



Hornsea Project Four:

Volume B1 Annex 1.33

Stakeholder Working Group

Meetings, Letters of Comfort and

Letters of No Objection

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Prepared Humphrey Laidlaw, Ørsted, March 2022
Checked Faye McGinn, Ørsted, March 2022
Accepted Hannah Towner-Roethe, Ørsted, March 2022
Approved Julian Carolan, Ørsted, March 2022

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Revision Summary

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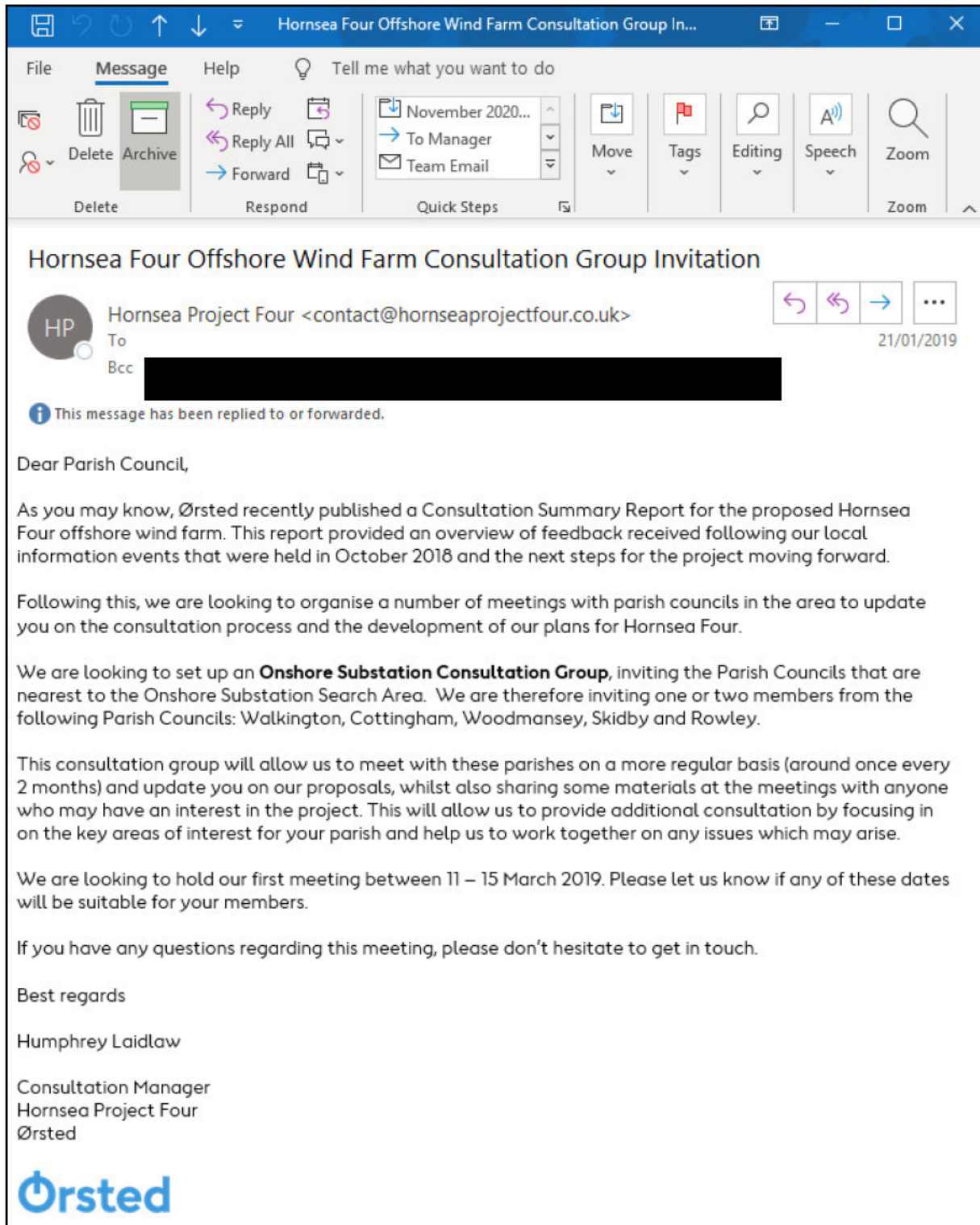
- **Revision Change Log**

<i>Rev</i>	<i>Page</i>	<i>Section</i>	<i>Description</i>
01	N/A	N/A	Document submitted at application.
02	75-74	N/A	Letter of No Objection with DFDS added into document. Omission at submission was in error.

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Email invitation for Onshore Substation Consultation Group (OSCG) attendance



The screenshot shows an email client window titled "Hornsea Four Offshore Wind Farm Consultation Group In...". The ribbon includes "File", "Message", and "Help". The "Message" ribbon is active, showing options like "Delete", "Archive", "Reply", "Reply All", "Forward", "Move", "Tags", "Editing", "Speech", and "Zoom".

Hornsea Four Offshore Wind Farm Consultation Group Invitation

HP Hornsea Project Four <contact@hornseaprojectfour.co.uk>
 To [Redacted]
 Bcc [Redacted]

21/01/2019

i This message has been replied to or forwarded.

Dear Parish Council,

As you may know, Ørsted recently published a Consultation Summary Report for the proposed Hornsea Four offshore wind farm. This report provided an overview of feedback received following our local information events that were held in October 2018 and the next steps for the project moving forward.

Following this, we are looking to organise a number of meetings with parish councils in the area to update you on the consultation process and the development of our plans for Hornsea Four.

We are looking to set up an **Onshore Substation Consultation Group**, inviting the Parish Councils that are nearest to the Onshore Substation Search Area. We are therefore inviting one or two members from the following Parish Councils: Walkington, Cottingham, Woodmansey, Skidby and Rowley.

This consultation group will allow us to meet with these parishes on a more regular basis (around once every 2 months) and update you on our proposals, whilst also sharing some materials at the meetings with anyone who may have an interest in the project. This will allow us to provide additional consultation by focusing in on the key areas of interest for your parish and help us to work together on any issues which may arise.


We are looking to hold our first meeting between 11 – 15 March 2019. Please let us know if any of these dates will be suitable for your members.

If you have any questions regarding this meeting, please don't hesitate to get in touch.

Best regards

Humphrey Laidlaw

Consultation Manager
 Hornsea Project Four
 Ørsted



Hornsea Four Export Cable Corridor Parish Council meeting minutes (13 March 2019)



Meeting: Hornsea Four Export Cable Corridor Parish Council Meeting

Meeting Date: Wednesday 13 March 2019

Place: Lockington Village Hall, Chapel Street, YO25 9SN

Orsted Power (UK) Ltd.
5 Howick Place
Westminster
London SW1P 1WG
United Kingdom

www.orsted.co.uk
Company no. 49 84 787

Participants:

- Humphrey Laidlaw, Ørsted
- Julian Carolan, Ørsted
- Matthew Addy, Counter Context
- Andrew Acum, Mercury Energy and Public Sector Ltd
- Ian Reid, Beswick Parish Council, East Riding and Hull Joint Local Access Forum
- Gloria Daly, Lissett and Ulrome Parish Council
- Alan Bailey, Lissett and Ulrome Parish Council
- Amanda Clarke, Lockington Parish Council
- John Rowson, Lockington Parish Council
- Kevin Marshall, Lockington Parish Council
- Martin Gray, Bishop Burton Parish Council

Agenda:

1. Introductions
2. Ørsted - Who we are and what we do
3. Hornsea Four – the Project
4. The development process
5. Consultation & Local Information Event (LIE) feedback
6. Community Liaison Officer (CLO)
7. What has happened?
8. What now?
9. What happens next?
10. AOB

Discussion item: Hornsea Four – The Project

- **Group question:** How far will Hornsea Four be offshore?
 - **Ørsted response:** The offshore array area for Hornsea Four will be 65km off Flamborough Head on the Yorkshire coast at its closest point. It will be approximately 70-75km off the coast of Hornsea.
- **Group question:** What is the difference between HVDC and HVAC?
 - **Ørsted response:** HVAC stands for high voltage alternating current, whereas HVDC stands for high voltage direct current. Electricity generated by the offshore wind turbines will be brought onshore by up to 6 subsea export cables, via an offshore HVAC substation (if required – we would not require this with HVDC technology) before making landfall. As shown in our diagram (main components of HVAC transmission system) the HVAC booster station would be located approximately 35 km offshore.



Discussion item: The development process

- **Group question:** What does your Environmental Impact Assessment (EIA) consist of?
 - **Ørsted response:** The EIA process considers the likely significant effects associated with the development during its construction, operation and maintenance, and decommissioning. We will present a number of aspects associated with the project, which includes environmental, social and economic aspects. We will present our detailed studies and findings to statutory consultees (including parish councils) in Summer/Autumn 2019, when we enter formal consultation. We will welcome feedback and produce a final Environmental Statement (ES) as part of our application submission, anticipated for February/March 2020.

Discussion item: Consultation & Local Information Event (LIE) feedback

- **Group question:** What are the likely impacts on traffic and transport during construction?
 - **Ørsted response:** We are currently undertaking detailed assessments/studies into the likely interaction between the project and existing roads and infrastructure during construction, including counting existing traffic flows. Data on exact traffic movements, types and frequency can inform our EIA process, which includes any adverse impacts the project may have. These assessments have been taking place in and around access routes, as shown on the current map we have produced.
 - **Beswick parish council response:** It is important to ensure minimal disturbance to Public Rights of Way (PRoW) at the time of construction and the question of subsidence through ground consolidation post-construction. This will need to be taken into account when crossing all linear infrastructure and intersecting footpaths, bridleways and other PRoWs.

Discussion item: Onshore cable route

- **Group question:** How will cables be laid along the cable route to minimise disruption?
 - **Ørsted response:** We have committed to drilling under all linear infrastructure via Horizontal Directional Drilling (HDD) technology. This infrastructure includes rivers, drains and roads. By using HDD to install the onshore cables, we can dig underneath roads without damaging infrastructure above ground and minimise the potential impact on traffic. We have produced a Crossing Schedule which identifies all linear infrastructure we propose to cross, and which maps these constraints.
 - Between HDD locations the cables will be laid within open trenches which will be excavated to a depth of 1.5m within an 80m corridor.



- **Group question:** Last time we spoke, you were proposing that cables would be laid as close as possible to the Lissett Airfield Wind Farm – is this still the case?
 - **Ørsted response:** Yes, this is still the case, the proposed onshore cable would be as close to the existing Lissett cable infrastructure as possible.
- **Group question:** How far away will onshore infrastructure be from residential properties?
 - **Ørsted response:** There will be no permanent High Voltage infrastructure installed above surface within 50m of residential properties and sub surface within 25m of residential properties.
- **Group question:** Will you gain access from one location/route and then move along the cable route?
 - **Ørsted response:** Yes, we will use only the designated access routes to carry out works on sections of the cable to minimise disruption to local roads and avoid villages, such as our plans for Foston on the Wolds. For all accesses, we have committed to this, with no construction access within 150m of noise sensitive properties.
- **Group question:** Are you still proposing up to six cables?
 - **Ørsted response:** Yes, we are applying for consent for up to 6 cables which will require a permanent easement of 80m in width. This will mean that we will permanently own land required for our onshore cables however we will return the land to landowners following the required construction period. We are currently seeking to agree Heads of Terms with all landowners along our proposed Export Cable Route (ECR).
 - **Group question:** Can the land be used following the cables being laid?
 - **Ørsted response:** Land can be used for purposes such as farming, but you will not be able to plant trees over cables.
- **Group question:** What is your rationale for 'kinks' in the cable route?
 - **Ørsted response:** Our refinement process is iterative meaning that we started with a straight line from landfall to the onshore substation and then refined along field boundaries and used environmental information. We used a 'BRAG' (Black, Red, Amber, Green) colour coordinated assessment system where we mapped out numerous constraints that should be avoided based on their severity. These included noise, residential areas, ecology and heritage. We then plan the cable route around these constraints. We also presented this route to landowners and the local community at our October '18 events to get their preference which resulted in further route refinement. All our refinement works are also through consultation with East Riding of Yorkshire Council and their historical records.



Discussion item: Landfall search area

- **Group question:** Why is it that you have such a wide landfall search area compared to the onshore search areas?
 - **Ørsted response:** This is because of where we are in this (iterative) process. In our application, we will narrow this down to one location, but currently we are assessing landfall options in consultation with stakeholders.
- **Group question:** What will the landfall search area be refined to?
 - **Ørsted response:** Our plans will continue to be refined up until we submit our application (expected for Q1 2020). The landfall search area will eventually be refined to an area by the coast, approximately 200m by 200m.
- **Group question:** At landfall, will Hornsea Four coincide with the landfall of Dogger Bank Creyke Beck?
 - **Ørsted response:**
 - We are aware Dogger Bank Creyke Beck will make landfall just north of Ulrome. We have refined our landfall zone to minimise disruption with Forewind, with construction timings not scheduled to align (with construction of this project set to take place this year). Our search area has been refined to less than 50% of the original area (as presented at Scoping) and we are now committed to selecting a landfall point to the north of Barmston Main Drain.

Discussion item: Construction

- **Group question:** What is the earliest construction start date?
 - **Ørsted response:** As shown in our consultation timeline, we aim to submit our DCO application in Q1 2020. Our earliest construction date will be approximately 2024.
- **Group question:** How long will construction take in total?
 - **Ørsted response:** From landfall to the onshore substation, onshore construction will take around 2-3 years. Construction will be phased, and we will construct HDD areas first and link areas together. We will start at landfall, which will take 3/4 months. For the cable route, we will firstly lay ducts and then pull through the cables. The trench will be 1.5m in depth.
- **Group question:** Will this construction date clash with planned duelling works in the area?
 - **Ørsted response:** We are aware of improvement works along the A164 and duelling works where the A164 and A1079 meet, with some sections carrying over 30,000 vehicles a day. It's anticipated that the duelling scheme could start on site in 2020, with an anticipated finish date of 2022/23, so these improvement works will not coincide with construction access, which could start in 2024.



- **Group question:** How will you mitigate for noise?
 - **Ørsted response:** We will carry out assessments and determine whether there is a significant impact. In this case, we would mitigate in particular locations, but would not generalise across the entire onshore cable route e.g. by providing fencing to prevent noise and dust from construction works.

Discussion item: Environmental concerns

- **Group question:** Will you be avoiding woodlands and sensitive areas?
 - **Ørsted response:** Yes, our plans will be avoiding biodiversity hotspots. We are convinced that we have identified and avoided all of these, but welcome local knowledge and feedback on areas such as historic sites.
- **Group question:** We are worried about the upper level drainage and embankments.
 - **Ørsted response:** It is anticipated that the scheme in the long term would not adversely affect/alter the existing drainage pattern in the area of construction. In some case the drainage installed along the cable corridor may alter the drainage pattern in the area and decrease the likelihood of flooding. We have mapped up all drainage and will maintain this, ensuring the project does not have a negative impact. Our Land and Drainage Consultants are aware of these local concerns. We will also seek agreement with landowners about mapping drainage.
 - **Beswick parish council response:** Your main focus has been visible drainage in the area, such as high-level river channels and Driffield Canal. There is an extensive network of field underdrainage (tile and plastic pipe) laid at approximately 0.9 metres in depth, the integrity of which is vital to agriculture. This is an issue which is important to the Beverley and North Holderness Internal Drainage Board and our parishioners.
 - **Ørsted response:** Comments noted. This is an issue that Ørsted will consider as part of our ongoing assessments, which are being undertaken at this stage and will work with local stakeholders and work with our Land and Drainage Consultants to make them aware of these concerns.
- **Group question:** Have you conducted any offshore bird surveys?
 - **Ørsted response:** Yes, we have been conducting a number of environmental and wildlife surveys, including one on overwintering birds between November 2018 and January 2019, during their nesting season.

Discussion item: Hornsea Four Onshore Substation

- **Ørsted question:** Our preferred zone for the Onshore Substation is in Zone 2, and we will assess a number of sites within this. Based on a number of constraints we have identified, which zone would you prefer?



- **Group response:** The best location for the onshore substation would be as close as possible to Creyke Beck in an area not prone to flooding.
- **Group question:** How tall will the building be?
- **Ørsted response:** The substation will be a maximum of 25m high. This figure will only go down as we continue to refine our proposals. Most onshore substations are similar in size and scale and are between 17m and 21m high. Because of this height, we would situate the substation on low lying ground which enables us to have visual screening. Rising ground in Zones 1 & 4 along with the protected view from Cottingham St Marys to Beverley Minster makes this an inappropriate area for the substation.

Discussion item: Any Other Business (AOB)

- **Group question:** How is the Government predicting a third of British electricity set to be produced by offshore wind power by 2030?
 - **Ørsted response:** Currently, around 30% of power generated by renewables is wind power. There is about 6 GW of offshore wind operational with the Government launching its new Offshore Wind Sector Deal, which has the aim of 30 GW of installed capacity by 2030. In terms of financing this, we will apply for a Contract for Difference (CFD) which is a pot of money the government have guaranteed for several auction rounds. When it comes to each auction round, there will be competition with other renewables projects.

Supporting Materials: PowerPoint presentation, Stakeholder Briefing Pack (September 2018), Consultation Leaflet (October 2018), Consultation Summary Report (December 2018), Community Newsletter (March 2019).

Hornsea Four OSCG meeting minutes (12 May 2019)



Meeting: Hornsea Four Onshore Substation Consultation Group 1

Meeting Date: Tuesday 12 March 2019

Place: Beverley Treasure House, Champney Road, Beverley, HU17 8HE

Orsted Power (UK) Ltd
5 Howick Place
Westminster
London SW1P 1WG
United Kingdom

www.orsted.co.uk
Company no. 49 84 787

Participants:

- Humphrey Laidlaw, Ørsted
- Julian Carolan, Ørsted
- Matthew Addy, Counter Context
- Andrew Acum, Mercury Energy and Public Sector Ltd
- Dr C. P. Waddington, Woodmansey Parish Council
- Ros Jump, Cottingham Parish Council
- Lynda Varey, Skidby Parish Council
- Robert Elvidge, Rowley Parish Council
- Vivien Swann, Walkington Parish Council
- Clare Boyle, Walkington Parish Council

Agenda:

1. Introductions
2. Ørsted - Who we are and what we do
3. Hornsea Four – the Project
4. Consultation & Local Information Event (LIE) feedback
5. What a Hornsea Four Onshore Substation (OnSS) and Electrical Balancing Infrastructure (EBI) could look like
6. OnSS search area and site selection process.
7. Onshore Substation Consultation Group (OSCG)
8. AOB

Discussion item: Consultation & Local Information Event (LIE) feedback

- **Ørsted question:** Following feedback received from our previous local information events and consultation, is this an accurate summary of local concerns with respect to the Onshore Substation?
 - **Group response:** Construction traffic is the main concern, and there was a preference from feedback to divert traffic away from Cottingham and Dunswell. There is also a current issue with the new Beverley bypass and the new roundabout being built at Jacks Lodge.
 - **Ørsted response:** Following this feedback, we have committed to avoiding construction traffic through Cottingham and Dunswell. We are also taking traffic measurement on the A1079 to determine the potential impact.

Discussion item: What a Hornsea Four Onshore Substation could look like

- **Group question:** What is the total footprint for the Onshore Substation Area and EBI?
 - **Ørsted response:** The total permanent footprint for the Onshore Substation and EBI will be up to 160,000m², with an additional



130,000m² required for temporary construction works. The permanent footprint includes all land required for the Onshore Substation, EBI and additional land for all mitigation and permanent design features to enhance the landscape. This footprint is worst case scenario and will only decrease when we make further design refinements.

- **Group question:** Does this footprint include the convertor station?
 - **Ørsted response:** Yes, this includes all infrastructure required for the Onshore Substation. The maximum height of the building will be 25 metres.

- **Group question:** How much land will the Onshore Substation require?
 - **Ørsted response:** We will require 40 acres of permanent land, within which all electrical infrastructure and planting will be sited. This will all be agricultural land.

- **Group question:** How long will it take to construct the Onshore Substation?
 - **Ørsted response:** The duration of construction works will be approximately 36 months. The Onshore Substation is required due to the need to step up the voltage of electricity generated from the wind turbines, which is not suitable to plug directly into the National Grid.

- **Group question:** How much traffic will there be surrounding the Onshore Substation during Operations & Maintenance?
 - **Ørsted response:** The Onshore Substation is designed to be maintenance free once constructed. In terms of maintenance and checks, this is likely to be only one visit per month.

- **Group question:** Have you refined the location of the Onshore Substation to be the other side of the bypass?
 - **Ørsted response:** Since our last round of consultation and meetings, we have refined our Onshore Substation search area to a smaller zone (Zone 2) to the south of the A1079 and east of the A164).

- **Discussion topic:** In terms of the exact siting of the Substation, how have the zones been developed?
 - We have refined our Onshore Substation area from Scoping to now and have taken the local information event feedback on board. We present the four zones here which have all been assessed based on their suitability for a 40-acre onshore substation with an additional temporary works area. At our local information events in October 2018, we presented several constraints, including; proximity to Creyke Beck, flood risk, residential amenity, visual impact, and other utilities in the area. Based on these constraints, we feel that the most suitable zones



for development are Zones 2 and 3, with a preference for Zone 2. We feel that Zone 1 is not suitable as it is situated on high ground (approximately 60 metres above Creyke Beck), within a Yorkshire Wolds important landscape area, and would pose significant visual intrusion to the areas of Bentley and other surrounding villages. Zone 4 is where the planned onshore substation would be for Forewind's Dogger Bank project and we feel that this zone is also unsuitable for development due to the planned residential allocation to the south of Beverley. Zone 3 is crossed by numerous high-pressure gas pipelines which fragment Zone 3, precluding development opportunity within this zone.

- **Ørsted question:** Do you agree with what we have mapped out in terms of constraints and that Zone 2 is the most suitable for the onshore substation? Have we missed anything out?
 - **Group response:** Yes, we feel that you have identified all suitable constraints. You have clearly mapped out the areas proposed for residential development in Woodmansey Parish (north of Zone 4) and woodland which needs to be avoided. Based on our own opinions and the constraints which you have mapped out, Zone 2 would be our preferred zone for development.
 - **Ørsted response:** If we build the Onshore Substation to the north of the bypass (in Zone 4), it would be close to these developments and cause significant visual impact. We have also considered protected views from St Marys Church, Cottingham and Beverley Minster which makes siting of the substation in this area challenging.
 - **Group response:** The development may have an impact on Woodmansey as the Council boundary intrudes slightly south of the A1079 into the Rowley parish council area. This may be worth bearing in mind when refining your potential options.

- **Group question:** What are the next steps in terms of zone refinement?
 - **Ørsted response:** We will concentrate onshore substation site section within Zone 2 and continue to refine our plans from here.
 - **Rowley Parish Council response:** Zone 1 is not preferable for our residents, which would be in and around Bentley and you could not screen.

- **Group question:** There is duelling works ongoing now on the A1079 and improvement works on the A164 will be going on around the same time as your development? Have you factored these into your plans?
 - **Ørsted response:** We are in consultation with ERYC on their plans for the works on the A164 and Beverley bypass. We are now commencing our traffic assessments and are looking to take all construction traffic only off the A1079 and investigate a backup option to this should it not be feasible.



- **Group question:** Will construction be 24 hours a day?
 - **Ørsted response:** We are committed to standard construction hours, which are 9am-5pm Monday-Friday and half a day on Saturdays. The only exception to these hours may be in instances where transformers need to be transported to the onshore substation. Any abnormal working hours would be communicated to ERYC and the local community via our dedicated Community Liaison Officer (CLO). Access roads are to be designed to take wide loads. Our access roads won't need road improvements work as the existing road network is fine. We have appointed a local company called Local Transport Projects as our traffic consultants. They are carrying out all monitoring works to feed into our assessments. When it comes to our Preliminary Environmental Impact Report (PEIR) stage, we will have the exact numbers for traffic and baseline flows. We expect the construction traffic impact to be minimal given the high volume of traffic on the A164 and A1079.

