH1B_007_FF_COR | <i>"Take the shortest, least disruptive route."</i> | Y | Since the PEIR, there have been a number of reroutes to the onshore cable route informed by a number of factors including community feedback as well as engineering/technical considerations. The selection process and rationale for the onshore cable route is detailed in Environmental Statement volume 1, chapter 4: Site Selection and Consideration of Alternatives (document reference number A6.1.4). |
| PH1B_001_FF_COR; | A number of respondents noted that they had logged feedback with appointed Land Agents, Dalcour Maclaren. | N | All feedback received by Dalcour Maclaren was recorded and passed on to Ørsted. |
| PH1B_002_FF_COR | One respondent questioned why it was being proposed in such an environmentally sensitive area? | I | Potential environmental impacts associated with Hornsea Three, particularly the onshore cable corridor and the HVAC booster station are addressed in the relevant topic specific chapters of the Environmental Statement (see volume 3, document reference number A6.3). |
| PH1B_003_FF_COR | Regarding the cable routes associated with the onshore HVAC booster station, one consultee noted that the choosing the western route would be preferable relative to the damage caused by the other two. | Y | The selection process and rationale for the onshore cable route is detailed in Environmental Statement volume 1, chapter 4: Site Selection and Consideration of Alternatives (document reference number A6.1.4). Since the PEIR, a number of reroutes to the onshore cable route have been introduced to avoid sites such as Kelling Heath SSSI. |

| Consultee | Summary of response | Change Y/N/I or N/A?? | Regard had to response (s49) |
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| PH1B_008_FF_COR; PH1B_128_LE | Others noted the proximity of the route to Edgefield and the River Glaven. | Y | Hornsea Three will not be taking forward the Edgefield site, with the onshore HVAC booster located close to Little Barningham (as shown in the plans which accompany the DCO). Information pertaining to the site selection for the onshore HVAC booster station is provided in Environmental Statement volume 1, chapter 4: Site Selection and Consideration of Alternatives (document reference number A6.1.4). Potential impacts from Hornsea Three on hydrology receptors, including the River Glaven, have been assessed in Environmental Statement volume 3, chapter 2: Hydrology and Flood Risk (document reference number A6.3.2). |
| PH1B_012_FF_HLT | Requested Hornsea Three avoid Wood Farm. | Y | This location has been avoided by the cable route. |
| PH1B_012_FF_HLT | Requested Hornsea Three avoid Edgefield Great Wood. | Y | This location has been avoided by the cable route. |
| PH1B_067_FF_WLV | Asked Ørsted to consider the Southern part of the Marlingford Road that connects Easton village to Marlingford village. Noting that at the Southern part of the Marlingford Road, there is a county wildlife site, a grade II listed building (the Old Hall), two travellers' sites, a sports club, several dwellings and St. Athanasius Coptic Church and that the cable route should cross the Marlingford at a point to the North of the location shown on the map. | Y | The cable route crosses Marlingford Road under the County Wildlife site to the south of the church and sports club (at a distance of 50 m) and 140 m north of Old Hall and further south of the travellers sites. |
| PH1B_021_FF_HLT; PH1B_050_FF_REE | Some individuals raised concerns regarding the potential for Hornsea Three to impact the health of residents and wanted reassurances. | I | In the Environmental Statement, volume 3, annex 3.3: EMF Compliance Statement (document reference number A6.4.3.3) comprises an assessment of the static and extremely low frequency (ELF) EMFs that will be generated by the Hornsea Project Three onshore transmission infrastructure (cabling), giving maximum predicted field strengths to assess compliance with health protection guidelines for public exposure to EMFs. Annex 3.3 concludes that the maximum magnetic field strength directly above a cable, using worst-case assumptions where required, is also well below the guideline public exposure limits set to protect health. The cables eventually selected for the project will be required to fall within the envelope assessed and meet the prescribed standards and hence will not generate greater EMF. |
| PH1B_013_FF_HLT; PH1B_023_FF_HLT | Others were concerned about reinstated of the cable corridor and the actual replacement of soil in the trenches. Noting that previous cable laying has left arable land in a bad condition and that the subsoil should not be mixed with topsoil. | I | Subsoil and topsoil will be stripped and stored separately and then carefully and correctly reinstated in the trenches. An Outline Code of Construction Practice (OCoCP) (document reference number A8.5), which includes soil management requirements has been submitted as part of the DCO application. |
| PH1B_027_FF_HLT; PH1B_029_FF_HLT; PH1B_036_FF_HLT; PH1B_041_FF_HLT; PH1B_075_FF_WEY | A number of individuals were concerned about the proximity to properties and interactions with private gardens and potential damage / restricted access to septic tanks. | Y | Interaction with residential gardens and septic tanks has been avoided by the cable route. |
| PH1B_015_FF_HLT; PH1B_036_FF_HLT; PH1B_081_FF_WEY; PH1B_092_LE | At the landfall, a number of individuals noted that the cable route (section 1B) "appears to come very close to Pine Walk, Weybourne", with others noting that the eastern site of the landfall is "250 yards from 7 permanently occupied homes and 7 second/holiday homes". Concerns were raised about the potential for structural damage during construction and disruption to residents, from noise and visual pollution and ecological impact. | Y | The eastern route around Weybourne would have been close to Pine Walk; however, the western route that has been chosen does not affect this area. An assessment of both construction and operational noise impacts associated with the onshore infrastructure (including the HVAC booster station) is provided within Environmental Statement volume 3, chapter 8: Noise and Vibration (document reference number A6.3.8). Impacts on ecological receptors are assessed in Environmental Statement volume 3, chapter 3; Ecology and Nature Conservation (document reference number A6.3.3). An Outline Code of Construction Practice (OCoCP) (document reference number A8.5) has been submitted as part of the DCO application and contains working hours and measures to minimise local impact as a result of construction activities. |
| PH1B_028_FF_HLT | One respondent noted it ought to run inland, between Bodham and Sheringham through fields and not so close to villages/residential. E.g. High Kelling | N | This would have involved a major diversion of the route adding significantly to its length and moving away from the shortest route principle, so it was not explored further. |
| PH1B_053_FF_REE | Another pointed out that near to Hall Road, Alderford, an Anglian water main crosses fields behind Church cottages, not down Hall Road all the way. | N | Information regarding Anglian Water main was noted – all utilities on the route have been checked and contacted. |

| Consultee | Summary of response | Change Y/N/I or N/A?? | Regard had to response (s49) |
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| PH1B_128_LE | One appealed to Ørsted to “consider alternatives, avoiding areas of Selbrigg, Hempstead, Edgefield, and Little Barningham. Suggests route to the west of Holt where environmental impact would be limited.” | Y | The onshore cable route has been through a refining process since the PEIR. The selection process and rationale for the onshore cable route is detailed in the Environmental Statement volume 1, chapter 4: Site Selection and Consideration of Alternatives (document reference number A6.1.4). |
| PH1B_019_FF_HLT | Another highlighted the importance of not causing damage to the “scrape” or scrub/trees. | I | Environmental Statement volume 3, chapter 3: Ecology and Nature Conservation and chapter 4: Landscape and Visual Resources (document reference numbers A6.3.3 and A6.3.4 respectively) also considers potential impacts on hedgerows and trees. |
| Onshore HVAC Booster Station | | | |
| PH1B_108_EM; PH1B_014_FF_HLT; PH1B_100_EM; PH1B_101_EM; PH1B_109_EM; PH1B_004_FF_COR | A number of respondents were concerned about the volume of information provided and requested that further information, including photomontages and plans for lighting and screening is made available. | I | Environmental Statement volume 6, annex 4.5: Photograph Panels, Wirelines and Photomontages (document reference number A6.6.4.5) presents indicative visualisations which show a potential appearance of the proposed HVAC booster station. The maximum design scenario is detailed in Environmental Statement volume 1, chapter 3: Project Description (document reference number A6.1.3). Impacts associated with visual amenity and noise are addressed in Environmental Statement volume 3, chapters 4 and 8 respectively (document reference number A6.3.4 and A6.3.8). Based on the principles of the lighting strategy for Hornsea Three, no significant effects in relation to lighting is anticipated. |
