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Dear Kay, K-J

We are pleased to enclose Ørsted Hornsea Project Three (UK) Ltd ("the Applicant") response to Deadline 3, Friday 14 December 2018. These documents have been prepared by the Applicant and have been produced in response to the Examining Authority's (ExA) letter of 9 October 2018 ("the Rule 8 letter") as well as the Hearings (03-07 December 2018). The documents are pursuant to Rules 10(1) and (2) of the Infrastructure Planning (Examination Procedure) Rules 2010 and are in connection with the Development Consent Order application for the proposed Hornsea Project Three Offshore Wind Farm (hereafter referred to as "Hornsea Three").

These documents are being issued over a series of emails, each email containing a pdf file or files. The **last** email to be issued by the Applicant will contain a supporting file tracking sheet – to help the ExA ensure that it has received each email transmission.

Please acknowledge safe receipt of these documents. If we can be of any assistance in that regard, please do not hesitate to contact myself or Andrew Guyton.

Best regards,
Dr Dominika Chalder PIEMA
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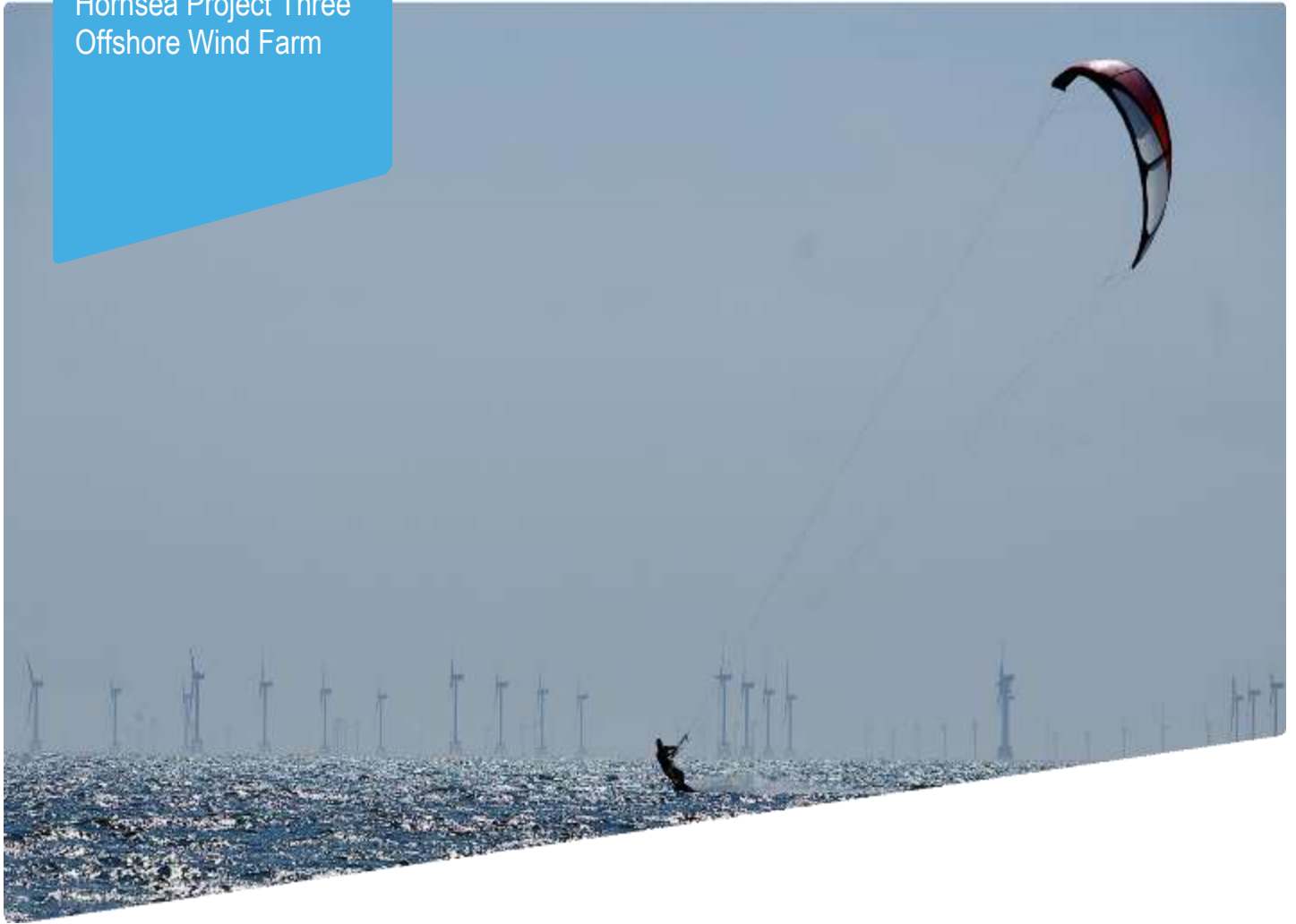
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Hornsea Project Three
Offshore Wind Farm



