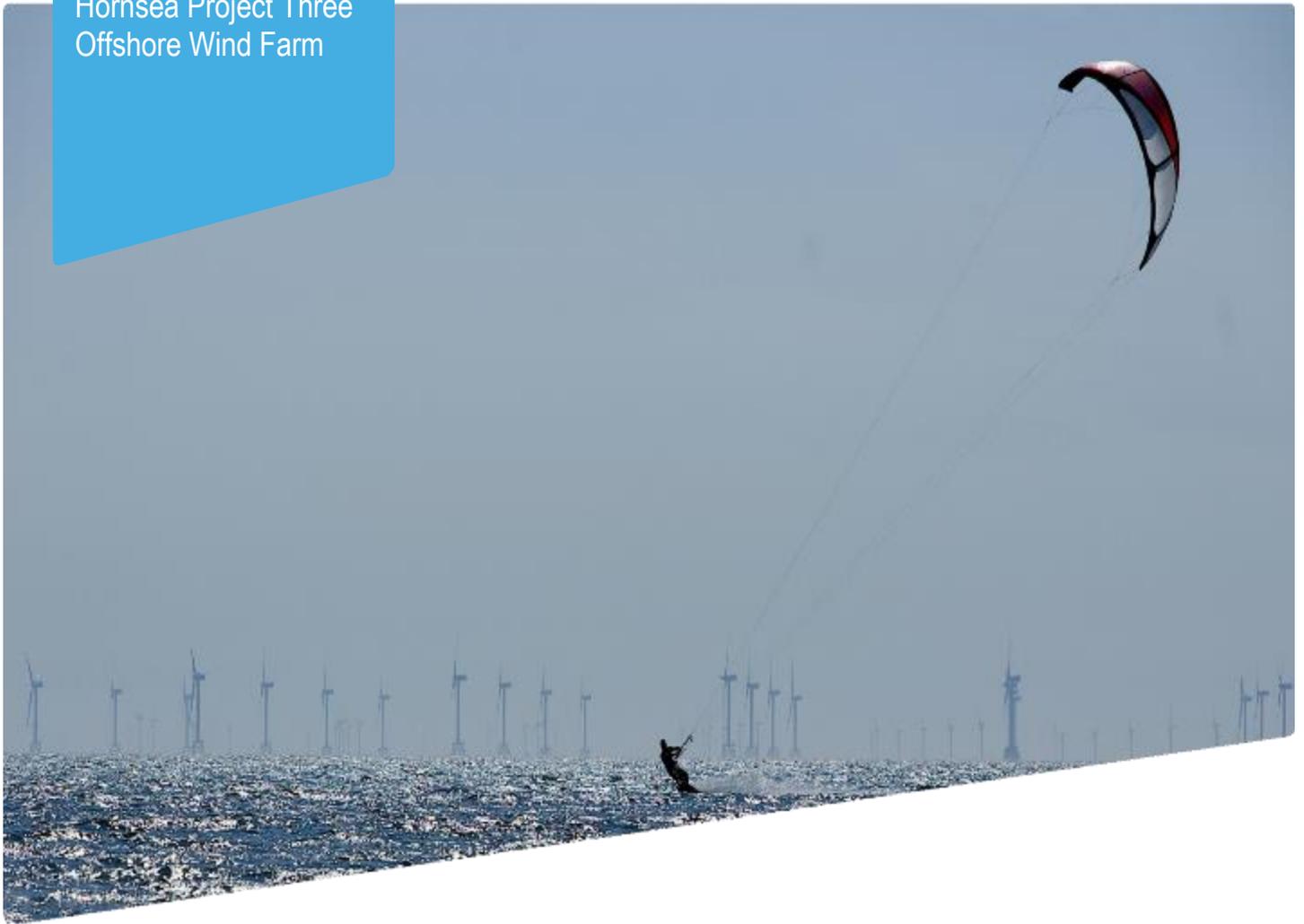


Hornsea Project Three
Offshore Wind Farm



Hornsea Project Three Offshore Wind Farm

Applicant's Commentary to Matters Raised at the Open Floor
Hearing on 25 March 2019

Date: 01st April 2019

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1. Introduction

- 1.1 This document has been prepared following the Open Floor Hearing (OFH) held on 25th March 2019. A number of matters raised at the OFH have either been raised previously within relevant representations, written representations by Interested Parties during the Examination, or have been examined through the Issue Specific Hearings.
- 1.2 As a result, a number of the matters have been addressed in previous submissions by the Applicant. Mindful of the extensive information provided as part of the DCO Application and Examination, the Applicant has prepared this document to assist Interested Parties, residents and other stakeholders in finding the relevant information or response. It has been shared with Cawston Parish Council, Oulton Parish Council and Corpusty and Saxthorpe Parish Council on 29th March 2019, who were represented at the OFH, and subsequently submitted into the Examination as part of the Deadline 10 submission.
- 1.3 To this end, Table 1.1 below sets out the key themes of the matters raised at the OFH and identifies relevant documents where information or a response is provided (utilising the Hornsea Three Examination Library Titles and Reference Numbers), or where the information can be succinctly summarised, provides an excerpt of the relevant information.
- 1.4 Within this document the Outline Construction Traffic Management Plan, which is a plan(s) designed to manage construction traffic, including protocols for delivery of Abnormal Indivisible Loads to site, personnel travel, measures for road cleaning and where relevant, highway intervention works, is referred to using the acronym, Outline CTMP.