| PH1B_090_EM; PH1B_146_EM; PH1B_155_EM; PH1B_157_EM | Concerns regarding the level of notice provided for [onshore HVAC booster station] note which arrived close to deadline. | N | Acknowledged. Ørsted confirmed at the time that, due to the timing of the note, comments in relation to it would be accepted beyond the formal deadline. |
| PH1B_135_EM | One noted that the onshore HVAC Booster station should be in an industrial area. | I | The selection process and rationale for the onshore HVAC booster station location is detailed in Environmental Statement, volume 1, chapter 4: Site Selection and Consideration of Alternatives (document reference number A6.3.4). |
| PH1B_002_FF_COR | Another that the onshore HVAC Booster Station should be located at the landfall. | I | The selection process and rationale for the onshore HVAC booster station location is detailed in Environmental Statement, volume 1, chapter 4: Site Selection and Consideration of Alternatives (document reference number A6.3.4). |
| PH1B_078_FF_WEY; PH1B_089_EM | Whilst others noted that it should be sited away from the coast (if possible), so that it will not impact on this “area of outstanding natural beauty”. | I | The selection process and rationale for the onshore HVAC booster station location is detailed in Environmental Statement volume 1, chapter 4: Site Selection and Consideration of Alternatives (document reference number A6.3.4). Impacts relating to landscape and visual resources are assessed in Environmental Statement volume 3, chapter 4: Landscape and Visual Resources (document reference number A6.3.4). Particular consideration has been given to the AONB as a sensitive receptor. |
| PH1B_152_EM | Objection to siting onshore HVAC Booster Station at any of the proposed locations due to AONB | I | The selection process and rationale for the onshore HVAC booster station location is detailed in Environmental Statement, volume 1, chapter 4: Site Selection and Consideration of Alternatives (document reference number A6.1.4). Impacts relating to landscape and visual resources are assessed in Environmental Statement, volume 3, chapter 4: Landscape and Visual Resources (document reference number A6.3.4). Particular consideration has been given to the AONB as a sensitive receptor. |

| Consultee | Summary of response | Change Y/N/I or N/A?? | Regard had to response (s49) |
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| PH1B_023_FF_HLT; PH1B_128_LE; PH1B_002_FF_COR; PH1B_003_FF_COR; PH1B_010_FF_COR; PH1B_011_FF_COR; PH1B_012_FF_HLT; PH1B_013_FF_HLT; PH1B_014_FF_HLT; PH1B_023_FF_HLT; PH1B_026_FF_HLT; PH1B_027_FF_HLT; PH1B_027_FF_HLT; PH1B_033_FF_HLT; PH1B_038_FF_HLT; PH1B_040_FF_HLT; PH1B_042_FF_HLT; PH1B_043_FF_HLT; PH1B_086_EM; PH1B_087_LE; PH1B_094_EM; PH1B_095_EM; PH1B_096_EM; PH1B_105_EM; PH1B_106_EM; PH1B_112_EM; PH1B_114_EM_LE; PH1B_116_LE; PH1B_117_EM; PH1B_119_EM; PH1B_131_LE; PH1B_133_EM; PH1B_134_EM; PH1B_136_EM; PH1B_137_EM; PH1B_138_EM; PH1B_139_EM; PH1B_147_EM; PH1B_149_EM; PH1B_150_EM; PH1B_151_EM; PH1B_153_EM; PH1B_154_EM; PH1B_155_EM; PH1B_157_EM; PH1B_040_FF_HLT; PH1B_102_EM; PH1B_122_EM | Onshore HVAC Booster Station - Option A "Pond Hills" / Hempstead Concerns/objections to Option A on the following grounds: <ul style="list-style-type: none"> • "environmental disaster" • A number of respondents noted that there is a large array of wildlife present in the area. • Several respondents noted that a gravel extraction site had already been refused. • "sensitive area" • "An area of special value to the local community." • "unacceptable on landscape grounds" • "fear that one industrial activity nearby will lead to others" • "would hit the local economy which has a high dependency on tourism" | Y | In relation to the three sites proposed at the Phase 1.B events, an explanation of the site selection process for the potential onshore HVAC booster station locations was presented at these events on banners and in accompanying consultation materials (see annex 12 to the Consultation Report, document reference number A5.1.12). In particular, this focussed on the key constraints that had led to the selection of the three options. The process for selection of the three potential sites as well as the subsequent selection of the final onshore HVAC booster station site is detailed in Environmental Statement, volume 1, chapter 4, Site Selection and Consideration of Alternatives (document reference number A6.1.4) and its supporting annexes. Following the feedback received as part of the Phase 1.B consultation, Ørsted selected Option C "Little Barningham" for the reasons outlined in Environmental Statement, volume 1, chapter 4, Site Selection and Consideration of Alternatives (document reference number A6.1.4) and its supporting annexes. |
| PH1B_128_LE | One respondent however, in regard to Option A noted that it "is in the least environmentally important area. This will have no long-lasting effect and will be least detrimental." | I | In relation to the three sites proposed at the Phase 1.B events, an explanation of the site selection process for the potential onshore HVAC booster station locations was presented at these events on banners and in accompanying consultation materials (see annex 12 to the Consultation Report, document reference number A5.1.12). In particular, this focussed on the key constraints that had led to the selection of the three options. The process for selection of the three potential sites as well as the subsequent selection of the final onshore HVAC booster station site is detailed in Environmental Statement volume 1, chapter 4, Site Selection and Consideration of Alternatives (document reference number A6.1.4) and its supporting annexes. Following the feedback received as part of the Phase 1.B consultation, Ørsted selected Option C "Little Barningham" for the reasons outlined in Environmental Statement volume 1, chapter 4, Site Selection and Consideration of Alternatives (document reference number A6.1.4) and its supporting annexes. |
| PH1B_011_FF_COR; PH1B_028_FF_HLT | Onshore HVAC Booster Station - Option B "Holt Farm" <ul style="list-style-type: none"> • "Strongly preferred as it does not interfere with local interests" • "Site B preferred" | I | In relation to the three sites proposed at the Phase 1.B events, an explanation of the site selection process for the potential onshore HVAC booster station locations was presented at these events on banners and in accompanying consultation materials (see annex 12 to the Consultation Report, document reference number A5.1.12). In particular, this focussed on the key constraints that had led to the selection of the three options. The process for selection of the three potential sites as well as the subsequent selection of the final onshore HVAC booster station site is detailed in Environmental Statement volume 1, chapter 4, Site Selection and Consideration of Alternatives (document reference number A6.1.4) and its supporting annexes. Following the feedback received as part of the Phase 1.B consultation, Ørsted selected Option C "Little Barningham" for the reasons outlined in Environmental Statement volume 1, chapter 4, Site Selection and Consideration of Alternatives (document reference number A6.1.4) and its supporting annexes. |

| Consultee | Summary of response | Change Y/N/I or N/A?? | Regard had to response (s49) |
|--|--|-----------------------|---|
| PH1B_012_FF_HLT; PH1B_014_FF_HLT; PH1B_016_FF_HLT; PH1B_023_FF_HLT; PH1B_033_FF_HLT; PH1B_038_FF_HLT; PH1B_042_FF_HLT; PH1B_043_FF_HLT; PH1B_045_FF_NOR; PH1B_114_EM; PH1B_119_EM; PH1B_125_EM_LE; PH1B_126_EM | Onshore HVAC Booster Station – Option B “Holt Farm” Opposition / concerns regarding Option B on the following grounds: <ul style="list-style-type: none"> Proximity to properties Impact on Glaven Valley and Glaven Conservation Area. “eyesore in rural area and light pollution” “Hempstead Mill and Hempstead Hall are listed” “too close to river Glaven” | Y | In relation to the three sites proposed at the Phase 1.B events, an explanation of the site selection process for the potential onshore HVAC booster station locations was presented at these events on banners and in accompanying consultation materials (see annex 12 to the Consultation Report, document reference number A5.1.12). In particular, this focussed on the key constraints that had led to the selection of the three options. The process for selection of the three potential sites as well as the subsequent selection of the final onshore HVAC booster station site is detailed in Environmental Statement volume 1, chapter 4, Site Selection and Consideration of Alternatives (document reference number A6.1.4) and its supporting annexes. Following the feedback received as part of the Phase 1.B consultation, Ørsted selected Option C “Little Barningham” for the reasons outlined in Environmental Statement volume 1, chapter 4, Site Selection and Consideration of Alternatives (document reference number A6.1.4) and its supporting annexes. Impacts relating to landscape and visual resources are assessed in Environmental Statement, volume 3, chapter 4: Landscape and Visual Resources (document reference number A6.3.4). Impacts on wildlife and habitats are considered in Environmental Statement volume 3, chapter 3: Ecology and Nature Conservation (document reference number A6.3.3). |