Hornsea Project Three Offshore Wind Farm

Written summary of Applicant's oral case put at Issue Specific
Hearing 4 (7th Dec 2018)

Date: 14th December 2018

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1. **INTRODUCTORY REMARKS**

- 1.1 Issue Specific Hearing 4 ("ISH") relating to onshore matters was held at 09:30am on 7 December 2018 at the Mercure Norwich Hotel, 121-131 Boundary Road, Norwich, NR3 2BA.
- 1.2 The ISH took the form of running through items listed in the agenda published by the ExA on 27 November 2018 (the "**Agenda**"). The format of this note follows that of the Agenda and refers to the Applicant's Response to the first written questions ("**FWQ**") (the "**Response to First Written Questions**") [REP1-122] numbers where relevant. The Applicant's substantive oral submissions commenced at item 3 of the Agenda, therefore this note does not cover items 1 and 2 which was procedural and administrative in nature.

2. **AGENDA ITEM 1 – INTRODUCTION OF THE PARTICIPATING PARTIES**

- 2.1 The ExA: - David Prentis (Lead Panel Member), Guy Rigby, David Cliff and Dr Roger Catchpole.
- 2.2 The Applicant:
- 2.2.1 Speaking on behalf of the Applicant: - Gareth Phillips (Partner at Pinsent Masons LLP).
- 2.2.2 Present from the Applicant: - Stuart Livesey (Hornsea Three Project Development Manager), Andrew Guyton (Hornsea Three Consents Manager), Sarah Drljaca (Hornsea Three Lead Onshore Consents), Celestia Godbehere (Hornsea Three Onshore Environmental Manager) and Richard Grist (Land and Property Manager).
- 2.2.3 The Applicant's legal advisors:- Claire Brodrick (Pinsent Masons LLP) and Peter Cole (Pinsent Masons LLP).
- 2.2.4 The Applicant's consultants (listed alongside their relevant environmental topic area):
- (a) Transport and highway safety – Paul Zanna (Technical Director at Create Consulting Engineers Ltd) and Enar Chouse (Senior Infrastructure Engineer at Create Consulting Engineers Ltd);
 - (b) Historic Environment - Dan Slatcher (Director at RPS);
 - (c) Noise and other impacts during construction – Stephen Scott (Senior Consultant in Acoustics at RPS);
 - (d) Land use and recreation - Julia Tindale (Senior Director in Land Use and Recreation at RPS);
 - (e) Socio-Economic – Neil Evans (Director at Hatch Regeneris); and
 - (f) Landscape and visual impacts – Philip Brashaw (Associate at LDA Design).
- 2.3 The following parties participated in the ISH:
- 2.3.1 Norfolk County Council ("**NCC**");
- 2.3.2 South Norfolk Council ("**SNC**") represented by Jane Linely;
- 2.3.3 Broadlands District Council ("**BDC**");
- 2.3.4 North Norfolk District Council ("**NNDC**") represented by Estelle Dehon;
- 2.3.5 Natural England ("**NE**");

- 2.3.6 Oulton Parish Council ("**OPC**");
- 2.3.7 Mulbarton Parish Council;
- 2.3.8 Land Interest Group (represented by Louise Staples of the National Farmers Union");

3. **AGENDA ITEM 3 – TRANSPORT AND HIGHWAY SAFETY**

3.1 **Discussion of the Applicant's Deadline 1 submission – Appendix 32 Transport Assessment Clarifications:**

3.2 The ExA referred to the updated Transport Assessment (TA) and clarification note submitted for Deadline 1 [REP1-161 and REP1-162] and asked the Applicant to explain the reasons for the submission and whether it changed the overall assessment and conclusions.

