

## **Onshore environmental impacts**

### Summary

This representation objects to the cumulative onshore environmental impacts arising from the grid connection points adopted for Hornsea Three and the Proposed Development (DEP & SEP), and the reality of onshore cable route construction. These cumulative impacts are avoidable and unjustified.

By way of example, photographs are included to show the scale of the initial environmental damage at the B1113 road crossing for the Hornsea Three onshore cable route. This location was visited by the Examining Authority during the second Accompanied Site Inspection on 24th March 2023.

An additional photograph of pre-commencement work at the Hornsea Three onshore substation site was included in an earlier representation on 7th March 2023 (REP2-071, EN010109-001070).

### Objection

The photographs overleaf show the removal of mature roadside trees and hedgerows at the B1113 road crossing within the Norwich Southern Bypass Landscape Protection Zone. This environmental destruction will be repeated along most of the Hornsea Three onshore cable route from the landfall point at Weybourne across the county of Norfolk to the onshore converter substation at Swardeston.

There is no reasonable expectation that these visual and environmental impacts will be adequately mitigated by landscaping or planting schemes. No landscape mitigation planting is planned directly over the onshore cable route or across the onshore substation site entrance from the B1113.

Construction traffic and temporary road closures are already causing displacement of local traffic onto unsuitable and less safe country lanes, increasing both journey times and accident risk. These impacts, which will increase with the construction of the haul road and the onshore substation itself, were described by the applicant during the Hornsea Three examination as 'not significant'.

In the event that the Proposed Development is approved as submitted, it is likely that the same scale of environmental damage will be repeated a short distance to the south of the Hornsea Three road crossing on the B1113. This is because there will be two independent onshore cable routes, running from the same landing point at Weybourne to the same grid connection point at Swardeston.

In the event that Hornsea Three, Vanguard and Boreas, and the Proposed Development all proceed with their currently planned grid connections, a total distance of more than 150km will be affected in this way by haul road construction and cable trench excavation across the county of Norfolk.

### Conclusion

In the absence of adequate onward grid transmission capacity, these onshore environmental impacts are not justified by the actual contribution the projects will make to the need for renewable energy.

## Norwich Southern Bypass Landscape Protection Zone

The Examining Authority viewed this location as part of its Accompanied Site Inspection on Friday 24th March 2023, prior to the recent removal by the Hornsea Three contractor of the majority of the mature roadside trees and hedgerows shown in Figures 1 and 2 below. The site is located within the Norwich Southern Bypass Landscape Protection Zone established by South Norfolk Council.



Figure 1: View looking north towards the Southern Bypass



Figure 2: View looking south along the B1113



### Hornsea Three onshore cable route

Figure 3 shows the removal of mature roadside trees and hedgerows along the western side of the B1113 and within the Landscape Protection Zone. This corresponds to the 80m wide onshore cable route for Hornsea Three as it arrives from Weybourne. Figure 4 shows the view across the onshore cable route looking southwards. A temporary haul road will be constructed along most of the route.



Figure 3: View looking north across the onshore cable route



Figure 4: View looking south across the onshore cable route



### Hornsea Three car park and site entrance

A long stretch of mature roadside trees and hedgerows has been removed on the eastern side of the B1113. Further tree and hedgerow removal will take place to establish highway visibility splays and also to enable Abnormal Indivisible Loads to enter the site. Figure 5 shows the hard standing area recently constructed for staff car parking, and Figure 6 shows site entrance signage on the B1113.



Figure 5: Hornsea Three car park alongside the B1113



Figure 6: Hornsea Three site entrance signage on the B1113