| PH1B_128_LE; PH1B_106_EM; PH1B_005_FF_COR; PH1B_008_FF_COR | Onshore HVAC Booster Station – Option C Concerns regarding Option C on the following grounds: <ul style="list-style-type: none"> “detrimental to wildlife” Proximity to Corpusty and Saxthorpe. The larger of the sites and proximity to Edgefield. | I | In relation to the three sites proposed at the Phase 1.B events, an explanation of the site selection process for the potential onshore HVAC booster station locations was presented at these events on banners and in accompanying consultation materials (see annex 12 to the Consultation Report, document reference number A5.1.12). In particular, this focussed on the key constraints that had led to the selection of the three options. The process for selection of the three potential sites as well as the subsequent selection of the final onshore HVAC booster station site is detailed in Environmental Statement volume 1, chapter 4, Site Selection and Consideration of Alternatives (document reference number A6.1.4) and its supporting annexes. Following the feedback received as part of the Phase 1.B consultation, Ørsted selected Option C “Little Barningham” for the reasons outlined in Environmental Statement volume 1, chapter 4, Site Selection and Consideration of Alternatives (document reference number A6.1.4) and its supporting annexes. Impacts on wildlife and habitats are considered in Environmental Statement, volume 3, chapter 3: Ecology and Nature Conservation (document reference number A6.3.3). |
| PH1B_014_FF_HLT; PH1B_025_FF_HLT; PH1B_102_EM; PH1B_149_EM | Onshore HVAC Booster Station – Option C “Little Barningham” Others noted that Option C of the three may be the most suitable: <ul style="list-style-type: none"> “Probably the best option - cannot be seen from the road or public footpath” “C route looks the straightest and the cheapest” | Y | In relation to the three sites proposed at the Phase 1.B events, an explanation of the site selection process for the potential onshore HVAC booster station locations was presented at these events on banners and in accompanying consultation materials (see annex 12 to the Consultation Report, document reference number A5.1.12). In particular, this focussed on the key constraints that had led to the selection of the three options. The process for selection of the three potential sites as well as the subsequent selection of the final onshore HVAC booster station site is detailed in Environmental Statement volume 1, chapter 4, Site Selection and Consideration of Alternatives (document reference number A6.1.4) and its supporting annexes. Following the feedback received as part of the Phase 1.B consultation, Ørsted selected Option C “Little Barningham” for the reasons outlined in Environmental Statement volume 1, chapter 4, Site Selection and Consideration of Alternatives (document reference number A6.1.4) and its supporting annexes. |

| Consultee | Summary of response | Change Y/N/I or N/A?? | Regard had to response (s49) |
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| PH1B_150_EM | Others felt that all three were sites that should be protected. | N | Ørsted recognised the concerns of stakeholders in relation to the choice of transmission technology (HVAC or HVDC) and has sought to address this at consultation events. In addition, a set of Frequently Asked Questions (FAQs) were produced and published on the Hornsea Three website (www.hornseaproject3.co.uk). These FAQs include information on the two technologies and why Hornsea Three cannot commit to one technology at this point in the project development. As a result, Hornsea Three needs to retain the option to build an HVAC booster station onshore and/or offshore. In relation to the three sites proposed at the Phase 1.B events, an explanation of the site selection process for the potential onshore HVAC booster station locations was presented at these events on banners and in accompanying consultation materials (see annex 12 to the Consultation Report, document reference number A5.1.12). In particular, this focussed on the key constraints that had led to the selection of the three options. The process for selection of the three potential sites as well as the subsequent selection of the final onshore HVAC booster station site is detailed in Environmental Statement volume 1, chapter 4, Site Selection and Consideration of Alternatives (document reference number A6.1.4) and its supporting annexes. |
| PH1B_052_FF_REE | <i>"If HVAC booster stations are required, I'm sure the most acceptable option will be chosen."</i> | I | Acknowledged. The selection process and rationale for the onshore HVAC booster station location is detailed in Environmental Statement volume 1, chapter 4: Site Selection and Consideration of Alternatives (document reference number A6.1.4). |
| PH1B_111_LE; PH1B_013_FF_HLT; PH1B_038_FF_HLT; PH1B_122_EM; PH1B_136_EM; PH1B_137_EM; PH1B_138_EM; PH1B_149_EM; PH1B_006_FF_COR PH1B_111_LE; PH1B_038_FF_HLT; PH1B_057_FF_REE; PH1B_113_EM; PH1B_123_EM; PH1B_139_EM; PH1B_149_EM | A number of respondents were concerned about the potential visual impact from the onshore HVAC booster station and potential for the site to generate noise, with one individual noting that <i>"Sheringham Shoal substation at Cawston is very noisy. Audible buzzing at 1 mile on a bad day"</i> . Individuals requested more information on what would be done to reduce potential noise and to reduce the visual impact, with others noting that this could be achieved by tree planting and building an earth bank. | I | Impacts relating to landscape and visual resources are assessed in Environmental Statement volume 3, chapter 4: Landscape and Visual Resources (document reference number A6.3.4). Through the design development process, Hornsea Three has sought to minimise impacts on the natural environment, including landscapes and sensitive ecological receptors. For example, the orientation of the HVAC booster station has been optimised to minimise impacts on nearby field boundaries (hedgerows and trees) as well as maximise natural screening. An assessment of both construction and operational noise impacts associated with the onshore infrastructure (including the HVAC booster station) is provided within Environmental Statement, volume 3, chapter 8: Noise and Vibration (document reference number A6.3.8). Details of the baseline noise surveys which have been undertaken to inform the noise assessment are presented within Environmental Statement, volume 6, annex 8.1: Baseline Noise Survey (document reference number A6.6.8.1). During construction noise and light pollution would be controlled through appropriate design and construction management measures documented in the outline Code of Construction Practice (document reference number A8.5) which forms part of the DCO application. In respect to lighting, site lighting at the HVAC booster station will only operate when required and will be directional to avoid unnecessary illumination. |
| PH1B_031_FF_HLT | <i>"The area being shortlisted has many wildlife sites and areas of importance for their special habitats. We don't want Norfolk spoil! When the work is completed, we and the wildlife still want to live here. Wildlife disturbance is of extra concern when they are near their young."</i> | I | We recognise that protection and sensitive restoration of hedgerows and trees is important to minimise any negative impact on biodiversity or landscape. Therefore, Hornsea Three has avoided sensitive ecological receptors (e.g. hedgerows/trees) where possible through commitments to use trenchless technologies such as Horizontal Directional Drilling (HDD). Where this has not been possible, impacts on ecological receptors are assessed in Environmental Statement volume 3, chapter 3; Ecology and Nature Conservation (document reference number A6.3.3) |
| PH1B_114_EM_LE; PH1B_145_EM | A number of individuals raised concerns regarding the potential for overspill from sites and the impact this could have on the River Glaven. Others were concerned that flooding in the area might be exacerbated by construction works. | I | Potential impacts from Hornsea Three on hydrology receptors, including the River Glaven, have been assessed in Environmental Statement volume 3, chapter 2: Hydrology and Flood Risk (document reference number A6.3.2). In respect to flood risk, Hornsea Three has assessed potential impacts on flood risk within a flood risk assessment provided in Environmental Statement volume 6, annex 2.1: Onshore Infrastructure FRAs (document reference number A6.6.2.1). |
