



Hornsea Project Four

Written Summary of the Applicant's Oral Case at Open Floor Hearing

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Revision Summary

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1 Introduction

- 1.1.1.1 The Open Floor Hearing (OFH) for Hornsea Project Four took place on 11 April 2022 at 19:00 and was held virtually. A summary of the Hearing is provided in [Table 1](#).
- 1.1.1.2 A list of the actions out of the Hearing with responses is included in [Table 2](#) of this note.
- 1.1.1.3 The broad approach to the OFH followed the form of the agenda published by the Examining Authority (the ExA) on 23 March 2022 (The Agenda).
- 1.1.1.4 The ExA, the Applicant, and the stakeholders discussed the Agenda items which broadly covered the areas outlined below.
- Welcome, introductions and arrangements for the hearing;
 - Purpose of the hearing;
 - Confirmation of those who have notified the ExA of a wish to be heard at the Open Floor Hearing and the order in which they will be heard;
 - Oral Submissions from Interested Parties; and
 - Close of the Open Floor Hearing.

Table 1: Hearing Summary.

Item	ExA Question/Context for discussion	Applicant's Response
<i>Agenda Item 1 Welcome, introductions and arrangements for the hearing</i>		
1	The Examining Authority introduced themselves and covered housekeeping matters.	NA
<i>Agenda Item 2 Purpose of the hearing</i>		
2	The Examining authority provided an overview of the purpose of the Open Floor Hearing.	NA
<i>Agenda Item 3 Confirmation of those who have notified the ExA of a wish to be heard at the Open Floor Hearing and the order in which they will be heard</i>		
3	Mr and Mrs Taylor introduced themselves and confirmed they were present and in attendance via telephone.	NA
<i>Agenda Item 4 Oral Submissions from Interested Parties</i>		
4	<p>Mrs Taylor raised the following points in her submissions:</p> <p>(1) Flooding in field number TA03358605.</p> <p>(2) Weather pattern in field number TA03344672.</p> <p>(3) Security and the perceived risk of increased rural crime related to the access road to the onshore substation site.</p> <p>(4) Access for emergency vehicles to the onshore substation site.</p> <p>(5) Noise, dust and light impacts to Mr and Mrs Taylor's residential property.</p> <p>Mr Taylor confirmed he had nothing further to add.</p>	<p>Ms Claire Brodrick, Senior Associate, Pinsent Masons LLP appearing on behalf of the Applicant introduced herself and confirmed Mr Thomas Watts, Onshore Environment Manager, Hornsea Project Four, Ørsted and Mr John Galloway, Head of UK Land & Property, Ørsted were also present. Ms Brodrick acknowledged that there was a lot of written information for this DCO Application and that Mr Watts would provide a response to Mr and Mrs Taylor that may be of assistance in terms of guiding them to where the information is contained within the application materials.</p> <p>Mr Watts thanked Mr and Mrs Taylor for their participation at the open floor hearing and their sustained and constructive engagement over the past three years, since July 2018. This has taken the form of statutory consultation under the Planning Act 2008 as well as informal correspondence via meetings and catch ups, including those with the Applicant's community liaison officer, Andy Accum.</p> <p>Mr Watts confirmed correspondence has largely taken place with a shared acknowledgment as to why the onshore substation has been sited at its proposed location, and as such focussed on specific concerns and what can be done to mitigate potential impacts. This has resulted in some notable changes to the project's design which includes:</p>