Table 1.1: Key themes of matters raised at the OFH held on 25th March 2019 and where responses/information can be found

Matters Raised	Where relevant information/responses can be found:
Issues specific to Cawston	
Clarification requested on impacts from vibration on the structures of properties adjacent to the B1145 including Listed Buildings/Heritage Assets	<p>The Applicant has provided an assessment of vibration impacts on properties within Cawston within Appendix 26 submitted at Deadline 7. As set out in paragraph 7.6, the results conclude that for Hornsea Three alone, as well as under the cumulative scenario, the increase in vibration levels are far less than those which would generate cosmetic or structural damage to properties adjacent to the highway.</p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> Appendix 26: Construction Traffic Noise and Vibration Assessment for Cawston Village submitted at Deadline 7 (REP7-046).
Clarification requested on impacts from noise and vibration on residential amenity	<p>The Applicant has provided an assessment of noise and vibration effects on residential amenity within Cawston within Appendix 26 submitted at Deadline 7. This includes an assessment of the potential cumulative impacts should the construction works of Hornsea Three and Norfolk Vanguard overlap. The assessment for Hornsea Three alone, and cumulatively, concludes no significant effects when taking into account the designed-in and committed mitigation.</p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> Appendix 26: Construction Traffic Noise and Vibration Assessment for Cawston Village submitted at Deadline 7 (REP7-046).
Clarification requested on cumulative impacts from noise and vibration on residential amenity	

Matters Raised	Where relevant information/responses can be found:
<p>Clarification requested on the scope of the baseline noise surveys – in particular locations chosen</p>	<p>The Applicant clarified the scope of the baseline noise and vibration surveys in section 3 of Appendix 26 submitted at Deadline 7. Paragraph 3.1 states as follows:</p> <p><i>“In order to establish the prevailing acoustic environment through Cawston, baseline noise and vibration surveys were conducted between the 11th and 13th February 2019. The surveys were conducted at a set of four predefined locations along the B1145 to establish the existing levels of sound and vibration. The scope and location of the baseline noise and vibration surveys were determined based on professional judgement and feedback from Cawston Parish Council and local [residents]. The final monitoring locations were agreed with the Environmental Health Officer at Broadland District Council.”</i></p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> • Appendix 26: Construction Traffic Noise and Vibration Assessment for Cawston Village submitted at Deadline 7 (REP7-046).
<p>Clarification requested on the involvement of the EHO at Broadland District Council</p>	<p>The Applicant has had extensive engagement with the Broadland District Council Environmental Health Officer, with a particular focus on potential impacts in Cawston and Oulton. As noted above, baseline monitoring locations within Cawston were agreed with the EHO. Furthermore, the EHO has been consulted on the outcomes of the assessment and proposed mitigation including the threshold traffic caps (which are now incorporated into the Outline CTMP submitted at Deadline 9). An updated Statement of Common Ground, to be submitted at Deadline 10, provides the following update on BDC's position in respect to noise and vibration impacts in Cawston:</p> <p><i>“BDC welcomes the reduction of traffic through Cawston (based on the HGV reduction) and has reviewed the noise and vibration report following its submission at Deadline 7. BDC notes that the applicant has offered to reduce the length of the ‘working day’ for traffic movements through Cawston to 9.5 hours, together with the traffic management proposals including a reduced speed limit. The applicant has also offered to maximise the use of Heydon Road where practicable. These details are to be included in the revised CTMP. Based on these mitigation measures BDC are satisfied that it is unlikely that any significant effects will occur on noise and vibration in Cawston.”</i></p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> • Outline CTMP submitted at Deadline 9 (REP9-048).

Matters Raised	Where relevant information/responses can be found:
<p>Clarification requested on the suitability of the surface of the road along the B1145, within the centre of Cawston</p>	<p>The Applicant has set out the key components of the proposed outline intervention measures for Cawston within section 5.4 of the Outline CTMP. One such component is a commitment to resurface the road within the village centre (should this not already have been delivered before commencement as part of ongoing highway improvement schemes on the local highway network by Norfolk County Council (NCC)). This has been incorporated based on observations during the Applicant's various site visits to Cawston, as well as in response to feedback from stakeholders and Cawston residents. The proposed extent of this resurfacing works is shown in drawing 1554_03_320F contained in Annex C of the Outline CTMP.</p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> • Outline CTMP submitted at Deadline 9 (REP9-048).
<p>Clarification requested on the number of traffic movements along the B1145 through Cawston</p>	<p>The maximum traffic flows along the B1145 through Cawston associated with Hornsea Three is 127 total HGV movements and 244 total staff movements on a daily basis (these numbers include both the inbound and outbound movements and therefore represent a total number of movements). Abnormal load movements are included in the daily maximum figure for HGVs.</p> <p>It is noted that the Applicant has designed the proposed mitigation measures within Cawston based on a maximum design scenario which comprises a scenario in which the peak traffic flows associated with Hornsea Three and Norfolk Vanguard overlap. The maximum cumulative traffic flows for Hornsea Three and Norfolk Vanguard along the B1145 through Cawston is 271 total HGV movements and 397 total staff movements on a daily basis (these numbers include both the inbound and outbound movements and therefore represent a total number of movements). Abnormal load movements are included in the daily maximum figure for HGVs.</p> <p>These maximum traffic thresholds are set out in Table 6.1 and paragraph 9.2.1.4 of the Outline CTMP submitted at Deadline 9. These thresholds would not be exceeded without agreement with NCC, unless in the case of an emergency.</p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> • Outline CTMP submitted at Deadline 9 (REP9-048).