3.3 Paul Zanna explained that the clarification note was produced to document a point in time so as to aid further discussions with NCC and Highways England (**HE**) in advance of Deadline 1. Mr Zanna confirmed that the updated TA [REP1-162] includes all of the points so the clarification note is effectively surplus to requirements now.

3.4 The ExA queried how the assessment scenarios based on groups and figures had changed in terms of vehicle movements.

3.5 Mr Zanna confirmed that the traffic flow numbers haven't changed. However, a daily traffic flow is now presented in the TA instead of the 12 hour flows presented in the TA submitted with the Application [APP-159]. Mr Zanna explained that the Applicant had clarified how the numbers were calculated and the grouping of traffic flows during discussions with NCC and HE. Mr Zanna confirmed that the predicted traffic flows and conclusions set out in Chapter 7 – Traffic and Transport of the ES [APP-079] have not changed.

3.6 In respect of the TNC Appendix Appendix 32 to the Applicant's Response to Deadline I - Transport Assessment Clarifications, Mr Zanna confirmed that the data within the TA is the same however the surrounding text has been clarified. Mr Zanna explained that a number of clerical changes had been picked up as a result of the audit but numbers are the same. Mr Zanna confirmed that as the numbers are the same the figures and conclusions set out in Chapter 7 of the ES remain valid.

3.7 The Applicant notes that NCC confirmed that it had no issues on this point.

3.8 **Predicted construction traffic flows, including those road links where no baseline data is available:**

3.9 The ExA referred to ES Tables 7.12 and 7.18 relating to baseline traffic data screening tests. The ExA noted that a number of road links had no baseline data available, in particular Links 88 and 89. The ExA queried whether all the links had been properly assessed.

3.10 Mr Zanna explained that the Applicant had undertaken a series of scoping discussions with NCC and the TA sets out all the links in terms of sensitivity. Traffic data was available for all high and medium links, however, data was missing for some low or negligible links. The Applicant has sought to clarify with NCC the baseline data for 15 missing links, including Link 88 and Link 89. Mr Zanna confirmed that these links have now been surveyed to provide the baseline data to inform the development of the CTMP, however, this does not undermine the assessment work carried out to date. The scope of this assessment has been discussed with NCC and HE and is currently being collected onsite. Mr Zanna confirmed that information for the 15 links will be submitted into the Examination once it has been discussed with NCC and HE.

3.11 In response to a query from the ExA as to why the 15 links had been selected, Mr Zanna explained that the Applicant had looked at receptors along the links. Mr Zanna reiterated that all links with medium and high sensitivity had already been surveyed and assessed. The Applicant was now compiling data on the

links that were originally considered to be low and negligible and where baseline data had not originally been available.

