

From: [Dominika Phillips](#)
To: [Hornsea Project Three](#); [KJ Johansson](#); [Kay Sully](#)
Cc: [Andrew Guyton](#); [Stuart Livesey](#)
Subject: Hornsea Project Three (UK) Ltd response to Deadline 4 (Part 2)
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[D4_HOW03_CASchedule_Annex A_rev2.pdf](#)
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[HOW03_SoCG_Highways England_15 January 2019.pdf](#)
[HOW03_SoCG_MMO_January 2019.pdf](#)
[HOW03_SoCG_NCC_January 2019.pdf](#)
[HOW03_SoCG_SNC_January 2019_Final.pdf](#)
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Dear Kay, K-J

Please find attached the 2nd instalment of documents.

Best regards,
Dr Dominika Chalder PIEMA
Environment and Consent Manager



Environmental Management UK | Wind Power
5 Howick Place | London | SW1P 1WG



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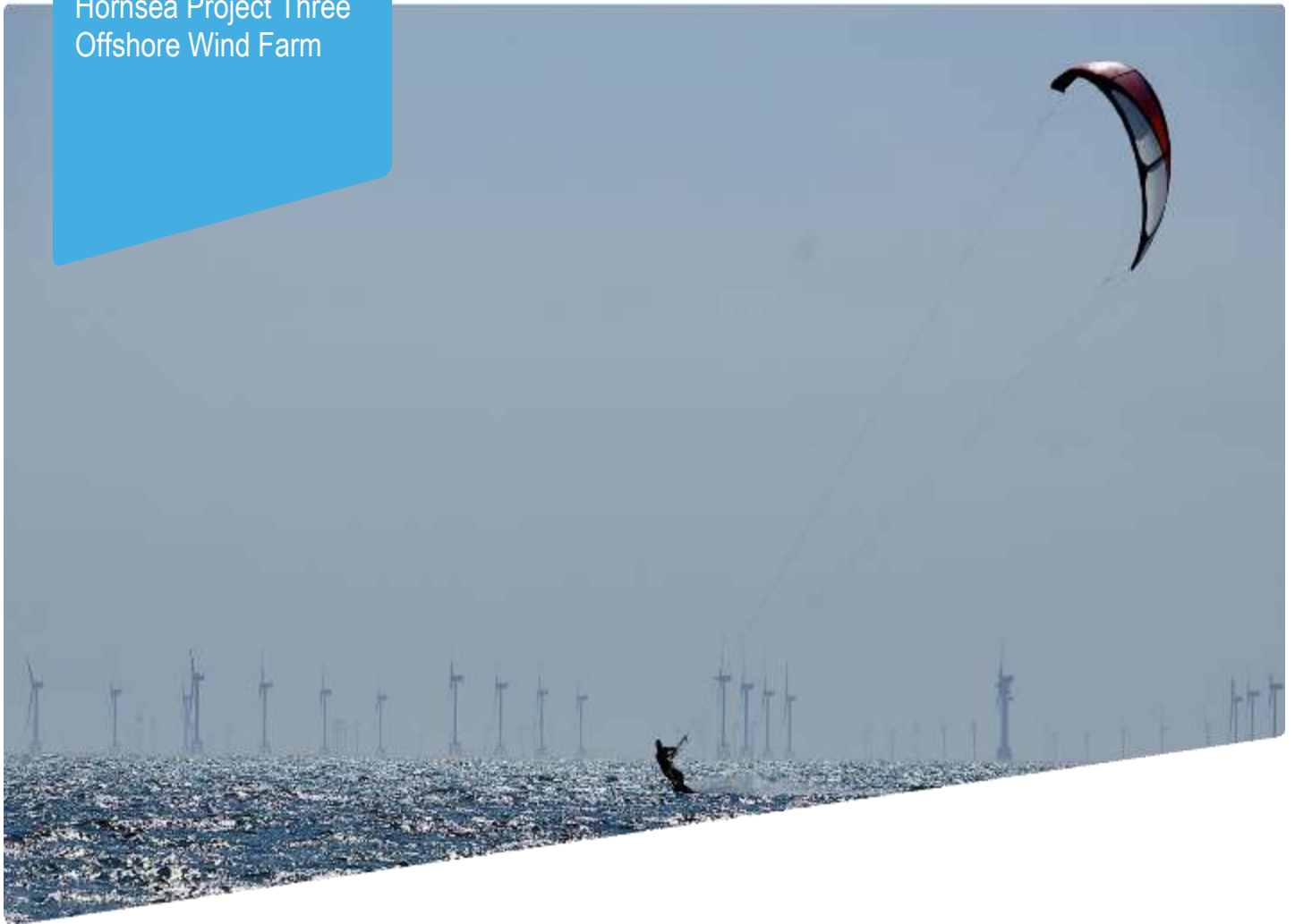
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Hornsea Project Three
Offshore Wind Farm



Hornsea Project Three Offshore Wind Farm

Statement of Common Ground between Hornsea Project Three
(UK) Ltd. and Norfolk County Council

Date: January 2019

Hornsea 3
Offshore Wind Farm

Orsted

Statement of Common Ground between Ørsted Hornsea Project Three (UK) Ltd. and Norfolk County Council

Ørsted

5 Howick Place,

London, SW1P 1WG

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Revision History

Version	Date	Author	Context
1	August 2018	Ørsted	Pre-examination: Initial draft for discussion with Norfolk County Council
2	October 2018	Ørsted	Updated draft with inputs from NCC
3	October 2018	Ørsted	Updated draft based on discussions with Norfolk County Council
4	November 2018	Ørsted	Final for signing
5	06 November 2018	Ørsted	Final for submission at Deadline 1
6	January 2019	Ørsted	Initial Draft for NCC review ahead of submission at Deadline 4
7	January 2019	Ørsted	Updated draft with inputs from NCC
8	January 2019	Ørsted	Updated draft for NCC review
9	January 2019	Ørsted	Updated draft with inputs from NCC
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11	January 2019	Ørsted	Final for signing
12	January 2019	Ørsted	Final for submission at Deadline 4

Signatories

<i>Signed</i>	Stephen Faulkner
Name	Stephen Faulkner MRTPI
Position	Principal Planner
For	Norfolk County Council


<i>Signed</i>	
Name	Andrew Guyton
Position	Hornsea Project Three Consents Manager
For	Ørsted Hornsea Project Three (UK) Ltd

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Acronyms

Acronym	Description
DCO	Development Consent Order
CEA	Cumulative Effect Assessment
CoCP	Code of Construction Practice
CTMP	Construction Traffic Management Plan
EIA	Environmental Impact Assessment
Ex.A	Examining Authority
EMP	Ecological Management Plan
EWG	Expert Working Group
HVAC	High Voltage Alternating Current
HVDC	High Voltage Directional Current
LMP	Landscape Management Plan
MHWS	Mean High Water Springs
PEIR	Preliminary Environmental Information Report
PRoW	Public Right of Way
SoCG	Statement of Common Ground
TWT	The Wildlife Trust
WSI	Written Scheme of Investigation

1. Introduction

Overview

- 1.1 This Statement of Common Ground (SoCG) has been prepared by Ørsted Hornsea Project Three (UK) Ltd. ('the Applicant') and Norfolk County Council (together 'the parties') as a means of clearly stating the areas of agreement, and any areas of disagreement, between the two parties in relation to the proposed Development Consent Order (DCO) application for the Hornsea Project Three offshore wind farm (hereafter referred to as 'Hornsea Three'). This SoCG does not deal with or extend to any development other than Hornsea Three.

Approach to SoCG

- 1.2 This SoCG has been developed during the pre-examination and examination phase of Hornsea Three. In accordance with discussions between the parties, the SoCG is therefore focused on those issues raised by the Norfolk County Council (NCC) within its response to Scoping, Section 42 consultation, pre-application and post-application consultation between the parties.
- 1.3 The structure of this SoCG is as follows:
- Section 1: Introduction;
 - Section 2: Consultation;
 - Section 3: Agreements Log;
 - Section 4: Summary.
- 1.4 It is the intention that this document will help facilitate post application discussions between the parties and also give the Examining Authority (Ex.A) an early sight of the level of common ground between both parties from the outset of the examination process.

Hornsea Three

- 1.5 Hornsea Three is a proposed offshore wind farm located in the southern North Sea and will include all associated offshore (including up to 300 turbines) and onshore infrastructure.
- 1.6 The key components of Hornsea Three include:
- Turbines and associated foundations;
 - Turbine foundations;
 - Array cables;
 - Offshore substation(s), and platform(s) and associated foundations;
 - Offshore accommodation platform/s and associated foundations;
 - Offshore export cable/s;
 - Offshore and/or onshore High Voltage Alternating Current (HVAC) booster station/s (HVAC transmission option only);
 - Onshore export cables; and
 - Onshore High Voltage Direct Current (HVDC) converter/HVAC substation.

- 1.7 The Hornsea Three array area (i.e. the area in which the turbines are located) is approximately 696 km² and is located approximately 121 km northeast off the Norfolk coast and 160 km east of the Yorkshire coast.
- 1.8 The Hornsea Three offshore cable corridor extends from the Norfolk coast, offshore in a north-easterly direction to the western and southern boundary of the Hornsea Three array area. The Hornsea Three offshore cable corridor is approximately 163 km in length.
- 1.9 From the Norfolk coast, underground onshore cables will connect the offshore wind farm to an onshore HVDC converter/HVAC substation, which will in turn, connect to an existing National Grid substation. Hornsea Three will connect to the Norwich Main National Grid substation, located to the south of Norwich. The Hornsea Three onshore cable corridor is approximately 55 km in length at its fullest extent.

2. Consultation

Application elements under Norfolk County Council's remit

2.1 Work Nos. 6 to 15 (onshore works) detailed in Part 1 of Schedule 1 of the draft DCO (Document A3.1) describe the elements of Hornsea Three which may affect the interests of Norfolk County Council (NCC). The NCC has also expressed an interest in the offshore Commercial Fisheries element, which is included in this document.

Consultation summary

2.2 This section briefly summarises the consultation that the Applicant has undertaken with the NCC during the pre-application and pre-examination phases of Hornsea Three. Those technical topics of the DCO application of relevance to the NCC (and therefore considered within this SoCG) comprise:

- Commercial Fisheries;
- Geology and Ground Conditions;
- Hydrology and Flood Risk;
- Ecology and Nature Conservation;
- Landscape and Visual Resources;
- Historic Environment (Onshore);
- Land Use and Recreation;
- Traffic and Transport;
- Noise and Vibration;
- Air Quality; and
- Socio-economics.

2.3 In addition to the technical topics above, a general section is included below where those issue which general to the project are discussed.

Pre-application

2.4 The Applicant has engaged with the NCC regarding Hornsea Three during the pre-application process, both in terms of informal non-statutory engagement and formal consultation carried out pursuant to section 42 of the Planning Act 2008.

2.5 Table 2.1 summarises the consultation undertaken between the parties during the pre-application phase. In addition, formal consultation was undertaken at various stages of the project including consultation on the Statement of Community Consultation, consultation through scoping, Section 42 consultation on the Preliminary Environmental Information Report (PEIR), further section 42 consultation undertaken in November 2017 and the focused section 42 consultation in February 2018.

Post-application

2.6 Table 2.2 summarises the consultation undertaken between the parties during the post-application phase. In addition, formal consultation was undertaken in accordance with S56 consultation requirements.

Table 2.1: Pre-application consultation with Norfolk County Council.

Date	Detail
07 July 2016	Meeting between the Applicant and Norfolk County Council to provide an introduction to Hornsea Project Three.
08 September 2016	Meeting between the Applicant and Norfolk County Council Members to provide an introduction to Hornsea Project Three.
09 September 2016	Meeting between the Applicant and Norfolk County Council Development Managers to provide an introduction to Hornsea Project Three.
27 September 2016	Meeting to discuss Minerals, Waste and Cultural Heritage.
13 December 2016	Meeting to discuss Cultural Heritage and specifically, archaeology survey scope.
07 February 2017	Meeting to discuss traffic assessment methodologies and data.
17 February 2017	Onshore Ecology EWG (also attended by TWT, Natural England, Environment Agency, RSPB, North Norfolk District Council)
24 April 2017	Meeting between the Applicant and Norfolk County Council Skills and Education team to discuss community engagement.
28 April 2017	Onshore Ecology EWG (also attended by TWT, Natural England, Environment Agency, RSPB, North Norfolk District Council)
07 June 2017	Meeting between the Applicant and Norfolk County Council to provide an update on Hornsea Three
25 June 2017	Onshore Ecology EWG (also attended by TWT, Natural England, Environment Agency, RSPB)
02 November 2017	Onshore Ecology EWG (also attended by TWT, Environment Agency, RPSB)
23 March 2018	Onshore Ecology EWG (also attended by TWT, Environment Agency, North Norfolk District Council, RSPB)

Table 2.2: Post application consultation with Norfolk County Council

Date	Detail
20 June 2018	Meeting to discuss the documents submitted as part of the DCO application and key issues to include in the SoCG
24 July 2018	Meeting with Norfolk County Council and Historic England to discuss the Applicant's outline Written Scheme of Investigation
9 August 2018	Meeting between the Applicant and Norfolk County Council to discuss issues relating to public rights of way, the flood risk assessment and drainage
21 August 2018	Meeting between the Applicant and Norfolk County Council to discuss issues relating to traffic and transport
03 October 2018	Meeting between the Applicant and Norfolk County Council to discuss the Council's Relevant Representation and the developing SoCG.
30 October 2018	Meeting between the Applicant and Norfolk County Council to discuss matters relating to traffic and transport.
05 December 2018	Meeting between the Applicant and Norfolk County Council to discuss issues relating to traffic and transport
07 December 2018	Informal meeting between the Applicant and Norfolk County Council at ISH4
12 December 2018	Meeting between the Applicant and Norfolk County Council to discuss issues relating to the historic environment
10 January 2018	Meeting between the Applicant and Norfolk County Council to discuss matters relating to traffic and transport
11 January 2018	Meeting between the Applicant and all Local Planning Authorities, as well as Norfolk County Council to discuss the DCO

3. Agreements Log

3.1 The following section of this SoCG identifies the level of agreement between the parties for each relevant component of the application (as identified in paragraph 2.1). In order to easily identify whether a matter is “agreed”, “under discussion” or “not agreed”, a colour coding system of green, yellow and orange, respectively, is used in the “final position” column to represent the respective status of discussions.