- **Group question:** Are you trying to use environmentally friendly building products?
 - **Ørsted response:** Ørsted are seeking to promote the use of a Design Vision Document as a method of consulting on our design principles and materials. The Design Principles Document will set out our vision for incorporating landscape and recreational features within the design of the substation. It will also consider how we have incorporated these design features, with the aim of keeping the development as compact as possible. We aim to maintain a consistent level of buildings and have certain colours, e.g. when viewing the building from Beverley, ensuring this is in-keeping with the surrounding environment. This way, we can agree on what we are going to build early in the process.
 - Ørsted presented visuals of Onshore Substation for Hornsea One: The idea is to make buildings visually appealing with colour. The Design Vision Document will incorporate simple design features.

- **Group question:** How will the Onshore Substation be lit up? We wouldn't want it to be lit up all night?
 - **Ørsted response:** Elements of the building must be lit up for security reasons, but this is just the security fencing. For ecological reasons, there needs to be softer lit buildings. We are happy to make commitments on small details such as lighting. We have appointed land use consultations, who will work independently to advise us on this and inform our commitments. The exact nature and function of the lighting requirements will emerge as the design evolves and matures.

- **Group question:** How long will the Onshore Substation be there for?
 - **Ørsted response:** The planned lifetime is 35 years. It will be decommissioned after this period, as was the case for our first



offshore wind farm off the coast of Denmark, which was constructed in 1991. We commit money to decommissioning before the offshore wind farm is constructed, which ensures financial stability. This is agreed with the Secretary of State.

- **Group question:** Do you lease land for the Onshore Substation?
 - **Ørsted response:** We do for the Onshore Substation. We take permanent easement for the duration of the project, meaning that we permanently own the land and then return to its (land)owner after decommissioning.

Discussion item: What an Electrical Balancing Infrastructure (EBI) could look like.

- **Discussion topic:** Why do you require the EBI as part of Hornsea Four?
 - Wind power has previously been criticised for being intermittent. Gas and coal provide the base load and wind power feeds into the grid with extra. Our EBI will allow us to generate power in all situations, enabling the storage of power to be released from batteries when the generation of wind power is low.
- **Group question:** In terms of available technology, does Battery Storage currently pose a problem?
 - **Ørsted response:** We want EBI to meet the balance between supply and demand and not need to 'switch off'. The lithium ion battery technology allows us to do this by storing excess energy when wind speeds are high and release further energy when demand is high and wind speeds are low.
- **Discussion topic:** What could the Onshore Substation and EBI look like, including the footprint and mitigation measures?
 - We have presented the dimensions of the Onshore Substation here today and will continue to provide information on this. In terms of the design of the substation and mitigation measures, we are producing a Design Vision Document, which will summarise the intended aims of the Project that will be achieved through high quality design. This document will set out key principles in relation to specific aspects, such as; building form and scale, materials, colours and finishes, fencing and ancillary structure, landscape treatment, lighting and public access. We will also produce graphics for screening, such as the planting of trees over the next 5/10 years. We will produce this document and consult with parish councils within this group to get your feedback.

Discussion item: Onshore Substation Consultation Group (OSCG)

- **Ørsted question:** In terms of this Onshore Substation Consultation Group, do you agree with the aims and objectives of this group and do you recommend other local interest groups to be invited?

- **Group response:** Yes, we feel that it is an important forum to discuss plans for the Onshore Substation, timeframes and the meet alongside additional interest groups.
- **Cottingham Parish Council response:** For our Forewind consultation group, we invited local rambling and walking groups along with a representative from St Marys and Beverley Minster. This provided a general overview of the local leisure impact. Sustrans would also be a worthwhile group to invite.
- **Woodmansey Parish Council response:** I am a local representative of Beverley Minster
- **Ørsted question:** Do you welcome Andy's role as Community Liaison Officer for the project and how regular do you think this meeting should take place?
 - **Cottingham Parish Council response:** Andy played an important role within a similar group for Forewind and acted as a good interface between stakeholders and the project team.
 - **Ørsted response:** Andy can address residents' concerns and provide feet on the ground. We agree that we should meet on a quarterly basis and are taking this time to produce a Design Vision Document to present key design elements that are important for the local community, such as cycle paths.

Discussion item: Any Other Business (AOB)

- **Group question:** There has been a lot of attention about nuclear power and how much the government have committed to/been promised? Are you guaranteed anything for Hornsea Four?
 - **Ørsted response:** We are not guaranteed anything for Hornsea Four as we are currently in the pre-application stage. Once at the recommendation and design stage, around August 2021, we would apply for a Contract for Difference (CfD) which is government subsidies. We would then sell energy at market price. For Hornsea One, another of our offshore wind farms in the Hornsea Zone, they got £140 per megawatt hour (MwH). Hornsea Two got £56 per MwH, which shows that, as a company, we are moving towards 0 subsidy.
- **Group question:** How will Brexit affect Hornsea Four?
 - **Ørsted response:** The government have guaranteed a pot of money for the next two/three auction rounds regardless of Brexit. CfD's are set out in auction rounds, with the third round set to be held in May this year but could be delayed until August/September. The government has also reaffirmed its commitment to offshore wind through the recent Offshore Wind Sector Deal, which commits to building up to 30 GW of wind power by 2030, with only 6 GW operational now.



- **Group question:** In terms of the Hornsea Zone and Hornsea Four now being proposed, how will ships navigate up the North Sea?
 - **Ørsted response:** We have a diverted marine traffic route away from the Hornsea Zone. This was informed by a survey on marine traffic undertaken in 2011, which will be refreshed to see the change since then.

Supporting Materials: PowerPoint presentation, Stakeholder Briefing Pack (September 2018), Consultation Leaflet (October 2018), Consultation Summary Report (December 2018), Community Newsletter (March 2019).

Hornsea Four OSCG meeting minutes (21 May 2019)



Meeting: Hornsea Four Onshore Substation Consultation Group 2

Meeting Date: Tuesday 21 May 2019

Place: Beverley Treasure House, Champney Road, Beverley, HU17 8HE

Ørsted Power (UK) Ltd
5 Howick Place
Westminster
London SW1P 1WG
United Kingdom

www.orssted.co.uk
Company no. 49 84 787

Participants:

- Humphrey Laidlaw, Ørsted
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- Lynda Varey, Skidby Parish Council
- Robert Elvidge, Rowley Parish Council
- Paul Smith, Rowley Parish Council
- Clare Boyle, Walkington Parish Council

Agenda:

1. Introductions
2. Hornsea Four – the Project / consultation update
3. Onshore Substation Consultation Group (OSCG) recap
4. OnSS search area and site selection process.
5. Outline Design Vision Statement
6. Commonplace – digital consultation tool
7. What happens next?
8. AOB

Discussion item: Local Information Event Feedback overview: Recap

- **Ørsted question:** Having recapped the key local concerns from our previous local information events, are there any further concerns that we should be aware of?
 - **Group response:** Footpaths and Public Rights of Way (PRoW) are of interest. We are currently having issues with footpaths with the latest bypass improvements.
 - **Ørsted response:** As part of our mitigation proposals, we are looking to improve/enhance networks of PRoW. When our plans are more refined, we will identify specific footpaths that may be impacted and present our plans for partial/full closure or diversion, where necessary. Part of the company's approach is to ensure there is a 'net gain' in certain areas where the project may impact receptors such as footpaths.
 - **Group response:** The view from Beverley Minster is also important, which is currently blocked by infrastructure.
 - **Ørsted response:** We are undertaking assessments to determine the visual impact of onshore infrastructure from various viewpoints, including Beverley Minster. We will continue engagement with Beverley Minster to ensure they are fully informed throughout the development of our proposals.

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Discussion item: What a potential Hornsea Four OnSS could look like

- **Group question:** How has the onshore substation layout gone from small scale to large scale?
 - **Ørsted response:** The design of the onshore substation site layout (as shown on the screen) is based on the layout of another project. The site plan is indicative based on capacity and is subject to change.

- **Group question:** Have you been undertaking traffic assessments for the A164 and A1079 as part of your site selection process?
 - **Ørsted response:** Official figures suggest that daily traffic flows for the A164 and A1079 are 30,000 (single carriageway) and 20,000 (dual carriageway), respectively. Given these, our site selection is based on access from the A1079. Abnormal load access is also based on this.

- **Group question:** Have you refined the siting of the onshore substation to one zone?
 - **Ørsted response:** We have refined our search down to 'Zone 2', which is presented in the map. We will only consider sites within this area and are currently assessing a number of options. We are relatively constrained within this area and have assessed a number of receptors. A sole focus is to ensure disruption is kept to a minimum, with as few residents and landowners affected as possible. We are also committed to selecting a site that is near the existing substation at Creyke Beck where we will connect to National Grid.

- **Group question:** How far have you narrowed down your search within Zone 2?
 - **Ørsted response:** We haven't narrowed down much. We are currently in conversation with farmers and landowners. There is a sensitivity with how and when to make site details public, with these discussions ongoing up to submission of our PEIR and formal consultation later this year.

- **Ørsted question:** What constraints have you mapped within Zone 2?
 - **Ørsted response:** We have mapped a series of constraints, including gas mains where we will ensure no permanent infrastructure will cross. We have also mapped wildlife sites and Public Rights of Way (from west to east and south to north). Our primary aim is to select a location affecting as few people as possible. Where people are affected, we will ensure mitigation is in place.
 - **Ørsted question:** Are there any constraints that are particularly important?



- **Group response:** There is a cycle route off Park Lane and the railway track, which we are aware that you have considered. We don't see PRowWs as too much of an issue other than diversions.
 - **Ørsted response:** We want people to still be using PRowWs and be able to walk around perimeter of the substation site. To do this, we need to consider viewpoints into the site and security. East Riding council are keen on making this a visitor attraction with information boards.
- **Group question:** What proportion of this area will be used for the onshore substation?
 - **Ørsted response:** As part of our DCO application, we will be applying for a permanent land uptake of 150,000 m², which is the maximum design parameters. This is equivalent to around 40 acres which will be 62 acres with temporary construction included.
 - **Group question:** How large is this compared to Creyke Beck?
 - **Ørsted response:** Our onshore substation site will be around one and a half times the size of Creyke Beck. This is to ensure that we have the required space to expand due to energy demand. Our Energy Balancing Infrastructure (EBI) is collocated within this area, which will mitigate against variable power generation.
- **Group question:** Is there a flood risk in the low-lying area?
 - **Ørsted response:** We are currently undertaking assessments to determine the suitability of sites under consideration for the onshore substation. We are aware that flood risk is an important factor for consideration in the area, including in the eastern area of zone 2.
- **Group question:** Will there be any noise generated from the onshore substation?
 - **Ørsted response:** Yes, but not an unreasonable level. We will mitigate to ensure minimal noise, such as through acoustic shielding. The level of noise is dependent on location and distance of receptors. For example, if you are 300 metres from the substation, there is likely to be no noise. Any closer, there will be noise so there will be measures in place in mitigate.
- **Group question:** Will landscaping be within the permanent area required for the onshore substation?
 - **Ørsted response:** Yes, we will factor in the space in permanent acreage of the substation. If there is mutually beneficial landscaping outside of this area, we will then agree to landscaping beyond this.



Discussion item: Design Vision Document

- **Ørsted question:** Our Design Vision Document aims to iron out design features of the onshore substation at an early stage and give you a say in its design. What are your thoughts on the selection of materials and colours presented onscreen?
 - **Group response:** Our preference would be for an onshore substation that blends into the sky and surrounding landscape. As shown, the three tones would be a good idea, selecting similar colours to the landscape.
 - **Ørsted response:** We are keen to gather feedback from members of the public about design features of the onshore substation.

Discussion item: Consultation process and AOB

- **Group question:** When will the project become operational?
 - **Ørsted response:** Indicatively, the earliest the project will become operational is 2023. The total onshore construction period could take 36 months, with peaks and troughs in activity within this. However, construction depends on funding and when we apply for a Contract for Difference (CfD), which offshore wind farms rely on once the DCO application is accepted. Costs for offshore wind are falling at a rapid rate so we may not require subsidies.
- **Group question:** Will you be choosing AC or DC as part of your application?
 - **Ørsted response:** We will be applying for both AC and DC as part of our DCO application, which means we are flexible. No offshore wind farm current uses DC at this scale and is not proven yet. There is a design difference between both, with an offshore booster station required with AC and a wider cable route. Both substations will look different and we will account for the worst-case scenario in both situations.
- **Group question:** Will you be running open days to show what you'll be doing?
 - **Ørsted response:** An aim of the project is to leave a positive net gain legacy and have a positive impact in the areas that we work. As a company, we want to demonstrate the impact that renewable energy will have in the areas that we work. We will consider holding workshops during the development of Hornsea Four, as has been done for other projects.
- **Group question:** How are you looking to promote the socio-economic benefits of the scheme?
 - **Ørsted response:** The recent Offshore Wind Sector Deal commits to producing 20 GW of offshore wind capacity by 2030. From a socio-economic perspective, we want to promote benefits such as



job creation and money injected, along with how regional employers such as Siemens UK (based in Hull).

- **Group question:** Which turbines will you be using for the project?
 - **Ørsted response:** We will be applying for up to 180 turbines for Hornsea Four with enough flexibility to allow for growth, especially given that construction could be 5-7 years in the future. Turbines are currently up to 12 GW in capacity.

- **Ørsted question:** When do you want to meet again?
 - **Group response:** It depends on the pace of development and when the site is selected. It makes sense to meet when the preferred option is chosen within zone 2 and before this is made public. Meeting prior to the local information events in September would make sense.

- **Group question:** How will you be promoting the formal consultation and local information events?
 - **Ørsted response:** We will be producing a community consultation leaflet which will be sent to our distribution list of over 6000 addresses in East Riding of Yorkshire. We are developing a clear publicity strategy to make sure everyone is aware of the consultation. This includes targeted engagement at individual parishes through the production of posters and maps. As we have agreed in this meeting, this will include all parishes around the onshore substation. We'll also encourage all of you (member of the parish councils) to share this information to extend the reach of our consultation so that everyone with an interest can provide feedback.

Supporting Materials: PowerPoint presentation, Stakeholder Briefing Pack (May 2018), Consultation Leaflet (October 2018), Consultation Summary Report (December 2018), Community Newsletter (March 2019).

Copy of email sent to OSG members inviting feedback on Outline Design Vision Statement

FW: Hornsea Four meeting minutes and Design Vision Document - Message (HTML)

File Message Help Tell me what you want to do

Ignore Delete Archive Reply Reply All Forward Meeting IM More Move Rules Actions Mark Unread Categorize Follow Up Translate Read Aloud Zoom

Delete Respond Move Tags Editing Speech Zoom

FW: Hornsea Four meeting minutes and Design Vision Document

contact@hornseaprojectfour.co.uk
To: [Redacted]

Reply Reply All Forward ...

Mon 24/06/2019 16:35

Hornsea Four Design Vision Consultation Version 06.06.19.pdf

Dear Clare,

Thank you for attending our recent meeting for Hornsea Four offshore wind farm.

At the meeting we introduced our Design Vision Document, which sets out potential approaches to guide the future development of onshore infrastructure for the project. This includes our onshore substation. Please find this document attached.

Ahead of our formal consultation in August/September this year, we would like to give you an opportunity to comment on the content of the Design Vision Document prior to it being incorporated into our Preliminary Environmental Information Report (PEIR). We would like the final document to be fully informed by the local community, stakeholders and environmental impact assessment results.

To provide your feedback, could you please respond to the following questions:

Question	Response
1. Is there any aspect relating to the design of the onshore substation which you think has been omitted from the Design Vision Document?	
2. Is the document clearly set out and easy to understand? Please let us know if you have any suggestions for improvement or if there is a particular page which you feel could be set out more clearly.	
3. On page 7 of the document, we have listed the key opportunities and constraints relating to the siting of the onshore substation. Are there any other opportunities or constraints within our search area which you think should be taken into consideration?	
4. On pages 15-17 we display options for materials and finishes for the onshore substation. Are these options appropriate for the substation in this area?	
5. On pages 18-20 we outline mitigation options through hard and soft landscaping both within and on the perimeter of the substation site. Do these mitigation options look appropriate?	
6. On page 22, we explain that if a Public Right of Way runs through the site of the onshore substation, a diversion will be necessary. In your opinion, what are the most important factors we need to take into account relating to diversions?	

We would value any feedback you are able to provide to inform the development of this document.

Please respond to this email with your feedback by Friday 20 June.

Best regards,

Humphrey Laidlaw

Hornsea Four Stakeholder Engagement Team

Onshore local interest groups meeting minutes (11 June 2019)



Meeting: Hornsea Four onshore local interest groups meeting

Meeting Date: Tuesday 11 June 2019

Place: The Arlington Hall, Church Walk, Hallgate, Cottingham, HU16 4DD

Ørsted Power (UK) Ltd.
5 Howick Place
Westminster
London SW1P 1WG
United Kingdom

www.ored.co.uk

Company no. 49 84 787

Participants:

- Humphrey Laidlaw, Ørsted
- Thomas Watts, Ørsted
- Andrew Acum, Mercury Energy and Public Sector Ltd
- Matthew Addy, Counter Context
- Rupert Douglas, Sustrans
- James Copeland, National Farmers Union
- Helen Bristow, St Marys Church, Cottingham
- Ros Jump, Cottingham North ward councillor
- Andrew Chudley, East Riding of Yorkshire Council
- Sue Tidder, St Marys Church, Cottingham
- Matthew Harrison, East Yorkshire and Derwent Area Ramblers
- Peter Ayling, East Yorkshire and Derwent Area Ramblers
- Chris Prince, Beverley Ramblers
- Jane Taylor, local resident
- Malcom Taylor, local resident

Agenda:

1. Ørsted and our UK business
2. Hornsea Four - Project Overview
3. Planning Consent (Development Consent Order (DCO))
4. Project timeline and public consultation to date
5. What has happened (landfall, ECC and OnSS refinement)?
6. What happens next?
7. AOB

Discussion item: Project Overview

- **Group question:** What is the distance from landfall to the onshore substation for Hornsea Four compared to Hornsea Three?
 - **Ørsted response:** The approximate onshore cable route for Hornsea Four is 40 km and the wind farm is closer to shore than Hornsea Three. The offshore array area is approximately 65 km offshore at its closest point (Flamborough Head). For Hornsea Three, the offshore array area is between 110-115 km offshore.

Discussion item: Local Information Event and consultation overview

- **Group question:** Have you seen similar stakeholders and issues for every offshore wind farm that you construct as a company?
 - **Ørsted response:** Yes, we engage with similar stakeholders in each area that we operate, but issues are more specific to location. East Riding of Yorkshire Council carry out similar

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processes to other councils we engage with and have engaged previously with Forewind regarding Dogger Bank.

- **Group question:** To what extent do your commitments extend?
 - **Ørsted response:** Our commitments are within the red line boundary; however, we have committed to avoiding sites and constraints outside of this boundary. For example, we have committed to no construction traffic in Cottingham, which has come from feedback outside of our local information events.
- **Group question:** How have your commitments considered feedback on onshore ecology both within and outside of the red line boundary?
 - **Ørsted response:** As part of our early stage assessments, we have identified and committed to avoiding protected and sensitive sites. Most of these are within the red line boundary, unless we have commitments with certain groups, such as hedgerow improvements/replacements. These are subject to landowner agreements.
- **Group question:** Do you have a policy for net gain?
 - **Ørsted response:** No, we don't. Net gain policy is new for offshore wind farms, so we have no case studies on this, such as biodiversity enhancements.

Discussion: Planning Consent (DCO)

- **Group question:** Will you be choosing AC or DC as part of your application?
 - **Ørsted response:** We will be applying for both AC and DC as part of our DCO application. There is a design difference between both, with a wider onshore cable corridor and offshore booster station required for AC. Our onshore substation will look different depending on whether we choose AC or DC.
- **Group question:** What are the next steps in the pre-application process for Hornsea Four?
 - **Ørsted response:** We are working towards submitting our Preliminary Environmental Impact Report (PEIR) in August this year which will mark the start of our formal consultation. We aim to submit our Development Consent Order (DCO) application in Q1 2020 which mean initial hearings in approximately late 2020.

Discussion item: Formal Consultation

- **Group question:** Where will I be able to view the PEIR during the formal consultation period?
 - **Ørsted response:** Our PEIR will be available both online and in hard copy. Two hard copies will be available to view at Beverley Treasure House and Bridlington Customer Service Centre. There will also be non-technical summaries of our PEIR (of around 40-50



pages) at these sites along with at our CAP Sites, which will be available to take away. USBs will also be available, which will contain the full suite of documents.

- **Group question:** When will your formal consultation events be?
 - **Ørsted response:** We have four events planned for the first week in September, which will be in Barmston, Lockington, Cottingham and Foston on the Wolds.
 - **Group question:** Will the events and feedback be formally documented?
 - **Ørsted response:** Our events and all feedback received during the formal consultation will be fully documented within our consultation report. This includes how we have responded to feedback within the final plans. There will be individual sections for consultation with parish councils, including our OSCG.

- **Group question:** Do you have a list of statutory stakeholders to consult as part of the PEIR to ensure topic-specific feedback has been addressed?
 - **Ørsted response:** We have received a Reg 11 list of statutory consultees from the Planning Inspectorate. We have built on this list from our local information events and these individuals and groups will be part of our mailout at the start of the formal consultation. This mailout will signpost them to the full suite of documents.

Discussion item: Onshore Cable Corridor

- **Group question:** What are the restrictions on land for the export cable corridor?
 - **Ørsted response:** As part of our application, we will be applying for a 60m permanent land uptake to lay our cables, which will be fully reinstated. The average depth of cables will be between 1.5m and 2.2m which will mean you can still plough on top. There will be little permanent impact and we aim to have minimal impact on agricultural processes and PRowS. We wouldn't have any long-term impact on highways and gas mains. However, it would have an impact on any future development, so we will be liaising with East Riding of Yorkshire Council on local planning.

- **Group question:** Will there be any impact on rail lines?
 - **Ørsted response:** No, there will not be any impact. We will use HDD to cross any major infrastructure. We have 112 possible HDD crossings which is a maximum parameter for the project. We will aim to open-cut as few crossings as possible, all within the Environmental Impact Assessment (EIA) process.

- **Group question:** Is HDD a new technology?
 - **Ørsted response:** HDD is approximately 20-30 years old, however technology is constantly evolving so HDD is more advanced than what was used initially.



- **Sustrans question:** How have you been undertaking assessments for Public Rights of Way (PRoW) and do you have a principal point of contact?
 - **Ørsted response:** We carry out an evidence plan process for PRoWs – a mechanism to agree upfront what information we need to supply to the Planning Inspectorate as part of our DCO application to ensure compliance with guidelines. At this stage, we know which footpaths will need to be diverted, either temporarily or permanently and have been in regular contact with representatives at East Riding of Yorkshire Council regarding this.
 - **Sustrans response:** We advise you to contact ramblers' groups and engage with them on an ongoing basis as to which PRoWs will be impacted.

- **Group question:** Are you proposing to use Park Lane as a construction access road?
 - **Ørsted response:** We will only use Park Lane as an element of the cable corridor and would propose to use Horizontal Directional Drilling (HDD) underneath. We are undertaking abnormal load assessments to understand how roads will be impacted by construction.

- **Group question:** With your landfall point being north of Barmston, have you committed to making improvements to areas along the coast?
 - **Ørsted response:** We are meeting with several local interest groups around landfall on 12 June where we will discuss this matter. It is difficult to make improvements to the English Coastal Path; however, we are assessing this as part of our EIA process.

- **Group question:** How close will the infrastructure be to dwellings and is there a minimum legal requirement?
 - **Ørsted response:** This depends on which ONSS site is selected in our final plans. Site selection is based on many receptors which we have considered as part of our refinement plans. We are committed to mitigating. Our export cable corridor will be a minimum distance of 50m from residential properties.

Discussion item: Onshore Substation

- **Group question:** How have you been refining down your onshore substation site and when will you be able to release information about the final site?
 - **Ørsted response:** We have been refining the site based on a number of receptors and constraints, in consultation with local stakeholders, including residents, landowners and statutory consultees. We also established an Onshore Substation Consultation Group (OSCG), which includes the parishes of Walkington, Woodmansey, Cottingham, Skidby and Rowley. From this, the preference has been for a site to the south of the A1079, to the east of the A164 and away from the area of Bentley. We are



also providing an opportunity for members of the local community to have a say on the design of the onshore substation via our Design Vision Document.