- 3.12 The Applicant notes that NCC confirmed that it was happy with the approach being taken.
- 3.13 Gareth Phillips confirmed that the Applicant was intending to submit the additional baseline figures for Deadline 4.
- 3.14 Mr Zanna explained that meetings with NCC are in hand and ongoing. The Applicant has been reviewing the level of HGVs planned. Mr Zanna referred to Annex 6.7 of TA which sets out the assumptions for traffic flows. Mr Zanna explained that a refinement in the depth of the haul road, comprising a reduction from 1m to 0.5m, has resulted in a circa 125,000 reduction in HGV movements which equates to approximately one third less movements on the network. Mr Zanna noted that this reduction in HGV movements will not have a bearing on the conclusions of Chapter 7 of the ES or the TA but will inform the refinement of the Outline CTMP.
- 3.15 In response to a query from the ExA relating to how the depth of the haul road affects traffic movements, Mr Zanna explained that the original TA assumed that the materials to construct the haul road would be delivered by HGV, in order to achieve a 1m granular fill. Given the knowledge of ground conditions along the onshore cable corridor, the Applicant has now been able to refine this parameter and reduce the depth of the haul road to 0.5m depth which will reduce the HGV two way movements from 367,529 to 260,804.
- 3.16 In response to comments made by NCC relating to the durability and thus potential need for additional material to be transported to site to maintain the haul road, Mr Zanna explained that the actual depth of the haul road is likely to be in the region of 0.3m, but the revised HGV movements assumes a depth of 0.5m so as to build in contingency for maintenance.
- 3.17 Mr Phillips confirmed that the Applicant would submit the revised figures at Deadline 4.
- 3.18 **Highways implications in relation to proposed main construction compound at Oulton Street, including proposed mitigation and cumulative impacts with Norfolk Vanguard:**
- 3.19 The ExA referred to the daily traffic movements, including staff and HGV movements. In response to a query from the ExA as to how the figures have been calculated, Mr Zanna confirmed that a table has been supplied to NCC and HE which splits the HGV movements along the wider road network into different types of vehicles and purposes, for example cable drum vehicles. Mr Zanna confirmed that a table specific to The Street Oulton [Link 208] likely variations during the day and any abnormal loads would be submitted into the Examination for Deadline 3 and can be found at Appendix 1.
- 3.20 In response to a query from the ExA relating to FWQ 1.11.1 and the VISSIM model being produced, Mr Zanna explained that a simulation model is being produced to address concerns raised relating to the nature of the road, type of vehicles and timing of the surveys (June, October and November). The model can add traffic in to include movements from Hornsea Project Three, agricultural vehicles and additional traffic generated by Norfolk Vanguard and Norfolk Boreas. The purpose of the model is to show visually how traffic on the link will function with Option 1: Passing Places improvement scheme in place.
- 3.21 In response to a query from the ExA relating to fluctuations in agricultural vehicles throughout the year, Mr Zanna explained that additional vehicles can be added to the model to account for seasonal fluctuations. Mr Zanna confirmed that the survey data from June, October and November provided the base provision. The traffic generated from Hornsea Project Three and Norfolk Vanguard would then be added. Mr Zanna explained that the model enables traffic to be layered to show what happens if extra vehicles are added which represents what would be expected during agricultural busy periods. Mr Zanna confirmed that further information on this point would be submitted at Deadline 3 and can be found at Appendix 1.
- 3.22 Mr Zanna added that VISSIM allows a variety of vehicle sizes to be added such as combine harvesters and tractors with trailers.

- 3.23 In response to comments from OPC relating to additional vehicles from the expanded potato storage facility, Mr Zanna confirmed that the Applicant has included the potato storage facility's existing and predicted flows. Mr Zanna explained that the model is not dependent on receiving information. The model will be used to establish how much traffic the link can physically accommodate. The base flows have been incorporated. The Applicant's position is that the best approach is to establish what the link can take to understand how the passing bays will function.
- 3.24 In response to a query from the ExA relating to obtaining information from local farmers, Mr Zanna explained that the Applicant was not intending to make inquiries with local farmers to inform the development of the VISSIM model. Mr Zanna reiterated that the purpose of the model was to establish how much traffic the link can accommodate with the passing places. However, in response to a query by the ExA, the Applicant agreed to contact local farmers to enquire if their traffic movement fluctuation data across the year was available and could be submitted to the Examination to demonstrate the potential agricultural fluctuations on this link in particular. Mr Zanna confirmed that the model would be discussed with, and made available to, OPC and an update provided at Deadline 4.
- 3.25 In response to a query from the ExA relating to further discussions with NCC regarding Option 1: Passing Places and Option R (proposed by OPC), Mr Zanna explained that the Applicant submitted a safety audit on the suitability of the passing places at Deadline 1 (Annex A of Appendix 20 [REP1-176]). Further discussions had taken place with NCC and the Applicant has sought to address NCC's comments by widening one of the passing bays. The Applicant has also assessed the physical construction of The Street and considered how to address noise and vibration impacts to the Old Railway Gatehouse by making changes to the hump. Mr Zanna confirmed that the Applicant will be submitting further details to NCC in due course.
- 3.26 In respect of Option R, Mr Zanna explained that the Applicant has considered the three variations put forward by OPC, which consisted of two variations off the B1149 and one variation off The Street. These variations were referred to as Option A, Option B, and Option C. Based on an initial review, the Applicant proposed a fourth variant, based on OPC's Option C. Both the Applicant and OPC agreed that Option B was to be immediately discounted due to visibility constraints and potential impacts on an established tree belt along the B1149. Thus, the Applicant has undertaken work on three variations of Option R referred to as Option A, Option C1 and Option C2. The Applicant has presented the Option A, Option C1 and Option C2 to NCC, BDC and OPC with accompanying safety audits.
- 3.27 The Applicant notes that NCC confirmed that NCC had reviewed the options and the most favourable is Option 1 which consists of passing places along The Street, permanent improvements at the junction of The Street and B1149 and temporary traffic management. The Applicant notes that NCC highlighted the traffic management issues associated with Option R variations, namely new junctions with the B1149 and potential cumulative traffic management implications associated with Norfolk Vanguard.
- 3.28 In response to comments made by NCC and BDC, Mr Phillips confirmed that the Applicant's preferred solution, which has been agreed with NCC, is Option 1: Passing Places. As a result of ongoing consultation with OPC, Option R (Option A, C1 or C2) is being considered by the Applicant to see if there is another technical solution. This work is taking place in addition to finalising details of Option 1: Passing Places. Mr Phillips explained that the option to access to the north west of the main construction compound and to the north of the Street would involve a new T junction off of the B1149. The haul road would then proceed south east to the main construction compound across at least two separate ownerships. Mr Phillips confirmed that this land was not included in the Order limits. The Applicant had contacted the two landowners to seek to reach a private agreement for access and dialogue is ongoing.
- 3.29 Mr Phillips explained that if the Applicant proceeds with Option R (Option A, C1 or C2) then it would be additional land and there is statutory process involved in adding such land to the Order limits. The Applicant is hoping to be able to reach agreement with the landowners so it can use the expedited process. Mr Phillips confirmed that progress with this option is therefore contingent on negotiation with landowners. In addition, the Applicant would need to carry out an environmental impact assessment for Option R (Option A, C1 or C2). Aspects which would need to be assessed would include noise and LVIA. Whilst the proposed route may work from a technical perspective, the Applicant had not yet assessed the other environmental impacts and therefore the proposed route should not be considered to be a panacea.