General

3.2 Table 3.1 below identifies the status of discussions between the parties relating to issues which are project wide.

Table 3.1: General Issues.

Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
Need for renewable energy	There is a specific need to provide renewable energy, which is in line with government policy.	<p>The principle of this offshore renewable energy proposal should continue to be supported as it is consistent with national renewable energy targets and objectives, subject to the detailed comments, holding objections; and proposed planning conditions below being resolved.</p> <p>The Local County Council Member for Melton Constable welcomes the fact that an experienced and respected developer has invested significant time and money preparing this proposal, which will help the UK reduce its reliance on carbon energy.</p>	Agreed
Adequacy of consultation	Proper pre-submission consultation activities were undertaken by the Applicant, including engagement with Norfolk County Council (NCC) and the local community.	We can only comment in relation to services that we are responsible for.	Agreed in as much as it impacts upon our own remit only.
Site selection and route refinement	The site selection and route refinement outlined in Volume 1, Chapter 4: Site Selection and Consideration of Alternatives of the Environmental Statement (A6.1.4) has properly considered the alternatives for the relevant elements of Hornsea Three (paragraph 2.1).	Not for NCC to comment upon alternative locations. Our remit is confined to assessing the application as presented to us. Therefore, NCC have no specific points to raise regarding this point.	No specific points

Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
	<p>The sites selected for the onshore HVAC booster station and onshore HVDC converter/HVAC substation are appropriate based on the information presented within Volume 1, Chapter 4: Site Selection and Consideration of Alternatives of the Environmental Statement (6.1.4).</p> <p>As noted in the Cover Letter at Deadline 3, two proposed minor amendments to the onshore order limits will be submitted at Deadline 4. One of the amendment affects Plot 9-0215 and 10-004, includes the area indicated on plans submitted to NCC required for the safe access and egress of abnormal indivisible load vehicles, including visibility splays (associated with the transportation of transformers for the onshore HVAC Booster Station) from the B1149 onto the proposed HVAC Booster Station access road.</p>	<p>Not for NCC to comment upon alternative locations. Therefore, NCC have no specific points to raise regarding this point. However, following a review of information provided by the Applicant, the permanent accesses proposed at the onshore HVDC converter/HVAC substation are considered suitable subject to reaching agreement on the specific details identified elsewhere in this SoCG.</p>	<p>Agreed</p>
Transmission system	<p>Inclusion of both HVAC and HVDC transmission systems within the envelope is appropriate to ensure that anticipated changes in available technology and project economics can be accommodated within the Hornsea Three design, and a decision on which transmission type to use will be made during the detailed design phase (post consent).</p>	<p>The County Council's preferred option would be for Orsted to pursue a HVDC solution which would overcome the need for an onshore HVAC booster station but recognises that the onshore HVDC converter station at Swardeston would have a greater height than the HVAC option.</p>	<p>Agreed</p>

Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
Community benefit	<p>The Applicant has established voluntary Community Benefit Funds (CBFs) for a number of previous projects, which are currently under construction. These funds can make a valuable contribution to the local area, by supporting projects such as community building improvements and recreation facilities, conservation and wildlife projects etc. The Applicant will review the interactions of Hornsea Three, as the proposal is refined, and consider an appropriate way to feed benefits back into the local community. However, any decision to establish a community benefit fund for Hornsea Three, and the mechanism and triggers for contributions to it, would be made post financial investment decision (FID).</p>	<p>NCC welcome the commitment towards establishing a Community Benefit Fund and would ask Orsted to ensure all stakeholders/communities are made aware of such funds and have the opportunity to make appropriate bids.</p> <p>NCC consider that there should be penalties imposed on the developer of Hornsea Three in the event that the project over-runs beyond the timetable set out in Volume 1, Chapter 3: Project Description of the Environmental Statement (Document Reference A6.1.3) accompanying the DCO application. Such penalties should include financial compensation to be paid into a Community Benefit Fund.</p> <p>The Local County Council Member for Melton Constable would like to see the proposed development benefit the local community in terms of infrastructure in the long term.</p>	<p>Agreed</p>

Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
<p>Selection of port</p>	<p>Hornsea Three is likely to use more than one port during construction and cannot yet ascertain where it would site an operations and maintenance base. Given that detailed discussions would need to have taken place with potential suppliers, at a stage where we have a greater understanding of where the various components will come from and port capabilities, it is appropriate for the decision on which port will be used to be made post consent. Notwithstanding this, the Applicant will explore the ability to use port facilities along the East Coast, in consultation with NCC and the New Anglia Local Enterprise Partnership (LEP).</p> <p>The Applicant has met with NCC to discuss economic implications on Norfolk from Hornsea Project Three in November 2018 and will continue to work pro-actively with NCC during the detailed design phase and will communicate decisions regarding port facilities to the NCC.</p>	<p>Norfolk County Council's preference would be for a decision to be made prior to the consent of the DCO on which Ports will be used for both construction and future operations and maintenance. NCC would continue to work pro-actively with Orsted to demonstrate the economic benefits of using the port facilities at Great Yarmouth for:</p> <ul style="list-style-type: none"> • Construction; assembly and manufacture of windfarm components; and • Operations and maintenance. 	<p style="text-align: center;">Agreed, notwithstanding NCC preference</p>

Commercial Fisheries

- 3.3 Hornsea Three has the potential to impact upon commercial fisheries, and these impacts are duly considered within Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement (APP-066). Table 3.2 identifies the status of discussions relating to this topic between the parties.

Table 3.2: Commercial Fisheries

Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement (APP-066):			
Planning and Policy	The assessment has identified all appropriate plans and policies relevant to commercial fisheries and has given due regard to them within the assessments.	NCC have no specific points to raise in respect to planning policy and assessment methodology.	Agreed
Assessment methodology	The methodology used to assess impacts on commercial fisheries is appropriate.		
Assessment conclusions	The assessment of potential effects is appropriate. Within Volume 2, Chapter 6: Commercial Fisheries of the Environmental Statement, the Applicant lists embedded mitigations and, where a significant impact has been identified, proposes further measures related to mitigating disturbance as per FLOWW guidance. This approach is appropriate and no further mitigation is necessary.	NCC welcome the proposed mitigation and compensation measures set out in the Environmental Statement and would ask that Orsted continue to work closely with the fishing community in order to minimise any potential impacts particularly during construction and decommissioning.	Agreed
Document A8.10 Outline Fisheries Coexistence and Liaison Plan (APP-183):			
Communication between the Applicant and fishing communities	The principles and implementation plan in the Outline Fisheries Coexistence and Liaison Plan, including the appointment of a Fisheries Liaison Officer, are appropriate to ensure ongoing communication between the Applicant and the Norfolk fishing community.	See response above.	Agreed

Geology and Ground Conditions:

- 3.2 Hornsea Three has the potential to impact upon geology and ground conditions, and these impacts are duly considered within Volume 3, Chapter 1: Geology and Ground Conditions of the Environmental Statement (APP-073). Table 3.3 identifies the status of discussions relating to this topic between the parties.

Table 3.3: Geology and Ground Conditions

Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
Volume 3, Chapter 1: Geology and Ground Conditions of the Environmental Statement (APP-073)			
Planning and Policy	Volume 3, Chapter 1: Geology and Ground Conditions of the Environmental Statement has identified all appropriate plans and policies relevant to geology and ground conditions and has given due regard to them within the assessments.	NCC have no specific points to raise in respect to planning policy and assessment methodology.	Agreed
Baseline and Assessment methodology	The baseline information utilised to inform the assessment and the methodology used to assess impacts on geology and ground conditions, including impacts on mineral safeguarding zones, in Volume 3, Chapter 1: Geology and Ground Conditions of the Environmental Statement is appropriate.		
Assessment conclusions	The assessment in Volume 3, Chapter 1: Geology and Ground Conditions of the Environmental Statement of potential effects on geology and ground conditions, including impacts on mineral safeguarding zones, is appropriate and no further mitigations are necessary. However, the Applicant will continue to consult with Norfolk County Council Mineral Planning Authority regarding the Mineral Safeguarding Areas located along the Hornsea Three onshore cable corridor and the onshore HVAC booster station area during the detailed design phase.	NCC does not have any minerals and waste planning concerns at this stage. It agrees that the Applicant should continue to consult with NCC as the application is progressed through Examination and the detailed design stage.	Agreed

Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
Cumulative effects	The projects screened into the cumulative effect assessment in Volume 3, Chapter 1: Geology and Ground Conditions of the Environmental Statement are appropriate, and any impacts satisfactorily assessed.		

Hydrology and Flood Risk

- 3.2 Hornsea Three has the potential to impact upon hydrology and flood risk, and these impacts are duly considered within Volume 3, Chapter 2 Hydrology and Flood Risk of the Environmental Statement (APP-074). Table 3.4 identifies the status of discussions relating to this topic between the parties.

Table 3.4: Hydrology and Flood Risk

Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
Volume 3, Chapter 2: Hydrology and Flood Risk of the Environmental Statement (APP-074)			
Planning and Policy	Volume 3, Chapter 2: Hydrology and Flood Risk of the Environmental Statement has identified all appropriate plans and policies relevant to hydrology and flood risk and has given due regard to them within the assessments.	NCC have no specific points to raise in respect to planning policy and assessment methodology.	Agreed
Baseline and Assessment methodology	The baseline information and the methodology used to assess impacts on hydrology and flood risk in Volume 3, Chapter 2: Hydrology and Flood Risk of the Environmental Statement is appropriate.		
Assessment conclusions	The assessment of potential effects on hydrology and flood risk in Volume 3, Chapter 2: Hydrology and Flood Risk of the Environmental Statement is appropriate.	NCC have no specific points to raise in respect to the assessment conclusions.	Agreed
	The projects screened into the cumulative effect assessment in Volume 3, Chapter 2: Hydrology and Flood Risk of the Environmental Statement are appropriate, and any impacts satisfactorily assessed.		
Mitigation – SuDS and designed in measures	The Applicant's use of designed in measures (see table 2.17 of Volume 3, Chapter 2, Hydrology and Flood Risk of the Environmental Statement), in line with Sustainable Drainage Systems (SuDS), is appropriate.	The LLFA welcome that Sustainable Drainage Systems (SuDS) have been proposed where permanent above ground infrastructure is proposed (onshore HVAC booster station and the HVDC converter / HVAC substation) to mitigate against additional impermeable surfaces creating an additional risk of flooding. It is	Agreed

		agreed that the onshore cable corridor has not been considered in the drainage strategy due to the fact that the cable would be below ground and reinstatement to pre-development state would mitigate the potential for increased runoff.	
Volume 6, Annex 2.1 – Onshore Infrastructure Flood Risk Assessments (APP-124)			
Mitigation – drainage strategy details	<p>The outline drainage strategy, in line with SuDS, detailed in Volume 6, Annex 2.1: Onshore Infrastructure Flood Risk Assessments of the Environmental Statement for the onshore HVAC booster station and HVDC converter/HVAC substation is appropriate.</p> <p>Hornsea Three acknowledge the proposed requirements set out in NCC’s Relevant Representation. Detailed infiltration testing and detailed drainage design (in accordance with the principles agreed on 09 August, see meeting minutes provided as Appendix A) will be undertaken and provided to NCC during the detailed design stage (post-consent). This will also include details of maintenance and management of drainage systems. This is secured by means of updated Requirement 15 of the draft DCO (wording of which has been agreed with NCC) – “<i>15.—(1) No part of the onshore HVDC/HVAC substation or onshore HVAC booster station shall commence until, in respect of that installation, a detailed surface water scheme has been submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority, the Environment Agency and the relevant drainage board.</i></p> <p><i>(2) The detailed surface water schemes must accord with the outline code of construction practice and:</i></p>	<p>The LLFA will require a series of issues to be resolved ahead of commencement, including, for example: detailed infiltration testing; detailed design modelling calculations; design of drainage structures; a maintenance and management plan etc. It is agreed that these issues can be addressed through a pre-commencement condition/requirement.</p> <p>As agreed in a meeting on 09 August 2018, the LLFA is also content for further details of the drainage design, including the maintenance and management of such drainage systems to be submitted at the detailed design stage, post-consent.</p> <p>Through ongoing engagement, agreement has now been reached between the Applicant and NCC (as LLFA) in respect to the wording of Requirement 15.</p>	Agreed

	<p><i>a. be based on sustainable drainage principles; and</i></p> <p><i>b. an assessment of the hydrological and hydrogeological context of the onshore HVDC/HVAC substation or onshore HVAC booster station, as applicable;</i></p> <p><i>c. include detailed designs of a surface water drainage scheme.</i></p> <p><i>(3) In this requirement, the "relevant drainage board" has the meaning of section 23 of the Land Drainage Act 1991.</i></p> <p><i>(4) Construction of the onshore HVDC/HVAC substation or HVAC booster station, as applicable, must be carried out in accordance with the approved scheme."</i></p> <p>Notwithstanding this, initial infiltration testing has been undertaken at the onshore HVAC booster station and HVDC converter/HVAC substation, with the findings shared with NCC and the EA on 23 October 2018.</p> <p>The Applicant can confirm that the drainage options being considered for the onshore HVAC booster station and HVDC converter/HVAC substation are in line with the surface water drainage hierarchy outlined in the National Planning Practice Guidance. Therefore, the option to discharge rainwater into the ground via infiltration has been considered first. The Applicant is confident that should further testing during the detailed design stage demonstrate that infiltration does not achieve the rates agreed with the LLFA, there are alternative drainage solutions available at the onshore HVAC booster station and HVDC converter/HVAC substation for example discharge to a watercourse, via appropriately designed attenuation storage. The Applicant would also consider a drainage solution which</p>		
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	involved part infiltration and part discharge to watercourse if practicable.		
	The commitment made in the Outline CoCP (APP-179) to ensure appropriate drainage and sediment control measures are implemented at the construction compounds and storage areas to manage surface water run-off (see paragraph 4.1.7.10 and 4.1.7.13 respectively) is appropriate. Further detail on these measures will be identified in the detailed Code of Construction Practice(s) (CoCP) to be developed during the detailed design stage (post-consent). The preparation of the detailed CoCP(s) is secured through Requirement 17 of the draft DCO (APP-027).	As agreed in a meeting on 09 August 2018, the LLFA is also content for details of measures to manage surface water runoff for the construction compounds and storage areas to be provided as part of the detailed drainage design post-consent.	Agreed

Ecology and Nature Conservation

- 3.3 Hornsea Three has the potential to impact upon ecology and nature conservation, and these impacts are duly considered within Volume 3, Chapter 3: Ecology and Nature Conservation of the Environmental Statement (APP-075). Norfolk County Council, among other stakeholders, have attended Onshore Ecology Expert Working Group meetings. Table 3.5 identifies the status of discussions relating to this topic between the parties.