- **Group question:** How long will construction of the onshore substation take?
 - **Ørsted response:** The construction period will be around 36 months (3 years) which will be longer than construction of the cable route in any one location.

- **Group question:** Will the Energy Balancing Infrastructure (EBI) form part of the footprint for the ONSS?
 - **Ørsted response:** Yes, our footprint of around 155,000m² includes our ONSS and EBI. EBI is becoming a pertinent technology required for these projects, especially with the loss of coal and gas power plants.

- **Group question:** Will additional infrastructure be required at Creyke Beck to support Hornsea Four?
 - **Ørsted response:** There will be no additional infrastructure required, only the 40KV cable that links up our cables to the Creyke Beck substation. This is also in light of Dogger Bank linking up to Creyke Beck. It is National Grid that offers us a connection point and we can choose to accept or reject this.

- **Group question:** What are the dimensions of the ONSS?
 - **Ørsted response:** As part of our application, we will be applying for maximum design parameters. The total footprint in our application will be 155,000m² with a temporary works area of 130,000m². For the main buildings for the ONSS, the maximum height will be 25m and maximum length will be 240m. Lighting will be a maximum of 30m. As we move along in our design process towards PEIR and beyond, we will scale down these parameters. It also depends on the layout of our substation, which is not possible to confirm now as this depends on capacity of the wind farm.

Discussion item: Design Vision Document

- **Ørsted question:** At this early stage, our Design Vision Document primarily looks at the opportunities and constraints around our onshore substation and is just a small subset of what we aim to produce as part of our application. We also look at PRowS and design codes. We are seeking local opinion on a several matters, such as colours, visual screening and enhancements to the local area. Do you have any questions regarding the document?

- **Group question:** How do you factor in flood resilience?
 - **Ørsted response:** We have been factoring in flood risk as part of our EIA process and would factor in future years.



- **Group question:** Do you have plans for concrete bunding to protect assets?
 - **Ørsted response:** No, we do not have plans for concrete bunding as a project.

- **Group question:** Do you have plans for security fencing around the ONSS? The images in the document suggest this will be low key. There is high risk around gas mainlines, with around one third of all gas lines in the country located in this area.
 - **Ørsted response:** The design for the ONSS is to be maintenance free, so we would not require 24/7 security. The ONSS will be low risk so there isn't a need for high level security. This has been the case for all ONSS built for our offshore wind farms as a company.
 - **Group question:** Will there be similarities to Creyke Beck substation with robust fencing and a number of layers?
 - **Ørsted response:** As shown in our Design Vision Document, there will only be one layer of fencing. Fencing can be made more attractive if desired and sound proofed for acoustics.

- **Group question:** How have you factored in footpaths into this document?
 - **Ørsted response:** We have been in consultation with East Riding of Yorkshire Council from an early stage regarding how PRowS will be impacted. There is an opportunity to improve PRowS that the project will be impacting. An example is around the ONSS where we can make it a feature in the local area and incorporate information boards, planting and wayfinding.
 - **Group question:** PRowS in East Riding of Yorkshire are very well walked and are important to local people. They also provide a link to Beverley and surrounding trails.
 - **Ørsted response:** We will action further engagement with stakeholder groups and ensure they are aware of all PRowS the project will affect.

- **Group question:** The whole of the onshore footprint of the project is covered by Andrew Chudley (eastern area) and Simon Parker (central area). We will both engage with the project to ensure views are accounted for.
 - **Ørsted response:** We will be consulting to ensure the cable route is satisfactory. There will be temporary diversions to some footpaths during construction and only one or two permanent diversions which will both be consulted on. We will also provide exact timescales for any diversions. Our aspiration is not to permanently remove PRowS but to improve them.

Supporting Materials: PowerPoint presentation, Consultation Leaflet (October 2018), Consultation Summary Report (December 2018), Community Newsletter (March 2019), Community Newsletter (May 2019), Design Vision Document (draft June 2019).

Hornsea Four Intertidal Consultation Group meeting minutes (12 June 2019)



Meeting: Hornsea Four offshore local interest groups meeting 1

Meeting Date: Wednesday 12 June 2019

Place: Skipsea Village Hall, Bridlington Road, Driffield, YO25 8TJ

Ørsted Power (UK) Ltd.
5 Howick Place
Westminster
London SW1P 1WG
United Kingdom

www.orssted.co.uk
Company no. 49 84 767

Participants:

- Humphrey Laidlaw, Ørsted
- David King, Ørsted
- Andrew Acum, Mercury Energy and Public Sector Ltd
- Matthew Addy, Counter Context
- Charlotte Ford, North Eastern Inshore Fisheries and Conservation Authority (NEIFCA)
- Chris Kolonko, CITIZAN (MOLA)
- Richard Coates, East Riding Archaeology Society
- Diana Fry, British Horse Society

Agenda:

1. Ørsted and our UK business
2. Hornsea Four introduction
3. Planning Consent (Development Consent Order)
4. Project timeline and public consultation to date
5. What has happened so far?
6. What happens next?

Discussion item: Hornsea Four electrical infrastructure

- **Group question:** What is the difference between the infrastructure for AC and DC technology?
 - **Ørsted response:** We will be applying for both AC and DC as part of our DCO application. There is a design difference between both, with a wider onshore cable corridor and offshore booster station required for AC. Our onshore substation will look different depending on whether we choose AC or DC. As shown in our slides, there could be booster stations along the cable route. This could be between 15km and 20km offshore and one around 65km near our turbines.

Discussion item: Landfall point

- **Group question:** What factors have you considered when refining your landfall point?
 - **Ørsted response:** We are aware of a number of constraints on the East Yorkshire coastline that have influenced our refinement process. This includes the Holderness Inshore and Offshore conservation zones. Our landfall zone will be north of these.
- **Group question:** Will you be using open-cut trenching or Horizontal Directional Drilling (HDD) techniques at landfall?

- **Ørsted response:** With HDD there will be no visible surface interruption and no clear evidence of previous cabling. With open-cut trenching, there is an opportunity to excavate and bury the cables, filling them back in following construction. Open-cut will require more closure of areas compared to HDD but HDD requires several stages. As part of our Preliminary Environmental Information Report (PEIR) we will be assessing for both methods and asking for feedback on the most appropriate method.
- **Group question:** Will you be producing a crossing schedule as part of your PEIR?
 - **Ørsted response:** Yes, this will form part of our PEIR, and we are asking for feedback on this. This includes 120 HDD crossing points along the cable route. Cables are also broadened offshore to allow crossing of oil and gas pipelines along with space required for the offshore booster stations.
- **Ørsted question:** What are your particular areas of interest around the landfall area?
 - **Group response:** We are interested in: Access and restrictions, business and leisure, the onshore cable route through arable farms (and the different methods of construction) and how disruption to the local community will be kept to a minimum.
- **Group question:** In terms of construction, how long will the marine environment be affected for?
 - **Ørsted response:** The entire duration of construction (from start to finish) will be around four years, which will include all offshore and onshore works. There will be a clear breakdown in construction over four years which will be broken down in our PEIR.
- **NEIFCA question:** NEIFCA is the largest fisheries and conservation authority covering 6 nautical miles. How has your experience engaging with fishermen in local area been?
 - **Ørsted response:** We meet with the West Holderness Fisheries on a regular basis, around every 6 weeks. It is always tricky to engage with individual fishermen and access the data we require at this stage.
 - **NEIFCA response:** We engage with and represent several inshore fisheries and hold a lot of data that would be useful for you. We will ensure to pass this on.
- **Group question:** Will there be any displacement for fishermen as part of the assessments?
 - **Ørsted response:** we anticipate that there will be 12-18 months of displacement due to the geophysical surveys we are undertaking. Agreements will be in place to assist fishermen in the short term. We understand that this will be the main temporary concern with NEIFCA.



- **NEIFCA response:** We are experienced with reaching agreement with fishermen. We also hold five years of data which may be of use to you

Discussion item: Onshore construction

- **Group question:** How long is the duration of onshore works for the project?
 - **Ørsted response:** Onshore construction will be around 36 months, which includes construction of our onshore substation, located within the vicinity of Creyke Beck.
- **Group question:** Are there two onshore substations in Cottingham for the different offshore wind projects?
 - **Ørsted response:** Yes, there are two substations; one being proposed for Hornsea Four and one for Forewind's Dogger Bank. As they are being proposed by different developers, we are unable to use the same cable route. They also have different landfall points. Our Hornsea One and Hornsea Two offshore wind farms share the same landfall points and connection point (to the National Grid) at North Killingholme.
- **Group question:** Who funds the construction of Hornsea Four?
 - **Ørsted response:** There are government subsidies available, known as a Contract for Difference, where there are auctions to bid for government subsidies. Costs for these have fallen at a rapid rate, by around 50% in the last five years. The initial money is put forward by the developer (Ørsted) and then it is a race to access funding from the government.

Supporting Materials: PowerPoint presentation, Consultation Leaflet (October 2018), Consultation Summary Report (December 2018), Community Newsletter (March 2019), Community Newsletter (May 2019), Design Vision Document (draft June 2019).

Hornsea Four Stakeholder Workshop meeting minutes (24 September 2019)



Meeting: Hornsea Four stakeholder workshop

Meeting Date: Tuesday 24 September 2019

Place: Cottingham Civic Hall, Market Green, Cottingham, HU16 5QG

Orsted Power (UK) Ltd
5 Howick Place
Westminster
London SW1P 1WG
United Kingdom

www.orsted.co.uk
Company no. 49 84 787

Participants:

- Thomas Watts, Ørsted
- Ryan Colbeck, Ørsted
- Tom Jonson, Land Use Consultants
- Matthew Addy, Counter Context
- Andrew Acum, Mercury Energy and Public Sector Ltd
- Cllr Rob Elvidge, Rowley Parish Council
- Simon Parker, East Riding of Yorkshire Council
- Lynda Varey, Skidby Parish Council
- Andrew Hersom, East Riding and Hull Joint Local Access Forum
- Ian Reid, East Riding and Hull Joint Local Access Forum, Beswick Parish Council
- Clare Boyle, Walkington Parish Council
- Jon Church, Beverley Internal Drainage Board
- Andy Wainwright, East Riding of Yorkshire Council
- Ian Booth, St Mary's Church, Cottingham
- Matthew Harrison, East Yorkshire Ramblers
- Peter Ayling, East Yorkshire and Derwent Area Ramblers
- Cllr Ros Jump, East Riding of Yorkshire Council, Cottingham North
- Chris Prince, Beverley Ramblers Group
- Mark Jessop, East Riding of Yorkshire Council

Supporting materials:

- Landscape masterplan;
- 3D model demonstrating three materiality options; and
- Public Rights of Way (PRoW) diversion options plan.

Discussion item: Traffic and Transport

- **Cllr Rob Elvidge** – A roundabout would be suitable at the Dunflat Lane/A164 junction in order to deal with the additional traffic flows.
 - It was noted by Ørsted that this falls outside of the scope of Hornsea Four.
- **Walkington Parish Council** – There are concerns regarding the quoted traffic flow figures of 184 cars for employees. Can Ørsted commit to no vehicles through Walkington?
 - Ørsted noted that committing to no employee traffic through Walkington would be challenging as it is difficult to know exactly where employees will be travelling from.
- Queries over who owns Wilfolme Road, which should belong to the public highway. There is current a Land in Question notice displayed along here which is confusing.

1/5

- There is a bottled water plant situated on Carr Lane. You need to be aware of articulated lorries using this lane, which is less than 3m wide, and ensure no Heavy Goods Vehicles (HGVs) use this lane.
 - Ørsted response – Construction traffic ultimately depends on the contractors appointed for the project and where they come from; however, the assessment undertaken accounts for a worst-case scenario, and the Construction Traffic Management Plan will secure necessary mitigation.

Discussion item: Hydrology and Flood Risk

- Lynda Varey – There is concern regarding water flowing down from Skidby, which should be considered as part of this development.
- Beswick Parish Council – Wilholme Pumping Station is a strategic resource and is prone to flooding during periods of heavy rainfall.

Discussion item: Development Consent Order (DCO) Application and Programme of Works

- We requested that the programme of works during construction will not coincide with the breeding seasons of birds.
- Ducting and open-cut trenching will both be taken forward as construction methods to DCO.

Discussion item: Local heritage

- There are particular hedges through the onshore substation permanent site that link Burn Park and Crow Wood – two key archaeological sites.
- Barfhill Causeway is a well-used route in the area and has pre-eminent glacial factors.
 - Ørsted response – full archaeological and geophysical surveys are being undertaken along the whole route.
- A review of aerial photography has been completed along the route. These photographs will be important from a Joint Local Access Forum (JLAF) perspective to identify on-field 'wet-spots'.
- The view from Cottingham St Marys across to Beverley Minster is important to preserve. There is concern regarding two National Grid pylons which have already obstructed the view. However, following consultation and agreement in this meeting, the understanding is that the view will not be obstructed by the Hornsea Four onshore substation.

Discussion item: Local ecology

- Phase 2 Specific Surveys are currently being undertaken through the Hornsea Four project footprint. Phase 1 surveys were initially undertaken to identify specific habitats and surveys that may be impacted.

Discussion item: PRoW, cycle paths and bridleways

- SKID16 (the PRoW) running through the onshore substation site, is of primary concern.
- JLAF, in addition to formal consultation response:
 - Main issue is closure of SKID16. It is better to divert rather than close permanently.

- Expressed concern regarding the Woodmasey Bridleway 30, which runs parallel to A1079 and intersects 200/300 yards along this Bridleway. A key concern is connectivity and how all of these PRowS in the area are connected to each other.
- The County Council is keen to increase the multi-use of footpaths and bridleways, so any structure should be capable of carrying both pedestrians and horses if possible.
- A single objection to SKID16 could be detrimental to the project.
- Another key concern for the forum is the surfaces and how these are managed, especially for use by horses. This is of particular concern for our Chair, Hazel Armstrong.
- Concern regarding Rowley Bridleway Number 13, especially at the start of this route.
- Concern regarding the long closure of Bamston Number 4 during construction. A permissive path should be established from the village to shore, south of the proposed compound. The English Coastal Path is also a significant concern in this area.
- The focus should be on the permanent diversion of the well-used SKID16 PRow, and consultation will be ongoing with the nearest impacted residents.
- Preference from the stakeholder workshop was for SKID16 to skirt around the western side of the substation site, rather than diverting to the east.
 - Ørsted response - a consensus was agreed with the East Riding of Yorkshire Council (ERYC), Ramblers and JLAF that the diversion of the SKID16 PRow should be integrated into the proposed landscaping / woodland. This would add a different walking experience, if designed correctly.
- ERYC – The end result is the most important, ensuring no significant changes to the network, but must be agreed between both ERYC and the nearest impacted residents.
- The PRow network in the area is quite dense and it is generally difficult to move footpaths.
- Preference for all footpaths to remain open around the onshore substation.
- Ørsted should make a commitment to improve and enhance the PRowS they are impacting, along with woodland, if required.
- It is important to erect appropriate signage during the construction period (for pedestrian footpaths and crossings) and commit to not encroaching PRow in the next few years, prior to construction.
 - Ørsted response – Contractors will be responsible for this signage and providing visual aids along the route.
- It was confirmed that the temporary stopping up of PRow during construction will be necessary and that stakeholders are primarily concerned with permanent disruptions.

Discussion item: Access

- It was confirmed that Ørsted is exploring opportunities to have all construction and operational access from the north, rather than bring traffic from the south through Cottingham.



- Taking access off the A1079 will disrupt the Rowley Bridleway No.13, which is just intersected, especially if this temporary access road is made permanent. A management plan needs to be in place to mitigate this. It is important to provide crossings where access needs to be taken over footpaths. For example, where the permanent access road is proposed.
 - Ørsted response - Ørsted will liaise with ERYC regarding the management and potential permeant diversion of this PRow.
- Ørsted clarified that this access point will not be utilised by Forewind. Their proposed onshore substation is the other side of the A1079 and is likely to be constructed by the time that we will start construction (if granted consent).
- Ørsted is meeting with ERYC on a regular basis to discuss access.
- Preference for emergency access off the A1079 to Creyke Beck substation – this will prevent a repeat of the fire at Creyke Beck in 2013.
- Beswick Parish Council – Maintaining access post-construction is the most important thing.

Discussion item: Mitigation proposals, materiality and landscaping

- Preference was expressed for the use of local native species in landscaping the onshore substation. The Landscape Masterplan sets out indicative plans for a band of planting around the site.
- There should be 'artistic merit' in the onshore substation.
- The Landscape Mitigation Plan will integrate PRowS and agree of (ecologically diverse) species.
- Ørsted will work with ERYC and Ramblers for the most suitable mitigation and plans around PRow management/diversion.
- There are different colour options being consulted on to be applied to the substation buildings, which have different characteristics and different manufacturers. We will be presenting more than one option at DCO, with the minimum requirement that a variation of one of these options will be selected, in consultation with ERYC during detailed design.
- These different colours have been selected to integrate into the landscape.
- The buildings of the onshore substation will be a maximum height of 25m. The photomontages we have shown thus far present both the Alternating Current (AC) and the Direct Current (DC) options – the choice of transmission system depends on the maturity of that technology, with AC more tried and tested to date.
- The wireframe images assessed at Preliminary Environmental Information (PEI) show where the onshore substation will be most visible. The application of colour demonstrates how it can be integrated into the landscape.
- Preference at the meeting that the 'large adaptive panelling' colour design is chosen, which would be more sympathetic and camouflaged into the surrounding landscape. 'Stripe' design blends less into the landscape.
- Fully camouflaging the substation will be tricky. There could be an option of different colours chosen at different facades and different angles.



Discussion item: Post-installation monitoring

- The JLAF is concerned about post-installation monitoring. Soil needs to be reinstated to its previous state with no footpaths or bridleways becoming untenable and therefore unused. People will then be physically and mentally less well off.
 - An inspection regime of at least 7 years would be appropriate.
 - Ørsted need to make a statement regarding reinstatement, especially for open-cut trenching.
 - Under Section 106, or an alternative method, Ørsted should commit to donate cash to improve PRowS and bridleways across the whole area.


Discussion item: Site selection and refinement

- The substation site has been refined from the original search area. This also contains a 400kV search area, which is where the onshore export cable corridor will connect into the National Grid substation at Creyke Beck. We are uncertain which angle we will come in from as we have no agreement with National Grid. This will be refined to a smaller area.
- The cable corridor will connect into the proposed onshore substation, where the voltage of electricity is stepped up to 400kV, before feeding into Creyke Beck.

Discussion item: AOB

- Hornsea Four will be the final project planned within the 'Former Hornsea Zone'.
- There is a strong regional focus in terms of socioeconomic benefits and supply chain, with equipment also important from overseas via the ports.
- When the project is submitted, information should be display on boards at libraries.
- A meeting following submission would be sufficient to explain aspects of the project, including a draft landscape plan, with is agreed to integrate PRow.

[Hornsea Four elected representatives and parish council webinar meeting minutes \(6 and 7 July 2020\)](#)



Meeting: Hornsea Four elected representatives and parish council webinar

Meeting Date: Monday 6 July 2020

Participants:

- Tom Watts, Ørsted
- David King, Ørsted
- Humphrey Laidlaw, Ørsted
- Andrew Acum, Mercury Group
- Matthew Addy, Counter Context
- Cllr Geraldine Mathieson, Cottingham North
- Cllr Ros Jump, Cottingham North
- Cllr Stephen Oliver, Woodmansey Parish Council
- Cllr Ian Reid, Beswick Parish Council

Agenda:

1. Hornsea Four Project Update (PEIR to DCO application)
2. Live Q&A session

Supporting Materials: PowerPoint presentation

Q&A Session:

Q: What impact does the offshore array area have on coastal shipping?

A: We have been undertaking assessments to determine the potential impacts the project may have on the shipping industry, working alongside stakeholders such as Maritime and Coastguard Agency (MCA) and Trinity House, and shipping operators/ports including DFDS Seaways and ABP Ports. From this, we do understand that whilst safety impacts will be minimal, there may be commercial impacts to the industry. We're currently working with the industry to see where these impacts can be reduced/mitigated.

As shown in our presentation, we have agreed to relinquish an area of our offshore array, which will reduce some of the impacts on the shipping industry and anticipate this will be a satisfactory approach to all parties.

Q: How does Hornsea Four interact with Dogger Bank?

In terms of our offshore footprint, the Hornsea Four offshore export cable corridor (ECC) is planned to cross the Dogger Bank ECC. Following consultation with a number of statutory stakeholders, we have made a commitment to move this cable crossing further east to avoid and reduce the impact on Smithic Bank.

We have also selected a proposed landfall site location to the north of where Dogger Bank comes ashore.

Ørsted Power (UK) Ltd.
5 Howick Place
Westminster
London SW1P 1WG
United Kingdom

www.oreded.co.uk
Company no. 49 84 787



Q: Please can you comment on your proposal for the logistics compound at Lockington Carr Cross, and specifically entry to the compound away from the junction at Station Road/A164.

A: The site selection process for the main logistics compound at this location, to the west of Station Road, Lockington, has involved an in-depth BRAG appraisal (Black, Red, Amber, Green), based on a number of environmental, technical and landowner considerations. After receiving feedback from landowners on the Preliminary Environmental Information Report (PEIR) the additional southern ECC route and compound options were added to account for conflicting feedback in the local area.

In terms of the location of the compound access points, away from the junction at Station Road/A164, the specific design of this has been informed by traffic and transport considerations, including visibility splays. All traffic and Heavy Goods Vehicle (HGV) movements have been considered as part of our Environmental Impact Assessment (EIA) process.

Q: At Creyke Beck, has there been any further effect on Public Rights of Way (PRoW) over and above those presented in previous meetings?

A: There has been no additional permanent impacts identified over and above those presented previously. The only two diversion that will take place are Skidby Footpath No. 16 and Rowley Bridleway No. 13. The diversion routes have been formulated through discussion with East Riding of Yorkshire Council (ERYC). It is acknowledged that the A164/Jock's Lodge improvement scheme will potentially impact the PRoW network within the local area, which will be considered at planning committee soon.

Q: What is the likely scenario and time schedule for the Horizontal Directional Drilling (HDD) of minor and major roads and what are the problems for public access along public roads?

A: We have made a commitment to cross all roads and Environment Agency main rivers via trenchless HDD methods. The specific depths of these HDD's will be agreed in isolation on a case by case basis. The timing is dependent on the size of the HDD and the principal contractors in place, however we anticipated construction of each HDD to be weeks rather than months.

Each HDD's will be undertaken in one go within the agreed working hours, with any hours outside of this agreed with ERYC. Roads will be fully operational, with no impacts due to HDD construction activities.

Q: How does the cable corridor mesh with proposed Jocks Lodge intersection road improvement?

A: We have been in discussions with ERYC about how our project will intersect with the improvement scheme. Specifically, the two projects interact at two locations; the Hornsea Four onshore ECC crosses (via HDD) the A164 (where the road will be upgraded) and at the Hornsea Four Onshore Substation access off the A1079. We have engaged with ERYC regarding the additional access off the A1079 associated with the improvement scheme and will continue to work with ERYC to ensure coexistence.

We anticipate that the widening of the A164 will have no direct impact on the Hornsea Four construction programme, with key assumptions, such as left in / left out at Dunflat Road already been accounted for in the traffic and transport assessment.

Q: If there are problems with the construction period, what are the means and intentions of communication with parish councils and other stakeholders



A: We are on track to submit our DCO application in Q4 2020, and if all goes to plan, our construction could begin as early as mid-2024. We will be keeping parish councils and all stakeholders up to date with our application submission and will communicate via emails and newsletters.

We will also be publishing a newsletter once our application has been submitted and accepted, so this will ensure stakeholders are aware of any delays facing the project.

Q: Have all the Compulsory Purchase Orders (CPOs) gone through?

A: Our land and property team are working on voluntary agreements with landowners, which will be ongoing until application.