Matters Raised	Where relevant information/responses can be found:
<p>Clarification requested on timing of movements through Cawston, in particular night-time movements</p>	<p>The Applicant has committed within paragraph 2.1.7.7 of the Outline CTMP, that there would be no abnormal indivisible load movements from the main construction compound to the onshore cable corridor during night time hours (23:00PM to 07:00AM). The movement of HGVs near to construction accesses is restricted by the core working hours as set out below (in the general section). The mobilisation period, which is between 06:00 AM and 07:00 AM in the morning, does not allow heavy good vehicle (HGV) movements into and out of construction areas (i.e. HGV movements should only occur at the construction areas during the core working hours unless otherwise agreed) although suppliers can make use of the wider highway network outside these hours to travel.</p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> • Outline CTMP submitted at Deadline 9 (REP9-048).

<p>Clarification requested on the potential impacts on mental well-being</p>	<p>Health and wellbeing is a key consideration in technical areas assessed within the Environmental Statement, as listed in the table below. The potential health determinant is linked to the technical area (as listed below), measures adopted as part of Hornsea Three, and summary of the assessment. No significant effects were found for any health determinant in any location.</p> <ul style="list-style-type: none"> • Exposure to air pollution is considered in the Volume 3, Chapter 9: Air Quality (APP-081); • Changes in exposure to noise and vibration is considered in Volume 3, Chapter 8: Noise and Vibration (APP-080) as well as Appendix 26 submitted at Deadline 7 (REP7-046); • Traffic (safety, severance, amenity, delay) is considered in Volume 3, Chapter 7: Traffic and Transport (APP-079) as well as Appendix 28 submitted at Deadline 7 (REP7-048); • Income and employment opportunities is considered in Volume 3, Chapter 10: Socio-economics (APP-082); and • Changes to access to open space and recreation is considered in Volume 3, Chapter 6: Land Use and Recreation (APP-078). <p>Further to this, Public Health England, whose remit is to protect and improve health and wellbeing and reduce health inequalities, have made representations [RR-011 and REP8-019] which do not identify any matters for concern within the Hornsea Three application and subsequent documents.</p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> • Volume 3, Chapter 9: Air Quality of the Environmental Statement submitted as part of the DCO Application (APP-081) • Volume 3, Chapter 8: Noise and Vibration of the Environmental Statement submitted as part of the DCO Application (APP-080) • Volume 3, Chapter 7: Traffic and Transport of the Environmental Statement submitted as part of the DCO Application (APP-079) • Volume 3, Chapter 10: Socio-economics of the Environmental Statement submitted as part of the DCO Application (APP-082); • Volume 3, Chapter 6: Land Use and Recreation of the Environmental Statement submitted as part of the DCO Application (APP-078) • Public Health England representations [RR-011 and REP8-019];
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Matters Raised	Where relevant information/responses can be found:
	<ul style="list-style-type: none"> Appendix 26: Construction Traffic Noise and Vibration Assessment for Cawston Village submitted at Deadline 7 (REP7-046); Appendix 28: Cumulative Link Impact Assessment relating to Traffic – Oulton and Cawston submitted at Deadline 7 (REP7-048).
<p>Clarification requested on the assessment of impacts on pedestrian safety in particular due to the narrow footpaths</p>	<p>Appendix 28 submitted at Deadline 7 includes an assessment of impacts on pedestrian safety and amenity. This concludes that with the mitigation proposed, no significant effects would occur. The Applicant's proposed outline scheme, as set out in the Outline CTMP includes enhancements to footways at identified locations within the centre of the village. The details and specification of these works will be agreed with NCC during the detailed design stage. The Applicant has also identified other measures which will minimise impacts on pedestrian amenity and safety – these include the implementation of a 20 mph speed limit through the village, as well as signage and vehicular activated signs to provide driver awareness and enforcement.</p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> Appendix 28: Cumulative Link Impact Assessment relating to Traffic – Oulton and Cawston submitted at Deadline 7 (REP7-048). Outline CTMP submitted at Deadline 9 (REP9-048).