Table 3.5: Ecology and Nature Conservation

Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
Volume 3, Chapter 3: Ecology and Nature Conservation of the Environmental Statement (APP-075)			
Planning and Policy	Volume 3, Chapter 3: Ecology and Nature Conservation of the Environmental Statement has identified all appropriate plans and policies relevant to ecology and nature conservation and has given due regard to them within the assessments.	NCC have no specific points to raise in respect to planning policy	Agreed
Baseline and Assessment methodology	The baseline information utilised to inform the assessment and the methodology used to assess impacts on ecology and nature conservation in Volume 3, Chapter 3: Ecology and Nature Conservation of the Environmental Statement, is appropriate.	Representatives from the Natural Environment Team have been involved in the On-shore Ecology Expert Group meetings and have had the opportunity to contribute to the scoping and methodology of ecological survey work, and have previously seen many of the results of the ecology surveys. The Ecology Chapter of the Environmental Statement describes the ecological baseline and makes a robust assessment of impacts resulting from the onshore infrastructure requirements.	Agreed
Assessment conclusions	The assessment of potential effects on ecology and nature conservation presented within Volume 3, Chapter 3: Ecology and Nature Conservation of the Environmental Statement is appropriate. The projects screened into the cumulative effect assessment in Volume 3, Chapter 3: Ecology and Nature Conservation of the Environmental Statement are appropriate, and any impacts satisfactorily assessed.		

Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
Mitigation	The applicants use of designed in mitigations, notably the use of horizontal drilling, to avoid designated sites and the sensitive habitats is appropriate, and no further mitigation measures are necessary.	<p>With an onshore corridor that avoids most important wildlife areas, and the inclusion of "designed-in" mitigation measures (most notably the use of horizontal directional drilling (HDD) techniques to avoid ecologically sensitive areas noted above), the effects on County Wildlife Sites (CWS) and habitats are considered to be of negligible to minor adverse significance i.e. not significant in EIA terms.</p> <p>In managing potential impacts on terrestrial ecology, the delivery and implementation of two documents will be key: the Construction Code of Practice (CoCP) and the Ecological Management Plan. Specific comments on these documents provided below.</p>	Agreed
<i>Draft Development Consent Order (APP-027)</i>			
Ecological management	The management measures described to minimise impacts on ecology receptors, including the appointment of an Ecological Clerk of Works, in Outline Code of Construction Practice (APP-179) are appropriate.	NCC acknowledge that the Outline CoCP is a live document and will be updated post-submission of the DCO as required. NCC welcome the above approach and agree the content of the outline CoCP.	Agreed

Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
Ecological Management	<p>The ecology and nature conservation measures presented within the Outline Ecological Management Plan (APP-180) are appropriate, and no further measures are needed at this time. The Applicant will consult with North Norfolk, Broadlands and South Norfolk District Councils, as well as Norfolk County Council, on any development of the Ecological Management Plan.</p>	<p>It is noted that the outline EMP is a 'living' document that will be updated as required post submission of the DCO, during the Examination Period and during the detailed design process as necessary prior to implementation. At this point, it is felt that the Outline EMP is appropriate.</p> <p>NCC confirm they wish to be involved in any consultation on the emerging EMP post-consent.</p>	<p>Agreed</p>

Landscape and Visual Resources

- 3.2 Hornsea Three has the potential to impact upon landscape and visual resources, and these impacts are duly considered within Volume 3, Chapter 4: Landscape and Visual Resources of the Environmental Statement (APP-076). Table 3.6 identifies the status of discussions relating to this topic between the parties.

Table 3.6: Landscape and Visual Resources

Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
Volume 3, Chapter 4: Landscape and Visual Resources of the Environmental Statement (APP-076)			
Planning and Policy	Volume 3, Chapter 4: Landscape and Visual Resources of the Environmental Statement has identified all appropriate plans and policies relevant to landscape and visual resources and has given due regard to them within the assessments.	NCC have no specific points to raise in respect to planning policy.	Agreed
Baseline and Assessment methodology	The baseline information utilised to inform the assessment and the methodology used to assess impacts on landscape and visual resources in Volume 3, Chapter 4: Landscape and Visual Resources of the Environmental Statement, is appropriate.	It is noted that the Landscape and Visual Impact Assessment has been conducted using the Guidelines for Landscape and Visual Impact Assessment (GLVIA) 3rd Edition and other industry best practice guidance. The use of visualisations using photomontages and wireframes are useful in viewing the likely effects of proposed development and change over time.	Agreed
Assessment conclusions	The assessment of potential effects in Volume 3, Chapter 4: Landscape and Visual Resources of the Environmental Statement is appropriate, and no further mitigations are necessary.	NCC have no specific points to raise in respect to assessment conclusions.	Agreed
	The projects screened into the cumulative effect assessment in Volume 3, Chapter 4: Landscape and Visual Resources of the Environmental Statement are appropriate, and any impacts satisfactorily assessed.		

Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
Mitigation	The Applicant's use of designed in mitigation, notably the use of horizontal drilling and landscape planting, to minimise impacts on landscape and visual resources is appropriate.	It is apparent that the construction of the onshore elements of Hornsea Three has the potential to impact on landscape and visual amenity, however it is noted that "designed-in" mitigation measures, such as the use of HDD techniques will minimise these impacts. This is further supported by measures suggested within the Outline Landscape Management Plan (LMP), which is commented on below.	Agreed
<i>Draft Development Consent Order (APP-027)</i>			
Commitments/ restrictions	The management measures described in the Outline CoCP (APP-179) and the Outline Landscape Management Plan (OLMP) (APP-181) are appropriate, and no further management measures are considered necessary.	Overall the Concept and Design Justification, as detailed within the Outline LMP, includes suitable measures to reduce the landscape and visual impacts, retain landscaping where possible and enhance and compliment landscape features going forward.	Agreed

Historic Environment (Onshore)

- 3.2 Hornsea Three has the potential to impact upon historic environment, and these impacts are duly considered within Volume 3, Chapter 5: Historic Environment of the Environmental Statement (APP-077). Table 3.7 identifies the status of discussions relating to this topic between the parties.

Table 3.7: Historic Environment (Onshore)

Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
Volume 3, Chapter 5: Historic Environment of the Environmental Statement (APP-077)			
Planning and Policy	Volume 3, Chapter 5: Historic Environment of the Environmental Statement has identified all appropriate plans and policies relevant to Hornsea Three and has given due regard to them within the assessments.	NCC have no specific points to raise in respect to planning policy, baseline or assessment methodology.	Agreed
Baseline and Assessment methodology	The baseline information utilised to inform the assessment and the methodology used to assess impacts on historic environment, including buried archaeological remains, in Volume 3, Chapter 5: Historic Environment of the Environmental Statement is appropriate.		
Assessment conclusions	The assessment of potential effects in Volume 3, Chapter 5: Historic Environment of the Environmental Statement is appropriate.	The impacts of the onshore cable route and infrastructure of the Hornsea Three Offshore Windfarm have been assessed in the Environmental Statement in respect of the buried archaeological remains and the setting of designated heritage assets. NCC has no specific points to raise in respect to the assessment conclusions.	Agreed
	The projects screened into the cumulative effect assessment in Volume 3, Chapter 5: Historic Environment of the Environmental Statement are appropriate, and any impacts satisfactorily assessed.		

Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
Mitigation	<p>The Applicant will produce an outline Written Scheme of Investigation (WSI) in consultation with NCC and other relevant stakeholders, and will implement the agreed version prior to the commencement of any consented works.</p> <p>The Applicant has and will continue to engage with NCC and Historic England on a draft WSI. The wording of Requirement 16 has been agreed with NCC and requires consultation with NCC's Historic Environment Advice Team.</p>	<p>Through ongoing engagement, agreement has now been reached between the Applicant and NCC in respect to the wording of Requirement 16. NCC have no further comments.</p>	<p>Agreed</p>

	<p>Hornsea Three acknowledge the proposed requirements relevant to historic environment set out in NCC’s Relevant Representation.</p> <p>Similar requirements have been included in the draft DCO [APP-027]. Requirement 16 states that a Written Scheme of Archaeological Investigation (WSI) must be submitted to and approved by the relevant planning authority (which would be NCC) prior to commencement of the consented onshore works. Furthermore, investigation of unexpected archaeological sites encountered during the construction phase will be undertaken in line with procedures (e.g. a chance find procedure) agreed in advance with the relevant authorities (see outline CoCP (APP-179)). On this basis, the Applicant considers the requirements proposed by NCC to have been incorporated sufficiently into the dDCO. The following wording to Requirement 16 has been agreed with NCC:</p> <p><i>“16.—(1) No phase of the connection works may commence until for that phase a written scheme of archaeological investigation for Work Nos. 6 to 15 has been submitted to and approved by the relevant planning authority in consultation with Norfolk County Council’s Historic Environment Advice Team.</i></p> <p><i>(2) Any archaeological works must be carried out in accordance with the approved scheme.</i></p> <p><i>(3) The archaeological site investigations and post investigation assessment must be completed for that phase in accordance with the programme set out in the written scheme of archaeological investigation and provision made for analysis, publication and dissemination of results and archive deposition secured for that phase.”</i></p>		
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Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
A8.5 Outline Code of Construction Practice (APP-179)			
Mitigation measures to record undesignated heritage assets.	The management measures described in Outline CoCP are appropriate, and no further management measures are considered necessary with the exception of the points described above in respect to the WSI.	NCC acknowledge that the Outline CoCP is a live document and will be updated post-submission of the DCO as required. NCC welcome the above approach and agree the content of the outline CoCP.	Agreed

Land Use and Recreation

- 3.2 Hornsea Three has the potential to impact upon land use and recreation, and these impacts are duly considered within Volume 3, Chapter 6: Land Use and Recreation of the Environmental Statement (APP-078). Table 3.8 identifies the status of discussions relating to this topic between the parties.

Table 3.8: Land Use and Recreation

Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
Volume 3, Chapter 6: Land Use and Recreation of the Environmental Statement (APP-078)			
Planning and Policy	Volume 3, Chapter 6: Land Use and Recreation of the Environmental Statement has identified all appropriate plans and policies relevant to land use and recreation and has given due regard to them within the assessments.	NCC have no specific points to raise in respect to planning policy, baseline or assessment methodology.	Agreed
Baseline and Assessment methodology	The baseline information utilised to inform the assessment and the methodology used to assess impacts on land use and recreation, including Public Rights of Way (PRoW), in Volume 3, Chapter 6: Land Use and Recreation of the Environmental Statement is appropriate.		
Assessment conclusions	The assessment of potential effects in Volume 3, Chapter 6: Land Use and Recreation of the Environmental Statement is appropriate.	NCC has no specific points to raise in respect to the assessment conclusions.	Agreed
	The projects screened into the cumulative effect assessment in Volume 3, Chapter 6: Land Use and Recreation of the Environmental Statement are appropriate, and any impacts satisfactorily assessed.		

Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
Mitigation	<p>The mitigation measures set out in Volume 3, Chapter 6: Land Use and Recreation of the Environmental Statement, to maintain the continued use of all linear recreational resources (excluding the Norfolk Coast Path/Peddars Way and Marriot's Way) during the construction phase of Hornsea Three are appropriate. Details of the measures will be developed post-consent in consultation with NCC, and captured in the PRoW Management Plan which will form part of the CoCP to be submitted for approval by the relevant local planning authorities under DCO Schedule 1, Part 3, Requirement 17.</p> <p>A communication plan will also be established as part of the CoCP to provide prior notification of construction activities.</p>	<p>NCC welcome the commitment that advanced warning notices that would be erected at key points where PRoWs would be affected by the onshore cable installation works to make users aware of the construction working area and associated construction noise. This will be important in reducing the burden on NCC in managing matters relating to the PRoW network with regards to the cable laying works.</p> <p>The County Council welcomes the intention of the applicant to liaise with the PRoW Officers over short-term temporary diversions of PRoWs.</p>	<p>Agreed</p>

Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
	<p>The mitigation measures to be taken in respect of Norfolk Coast Path/Peddars Way, comprising a local diversion during the construction phase of Hornsea Three are appropriate. Details of the measures will be developed post-consent in consultation with NCC and captured in the PRoW Management Plan which will form part of the CoCP to be submitted for approval by the relevant local planning authorities under DCO Schedule 1, Part 3, Requirement 17.</p> <p>The Applicant's proposals were presented to the North Norfolk Trail Partnership on 19 September 2018. Feedback which is received will inform the detailed design of the proposed diversion, including management measures, to be provided as part of the PRoW Management Plan to be developed post-consent as part of the Code of Construction Practice.</p>	<p>Proposals from the Applicant would appear acceptable in planning terms although the points regarding deliverability are to be noted. These include: security, as well as management of the interface between users of the Norfolk Coast Path and the construction workforce. In this regard, additional banksmen may be needed when works are occurring in this area.</p> <p>NCC would recommend the diversion be in place for the full duration of the open cut landfall works i.e. should not be open and closed on a semi-regular basis and this could cause confusion.</p> <p>NCC welcome that the Applicant would undertake a condition survey of the Norfolk Coast Path prior to the commencement of open cut landfall works, and that the reinstatement would be to at least the same condition as pre-construction.</p> <p>Notwithstanding the above, NCC considers that site-specific management issues relating to the temporary diversion of the Norfolk Coast Path can be resolved through the requirements associated with the DCO. Orsted should continue discussions with the NCC post-consent and appropriate site-specific management measures be agreed.</p>	<p>Agreed</p>

Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
	<p>The mitigation measures to be taken in respect of the Marriott's Way, comprising a managed interface between pedestrians and the construction traffic the construction phase of Hornsea Three are appropriate. Details of the measures will be developed post-consent in consultation with NCC and captured in the PRoW Management Plan which will form part of the CoCP to be submitted for approval by the relevant local planning authorities under DCO Schedule 1, Part 3, Requirement 17.</p> <p>The Applicant's proposals were presented to the North Norfolk Trail Partnership on 19 September 2018 and is awaiting feedback which will inform the PRoW Management Plan post-consent.</p>	<p>It is noted that where the onshore cable installation works cross the Marriott's Way Norfolk Trail, HDD will be used. This is predicted to result in negligible disruption to users of this Trail.</p> <p>The Applicant's proposals include potential crossings at the junction of Reepham FP34, Reepham FP18 and the construction access route; the junction of the construction access route and Cawston Road; and the construction access across Marriott's Way to the north of Moor Farm. NCC agree with the proposals in principles but note that site specific management measures will need to be developed as part of the Public Right of Way Management Plan post-consent, to ensure that members of the public adhere to traffic management in this area which is very well used.</p>	<p>Agreed</p>

A8.5 Outline Code of Construction Practice (APP-179)			
Land Use and PRoW Management Measures	The management measures described in Outline Code of Construction Practice, which include the provision of a PRoW Management Plan, developed in consultation with Norfolk County Council, as part of the CoCP to be submitted for approval by the relevant local planning authorities under DCO Schedule 1, Part 3, Requirement 17.	<p>The County Council welcomes the intention of the applicant to liaise with the PRoW Officers over short-term temporary diversions of PRoW through the developed of a Public Right of Way Management Plan post-consent.</p> <p>NCC acknowledge that the Outline CoCP is a live document and will be updated post-submission of the DCO as required. NCC welcome the above approach and agree the content of the outline CoCP.</p>	Agreed

Traffic and Transport:

- 3.3 Hornsea Three has the potential to impact upon traffic and transport, and these impacts are considered within Volume 3, Chapter 7: Traffic and Transport of the Environmental Statement (APP-079)). Table 3.9 identifies the status of discussions relating to this topic between the parties.

Table 3.9: Traffic and Transport.

Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
Volume 3, Chapter 7: Traffic and Transport of the Environmental Statement (APP-079)			
Planning and Policy	Volume 3, Chapter 7: Traffic and Transport of the Environmental Statement has identified all appropriate plans and policies relevant to traffic and transport and has given due regard to them within the assessments.	NCC have no specific points to raise in respect to planning policy, baseline or assessment methodology.	Agreed
Baseline and Assessment methodology	The baseline information utilised to inform the assessment and the methodology used to assess impacts on traffic and transport in Volume 3, Chapter 7: Traffic and Transport of the Environmental Statement is appropriate.		
Assessment conclusions	<p>The assessment of potential effects on the local highway network is appropriate subject to the measures identified within Volume 3, Chapter 7: Traffic and Transport of the Environmental Statement and Volume 6, Annex 7.1: Transport Assessment (and subsequent Transport Assessment version 2 and clarification note), which includes the preparation of a detailed Construction Traffic Management Plan.</p> <p>In respect to the baseline flows for the 15 links referenced in ISH4 (REP3-006), a document which sets out the flows and considers the findings of the ES will be submitted at Deadline 4.</p> <p>Specific points have been separated out below for ease.</p>	<p>NCC are waiting for baseline data for 15 links missing from the ES. We note this is to be submitted at-deadline 4 but wish to highlight we raised specific concern at ISH4 with regard to the suitability of links 88 and 89 at Cawston which remain outstanding.</p> <p>Responses to specific points including Cawston, are separated out below for ease. Subject to our finding the data for the 15-links identified above to be acceptable; the issues identified at Cawston being resolved; and all of the points specifically identified below being agreed, NCC would then consider the wider assessment conclusions to be agreed. In the meantime, we cannot agree.</p>	Under discussion

Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
<p>Assessment conclusions – HGV Reductions</p>	<p>As noted in the written summary of ISH4, the Applicant has committed to a refinement in the depth of the haul road, comprising a reduction from 1m to 0.5m, which has resulted in a reduction in HGV movements which equates to approximately one third less movements on the network (367,529 to 260,804). Details of this reduction is provided at Appendix 6 as submitted at Deadline 4. This reduction continues to allow for some contingency for maintenance and variations in ground conditions along the onshore cable corridor route, and will be secured through an addition of the following statement within the Outline CTMP:</p> <p>Paragraph 4.3.1.4 <i>“The haul road(s) would have a maximum aggregate depth of 0.5 m.”</i></p> <p>Although the associated reduction in HGV movements will not have a bearing on the conclusions of Chapter 7 of the ES or the TA (which continue to represent the maximum design scenario), the revised traffic flows will be used to inform the refinement of the Outline CTMP.</p>	<p>NCC are happy with the principle of HGV reduction on the local road network.</p>	<p>Agreed</p>

Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
Assessment conclusions – A140/B1113	<p>The Applicant provided as Appendix 33 to the Applicant's response to Deadline 1, a report which provides commentary on the A140/B1113 junction. This demonstrates that movements through this junction during the weekday AM and PM peak hours will be within the day-to-day variation in traffic flows through the junction. As such, impact of the construction traffic is temporary and reversible, and it is considered that the residual impact and cumulative impact would not be severe. The detailed CTMP, to be prepared post-consent, will have site-specific measures to manage traffic at the onshore HVDC converter/HVAC substation, including approaches from A140/B1113 as appropriate.</p>	<p>We do not anticipate a significant impact at the A140/B1113 junction sufficient to warrant a recommendation of refusal but rather see this as an issue to be addressed via the detailed CTMP post-consent (secured through Requirement 18 of the DCO).</p>	Agreed
Assessment conclusions - Taverham Road	<p>Ongoing discussion with HE and NCC has identified a need for intervention measures at the A47/Taverham Road junction. The Applicant is developing an outline scheme in consultation with HE and NCC, with a joint meeting scheduled for 25th January. If agreed, the outline scheme will be included within the Outline CTMP, with the detailed design to be developed as part of the final CTMP (secured under Requirement 18 of the DCO).</p>	<p>NCC are waiting for an assessment of impacts relating to the use of the A47 trunk road junction at Taverham – in particular any knock-on effects upon the county road network as a result of any proposed mitigation measures agreed with Highways England. We note this is to be submitted to NCC for discussion at the meeting on the 25th January.</p>	Under discussion

Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
Assessment conclusions - Cawston	<p>The Applicant has continued engagement with NCC in respect to links 88 and 89 at Cawston, particularly focusing on the road link suitability (including bridges). The Applicant is committed to continued engagement and is confident that a solution can be reached.</p>	<p>NCC raised specific concern at ISH4 with regard to the suitability of links 88 and 89 at Cawston which remain outstanding. In this regard, NCC consider that, should the Applicant use the bridge for abnormal loads in the manner and specification (weight and width) currently intended the Applicant would need to undertake a bridge inspection and also submit an assessment report along with a technical structures approval submission.</p> <p>In the event the bridge is not used for abnormal loads – the applicant will need to re-evaluate their access strategy to identify either an alternative route or a means of splitting the abnormal loads to reduce their size/weight (note this impacts upon the number of HGV movements).</p> <p>In the meantime, the Applicant does not have an agreed access strategy to reach this part of their cable corridor.</p>	Under discussion
Travel Plans	<p>The decision not to create a standard Travel Plan for onshore works, due to the linear and rural location of the project, is appropriate.</p> <p>The Applicant has however submitted an Outline Travel Plan as Appendix 1 to Deadline II.</p>	<p>NCC is satisfied that a TP has not been submitted with the current application. However, we have recommended the Applicants submit a voluntary travel plan.</p>	Agreed

<p>Cumulative effects</p>	<p>The projects screened into the cumulative effect assessment in Volume 3, Chapter 7: Traffic and Transport of the Environmental Statement were appropriate at the time of submission of the DCO application, and cumulative impacts were satisfactorily assessed.</p> <p>Where committed developments have arisen since the original DCO application (up to 29.08.18), it is considered that any implications on traffic and transport assessment would not change the mitigation required, which therefore remains as proposed within the Environmental Statement. Although no significant cumulative effects have been identified in EIA terms (based on Norfolk Vanguard PEIR material), consultation between Hornsea Three and Norfolk Vanguard continues in order to ascertain the cumulative impacts of traffic on shared roads. Both parties continue to work together to ensure alignment of highway threshold levels applied by each project and alignment as to the scope of appropriate traffic management measures that may be required as thresholds are reached. Hornsea Three and Norfolk Vanguard will be looking to reach an agreement on these matters and engage with Norfolk County Council as the highways authority to reach a shared common point of agreement. It is noted however, that the proposed access strategy for the main construction compound (Option 1: Passing Places) has been designed to accommodate flows under the cumulative scenario. This workstream is ongoing, but material headway has been made and both projects are confident that agreement can be reached in the short term. Hornsea Three is committed to continuing regular dialogue</p>	<p>The proposal has been satisfactorily assessed against the cumulative impact from construction traffic associated with other committed development at the time of the DCO application. However, the Applicant's still need to confirm cumulative impacts arising from all three wind farm projects utilising the same access route to their main compound at Oulton.</p> <p>We note the applicants indicated within their response to the Examining Authority first written questions (1.11.9) that there may be cumulative impacts on a small number of shared road links with Norfolk Vanguard (and Boreas Ltd) during construction. Further details are awaited.</p>	<p style="text-align: center;">Under Discussion</p>
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Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
	<p>with NCC in respect to cumulative traffic and transport impacts.</p> <p>The position taken in respect to the potential Western Link is appropriate i.e. this proposal is not sufficiently advanced such that it has been possible to incorporate this into the design or routing, or cumulative assessment for Hornsea Three. Notwithstanding this, Hornsea Three has consulted, and will continue to consult with NCC in respect to the Western Link.</p> <p>As requested by NCC, future engagement meetings will be held jointly with NCC and Highways England (subject to availability).</p> <p>It is noted that, as set out in the Statement of Common Ground between Hornsea Three and Highways England (updated and submitted at Deadline 4), there is agreement between the parties in respect to the interaction with the A47 road dualling.</p>	<p>The County Council as Local Highway Authority is not objecting to the proposed cable routes and notes Highways England position with regard to dualling the A47(T).</p>	<p style="text-align: center;">Agreed</p>
<p><i>A8.5 Outline Construction Traffic Management Plan (APP-176) and A8.2 Code of Construction Practice (APP-179) as appropriate)</i></p>			

<p>Site access design</p>	<p>The temporary accesses proposed by Hornsea Three during construction (identified on Figure 1.2 of Volume 6, Annex 7.8: Traffic and Transport Figures of the Environmental Statement (APP-163), as well as the principles for their management (set out in the outline CTMP, APP-176) are appropriate. Further detailed design of all temporary site accesses will be agreed with NCC prior to the start of construction at each access point.</p> <p>Hornsea Three has committed (in paragraph 4.1.6.1 of the Outline Code of Construction Practice (APP-179) and paragraph 3.2.1.4 and 4.2.1.5 of the Outline CTMP (APP-176)) to remove temporary construction site accesses and any works within the highway, and the highway returned to its original condition, or standard commensurate to prior to the commencement of works respectively. This approach is appropriate.</p> <p>Timescales for reinstatement would be identified in the detailed CTMPs to be developed in consultation with the HA post-consent. It is proposed that Outline CTMP (APP-176) is amended as follows to reflect this:</p> <p>Paragraph 3.2.1.4 “<u>Once Within 28 days of a construction site access is being no longer required for the purpose of Hornsea Three construction, or written notice being served unto the Applicant by the HA, the access will be removed and the highway returned to its original condition (including verges), unless otherwise agreed with the HAs. The details of and timescales for the reinstatement will also be agreed with the HAs.</u> It is anticipated that the HAs will inspect the</p>	<p>NCC are satisfied that during construction safety at the temporary accesses can be controlled and managed through the CTMP. Temporary signage will be required in accordance with TSRGD as well as Temporary speed limits via Temporary Traffic Regulation Orders The exact details to be confirmed via the CTMP.</p> <p>NCC agree with the proposed amendments to Paragraph 3.2.1.4 and 4.2.1.5 of the Outline CTMP.</p> <p>NCC considers the commitment to remove temporary construction access between phases, unless otherwise approved by the HA, is appropriate.</p>	<p>Agreed</p>
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Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
	<p>reinstatement works to ensure that there meet appropriate standards.”</p> <p>Paragraph 4.2.1.5 “Any works within the highway will be reinstated to a standard commensurate to prior to the commencement of the works and, unless otherwise agreed with the HAs. <u>The details of and timescales for reinstatement will also be and agreed with the HAs.</u> It is anticipated that the HAs will inspect the reinstatement works to ensure that they meet appropriate standards.”</p> <p>If work is carried out in phases, the commitment to remove temporary construction accesses between phases unless otherwise approved with the HA, as set out in paragraph 4.1.6.2 of the Outline Code of Construction Practice (APP-179), is appropriate.</p>		