We would like to work with landowners as much as possible in order to resolve any concerns that you may have and to be able to reach a voluntary agreement by negotiation. However, where we cannot reach an agreement, we will be seeking compulsory acquisition powers within our DCO application so that we can acquire any necessary land rights for the project to be developed.

Q: When will construction start on your onshore substation?

A: Construction of the onshore substation will take three years and will usually commence first, as it takes the longest to be constructed. The earliest and best case would be for construction to start in mid-2024.

Q: Given the landfall location, and proximity to the landfall for Dogger Bank, what are the impacts to Barmston PRoW 3 and 4?

A: We are presenting one landfall search area for Hornsea Four. Barmston Footpath No. 4 runs through the landfall search area. The proposed indicative temporary diversion to this PRoW has been developed through consultation with ERYC and the Joint Local Access Forum. This temporary diversion follows the southern boundary of the landfall search area and runs along the coast. At landfall we will not be in interaction with Dogger Bank A and B due to the anticipated construction timeframes.

Barmston Footpath No. 3 will be temporarily impacted by the Hornsea Four onshore ECC and will be temporarily stopped up by up to 6 months during construction.

Q: Will the landscaping around the substation dovetail with the proposed walking, cycling and bridle routes of the new Jock's Lodge layout. This is due to be decided at Planning on Thursday.

A: Whilst as have been in discussion regarding the interaction between the two projects, we have not discussed the interaction of walking and cycling routes with the Jock's Lodge improvement scheme. Once this decision has been made we will be in contact with ERYC. We are also aware of the bridleway off the A1079 that may be removed as a result of the improvement scheme (Rowley Bridleway No. 13), which is currently identified as a diversion for Hornsea Four.

Q: Can you describe what contingency if the riverbed is punctured during HDD of the River Hull and other main waterways?

A: We will be identifying the necessary depth and distance to undertake HDD's meaning there will be no situation where the river base is punctured. Through good engineering and careful design, each HDD will be designed on a case by case basis where the surrounding riverbank is assessed.



Meeting: Hornsea Four elected representatives and parish council webinar

Meeting Date: Tuesday 7 July 2020

Participants:

- Tom Watts, Ørsted
- David King, Ørsted
- Humphrey Laidlaw, Ørsted
- Andrew Acum, Mercury Group
- Matthew Addy, Counter Context
- Roger Gray, Hull City Council
- Cllr Mike Medini, Cottingham South
- Cllr Barbara Jefferson, North Holderness
- Cllr John Whittle, North Holderness

Agenda:

1. Hornsea Four Project Update (PEIR to DCO application)
2. Live Q&A session

Supporting Materials: PowerPoint presentation

Q&A Session:

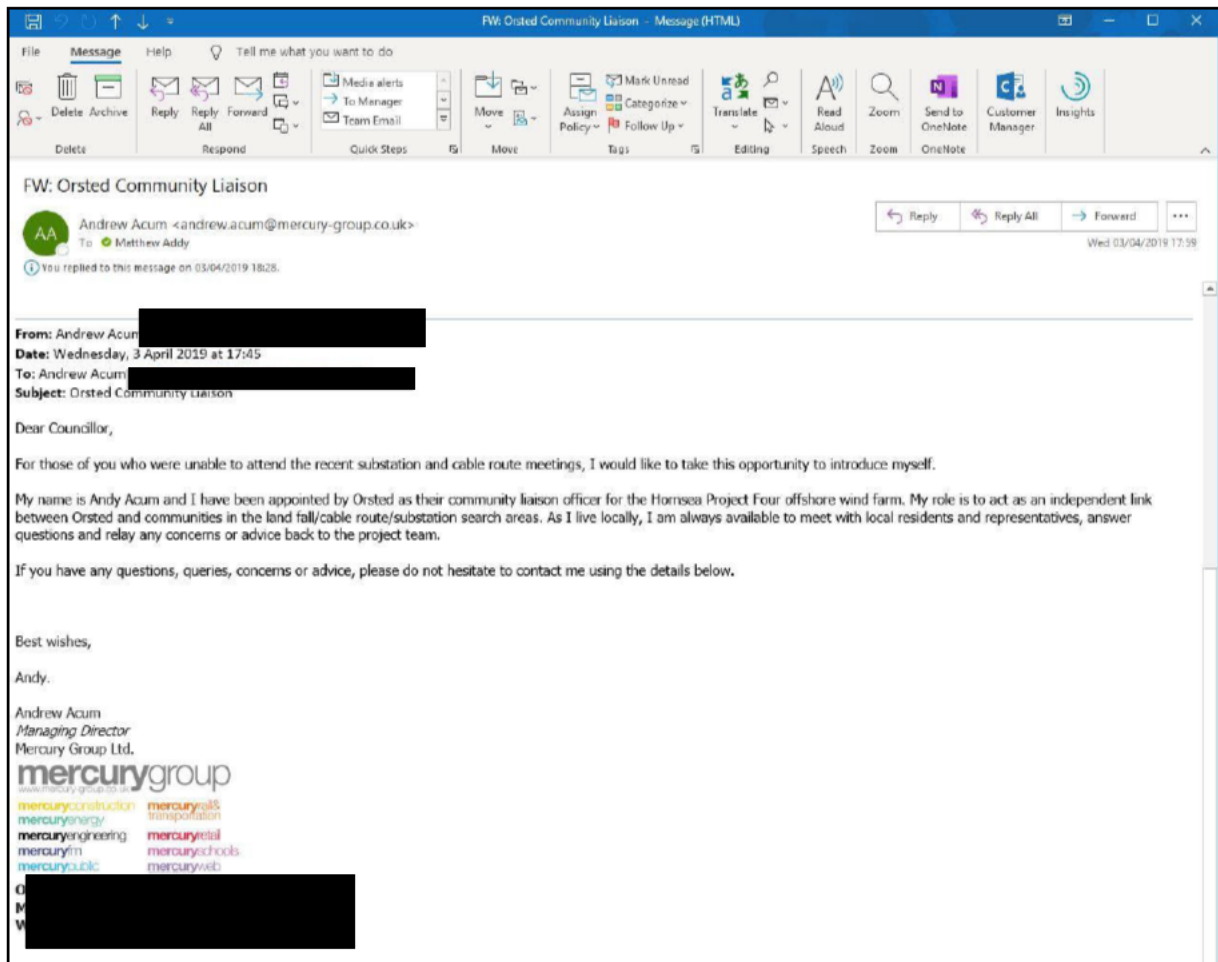
Q: What impact will the project have on fishing grounds for local fishermen?

A: We are aware of the importance of the fishing industry in the region, both economically and socially. As a developer we have a responsibility to fully consult and assess the interaction of our project on other offshore industries including the commercial fishing sector. We are aware that construction of Hornsea Four will, at least temporarily, have an impact on local fishing activities.

We are in ongoing dialogue with the fishing community and will endeavour to reduce these temporary impacts as much as possible. We have also employed a Fisheries Liaison Officer (FLO) who acts on behalf of Hornsea Four to communicate effectively with the local fishing industry.

Our FLO is called Nick Garside, who has worked on behalf of Ørsted for Hornsea One, Two and Four and has experience engaging with the Holderness Fishing Group and the National Federation of Fishermen's Organisations (NFFO). His contact details can be provided on request.

Community Liaison Officer activities – introductory email to parish councils



Community Liaison Officer activities – introductory email to elected representatives in the vicinity of the onshore export cable corridor and onshore substation

The screenshot shows an Outlook window titled "FW: Orsted Community Liaison - Message (HTML)". The ribbon includes "File", "Message", and "Help". The "Message" ribbon has various actions like "Ignore", "Delete", "Archive", "Reply", "Reply All", "Forward", "Meeting", "IM", "Move", "Actions", "Mark Unread", "Categorize", "Follow Up", "Translate", "Find", "Related", "Select", "Read Aloud", and "Zoom".

FW: Orsted Community Liaison

Andrew Acum [redacted]
To: Matthew Addy

Wed 03/04/2019 17:59

You replied to this message on 03/04/2019 18:28.

From: Andrew Acum <andrew.acum@mercury-group.co.uk>
Date: Wednesday, 3 April 2019 at 17:45
To: Andrew Acum <andrew.acum@mercury-group.co.uk>
Subject: Orsted Community Liaison

Dear Councillor,

For those of you who were unable to attend the recent substation and cable route meetings, I would like to take this opportunity to introduce myself.

My name is Andy Acum and I have been appointed by Orsted as their community liaison officer for the Hornsea Project Four offshore wind farm. My role is to act as an independent link between Orsted and communities in the land fall/cable route/substation search areas. As I live locally, I am always available to meet with local residents and representatives, answer questions and relay any concerns or advice back to the project team.

If you have any questions, queries, concerns or advice, please do not hesitate to contact me using the details below.

Best wishes,

Andy.

Andrew Acum
Managing Director
Mercury Group Ltd.

mercurygroup
www.mercury-group.co.uk

- mercuryconstruction
- mercuryenergy
- mercuryengineering
- mercuryfirm
- mercurypublic
- mercuryair&transportation
- mercuryretail
- mercuryschools
- mercuryweb

[redacted]

Community Liaison Officer letter to onshore substation search area residents (who have not had previous meetings)

Hornsea 4



Xxxxxxxxxx
XXXXXXXXXX
XXXXXXXXXX
XXXXXXXXXX

Your ref. XXX
Our ref. XXXX
Doc. no. 1.0
Case no. XXX
Doc. responsible HUMLA

12 April 2019

Dear XXXX

Hornsea Project Four Offshore Wind Farm

As you will be aware, the Hornsea Project Four offshore wind farm is proposing to connect to the National Grid at Creyke Beck, requiring the construction of a new substation somewhere in this vicinity.

As we have not previously met, I would like to take this opportunity to introduce myself.

My name is Andy Acum and I have been appointed by Hornsea Project Four as their community liaison officer. My role is to act as an independent link between the project team and communities in the land fall/cable route/substation search areas.

As I live locally, I am always available to meet with local residents and representatives, answer questions and relay any concerns or advice back to the project team.

If you would like a meeting or have any questions, queries, concerns or advice, please do not hesitate to contact me using the following details:



We will continue to welcome feedback from the local community and engage with your parish council and statutory stakeholders on how we can refine our proposals moving forward, and we'll be submitting a location and initial layout for the onshore substation for you to comment on as part of our statutory consultation events in September this year.



Andrew Acum
Community Liaison Officer

Community Liaison Officer letter to onshore substation search area residents (who have had previous meetings)

Hornsea 4



XXXXXXXXXX
XXXXXXXXXX
XXXXXXXXXX
XXXXXXXXXX

Your ref. XXXX
Our ref. XXXX
Doc. no. 1.0
Case no. XXX
Doc. responsible HUMLA

12 April 2019

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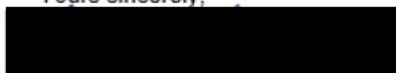
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If you would like a meeting or have any questions, queries, concerns or advice, please do not hesitate to contact me using the following details:



We will continue to welcome feedback from the local community and engage with your parish council and statutory stakeholders on how we can refine our proposals moving forward, and we'll be submitting a location and initial layout for the onshore substation for you to comment on as part of our statutory consultation events in September this year.

Yours sincerely,



Andrew Acum
Community Liaison Officer

Hornsea Four virtual consultation ERYC Highways meeting minutes (10 May 2021)



Minutes of Meeting

Meeting	Homsea Four and East Riding of Yorkshire Council Project Update and Virtual Consultation	10 May 2021
Meeting Date	10 May 2021	
Place	MS Teams	Our ref. Homsea Four and East Riding of Yorkshire Council Meeting 10.05.2021
Participants	Tom Watts (TW), Ørsted, Onshore Consents Humphrey Laidlaw (HL), Consultation Manager Andy Wainwright (AW), East Riding of Yorkshire Council	

Absent	n/a
Copy	Julian Carolan, Ørsted, Homsea Four Consents Project Manager
Next meeting	TBC

Agenda

1. Introductions
2. Homsea Four Update
3. Virtual Consultation
4. Baseline Validity
5. Lockington
6. Statement of Common Ground (SOCG)
7. AOB



Minutes and Actions

1. Introductions

All attendees identified themselves and their roles and responsibilities.

2. Hornsea Four Update

TW explained Hornsea Four decision to extend its DCO Application submission to September 2021 considering the acceptance challenge in providing a Derogation case at the point of DCO Application. TW also covered the recently completed onshore and intertidal ground investigation works and proposed minor amendments to the Hornsea Four onshore export cable corridor A164 access considering its interactions with the Jocks Lodge improvement scheme.

3. Virtual Consultation

HL explained the purpose of PINS non-statutory Advice Notes and in particular, Advice Note Fourteen – Compiling the Consultation Report, which has recently been updated to include virtual consultation. HL advised that, in accordance with the new Advice Note, where virtual consultation methods were deployed as a reaction to the COVID-19 pandemic then it is important that the views of ERYC are captured in the Consultation Report.

HL provided a summary of the different virtual consultation activities undertaken with the local community since the start of the pandemic including: two Targeted Consultations, Commonplace updates through the interactive map, website updates through newsfeed, documents library and FAQ, three newsletters, work of Andy Acum (CLO) via phone and email, and two virtual briefing sessions with the relevant parish councils and elected members in July 2020. HL advised that these activities would all continue up to the point of DCO submission and a final round of virtual briefing sessions with the parish councils and elected members will take place in June / July 2021.

HL asked if ERYC were happy with the virtual consultation undertaken to date and the virtual activities planned with the local community to DCO Application submission. AW said that ERYC agreed with the approach taken to virtual consultation and mentioned that Orsted had gone above and beyond in this aspect.

4. Baseline Validity

TW advised that due to the Hornsea Four submission delay, position papers are being prepared for all onshore technical topic areas. TW advised that the baseline position is still valid but Hornsea Four is going out in targeted locations this summer to ground truth for certain topic areas and ensure a robust and sufficiently accurate baseline is used for environmental assessments at the point of DCO submission.

Action 1: TW will share the with ERYC the ecology, traffic and transport, air quality and noise position papers for review.



5. Lockington

TW raised that Hornsea Four are looking at the station road construction compound considering the concerns raised from the parish council last year regarding health and safety and construction traffic impacts. It was noted that Hornsea Four had asked ERYC to look at the appropriateness of Station Road for HGV access and AW agreed to chase this up internally.

TW asked whether data would be available on the usage of the Station Road bus stop to help consider the potential interaction between pedestrians and Hornsea Four traffic and how this could be managed through the pre-construction design of the accesses. AW confirmed that data should be available and asked TW to send through an email request.

Action 2: TW to send AW the original email to Andy Forshaw regarding Station Road so that it can be acted upon.

Action 3: TW to send AW an email asking for Station Road bus stop data.

6. Statement of Common Ground

TW advised that the SOCG with ERYC is currently being updated and will be provided alongside the baseline validity position papers for review so that agreements can be finalised prior to DCO submission. TW asked whether an agreement could be added regarding virtual consultation in accordance with the PINS updated Advice Note fourteen and HL and AW both agreed that this would be beneficial.

Action 4: TW to send AW the updated SOCG

Action 5: HL to add agreement to SOCG on virtual consultation.

7. Any Other Business

No other business was raised.

Hornsea Four landfall parish council webinar (21 June 2021)



Meeting: Hornsea Four Landfall Webinar

Meeting Date: Monday 21 June 2021

Place: Zoom

Participants:

- Humphrey Laidlaw, Ørsted
- David King, Ørsted
- Thomas Watts, Ørsted
- Laurie Hill, Ørsted
- Lily Downes, Counter Context
- Andrew Acum, Mercury Energy and Public Sector Ltd
- Cllr Holtby, Hutton Cranswick Parish Council
- Jeremy Pickles, East Riding of Yorkshire Council
- Patrick Wharam, East Riding of Yorkshire Council

Agenda:

1. Introductions
2. Presentation
 - A. Application and COVID 19 update
 - B. Consultation update
 - C. Landfall update; PEIR to Application
 - D. Site Investigation; geotechnical campaign update
 - E. What happens next?
3. Q&A


Questions from Q&A session:

- **Question:** When it comes to installing the cables across the beach, will it look like a pipeline, or will the land be reinstated?
 - **Ørsted response:** We have committed to using trenchless technologies, hence no open cut trenches, on the long stretch of sandy beach. We've made the commitment to use Horizontal Directional Drilling (HDD) and not to shut off the beach. In terms of what will be visible, there will be a drilling rig in the intertidal zone, and one onshore. The work will be non-intrusive from the surface.
- **Question:** Further along the route onshore, what will this look like?
 - **Ørsted response:** Onshore, the construction of the cable corridor will be slightly different. In sensitive areas, such as woodlands and sensitive highways, we'll also use HDD techniques. However, for the majority of the site it will be open cut excavation with the land returned to its former use upon cable installation.
- **Question:** Could you share the data from your surveys with ERYC?
 - **Ørsted response:** Yes – there has been some discussion on this and we are happy to share data as it may be useful to ERYC.

Supporting Materials: 21.06.21 PowerPoint presentation

1/1

Hornsea Four onshore ECC parish council webinar (22 June 2021)



Meeting: Hornsea Four Onshore ECC Webinar

Meeting Date: Tuesday 22 June 2021

Place: Zoom

Participants:

- Humphrey Laidlaw, Ørsted
- Faye McGinn, Ørsted
- Thomas Watts, Ørsted
- Lily Downes, Counter Context
- Andrew Acum, Mercury Energy and Public Sector Ltd
- Ian Reid, Beswick Parish Council
- Bernard Gateshill, Ward Councillor Beverley Rural

Agenda:

1. Introductions
2. Presentation
 - A. Application and COVID 19 update
 - B. Consultation update
 - C. What happens next?
 - D. Onshore ECC update; PEIR to Application
3. Q&A

Questions asked during the presentation:

- **Question:** Regarding the proposed A164 access change – will there be a PRoW diversion?
 - **Ørsted response:** This access will be used for a small amount of time when this section of the cable is being constructed. We've not yet started to have conversations with stakeholders, but will be consulting the relevant local stakeholder groups on this proposed access change. It may be that there are management measures that will be put in place for impacted cycle paths, the proposed non-motorised user route (consented as part of the Jocks Lodge Highways improvement Scheme) and nearby PRoWs whilst it is in use, such as banksmen.

- **Question:** Regarding Lockington route and compound options – Beswick Parish Council previously joined Lockington in opposing the proposed compound location. However, we have gone back on this as the alternative would result in the potential backing up of traffic on the A164 due to right turning vehicles. From the two routing options presented, we would support the Northern Option, to avoid the wiggle in the road.
 - **Ørsted response:** Thank you for your feedback.

- **Question:** What will happen with the bridleway close to the permanent onshore substation access entrance?

1/3



- **Ørsted response:** Details on this bridleway will be included in the PRoW management plan that will be submitted with the DCO application. As discussed previously with local stakeholders, the bridleway will be diverted permanently to the south of the Hornsea Four access road.

Q&A questions:

- **Question:** SEGL2 predates you, but given the importance to east riding – are you liaising with them in any way?
 - **Ørsted response:** There are a few cumulative schemes that we've been in touch with, including Dogger Bank, and this National Grid interconnector project. We've been in close contact with them regarding their project. Where the projects are developed enough we will consider cumulative impacts using the information available. However, where the information isn't developed enough we cannot include this in our assessments.
- **Question:** The levees for the upper River Hull, are getting on to 100 years old and there are a few integrity problems. I know you're going underneath these, but several channels including Watton Beck have had integrity issues, and there has been leakage when the water is high. I've raised this before with regards to the substrate in Holderness, and whether there are HDDing challenges associated with this when going under water courses. Although the Environment Agency control this, the Internal Drainage Board has an interest in this.
 - **Ørsted response:** Thank you, I've written that down for our hydrology consultants. Protective provisions in the DCO would cover off any agreement for future crossings of the waterways. Additionally, crossing method statements for DCO would need to consider these issues. We've been in touch with the EA regarding some of these issues, but lots of it will be fully considered in the detailed design process.
- **Question:** Is the impact on crop growth and increased evaporation from soils along corridor due to the thermal regime of the onshore cable corridor something you've considered?
 - **Ørsted response:** The thermal properties of the cables has also been raised by NFU, and is a common landowner question. This will be part of the DCO application process as a response to that query.
- **Question:** We spoke about community funds previously, is this still figuring in the thinking?
 - **Ørsted response:** Yes, it is very much in the thinking. Usually, the timeline for these funds starts once final investment decision is made on the project. We would be applying for a CfD in 2023 and would have the benefit fund in place late 2024/early 2025. Usually before this we would be mapping the area where people apply for funding. For previous projects, these have been coastal community funds, but with



the cables going deeper onshore, we are updating these processes for recent projects.

- **Question:** To flag areas where we would look for funding, the local access forum is hoping there will be something for restoring bridges over rivers, and Public Rights of Way close to the cable corridor.
 - **Ørsted response:** Yes, these are the kinds of projects we would take under consideration. At the moment we have an outline enhancement strategy which covers Public Rights of Way, with a list of PRoWs that we would want to enhance, to leave them in a better position that they were when we found them.
- **Question:** I'm on a windfarm committee, I'm assuming there is a similar set up for your projects?
 - **Ørsted response:** Yes, we work with an independent organisation that manages the funding for our windfarms, that also works with a council of local figures including elected members such as yourselves for these.
- **Question:** South of Beverly, there has been lots of work done related to a Dogger Bank project. Is there any interaction between that extensive work and your plans?
 - **Ørsted response:** The only direct interaction will be an offshore cable crossing. We anticipate the Dogger Bank project to be constructed and operational before our construction begins. We've been keeping up to date about how their project has been progressing, and it will be a good project to come after as local stakeholders will be particularly knowledgeable with experience of a similar development project.
- **Question:** With all of these projects, the power produced is going to vary lots. How and where is surplus power stored?
 - **Ørsted response:** We are one of the first offshore projects to include energy balancing infrastructure. As part of the onshore substation site, we have an area allocated for energy balancing infrastructure, such as, but not limited to lithium-ion technology. This will allow for surplus energy to be stored.
- **Question:** Where will this be? Will it be shared within Dogger Bank project?
 - **Ørsted response:** Our substation site is 100-200 metres to the west of Crekye Beck substation. The energy storage facility will be within the same location. It will not be shared with the Dogger Bank project.
- **Comment:** I think you've been very good on community relations. We've not had the same experience with other developers, and I must congratulate you on this.

Supporting Materials: 22.06.21 PowerPoint presentation

Hornsea Four onshore OnSS parish council webinar (23 June 2021)



Meeting: Hornsea Four OnSS Webinar

Meeting Date: Wednesday 23 June 2021

Place: Zoom

Participants:

- Humphrey Laidlaw, Ørsted
- Julian Carolan, Ørsted
- Thomas Watts, Ørsted
- Lily Downes, Counter Context
- Andrew Acum, Mercury Energy and Public Sector Ltd
- Cllr Ros Jump, Cottingham Parish Council
- Cllr Tom Holtby, Hutton Cranswick Parish Council
- Lynda Varey, Skidby Parish Council

Agenda:

1. Introductions
2. Presentation
 - A. Application and COVID 19 update
 - B. Consultation update
 - C. What happens next?
 - D. Onshore Substation update; PEIR to Application
3. Q&A

Questions from Q&A session:

- **Question:** We need to safe guard access and have some proper paths, the need for it has been proved through the lock down, and need to do this in the proper way so footpaths link up. But if we can get everything to link up properly that would be great.
 - **Ørsted response:** It's crucial for us and other developers to work with ERYC to ensure we add to the network of PRoWs in the long-term rather than detract from them.
- **Question:** Could someone run me through where the substation sits in relation to the major accidents and hazards.
 - **Ørsted response:** We're aware of this concern. It's a strength in having our own bespoke access point off the A road network, so we don't need to worry about hold ups and access issues from smaller roads (such as Park Lane). It's not scoped into the EIA but we have a number of documents considering safety matters, including the outline hazard report which covers emergency protocols and in-built design considerations. The measures would need to be agreed with ERYC to make sure they are fit for purpose before constructing.