Mr Phillips reiterated that the Applicant's preferred option is Option 1: Passing Places, which is technically feasible, and Option R (Option A, C1 or C2) is being worked up as a second solution.

- 3.30 In response to a query from the ExA relating to cumulative impacts with Norfolk Vanguard, Mr Phillips confirmed that cumulative impact is an ongoing work stream and the Applicant's assessment of Option R will need to address this issue.
- 3.31 In response to a query from the ExA regarding the width of The Street with the passing places, Mr Zanna confirmed that the proposed works associated with Option 1: Passing Places would result in The Street being wide enough for two passing HGVs or an HGV and an agricultural vehicle. In respect of HGVs with cable drums, Mr Zanna confirmed that this would be an escorted vehicle as it is 16.76m long and 4.2m wide and the abnormal load procedures would be followed.
- 3.32 The Applicant notes that NCC confirmed that the proposed works associated with Option 1: Passing Places would result in The Street being of a sufficient width.
- 3.33 In response to a query from the ExA relating to the number of abnormal load movements to the main construction compound, Mr Zanna explained that there would typically be 118 HGV movements per day accessing the main construction compound, of which up to 8 (per day) of them would be carrying cable drums.
- 3.34 In response to a query from the ExA relating to the construction of the passing bays, Mr Zanna explained that they would be constructed out of a grasscrete material consisting of a 300mm subbase with an edging strip. Mr Zanna confirmed that the CBR testing has confirmed that the loading can be accommodated.
- 3.35 In response to comments made by the ExA and NCC relating to the performance levels of the construction materials, Mr Zanna confirmed that the Applicant is currently seeking the manufacturer's specification and will provide this to NCC.
- 3.36 In response to a query from the ExA relating to the impact of the passing bays on hedges and trees, Mr Zanna explained that the construction of the passing bays would not necessitate the removal of any trees located within the highway. However, it will be necessary to carry out pruning of hedgerows and trees. The Applicant notes that the ExA has requested further details of protection measures for landscape features.
- 3.37 In response to comments made by OPC relating to cumulative impacts with Norfolk Vanguard, Mr Zanna explained that Option 1: Passing Places has already been assessed assuming the worst case scenario of Hornsea Project Three and Norfolk Vanguard and Norfolk Boreas being constructed simultaneously. Mr Zanna reiterated that the uplift in agricultural vehicles will be included in the VISSIM model.
- 3.38 In response to a query from the ExA relating to whether the DCO needed to incorporate Option 1: Passing Places, Mr Phillips explained that the Applicant understood all the land required for the passing bays is located within the boundary of existing highway and the works could probably be carried out under a s278 Agreement.
- 3.39 The Applicant notes that NCC confirmed that all of the proposed works related to Option 1: Passing Places are within the public highway.
- 3.40 In response to a query from the ExA as to how the s278 Agreement would be secured in the DCO, Mr Phillips explained that the proposed works would be set out in the CTMP. Either a s278 Agreement or a licence would be required to carry out the proposed works. Mr Phillips confirmed that the CTMP would require the works to be carried prior to commencement of the use of the construction compound. Mr Phillips confirmed that the Deadline 4 submission would explain how the works would be secured.
- 3.41 The Applicant notes that NCC confirmed that the appropriate mechanism to secure the works is the CTMP.