Matters Raised	Where relevant information/responses can be found:
<p>Clarification requested on the consideration of alternate routes to minimise or avoid traffic through Cawston, including the use of:</p> <ul style="list-style-type: none"> • Heydon Road • Chapel Street • Norfolk Vanguard Haul Road route proposed by Cawston Parish Council • Norwich Northern Distributor Road (NDR) and A-road network 	<p>The Applicant has provided commentary on the Heydon Road and Chapel Street alternative within it's response to the ExA's Rule 17 issued on 19th March 2019 in respect to Traffic and Transport.</p> <p>As explained in section 7 of the traffic and transport chapter of the Environmental Statement, The Hornsea Three onshore cable corridor will be accessed using roads listed on the Route Hierarchy map (which includes the NDR and the A-road network) wherever possible. A list of these roads is included in the chapter, where they have all been considered.</p> <p>Furthermore, the Applicant has provided the following text at paragraphs 5.4.1.4 and 5.4.1.5 in the Outline CTMP submitted at deadline 9 to highlight their commitment to prioritise the use of Heydon Road:</p> <p><i>"...the development of the access strategy for cable sections 8, 9 and 10, particularly where it relates to the use of the B1145 through Cawston (link 88 and 89) and Heydon Road (link 75) will continue post-consent through the development of the detailed CTMP, in consultation with CPC and NCC, prior to its approval by the relevant planning authority pursuant to requirement 18.</i></p> <p><i>In addition to the above mitigation measures, the Applicant will seek to further minimise traffic movements through Cawston through the prioritisation of construction traffic movements along the Heydon Road up to the maximum level defined in Table 6.1 above, where practicable. To inform this prioritisation, the Applicant has committed to provide within the detailed CTMP, the following:</i></p> <ul style="list-style-type: none"> • <i>A construction programme specific to cable sections 8, 9 and 10 (which will be accessed via the B1145 (link 88 and 89) and Heydon Road (link 75)), including details of how this programme has been optimised to enable the prioritisation of traffic movements along Heydon Road where practicable; and</i> • <i>Details of the estimated construction traffic flow variations during the construction programme for cable sections 8, 9 and 10 (i.e. identifying the level and duration of any peak traffic movements)"</i> <p>Relevant Documents:</p> <ul style="list-style-type: none"> • Applicant Responses to the ExA's Further Information - Rule 17 submitted at Deadline 9. • Volume 3, Chapter 7: Traffic and Transport of the Environmental Statement submitted as part of the DCO Application (APP-079).

Matters Raised	Where relevant information/responses can be found:
<p>Clarification requested on the assessment of impacts on the safety of cyclists</p>	<p>The Applicant considers formal cycle routes in paragraph 1.4.6, Cycle Routes within Volume 6, Annex 7.1 – Transport Assessment. Within Cawston itself, the proposed improvements shown in the Outline CTMP, including the introduction of a 20mph speed limit, gateway features, VAS signs would offer a significant improvement to the existing environment and therefore there would likely have a positive effect on cyclist perceptions of safety travelling through Cawston in the long-term.</p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> • Volume 6, Annex 7.1 – Transport Assessment submitted as part of the DCO Application (APP-159). • Outline CTMP submitted at Deadline 9 (REP9-048).
<p>Clarification requested on the access route to the storage area located alongside the B1145 at the turning to Salle</p>	<p>The Applicant has provided a response to this point within the Applicant's comments on Written Representations and Responses submitted by Interested Parties at Deadline 7, submitted at Deadline 8. In respect to the access in particular, this response confirmed that the storage area proposed along the B1145, at the turning to Salle, would be accessed directly from the haul road within the onshore cable corridor.</p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> • Applicant's comments on Written Representations and Responses submitted by Interested Parties at Deadline 7 submitted at Deadline 8 (REP8-007).

Matters Raised	Where relevant information/responses can be found:
<p>Clarification requested on the Applicant's commitment to ongoing engagement with stakeholders</p>	<p>The Applicant has acknowledged within paragraph 5.4.1.4 of the Outline CTMP that their remains outstanding concerns raised by Cawston Parish Council and local residents in respect to the proposed mitigation measures for Cawston. The Applicant has therefore also provided the following statement which commits to ongoing engagement with stakeholders:</p> <p><i>".. the development of the access strategy for cable sections 8, 9 and 10, particularly where it relates to the use of the B1145 through Cawston (link 88 and 89) and Heydon Road (link 75) will continue post-consent through the development of the detailed CTMP, in consultation with CPC and NCC, prior to its approval by the relevant planning authority pursuant to requirement 18."</i></p> <p>The Applicant has also committed to providing additional information, as it becomes available, to help inform the development of the mitigation measures. This information comprises a construction programme for cable sections 8, 9 and 10 (including details of how this programme has been optimised to enable the prioritisation of traffic movements an alternatives to the B1145 where practicable); and details of estimated construction traffic flow variations during the construction programme (i.e. identifying the timing and duration of peak (the highest) traffic movements).</p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> • Outline CTMP submitted at Deadline 9 (REP9-048).