	<p>The Applicant has reached agreement with NCC in respect to the acceptability of the design of the permanent access to both the HVDC converter/HVAC substation (drawing JNY8772-72 submitted as Appendix 2 at Deadline 2; REP2-014).</p> <p>In respect to the onshore HVAC booster station, it has been agreed with NCC that a 120 m visibility splay is acceptable at this location given the low intensity of traffic movements during the operation and maintenance phase, and that the proposals represent an improvement on current conditions. The Applicant is in the process of updating the onshore HVAC booster station access drawing (03/202B submitted as Appendix 3 at Deadline 2; REP2-015) to provide NCC with details of resultant land level but both parties are confident that an agreement will be reached for permanent access at this location.</p> <p>As noted in the Cover Letter at Deadline 3, two proposed minor amendments to the onshore order limits will be submitted at Deadline 4. One of the amendment affects Plot 9-0215 and 10-004, includes the area indicated on plans submitted to NCC required for the safe access and egress of abnormal indivisible load vehicles, including visibility splays (associated with the transportation of transformers for the onshore HVAC Booster Station) from the B1149 onto the proposed HVAC Booster Station access road.</p> <p>Through ongoing engagement, agreement has now been reached between the Applicant and NCC (as LHA) in respect to the wording of Requirement 11 to secure the</p>	<p>The permanent access to the HVDC converter/HVAC substation indicated in drawing JNY8772-72 submitted at Deadline 2 is considered appropriate.</p> <p>The permanent access to the onshore HVAC booster station indicated in drawing 03/202 version B, submitted at Deadline 2) is also considered appropriate with a visibility splay of 120 m provided the raised land mound to the north of the access is removed in accordance with para 3.11 of Appendix 3 to deadline 2 submission – addendum to appendix 30 (REP1-156). However, we still need to agree the resultant land level. It is noted that NCC require the land needed to deliver the permanent access and its associated visibility splay to be within the onshore order limits to ensure deliverability.</p> <p>Agreement has been reached concerning the revised text for Requirement R11. We have no objection to this being submitted by the applicants at Deadline 4.</p>	<p>Under Discussion</p>
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Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
	<p>construction and maintenance of visibility splays. The updated wording will be contained within the draft DCO submitted at Deadline 4. In respect of works to the parts of the visibility splay located within the highway, a power for has been added to the street works powers provision of the draft DCO (to be submitted at Deadline 4).</p>		

	<p>Hornsea Three have identified options for the access to the main construction compound, as set out in the Main Construction Compound Access Strategy, issued to NCC on 26 September 2018. Based on feedback from NCC as the local highway authority, an acceptable option (Option 1: Passing Places) has been identified. The most up to date information on this option is provided in Appendix 1 submitted at Deadline 3 (REP3-010). Additional information, including pavement construction, drainage management and design for the grading of the road hump, has been shared with NCC and provided in Appendix 32 of Deadline 4. However, the Applicant notes that such information is to demonstrate feasibility only at this stage and have agreed with NCC that approval of such details would be sought at detailed design stage as part of the development of the final CTMP.</p> <p>The Applicant has agreed to supplement the Stage 1 Safety Audit provided in Appendix 1 of Deadline 3, with one which also considers the cumulative scenario with Norfolk Vanguard/Norfolk Boreas. This will be submitted to NCC for review shortly.</p> <p>Notwithstanding the above, it is noted that in response to concerns raised by Oulton Parish Council (OPC), the Applicant has considered an alternate 'Option R' access strategy to the main construction compound (Options R 'A'; Option R 'C1'; Options R 'C2'). NCC have confirmed that taking into account the potential interaction with cumulative projects (Norfolk Vanguard/Norfolk Boreas, who are planning to utilise The Street), Option R "B" and Option E</p>	<p>NCC have reviewed the Main Construction Compound Access Strategy and confirmed that Option 1: Passing Places is considered an acceptable and workable solution.</p> <p>NCC agree with the Applicant that the most appropriate mechanism for securing the off-site highway improvement works will be via the Outline CTMP which will ultimately inform the final CTMP to be prepared post-consent.</p> <p>NCC note the Applicant's submitted pavement construction, drainage design and design for the grading of the road hump. The principle of this is considered acceptable, though NCC will need to review and approve the detailed design of Option 1: Passing Places as part of the development of the final CTMP post-consent.</p> <p>NCC require the scheme to the roadway to be temporary in nature with a commitment provided to (i) maintain the works for the duration of the project and (ii) remove and re-instate the land upon completion. NCC will require works to the junction and road hump, (close to the residential property along The Street), to be permanent.</p> <p>Given highway improvement works will take place adjacent to a residential property which may affect drainage to that property, NCC also requires the developer to indemnify NCC against any compensation claims made against NCC arising from these works.</p>	<p>Agreed</p>
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Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
	<p>“C1” and “C2” are unacceptable on highways safety grounds and thus, Option R “A” would be the only Option R strategy acceptable to NCC for Hornsea Three, subject to minor amendments as a result of Stage 1 Road Safety Audit. The Applicant has contacted landowners and feedback has indicated that at least one landowner would not accept any of the alternate Option R solutions, given the existing roadway and site entrance. The Applicant awaits feedback from BDC in respect to their position on the main construction compound access strategy, including Option R.</p> <p>Given the feedback from NCC and landowners, the availability of an existing road, the potential environmental impacts associated with any of the Option ‘R’ scenarios and the interaction with other cumulative projects, the Applicant considers that, although Option R may provide some benefits associated with redirecting Hornsea Three project traffic away from The Street, Option 1: Passing Places is the most suitable and preferred access option to the main construction compound.</p> <p>As noted in the written summary of ISH4 (REP3-006), all the land required for Option 1: Passing Places is located within the boundary of existing highway. The works to the access would be secured prior to commencement of the use of the main construction compound through wording to be included within the Outline CTMP submitted before the end of Examination.</p>		

<p>Highway condition surveys (minor links)</p>	<p>Hornsea Three has committed to undertake video condition surveys of local roads (specific roads to be agreed with the HA as part of the final CTMPs), and where it agreed with the HA that damage has resulted from the passage of HGVs associated with the construction work, an agreement will be discussed with the HA to compensate for the cost of repair. This approach is considered appropriate.</p> <p>Alongside the development of the final CTMP, the Applicant will enter discussions with the HA in respect to the need for any side-agreements to the DCO. The Applicant has amended the wording of paragraph 6.1.1.1 of the Outline CTMP to reflect this:</p> <p><i>“6.1.1.1 Video surveys will be undertaken of those local roads where it is considered that the passage of construction HGVs may cause deterioration of highways. These roads will be agreed with the HAs as part of the final CTMPs. The schedule of highways to be surveyed will be agreed with the HAs. <u>This agreement will be in accordance with requirements under Section 59 of the Highways Act 1980.</u>”</i></p> <p>To reflect this change, amendments have also been proposed to paragraph 6.1.1.18 of the Outline CoCP: <i>“6.1.1.18 Video condition surveys will be undertaken before HGVs make use of a section of road and after the substantial completion of works on minor links used by HGVs to access the Hornsea Three onshore cable corridor. Damage to the highway caused by the passage of construction vehicles will be repaired or an appropriate</i></p>	<p>NCC welcome this approach.</p>	<p>Agreed</p>
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Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
	<p><i>financial contribution made to the asset owner. <u>The roads to be surveyed will be agreed with the HA as part of the final CTMPs, this agreement will be in accordance with requirements under Section 59 of the Highways Act 1980.</u></i></p>		

<p>Construction traffic management</p>	<p>With the exception of points identified separately in this SoCG, the construction traffic management measures described in the Outline Construction Traffic Management Plan (APP-176) are appropriate. Further detail and site specific measures will be developed in the final CTMP(s) secured under Requirement 18 of the draft DCO (APP-027).</p> <p>In particular, the Applicant is confident that potential impacts on the B1113/A140 junction can be managed through the CTMP. The Applicant provided as Appendix 33 to the Applicant's response to Deadline 1, a report which provides commentary on the A140/B1113 junction. This demonstrates that movements through this junction during the weekday AM and PM peak hours will be within the day-to-day variation in traffic flows through the junction. As such, impact of the construction traffic is temporary and reversible, and it is considered that the residual impact and cumulative impact would not be severe. The detailed CTMP, to be prepared post-consent, will have site-specific measures to manage traffic at the onshore HVDC converter/HVAC substation, including approaches from A140/B1113 as appropriate.</p> <p>Ongoing discussion with HE and NCC has identified a need for intervention measures at the A47/Taverham Road junction. The Applicant is developing an outline scheme in consultation with HE and NCC (see row above for comments regarding the development of the outline scheme). If agreed, the outline scheme will be included within the Outline CTMP, with the detailed design to be</p>	<p>The construction traffic management plan is in outline form only. Accordingly, it is a working document that needs to be progressed as the project develops.</p> <p>In respect to the A140/B1113 NCC are satisfied impacts can be managed via the submission of a detailed CTMP post-consent.</p> <p>In respect to the Taverham junction, we are not yet at a stage where mitigation measures have been agreed. However, we have been provided with an outline proposal which needs to be discussed jointly with Highways England at a meeting to be held on 25 January 2019.</p>	<p style="text-align: center;">Under discussion</p>
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Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
	developed as part of the final CTMP (secured under Requirement 18 of the DCO).		

Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
Abnormal loads	<p>The impact of abnormal loads on traffic and transport receptors has been adequately assessed and built into the design of the permanent accesses to the onshore HVDC convert/HVAC substation and onshore HVAC booster station. The management measures detailed in Outline Construction Traffic Management Plan (APP-176) are appropriate in principle. Further detail and site-specific measures will be developed in the final CTMP(s) secured under Requirement 18 of the draft DCO).</p> <p>The Applicant highlights that it intends, through the development of the final CTMP (APP-176), to continue to monitor and consider the impact of Abnormal Indivisible Loads associated with the delivery of cable drums to both the main construction compound and to secondary compounds, as well as direct to the onshore cable corridor. In this regard, the Applicant will also give due consideration within the final CTMP (to be prepared post-consent) to the feasibility of access along the local road network to the onshore HVAC booster and onshore HVDC converter/HVAC substation. The commitments contained within paragraphs 2.1.6.2 and 2.1.6.3 of the Outline CTMP (updated as part of Deadline 4) provides NCC with sufficient comfort that the weight, length and width of AILs, as well as the timing of their deliveries and routing, will be agreed with NCC prior to any AIL movements associated with the construction of Hornsea Three.</p>	<p>NCC note that abnormal loads will need to be delivered to the Booster station – in particular the delivery of transformers. As yet no assessment has been made to show that it is physically possible to deliver the transformers along the surrounding highway network to the site. NCC require appropriate detailed site-specific management measures to be included within the final CTMP post-consent both at the site access and within the surrounding road network prior to any attempt being made to deliver these loads.</p>	Agreed

Noise and Vibration;

- 3.4 Hornsea Three has the potential to impact upon geology and ground conditions, and these impacts are duly considered within Volume 3, Chapter 8: Noise and Vibration of the Environmental Statement (APP-080). Table 3.10 identifies the status of discussions relating to this topic between the parties.

Table 3.10: Noise and Vibration

Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
Volume 3, Chapter 8: Noise and Vibration of the Environmental Statement (APP-080)			
Planning and Policy	Volume 3, Chapter 8: Noise and Vibration of the Environmental Statement has identified all appropriate plans and policies relevant to noise and vibration and has given due regard to them within the assessments.	Providing the District Councils are satisfied with the proposal in relation to the mentioned matters, the NCC would not wish to raise any public health concerns at this time.	Agreed
Baseline and Assessment methodology	The baseline information utilised to inform the assessment and the methodology used to assess impacts on noise and vibration in Volume 3, Chapter 8: Noise and Vibration of the Environmental Statement is appropriate.		
Assessment conclusions	The assessment of potential effects Volume 3, Chapter 8: Noise and Vibration of the Environmental Statement is appropriate, and no further mitigation measures are necessary.		
	The projects screened into the cumulative effect assessment in Volume 3, Chapter 8: Noise and Vibration of the Environmental Statement are appropriate, and any impacts satisfactorily assessed.		
A8.5 Outline Code of Construction Practice (APP-179)			
Noise management	The noise management measures described in the Outline Code of Construction Practice are appropriate, and no further measures are necessary at this stage.	Providing the District Councils are satisfied with the proposal in relation to the mentioned matters, the NCC would not wish to raise any public health concerns at this time.	Agreed

Air Quality

- 3.2 Hornsea Three has the potential to impact upon air quality, and these impacts are duly considered within Volume 3, Chapter 9: Air Quality of the Environmental Statement (APP-081). Table 3.11 identifies the status of discussions relating to this topic between the parties.