- 3.42 In response to a query from the ExA relating to staff traffic turning left, Sarah Drljaca explained that the issue had been discussed with OPC and the Applicant would include a commitment in next version of the Outline CTMP that would apply to all vehicles leaving the construction compound (staff and HGVs).
- 3.43 The Applicant noted the ExA's request for a roadmap of the access options currently under consideration at the main construction compound. This can be found at Appendix 1 to Deadline 3.
- 3.44 **Matters relating to the outline Construction Traffic Management Plan, including the routing and timing of HGV movements:**
- 3.45 In response to comments made by the ExA and NCC relating to tourist seasonal traffic and peak commuter times, Mr Zanna explained that the Applicant's intention is to include management measures for individual links in the CTMP to address the points raised. This would also include HGV timing measures during commuter periods at junctions that are currently near or at capacity and provisions for sensitive receptors such as schools. Mr Zanna confirmed that these details would be added to the Outline CTMP prior to the close of the Examination.
- 3.46 Mr Phillips added that the Applicant had already outlined a number of documents that are currently being worked on. The updating of the Outline CTMP is therefore dependent on the outcome of the assessments and allowing sufficient time for stakeholders to consider the documents. Mr Phillips confirmed that the Applicant would provide an update at the next set of hearings.
4. **AGENDA ITEM 4 – HISTORIC ENVIRONMENT AND LVIA**
- 4.1 **Effects on the setting of heritage assets in the vicinity of the proposed HVAC substation/HVAC converter station, including design and mitigation matters:**

- 4.2 In response to a query from the ExA relating to design and section 4.5 of NPS-EN1, Andrew Guyton explained that the design parameters for the HVDC converter/HVAC substation had been based on technical requirements taking into account land take and topography. External contractors had been appointed to work up a design and make sure that it can fit within the parameters. Mr Guyton explained that Chapter 3 – Project Description of the ES [APP-058] includes illustrative images for the HVAC booster station. In respect of the HVDC converter station/HVAC substation the illustrative images have been merged so as to provide a worst case envelope.
- 4.3 In response to a query from the ExA relating to whether a design code or set of principles could be submitted, Mr Guyton referred to the onshore limits of deviation plan for the HVAC booster station and HVDC converter station/HVAC substation [APP-026] which determines where plant can be located, maximum heights and widths, access points, landscaping and temporary construction areas. Mr Guyton confirmed that the Applicant would submit further details relating to design and how it is binding for Deadline 3, Appendix 2.
- 4.4 In response to a query from SNC relating to phasing and using both HVAC and HVDC technology, Mr Guyton confirmed that the Applicant would comply with the maximum parameters. For example, if Phase 1 was for half of the capacity then only half of the land would be used but it would consist of a separate complete building with its own fencing and security measures. Mr Guyton confirmed that the size of the building would be determined by the generation capacity.
- 4.5 In response to comments from NNDC relating to the worst case scenario if one phase was HVAC and one phase was HVDC, Mr Guyton confirmed that the ES has considered the worst case which is the full HVAC booster station and the full HVDC converter station/HVAC substation. However, in the event that Hornsea Project Three is developed in two phases which consisted of HVAC and HVDC then it would not be the case that the full HVAC booster station and full HVDC converter station/HVAC substation would be constructed.
- 4.6 Mr Phillips reiterated that the worst case has been assessed in the ES and there would be no greater impact as a result of Hornsea Project Three being constructed in phases or each phase consisting of a different transmission technology.
- 4.7 In respect to comments made by NNDC in respect of mitigation, Philip Brashaw confirmed that planting would be undertaken for the whole scheme and then removed and replaced if necessary to undertake Phase 2.
- 4.8 Mr Guyton clarified that if Phase 1 requires the full planting then it would be provided and this is set out in the Outline Landscape Management Plan [REP1-145].
- 4.9 In response to a query from the ExA relating to phasing and the timing of mitigation planting, Mr Brashaw confirmed that some planting at the onshore HVDC converter/HVAC substation would take place up to 3 years ahead of planned completion, at commencement of construction.
- 4.10 Mr Guyton confirmed that the Applicant would confirm in writing when it would commit to planting prior to the commencement of construction at Deadline 4.
- 4.11 The Applicant notes that SNC committed to providing evidence as to why a 10 year maintenance period for trees is appropriate.
- 4.12 In response to comments made by OPC relating to impacts of the works to The Street on tree and hedge roots, Mr Phillips confirmed that the Applicant would provide further information on root protection in writing at Deadline 4.

