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1. Construction

1.1. Where will the construction compounds be located?

The main construction compound is located at Oulton on the site of the old RAF base. There will be two additional satellite construction compounds located in the north and south of the route, however these are yet to be confirmed.

On the National Trust website it states that: “Royal Air Force Oulton was an airfield that was created on Blickling Estate in 1939 and undertook vital work for the war effort..... RAF Oulton was closed for operations in 1946 and finally decommissioned in 1949.” You can find out more about the history of the site on the [National Trust website](#).

1.2. Will the construction works take place 24/7?

Our standard working hours are Monday to Friday: 07:00 - 18:00 hours; Saturday: 07:00 - 13:00 hours.

There are, however, certain limited circumstances where we will work outside of these hours, either to reduce the overall length of disruption to the community, such as when we are required to close a road or footpath, or due to the technical nature of our activities.

We are allowed to undertake the following activities outside of normal working hours subject to obtaining agreement with the relevant local authority in consultation with relevant stakeholders as required:

- Horizontal Directional Drilling (HDD) operations. (These activities may require 24-hour machinery operation, dependent on the ground conditions)
- Substation component installation
- Oil filling of transformers at the onshore substation
- Jointing operations along the onshore cable corridor

1.3. What is the link with Ørsted and the proposed National Grid construction of the pylon?

While Ørsted is not constructing pylons for the Hornsea 3 project, National Grid has proposed constructing pylons in East Anglia as part of their Norwich to Tilbury project.

National Grid has a duty to ensure that they are able to safely and efficiently transport electricity from where it is produced to where it is needed. This means that it is the responsibility of National Grid to ensure that their infrastructure has the capacity to take on the electricity produced in any particular region, including offshore wind.

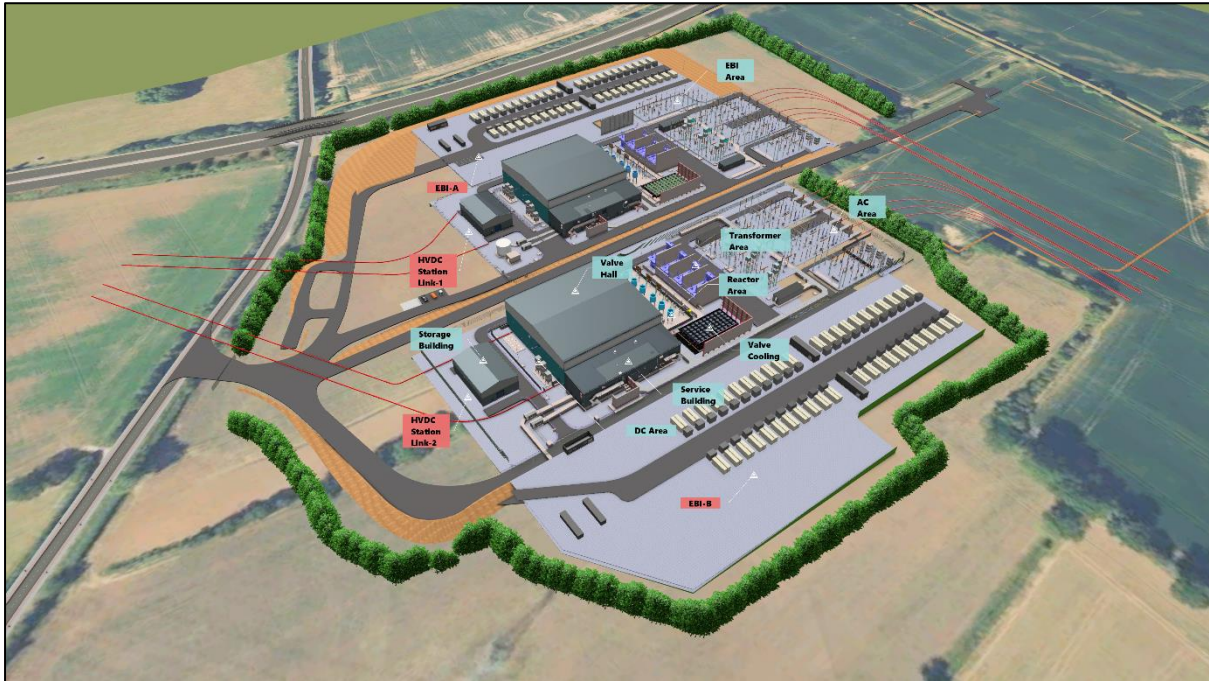
To find out more about the Norwich to Tilbury project, or other National Grid activities, you can contact National Grid directly by [visiting their website](#).