Table 3.11: Air Quality

Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
Volume 3, Chapter 9: Air Quality of the Environmental Statement (APP-081)			
Planning and Policy	Volume 3, Chapter 9: Air Quality of the Environmental Statement has identified all appropriate plans and policies relevant to air quality and has given due regard to them within the assessments.	Providing the District Councils are satisfied with the proposal in relation to the mentioned matters, the NCC would not wish to raise any public health concerns at this time.	Agreed
Baseline and Assessment methodology	The baseline information utilised to inform the assessment and the methodology used to assess impacts on air quality in Volume 3, Chapter 9: Air Quality of the Environmental Statement is appropriate.		
Assessment conclusions	The assessment of potential effects on air quality in Volume 3, Chapter 9: Air Quality of the Environmental Statement is appropriate, and no further mitigation measures are necessary.		
	The projects screened into the cumulative effect assessment in Volume 3, Chapter 9: Air Quality of the Environmental Statement are appropriate, and any impacts satisfactorily assessed.		
A8.5 Outline Code of Construction Practice (APP-179)			
Air quality management	The air quality management measures described in the Outline Code of Construction Practice are appropriate, and no further measures are necessary at this stage.	Providing the District Councils are satisfied with the proposal in relation to the mentioned matters, the NCC would not wish to raise any public health concerns at this time.	Agreed

Socio-economics

- 3.3 Hornsea Three has the potential to impact upon socio-economics, and these impacts are duly considered within Volume 3, Chapter 10: Socio-economics of the Environmental Statement (APP-082). Table 3.12 identifies the status of discussions relating to this topic between the parties.

Table 3.12: Socio-economics

Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
Volume 3, Chapter 10: Socio-economics of the Environmental Statement (APP-082)			
Planning and Policy	Volume 3, Chapter 10: Socio-economics of the Environmental Statement identified all appropriate plans and policies relevant to socio-economics and has given due regard to them within the assessments.	NCC have no specific points to raise in respect to planning policy, baseline or assessment methodology.	Agreed
Baseline and Assessment methodology	The baseline information utilised to inform the assessment and the methodology used to assess socio-economic impacts in Volume 3, Chapter 10: Socio-economics of the Environmental Statement is appropriate.		
Assessment conclusions	The assessment of potential socio-economic effects on socio-economics in Volume 3, Chapter 10: Socio-economics of the Environmental Statement is appropriate.	NCC have no specific points to raise in respect to assessment conclusions.	Agreed
	The projects screened into the cumulative effect assessment in Volume 3, Chapter 10: Socio-economics of the Environmental Statement are appropriate, and any impacts satisfactorily assessed.		

Discussion Point	The Applicant's Position	Norfolk County Council's Position	Final Position
	<p>The designed-in measures proposed to increase the potential for beneficial impacts on socio-economics and reduce the potential for adverse impacts on tourism are appropriate.</p> <p>Community benefits and business compensation fund matters are outside of the Planning Act 2008 regime because they are not related to mitigation, and therefore typically the ExA doesn't place weight on those. Notwithstanding this, compensation for any depreciation in the value of land as a result of physical factors associated with the construction or operation of Hornsea Three is payable in accordance with the statutory compensation code. Further information is set out in paragraph 11.2 of the Statement of Reasons [APP-032].</p>	<p>While welcoming the reduction in construction duration, it is felt that Ørsted should commit to providing appropriate compensation for businesses and communities adversely affected by the construction works.</p>	<p>Under Discussion</p>
Mitigation	<p>The commitment to produce a Skills and Employment plan is appropriate to explore whether there is a case for targeted actions to develop labour market capability.</p> <p>The Applicant has met with NCC to discuss economic implications on Norfolk from Hornsea Project Three in November 2018 and will continue to work pro-actively with NCC during the detailed design phase.</p> <p>In this regard, and as confirmed within the written summary of ISH3, the Applicant agreed to NCC's request to be added as a consultee on the local skills and employment plan to be approved under Requirement 22, and to make this requirement clear that it is for discharge prior to commencement.</p>	<p>Norfolk County Council welcome any engagement with Ørsted. The County Council is working with all energy companies and the New Anglia LEP to promote this sector and develop a Skills Strategy for the types of skills required for young people in schools and colleges. The County Council would like to see:</p> <ul style="list-style-type: none"> • Apprenticeships, • Work experience; and • Internship opportunities at an appropriate stage. 	<p>Agreed</p>

4. Summary

- 4.1 This SoCG has been developed with Norfolk County Council to capture those matters agreed, under discussion and not agreed in relation to commercial fisheries, geology and ground conditions, hydrology and flood risk, ecology and nature conservation, landscape and visual resources, historic environment, land use and recreation, traffic and transport, and socio-economics. Issues relating to air quality and noise and vibration have been deferred to the District Councils.
- 4.2 As reported in Section 3, a number of points of agreement have been reached with the following matters in full agreement between the two parties:
- commercial fisheries;
 - geology and ground conditions;
 - Hydrology and flood risk;
 - ecology and nature conservation;
 - landscape and visual resources;
 - Historic Environment; and
 - Land Use and Recreation.
- 4.3 In respect to other topic areas (traffic and transport and socio-economics), all points have been agreed with the exception of the following:
- Ongoing discussions in respect to traffic and transport, in particular the access strategy to the main construction compound; permanent access to the onshore HVAC booster station; cumulative impacts with Norfolk Vanguard; baseline data for the 15 links missing from the ES; the suitability of links 88 and 89 at Cawston; assessment of the impacts relating to the use of the A47 junction at Taverham and ongoing work on the CTMP; and
 - Ongoing discussions in respect to compensation to businesses affected by the construction and selection of a port.

5. Appendix A – Meeting minutes

Meeting Hornsea Project Three, Post Application Consultation with the Norfolk County Council (NCC)

Meeting Date 09/08/2018

Place County Hall, Norwich

Attendees David White (DW) – NCC
Lucy Perry (LP) – NCC
Russel Wilson (RW) – NCC
Sarah Drljaca (SD)– Orsted
Clare Russell (CR) – RPS
Eunice Stephenson (ES) – RPS
Rizal Rooney (RR) – RPS

Hornsea Project Three (UK) Ltd
Ørsted Wind Power A/S
5 Howick Place
London
SW1P 1WG

Tel +44 207 811 5200

19 September 2018

Agenda

1. Introductions (SD)
2. Hornsea Three DCO process and programme update (SD)
3. Public Rights of Way (ES)
4. Drainage (RR)
5. Statements of Common Ground (SD)

Item	Description	Action
1	Introductions	
2	Hornsea Three DCO process and programme update SD gave a brief overview of the Hornsea Three DCO process and anticipated programme.	
3	Public Rights of Way ES gave a brief overview of how public rights of way (PRoW) and other linear routes used by non-motorised users (NMUs) i.e. pedestrians, cyclists and equestrians would be crossed by the Hornsea Three onshore cable corridor i.e. by horizontal directional drilling (HDD) or by open-cut installation techniques and explained that the purpose of the meeting was primarily to focus of two locations identified by NCC as	

	<p>being of most interest – the Norfolk Coast Path at the landfall and the Marriott’s Way and connecting public footpaths at Reepham.</p>	
	<p>ES explained that the maximum design scenario for the landfall to the west of Weybourne was by open-cutting the export cable up the beach and into the intertidal construction compound located in the Muckleburgh Collection (MC). During open cut installation works, it is proposed that the Norfolk Coast Path would be diverted through existing gateways to the west of the onshore cable corridor into the MC and along existing hardened tracks within the MC site. Following completion of the intertidal works, the Norfolk Coast Path would be reinstated along its current alignment commensurate to its pre-construction condition, together with the beach and sandy cliffs.</p> <p>NCC raised concerns about the proposed diversion, considering it was not far away enough from the existing path and therefore security, as well as management of the interface between users of the Norfolk Coast Path and the construction workforce may be difficult. NCC had experience further along the coast where the Norfolk Coast Path was temporarily diverted for six weeks and NCC staff had to contend with aggressive behaviour and verbal abuse. This was despite widespread local leafletting and information using a variety of media. Given this experience, NCC noted that temporary closure may be preferable to the localised diversion. NCC suggested Hornsea Three investigate the potential for an alternative diversion further inland. SD agreed Hornsea Three would look into options available but highlighted potential constraints relating to existing Order Limits, landowner permissions and environmental sensitivities. It was for these reasons, and to keep the diversion as short and close to the Coast Path as possible, that Hornsea Three proposed the local diversion route through the MC (as included within the Order Limits). DW noted that the proposed diversion through the MC would appear acceptable in planning terms although the points above regarding deliverability were noted.</p> <p><i>[Post meeting note: RPS has investigated the potential for a longer diversion route as requested in the meeting. It is unlikely that this could be accommodated using existing recreational resources, as there are no other PRoWs running south from the beach car park or running</i></p>	<p>RPS</p>

westwards from Weybourne. This would mean walkers would have to be diverted onto Beach Lane and then the A149 before picking up the restricted byway running north from Kelling to link back to the Norfolk Coast Path at Kelling Hard. Such a diversion, including the interface with vehicular traffic, may not be suitable for pedestrians using the Norfolk Coast Path. We note that the Project only has rights to propose a diversion within the Order Limits set out in the Application (which does provide for a local diversion); if a longer diversion is required this would be for NCC to facilitate and implement.]

NCC advised that should Hornsea Three proceed with the diversion as proposed, consideration should be given to the potential interaction with Norfolk Coast Path users and night fishermen, and additional banksmen may be needed when works are occurring in this area. The diversion should also be in place for the full duration of the open cut landfall works i.e. should not be open and closed on a semi-regular basis and this could cause confusion. NCC confirmed that they would want a condition survey undertaken of the Norfolk Coast Path prior to the commencement of open cut landfall works. NCC also advised that reinstatement should be to at least the same condition as pre-construction, and would seek enhancements as a matter of course.

SD and ES noted this preference and highlighted that the diversion may need to be in place slightly longer than the full duration of the landfall works to allow for any reinstatement to establish. NCC agreed with this approach.

NCC informed the meeting that they had responded to Natural England's proposals for the England Coast Path between Weybourne and Blakeney Chapel, which would fall under the Marine and Coastal Access Act 2009.

[Post meeting note: The Natural England proposal for this section of the England Coast Path follows the walked line of the existing Norfolk Coast Path National Trail past the landfall, with the landward boundary being the existing fence line against the Muckleburgh Collection. These

	<p><i>proposals would have no implications on Hornsea Three over and above those identified in relation to the existing Norfolk Coast Path.]</i></p>	
	<p>ES outlined the current strategy for crossing the Marriott’s Way at Reepham by HDD and also matters relating to both the construction access routes to the onshore cable corridor at this location and the possible interface with the Norfolk Vanguard project.</p> <p>NCC asked whether a different construction access route, other than that from the B1145 Cawston Road would be a possibility, to avoid potential cumulative impacts on the local PRow and the Marriott’s Way. In this regard, in addition to the Norfolk Vanguard project, NCC identified a housing project within the village at Old Station Yard that could also have a cumulative impact of the Marriott’s Way should it be constructed at the same time as Hornsea Three.</p> <p><i>[Post meeting note: RPS advise that, because of the capacity of local roads, the construction access route off the B1145 was included within the application. Notwithstanding this, consideration will be given in the PRow Management Plan to measures which minimise potential cumulative impacts on the local PRow and the Marriot’s Way.]</i></p> <p>ES described the probable need for manned crossings at the junction of Reepham FP34, Reepham FP18 and the construction access route; the junction of the construction access route and Cawston Road; and the construction access across Marriott’s Way to the north of Moor Farm. NCC agreed with the proposals in principles but highlighted the potential difficulties in ensuring that members of the public adhere to traffic management in this area which is very well used.</p>	<p>NCC to send application number</p>
	<p>ES briefly described the proposed traffic management measures to be employed at locations where there was an interface between construction traffic and NMUs, for example at the junction of Kelling RB4/Pudding Lane and construction traffic along the Weybourne Road. All management measures used at these locations will be in accordance with the Outline Construction Traffic Management Plan (Document Reference A8.2) and the Outline Code of Construction Practice (Document Reference A8.5) that were included in the DCO application.</p>	

	NCC informed RPS and Orsted of the National Trail Partnership which meets quarterly. The next meeting is in September and a Hornsea Three representative may wish to attend.	RPS/Orsted
4	Drainage RR summarized the outline drainage strategies for both onshore HVAC booster station and HVDC Converter/HVAC substation to all attendees.	
	RR identified proposed drainage design parameters for detailed drainage stage with LP to obtain LLFA's agreement and to identify any other requirements. LP clarified that all the design parameters (highlighted within the presentation slides – see Appendix A) are acceptable and should be undertaken in accordance to LASOO's Non-Statutory Technical Standards for Sustainable Drainage.	
	LP also highlighted that many areas in Norfolk suffer from a dissolution problem in the underlying chalk (i.e. sink holes). LP added that the drainage features would need to be placed at a certain distance, away from the proposed buildings. LP will confirm LLFA's requirement regarding safe distance.	LP to confirm the separation distance
	LP stressed that infiltration testing will need to be undertaken in accordance to BRE 365 i.e. 3 x no. soakage tests in each trial pit. RR to discuss the necessary health and safety measures with the survey team should the work not be completed in one day i.e. fill up the trial pit and return the next day to finish tests. LP also confirmed that a 1.2m saturation area is compulsory for all infiltration based features RR stated that there is a drainage ditch at the foot of the embankment alongside the A47. SD stated that attempts have been made to contact Highways England to confirm ownership of the ditch. <i>[post-meeting note: A contact at Highways England has now been identified although the ownership of the ditch is yet to be determined.]</i>	RR
	LP also highlighted that at detailed design stage the LLFA will expect the following information to be submitted along with the detailed drainage strategy; - Maintenance schedule for all drainage features.	