Item	ExA Question/Context for discussion	Applicant's Response
		<ul style="list-style-type: none"> • Amending the onshore substation temporary compound to be situated a minimum of 150 m to the north and 250m west from the property boundary; • Removing traffic access options from the south, via Park Lane, resulting in commitments to route construction and operational traffic from the north, from the A1079, which is aligned with the majority of the wider community views. • Locating the onshore substation access track in the far northern area of the temporary logistics compound boundary to ensure it doesn't route directly south to the property boundary; and • Committed to using trenchless technology to route the export cable corridor under the properties access track to minimise disruption. <p>Mr Watts noted that as part of discussions with Mr and Mrs Taylor and their landlord, Albanwise Limited, who own the property, the Applicant appointed a landscape architect to design a hedge line and species mix surrounding Mr and Mrs Taylor's home, which was planted in December 2021. This landscaping has been undertaken outside of the DCO and EIA process in recognition of its temporal importance, in order to allow time to mature. It is anticipated that this will have additional advantages in respect of mitigating construction and operational impacts, over and above that assessed in the EIA and secured in the DCO.</p> <p>Mr Watts gave assurance that the access road would be secured by a security gate and explained that in respect of fire safety, the bespoke access off the A1079 provides a safer and reliable means of entry during an emergency situation. Mr Watts explained the safety management measures identified in F2.12: Outline Energy Balancing Infrastructure HazID Report (APP-247, REP2-029) and G1.2 Environmental Risk Assessment of the Onshore Substation and Energy Balancing Infrastructure (AS-020).</p> <p>Mr Watts outlined the flood risk assessment undertaken as part of the Hornsea Four application and noted agreement with stakeholders.</p> <p>Mr Watts confirmed a meeting had been organised on 21 April 2022 with Mr and Mrs Taylor and Mr Watts confirmed that a signposting document to assist Mr and Mrs Taylor would be prepared and submitted at Deadline 4.</p>

Item	ExA Question/Context for discussion	Applicant's Response
		<p>Following the open floor hearing, the Applicant has set out below further details of the security arrangements for the new onshore substation access track in order to address the concerns raised by Mrs Taylor:</p> <ul style="list-style-type: none"> • During construction, the access road will form part of the construction site and as such there are health and safety obligations that will apply including a requirement to exclude unauthorised personnel from entering the site. Temporary security gates would be installed on the access road with sufficient set back to allow traffic to safely enter off the A1079 thus avoiding any congestion on the main highway. This access is the main point of entry for the onshore substation works and would be manned 24/7 with a security guard and a gatehouse positioned at the gates to allow access to the site and restrict unauthorised entry. The type of gates, which will be confirmed within the detailed design, could be either steel or an arm barrier which the guard will open to allow authorised entry to the site. • During operation, access to the onshore substation will be much more infrequent and therefore there would be no need to have manned security on the gates. As such a different entry system would be installed to allow access to the onshore substation for authorised personnel. Typically, these gates would be electronic with either a keypad or phone number to contact for entry and would be more substantial than the temporary gates used for construction.
<i>Agenda Item 5 Close of the Open Floor Hearing</i>		
5	The Examining Authority closed the hearing.	NA

Table 2 Action Points.

Action	Description	Action by	Deadline	Applicant's Comment/where has the action been answered.
1	Post-Hearing submission including the submission of November 2019 plan depicting the field potentially subject to flooding and the other information cited by Mrs Taylor in the OFH.	Mr and Mrs Taylor	3	
2	Mr and Mrs Taylor to review the Applicant's response to question SEL.1.8 of the Examining Authority's first written questions [REP2-038] where they have provided a response to the concern raised regarding leaving parcels of land unworkable.	Mr and Mrs Taylor	n/a	
3	Applicant to provide further information about how the proposed new access road from the A1079 would be secured during construction and operation.	Applicant	3	<p>The OnSS access road will form part of the construction site and as such it is a legal requirement to exclude unauthorised personnel from entering the site. Temporary security gates would be installed on the access road with sufficient set back to allow traffic to safely enter off the A1079 thus avoiding any congestion on the main highway. This access is the main point of entry for the OnSS works and would be manned 24/7 with a security guard and a gatehouse positioned at the gates to allow access to the site and restrict unauthorised entry. The type of gates, which will be confirmed within the detailed design, could be either steel or something as simple as an arm barrier which the guard will open to allow authorised entry to the site.</p> <p>During operation there would be no need to have manned security on the gates and as such a different entry system would be installed to allow access to the substation for authorised personnel. Generally, these gates would be electronic with either a keypad or phone number to contact for entry and would be more substantial than the temporary gates used for construction.</p>
4	Respond to Mr and Mrs Taylor's Deadline 3 submission with a specifically 'signposted' document.	Applicant	4	Noted