Matters Raised	Where relevant information/responses can be found:
<p>Clarification requested on the impacts on public health, as a result of emissions and perceived reduction in air quality. Clarification on the model parameters used in the assessment was also requested.</p>	<p>The Applicant has assessed the impacts of emissions from Hornsea Three traffic on sensitive receptors in Volume 3, Chapter 9: Air Quality (APP-081). For human-health impacts, these receptors were selected where the public is regularly present and likely to be exposed over the averaging period (i.e. Annual-mean, daily-mean and hourly-mean) and was in accordance with Defra's Local Air Quality Management Technical Guidance TG16 (Defra, 2018). The assessment concluded that the temporary impacts of Hornsea Three construction traffic on air quality with regard to human health would result in a negligible effect.</p> <p>The ADMS-Roads model (Atmospheric Dispersion Modelling System) was used to predict the air quality impacts from changes in traffic on the local road network during the construction phase of Hornsea Three. The scenarios modelled were with and without Hornsea Three Construction Traffic for 2022 (as the first year that construction is expected to occur). Baseline traffic surveys were completed and used to predict the changes in traffic levels during construction. The traffic data is summarised in volume 6, Annex 7.3: Baseline Traffic Flows (APP-161) and Annex 7.7: Traffic Flows with Construction Traffic (APP-165).</p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> • Volume 3, Chapter 9: Air Quality of the Environmental Statement submitted as part of the DCO Application (APP-081).

Matters Raised	Where relevant information/responses can be found:
<p>Clarification requested on the potential impacts on local businesses as a result of construction traffic impacts</p>	<p>The impacts on local businesses during the construction of Hornsea Three are assessed in Volume 3, Chapter 10: Socio-economics (APP-082). The assessment focuses on tourism and the associated economic activity as it is an important sector of employment in the area. In terms of the impacts of construction traffic, the assessment draws upon the conclusions of Volume 3, Chapter 7: Traffic and Transport (APP-079), which states that there are no significant effects in EIA terms. Therefore, the impact on local businesses was assessed to be not significant. These conclusions were clarified by the Applicant during Issue Specific Hearing 4, the written summary of the Applicant's oral case was submitted at deadline 3 (REP3-006).</p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> • Volume 3, Chapter 10: Socio-economics of the Environmental Statement submitted as part of the DCO Application (APP-082). • Volume 3, Chapter 7: Traffic and Transport of the Environmental Statement submitted as part of the DCO Application (APP-079). • Applicant during Issue Specific Hearing 4, the written summary of the Applicant's oral case was submitted at deadline 3 (REP3-006).
<p>Clarification requested on the potential impact of HGVs idling at pinch points creating lack of privacy and air quality impacts</p>	<p>The Outline CTMP submitted at Deadline 9, provides Annex C which highlights the inter visibility between the pinch points to minimise the risk of HGVs stopping through the use of priority signage. The potential air quality impacts are addressed in a separate row.</p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> • Outline CTMP submitted at Deadline 9 (REP9-048).

<p>How feedback from Cawston Parish Council and residents has been taken into consideration</p>	<p>The Applicant has summarised feedback received during the development of the Cawston mitigation scheme (up to Deadline 7 on 14th March 2019) within Appendix 27 submitted at Deadline 7. Specific examples of where feedback has directly impacted the design of the mitigation scheme comprise:</p> <ul style="list-style-type: none"> • Feedback from the CPC working group was that an early iteration of the scheme which put forward a mini-roundabout option would be out of keeping with the local context and would not be supported. The Applicant agreed to discount this option on the basis of this feedback; • Feedback from Cawston residents was that the provision of a bus shelter would be supported. The Applicant has agreed to make a contribution to enable the provision of a bus shelter, with the exact location to be proposed in agreement with NCC; • Feedback from NCC, CPC and Cawston residents identified a concern regarding pedestrian safety during school drop off and pick up times. The Applicant incorporated a restriction on HGV movements during 08:00 – 09:00 AM and 15:00 – 16:00 PM, and extended the morning period following further feedback to 07:30 – 09:00 AM; and • Feedback from NCC was that a texture surface treatment would not be supported due to the ongoing maintenance requirements. The Applicant therefore amended this commitment to resurface the highway within the village centre (should this not already have been delivered before commencement as part of ongoing HA improvement schemes on the local highway network). <p>Feedback received since Deadline 7 has been published by PINS on the Hornsea Three Planning Inspectorate website (https://infrastructure.planninginspectorate.gov.uk/projects/eastern/hornsea-project-three-offshore-wind-farm/?ipcsection=docs) and the Applicant has provided responses within their comments on Written Representations and Responses submitted by Interested Parties at Deadline 7 which was submitted at Deadline 8.</p> <p>This document also sets out feedback received at the OFH on 25th March 2019.</p> <p>The Applicant has included the outline scheme, as currently proposed within the Outline CTMP, and committed in paragraph 5.4.1.4 to ongoing engagement with stakeholders, including NCC and Cawston Parish Council (as set out above).</p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> • Appendix 27: Development of the Cawston Traffic Intervention Scheme submitted at Deadline 7 (REP7-047)
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Matters Raised	Where relevant information/responses can be found:
	<ul style="list-style-type: none"> The Applicant's Written Representations and Responses submitted by Interested Parties at Deadline 7 submitted at Deadline 8 (REP8-007). Outline CTMP submitted at Deadline 9 (REP9-048).
Issues specific to The Street, Oulton	
<p>Clarification on cumulative traffic impacts, in particular the difference between Norfolk Vanguard and Hornsea Three conclusions</p>	<p>The Applicant has provided a cumulative impact assessment in respect to traffic and transport within Appendix 25 submitted at Deadline 6. This defines the maximum peak daily traffic flows for each project. The Outline CTMP sets out maximum traffic flow caps which have been agreed between the parties for key links, which include the B1145 through Cawston and The Street in Oulton.</p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> Appendix 25: Hornsea Three and Norfolk Vanguard Cumulative Link Impact Assessment Relating to Traffic submitted at Deadline 6 (REP6-039). Outline CTMP submitted at Deadline 9 (REP9-048).