	<ul style="list-style-type: none"> - Details of measures to manage surface water runoff for the onshore HVAC booster station, onshore HVDC converter/HVAC substation, construction compounds and storage areas. <p>RR confirmed that an outline maintenance requirements and schedule will be provided as part of the detailed drainage strategy. SD noted that it would not possible to identify the party responsible for maintaining all drainage features until after the OFTO process. Further details relating to surface water management will be provided within the Code of Construction Practice, which will be developed in accordance with the principles set out in the Outline CoCP (document A8.5) which accompanied the DCO application.</p>	
	<p>RR requested clarification regarding the LLFA's requirements in respect to the quality of surface water runoff generated at the onshore HVAC booster station and HVDC converter/HVAC substation. RR noted that both onshore HVAC booster station and the onshore HVDC converter/HVAC substation will not be manned regularly and any fuel/oil stored at the onshore HVAC booster station or HVDC converter/HVAC substation would be managed in line with best practice e.g. bunding. On this basis, RR proposed that providing Oil Water Separator (OWS) would be unnecessary. LP noted that the LLFA would not be able to confirm the acceptability of this proposal until the layout of both the onshore HVAC booster station and HVDC converter/HVAC substation are finalised and agreed. It was therefore agreed that the need for OWS would be determined at detailed design stage based on the final layouts of the onshore HVAC booster station and HVDC converter/HVAC substation.</p>	
	<p>RR agreed to summarise all the drainage parameters presented in the slides (Appendix A) and discussed in the meeting for the LLFA's review and approval. These parameters would be used to develop the detailed drainage design at detailed design stage.</p> <p>LP to review and confirm parameters are acceptable.</p> <p><i>[Post-meeting note: a list of the drainage parameters are provided as Appendix B to these meeting minutes.]</i></p>	<p>RR</p> <p>LP</p>

<p>5</p>	<p>Statements of Common Ground</p> <p>SD confirmed that Orsted would be seeking to develop a Statement of Common Ground (SoCG) with NCC. This is being drafted and would likely be shared with NCC in the week of 27/08/2018. As agreed with Stephen Faulkner, the SoCG will be completed as far as possible based on NCC's relevant representation, though any amendments and/or comments from NCC are welcomed.</p>	
<p>Actions</p>	<ol style="list-style-type: none"> 1. Hornsea Three to investigate the potential for an alternative diversion further inland – complete - see post-meeting note. 2. NCC to provide Planning Application Reference for housing project within the village at Old Station Yard (near Reepham). 3. Hornsea Three to confirm if they are able to attend the next meeting National Trail Partnership meeting in September. 4. NCC to confirm safe distance for drainage features from the proposed buildings. 5. Hornsea Three to undertake infiltration testing as part of the detailed design in accordance to BRE 365 and discuss the necessary health and safety measures with the survey team should the work not be completed in one day. 6. Hornsea Three to summarise all the drainage parameters presented in the slides and discussed in the meeting for the LLFA's review and approval – complete – see appendix A and B. 7. NCC to review Appendix A and B of these meeting minutes and confirmed parameters are acceptable. 	

Appendix A – Presentation Slides

Hornsea Project Three

Public Rights of Way and Drainage Consultation Meeting
Norfolk County Council



Norfolk County Council, County Hall
Martineau Lane, Norwich, NR1 2DH
9 August 2018

Attendees

Lucy Perry	Norfolk County Council
David White	Norfolk County Council
Sarah Drljaca	Orsted
Clare Russell	RPS (representing Orsted)
Eunice Stephenson	RPS (representing Orsted)
Rizal Roney	RPS (representing Orsted)

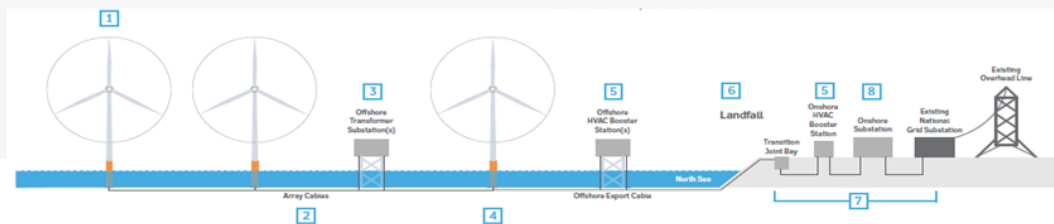
Agenda

- 09.30: Arrival and Introductions
- 09.40: General HOW3 DCO process and programme update
- 10.00: Public Rights of Way/Non-Motorised Users
 - points raised in the relevant representation
 - NMUs crossed by HDD
 - NMUs crossed by open trench
 - Marriott's Way and connecting footpaths at Reepham
 - Peddars Way and Norfolk Coast Path
- 11.15: Flood Risk and Drainage
 - points raised in the relevant representation
 - infiltration testing at the onshore HVAC booster station and HVDC converter/HVAC substation
 - update of the outline drainage strategy
- 12.15: Statement of Common Ground
- 13.00: AOB/Close

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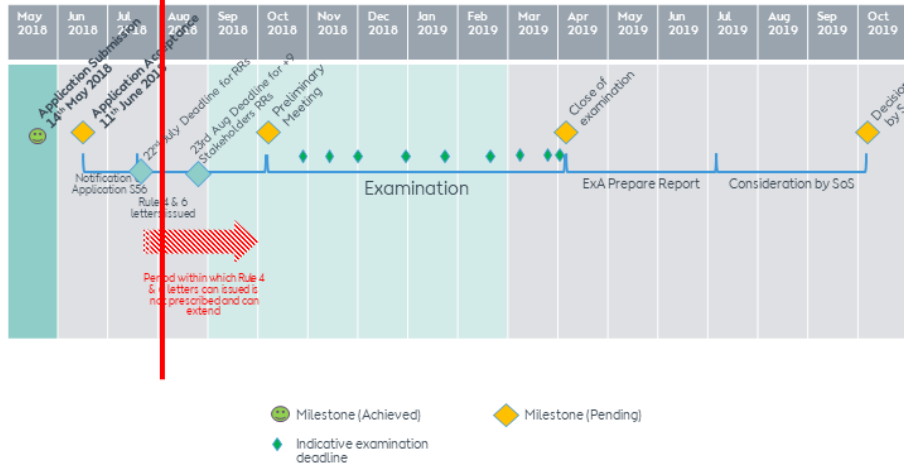
Proposal

- Up to 300 offshore wind turbines across 696 km² array area. A new network of subsea array cables, offshore substation(s), offshore converter stations and offshore accommodation platforms.
- Electricity generated transported via either a high voltage alternating current (HVAC) or high voltage direct current (HVDC) transmission system. Making landfall west of Weybourne (Muckleburgh Military Collection), before continuing south and connecting into an onshore HVDC converter/HVAC substation and subsequently the National Grid at the existing Norwich Main Substation.



4

Anticipated HOW03 Examination Timings



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Anticipated Examination / Determination Timings

Date	Milestone	Statutory Period	Activity	HOW03 Status
14 th May 2018	Submission	28 days MAX	PINS consider application	COMPLETE
11 th June 2018	Acceptance	-	Orsted prepare s56 notice	COMPLETE
14 th June 2018	S56 notification	28 days MIN (agreed 30 days)	Stakeholders prepare RRs	COMPLETE
22 nd July 2018	Deadline for relevant responses		Stakeholders register as "interested parties" – declare their opening hand of objections	COMPLETE 148 RR received
26 th July 2018	Appointment of the Panel		PINS identify the examining authority panel	COMPLETE
23 rd Aug 2018	Deadline for revised relevant responses (9 stakeholders)		Stakeholders register as "interested parties" – declare their opening hand of objections	
		21 days "MAX"	PINS consider initial issues	Has at ways taken longer (PINS)
Mid-Sept	Rule 6 letter (prelim meeting notification)	21 days MIN	PINS advise of Examination "Preliminary Meeting" – the official start of the 6 th month examination – the "starting gun"	Has at ways taken longer (PINS)
Early Oct 2018	Preliminary Meeting	6 months	Examination	Fixed period
-	Close of Examination	3 months	EXA consider recommendation to SoS	Fixed period
-	EXA make recommendation to SoS	-	SoS considers application	Fixed period (although handful of determinations have exceeded this period)
-	Decision made			
-	Judicial Review (JR) <i>(Process of challenging the lawfulness of decisions)</i>	6 weeks*	Must issue court proceedings within 6 weeks of a determination of an DCO. If no challenge is made within 6 weeks - DCO is "safe". *Experience suggests that if a JR challenge is made, by a third party it occurs at the last moment – the first step in the JR procedure is pre-action protocol (or PAP) letter (Normally a response is expected within 14 days)	Fixed period

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Next Steps/milestones

Relevant Representations

- S56 notice set **11.59 pm on 22nd July 2018** as the deadline for relevant representation.
- Between 14 June and 22nd July, stakeholder have been able to register with the Planning Inspectorate to become an Interested Party by making a **Relevant Representation**.
- For some stakeholder (i.e. those where there were bounce-backs), a revised deadline for relevant responses was identified of **23 August 2018**.
- A Relevant Representation is a summary of a stakeholder's views on an application, made in writing.

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Rule 4 and Rule 6 letter

- After the publication of all the relevant representations online, two letters will be published, sometimes separately, sometimes combined. The first letter (titled a **rule 4** letter) will announce the **appointment of an Examining Authority**, either a single inspector or a Panel depending on the complexity of the scheme.
- The second letter (titled a **rule 6** letter) will **give 4 weeks' notice of the Preliminary meeting**, an initial list of the principal issues and a draft Examination timetable.



Next Steps/milestones

Preliminary Meeting

- At the **preliminary meeting**, the Examining Authority will describe how they intend to run the Examination and hear representations from statutory and registered objectors and the scheme promoters, about any concerns or suggestions they may have about the process.
- What is said in this meeting will inform the questions the Examining Authority asks promoters (and objectors) to answer in their written submissions and which issues they decide to tackle in Issue-specific oral hearings.
- Everyone who has registered and made a relevant representation will be invited to attend the preliminary meeting run and chaired by the Examining Authority.

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Examinations

- The day after the Preliminary meeting, marks the start of the Examination which can last a maximum of **6 months**. During this stage, people who have registered are invited to provide more details of their views in writing.
- About a week after the Preliminary meeting, the Examining Authority will publish (in a **rule 8** letter) their **first set of written questions**, a confirmed list of principal issues and a final timetable for the process.
- A second set of written questions isn't a given and will depend on whether the Examining Authority believes that there are still outstanding issues that require further probing.



Onshore Activities

- The onshore cable corridor route was refined based on comments received from the general public, Local Planning Authorities, wider stakeholders, landowners, as well as survey results, environmental constraints and technical constraints.
- The design includes use of trenchless technologies to minimise impacts on various receptors (i.e. roads, hedgerows, utilities, PRoW etc.)



Public Rights of Way/Non Motorised Users

Points raised in Norfolk County Council Relevant Representation

- The importance of the communication plan developed as part of the Outline CoCP.
- The need for advance warning notices erected at Public Rights of Way affected by Hornsea Three, making users aware of construction working area and associated construction noise.
- The need to ensure that the proposals for managing users of Peddars Way and Norfolk Coast Path at Weybourne are workable.



Public Rights of Way/Non Motorised Users

NMU Routes crossed by HDD

Typically, those NMU routes crossed by means of HDD will remain along their existing alignment for the duration of the construction works and will be available for use by members of the public.

At these locations, a typical NMU crossing point of the onshore cable corridor will have gates suitable for pedestrians/equestrians/cyclists fitted to the outer fence posts with a spring-loaded opening and closing mechanism.

Signs will be erected at the gated crossing points warning NMUs of the construction works and also informing construction workers within the onshore cable corridor. From these points posts will be driven into the ground across the onshore cable corridor approximately 3 m apart on both sides of the NMU route, with Heras fence panels or similar connected to the posts to prevent public access into the cable corridor.

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Public Rights of Way/Non Motorised Users

NMU Routes crossed by HDD

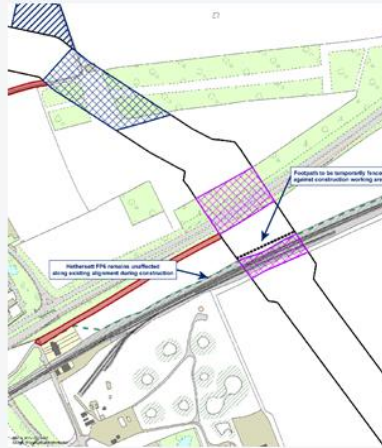
- NMU routes that will be crossed using HDD include the Marriott's Way and a local cycle route along the disused railway at Reepham; and the Marriott's Way and National Cycle Route 1 along the disused railway at Attlebridge.
- Where a haul road is required over the HDD works this will be constructed to ensure that the interface between construction traffic and members of the public is managed for health and safety purposes.
- Physical separation of construction traffic and members of the public – panels in safety fencing which could be opened at right angles to close the NMU route while a vehicle is crossing. These panels will then be returned to their position opening the NMU route again and closing the onshore cable corridor to construction traffic.
- There will be appropriate signage advising members of the public of the temporary arrangements and the timescales involved.
- The construction workforce will also be briefed on locations where there is an interface between construction traffic and NMUs and the management measures that are in place to ensure the safety of all.

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Public Rights of Way/Non Motorised Users

Typical HDD crossing



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Public Rights of Way/Non Motorised Users

NMU routes crossed by open trench

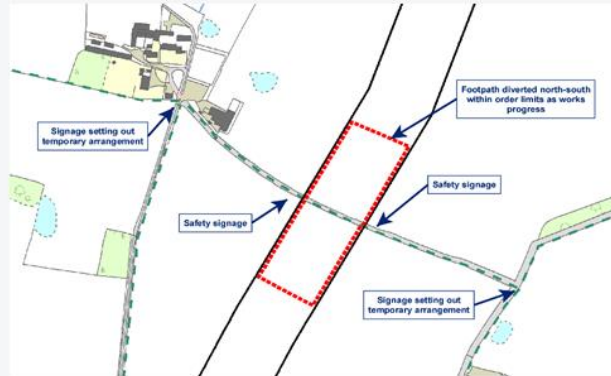
- Under the maximum design parameters some NMU routes may be crossed by means of open cut trenching.
- Where an NMU route is crossed by means of open cut trenching it will generally be temporarily diverted within the Order limits to either the north or south as the works progress, for a maximum of 3 months on up to two occasions.
- In these circumstances the design objective is to seek the shortest practicable alternative route.
- These temporary routes will be constructed to at least the same standard as the route to be temporarily closed with appropriate gates, fencing and signage as for HDD crossings. Where it is necessary to temporarily divert a public bridleway, all materials used will be suitable for use by horses.