| PH1B_156_EM | Other raised concerns regarding the impact on the rural economy. | I | Environmental Statement volume 3, chapter 10: Socio-economics (document reference number A6.3.10) assesses the potential socio-economic impacts associated with Hornsea Three. |

| Consultee | Summary of response | Change Y/N/I or N/A?? | Regard had to response (s49) |
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| PH1B_002_FF_COR; PH1B_008_FF_COR; PH1B_095_EM; PH1B_096_EM; PH1B_114_EM_LE; PH1B_122_EM; PH1B_123_EM; PH1B_125_EM_LE; PH1B_139_EM; PH1B_149_EM | Several individuals noted that the local road networks near proposed onshore HVAC Booster Station are not suitable for industrial vehicles movement and concerns around impact on traffic/pollution. Risk of accidents. | I | Impacts relating to access and construction vehicles are addressed in the Environmental Statement volume 3, chapter 7: Traffic and Transport (document reference number A6.3.7). As part of the Hornsea Three design process, several designed-in measures have been proposed to reduce the potential for air quality impacts. These are outlined in Environmental Statement, volume 3, chapter 9: Air Quality (document reference number A6.3.9) and include the development of a Dust Management and Monitoring Plan, a process for communicating with the local community, regular site visits and inspections to monitor dust and standard site maintenance. Measures to minimise the settling of dust and to prevent runoff entering watercourses are set out in the Outline Code of Construction Practice (document reference number A8.5) which forms part of the DCO application, and includes a commitment to prepare Pollution Prevention and Emergency Response Plans. |
| PH1B_113_EM; PH1B_123_EM; PH1B_144_EM | A number of respondents were concerned about the potential health effects for humans and the potential impact on wildlife. | I | In the Environmental Statement, volume 3, annex 3.3: EMF Compliance Statement (document reference number A6.4.3.3) comprises an assessment of the static and extremely low frequency (ELF) EMFs that will be generated by the Hornsea Project Three onshore transmission infrastructure (cabling), giving maximum predicted field strengths to assess compliance with health protection guidelines for public exposure to EMFs. Annex 3.3 concludes that the maximum magnetic field strength directly above a cable, using worst-case assumptions where required, is also well below the guideline public exposure limits set to protect health. The cables eventually selected for the project will be required to fall within the envelope assessed and meet the prescribed standards and hence will not generate greater EMF. Consideration of impacts on wildlife and habitats are considered in Environmental Statement, volume 3, chapter 3: Ecology and Nature Conservation (document reference number A6.3.3). |
| PH1B_100_EM; PH1B_101_EM; PH1B_109_EM | A number of individuals requested more information and detailed plans. | I | This was noted and where possible, Ørsted sought to take on board this and other feedback when planning for consultation events as part of Phase 2.A consultation. |
| PH1B_096_EM; PH1B_114_EM; PH1B_131_LE; PH1B_133_EM; PH1B_147_EM; PH1B_150_EM; PH1B_151_EM; PH1B_156_EM; PH1B_012_FF_HLT; PH1B_129_EM | Several respondents noted that use of DC technology would eliminates the requirements for booster stations and expressed a preference for DC technology. One noting that if HVDC is not feasible, then an offshore (rather than onshore) booster station would be preferable. | I | Ørsted recognised the concerns of stakeholders in relation to the choice of transmission technology (HVAC or HVDC) and has sought to address this at consultation events. In addition, a set of Frequently Asked Questions (FAQs) were produced and published on the Hornsea Three website (www.hornseaproject3.co.uk). These FAQs include information on the two technologies and why the project cannot commit to one technology at this point in the project development. |
| Onshore HVDC Converter/HVAC Substation | | | |
| PH1B_061_FF_SWD | One respondent raised concerns about the scale of the onshore substation | N | This comment was acknowledged by Ørsted. More information was provided in the Project Description chapter of the PEIR that was published in July 2017. The final parameters that form part of the application can be found in Environmental Statement volume 1, chapter 3: Project Description (document reference number A6.1.3). Through the design development process, Hornsea Three has sought to minimise impacts on the natural environment, including landscapes and sensitive ecological receptors. For example, the orientation of the HVAC booster station has been optimised to minimise impacts on nearby field boundaries (hedgerows and trees) as well as maximise natural screening. |
| PH1B_024_FF_HLT; | One respondent raised concerns about the potential for the substation to be a terrorist target and asked whether protection would be offered to residents? | I | During construction, compounds will be secured by fencing and lockable gates to control access. Similarly, during operation, the onshore HVAC booster station and the onshore HVDC converter/HVAC substation will be surrounded by security fencing and lighting and access will only be permitted for authorised personnel. |

| Consultee | Summary of response | Change Y/N/I or N/A ² ? | Regard had to response (s49) |
|----------------------------------|---|------------------------------------|--|
| PH1B_031_FF_HLT | Others asked whether the substation would affect the water table, noting that this was relatively shallow in parts of Norfolk. | I | This comment was acknowledged by Ørsted. Appropriate mitigation measures have been designed-in to Hornsea Three to minimise impacts on drainage and flooding (particularly in relation to runoff). Details are provided in Environmental Statement, volume 3, chapter 2: Hydrology and Flood Risk (see Table 2.17) (document reference number A6.3.2) as well as the outline CoCP (document reference number A8.5) which forms part of the DCO application. Consideration of impacts on wildlife and habitats are considered in Environmental Statement, volume 3, chapter 3: Ecology and Nature Conservation (document reference number A6.3.3). |
| PH1B_037_FF_HLT | One respondent was concerned about the onshore substation and impact on the area of outstanding natural beauty. | I | Impacts relating to landscape and visual resources are assessed in Environmental Statement, volume 3, chapter 4: Landscape and Visual Resources (document reference number A6.3.4). Particular consideration has been given to the AONB as a sensitive receptor. The maximum design parameters for Hornsea Three are set out in Environmental Statement, volume 1, chapter 3: Project Description. Through the design development process, Hornsea Three has sought to minimise impacts on the natural environment, including landscapes and sensitive ecological receptors. For example, the orientation of the HVAC booster station has been optimised to minimise impacts on nearby field boundaries (hedgerows and trees) as well as maximise natural screening. |
| PH1B_044_FF_NOR | Others asked Ørsted to consider Dunston, Dunston Common, Stoke Holy. | I | The principles used for the site selection process are detailed in Environmental Statement, volume 1, chapter 4: Site Selection and Consideration of Alternatives (document reference number A6.1.4). This included consideration of potential impacts on historic environment and ecology and nature conservation. |
| PH1B_050_FF_REE; PH1B_057_FF_REE | Others raised concerns regarding impact from noise and vibrations. One noting, "People who are electro sensitive like myself and many others in this area have very grave concerns about this project as to the amount of noise and disturbance which upsets the human body and lack of sleep because of the hum." | I | Impacts relating to noise are addressed in Environmental Statement, volume 3, chapter 8: Noise and Vibration (document reference number A6.3.8) Concerns relating to EMF were noted and in response, an EMF compliance note was produced in support of the Phase 2.A consultation. This document has been included as part of the application submission as Environmental Statement, volume 4, Annex 3.3: EMF Compliance Statement (document reference number A6.1.3.3). The document comprises an assessment of the static and extremely low frequency (ELF) EMFs that will be generated by the Hornsea Project Three onshore transmission infrastructure (cabling), giving maximum predicted field strengths to assess compliance with health protection guidelines for public exposure to EMFs. The assessment concludes that based on the maximum field strengths, using worst-case assumptions where required, the proposals are well below established levels and the Project is compliant. The cables eventually selected for the project will be required to fall within the envelope assessed and meet the prescribed standards and hence will not generate greater EMF. |