5. AGENDA ITEM 5 – NOISE AND OTHER IMPACTS DURING CONSTRUCTION

- 5.1 **The effects, mitigation and monitoring of operational noise, including the identification of any distinctive characteristics of noise:**

- 5.2 In response to a query from the ExA relating to FWQ 1.12.3 and how the noise levels referred to in the ES will be controlled, Stephen Scott explained that the rating level for the HVDC converter station/HVAC substation is 34dB. In terms of tonality, Mr Scott explained that the Applicant has provided an inventory of equipment and that includes a description of the overall noise spectrum for each plant. The items that produce most noise are the variable shunt reactors, which have a broadband (non-tonal) noise character. Mr Scott explained that whilst there are tonal components, the design will mask any tonal noise from site. However, the Applicant recognises that there are different interpretations of tonality and is therefore intending to apply an additional penalty to be applied in the event of tonal noise that follows the procedures set out in BS 4142:2014. Mr Scott confirmed that BS 4142 describes the procedure for calculating the tonality penalty. If the overall noise perceived at the nearest receptors is tonal or is predicted to be tonal then the criteria applied will be more stringent than 34dB. Mr Scott confirmed that when the correction for tonality is added then the noise level must not exceed 34dB overall.
- 5.3 In respect of the HVAC booster station, Mr Scott explained that the target level was lower (30dB) as the baseline is quieter. The ES assessment was based on the background level not being exceeded by 4dB. Mr Scott confirmed that a tonality penalty would be applied should tonal noise occur.
- 5.4 The Applicant notes that SNC and NNDC confirmed the method being used was agreed and that BS 4142:2014 was the appropriate standard.
- 5.5 In response to comments made by NNDC relating to noise monitoring, Mr Scott confirmed that the Applicant would apply the "Joint Nordic Method 2" to determine the correction by measurement rather than subjective measurement. Mr Scott explained that the details of future monitoring will be confirmed in the noise management plan.
- 5.6 In response to a query from the ExA relating to Requirement 21, Mr Phillips confirmed that the DCO would be amended to refer to Works 9 and 10.
- 5.7 **Other matters relating to the outline Code of Construction Practice (including continuous working and core working hours):**
- 5.8 In response to a query from the ExA relating to construction noise, core working hours and the justification for a 7am start, Mr Guyton explained that a 7am start was standard for NSIP projects and referred to Hornsea Project Two and the Norwich Northern Distributor Road as examples of other NSIPs with 7am starts.
- 5.9 In response to a query from the ExA relating to different start times at landfall and the substations, Mr Guyton explained that the Applicant requires consistent working hours along the route. Mr Guyton clarified that it is not anticipated that there would be noisy activities every day, however, an early start is critical. In respect of the mobilisation period referred to in the Outline CoCP, Mr Guyton confirmed that this was subject to the approval of relevant environmental health officer at each local planning authority.
- 5.10 Mr Guyton added that a 7am start time also has advantages, for example ensuring that some vehicle movements can occur outside of peak commuter times on the local road network.