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Public Rights of Way/Non Motorised Users

Typical open-cut crossing



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Public Rights of Way/Non Motorised Users

Marriott's Way and connecting public footpaths at Reepham

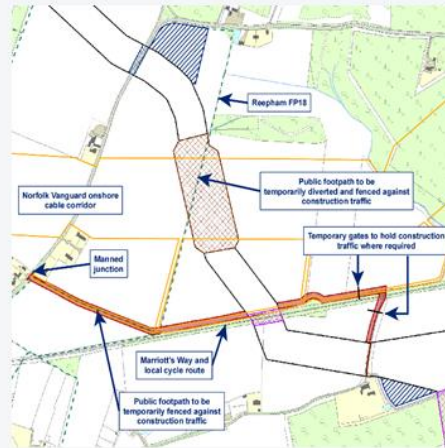
- The Marriott's Way to the east of Reepham is crossed by the onshore cable corridor to the east of the village using HDD and the alignment and use of the route will not be affected at the HDD location.
- To the north of Marriott's Way there will be a construction access route running from the B1145 Cawston Road, along the field track and then to the north of the disused railway line. Reepham FP34 runs along the track and will remain on its existing alignment which will be temporarily fenced against the construction access route and the segregation of people and plant monitored and controlled by means of speed restrictions and signage.
- The junction of Reepham FP34, Reepham FP18 and the construction access route, together with the junction of the construction access route and Cawston Road, will be manned to ensure the safe flow of construction traffic and pedestrians. North of Moor Farm the construction access will cross Marriott's Way at grade. This junction will be manned and will have temporary gates to halt construction traffic and ensure the safety of those traversing along the recreational route.

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Public Rights of Way/Non Motorised Users

Temporary arrangements at Reepham



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Public Rights of Way/Non Motorised Users

Peddars Way and Norfolk Coast Path

- The maximum design scenario is for the route to be crossed by open cut trenching.
- Under this scenario public access will be maintained along the footpath route during the construction period by means of a temporary diversion, approximately 600 m in length, along existing tracks within the grounds of the Muckleborough Collection to the immediate south.
- This temporary pedestrian route will be fenced and gated, with appropriate signage to guide walkers accessing the diversion from the sections of the coastal path to the east and west, as well as from the beach.
- The segregation of people and plant will be monitored and controlled by the contractor with speed restrictions, signage, passing points and fencing, the location of which will be agreed with the Muckleburgh Museum. Additional measures to maintain the safe passage of pedestrians along the temporary will be incorporated as required.

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Public Rights of Way/Non Motorised Users

Peddars Way and Norfolk Coast Path

- Information on these temporary changes to the route of the coastal path will be posted in the beach side car park to the north of Weybourne, together with general information of the construction activities including those relating to offshore construction vessels.
- Following completion of the landfall works, the affected section of the coastal path will be reinstated to at least the same condition as currently exists i.e. part hardened track above and behind the beach and part route along the shingle beach, to ensure that there are no permanent residual effects.
- If HDD methodology is chosen by the contractor the coastal path will remain along its existing alignment for the duration of the landfall construction works.

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Public Rights of Way/Non Motorised Users

Temporary diversion of Peddars Way and Norfolk Coast Path



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Public Rights of Way/Non Motorised Users

Other works affecting NMU routes during construction

At some locations along the onshore cable corridor measures would be put in place during construction to manage the interface between NMU routes and access to construction tracks or compounds. These will include signage, fencing, minor diversions outside the onshore cable corridor and regular liaison with local stakeholders to keep them informed of the status and progress of the project.

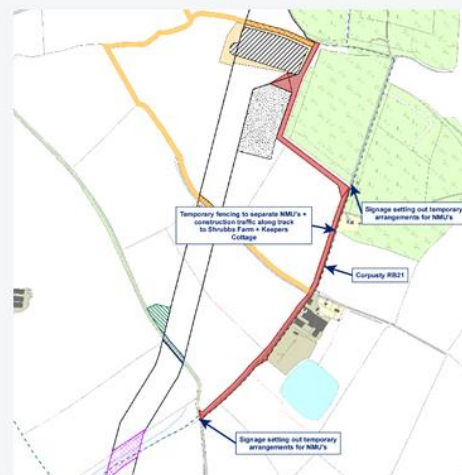
Examples include:

- The junction of Kelling RB4 and Weyborne Road, where the segregation of NMUs and construction plant and traffic will be monitored and controlled by means including speed restrictions, signage and possibly a banksman, to manage this interface.
- Measures along Corpusty RB21, including the separation of NMUs and construction traffic and the provision of signage, to manage the interface with construction traffic accessing the permanent onshore HVAC booster station site will be put in place.

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Public Rights of Way/Non Motorised Users

Temporary traffic management at Corpusty RB21



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Flood Risk and Drainage

Points raised in Norfolk County Council Relevant Representation

- Prior to the commencement of development, Hornsea Three should produce detailed designs of a surface water drainage scheme which addresses the following.
 - Infiltration testing of the onshore HVAC booster station and HVDC converter/HVAC substation.
 - If infiltration is not possible surface water runoff rates will be attenuated to the pre development 1 in 1 year rate (or 2 l/s/ha).
 - Surface water infiltration/attenuation storage should accommodate a 1 in 100 year event including allowances for climate change.
 - Detailed designs to show no above ground flooding 1 in 30 year event and any above ground flooding from the 1 in 100 year event plus 40% climate change.
 - Details of how temporary works or temporary storage areas that will generate surface water runoff will be controlled to prevent a temporary increased risk of flooding.

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Flood Risk and Drainage

The objective of the outline surface water drainage strategies - Support the Flood Risk Assessment for the DCO application in accordance with the Infrastructure Planning Regulations 2009.

Two separate outline surface water drainage strategies produced – onshore HVAC booster station and onshore HVDC converter/HVAC substation. Drainage design parameters are as follows:

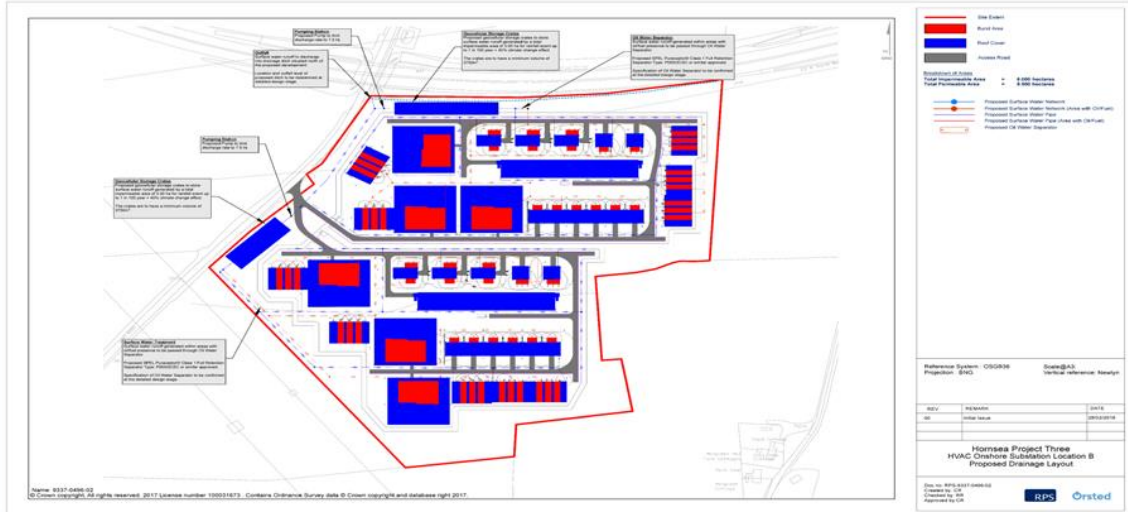
- No flooding for 1 in 100 year rainfall event + 40% climate change effect i.e. attenuation provided to store surface water runoff generated by rainfall event up to 1 in 100 year + 40% climate change effect;
- Surface water runoff generated within site to be attenuated accordingly and eventually discharged into an existing watercourse. Discharge rate will be limited to a Greenfield Runoff Rate (Qbar); and
- Surface water runoff generated on areas with possible contaminants will be passed through Oil Water Separator (OWS) before attenuation.

Soil Infiltration Testing will be undertaken on the 20th August 2018 to identify the possibility to discharge surface water runoff into ground, as per the drainage hierarchy in Planning Practice Guidance. The drainage strategy will be revised accordingly if a suitable infiltration rate is obtained.

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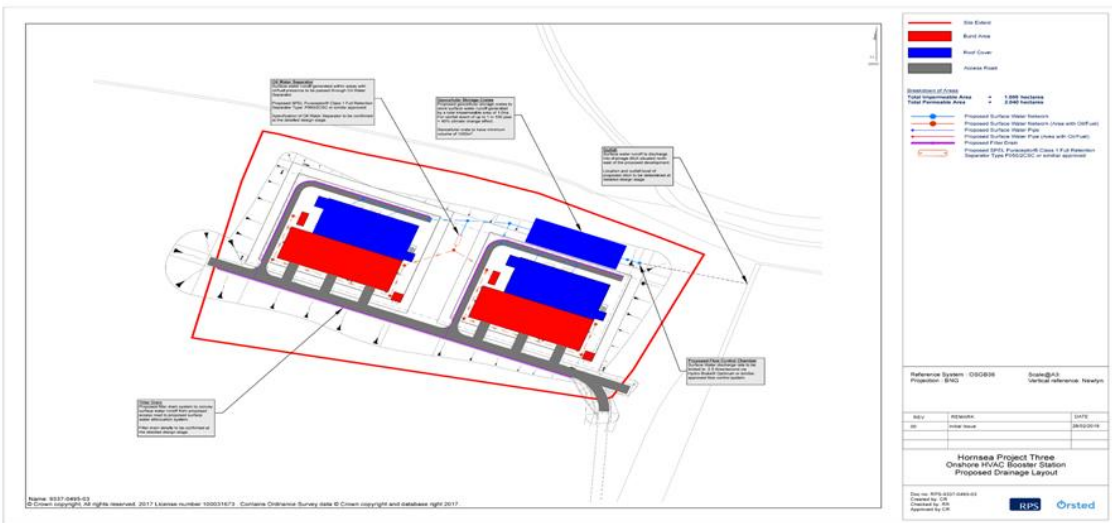
Flood Risk and Drainage



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Flood Risk and Drainage



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Flood Risk and Drainage

Consultation with the LLFA is required to confirm the following:

- LLFA's drainage design requirements – is outline acceptable at this stage or will a detailed drainage strategy be required?
- Design parameters i.e. rainfall event – no flooding 1 in 30 year rainfall event , no flooding offsite 1 in 100 year + 40% climate change effect;
- FEH/FSR – acceptability at this stage;
- Area considered to be permeable/impermeable i.e. gravel lined;
- Preferred attenuation system – Lined Geocellular Storage Crates proposed currently;
- Water quality requirements – is OWS sufficient to treat surface water runoff from proposed access road and car parking?
- If infiltration is deemed not feasible, and no existing watercourse/ditch, what options would be acceptable?

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Statement of Common Ground

- Statements of Common Ground are a **written statement** prepared jointly by the applicant and another party or parties, setting out **any matters on which they agree**. As well as identifying matters which are not in real dispute, it may also be useful for a statement to identify **areas where agreement has not been reached**. One of the key objectives of the Statements of Common Ground is to narrow the issues which need to be more 'actively' examined.
- Hornsea Project Three has discussed the format and scope of a SoCG with Norfolk County Council, and a draft SoCG will be provided for NCC comment early next week.

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AOB or Any Questions?



Appendix B – Detailed Drainage Design Parameters: Onshore HVAC Booster Station and Onshore HVDC Converter/HVAC Substation

The following design parameters were agreed with Lucy Perry (on behalf of the LLFA) and the detailed drainage design will be developed in accordance with them:

- Detailed drainage strategy to be designed in accordance to the LASOO's Non-Statutory Technical Standards for Sustainable Drainage;
- Infiltration testing undertaken to be in accordance to BRE 365 Soakaway Design;
- A saturation zone of 1.2 m will be required underneath all infiltration drainage features;
- Infiltration drainage features to be located at least 5 m away (this parameter is yet to be confirmed by the LLFA) from any proposed structures;
- If infiltration rate is poor, the discharge of surface water runoff will follow the drainage hierarchy, in accordance to the LASOO's Non-Statutory Technical Standards for Sustainable Drainage;
- Any discharge of surface water runoff generated from the onshore HVAC booster station and HVDC converter/HVAC substation areas will be limited to Greenfield Runoff Rate (QBAR) based on the 1 in 1 year or 2 l/s/ha;
- Adequate storage to be provided for surface water runoff generated by rainfall event up to 1 in 100 year including 40% climate change impact i.e. no flooding in 1 in 30 and 1 in 100 year event plus 40% climate change impact;
- All surface water drainage design works to utilise rainfall data generated by Flood Estimation Handbook (FEH) as opposed to Flood Studies Report (FSR);
- Additional detail regarding the management measures for surface water runoff at the onshore HVAC booster station, onshore HVDC converter/HVAC substation, temporary compounds and storage areas to be provided; and
- Outline maintenance requirements and schedule for all drainage features within the onshore HVAC booster station and the HVDC converter/HVAC substation areas to be provided to avoid non-functioning proposed drainage features from contributing to flooding.

MicroDrainage® will be utilised to model the proposed drainage network to assure that all design parameters will be adhered to.