| PH1B_058_FF_SWD | One respondent requested that Ørsted give/ disclose route/options through blue area for everyone to see and digest the information and be able to comment on it. | N | This comment is noted. This relates specifically to the 3km search area for the onshore HVDC converter/HVAC substation. Whilst initial route options were being developed at the point of the Phase 1.B consultation events, as detailed in Environmental Statement volume 1, chapter 4: Site Selection and Consideration of Alternatives (document reference number A6.1.4), the site for the onshore HVDC converter/HVAC substation was only at very early stage of development. Some landowners had therefore been presented with indicative options for routes to potential substation sites to help progress initial landowner discussions but it was felt that it was better not to present these at the consultation events in order to try to gain as much local input as possible to potential sites for the onshore HVDC converter/HVAC substation. |
| PH1B_060_FF_SWD | One noted that the substation should not be sited near the housing on Church Road, Swainsthorpe and should be as far away from housing as possible. | Y | The route around Swainsthorpe was not taken forward by Ørsted. |
| PH1B_060_FF_SWD | One individual noted that there are in favour, however are concerned that if the onshore substation connecting to the existing Network Grid is built near to housing in Swainsthorpe, they will effectively be living next to an industrial site and have their own environment spoiled by an environmentally friendly development. | I | This comment was acknowledged by Ørsted. The final site for the onshore HVDC converter/HVAC substation was selected following the process outlined in Environmental Statement, volume 1, chapter 4: Site Selection and Consideration of Alternatives (document reference number A6.1.4). Impacts relating to landscape and visual resources are assessed in Environmental Statement, volume 3, chapter 4: Landscape and Visual Resources (document reference number A6.3.4). Photographic panels along the cable corridor, as well as indicative visualisations have been prepared to inform the assessment of impacts and are provided in Environmental Statement, volume 6, annex 4.5: Photographic Panels, Wireframes and Photomontages (document reference number A6.6.4.5). |

| Consultee | Summary of response | Change Y/N/I or N/A?? | Regard had to response (s49) |
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| PH1B_061_FF_SWD | One individual asked Ørsted to consider Swardeston Common and Intwood Lane. | I | This comment was acknowledged by Ørsted. Impacts on County Wildlife Sites (CWS) such as Swardeston Common are considered in Environmental Statement, volume 3, chapter 3: Ecology and Nature Conservation (document reference number A6.3.3) and where possible these were considered during ongoing design refinement following Stage 1.B consultation. Impacts on traffic are considered in Environmental Statement, volume 3, chapter 7: Traffic and Transport (document reference number A6.3.7). |
| PH1B_063_FF_SWD | One noted that their property is directly adjacent (south) to one of the proposed areas and noted a preference for the substation to be sited nearer to the Southern Bypass. Noting that the laying of cabling is a temporary inconvenience, but the placing of the substation will be a blot on the horizon and could effect property value/saleability. | Y | The proposed route “nearer to the southern bypass” is the route that was chosen by Ørsted. |
| PH1B_066_FF_WLV | One asked for Ørsted to do as much as possible to reduce the visual impact. | I | Impacts relating to landscape and visual resources are assessed in Environmental Statement, volume 3, chapter 4: Landscape and Visual Resources (document reference number A6.3.4). Photographic panels along the cable corridor, as well as indicative visualisations have been prepared to inform the assessment of impacts and are provided in Environmental Statement, volume 6, annex 4.5: Photographic Panels, Wireframes and Photomontages (document reference number A6.6.4.5). Appropriate mitigation measures for visual disturbance are outlined in Environmental Statement volume 3, chapter 4: Landscape and Visual Resources. This includes, for example, the restoration of habitats (including hedgerows) which cannot be avoided and landscape planting around the HVAC booster and HVDC converter/HVAC substation to minimise impacts. Details of the indicative landscaping proposals are provided in the outline Landscape Management Plan (LMP), which forms part of the DCO application (document reference number A8.7). |
| PH1B_093_EM | One respondent noted the scale of the substation which may involve up to five buildings, and may be particularly large. | N | This comment was acknowledged by Ørsted. More information was provided in the Project Description chapter of the PEIR that was published in July 2017. The final parameters that form part of the application can be found in Environmental Statement, volume 1, chapter 3: Project Description (document reference number A6.1.3). |
| PH1B_093_EM | One respondents noted that a substation site to the east of the A140 would be unacceptable as the land is river valley and open country. | I | Feedback received in relation to specific areas for the onshore HVDC converter/HVAC substation was considered during continued design refinement. Land to the east of the A140 was discounted through ongoing site selection work, further details of which can be found in Environmental Statement, volume 1, chapter 4: Site Selection and Consideration of Alternatives (document reference number A6.1.4). |
| PH1B_093_EM | One individual questioned whether the project would be Community Infrastructure Levy (CIL) liable. Noting that this need to be clarified because a share of CIL receipts go the parish where the substation is located. | N | Hornsea Three is not liable for the Community Infrastructure Levy. It will however, be liable for business rates. |
| Construction works | | | |
| PH1B_029_FF_HLT | Individuals noted concerns generally about the potential disruption to residents and local businesses during the construction works. This was also discussed specifically in relation to the proposed works at the landfall and main infrastructure onshore. | I | This comment was acknowledged by Ørsted. Impacts are considered in Environmental Statement, volume 3, chapter 6: Land Use and Recreation (document reference number A6.3.6) and volume 3, chapter 10: Socio-economics (document reference number A6.3.10). |
| PH1B_065_FF_SWD; PH1B_127_LE | Several respondents were interested in the construction methods, including cable specification/depth/working width. | N/A | More information was provided in the Project Description chapter of the PEIR that was published in July 2017. Recognising that individuals wanted more specific information, Ørsted tailored the exhibition banners, which included at the Phase 2 Community Consultation Events (see annex 12 to the Consultation Report, document reference number A5.1.12). The final parameters that form part of the application can be found in Environmental Statement volume 1, chapter 3: Project Description (document reference number A6.1.3). |
| PH1B_059_FF_SWD | One respondent asked whether the local contractor contract be adhered to both onshore and offshore. | N | Noted. Ørsted will work with the relevant Local Enterprise Partnerships (LEPs) and business groups to understand what can be supplied locally. Typically, Ørsted holds supply chain events nearer to the construction phase with principal contractors, and will advertise these events locally. |

| Consultee | Summary of response | Change Y/N/I or N/A?? | Regard had to response (s49) |
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| PH1B_003_FF_COR; PH1B_007_FF_COR; PH1B_034_FF_HLT; PH1B_036_FF_HLT; PH1B_046_FF_NOR; PH1B_051_FF_REE; PH1B_076_FF_WEY | Individuals wanted more information on where the construction sites would be located. Concerns were noted regarding the potential impact on the local environment, implications to traffic and transport, the potential impacts from noise and light and potential disruption to tourist sites including Weybourne beach. It was noted that disruption should be minimised as much as possible. | I | Further information on potential construction compounds was provided in the consultation material for Phase 2.A and is presented in the application in Environmental Statement, volume 1, chapter 3: Project Description (document reference number A6.1.3). Impacts relating to access are addressed in Environmental Statement, volume 3, chapter 7: Traffic and Transport (document reference number A6.3.7). Impacts relating to noise are addressed in Environmental Statement volume 3, chapter 8: Noise and Vibration (document reference number A6.3.8) whilst impacts relating to tourism are considered in Environmental Statement, volume 3, chapter 6: Land Use and Recreation (document reference number A6.3.6). |