6. AGENDA ITEM 6 – LAND USE AND RECREATION

- 6.1 **Updated on discussions between applicant and farming interests:**
- 6.2 In response to comments made by the NFU relating to soil management, Richard Grist confirmed that discussions with the NFU are ongoing and the Outline CoCP would be updated in due course to reflect the outcome of those discussions.
- 6.3 Julia Tindale explained that in respect of the soil management strategy, the ES set out the Applicant's understanding of the different soil types along the onshore cable corridor. The soil management strategy referred to in the Outline CoCP will take into account the different soil types and associated drainage issues. Ms Tindale confirmed that the Applicant would follow best practice and noted that Defra was in the process of updating its soil handling guidelines. Ms Tindale explained that the soil management

strategy will cover soil resources on the site, survey work, stripping and storage of topsoil and subsoil and initial aftercare.

- 6.4 In respect of soil storage, Ms Tindale explained that she had over 25 years of experience of soil stores and confirmed that the location of the soil storage, as opposed to length of time, is the main issue as it can be susceptible to damage. Ms Tindale confirmed that if the soil is covered properly then this will prevent the loss of materials through erosion. The key is to seed and cover the soil quickly and prevent further damage. Ms Tindale added that the Applicant will consult with NE before it the soil management strategy is submitted for approval.

7. AGENDA ITEM 7 – SOCIO-ECONOMIC

7.1 Localised effects on tourism within North Norfolk District, including mitigation of any effects:

- 7.2 In response to comments made by NNDC relating to impacts on tourism and the tourist season, Neil Evans acknowledged the points raised and confirmed that the Applicant recognised the importance and form of attractions in North Norfolk and the tranquillity and the aspirations of NNDC to grow and broaden its tourism sector. Mr Evans explained that in terms of the importance of the tourism sector, the Applicant understood through tourism monitoring that the sector has been growing over the last 5 to 6 years. Mr Evans added that during this time there had been several wind farm developments involving onshore infrastructure.

- 7.3 Mr Evans confirmed that the Applicant's assessment concluded that there will not be any significant effects on tourism. The Applicant had undertaken research on the impacts of offshore and onshore projects on tourism economies and stands by its conclusions that there will be a minor effect on visitor volumes and activity.

- 7.4 Mr Evans explained that the Applicant had looked at how infrastructure construction can impact on tourism. Mr Evans referred to Chapter 10 –Socio-economics [APP-082] and confirmed that the Applicant had taken into account the impacts of noise, LVIA, and traffic on visitors and activities. The ES concluded that the effects would be negligible and minor adverse. Mr Evans explained that the Applicant had assessed specific tourist locations, such as the resorts near Cromer, which were considered to be a sufficient distance from the cable route and have a particular offering (a traditional beach holiday) so that the construction works were unlikely to affect the destination's appeal. In respect of Weybourne, which is located approximately 1km from the onshore cable corridor, Mr Evans explained that there are far fewer visitors than for more popular destinations. In terms of noise and LVIA, the ES had concluded that the effect was negligible and the places will remain open to visitors, walkers and cyclists.

- 7.5 Mr Evans reiterated that in terms of traffic, noise and recreational resources, the ES had concluded that any impacts will be negligible or minor adverse. In respect of particular businesses and centres, Mr Evans explained that on the whole there would be no detrimental impacts and there could be positive benefits from construction, for example the use of accommodation and purchase of food and drink by construction workers.

- 7.6 In response to a query from the ExA relating to the hypothetical impacts if the onshore cable corridor was not linear, Mr Evans explained that assessing the impacts of construction activities only taking place in the vicinity of Weybourne and the North Norfolk Coast would not change the conclusions of the ES provided that the scale of activities was the same as it is currently in the location.

- 7.7 In response to a query from the ExA relating to traffic implications during peak tourist numbers, Mr Evans explained that the final CTMP will set out measures to manage HGV movements in respect of tourism routes and confirmed that it is the Applicant's intention to avoid more popular routes and popular time periods.

- 7.8 **The weight that can be given to any socio-economic benefits given the uncertainty over the location of any onshore support facilities, including consideration of the proposed Skills and Employment Plan:**

- 7.9 The Applicant notes that NDDC acknowledged the positive benefits of Hornsea Project Three to local employment and businesses. In response to a comment from NNDC relating to the use of Great Yarmouth Port, Mr Phillips explained that the Applicant does not yet know which port will be used. However, Mr Phillips set out the Applicant's position that significant weight should be place on the socio economic benefits of Hornsea Project Three as the Applicant was confident that a port within one of the LEPs will be used.