Matters Raised	Where relevant information/responses can be found:
<p>Impacts on air quality as a result of traffic movements along The Street</p>	<p>The Applicant has modelled the impacts on air quality as a result of the Hornsea Three construction traffic on a number of road links as reported in Volume 3, Chapter 9: Air Quality (APP-081). Whilst The Street was not one of the links specifically included in the modelling, the results from modelling all of the other links show that the annual-mean NO₂, PM₁₀ and PM_{2.5} concentrations in the first year of construction at Hornsea Three at the façades of existing receptors are below the AQS objectives for these determinants. The Applicant is confident that the same conclusion could be applied to The Street and on this basis, the impact is considered to be negligible. The results of the air quality modelling have been discussed with Broadland District Council through the Statement of Common Ground process and they have no specific concerns to raise in respect to air quality effects and are satisfied that suitable measures to minimise air quality impacts are incorporated into Volume 3, Chapter 9: Air Quality (APP-081) and the Outline CoCP (latest version submitted at Deadline 9).</p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> • Volume 3, Chapter 9: Air Quality of the Environmental Statement submitted as part of the DCO Application (APP-081). • Outline CTMP submitted at Deadline 9 (REP9-048). • Statement of Common Ground between Hornsea Project Three and Broadland District Council (last submitted version REP7-084, with an updated version to be submitted at Deadline 10).
<p>Impacts on residential amenity, relating to noise and vibration at the Old Railway Gatehouse</p>	<p>An assessment of the noise and vibration impacts on the Old Railway Gatehouse have been provided by the Applicant in Appendix 23 to Deadline 6 and Appendix 24 to the Deadline 7 submission. The assessment concludes no significant effects when taking into account the designed-in and committed mitigation.</p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> • Appendix 23: Construction Traffic Noise and Vibration Assessment at the Old Railway Gatehouse submitted at Deadline 6 (REP6-037). • Appendix 24: Construction Traffic Noise Assessment Clarification Note submitted at Deadline 7 (REP7-044).

Matters Raised	Where relevant information/responses can be found:
<p>Clarification on the number and timings of abnormal load movements to the main construction compound, and timings (as they relate to the core working hours)</p>	<p>As stated in section 3 of Appendix 24 to Deadline 7, the abnormal load movements to the main construction compound are associated with the delivery of the cable drums. The precise number of abnormal loads will be dependent on the length of section of cable. As set out in Volume 1, Chapter 3: Project Description of the Environmental Statement (APP-058), the onshore export cables will typically be installed in sections of between 750 and 2,500 m at a time, with each section of cable delivered on a cable drum from which it is spooled out as it is installed. The length of cables on each drum will be informed by choice of transmission technology, phasing and various parameters at a given location including the distance between committed HDDs, constraints present on site (which may influence the location of joint bays) and the local road network (which may necessitate the use of a smaller cable drum). As such it is not possible to provide a specific number of cable drums. However, an indicative number of movements was provided in Appendix 1 to Deadline 3 submission – Main Construction Compound Briefing Note (REP3-010).</p> <p>The number of abnormal loads is included within the maximum number of Hornsea Three HGVs predicted to utilise The Street on a daily basis as 118. As such, should the number of abnormal load movements increase, this would not increase the total number of movements but instead comprise a greater proportion of the maximum traffic flows along The Street on a daily basis.</p> <p>The timing of the cable drum deliveries to the main construction compound cannot be confirmed at this stage but will be discussed and agreed with the relevant highway authority pursuant to paragraph 2.1.6.2 of the Outline CTMP.</p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> • Appendix 24: Construction Traffic Noise Assessment Clarification Note submitted at Deadline 7 (REP7-044). • Volume 1, Chapter 3: Project Description of the Environmental Statement submitted as part of the DCO Application (APP-058). • Appendix 1 to Deadline 3 submission – Main Construction Compound Briefing Note (REP3-010) • Outline CTMP submitted at Deadline 9 (REP9-048).