| PH1B_006_FF_COR; PH1B_046_FF_NOR; PH1B_111_LE; PH1B_113_EM | A number of respondents noted that many of Norfolk roads are narrow and not suited to construction traffic, some concerned about the potential for accidents. Although it was noted by others that the disruption during the construction phase should be minimised by the provision of a temporary roadway [referred to as the haul road]. | I | Impacts relating to access are addressed in Environmental Statement, volume 3, chapter 7: Traffic and Transport (document reference number A6.3.7). It is noted that a Construction Traffic Management Plan will be produced to manage access and associated impacts during the construction phase; an outline of this document (document reference number A8.2) has been produced to set out the principles of the CTMP and this forms part of the DCO application. Hornsea Three has also committed to HDD at over 70 locations, including under a number of roads to avoid main road closures. |
| PH1B_053_FF_REE | Some individuals pointed out weight restriction on roads, including the 7.5+ weight restriction at Hall Road, Alderford. | I | Impacts relating to access are addressed in Environmental Statement, volume 3, chapter 7: Traffic and Transport (document reference number A6.3.7). It is noted that a Construction Traffic Management Plan will be produced to manage access and associated impacts during the construction phase; an outline of this document (document reference number A8.2) has been produced to set out the principles of the CTMP and this forms part of the DCO application. |
| PH1B_029_FF_HLT | One respondent noted that it was important to retain access to all properties along Warren Road, including Squirrelwood house and Livery yard. | I | Impacts relating to access are addressed in Environmental Statement volume 3, chapter 7: Traffic and Transport (document reference number A6.3.7). It is noted that a Construction Traffic Management Plan will be produced to manage access and associated impacts during the construction phase; an outline of this document (document reference number A8.2) has been produced to set out the principles of the CTMP and this forms part of the DCO application. The route that would have affected Squirrelwood House and Livery was the eastern route around Weybourne, which was not taken forward by Ørsted. |
| PH1B_031_FF_HLT; PH1B_041_FF_HLT | A number of individuals raised concerns regarding the timings of construction works, noting the potential impact on wildlife during the Spring and Summer months. | I | Potential impacts on ecological receptors are assessed in Environmental Statement volume 3, chapter 3: Ecology and Nature Conservation (document reference number A6.3.3). This assessment considers a maximum design scenario in terms of impacts on sensitive receptors including the time of year at which impacts may occur. Where reasonably possible to do so, Hornsea Three has avoided sensitive areas through routing, or the use of trenchless technologies (e.g. HDD). Additional mitigation measures have also been identified to minimise indirect impacts on ecological receptors, see Environmental Statement Volume 3, chapter 3: Ecology and Nature Conservation (document reference number A6.3.3), as well as the Outline Ecological Management Plan (document reference number A8.6) which forms part of the DCO application. |
| Environmental Impact Assessment | | | |
| PH1B_097_EM; PH1B_077_FF_WEY | Some individuals raised concerns about damage to AONB and the height, scale and design of Hornsea Three. | I | Impacts relating to landscape and visual resources are assessed in Environmental Statement volume 3, chapter 4: Landscape and Visual Resources (document reference number A6.3.4). Particular consideration has been given to the AONB as a sensitive receptor. The maximum design parameters for Hornsea Three are set out in Environmental Statement, volume 1, chapter 3: Project Description. Through the design development process, Hornsea Three has sought to minimise impacts on the natural environment, including landscapes and sensitive ecological receptors. For example, the orientation of the HVAC booster station has been optimised to minimise impacts on nearby field boundaries (hedgerows and trees) as well as maximise natural screening. |

| Consultee | Summary of response | Change Y/N/I or N/A?? | Regard had to response (s49) |
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| PH1B_049_FF_NOR; PH1B_008_FF_COR; PH1B_009_FF_COR; PH1B_056_FF_REE; PH1B_058_FF_SWD; PH1B_059_FF_SWD; PH1B_062_FF_SWD; PH1B_066_FF_WLV; PH1B_069_FF_WLV; PH1B_079_FF_WEY; PH1B_022_FF_HLT; PH1B_028_FF_HLT; PH1B_031_FF_HLT; PH1B_035_FF_HLT; PH1B_039_FF_HLT; PH1B_044_FF_NOR; PH1B_058_FF_SWD; PH1B_027_FF_HLT | <p>Several individuals raised concerns regarding the potential for Hornsea Three to interact with a number of ecologically important sites, including:</p> <ul style="list-style-type: none"> the Glaven Valley and River Glaven; the Wensum Valley and River Wensum; the River Tud; SSSIs, specifically Kelling Heath; MLS water meadows; Ancient woodland; Swardeston, Alderford and Dunston Common; Spring Beck; the Mill Pond; and Pond Hills (in relation to the siting of the onshore HVAC booster station). | I | <p>Potential impacts on ecological receptors are assessed in Environmental Statement, volume 3, chapter 3: Ecology and Nature Conservation (document reference number A6.3.3). This assessment considers the interactions between the project and ecological receptors, and is informed by the relationship between hydrogeology, hydrology and water-dependant habitats which are described in the Hydrological Characterisation Note which forms Environmental Statement, volume 6, annex 2.4 (document reference number 6.6.2.4). This approach was discussed and agreed with the onshore ecology expert working group which comprised Natural England, the Wildlife Trust, Environment Agency and the RSPB amongst others.</p> <p>Further to consultation responses received in Phase 1.B consultation, the potential Pond Hills site was dropped as an option for the onshore HVAC booster station. Impacts from Hornsea Three on ecological and hydrological features, including hedgerows, trees (including woodlands) and sensitive watercourses has been avoided where possible through commitments to use trenchless technologies such as Horizontal Directional Drilling (HDD).</p> |
| PH1B_037_FF_HLT; PH1B_041_FF_HLT; PH1B_039_FF_HLT; PH1B_083_FF_NOR; PH1B_103_EM; PH1B_104_EM; PH1B_124_EM | <p>Several respondents raised concerns regarding the potential impact on Kelling Heath SSSI, caused by installation of the cables if the central of the three routes presented on the Statutory Consultation Plans and in the Preliminary Environmental Information Report was taken forward. It was noted that this site was a breeding ground for species such as Woodlark, Nightjars and Stonechats and that construction would likely disrupt these species.</p> | Y | <p>Following similar consultation responses from Phase 1.B and Phase 2.A consultation, a refined landfall location has been identified (western re-route around Kelling) and the area identified for landfall works has reduced. This was informed by a number of factors including community feedback in the area of Kelling and Weybourne, avoidance of the Kelling Heath SSSI/CWS as well as engineering/technical considerations.</p> |
| PH1B_030_FF_HLT; PH1B_064_FF_SWD; PH1B_074_FF_WEY; PH1B_037_FF_HLT; PH1B_029_FF_HLT; PH1B_083_FF_NOR; PH1B_019_FF_HLT; | <p>Several respondents raised concerns regarding the potential impact on wildlife, including:</p> <ul style="list-style-type: none"> Seals; White clawed cray fish; Bats; Common Lizards (specifically those present in SSSIs and the impact on hibernation sites due to works); Migrating and breeding birds (specifically Schedule 1); and Migrating toads. <p>Others raised concerns regarding the impact on areas where a diverse array of species are known to be present including:</p> <ul style="list-style-type: none"> Pond Hills; and Kelling Heath SSSI (developed as a conservation area for migrating and breeding birds since 1972). | Y | <p>This comment was acknowledged by Ørsted. Consideration of impacts on onshore wildlife and habitats are considered in Environmental Statement, volume 3, chapter 3: Ecology and Nature Conservation (document reference number A6.3.3). Impacts on seals are considered in Environmental Statement volume 2, chapter 4: Marine Mammals (document reference number A6.2.4) and in the Report to Inform Appropriate Assessment (document reference number A5.2). Impacts on migrating birds are considered in Environmental Statement volume 2, chapter 5: Offshore Ornithology (document reference number A6.2.5) and in the Report to Inform Appropriate Assessment (document reference number A5.2).</p> <p>Further to consultation responses received in Phase 1.B consultation, the potential Pond Hills site was dropped as an option for the onshore HVAC booster station.</p> |
