

Mr Gareth Leigh
Head of Energy Infrastructure Planning
Department for Business, Energy and Industrial Strategy
1 Victoria Street
London
SW1H 0ET

Hornsea Project Three Offshore Wind Farm

2 November 2020

Application ref: EN010080

The Applicant's Response to Cawston Parish Council and Lord Tebbit's response to the Secretary of State's Minded to Approve Letter

Your ref. EN010080
Our ref. HOW03_C3_Ltr_02112020

Dear Mr Leigh,

Please find below a response from Orsted Hornsea Project Three (UK) Limited ("the Applicant") to the Secretary of State for the Department for Business, Energy and Industry Strategy ("BEIS") with regards to the Cawston Parish Council's and Lord Tebbit's response to the BEIS' "Minded to Approve" Letter dated 1 July 2020.

Lord Tebbit

We understand the hedgerow in question published in Lord Tebbit's letter on 2 October 2020 to be Crossing OID571 as defined by the Hornsea Three Onshore Crossing Schedule, off Reephram Road.

The principle behind the Applicant's hedgerow and tree embedded mitigation is to minimise vegetation removal. If the Applicant is successful in obtaining development consent, the project will enter into the pre-construction and detailed design stage. As such, further pre-construction surveys including a hedgerow and arboricultural survey will be undertaken across the entirety of the onshore area (where hedgerows or trees are not already identified for retention). If the hedgerow identified as OID571 is designated to be 'Important' as defined under The Hedgerow Regulations (1997), due to the presence of standard trees, the Applicant will aim to preferentially protect it through the micro-siting of the cables or using an alternative crossing methodology (such as Horizontal Directional Drilling ("HDD")). Where retention is not possible, removal will be justified as part of the detailed Landscape Plan (which will be in accordance with the outline Landscape Plan (REP9-060).

During the detailed design stage, the Applicant will also be refining the proposed traffic movements across and along the onshore route. This is undertaken alongside the development of the cable design. As a result of these developments, and if the Applicant does commit to using HDD to cross this hedgerow, it may still be necessary to remove part of the hedgerow to enable access along the haul road.

The Applicant will seek to keep the relevant land interests informed on the results of the hedgerow and arboricultural survey as the detailed design progresses, as well as appropriate feasible solutions, when these details become clear.

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Appropriate mitigation for potential impacts on hedgerows and reinstatement processes have been provided in REP9-065 Outline Ecological Management Plan and REP9-060 Outline Landscape Plan.

Cawston Parish Council

Addressing the points raised in Cawston Parish Council's letter published on 2 October 2020, the Applicant is committed to ongoing constructive engagement with local stakeholders to minimise disturbance to residents along the cable route. The Applicant reiterates its commitment to the Cawston Highways Intervention Scheme ("HIS"), which has been subject to significant discussion and scrutiny by two consultant teams, both accompanied by independent safety audit reports stating the scheme is considered safe and acceptable. Furthermore, the scheme has been fully accepted by Norfolk County Council as the relevant Highways Authority.

The use of a 3.3 m wide cable drum as the maximum load width travelling through Cawston has been maintained throughout the Hornsea Three, Norfolk Vanguard and Norfolk Boreas Development Consent Order ("DCO") Examinations. Norfolk County Council as the Highways Authority have been aware of this position throughout.

The Hornsea Three cable drum deliveries will fall under Abnormal Loads less than 44 tonnes but abnormal in size, and width over 2.9 m. The requirement is therefore for the haulier to inform the police only¹. In order to respond to local stakeholder concerns, the Applicant has considered these movements in significantly more detail this far in advance of construction, undertaking the following activities:

- a) Specifying that Abnormal Loads will be escorted;
- b) Providing options for the safe routing of 3.3 m wide loads and discussing them with local stakeholders; and
- c) Committing to local stakeholders being informed in advance of the cable drum deliveries.

The Applicant will keep Cawston Parish Council and other relevant stakeholders informed of developments on cable drum deliveries and will make the relevant abnormal load movement notifications to the police in accordance with Norfolk County Council guidance, at the appropriate time. The cable drum routing details will be included in the Applicant's detailed Construction Traffic Management Plan ("CTMP"), which will be produced in accordance with the Outline CTMP (Appendix 6 of Applicant's submission on 30 September 2020).

¹ Norfolk County Council: "HGVs and abnormal loads" Accessed at <https://www.norfolk.gov.uk/roads-and-transport/roads/traffic-orders-notices-and-restrictions/hgvs-and-abnormal-loads>, Oct 2020.

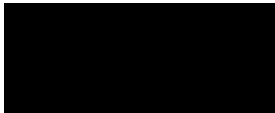
Any unescorted movement will be for vehicles not exceeding standard Heavy Goods Vehicle ("HGV") parameters (and are therefore not considered Abnormal Loads). Given the B1145 is designated by Norfolk County Council as an HGV route, this is considered acceptable and will be managed within the agreed Cawston HIS.

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The Applicant would be grateful if you could please acknowledge safe receipt of this letter. If we can be of any further assistance, please do not hesitate to contact us.

Yours faithfully,



Karma Leyland

Hornsea Project Three Consents Manager
Hornsea Project Three Offshore Wind Farm

cc. Craig Harwood, Hornsea Three Project Development Manager