Matters Raised	Where relevant information/responses can be found:
Impacts on property value	<p>There is no evidence to suggest that the onshore construction works associated with the Hornsea Project Three Offshore Wind Farm development would have a negative impact on the property value at the Old Railway Gatehouse. The onshore works are temporary in nature and Ørsted has built in mitigation to reduce the impact on the property associated in particular with traffic and transport.</p> <p>If negative impact on the property value did arise then compensation may be payable pursuant to section 10 of the Compulsory Purchase Act 1965.</p>
Issues specific to the Hornsea Three and Norfolk Vanguard Crossing point	
<p>Impact on EMF on health, in particular as a result of the potential for two different transmission technologies (HVAC and HVDC) and crossing angle. Clarification requested on the perceived inconsistencies between document prepared by National Grid specific to Hornsea Three and Norfolk Vanguard, and information on their website</p>	<p>Magnetic field levels for Hornsea Three are provided in Volume 4, Annex 3.3 of the Environmental Statement. The assessment concludes that based on the maximum field strengths, using worst-case assumptions where required, the proposals are well below guideline levels and Hornsea Three is compliant.</p> <p>Further information is provided in Appendix 19 to the Applicant's response to Deadline 1, which concludes that the combination of Hornsea Three EMF with any other EMF sources will not result in an incremental change and therefore, the Hornsea Three and Norfolk Vanguard projects EMF combined is forecast to continue to be well below guideline levels and the combined impact of the projects is compliant. This summary is based on an independent study prepare by National Grid, jointly commissioned by Orsted and Vattenfall. It utilises worst case scenarios to inform the assessment including the most acute crossing angle (45°), and addresses concerns regarding the use of two different transmission technologies.</p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> • Volume 4, Annex 3.3: Electro-Magnetic Fields (EMF) Compliance Statement of the Environmental Statement (APP-087). • Appendix 19: Vattenfall and Orsted Circuit crossing – EMF Information' sheet submitted at Deadline 1 (REP1-173).

Matters Raised	Where relevant information/responses can be found:
<p>Impact from cables on temperature of surrounding land</p>	<p>As set out in Volume 3, Chapter 1: Geology and Ground Conditions (APP-073), the potential thermal impacts from underground power cables may increase soil temperatures which could lead to soil drying out. To minimise these thermal impacts, an average of 0.6 m depth of thermally stabilised material (a specific grade of sand), will be used to surround the cables and backfill the cable trench. As a result, the heat transference to the surrounding soil and shallow groundwater will be minimal beyond 1,200mm from the cables in a vertical or horizontal plane.</p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> • Volume 3, Chapter 1: Geology and Ground Conditions of the Environmental Statement submitted as part of the DCO Application (APP-073).
<p>Clarification requested on the traffic management to be applied at the proposed crossing location</p>	<p>Given the uncertainties around each project, including construction programme, specific traffic management measures have not been identified for the crossing point at this point in time. However, the Applicant has set out in paragraph 9.2.1.2 of the Outline CTMP that:</p> <p><i>“..., the detailed CTMP (s) for Hornsea Three will set out measures to ensure that the traffic and transport cumulative environmental impacts with other major projects (namely, Norfolk Vanguard) are managed to levels such that they are acceptable by Norfolk County Council as the local highway authority”.</i></p> <p>Section 9.2 of the outline CTMP also sets out commitments made by both projects for continued engagement in respect to traffic matters.</p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> • Outline CTMP submitted at Deadline 9 (REP9-048).

Matters Raised	Where relevant information/responses can be found:
General	
<p>Clarification needed on core working hours and the use of the mobilisation period</p>	<p>The Applicant has set out core working hours within section 4.1.1 of the Outline CoCP and paragraph 2.1.5.1 of the Outline CTMP. Text from the former is provided below for ease:</p> <p><i>“4.1.1.1 Core working hours for the construction of the onshore elements of Hornsea Three are as follows:</i></p> <ul style="list-style-type: none"> • <i>Monday to Friday: 07:00 - 18:00 hours;</i> • <i>Saturday: 07:00 - 13:00 hours;</i> • <i>Up to one hour before and after core working hours for mobilisation (“mobilisation period”), i.e. 06:00 to 19:00 weekdays and 06:00 to 14:00 Saturdays; and</i> • <i>Maintenance period 13:00 to 17:00 Saturdays.”</i> <p>Relevant Documents:</p> <ul style="list-style-type: none"> • Outline Code of Construction Practice and Outline Construction Traffic Management Plan submitted at Deadline 9.
<p>Clarification needed on the mitigation being proposed for traffic and transport impacts</p>	<p>The Applicant has set out a range of mitigation measures to manage construction traffic within the Outline CTMP. This includes the management measures for HGVs (e.g. vehicle routing, timings restrictions etc.), design and management of site accesses and the outline proposals for planning highway intervention measures (such as those proposed at The Street, Oulton and Cawston). Detailed CTMP(s) would be developed post-consent in consultation with relevant stakeholders, pursuant to Requirement 18 of the draft DCO.</p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> • Outline CTMP submitted at Deadline 9 (REP9-048).