| PH1B_031_FF_HLT | <p>One respondent commented that Ørsted should consider impact on humans and wildlife both short-term and long-term. Norfolk is beautiful country looked after for generations.</p> | I | <p>This comment was acknowledged by Ørsted. Impacts on humans are considered throughout volume 3 of the Environmental Statement (document reference number A6.3). Consideration of impacts on wildlife and habitats are considered in Environmental Statement, volume 3, chapter 3: Ecology and Nature Conservation (document reference number A6.3.3).</p> |
| PH1B_080_FF_WEY; PH1B_132_EM | <p>A number of individuals raised concerns that the cable laying works would exacerbate flood risk, with one respondent noting that the area to the east of Marlingford towards Norwich is very much a flood plain and know from experience that this area is regularly flooded both intentionally to prevent Norwich flooding and sometimes as a necessity.</p> | I | <p>This comment was acknowledged by Ørsted. Appropriate mitigation measures have been designed-in to Hornsea Three to minimise impacts on drainage and flooding. Details are provided in Environmental Statement, volume 3, chapter 2: Hydrology and Flood Risk (document reference number A6.3.2)</p> |

| Consultee | Summary of response | Change Y/N/I or N/A?? | Regard had to response (s49) |
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| PH1B_069_FF_WLV; PH1B_005_FF_COR; PH1B_007_FF_COR; PH1B_055_FF_REE; PH1B_078_FF_WEY | Several respondents raised concerns regarding the potential impact on the historic environment and pointed various historic landmarks or features that they felt should be considered, including; <ul style="list-style-type: none"> The site of Saxthorpe Church off Briston Road, Saxthorpe; The crest of land north of Full Jill, where they noted a flint wall remains below the surface; The site of the second world war camp at Weybourne; A Category 1 WW1 Pill Box between Brandison and Reepham Road on the Grove, Booton [noting that this was in the centre of the route]; and The Marle Pit in Weybourne (near Windmill). | I | The principles used for the site selection process are detailed in Environmental Statement, volume 1, chapter 4: Site Selection and Consideration of Alternatives (document reference number A6.1.4). This included consideration of impacts on the historic environment. The final assessment on the historic environment can be found in Environmental Statement, volume 3, chapter 5: Historic Environment (document reference number A6.3.5). |
| PH1B_048_FF_NOR; PH1B_054_FF_REE | Some noted that the cable route crosses the Salle estate and “its abundant archaeological settlement evidence”. Noting that the initial route proposed should be adjusted to the west. It was noted that further archaeological data could be provided to assist in identifying a more suitable alternative. However, another individual noted that the cable should be routed to the east of Salle church, noting that the field to west us own by the church and they may wish to use as a burial ground. | Y | A significant route change was made around Salle to move the route further west due to a number of consultee responses, ecological and archaeological concerns and consultation with the landowners. |
| PH1B_130_EM; PH1B_030_FF_HLT; PH1B_031_FF_HLT | Several respondents raised concerns regarding the potential for silt run-off into the river or tributaries after heavy rain events when the land may be open prior to or following burial of the cable and for this to destroy wildlife habitats. | I | This comment was acknowledged by Ørsted. Appropriate mitigation measures have been designed-in to Hornsea Three to minimise impacts on drainage and flooding (particularly in relation to runoff). Details are provided in Environmental Statement, volume 3, chapter 2: Hydrology and Flood Risk (see Table 2.17) (document reference number A6.3.2) as well as the outline CoCP (document reference number A8.5) which forms part of the DCO application. Consideration of impacts on wildlife and habitats are considered in Environmental Statement, volume 3, chapter 3: Ecology and Nature Conservation (document reference number A6.3.3). |
| PH1B_032_FF_HLT | One respondent noted that the previous experience of cable route has been positive. | N/A | This comment was acknowledged by Ørsted. |
| PH1B_052_FF_REE | One individual noted “I can't see that there would be a significant impact or harm to the environment.” | N | This comment was acknowledged by Ørsted. |
| PH1B_020_FF_HLT | One individual highlighted that land is used for riding and pony grazing in the vicinity of Edgefield. | I | This comment was acknowledged by Ørsted. Impacts on recreation are considered in Environmental Statement, volume 3, chapter 6: Land Use and Recreation (document reference number A6.3.6). |
| General | | | |
| PH1B_015_FF_HLT; PH1B_035_FF_HLT; PH1B_036_FF_HLT; PH1B_098_EM; PH1B_110_EM; | Several individuals raised concerns regarding the potential impact on humans and wildlife from Electric and Magnetic Fields (EMFs) either within their response or in person at the events. Individuals noted the proximity of the cables to certain residential properties and asked about the potential effect for individuals using the beach at Weybourne or other recreational sites along the route. | I | Concerns relating to EMF were noted and in response, an EMF compliance note was produced in support of the Phase 2.A consultation. This document has been included as part of the application submission as Environmental Statement, volume 1, Annex 3.3: EMF Compliance Statement (document reference number A6.1.3.3). The document comprises an assessment of the static and extremely low frequency (ELF) EMFs that will be generated by the Hornsea Project Three onshore transmission infrastructure (cabling), giving maximum predicted field strengths to assess compliance with health protection guidelines for public exposure to EMFs. The assessment concludes that based on the maximum field strengths, using worst-case assumptions where required, the proposals are well below established levels and the Project is compliant. The cables eventually selected for the project will be required to fall within the envelope assessed and meet the prescribed standards and hence will not generate greater EMF. Impacts on residential properties in proximity to the route were considered in the PEIR that was presented at Phase 2.A consultation. The assessments have then been updated for the final application and are considered in relevant chapters of the Environmental Statement volume 3 (document reference number A6.3). Specific impacts in relation to the use of the beach and recreational sites are considered in Environmental Statement, volume 3, chapter 6: Land Use and Recreation (document reference number A6.3.6). |

| Consultee | Summary of response | Change Y/N/I or N/A?? | Regard had to response (s49) |
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| PH1B_049_FF_NOR | At the events and in the feedback forms, a number of individuals noted that another developer (Vattenfall) are also proposing to install cables across Norfolk for their offshore wind farms and want to see the cable routes for both schemes to understand the implications locally. | I | Ørsted is aware of the proposed Vattenfall projects (Vanguard and Boreas) and Ørsted and Vattenfall have been working together to understand each other's proposals. Where possible, Ørsted has provided detail around the interactions of the two projects during the pre-application phase although it is recognised that the information available for the Phase 1.B consultation was limited. The cumulative impacts of Hornsea Three and Vattenfall Vanguard have been considered throughout the Environmental Statement submitted as part of the application for Development Consent (document reference number A6). |
| Consultation / Engagement | | | |
| PH1B_023_FF_HLT; PH1B_028_FF_HLT; PH1B_031_FF_HLT; PH1B_067_FF_WLV; PH1B_069_FF_WLV; PH1B_072_FF_WEY | Many individuals wanted reassurance that local views are/will be considered as part of the development of Hornsea Three. | I | Throughout the pre-application consultation Ørsted has sought to encourage participation in the consultation process to allow stakeholders, including members of the local community, to influence the development of the project. The Consultation Report (document reference number A5.1) details how Hornsea Three has had regard to feedback received from stakeholders throughout the pre-application process. In addition, Ørsted has sought to explain to stakeholders what will happen following submission of the application and in particular, how the examination process works. This has included production of a set of Frequently Asked Questions (FAQs) which have been published on the Hornsea Three website (www.hornseaproject3.co.uk). These FAQs include information on the consultation process and how stakeholders can engage in the process. |