- **Question:** Will you be constructing a safety case? A public document that details everything you have in place to ensure health and safety.
 - **Ørsted response:** Yes – that will come under many forms. We have the EIA documents that cover emission assessments and health matters. The outline hazards report, which includes details on safety matters specifically associated with the EBI. Regarding employee's safety, this is covered by Ørsted internal policy.

- **Question:** What site security will there be?
 - **Ørsted response:** Industry standard security fencing will surround the OnSS. Detail on fencing will be included in the Outline Design Plan (to be submitted with the DCO application), which secures matters associated with detailed design at the OnSS. Furthermore, the only access road will be gated and won't allow public traffic to use it.

- **Question:** could someone send us the new plans of where the cables are going?
 - **Ørsted response:** Agreed to follow up.

- **Comment:** We appreciate the way you've kept us in the loop throughout the development.

Supporting Materials: 23.06.21 PowerPoint presentation

Hornsea Four and Lockington Parish Council project update (13 July 2021)



Minutes of Meeting

Meeting	Hornsea Four and Lockington Parish Project Update	13 July 2021
Meeting Date	13 July 2021	
Place	MS Teams	
Participants	Humphrey Laidlaw (HL), Consultation Manager Thomas Watts (TW), Environment Manager Andrew Acum (AA), Mercury Group Lily Downes (LD), Counter Context Gareth Rees (GR), Lockington Parish Council Kevin Marshall (KM), Lockington Parish Council	Our ref. Hornsea Four and Lockington Parish Council Meeting 13.07.2021
Absent	n/a	
Copy	n/a	
Next meeting	TBC	

Agenda

1. Introductions
2. Hornsea Four Update
3. Compound location and route options
4. Q&A



Minutes and Actions

1. Introductions

All attendees identified themselves and their roles and responsibilities.

2. Hornsea Four Update

HL explained the Hornsea Four decision to extend its DCO Application submission to September 2021 considering the acceptance challenge in providing a Derogation case at the point of DCO Application. HL explained how derogation case considers impacts on three bird species, and how Ørsted will be considering the targeted compensation on potential compensation measures.

HL explained that as the delay has been in relation to offshore matters, Ørsted has been given opportunity to further consider onshore matters and since we last spoke, Ørsted have had further conversation with ERYC.

3. Compound location and route options

TW walks through Dalton Estate Routes map, explains the two proposed route options. Both options are close based on an environmental appraisal. Option A (Southern) has historic concern from land tenant regarding drainage. Option B (Northern) is closer to a priority habitat and is located in grade 2 agricultural land. Option A is grade 3. Option B would require construction traffic to turn right off station road and crossing the existing footpath, and would require a longer access road at a different location, with potential for additional construction materials such as aggregate.

GR questioned the location of both routes, in particular the accompanying logistics compound. TW confirmed that Ørsted has liaised with ERYC on routing options in this location and received advice from the case officer and transport department, and highway engineers. Firstly, for ERYC from a highway's perspective, it is preferable for vehicles to come from the south via the A164 and turn left off the A164 - as opposed to vehicles turning right off A164. TW confirmed that this was the fundamental matter that meant ERYC are firmly in support of the compound being to the west of the A164. This avoids vehicles backing up on the A164 before making the turn.

KM questioned the impact on station road and access to the village. TW confirmed that, as was agreed with ERYC, no traffic will go through Lockington. In the Outline Construction Traffic Management Plan (oCTMP), measures for monitoring HGV routing will be included, in addition to measures to enforce the routing, avoiding where possible vehicles making an incorrect turn.

TW confirmed that ERYC has said that traffic has been adequately addressed and that it is understood that ERYC are planning some updates in the area, including constructing a new path from Lockington to the A164.

TW confirmed that Hornsea Four do not want to have an adverse impact on Station Road beyond that which is reasonably expected during construction and ERYC have



said road and junction improvements may be needed, which are standard for projects of this size, such as road widening or additional curbing. Additionally, some road cores prior to construction may be needed to ensure the structural integrity of the road prior to construction. In the oCTMP it needs to be ensured that there are adequate provisions to confirm that those discussions pre-construction are taken. Further, TW confirmed that management measures, such as signage, will be needed for the footpath users.

GR questioned whether all vehicles would use the A164. TW confirmed that not all vehicles will go left and a small number of vehicles that will need to use AP_014 to the east.

GR asked about the number of vehicles expected on AP_014. TW agreed to follow this up.

Follow up note post-meeting: It can be confirmed that the peak daily two-way HGV traffic number are anticipated to be 67 for AP_014 (access west of A164) and 14 daily HGV vehicles at access AP_015 and AP_034 (both accesses east of A164).

KM questioned how non-HGV vehicle movements can be controlled. TW confirmed that in the oCTMP there will be measures and suggestions for non-HGV traffic such as car sharing and other management measures including minibuses.

GR requested the peak transport figures over the duration of construction. TW confirmed that he can provide the peak numbers.

Follow up note post-meeting: See above information.

GR questioned whether Lockington Parish Council's request to locate the compound to the east was possible. TW confirmed that from conversations with ERYC with regards to traffic and transport, it will be suboptimal and whilst Lockington's request was taken seriously, it was not possible in this location.

GR stated that there will be right turning vehicles to get to the AP_014 in any case. TW confirmed that traffic numbers at this access are far lower. Access that side of the A164 is necessary to facilitate the HDDs in this location.

GR questioned why the compound cannot be accessed directly off the A164. TW confirmed that early in the route planning process, as a core principle, taking direct access off an A road is considered suboptimal as there are a number of challenges associated with this as it would need a slip road, and a significant amount of infrastructure to make this safe, or speed limits included.

GR questioned whether a slip road off the A164 would be less disruptive. TW confirmed that this form of large-scale infrastructure is generally more disruptive.

GR questioned that when coming onto the A164 from Station Road from the west, vehicles would have to turn right anyway. TW commented that delays vary when turning onto an A road rather than off it and turning right off an A road increases the potential for traffic delays from the backing up of traffic. However, vehicles coming out the logistics compound can be more easily controlled, based on how open the road is. Hence, backing up on the A164 and delaying fast moving traffic would not be preferable.

KM questioned whether the early traffic surveys considered traffic from the east and



west. TM confirmed he can check this.

Follow up note post-meeting: It is confirmed that traffic counts were commissioned on station Road, both east (TC (17)) and west (TC(18)) of the A164.

KM questioned whether aside from highways issues, there are any other reasons the compound cannot be located to the east. TM confirmed that this has been agreed following landowner discussions and ERYC discussions and Ørsted cannot give further information that what has already been provided to Lockington.

KM stated that Lockington aren't entirely happy with the compound location, however Ørsted has provided some good reasons for the decision and Lockington would welcome further information on HGV numbers and baseline information.

GR questioned how long the compound would be located in the proposed location. TW confirmed it will be for 36 months, including 3 months establishment works, which are currently anticipated to commence in 2024 at the earliest. TW confirmed that Ørsted will be submitting their DCO application in Q4 this year, followed by an approximately yearlong application process which allows for stakeholders like parish councils to make relevant representations.

4. AOB

GR questioned what compensation is available. HL confirmed that Ørsted has a community benefit fund commencing the first year of construction which is organised by Grantscape, an independent organisation. When setting this up, Ørsted would run a consultation and decide on the area where people are eligible for funding. Previously funds have focused on coastal communities, however as these projects come further in land Ørsted has been restructuring these funds, and the fund for this project will be restructured based on HOW03's fund. Hence Lockington will be scoped into the area for this fund and there is a nominal amount that can be applied for twice a year and the money would be split with roughly 70% in the main pot, and 30% ringfenced for a skills fund. HL confirms that Ørsted has just started to produce a newsletter on community benefit funds across the UK, which he will send through.

GR questioned whether there is a fund for the villages impacted by construction. HL confirmed this doesn't exist, as Ørsted's approach is to spread the community money over a long period of time to avoid funding gaps.

GR stated that Lockington would want compensation while the village is being impacted by the project. HL confirmed that the fund will be running over that period and the sums are large when compared to other community benefit funds. Having the funds operational for 30-35 years means there can be a lasting and diverse impact, and offer more people the chance to receive funding, rather than only having 8 funding rounds with very large amounts. HL agreed to take away consideration of targeted funding for communities affected by construction.

KM asked for the name of the ERYC case office. TM confirmed it is Andrew Wainwright.

GR asked how parish councils would be involved in the funds. HL confirmed that parish councils would be involved in the fund consultation, however they are usually not involved in the committee as this is a small committee of 6-8 individuals.

Letters of No Objection (LONOs) and Letters of Comfort (LOCs)



Alpha Petroleum Resources Limited
No. 1 London Square
Cross lanes
Guildford
GU1 1UN

By email for the attention of Graham Walters

21st September 2021

Hornsea Project Four

Dear Graham,

Our ref. HOW04 Alpha Petroleum
Letter of Comfort

Letter of Comfort between Orsted Hornsea Project Four Limited and Alpha Petroleum Resources Limited

I write further to our email correspondence and discussions with Nick Care.

INTRODUCTION

1. This letter of comfort between Orsted Hornsea Project Four Limited (**the Applicant**) and Alpha Petroleum Resources Limited (**Alpha**) has been prepared to accompany the Hornsea Project Four Offshore Wind Farm (**Hornsea Four**) DCO application.
2. Alpha is the Operator of the Garrow normally unmanned installation (**NUI**) located Latitude: 54° 16' 23.7244" North, Longitude: 00° 59' 46.6892" East; and the Kilmar NUI located Latitude: 54° 17' 26.8649" North, Longitude: 01° 20' 10.5335" East. Garrow is located 3.8nm from the Hornsea Four array and Kilmar is located 6.8nm from the Hornsea Four array. Alpha has made representations in relation to a proposed development of a pipeline from the Kilmar NUI to an unknown platform.
3. Following commercial engagement between the parties, the matters which remain under discussion are limited in scope and are summarised in this letter.
4. Alpha does not object to the Hornsea Four application although it does intend to submit a relevant representation in the form annexed to this letter to stay informed of the Hornsea Four DCO examination as it progresses.

ALLISION RISK

5. Vessels may be deviated from existing routes due to the presence of Hornsea Four and this change in vessel routing could increase allision risk and therefore the risk of structural damage to the Garrow NUI and the Kilmar NUI.
6. The limited vessel traffic that currently transits the Hornsea Four developable area is expected to move south between Hornsea Project Four and Hornsea Project Two. The distance between Hornsea Project Four's developable area

Page 1/5



and the closest turbine placement on Hornsea Project Two is 2.2 nautical miles. This is shown in the map in Appendix 1.

Our ref. HOW04 Alpha Petroleum
Letter of Comfort

7. The increase to allision risk is relatively small and there are existing safeguards and controls in place to manage the risk, including a 500m safety zone around each NUI.
8. The parties therefore agree that the allision risk to the Garrow NUI and the Kilmar NUI is broadly acceptable and that this is not an issue which requires further consideration during the DCO examination.

HELICOPTER ACCESS

9. The presence of Hornsea Four could result in changes to the helicopter landing approach to and take-off from the Garrow NUI and the Kilmar NUI.
10. There are existing safeguards and controls in place to manage the risk, including helicopter operations not being permitted during unsafe flying conditions. For the avoidance of doubt the presence of Hornsea Four will not impose any restrictions on SAR aircraft access to the Garrow and Kilmar NUIs.
11. The parties therefore agree that the risk to helicopter operations at the Garrow NUI and the Kilmar NUI is broadly acceptable.

MICROWAVE COMMUNICATION

12. The presence of Hornsea Four has the potential to obstruct or interfere with several microwave links operated by Perenco and connecting to the Garrow and Kilmar NUIs.
13. If it is established that Hornsea Four will interfere with the performance of the microwave links then either exclusion zones around the affected microwave links or alternative routes could be considered.
14. Required communication could also be obtained via alternative means such as satellite communication. The parties therefore agree that the safety risk associated with microwave communication is broadly acceptable.
15. The parties together with the platform operator are progressing a commercial agreement in respect of any identified commercial impacts and are agreed that this is not an issue which requires further consideration during the DCO examination.

PROPOSED PIPELINE

16. Alpha has made representations in relation to a proposed development of a pipeline between the Kilmar NUI and an unknown platform. The parties are in ongoing discussions with regards to the location of this pipeline and the potential interaction with Hornsea Four. The parties are confident that coexistence can be achieved via commercial agreement and are agreed that this is not an issue which requires further consideration during the DCO examination.



OTHER MATTERS

17. Other than the matters set out in this letter, there are no residual matters outstanding between the parties.

Our ref. HOW04 Alpha Petroleum
Letter of Comfort



Aparna Majmudar, Commercial Manager

Signed on behalf of Orsted Hornsea Project Four Limited



Signed on behalf of Alpha Petroleum Resources Limited



Alpha Relevant Representation

Alpha Petroleum Resources Limited (Alpha) wishes to make a relevant representation in respect of the application by Orsted Hornsea Project Four Limited (the Applicant) for a development consent order for the Hornsea Project Four Offshore Wind Farm (Hornsea Four).

Alpha is the Operator of the Garrow normally unmanned installation (NUI) located Latitude: 54° 16' 23.7244" North, Longitude: 00° 59' 46.6892" East; and the Kilmar NUI located Latitude: 54° 17' 26.8649" North, Longitude: 01° 20' 10.5335" East. The presence of Hornsea Four has the potential to impact the operation of the Garrow NUI and the Kilmar NUI.

Alpha and the Applicant are in commercial discussions and Alpha wishes to be kept up to date with the progress of the Hornsea Four examination.

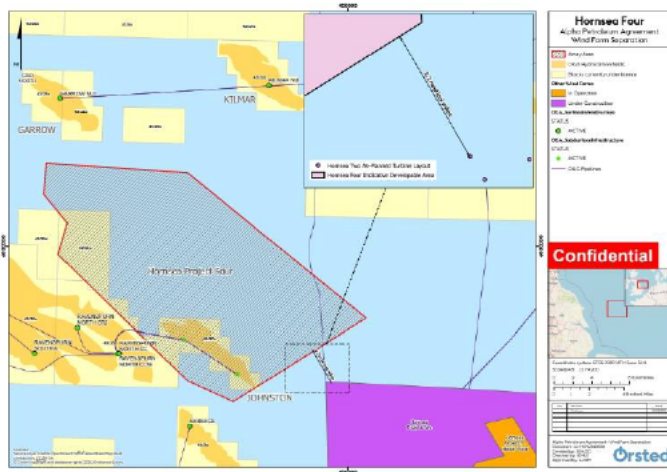
Our ref. HOW04 Alpha Petroleum
Letter of Comfort



Appendix 1

Hornsea Project Four and Hornsea Project Two separation

Our ref. HOW04 Alpha Petroleum
Letter of Comfort





Cluff Natural Resources Plc
5-8 The Sanctuary,
London
SW1P 3JS

By email for the attention of Alexandra Kenison

Hornsea Project Four

8 January 2020

Dear Alexandra,

Hornsea Project Four

Our ref. HOW04 Cluff Natural Resource
Plc Letter of Cooperation

I write further to our email correspondence and call in September 2019.

As you are aware, Ørsted Hornsea Project Four Limited ("Ørsted") is currently developing an offshore wind farm known as Hornsea Project Four in the North Sea, located approximately 65 km off the coast of Yorkshire. Hornsea Four will making an application for a Development Consent Order (DCO) in early 2020.

Cluff Natural Resources Plc has interests in various exploration activities in the vicinity of Hornsea Four, namely licence number P2437 in Block 48/08b, with your partners Shell.

Hornsea Four undertook a S. 42 Consultation (under the Planning Act 2008) in August-September 2018. Having reviewed the information provided, you responded that you have no objection in principle to [our] proposed development for Hornsea 4.

Cluff Natural Resources confirms that, as of the date of this letter, it has no principle objection to the development of Hornsea Project Four. Cluff Natural Resources Plc also confirms that it does not intend to object to the future development of Hornsea Project Four and (without prejudice to the generality of this statement) that it does not intend to object to Ørsted 's application to the Planning Inspectorate for a Development Consent Order under the Planning Act 2008.

The Parties hereby agree that this letter will be placed on the public record as part of the examination of Hornsea Project Four to clearly demonstrate the proposed co-operation between the Parties.

Ørsted hereby confirms its agreement to the above.

Yours faithfully,



Apama Majmudar
Hornsea Four Commercial Manager
Signed on behalf of Ørsted Hornsea Project Four Limited

Our ref. HOW04 Cluff Natural
Resources Plc Letter of Cooperation

Cluff Natural Resources Plc confirms its agreement to the above by countersigning and returning the attached copy of this letter.

Signed on behalf of Cluff Natural Resources Limited



David Rodrigues de Miranda
Asset Manager – Langeded Pipeline
Gassco AS
Postboks 93
Haugesund 5501
Norway

10 June 2020

Dear David,

Hornsea Project Four

I write further to our conversations and correspondence in recent months.

As you are aware, Orsted Hornsea Project Four Limited ("Orsted") is currently developing an offshore wind farm known as Hornsea Project Four in the North Sea, located approximately 65 km off the coast of Yorkshire.

Gassco AS ("Gassco") operates the Langeded pipeline, a forty-four inch (44") diameter natural gas pipeline, owned by Gassled JV. The Hornsea Project Four offshore export cable corridor will cross the Pipeline as demonstrated in the diagram set out in the plan appended to this letter. Furthermore, one or more Offshore HVAC booster stations may sit on new platforms in the vicinity of the Langeded pipeline.

Gassco has received the following information regarding the Hornsea Project Four:

- Letter regarding "Consultation" 20 December 2018 (ref. 00910098_A)
- Letter regarding "S42 Consultation notification" dated 8 August 2019 (ref. S42_0259136) consulting Gassco on Hornsea Four's proposed application including preliminary environmental information
- Proposal for Letter of No Objection dated 17 January 2020
- Plan Hornsea Four Gassco Langeded Pipeline Crossing (doc. no.: HOW040344)

Gassco hereby confirms that, as of the date of this letter, and based on the information received and consulted on, it has no objection in principle to the development of Hornsea Project Four on the condition that Gassco's technical requirements are met and that an agreement based on the standard agreements applied by Gassco in its capacity as operator of Gassled, owner of the Langeded, is entered into between the parties concerning the proposed crossing and proximity activities ("the Activities") in the vicinity of Langeded.

Orsted confirms that it has received information of Gassco's technical requirements and standard agreements, which are available on Gassco's webpages; <https://gassco.no/en/contact-gassco/proximity-and-crossings/>.

It is the intention of the parties that a formal agreement, including detailed methodology and work procedures will be agreed prior to commencement of the Activities.

The Parties hereby agree that this letter will be placed on the public record as part of the examination of Hornsea Project Four to demonstrate the contact between the Parties.



Orsted hereby confirms its agreement to the above.

Yours faithfully,

Aparna Majmudar
Project Commercial Manager
Signed on behalf of Orsted Hornsea Project Four Limited

[Redacted signature]

Gasco confirms this letter of no objection by countersigning and returning the attached copy of this letter.

[Redacted signature]

Signed on behalf of Gasco Ltd

The screenshot shows an Outlook window titled "RE: Hornsea Projects Four - Message (HTML)". The interface includes a ribbon with various actions like Reply, Forward, and Delete. The email content is as follows:

RE: Hornsea Projects Four

Wendy Gray [Redacted]
To: Simon Fox
Cc: Eleni Antoniou; Dominic Cruickshanks

You replied to this message on 22/05/2020 14:40.

Hi Simon,

Further to my earlier email on the subject.

I'd like to confirm that it is our belief that, with the change in boundary location and the distance from any Chrysaor Assets being in excess of 800m, there is no requirement for a letter of no objection in these circumstances.

Should the boundary alter at some point in the future and once again encroach upon the previously advised safety zones, then Chrysaor reserves the right to request consultation and for relevant Agreements be put in place if required.

Best Regards,

Wendy

Wendy W Gray
Commercial Services Adviser
Chrysaor

T: +44 (0)1224 086 000 D: +44 (0) 1224 086164 E: wendy.gray@chrysaor.com
The Capitol | Union Street | Aberdeen | AB11 6DA

"Nothing is so urgent or important that we cannot take the time to do it safely, with care for the environment and in a way we can all be proud of."



Painted Wolf Resources Ltd



By email for the attention of Andy Mortimer

Hornsea Project Four

20th April 2021

Dear Dr Mortimer,

Hornsea Project Four

Our ref. HOW04 Painted Wolf
Resources Ltd
Letter of No Objection

I write further to our email correspondence and MS teams meeting with Grant Emms on 26th March 2021.

As you are aware, Ørsted Hornsea Project Four Limited ("Ørsted") is currently developing an offshore wind farm known as Hornsea Project Four in the North Sea, located approximately 65 km off the coast of Yorkshire. Hornsea Four will be making an application for a Development Consent Order (DCO) in September 2021.

Painted Wolf Resources Ltd ("PWR") has interests in various exploration licences in the UK Southern North Sea, notably licences P2425, P2431 and P2433 in the vicinity of the Hornsea Four site.

Hornsea Four undertook a S. 42 Consultation (under the Planning Act 2008) in August-September 2018. Having reviewed the information provided, you responded that "the [anticipated Hornsea Four export] cables are clear of our licences so I doubt we will make representation in the consultation process." In 2021, you kindly engaged further with us regarding licence P2433 which resulted in your assertion that "anything we might contemplate would be to the south of your cable area."

PWR confirms that, as of the date of this letter, it has no principle objection to the development of Hornsea Project Four. PWR also confirms that it does not intend to object to the future development of Hornsea Project Four and (without prejudice to the generality of this statement) that it does not intend to make an objection to Ørsted's application to the Planning Inspectorate for a Development Consent Order under the Planning Act 2008 (an "Objection").

The Parties hereby agree that this letter will be placed on the public record as part of the examination of Hornsea Project Four to clearly demonstrate the proposed co-operation between the Parties.

Ørsted hereby confirms its agreement to the above.

Page 1/2

RESTRICTED





Yours sincerely,



Aparna Majmudar
Hornsea Four Commercial Manager
Signed on behalf of Ørsted Hornsea Project Four Limited

Our ref. HOW04 Painted Wolf
Resources Ltd
Letter of No Objection

Painted Wolf Resources Ltd confirms its agreement to the above by countersigning and
returning the attached copy of this letter.



Signed on behalf of Painted Wolf resources Ltd

RESTRICTED

Page 2/2

Cornerstone Oil and Gas Limited
12 Scotts Lane,
Shortlands,
Bromley
BR2 0LH

By email for the attention of Peter Young

Hornsea Project Four and Cornerstone Oil and Gas

Dear Mr Young,

Hornsea Project Four

I write further to our meeting back in October 2020.

As you are aware, Ørsted Hornsea Project Four Limited ("Ørsted") is currently developing an offshore wind farm known as Hornsea Project Four in the North Sea, located approximately 65 km off the coast of Yorkshire. Hornsea Four will be making an application for a Development Consent Order (DCO) in September 2021.

Cornerstone Oil and Gas Limited (COG) has interests in exploration activities in the vicinity of Hornsea Four, notably in block 47/3i.

COG confirms that, as of the date of this letter, it has no principle objection to the development of Hornsea Project Four. COG also confirms that it does not intend to object to the future development of Hornsea Project Four and (without prejudice to the generality of this statement) that it does not intend to make an objection to Ørsted's application to the Planning Inspectorate for a Development Consent Order under the Planning Act 2008 (and "Objection").

Notwithstanding the statements made by COG in this letter, in the event that new licences are acquired after the date of this letter by COG which, in COG's sole discretion, would be materially adversely impacted by the development of Hornsea Project Four, COG reserves the right to make any Objection in relation to such impact.

The Parties hereby agree that this letter will be placed on the public record as part of the examination of Hornsea Project Four to clearly demonstrate the proposed co-operation between the Parties.



1 February 2021

Our ref: HOW04 Cornerstone Oil & Gas
Letter of No Objection

Commented [FRADV1]: This isn't a defined term in the letter so I have amended to reflect this.

Page 1/2

RESTRICTED

Ørsted hereby confirms its agreement to the above.