Matters Raised	Where relevant information/responses can be found:
Impacts on tourist road network	<p>The Applicant has discussed the potential for construction traffic movements to impact on the tourist road network with NCC. Particular provisions are included within paragraph 2.1.5.4 of the Outline CTMP which has been agreed with NCC. This states:</p> <p><i>“Depending on the season of construction of individual onshore cable corridor sections or components, during peak holiday seasons (considered to be June to September) the approved routing of HGVs documented in final CTMPs, if practical, may need to avoid routes marked on the Norfolk County Council Route Hierarchy Map. The Applicant will engage with Norfolk County Council to agree routing and HGV timing on key tourist links (such as the A149) during this peak period.”</i></p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> • Outline CTMP submitted at Deadline 9 (REP9-048).
Inclusion of both transmission technologies within the project envelope, and lack of commitment to HVDC	<p>The Applicant has set out its position in respect to transmission technologies in Appendix 22 submitted at Deadline 1.</p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> • Appendix 22: Transmission System (HVAC/HVDC) Briefing Note, submitted at Deadline 1 (REP1-164).
Considered need for additional mitigation in respect to noise at the onshore HVAC booster station	<p>The Applicant has set out the mitigation proposed for the onshore HVAC booster station (in respect to noise) in Volume 3, Chapter 8: Noise and Vibration of the Environmental Statement. Requirement 21 of the draft DCO also requires the Applicant provides a Noise Management Plan for Works No. 9 and 10 (the onshore HVDC converter/HVAC substation and onshore HVAC booster station) prior to commencement of works.</p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> • Volume 3, Chapter 8: Noise and Vibration of the Environmental Statement submitted as part of the DCO Application (APP-080). • Outline CTMP submitted at Deadline 9 (REP9-048).

Matters Raised	Where relevant information/responses can be found:
<p>Commitment of other developers to investigate co-location with other infrastructure (e.g. broadband)</p>	<p>The Applicant provided a response to this matter in their comments on Relevant Representations at Deadline 1.</p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> Applicant's Comments on Relevant Representations submitted at Deadline 1 (REP1-131), response to RR-027.
<p>Clarification needed on the duration of works for the onshore cable corridor construction</p>	<p>The Applicant sets out the expected durations of the construction period within Volume 1, Chapter 3: Project Description of the Environmental Statement. This states at paragraph 3.8.1.7:</p> <p><i>"The maximum duration of construction for the Hornsea Three onshore cable corridor is 30 months (approximately 2.5 years)"</i></p> <p>The paragraph goes on to state that <i>"The work in each phase is expected to progress along the Hornsea Three onshore cable corridor with a typical active construction works duration of three months at any particular location"</i>, indicating that the period during which the B1145 through Cawston would be used for construction traffic associated with cable sections 9 and 10, would be temporary.</p> <p>In respect to the cable trenches, subsoil would only be excavated and stored as construction of each linear section of the export cable route advances. As a result, the trench would be open, and the subsoil stored for a short period of time. Further details on the construction sequencing and soil management are set out in the Outline CoCP, including in Annex G which provides a Soil Management Strategy.</p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> Volume 1, Chapter 3: Project Description of the Environmental Statement, submitted as part of the DCO Application (APP-058). Outline CoCP submitted at Deadline 9 (REP9-063).
<p>Clarification requested on the mitigation to be applied in Corpusty and Saxthorpe, in particular in proximity to the Corpusty Primary School</p>	<p>The Applicant is not proposing any highway intervention works at Corpusty and Saxthorpe. However, movements through Corpusty and Saxthorpe will be managed through the measures set out in the Outline CTMP (submitted at Deadline 9).</p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> Outline CTMP submitted at Deadline 9 (REP9-048).

Matters Raised	Where relevant information/responses can be found:
<p>Clarification requested on how complaints would be tracked and addressed</p>	<p>As set out in paragraph 4.1.10.2 of the Outline CoCP, a complaints procedure will be implemented during the construction process. Complaints will be investigated and where required, mitigation will be implemented. All calls will be logged and the response will be recorded. A framework of the Communication Plan is provided in Appendix A of the Outline CoCP which will be developed post consent when principal contractors are appointed.</p> <p>As stated in the final bullet point of paragraph A1.1.3 of Appendix A, all complaints will be logged and the action taken to resolve the complaints will be recorded and shared with the relevant planning authority on at least a quarterly basis. The mechanism for sharing such information, including the format and timeframes for doing so, will be developed in consultation with the relevant planning authority during detailed design. The mechanism will then be implemented during the construction phase in such a way that ensures compliance with relevant data protection regulations.</p> <p>Relevant Documents:</p> <ul style="list-style-type: none"> • Outline CTMP submitted at Deadline 9 (REP9-048).

2. Summary

- 2.1 The Applicant has prepared this document, not to provide additional information into the Examination, but instead to provide a tool for interested parties and other stakeholders to identify where matters have been responded to as part of the wider application and examination material.