| PH1B_025_FF_HLT; PH1B_108_EM | Certain individuals noted that not enough information was provided at this stage. | I | This was noted and Ørsted sought to take on board this and other feedback when planning for consultation events as part of Phase 2.A consultation. Consultation for Phase 2.A included a Preliminary Environmental Information Report which provided a significantly greater level of detail on the potential environmental impacts of the project. Additional materials were also provided in support of the Phase 2.A consultation events (see annex 12 to the Consultation Report, document reference number A5.1.12). |
| PH1B_029_FF_HLT; PH1B_036_FF_HLT; PH1B_041_FF_HLT; PH1B_068_FF_WLV; PH1B_094_EM; PH1B_148_EM; | Several respondents noted that they would like more interactive displays and detailed maps (and for these to available online) to aid understand and greater publicity of events. | I | This was noted and Ørsted sought to take on board this and other feedback when planning for consultation events as part of Phase 2.A consultation. In particular, more detailed maps were provided for the entire onshore export cable corridor for the Phase 2.A events to respond to this stakeholder feedback. In addition (for the Phase 2.A events) Ørsted commissioned a 3-dimensional model simulation of the Hornsea Three cable corridor including offshore and onshore infrastructure. The model was based on high resolution aerial imagery and photographs taken from public views points near to the cable route to create a semi realistic world, into which the infrastructure and route could be superimposed. This included 3D images of the onshore HVAC booster station and onshore HVDC converter/HVAC substation based on the maximum design parameters. |
| PH1B_015_FF_HLT; PH1B_016_EM_HLT; PH1B_017_FF_HLT; PH1B_018_FF_HLT; PH1B_079_FF_WEY; PH1B_118_EM; PH1B_120_CA; PH1B_036_FF_HLT | Individuals close to the landfall, noted that they would like more detailed maps of the proposed cable route in the vicinity of Weybourne specifically. | I | This was noted and Ørsted sought to take on board this and other feedback when planning for consultation events as part of Phase 2.A consultation. In particular, more detailed maps were provided for the entire onshore export cable corridor for the Phase 2.A events to respond to this stakeholder feedback. |
| PH1B_033_FF_HLT; PH1B_051_FF_REE; PH1B_080_FF_WEY | A number of individuals noted that the events informative and staff helpful. | I | This was noted and where possible, Ørsted sought to take on board this and other feedback when planning for consultation events as part of Phase 2.A consultation. |
| PH1B_050_FF_REE | Others raised concerns that their views would not be considered " <i>The minority is always walked over!</i> " | I | Throughout the pre-application consultation Ørsted has sought to encourage participation in the consultation process to allow stakeholders, including members of the local community, to influence the development of the project. The Consultation Report (document reference number A5.1) details how Hornsea Three has had regard to feedback received from stakeholders throughout the pre-application process. In addition, Ørsted has sought to explain to stakeholders what will happen following submission of the application and in particular, how the examination process works. This has included production of a set of Frequently Asked Questions (FAQs) which have been published on the Hornsea Three website. These FAQs include information on the consultation process and how stakeholders can engage in the process. |
| PH1B_058_FF_SWD; PH1B_059_FF_SWD | Some felt that more information was available than had been presented at the events, specifically regarding the onshore HVDC converter/HVAC substation. | I | Ørsted recognised the concerns of stakeholders in relation to the choice of transmission technology (HVAC or HVDC) and has sought to address this at consultation events. In addition, a set of Frequently Asked Questions (FAQs) were produced and published on the Hornsea Three website. These FAQs include information on the two technologies and why Hornsea Three cannot commit to one technology at this point in the project development. |

| Consultee | Summary of response | Change Y/N/I or N/A?? | Regard had to response (s49) |
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| PH1B_016_FF_HLT | One individual stated "Don't disagree with overall project. As a farmer landowner on the route, the cable would be nuisance but doable." | N/A | Comment noted. |
| PH1B_061_FF_SWD; | Some felt that too much was "non-negotiable" and asked about the decision-making process. | I | Throughout the pre-application consultation Ørsted has sought to encourage participation in the consultation process to allow stakeholders, including members of the local community, to influence the development of the project. The Consultation Report (document reference number A5.1) details how Hornsea Three has had regard to feedback received from stakeholders throughout the pre-application process. In addition, Ørsted has sought to explain to stakeholders what will happen following submission of the application and in particular, how the examination process works. This has included production of a set of Frequently Asked Questions (FAQs) which have been published on the Hornsea Three website. These FAQs include information on the consultation process and how stakeholders can engage in the process. |
| PH1B_107_EM | Bodham Parish Council expressed concerns that they had not received information regarding the cable route thus far. | N/A | Ørsted check records and confirmed that information had been shared with Bodham Parish Council and that contact had been made with the Parish Clerk to invite them to the community consultation events. Bodham were subsequently consulted formally on the proposal as part of the Statutory Consultation (Phase 2.A). |
| PH1B_002_FF_COR | Others questioned how the three potential sites for the onshore HVAC booster station were identified, noting that they felt the community had not been involved in this process. | I | An explanation of the site selection process for the potential onshore HVAC booster station locations was presented at the Phase 1.B consultation events on banners and in accompanying consultation materials (see annex 12 to the Consultation Report, document reference number A5.1.12). In particular, this focussed on the key constraints that had led to the selection of the three options. The process for selection of the three potential sites as well as the subsequent selection of the final onshore HVAC booster station site is detailed in Environmental Statement, volume 1, chapter 4, Site Selection and Consideration of Alternatives (document reference number A6.1.4) and its supporting annexes. |
| PH1B_055_FF_REE | Others asked when the website would be updated with the preferred route. | I | The Hornsea Three website has presented an interactive map of the onshore elements of the project since early 2017. The map is searchable and members of the local community can enter a postcode to zoom in to a particular area. This map has been updated to reflect amendments to the project boundary as the onshore cable corridor and plans for the onshore HVAC booster station and onshore HVDC converter/HVAC substation have developed. |
| PH1B_056_FF_REE | One person suggested that the Project consult with Holt Hall, who are an environmental education centre. | N | This comment was noted. Ørsted sought to engage widely with the local community on Hornsea Three (for example through the use of Community Access Point (CAP) sites which were maintained throughout the wider area) as detailed in the Consultation Report (document reference number A5.1). |
| PH1B_143_EM | Requests point of contact for contingency plan in case of incident or emergency as an Offshore Liaison Officer. | I | In accordance with standard practice for offshore operations, Notices to Mariners were issued in association with any pre-construction surveys carried out by Hornsea Three. These documents detail the key point of contact for any offshore operation. The requirement to issue Notice to Mariners will continue during all phases of the project and is secured in the draft Development Consent Order (DCO) submitted as part of the application (document reference number A3.1). |
| PH1B_126_EM; PH1B_126_EM; PH1B_084_EM; PH1B_088_EM; PH1B_022_EM_HLT; PH1B_091_LE; PH1B_085_EM; PH1B_022_FF_HLT | There were also several general enquiries during the consultation period relating to; <ul style="list-style-type: none"> • Access to information; • Provision of information (including reports); • Confirming attendance at events; and • Requests to be added to the mailing list to receive the community newsletters. | I | These enquiries were dealt with through the Hornsea Three information lines at the time. Throughout the pre-application consultation, Hornsea Three has sought to keep the Hornsea Three website (www.hornseaproject3.co.uk) up to date with the latest information whether relating to upcoming events or the latest newsletters. |