Yours sincerely,

Apama Mejmudar
Hornsea Four Commercial Manager
Signed on behalf of Ørsted Hornsea Project Four Limited

Comerstone Oil and Gas Limited confirms its agreement to the above by



CEO
Signed on behalf of Comerstone Oil and Gas Limited



Our ref: HOW04 Comerstone Letter of
Cooperation

Page 2/2

RESTRICTED



Heather Strathie
ATP Development Engineer
Dana Petroleum (E&P) Limited
King's Close
Aberdeen AB10 1RS
By email only: heather.strathie@dana-petroleum.com

20 January 2020

Dear Heather,

Hornsea Project Four

I write further to our conversations and correspondence in recent months.

As you are aware, Orsted Hornsea Project Four Limited ("Orsted") is currently developing an offshore wind farm known as Hornsea Project Four in the North Sea, located approximately 65 km off the coast of Yorkshire.

Dana Petroleum ("Dana") and its partners are intending to develop the Platypus gas field in the Southern North Sea in the early 2020s. The pipeline will connect a subsea wellhead in Block 48/1a back to the Cleeton platform in Block 42/29a. This is shown in the attached plan (HOW040345) in the context of Hornsea Project Four's Export Cable Corridor.

Following Dana's response to Hornsea Project Four's public consultation (held under S.42 of the Planning Act 2008) which confirmed the intention to develop the Platypus pipeline, Orsted has made some changes to its proposed design. Adjustments to the extent of the Export Cable Corridor can be seen in the attached plan (HOW040291) and are designed to facilitate the crossing of the Platypus pipeline and other third-party assets.

Orsted and Dana (hereinafter "the Parties") hereby agree that, if Hornsea Project Four is granted development consent:

1. The Parties shall cooperate in order to develop appropriate offshore crossing and proximity agreements (as relevant and necessary) prior to construction of Hornsea Project Four. Such crossing and proximity agreements shall be based on the industry model form issued by Oil & Gas UK. It is agreed that any such agreements will be finalised once all relevant technical and commercial information is available in respect of Hornsea Project Four; and
2. On-going dialogue relating to Hornsea Project Four shall be maintained to ensure future cooperation between the Parties in respect of Hornsea Project Four and the Platypus Pipeline is maximised.

Dana hereby confirms that, as of the date of this letter, it has no principle objection to the development of Hornsea Project Four, subject to finalising and signing any necessary crossing or proximity agreements prior to the construction of Hornsea Project Four. Dana also hereby confirms that it will not object to the future development of Hornsea Project Four and (without prejudice to the generality of this statement) that it

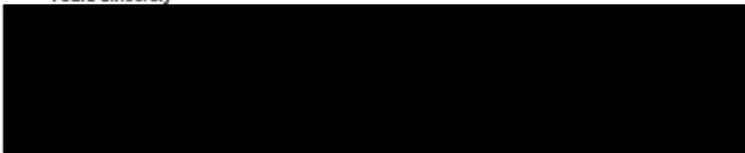


will not object to Orsted 's application to the Planning Inspectorate for a Development Consent Order under the Planning Act 2008.

The Parties hereby agree that this letter will be placed on the public record as part of the examination of Hornsea Project Four to clearly demonstrate the proposed co-operation between the Parties.

Orsted hereby confirms its agreement to the above.

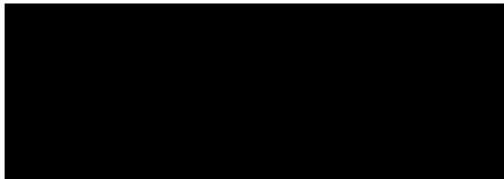
Yours sincerely



Signed on behalf of Orsted Hornsea Project Four Limited

Dana confirms its agreement to the above by countersigning and returning the attached copy of this letter.

Signed on behalf of Dana Petroleum (E&P) Limited.



Eric Bell (Developments Manager)

26/2/2020

Date



DFDS A/S
Sundkrogsgade 11
DK-2100 Copenhagen

By email for the attention of Jesper Hartvig Nielsen

Hornsea Project Four

10 September 2021

Dear Jesper Hartvig Nielsen,

Hornsea Project Four

Our ref. HOW04 DFDS
Letter of No Objection

I write further to our ongoing engagement and our latest conversation on 2 September 2021.

As you are aware, Ørsted Hornsea Project Four Limited ("Ørsted") is currently developing an offshore wind farm known as Hornsea Project Four in the North Sea, located approximately 65 km off the coast of Yorkshire. Hornsea Four will make an application for a Development Consent Order (DCO) in September 2021.

DFDS has significant activity through the Hornsea Four site array, including routes between Immingham and Esbjerg.

Hornsea Four undertook a S. 42 Consultation (under the Planning Act 2008) in August-September 2018. Having reviewed the information provided, you kindly participated in ongoing consultation with us, please see the table in the appendix for the log of our consultation. As the result of our consultation with you, we have amended our project boundaries, also known as the "Order Limits", which creates a gap of 2.2 nautical miles between the most north western Hornsea Two Offshore Windfarm turbine position to the closest Hornsea Four turbine position, from centre point to centre point.

DFDS also confirms that it does not intend to object to the future development of Hornsea Project Four and (without prejudice to the generality of this statement) that it does not intend to object to Ørsted's application to the Planning Inspectorate for a DCO under the Planning Act 2008. This confirmation is given on the understanding that the DCO application will provide for the gap. Should the DCO application include proposals which are contrary to DFDS's interests, DFDS reserves its right to object to them.

DFDS further confirms it intends to participate in the DCO process. For instance, DFDS intends to submit a relevant representation which will explain why DFDS needs an acceptable passage for calling the port of Immingham. DFDS reserves its right to, amongst other things, respond to any questions asked by the Examining Authority, to respond to a representation made by any other party, and to respond to any question

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Our ref. HOW04 DFDS
Letter of No Objection

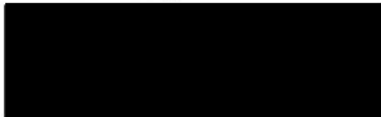
asked, or any consultation run, by the Secretary of State after the Examining Authority has completed its examination.

Orsted and DFDS do not consider that a formal agreement is needed to further facilitate the cooperation between them.

The parties hereby agree that this letter will be placed on the public record as part of the examination of Hornsea Project Four to clearly demonstrate the co-operation between the parties.

Ørsted hereby confirms its agreement to the above.

Yours faithfully,



Aparna Majumdar
Hornsea Four Commercial Manager
Signed on behalf of Ørsted Hornsea Project Four Limited

DFDS A/S confirms its agreement to the above by countersigning and returning the attached copy of this letter.



Head of ferry operations, Equipment Center & Terminal Excellence
Signed on behalf of DFDS A/S



Our ref. HOW04 DFDS
Letter of No Objection

Date	Activity	Stakeholder	Key Issues Discussed
02-08-2018	Kick-off Meeting	MCA & Trinity House	<ul style="list-style-type: none"> ● Introduction to Hornsea Four. ● Introduction to consenting strategy and approach to proportionality. ● Overview of geophysical surveys and discussion on project's position paper outlining the proposed geophysical strategy. ● Marine traffic survey approach. ● Future engagement: agreement that the standard approach of incorporating meeting minutes and Statements of Common Ground would be accurate.
27-11-2018	Layout Considerations	MCA & Trinity House	<ul style="list-style-type: none"> ● Covered MCA and TH's scoping responses; discussion on cumulative/in-combination impact assessment, lines or orientation and rescue requirements. ● Overview of the Applicant's Developable Area Approach. ● Introduction to the Applicant's Draft Layout Principles. ● Orsted to present updated layouts and justification to MCA and TH and provide scoping shapefiles.
02-04-2019	Informal Meeting - Introduction	DFDS Seaways	<ul style="list-style-type: none"> ● Introduction to Hornsea Four. ● Introduction to DFDS. ● RPSS process overview and review of baseline information on vessel movements. ● Consultation process overview ● Open discussion regarding the navigational impacts of Hornsea Four on DFDS.
23-05-2019	Informal Meeting - Introduction	MCA & Trinity House	<ul style="list-style-type: none"> ● Introduction to Hornsea Four. ● Overview of the Applicant's proportionate approach to EIA, Impacts and Effects Register and Commitment Register. ● Discussion on the suitability of scoping out marine navigation and communication aspects. Both parties agreed there were no major concerns, so long as relevant guidance is followed. ● Overview of the Applicant's Developable Area Approach and accompanying survey work. MCA to provide in writing that they are content with approach. ● Overview of red line boundary provided. TH and MCA confirmed they had no significant concerns. ● Discussion regarding the Applicant's layout principles wording and definitions.
27-06-2019	Hazard Workshop	MCA, Trinity House, Chamber of Shipping, DFDS Seaways, Perenco, Premier Oil, Alpha Petroleum	<ul style="list-style-type: none"> ● Meeting to give stakeholders opportunity to raise concerns and identify risks relating to shipping and navigation as a result of Hornsea Four. ● Overview of the project: timelines, infrastructure under consideration, proportionality, location of project including HVAS booster station, other projects in the area and orientation. ● Discussion on above topics, Oil and Gas traffic, commercial vessels, and fishing & recreational vessels.

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Letter of No Objection

30-07-2019	Consultation Meeting	DFDS Seaways	DFDS expressed clear need for passage through windfarm. Hornsea Four expressed that passage through the windfarm via a navigation corridor was not feasible.
05-11-2019	Consultation Update	DFDS Seaways	<ul style="list-style-type: none"> • Hornsea Four update. • Overview of programme and consultation. DFDS assured that consultation could continue past DCO submission if issues not resolved. • Discussion on normal routeing and adverse weather re-routeing. • Discussion on the inclusion of a navigation corridor as a mitigation measure to deal with re-routeing concerns. DFDS expressed clear preference for a navigational corridor. • The Applicant made clear preference to not include navigation corridor. All parties to consider alternative mitigation solutions.
07-11-2019	Consultation Update	Danish Shipping	<ul style="list-style-type: none"> • Hornsea Four update. • Overview of programme and consultation. Danish Shipping accepted that consultation with DFDS Seaways most vital moving forwards. • Danish Shipping Section 42 response and impacts relating to Navigational Safety. • Discussion on commercial impacts and proposed mitigation options including navigational corridor.
07-11-2019	Consultation Update	UK Chamber of Shipping	<ul style="list-style-type: none"> • Hornsea Four update. • Overview of programme and consultation. • Discussion over merits of joint meeting with other affected stakeholders, which has since been deemed impractical due to the commercial nature of discussions. • The Applicant reported on the reduction in landfall site and subsequent reduction in risk to navigational safety for fishing and recreational vessels. • Additional vessel traffic survey work undertaken since PEIR to be assessed the NRA at DCO submission. • UCOS Section 42 response and impacts relating to Navigational Safety. • Discussion on commercial impacts including a navigational corridor as potential mitigation.
20-11-2019	Consultation Update	ABP	<ul style="list-style-type: none"> • Hornsea Four update. • Overview of programme and consultation. Updates on consultation with Finnlane, DFDS and UCOS. • Discussion on impacts relating to navigational safety. The Applicant is confident that based upon the current project boundary, there are no significant impacts on navigational safety. • Discussion on commercial impacts and proposed mitigation options including navigational corridor.



Our ref. HOW04 DFDS
Letter of No Objection

25-11-2019	Consultation Update	MCA & Trinity House	<ul style="list-style-type: none"> • Hornsea Four update. • Overview of programme and consultation. Assurance that consultation could continue past DCO submission, including with DFDS Seaways, if issues not resolved. • MCA & TH Section 42 response. The Applicant confirmed that the impact assessment will be revised with updated inputs including the vessel traffic surveys and based on available information. • The Applicant made clear that commercial discussions ongoing with DFDS. Commercial impacts will be assessed in the ES chapter but will not be discussed in the NRA.
27-11-2019	Consultation & Route Data	UK Major Ports Group	<ul style="list-style-type: none"> • Hornsea Four update. • Assurance that consultation could continue past DCO submission, including with DFDS Seaways, if issues not resolved. • Discussion on impacts relating to navigational safety. The Applicant is confident that based upon the current project boundary, there are no significant impacts on navigational safety. • Discussion on commercial impacts and proposed mitigation options including navigational corridor.
23-01-2020	Discussion on draft NDA and Co-existence Considerations	DFDS Seaways	<ul style="list-style-type: none"> • Discussion on draft NDA which the Applicant sent DFDS for review. • DFDS made clear that their preference was to include several other stakeholders as "Representatives" as they advise DFDS. • Discussion on the Applicant's updated DCO programme and processes. • DFDS' explained the business-critical nature on transiting through the array. • Discussion of co-existence for both Hornsea Four and DFDS, including DFDS' preferred location of any potential shipping gap, width of a gap and Hornsea Four's considerations.
05-02-2020	Stakeholder consultation meeting	Copeche: Regional Fisheries Committee of France	<ul style="list-style-type: none"> • Introductions of all participants, and explanation of Copeche: Regional Fisheries Committee of France organisation. • Poseidon (Hornsea Four fisheries consultant) provided outline to project description. • Copeche confirmed that French fishermen are unlikely to operate within the windfarm, but operate between 6 to 12nm in the area. • Copeche confirmed that French fishermen operate across buried subsea cables, and is likely they will fish over Hornsea Four cables. • Copeche noted that displacement is an issue for UK potters, but Poseidon noted that potters areas are outside of the windfarm location. • Poseidon confirm that a cumulative effects assessment will

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			be undertaken.
26-02-2020	Consultation Meeting	MCA	<ul style="list-style-type: none"> • The Applicant agreed to issue the updated NRA and draft ES documents to the MCA for review. • The Applicant received comments on the draft Layout Principles from MCA and TH. The Applicant confirmed that a further meeting could be arranged if there were any issues with the updated Layout Principles. • The Statement of Common Ground process was discussed. • Hornsea Four provided an update on the commercial shipping engagement update. • MCA highlighted that their primary focus was safety of navigation. • The Applicant presented other constraints in the Hornsea Four array area incl. ornithology, O&G infrastructure and geological ground conditions. The Applicant is considering the viability of a separation area between Hornsea Four and Hornsea Two based on commitments that are potentially required. • MCA was encouraged by the potential for a separation between Hornsea Project Four and Project Two being considered. • Anatec presented slides on the proposed methodology for assessment of a separation distance. • The Applicant plans to undertake an additional risk assessment to determine what distance the closest point between the structures contained within Hornsea Two and Hornsea Four should be. This risk assessment may then form the basis of an updated NRA. • MCA suggested that the PIANC and MGN guidance might be useful for this risk assessment.



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11-03-2020	Consultation Meeting	Trinity House	<ul style="list-style-type: none"> • The Applicant confirmed that a fully compliant MGN checklist and Layout Principle will be supplied at DCO application. • The Applicant confirmed that an updated NRA and draft ES would be submitted to TH for review pre-application. • The Applicant outlined the process anticipated for reaching a Statement of Common Ground with TH. • The Applicant provided an overview of the post Section 42 engagement with the range of shipping stakeholders. • The Applicant highlighted other constraints in the array area (non-shipping issues) incl. ornithology, O&G infrastructure and geological ground conditions, and that Hornsea Four was trying hard to listen to and balance the needs of stakeholders. • The Applicant confirmed it was considering the viability of separating Hornsea Four and Hornsea Two Offshore Wind Farms based on commitments that are potentially required. • Anatec presented slides on the proposed methodology for assessment of a separation distance. • The Applicant plans to undertake an additional risk assessment to determine what distance the closest point between the structures contained within Hornsea Two and Hornsea Four should be. This risk assessment may then form the basis of an updated NRA.
17-03-2020	Initial discussion of potential gap between Hornsea Two and Hornsea Four	DFDS Seaways	<ul style="list-style-type: none"> • The Applicant introduced the concept of potential gap between Hornsea Two and Hornsea Four windfarms. • DFDS provided some initial thoughts regarding the potential location and width of a potential gap. • The Applicant communicated that a Navigational Risk Assessment version 2.0 workshop would be held in the coming months
07-04-2020	Further discussion of potential gap between Hornsea Two and Hornsea Four	DFDS Seaways	<ul style="list-style-type: none"> • Discussion on potential Structures Exclusion Zone (SEZ) between Hornsea Two and Hornsea Four, including the process exploring the SEZ, widths being considered by the Applicant and preferred by DFDS, mention of the Applicant's other stakeholder considerations, potential for any mitigation (lighting or other markings).
16-04-2020	Further discussion of potential gap between Hornsea Two and Hornsea Four	DFDS Seaways	<ul style="list-style-type: none"> • DFDS explained its experience participating in the working group related to the navigational corridor in the Dutch Ijmuiden Ver Zone. • DFDS requested that the Applicant present more detail regarding how safety zones and the fairway could work in the gap between Hornsea Two and Hornsea Four as was done by the Ijmuiden Ver Zone.



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29-04-2020	Further discussion of potential gap between Hornsea Two and Hornsea Four	DFDS Seaways	<ul style="list-style-type: none"> • The Applicant (through its consultant Anatec) provided a summary of their considerations, process and results in relation to safety zones and a fairway in the SEZ, specifically as they relate to performing 360 degree turning circles in the event of a worst-case emergency. • DFDS provided initial positive feedback regarding what was presented and noted their concerns about interacting with fishermen in the potential SEZ. • Hornsea Four shared its knowledge regarding the number of fishermen that historically fish in the potential SEZ
14-05-2020	Further discussion of potential gap between Hornsea Two and Hornsea Four	DFDS Seaways	<ul style="list-style-type: none"> • DFDS provided additional positive feedback regarding the SEZ after having consulted with their masters regarding the SEZ and its width.
28-05-2020	Shipping and Navigation Hazard Workshop v2	MCA, Trinity House, UK Chamber of Shipping, DFDS Seaways, Perenco, Premier Oil, Alpha Petroleum, NEO Energy, Danish shipping, Boston Pufford, Cruising Association	<ul style="list-style-type: none"> • The focus of this workshop was to present to external stakeholders the potential for inclusion of a Structures Exclusion Zone (SEZ) within the Hornsea Four array. • The Applicant (through its consultant Anatec) summarised the relevant stakeholder feedback from the Consultation Section 42 but focused on the shipping and navigation receptors. • The Applicant (through its consultant Anatec) covered non safety related impacts including the wording of the commercial impacts, outlined the process and what the mitigation was for alleviating stakeholder commercial concerns. • The Applicant (through its consultant Anatec) provided an overview of the proposed SEZ, summarised the FSA and hazard log ranking. • The Applicant (through its consultant Anatec) gave an overview of the navigational features within and in proximity to Hornsea Four including oil and gas infrastructure, other offshore wind farm developments and subsea pipelines and provided details of the vessel traffic data. • The topic of ensuring the SEZ is Safe for Navigation was discussed. • The Applicant (through its consultant Anatec) listed the hazards identified in the hazard log produced following the first Hazard Workshop, any changes based on any changes required due to updates were discussed.
08-06-2020	Email Communication	DFDS Seaways	<ul style="list-style-type: none"> • The Applicant received a positive email from DFDS re: the SEZ.
17-06-2020	Potential Structures Exclusion Zone	MCA, Trinity House	<ul style="list-style-type: none"> • Discussion of the SEZ proposal as presented at the recent Hazard Workshop, draft Layout Principles, comments on NRA v1 and Statement of Common Ground next steps.



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23-06-2020	Email Confirmation of a Structures Exclusion Zone	MCA, Trinity House, UK Chamber of Shipping, DFDS Seaways, Perenco, Premier Oil, Alpha Petroleum, NEO Energy, Danish shipping, Boston Putford, Cruising Association	<ul style="list-style-type: none"> The Applicant communicated the Steering Committee's approval of a Structures Exclusion Zone of 2.2nm between the most north western Hornsea Two turbine and the closest Hornsea Four turbine, centre to centre.
06-07-2020	Email Communication that the Structures Exclusion Zone is an Order Limits Change	MCA, Trinity House, UK Chamber of Shipping, DFDS Seaways, Perenco, Premier Oil, Alpha Petroleum, NEO Energy, Danish shipping, Boston Putford, Cruising Association	<ul style="list-style-type: none"> The Applicant communicated that is has decided to implement the Structures Exclusion Zone (SEZ) of 2.2 nm (as previously described) through an update to the DCO Order Limits presented within the application for development consent and supporting Environmental Impact Assessment (EIA) and Navigational Risk Assessment (NRA).
17-12-2021	Email Communication	DFDS Seaways	<ul style="list-style-type: none"> The Applicant received a positive email from DFDS, including confirmation to schedule a call in January.
20-01-2021	Update call	DFDS Seaways	<ul style="list-style-type: none"> The Applicant provided an update on the DCO submission timeline. Initial discussion about submission of a Letter of No Objection and/or Statement of Common Ground. Discussion of Viking Link's concerns re: dropped anchors. DFDS confirms that its master mariners do not drop anchors without checking navigational charts, due to high risk. Additionally, anchors would not be expected to be dropped in the 'gap' between Hornsea Four and Hornsea Two. Anchors are dropped at port.



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Letter of No Objection

22-02-2021	Trinity House Statement of Common Ground Meeting	Trinity House	<ul style="list-style-type: none"> Opening Statement of Common Ground meeting to present the draft document and approach to completing it. A draft outline Statement of Common Ground was issued ahead of this meeting.
24-02-2021	Maritime & Coastguard Agency Statement of Common Ground Meeting	MCA	<ul style="list-style-type: none"> Opening Statement of Common Ground meeting to present the draft document and approach to completing it. A draft outline Statement of Common Ground was issued ahead of this meeting.
01-03-2021	Chamber of Shipping Statement of Common Ground Meeting	UK Chamber of Shipping	<ul style="list-style-type: none"> Opening Statement of Common Ground meeting to present the draft document and approach to completing it. A draft outline Statement of Common Ground was issued ahead of this meeting.
01-04-2021	Developable Area Approach Part 3	MCA, Trinity House	<ul style="list-style-type: none"> Introduction to Developable Area Approach Part 3 Implications for the Hornsea Four Order Limits Layout principles consideration Implications for shipping and navigation EIA and NRA Updated shipping and navigation baseline surveys
17-08-2021	Compensation Measures Consultation	DFDS Seaways	<ul style="list-style-type: none"> The Applicant communicated the purpose of the Compensation Measures Consultation and answered questions regarding the recently shared bird compensation measures consultation. The Applicant confirmed no change to the commitment of the 2.2nm gap between Hornsea Two and Hornsea Four. Discussion of the draft Letter of No Objection. DFDS confirmed that Viking Link still has not been in touch regarding its concerns re: dropped anchors in the "gap".
02-09-2021	Compensation Measures Consultation	DFDS Seaways	<ul style="list-style-type: none"> The Applicant received a consultation response from DFDS regarding the compensation measures. In its response, DFDS requested shipping lanes to be taken into account when considering installation of potential platforms to avoid obstruction to safe passage and stated its openness to be further consulted.
02-09-2021	Letter of No Objection	DFDS Seaways	<ul style="list-style-type: none"> The Applicant received an updated draft of the Letter of No Objection. Hornsea Four confirmed content and agreed to send through for signing.

Consultation and Engagement with Commercial Parties

Date	Stakeholder	Key Issues Discussed
28/02/2019	Perenco	<ul style="list-style-type: none"> Initial Consultation meeting in Norwich
27/06/2019		<ul style="list-style-type: none"> Navigation Hazards Workshop (Perenco in attendance)
27/09/2019		<ul style="list-style-type: none"> Helicopter workshop to discuss assessments and methodology for understanding risks and mitigations.
09/01/2020		
25/02/2020		<ul style="list-style-type: none"> Heli Report meeting
19/05/2020		<ul style="list-style-type: none"> Call to discuss communication links
28/05/2020		<ul style="list-style-type: none"> Allision risk workshop (with Perenco and Alpha)
13/08/2020		<ul style="list-style-type: none"> Hazard workshop for SEZ (Perenco in attendance)
26/08/2020		<ul style="list-style-type: none"> Call to discuss Heli matters
04/09/2020		<ul style="list-style-type: none"> Meeting with Perenco and heli operator
08/09/2020		<ul style="list-style-type: none"> Orsted seeking consent re use of Allision Report information
10/09/2020		<ul style="list-style-type: none"> Perenco granting consent re use of info.
11/09/2020		<ul style="list-style-type: none"> Orsted querying re AIS and REWS tracker
08/12/2020		<ul style="list-style-type: none"> Perenco confirmed AIS info
09/12/2020		<ul style="list-style-type: none"> Orsted providing heli meeting minutes
10/12/2020		<ul style="list-style-type: none"> Orsted seeking response to letter from June 2020
18/01/2021		<ul style="list-style-type: none"> Perenco confirming awaiting response from heli provider
26/01/2021		<ul style="list-style-type: none"> Orsted seeking a suitable workshop date
26/01/2021		<ul style="list-style-type: none"> Perenco Will revert with a date in "coming month"
29/01/2021		<ul style="list-style-type: none"> Orsted confirmed February fine and that new Commercial Manager starts February.
29/01/2021		<ul style="list-style-type: none"> Orsted provided Heli Report
15/02/2021		<ul style="list-style-type: none"> Perenco confirmed report receipt and would revert with workshop date.
24/02/2021		<ul style="list-style-type: none"> Orsted introducing new Commercial Manager
03/03/2021		<ul style="list-style-type: none"> Perenco suggesting workshop to take place late March early April
04/03/2021		<ul style="list-style-type: none"> Orsted suggested workshop dates and requested details of Perenco's other concerns
20/02/2021		<ul style="list-style-type: none"> Perenco accepted workshop date and advised of heli concerns
26/03/2021		<ul style="list-style-type: none"> Email informing of Hornsea Four geophysical survey
29/03/2021	<ul style="list-style-type: none"> Draft workshop agenda provided. Requested attendees and any additional items 	
11/05/2021	<ul style="list-style-type: none"> Perenco called postponing workshop due to lack of available attendees 	
17/05/2021	<ul style="list-style-type: none"> Email requesting a new workshop date with Perenco & providing a timeline and info on Hornsea Four's DCO process 	
25/05/2021	<ul style="list-style-type: none"> Perenco called to suggest workshop date 	
16/06/2021	<ul style="list-style-type: none"> Hornsea Four workshop to discuss aviation, microwave link, pipeline crossings, allision 	
15/07/2021	<ul style="list-style-type: none"> Orsted provided minutes of meeting, actions and Microwave link study 	
16/07/2021	<ul style="list-style-type: none"> Email requesting Perenco feedback on minutes and further meeting on specific area of concern 	
16/07/2021		

Date	Stakeholder	Key Issues Discussed
		<ul style="list-style-type: none"> Perenco responded they would chase up internally and requested additional RCS report Orsted provided RCS report
20/12/2018 22/08/2019 02/10/2019 18/10/2019 06/12/2019 17/02/2020 07/05/2020 13/08/2020 25/09/2020 14/12/2020 01/02/2021 09/02/2021 12/02/2021 15/02/2021 20/03/2021 12/04/2021 11/05/2021 25/05/2021 15/06/2021 22/06/2021 09/08/2021	Bridge Petroleum	<ul style="list-style-type: none"> Plans for future development in the area. Access and Aviation queries. Call to follow up on letter mark up Meeting to update respective plans Call regarding Bridge's plans Call to discuss Bridge's plans Call to discuss Bridge's plans Call to discuss Bridge's plans Call to discuss Bridge's plans Email advising of DCO submission date Email re Bridge's plans Email to Bridge re commercial matters Response from Bridge re commercial matters Email advising of change to DCO submission date Email informing of HOW04 offshore geophysical survey Call to discuss Bridge's plans & commercial arrangements Email of consenting timeline and commercial considerations Call to discuss commercial considerations Orsted provided shapefiles of Hornsea Four array Email update on Bridge's plans Email update on Bridge's plans Email update on Bridge's plans Email update on Bridge's plans
21/01/2019 14/03/2019 01/04/2019 26/09/2019 27/09/2019 02/10/2019 28/10/2019 21/01/2020 10/02/2020 26/02/2020 05/05/2020 16/10/2020 27/10/2020 28/10/2021 01/12/2020 15/02/2021 26/02/2021 03/03/2021 10/03/2021 20/03/2021	Dana Petroleum	<ul style="list-style-type: none"> Email from Dana re access requirements, aviation queries & future activities Consultation meeting Meeting minutes provided to Dana Call to update on PEIR and S42 from Orsted and project updates from Dana. Also discussed commercial matters Call re Dana future activities Commercial discussions call Email confirming commercial discussions Email regarding commercial discussions Letter of No Objection sent to Dana Dana returned signed Letter of No Objection Dana confirmed the Platypus crossing could be referenced in the DCO submission Email to Dana re 32nd licensing round Workshop to share updates Orsted provided workshop minutes and shapefile Joint Dana/ Premier meeting re 32nd licensing round Orsted advising Dana of revised DCO submission date Dana informed they are withdrawing from the Platypus licence

Date	Stakeholder	Key Issues Discussed
21/06/2021 23/06/2021		<ul style="list-style-type: none"> • Call to update on Platypus and other projects • Orsted sent meeting minutes & requested further 32nd licence round info • Email informing of HOW04 offshore geophysical survey • Dana provided additional 32nd licence round info • Orsted provided updated map of Hornsea Four/Dana overlap/proximity
05/03/2019 05/02/2020 13/03/2020 16/07/2020 25/09/2020 22/12/2020 15/02/2021 20/03/2021 23/04/2021 17/05/2021	RockRose (Previously Speedwell)	<ul style="list-style-type: none"> • Initial consultation meeting. • Confirmed sale from Speedwell to RockRose • Introductory call with RockRose • Call to discuss potential routing of pipelines • Orsted advised of revised DCO submission date • RockRose provided update • Email advising of change to DCO submission date • Email informing of HOW04 offshore geophysical survey • Requested update from RockRose • RockRose informed of relinquishment of the licence
28/10/2020 18/01/2021 15/02/2021 13/04/2021 20/05/2021	Cornerstone Oil & Gas	<ul style="list-style-type: none"> • Intro meeting following 32nd licence round award • Call to discuss Letter of No Objection • Email advising of change to DCO submission date • Sent Letter of No Objection for signature • Signed Letter of No Objection received
16/04/2019 29/08/2019 19/09/2019 20/09/2019 03/02/2020 19/06/2020 07/07/2020 20/08/2020 24/11/2020 10/12/2020 05/01/2020 07/01/2021 13/01/2021 14/01/2021 28/01/2021 09/02/2021 10/02/2021 11/09/2021 16/02/2021 10/03/2021 18/03/2021 25/03/2021 09/04/2021	Network Rail	<ul style="list-style-type: none"> • Consultation meeting to discuss updated Hornsea Four plans and Network Rail's interests. • Call to discuss Business and Technical Clearance • Business Clearance Granted • S.42 feedback • Call to discuss HOT's • Call to discuss key terms in HOT's • Technical Clearance Granted • Further negotiations re HOT's • Negotiation meeting & BAPA discussion • Valuation methodology discussion • Orsted provided valuation evidence • Further negotiations and BAPA advice • Orsted submitted BAPA information • Response from Asset protection • Update meeting • Orsted provided updated HoT's • Orsted advising of updated DCO submission date • Email from Asset Protection • Update meeting • Update meeting • Orsted provided updated HoT's • Update meeting and further HoT's updates

Date	Stakeholder	Key Issues Discussed
11/05/2021 13/05/2021 01/06/2021 18/06/2021 21/06/2021 01/07/2021 20/07/2021 27/07/2021 03/08/2021		<ul style="list-style-type: none"> • Orsted advise Solicitors to seek undertaking • Orsted seeking signed HoT's • Network Rail provide their final amendments • Orsted chasing NR Asset Protection re BAPA • Orsted providing update re HoT's • NR confirming Solicitor details re PP's • NR Asset Protection emailing re BAPA • Orsted providing updated HoT's • Orsted updating NR re change of consultant for PP's • NR acknowledged change if consultant
24/04/2019 18/08/2019 18/09/2019 15/05/2020 11/09/2020 14/09/2020 25/09/2020 01/10/2020 29/01/2021 15/04/2021 21/05/2021 21/05/2021 30/06/2021 23/08/2021	Dogger Bank	<ul style="list-style-type: none"> • Initial consultation meeting to discuss Hornsea Four and Dogger Bank interactions. • Meeting to discuss Onshore and Offshore Crossings • Meeting to discuss crossing point and connection • Confirmation of connection point • Introductory call for change of personnel • Circulating Draft NDA • Orsted advising of revised submission date • Returned signed NDA • Orsted provided update • Orsted provided PP's for consideration • Orsted follow up email re PP's • Dogger Bank confirmed receipt and that they are awaiting internal instruction • Orsted follow up email re PP's • Orsted follow up email re PP's
17/05/2019 20/11/2019 13/12/2019 07/07/2020 20/08/2020 13/01/2021 28/01/2021 04/02/2021 05/02/2021 16/02/2021 24/02/2021 14/04/2021 27/05/2021 09/06/2021 15/06/2021 01/07/2021 02/07/2021 12/07/2021 14/07/2021	National Grid Electricity Transmission	<ul style="list-style-type: none"> • Meeting to discuss technical issues, including land rights. • Discussion of red line boundary at PEIR and beyond and need to discuss detail on OnSS and Creyke Beck interaction. • HOT review meeting in Leeds • Call to discuss connection point • Further discussions re connection point • Meeting re HOT's • Handover meeting due to change in personnel • Joint meeting with all parties connecting at Creyke Beck • Update meeting re connection • Contact details corr. • Corrs re legal documentation • Property meeting • Update meeting • Connection meeting • Orsted provided slides and meeting notes • Regular update meeting • Connection meeting • NGET provided image of proposed connection location

Date	Stakeholder	Key Issues Discussed
29/07/2021 06/08/2021 10/08/2021 12/08/2021 19/08/2021 25/08/2021 25/08/2021 25/08/2021		<ul style="list-style-type: none"> • Orsted seeking information for CIA • NGET seeking clarity in response to request • Connection meeting • Connection meeting • Orsted providing clarity to CIA request • NGET advising that consent to release information will be required • Orsted follow up re NGET consent to release • Meeting confirming connection location • NGET providing connection location plan • NGET confirming that a Lease will be required
08/04/2019 27/06/2019 12/09/2019 27/09/2019 09/01/2020 19/05/2020 28/05/2020 05/06/2020 01/07/2020 15/07/2021 16/07/2020 23/07/2020 11/09/2020 01/10/2020 13/11/2020 10/12/2020 21/12/2020 29/01/2021 16/02/2021 22/02/2021 20/03/2021 20/04/2021 11/05/2021 20/05/2021 03/06/2021 09/06/2021 25/06/2021 15/07/2021 26/08/2021 03/09/2021 03/09/2021 17/09/2021	Alpha Petroleum	<ul style="list-style-type: none"> • Initial Consultation Workshop • Hazard workshop with Alpha in attendance • Alpha provided platform info to Orsted • Aviation workshop • Heli workshop with Perenco and Alpha • Allision workshop with Perenco and Alpha • Hazard workshop re SEZ with Alpha in attendance • Letter to Alpha re technical & commercial matters • Alpha response re heli, allision and commercial matters • Alpha email re collaboration • Call to discuss commercial matters • Call to discuss collaboration • Orsted requested permission to include data in allision report for DCO application • Orsted advised of revised DCO submission date • Alpha agreed for key points to be included in DCO application • Allision workshop, also discussed heli, pipeline & microwave link • Shared finalised workshop minutes & presentation • Orsted provided Allision, Heli Report and platform data • Commercial Manager introductory meeting & Alpha update • Collaboration meeting • Email informing of HOW04 offshore geophysical survey • Alpha technical & commercial update meeting • Alpha provided final minutes of meeting • Draft Letter of Comfort provided to Alpha • Call to discuss DCO process and commercial considerations • Draft minutes & actions issued • Alpha response to actions and draft Letter of Comfort • Call to discuss Letter of Comfort • Allision report and updated Letter of Comfort draft sent to Alpha • Call to discuss Letter of Comfort and commercial matters • Email confirming Alpha are happy with Letter of Comfort • Letter of Comfort execution copy sent to Alpha
12/04/2019	NEP	<ul style="list-style-type: none"> • Introductory call

Date	Stakeholder	Key Issues Discussed
16/08/2019 17/02/2020 04/03/2020 04/06/2020 15/06/2020 17/09/2020 24/09/2020 10/11/2020 12/11/2020 19/11/2020 06/12/2020		<ul style="list-style-type: none"> • Meeting with NG • Project update • Meeting with BP re plans for Endurance • Update on Endurance • Interface Agreement meeting • Pre meeting to round table • All party round table meeting • Infrastructure workshop • Seismic workshop • Workshop planning meeting • Goal setting meeting
25/02/2019 27/02/2019 10/02/2021 11/02/2021 08/06/2021 08/06/2021 07/07/2021 10/08/2021	National Grid Gas	<ul style="list-style-type: none"> • Introduction to scheme • Acknowledgement from NGG Legal • Advised of revised submission date • NGG acknowledged receipt of change • Update call between Kelvins and NGG • Kelvins provided updated crossing maps • NGG requesting an undertaking re PP's • NGG provided with an undertaking
13/11/2019 23/12/2019 05/02/2020 22/05/2020 28/05/2020 29/06/2020 29/07/2020 17/08/2020 25/09/2020 29/09/2020 20/10/2020 19/11/2020 04/12/2020 07/12/2020 15/01/2021 19/01/2021 19/01/2021 28/01/2021 29/01/2021 10/02/2021 15/02/2021 24/02/2021 25/02/2021 26/02/2021 01/03/2021 12/03/2021	NEO	<ul style="list-style-type: none"> • Meeting re Heli matters • Data provided by Orsted • Call re REWS & heli matters • Call re various matters • SEZ workshop (NEO in attendance) • Email re commercial matters • Call re allision and heli matters • Commercial discussions • Orsted provided update on DCO submission date • Commercial discussion • Email seeking consent to include wording re NEO in DCO application • NEO confirmed wording was acceptable • NEO technical response & suggesting further workshop • Reply to NEO technical response • Heli and Allision workshop • NEO request for additional information • Acknowledged request and provided draft minutes • Reverted with minute updates • Provided Heli report to NEO • Catch up meeting (intro new NEO & Orsted team members) • Email advising of change to DCO submission date • NEO provided Heli Briefing note • Update meeting re heli matters • Requested additional data from NEO, provided heli data • NEO provided additional data

Date	Stakeholder	Key Issues Discussed
20/03/2021 24/03/2021 28/04/2021 29/04/2021 11/05/2021 21/05/2021 27/05/2021 03/06/2021 24/06/2021 06/07/2021 19/07/2021 20/07/2021 21/07/2021 27/07/2021 10/08/2021 27/08/2021 31/08/2021		<ul style="list-style-type: none"> • Provided meeting minutes & additional data requested by NEO • Email informing of Hornsea Four offshore geophysical survey • Email from NEO covering heli technical matters • Call to discuss heli matters • Orsted email to follow up on actions from call • Orsted email requesting update on marine issues • NEO email requesting additional info on DCO process and current timeline • Orsted reverted with additional info on DCO process/timeline • NEO email requesting clarification on DCO application points • NEO email re heli technical/commercial matters • Response to NEO on DCO application points • Orsted email re heli & commercial matters • Call to discuss DCO application & commercial considerations • Orsted email to follow up on call and request additional info • NEO email re Babbage/Hornsea Four maps • Orsted response to 27/7 email • Providing final technical reports to NEO & further maps as requested • NEO email re commercial matters
27/06/2019 27/06/2019 23/09/2019 26/09/2019 30/10/2019 10/12/2019 26/02/2020 27/04/2020 19/06/2020 09/07/2020 13/08/2020 14/09/2020 21/09/2020 23/09/2020 25/09/2020 13/10/2020 14/10/2020 14/10/2020 15/10/2020 01/11/2020 02/11/2020 02/11/2020 30/11/2020 07/12/2020 08/12/2020	Harbour Energy (Formerly Premier Oil & Chrysaor)	<ul style="list-style-type: none"> • Navigation hazards workshop • Meeting re Tolmount plans • S.42 response • Call to discuss S.42 response • Meeting re Johnston and Tolmount • SIMOPs workshop re Johnston • Orsted requested Johnston update • Letter to Premier setting out Hornsea Four position • Call re Orsted's position • Premier requested heli report • Premier email re marine issues • Call to discuss Johnston access, 32nd round licences & Tolmount • Premier email re technical queries • Orsted response re technical queries • Orsted provided update on DCO submission date • Orsted letter re Johnston • Orsted provided map of interface between Hornsea 4 & Premier 32nd round licences • Premier response re 32nd licence round plans • Meeting to discuss HV cables • Premier requested further info re HV cables, heli access & 32nd round licences • Premier provided response re Johnston access • Heli workshop • Premier enquiry re Johnston access

Date	Stakeholder	Key Issues Discussed
09/12/2020 14/12/2020 06/01/2021 07/01/2021 15/01/2021 21/01/2021 22/01/2021 29/01/2021 08/02/2021 15/02/2021 18/02/2021 20/03/2021 07/04/2021 06/08/2021 14/08/2021 18/08/2021 20/08/2021		<ul style="list-style-type: none"> • Response to Johnston access • Minutes of heli access meeting provided • Update meeting re Johnston • Orsted provided HV cable info • Premier provide details re Heli and crossings • Premier provided updated Heli report • Premier provided technical info • Call to update • Orsted provided Heli report and platform data • Premier requested update on technical matters • Email advising of change to DCO submission date • Update call re technical matters • Email informing of Hornsea Four offshore geophysical survey • Engagement re geophysical survey • Harbour query re DCO timing • Orsted response and seeking meeting • Harbour technical update • Update meeting re Johnston & Tolmount
18/10/2019 22/01/2020 19/10/2020 11/12/2020 15/02/2021 26/03/2021 23/04/2021	Painted Wolf Resources (prev Actis Oil & Gas)	<ul style="list-style-type: none"> • Introduction meeting • Call re Agreements • Information re 32nd Licencing round • Orsted issued draft Letter of No Objection • Email advising of change to DCO submission date • Call to discuss commercial considerations • Signed Letter of No Objection
08/01/2020 01/04/2020 01/07/2020 06/11/2020 23/11/2020 15/02/2021 20/03/2021 06/07/2021 23/7/2021	Shell	<ul style="list-style-type: none"> • Call to discuss S.42 response • Call to discuss potential of SEZ • Confirmed adoption of SEZ • General agreement of contents of Side Agreement • Shell awaiting comments from SEAL owners • Email advising of change to DCO submission date • Email informing of Hornsea Four offshore geophysical survey • Feedback from SEAL owners • Orsted sent Execution copy of side agreement. Delay due to change in owner (merger of Premier & Chrysaor)
23/05/2018 12/06/2018 09/11/2018 11/03/2019 21/08/2019 26/03/2020 28/03/2020 16/04/2020 16/04/2020	National Grid Viking Link	<ul style="list-style-type: none"> • Email seeking engagement • Meeting with Viking Link • Email re Marine Licence • L&P Introduction meeting • Meeting re former DCO red line boundary (RLB) • Email socialising potential SEZ • NGV email confirming receipt • NGV email seeking shapefile • PEIR Shapefile provided

Date	Stakeholder	Key Issues Discussed
16/04/2020		<ul style="list-style-type: none">• NGV seeking more detail/information
16/04/2020		<ul style="list-style-type: none">• Orsted confirmed only RLB available
16/04/2020		<ul style="list-style-type: none">• NGV seeking separate figure with cable corridor
16/04/2020		<ul style="list-style-type: none">• Orsted unable to provide as SEZ not agreed
20/04/2020		<ul style="list-style-type: none">• NGV unable to comment without information
20/04/2020		<ul style="list-style-type: none">• Orsted to arrange meeting re SEZ
22/04/2020		<ul style="list-style-type: none">• NGV providing date for meeting
22/04/2020		<ul style="list-style-type: none">• Anatec providing meeting invite re SEZ
30/04/2020		<ul style="list-style-type: none">• Call to discuss potential of SEZ
30/04/2020		<ul style="list-style-type: none">• Email request for information post meeting
30/04/2020		<ul style="list-style-type: none">• Provided RLB post meeting
06/05/2020		<ul style="list-style-type: none">• Response to information request
12/05/2020		<ul style="list-style-type: none">• Email re dates for Hazard Workshop
13/05/2020		<ul style="list-style-type: none">• NGV response re workshop invitation
03/06/2020		<ul style="list-style-type: none">• Provided information from Hazard Workshop
24/06/2020		<ul style="list-style-type: none">• Provide update re SEZ adoption
24/06/2020		<ul style="list-style-type: none">• NGV requested information for consideration
29/06/2020		<ul style="list-style-type: none">• SEZ information provided
17/07/2020		<ul style="list-style-type: none">• Follow up call re SEZ and updated RLB
17/07/2020		<ul style="list-style-type: none">• Follow up email confirming change of RLB
21/07/2020		<ul style="list-style-type: none">• NGV querying plan provided
21/07/2020		<ul style="list-style-type: none">• Correct plan provided
21/07/2020		<ul style="list-style-type: none">• NGV acknowledged receipt
02/09/2020		<ul style="list-style-type: none">• Additional information provided
09/09/2020		<ul style="list-style-type: none">• NGV confirmed receipt
21/09/2020		<ul style="list-style-type: none">• NGV shared headline issue re Gap
25/09/2020		<ul style="list-style-type: none">• Orsted advising of extension to DCO submission
02/11/2020		<ul style="list-style-type: none">• NGV update to Orsted
02/11/2020		<ul style="list-style-type: none">• Orsted acknowledged update
12/11/2020		<ul style="list-style-type: none">• NGV letter to Orsted
12/11/2020		<ul style="list-style-type: none">• Orsted acknowledge receipt of letter
13/11/2020		<ul style="list-style-type: none">• NGV agreeable to Allision workshop
16/11/2020		<ul style="list-style-type: none">• Orsted sent placeholder
16/11/2020		<ul style="list-style-type: none">• NGV query re attendees
18/11/2020		<ul style="list-style-type: none">• Orsted confirming NGV & Orsted only
18/11/2020		<ul style="list-style-type: none">• NGV accepted attendance
01/12/2020		<ul style="list-style-type: none">• NGV provided suggested agenda
01/12/2020		<ul style="list-style-type: none">• Orsted confirmed presentation content
01/12/2020		<ul style="list-style-type: none">• Orsted confirming NDA status
03/12/2020		<ul style="list-style-type: none">• Workshop re Allision and Anchorage
03/12/2020		<ul style="list-style-type: none">• NGV gave thanks and provided PP
03/12/2020		<ul style="list-style-type: none">• Orsted reciprocated plus NRA comments
03/12/2020		<ul style="list-style-type: none">• NGV noted comment re NRA
05/12/2020		<ul style="list-style-type: none">• NGV chasing re Workshop notes
08/12/2020		<ul style="list-style-type: none">• Orsted providing draft minutes

Date	Stakeholder	Key Issues Discussed
16/12/2020		<ul style="list-style-type: none"> Orsted seeking to delay meeting
16/12/2020		<ul style="list-style-type: none"> NGV requesting to keep meeting as catch up
16/12/2020		<ul style="list-style-type: none"> Orsted agreed to catch up call
16/12/2020		<ul style="list-style-type: none"> NGV Email requesting information
16/12/2020		<ul style="list-style-type: none"> Orsted response
18/12/2020		<ul style="list-style-type: none"> Catch up call
18/12/2020		<ul style="list-style-type: none"> Viking provided additional queries
12/01/2021		<ul style="list-style-type: none"> Orsted provided mitigation response
15/01/2021		<ul style="list-style-type: none"> Catch up call
18/01/2021		<ul style="list-style-type: none"> Viking additional queries
18/01/2021		<ul style="list-style-type: none"> Orsted acknowledge receipt
25/01/2021		<ul style="list-style-type: none"> Viking Acknowledged letter
07/02/2021		<ul style="list-style-type: none"> Viking chasing response
08/02/2021		<ul style="list-style-type: none"> Orsted acknowledged email
10/02/2021		<ul style="list-style-type: none"> Orsted advised of revised DCO date
10/02/2021		<ul style="list-style-type: none"> Viking acknowledged receipt
11/02/2021		<ul style="list-style-type: none"> Email correspondence re Gap and HoT's typo
12/02/2021		<ul style="list-style-type: none"> Orsted update re queries
17/02/2021		<ul style="list-style-type: none"> Orsted provided response to queries
20/02/2021		<ul style="list-style-type: none"> Viking acknowledged receipt
12/03/2021		<ul style="list-style-type: none"> Orsted follow up
12/03/2021		<ul style="list-style-type: none"> Viking confirmed preparing response
12/03/2021		<ul style="list-style-type: none"> Orsted thanked for response
07/04/2021		<ul style="list-style-type: none"> Viking response to queries
07/04/2021		<ul style="list-style-type: none"> Orsted seeking Viking CBRA
21/04/2021		<ul style="list-style-type: none"> Viking welcomed joint MCA meetings
28/04/2021		<ul style="list-style-type: none"> Orsted seeking dates for future meeting
25/05/2021		<ul style="list-style-type: none"> Viking further MoM updates from 03/12/2020
25/05/2021		<ul style="list-style-type: none"> Orsted seeking Vikings CBRA
26/05/2021		<ul style="list-style-type: none"> Viking confirmation of cable depth but unable to share CBRA
22/07/2021		<ul style="list-style-type: none"> Comprehensive technical note shared
23/07/2021		<ul style="list-style-type: none"> Viking acknowledging receipt of technical note
16/08/2021		<ul style="list-style-type: none"> Follow up email to Viking Link re technical note
17/08/2021		<ul style="list-style-type: none"> Viking confirming preparing response
31/08/2021		<ul style="list-style-type: none"> Further email to Viking seeking response to technical note
01/09/2021		<ul style="list-style-type: none"> Orsted seeking approval for Stakeholder Engagement Table
01/09/2021		<ul style="list-style-type: none"> Viking acknowledged receipt
03/09/2021		<ul style="list-style-type: none"> Provided Vikings tracker and response to Technical note
25/09/2019	Cluff Natural Resources (now renamed Deltic Energy)	<ul style="list-style-type: none"> Confirmation of no objection to the scheme
09/01/2020		<ul style="list-style-type: none"> Letter of No Objection signed
15/02/2019	Chrysaor (now merged with	<ul style="list-style-type: none"> Introductory meeting
22/05/2020		<ul style="list-style-type: none"> Confirmed letter of no objection not needed as distance from scheme is greater than 800m

Date	Stakeholder	Key Issues Discussed
	Premier Oil to form Harbour Energy)	
30/08/2019 17/01/2020 23/06/2020 15/02/2021 20/03/2021 30/03/2021	Gassco	<ul style="list-style-type: none"> • Call to discuss S.42 response • Letter of No Objection sent to Gassco • Letter of No Objection completed • Email advising of change to DCO submission date • Email informing of Hornsea Four offshore geophysical survey • Call to discuss geophysical survey
09/09/2020 10/09/2020 10/02/2021	Vodafone	<ul style="list-style-type: none"> • Details of Protective Provisions provided • Confirmation of acceptance of Protective provisions • Advised of revised DCO submission date
30/04/2019 24/10/2019 30/11/2010 28/01/2021 25/05/2021 Ongoing	Ineos	<ul style="list-style-type: none"> • Crossing meeting to discuss technicalities • Update call • Solicitors instructed re crossing agreements • Crossing plans provided • Ineos provided Draft Crossing Agreement • Pinsents liaising re Crossing Agreement
19/08/2019 24/10/2019 25/09/2020 10/02/2021 19/03/2021 23/04/2021 11/05/2021 30/07/2021	KCOM	<ul style="list-style-type: none"> • Call to discuss S.42 • Call to discuss Protective Provisions • Advised of revised DCO submission date • Advised of further revised submission date • KCOM call re PP's • Orsted Solicitors call re PP's • Call and email re Liability • Email confirming acceptance of PP's
15/03/2019 16/04/2019 13/08/2019 23/08/2019 02/11/2020 Ongoing	Northern Power Grid	<ul style="list-style-type: none"> • Call to discuss process • Consultation meeting • Meeting re OHL's at sub station • Call to discuss S.42 consultation • Confirmation of Solicitors being instructed <p>Pinsents Liaising re PP's</p>
19/08/2019 13/05/2020 25/09/2020 13/01/2021 10/02/2021 14/06/2021 17/06/2021 27/07/2021	Northern Gas	<ul style="list-style-type: none"> • Call re S.42 update, project description and Protective Provisions. • Call regarding Protective Provisions • Advised as to revised DCO submission date • Seeking update re PP's • Advised as to further revised DCO submission • Kelvins call Liaising re PP's • Email summary re call and provided plans • Orsted provided additional plan as requested
02/05/2019 19/08/2019	BT Openreach	<ul style="list-style-type: none"> • Meeting to discuss crossing points • Call to discuss S.42 updates

Date	Stakeholder	Key Issues Discussed
18/05/2020 25/09/2020 11/02/2021		<ul style="list-style-type: none"> • Call confirming agreement to Protective Provisions and no objection to scheme • Advised as to revised DCO submission • Advised as to further revised DCO submission
17/04/2019 29/08/2019 25/09/2020 15/01/2021 10/02/2021 25/05/2021 01/06/2021 23/06/2021 01/07/2021 09/07/2021 12/07/2021 16/07/2021 20/07/2021	Yorkshire Water Services	<ul style="list-style-type: none"> • Call to discuss Protective Provisions • Call to discuss S.42 and Protective Provisions • Advised as to revised DCO submission • Seeking update re PP's • Advised as to further revised DCO submission • Email re-issuing PP's and introducing Kelvins • YWS confirmed issued to legal team and requesting plans • Plans provided • Kelvins Follow up email • Kelvins Follow up email • YWS confirmed chasing internally • Kelvins final follow up • YWS confirmed acceptance of draft PP's
10/09/2020 28/10/2020 03/11/2020 20/11/2020 23/12/2020 26/02/2021 05/03/2021 16/03/2021 14/04/2021 15/04/2021 29/04/2021 14/05/2021 17/05/2021 17/05/2021 26/05/2021 27/05/2021 28/06/2021 22/07/2021 29/07/2021 06/08/2021 09/08/2021 11/08/2021 16/08/2021 18/08/2021 25/08/2021	NGV Continental Link	<ul style="list-style-type: none"> • Introductory meeting • Regular Dialogue • NGV Requesting information • Orsted Provided information • Orsted Provided additional information • Regular Dialogue • NGV letter seeking to explore collaboration • NGV email update • Collaboration Meeting • NGV provided meeting slides • Orsted provided Collaboration Meeting Minutes • NGV updated Collaboration Minutes • Collaboration Meeting • NGV provided meeting slides • Orsted provided meeting notes • Orsted shared updated meeting notes • Joint project update meeting • Orsted Development Project Director Call with Continental Link re collaboration • Joint project collaboration preparation meeting • Continental Link providing collaboration ideas • Orsted proposing agenda for meeting on 11/08/2021 • Joint collaboration meeting with respective directors supporting • Orsted provided link to shared document store • Continental Link provided link to NGV document store. Orsted shared documents • Continental Link shared further documents
07/08/2020	NGV Eastern Link	<ul style="list-style-type: none"> • Introductory email

Date	Stakeholder	Key Issues Discussed
02/09/2020 09/10/2020 25/11/2020 02/12/2020 10/02/2021 06/05/2021 06/05/2021 07/05/2021 10/05/2021 18/05/2021 20/05/2021 16/06/2021 17/06/2021 07/07/2021 08/07/2021 12/07/2021 13/07/2021 22/07/2021 22/07/2021 27/07/2021 06/08/2021 10/08/2021 19/08/2021 31/08/2021		<ul style="list-style-type: none"> • Provision of NDA • Introductory meeting • Regular update meeting • Property meeting • Orsted update re DCO submission date • Regular update meeting • Orsted providing NtM • NGV provided payment schedule • Orsted provided meeting notes • Orsted requesting Survey Vessel information • NGV provided Vessel information • Orsted requesting a shapefile of Eastern Link route • NGV provided shapefile • Joint project update meeting • NGV provided extract of project description • Orsted requesting information for CIA • NGV acknowledged CIA request • NGV provided information permission to use to be granted • Orsted confirmed receipt and sought copy of onshore route. • Joint project update meeting, onshore route provided • Joint Project update call to discuss fisheries • Orsted shared general fisheries information • Orsted follow up re permission to use information • Orsted seeking call to discuss confidentiality further
11/08/2021 11/08/2021 17/08/2021 17/08/2021 18/08/2021 18/08/2021	Beverley & Holderness Internal Drainage Board	<ul style="list-style-type: none"> • Intro Email to outline scheme engagement. • Out of office • Further intro of scheme. • Offer of Phone Call • Discussion of IDB protocol and and mechanism for crossing drainage and watercourses operated by Beverley and Holderness IDB. • Email regarding works consent form from IDB.
20/01/2021 01/02/2021 01/02/2021 01/02/2021	Cornerstone Telecoms	<ul style="list-style-type: none"> • Introduction to Hornsea Four & Interaction • Cornerstone requesting more details • Orsted provided details • Cornerstone confirmed acceptable
25/06/2019 02/07/2019 24/07/2019 01/08/2019 08/08/2019 30/08/2019 02/09/2019 27/02/2020 04/03/2020	Driffield Navigational Trust	<ul style="list-style-type: none"> • Consultation Letter Sent. • Land Interest Questionnaire Sent. • Land Interest Questionnaire Sent. • Land Interest Questionnaire Reminder Email Sent. • Land Interest Questionnaire Reminder Letter Sent. • Section 42 Notice Issued. • Section 42 Notice Issued. • Section 42 Notice Issued.

Date	Stakeholder	Key Issues Discussed
11/03/2020 12/03/2020 12/03/2020 12/03/2020 15/04/2020 04/05/2020 04/05/2020 05/05/2020 17/09/2020 26/10/2020 09/11/2020 27/11/2020 03/12/2020 22/12/2020 07/06/2021 08/06/2021 08/06/2021 08/06/2021 16/06/2021 16/06/2021 16/06/2021 29/06/2021 29/06/2021 29/06/2021 08/07/2021 12/07/2021 13/07/2021 19/07/2021 22/07/2021 22/07/2021 04/08/2021 04/08/2021 27/08/2021		<ul style="list-style-type: none"> • Section 42 Notice Issued. • Heads of Terms document issued. • Heads of Terms document issued. • Heads of Terms document issued. • Heads of Terms document issued. • Land Drainage Consultation Letter sent. • Landowner confirming interest in the land. • Revised Incentive Payment Dates Letter Issued. • Landowner confirming interest in the land. • Confirmation of Bridge Ownership. • HoT Incentive Payment Letter. • Updated Incentive Payment Date. • Incentive Payment Clarification Letter. • Request of Agent and Solicitor Details. • Call with Tom Julian • Chasing agent for comments on HoTs • Comment on surveys on Bridge and arranging meeting. • Arranging Meeting for HoTs discussion. • Regarding ownership of the bridge. • Update on terms of surveys on bridge. • Confirmation voluntary agreement will be sought. • Conversation around terms • Confirmation of site meeting. • Request for information on Meeting with Client. • Confirmation of meeting with client and extension of incentive. • Email to agent to confirm amendments to HoTs and mark ups. • Re-confirmation of meeting date. • Confirmation of availability. • Information on surveyor information. • Meeting notes. • On site meeting Re. Bridge with Orsted and DNT Agent. • Request for update on terms • Catch up Call • Catch up on return of HoTs.
04/10/2018 22/02/2019 25/06/2019 05/07/2019 05/07/2019 17/07/2019 25/07/2019 19/08/2019 21/08/2019 30/08/2019	Environment Agency	<ul style="list-style-type: none"> • Information about consultation event and providing information on surveys. • Landowner Meeting Notes. • Consultation Letter Sent. • Land Interest Questionnaire Sent (Addressed to the Chief Executive). • Land Interest Questionnaire Sent (Addressed to Tony Bebbington). • Land Interest Questionnaire Sent. • Land Interest Questionnaire response received. • Land Interest Questionnaire Sent.

Date	Stakeholder	Key Issues Discussed
02/09/2019		<ul style="list-style-type: none"> Land Interest Questionnaire response received.
08/11/2019		<ul style="list-style-type: none"> Section 42 Notice Issued.
08/11/2019		<ul style="list-style-type: none"> Section 42 Notice Issued.
28/11/2019		<ul style="list-style-type: none"> Land Interest Questionnaire Sent.
18/12/2019		<ul style="list-style-type: none"> Land Interest Questionnaire Sent.
11/03/2020		<ul style="list-style-type: none"> Land Interest Questionnaire response received.
11/03/2020		<ul style="list-style-type: none"> Consultation Letter Sent.
23/06/2020		<ul style="list-style-type: none"> Heads of Terms document issued (Covering Letter).
24/06/2020		<ul style="list-style-type: none"> Heads of Terms document issued.
24/06/2020		<ul style="list-style-type: none"> Consultation Letter Sent.
24/06/2020		<ul style="list-style-type: none"> Land Interest Questionnaire Reminder Letter.
29/06/2020		<ul style="list-style-type: none"> Letter introducing the project.
20/07/2020		<ul style="list-style-type: none"> Land Interest Questionnaire Sent.
06/08/2020		<ul style="list-style-type: none"> Revised Incentive Payment Dates Letter Issued.
07/08/2020		<ul style="list-style-type: none"> Updated Heads of Term document issued.
16/09/2020		<ul style="list-style-type: none"> Requesting confirmation from landowner that they received the Heads of Terms documents.
02/10/2020		<ul style="list-style-type: none"> Heads of Term Follow Up
08/10/2020		<ul style="list-style-type: none"> Heads of Term Follow Up
26/10/2020		<ul style="list-style-type: none"> Email re. Heads of Term review.
04/11/2020		<ul style="list-style-type: none"> Local Workshop Invitation.
04/11/2020		<ul style="list-style-type: none"> Heads of Term Follow up due to no response.
09/11/2020		<ul style="list-style-type: none"> Heads of Term Incentive Payment Letter.
27/11/2020		<ul style="list-style-type: none"> Update to the EA and to identify case holders.
30/11/2020		<ul style="list-style-type: none"> Contact with EA to discuss TW's email.
15/12/2020		<ul style="list-style-type: none"> Updated Incentive Payment Date.
14/01/2021		<ul style="list-style-type: none"> Incentive Payment Clarification Letter.
14/01/2021		<ul style="list-style-type: none"> December Incentive Payment Update Letter.
15/01/2021		<ul style="list-style-type: none"> Call to chase progress and meeting set up for 14/01/21 along with EA Flood Risk Engineers.
13/01/2021		<ul style="list-style-type: none"> EA Flood Risk Engineers.
19/01/2021		<ul style="list-style-type: none"> Confirmation Schedules (Addressed to the Chair's Office).
27/01/2021		<ul style="list-style-type: none"> Confirmation Schedules (Addressed to Tony Bebbington).
29/01/2021		<ul style="list-style-type: none"> Confirmation schedule for completion.
08/04/2021		<ul style="list-style-type: none"> Meeting rearrangement.
03/06/2021		<ul style="list-style-type: none"> Meeting Organisation.
06/07/2021		<ul style="list-style-type: none"> Meeting Organisation.
26/07/2021		<ul style="list-style-type: none"> Meeting re Land & Crossing
23/08/2021		<ul style="list-style-type: none"> Orsted seeking update meeting
23/08/2021		<ul style="list-style-type: none"> Orsted seeking update meeting
07/09/2021		<ul style="list-style-type: none"> Letter S.42 Consultation Notice Orsted seeking update meeting EA arranging meeting Orsted accepting meeting Meeting re Watton Beck

Date	Stakeholder	Key Issues Discussed
13/07/2018	East Riding	<ul style="list-style-type: none"> Land Interest Questionnaire Sent.
16/07/2018	Yorkshire Council	<ul style="list-style-type: none"> New contact lead at the council.
24/07/2018		<ul style="list-style-type: none"> Landowner Meeting discussing land interest and tenants of the land.
26/07/2018		
10/08/2018		<ul style="list-style-type: none"> Land Interest Questionnaire Sent.
04/10/2018		<ul style="list-style-type: none"> Land Interest Questionnaire response received.
09/11/2018		<ul style="list-style-type: none"> Information about consultation event and providing information on surveys.
25/06/2019		
02/07/2019		<ul style="list-style-type: none"> Landowner confirming interest in land.
09/07/2019		<ul style="list-style-type: none"> Consultation Letter Sent.
12/07/2019		<ul style="list-style-type: none"> Land Interest Questionnaire Sent.
17/07/2019		<ul style="list-style-type: none"> Land Interest Questionnaire response received.
19/07/2019		<ul style="list-style-type: none"> Land Interest Questionnaire Sent.
24/07/2019		<ul style="list-style-type: none"> Land Interest Questionnaire Sent.
25/07/2019		<ul style="list-style-type: none"> Signed Survey Access Licence Received.
06/08/2019		<ul style="list-style-type: none"> Land Interest Questionnaire response received.
06/08/2019		<ul style="list-style-type: none"> Landowner providing details of interest.
12/08/2019		<ul style="list-style-type: none"> Land Interest Questionnaire response received.
30/08/2019		<ul style="list-style-type: none"> Landowner stating that they have no interest in the land.
02/09/2019		<ul style="list-style-type: none"> Land Interest Questionnaire response received
23/09/2019		<ul style="list-style-type: none"> Section 42 Notice Issued
08/11/2019		<ul style="list-style-type: none"> Section 42 Notice Issued.
08/11/2019		<ul style="list-style-type: none"> Response to Licence Agreement document.
18/12/2019		<ul style="list-style-type: none"> Land Interest Questionnaire response received.
09/01/2020		<ul style="list-style-type: none"> Consultation Letter Sent.
27/02/2020		<ul style="list-style-type: none"> Consultation Letter Sent.
04/03/2020		<ul style="list-style-type: none"> Common Land Search Results.
11/03/2020		<ul style="list-style-type: none"> Section 42 Notice Issued.
25/03/2020		<ul style="list-style-type: none"> Section 42 Notice Issued.
20/04/2020		<ul style="list-style-type: none"> Heads of Terms document issued.
04/05/2020		<ul style="list-style-type: none"> Phone call with landowner discussing HoT's
23/06/2020		<ul style="list-style-type: none"> Update to Heads of Terms queries.
23/06/2020		<ul style="list-style-type: none"> Revised Incentive Payment Dates Letter Issued.
25/06/2020		<ul style="list-style-type: none"> Consultation Letters Sent.
25/06/2020	<ul style="list-style-type: none"> Updated Heads of Terms plans issued. 	
29/06/2020	<ul style="list-style-type: none"> Land Interest Questionnaire Sent 	
06/07/2020	<ul style="list-style-type: none"> introducing the project 	
22/07/2020	<ul style="list-style-type: none"> Revised Incentive Payment Dates Letter Issued. 	
28/07/2020	<ul style="list-style-type: none"> Proposed option agreement email send by solicitors. 	
11/08/2020	<ul style="list-style-type: none"> Request for landowner's solicitor details. 	
02/10/2020	<ul style="list-style-type: none"> Follow up call discussing Heads of Term documents and solicitor details for landowner. 	
26/10/2020		
28/10/2020	<ul style="list-style-type: none"> Heads of Term email Follow Up 	
09/11/2020	<ul style="list-style-type: none"> Local Workshop Invitation 	
19/11/2020	<ul style="list-style-type: none"> Heads of Term Incentive Payment Letter. 	

Date	Stakeholder	Key Issues Discussed
24/11/2020		<ul style="list-style-type: none"> • Drainage Workshop presentation forwarded to Agent.
27/11/2020		<ul style="list-style-type: none"> • Updated Incentive Payment Date.
30/11/2020		<ul style="list-style-type: none"> • Orsted Update Letter.
22/12/2020		<ul style="list-style-type: none"> • Discussion about Heads of Terms.
12/01/2021		<ul style="list-style-type: none"> • Incentive Payment Clarification Letter.
14/01/2021		<ul style="list-style-type: none"> • December Incentive Payment Update Letter
19/01/2021		<ul style="list-style-type: none"> • Populated Survey Licence.
20/01/2021		<ul style="list-style-type: none"> • Survey Licence follow up.
27/01/2021		<ul style="list-style-type: none"> • Confirmation Schedules.
01/02/2021		<ul style="list-style-type: none"> • Heads of Terms clarification
04/03/2021		<ul style="list-style-type: none"> • Voicemail left in regard to the Heads of Terms offer.
22/03/2021		<ul style="list-style-type: none"> • Voicemail left in regard to the Heads of Terms offer.
22/03/2021		<ul style="list-style-type: none"> • AM chased in regard to Heads of Terms.
23/03/2021		<ul style="list-style-type: none"> • Request for feedback on Heads of Terms.
23/03/2021		<ul style="list-style-type: none"> • Confirmation case is now with Anna Johnson.
25/03/2021		<ul style="list-style-type: none"> • Incentive Payment Update.
26/03/2021		<ul style="list-style-type: none"> • Incentive Payment Update Letter
29/03/2021		<ul style="list-style-type: none"> • Incentive Payment Update Letter.
30/03/2021		<ul style="list-style-type: none"> • Call to provide background to Project.
30/03/2021		<ul style="list-style-type: none"> • Latest Heads of Terms.
31/03/2021		<ul style="list-style-type: none"> • Query about Option Plans.
31/03/2021		<ul style="list-style-type: none"> • Confirmation of plan query and meeting request.
01/04/2021		<ul style="list-style-type: none"> • Meeting organisation.
07/04/2021		<ul style="list-style-type: none"> • Meeting organisation.
08/04/2021		<ul style="list-style-type: none"> • Meeting organisation.
09/04/2021		<ul style="list-style-type: none"> • Meeting organisation.
16/04/2021		<ul style="list-style-type: none"> • Discussion with Anna Fountain in relation to finalising arrangements for site meeting.
16/04/2021		<ul style="list-style-type: none"> • Site meeting to discuss Heads of Terms.
22/04/2021		<ul style="list-style-type: none"> • Confirmation of Site Meeting.
14/05/2021		<ul style="list-style-type: none"> • Heads of Terms Cover Letter.
18/05/2021		<ul style="list-style-type: none"> • Heads of Terms Payment Breakdown.
18/05/2021		<ul style="list-style-type: none"> • Latest Heads of Terms.
18/05/2021		<ul style="list-style-type: none"> • Phone call to discuss Heads of Terms IP Deadline.
02/06/2021		<ul style="list-style-type: none"> • Heads of Terms Amendments.
11/06/2021		<ul style="list-style-type: none"> • Confirmation of Heads of Terms Extension to Deadline.
14/06/2021		<ul style="list-style-type: none"> • Acknowledgment of Extension to Heads of Terms Deadline.
14/06/2021		<ul style="list-style-type: none"> • Phone call to discuss legal officer details and arrange conference call.
15/06/2021		<ul style="list-style-type: none"> • Heads of Terms Amendments.
18/06/2021		<ul style="list-style-type: none"> • Amended Heads of Terms Plans.
30/06/2021		<ul style="list-style-type: none"> • Organisation of Meeting to discuss Heads of Terms.
30/06/2021		<ul style="list-style-type: none"> • Heads of Terms amendments / request for meeting.
01/07/2021		<ul style="list-style-type: none"> • Heads of Terms amendments / request for meeting.
06/07/2021		<ul style="list-style-type: none"> • Heads of Terms amendments / request for meeting.
12/07/2021		<ul style="list-style-type: none"> • Incentive Update Letter.

Date	Stakeholder	Key Issues Discussed
04/08/2021 09/08/2021 26/08/2021 03/09/2021		<ul style="list-style-type: none"> • Confirmation of site meeting and request for increased minimum cable depth at Railway site. • Update on minimum cable depth at Railway site. • Conference call meeting to discuss Heads of Terms • S.42 Consultation Notice. • Chaser for update on Heads of Terms. • Confirmation Schedules. • Chaser in relation to amended Heads of Terms and revision incentive timetable. • Response to Heads of Terms comments and actions arising from meeting. • Response to Heads of Terms comments and actions arising from meeting.
20/11/2019	UK Power Distribution	<ul style="list-style-type: none"> • Call re apparatus near Creyke Beck