1.4. What are the plans for the Hornsea 3 Electricity Balancing Infrastructure (EBI)?

The EBI will be co-located within the same footprint as the Hornsea 3 Onshore substation and will cross-utilise part of the existing planned infrastructure to maximise the use of this site. For example, the permanent site access, sustainable drainage systems, internal roads and vehicular parking.

The Ørsted EBI development is not proposed to occupy any additional land than previously consented within the Hornsea 3 Offshore Wind Farm Order Limits. We plan to deliver the development within the same construction programme window as the Hornsea 3 onshore substation (36 months maximum) with the aim of limiting disruption to the local community and road users.

A visualisation of our EBI facility can be seen below.



1.5. Why do we need battery storage for renewables? Aren't there other ways of storing power?

Renewable energy is intermittent by nature, for example, it will only be produced when the wind blows or the sun shines and this may not necessarily always align with demand (when, and where, the energy is needed to be consumed). Storing power allows us to better manage the differences between energy production and energy demand.

There are different types of technology for storing power and all are important to ensure that we are not 'wasting' renewable energy by being unable to capture it.

The type of technology used (whether batteries or other) will depend on what is most suitable for the site where it is to be located. Technology selection is site specific so technologies are not standard. As storage technology and the needs of the grid are rapidly evolving, it is best to maintain flexibility in the type of solutions available.

1.6. Why did you select Tesla as your technology partner?

Tesla is one of the leading providers of grid-scale energy storage in the world. They also have a very strong performance record for their projects in the UK. As of April 2024 they had an installed capacity of 1.1 GWh (enough to power approx. 147,000 houses for 1 day). Tesla has a robust approach to health and safety, with the MegaPack units that we will be using having undergone extensive fire safety testing. They also include integrated safety systems, specialised monitoring software and 24/7 support. (Source: [Megapack | Tesla](#))

1.7. Will the project store excess power from Hornsea 3?

Yes, but it can also import electricity from the grid. It will all depend on what is needed at the time.

1.8. Wasn't there a fire in Ørsted's other Battery Energy Storage System facility? Aren't these types of batteries dangerous?

We did experience a fire in 2020 at our Carnegie Road facility in Liverpool. This was dealt with swiftly, with fire crews arriving onsite within 10 minutes. No one was injured, no environmental damage was caused and the site has since been rebuilt with updated battery, safety and detection systems.

The lessons learned from this incident have helped inform the development of the battery energy storage system in Norfolk.

1.9. What sort of batteries are being used in Norfolk? Are they the same as the ones in Liverpool?

The batteries at Carnegie Road in Liverpool are Lithium ion with a capacity of 20MW, produced by LG Chem. The Ørsted ICENI Energy Storage System uses a proven system with a capacity of 300MW or 600MWh produced by Tesla. Tesla has a robust approach to health and safety, with the MegaPack units that we will be using having undergone extensive fire safety testing. They also include integrated safety systems, specialised monitoring software and 24/7 support. (Source: [Megapack | Tesla](#))

1.10. If the battery in Norfolk is so much bigger, isn't it more dangerous?

In Norfolk, it is not just one battery, but a series of separated modules, comprising what is called a 'battery energy storage system'. It is a state-of-the-art system which uses the latest technology with in-built safety features to prevent dangerous incidents. The industry has evolved significantly, and the UK Government now provides guidance on safety for Battery Energy Storage Systems.

1.11. How will it be monitored?

The Energy Storage System will be checked and monitored 24 hours a day, 365 days a year by our Control and Monitoring Centre in Barrow, which is where we monitor all of our assets in the UK.

1.12. How will a Control and Monitoring Centre in Barrow be able to manage in the event of an incident in Norfolk?

It is common practice for energy assets to be monitored and controlled from remote centres a distance from the location of the asset. This ensures the 24 hour, 365 day coverage with relevant experts required that the system requires. Ørsted has vast experience in this practice across our portfolio of assets including offshore wind farms and storage facilities. Local teams would be deployed in the unlikely event of an incident.

1.13. What obligations does Ørsted have in terms of sharing any information regarding risk, fire safety, design of system etc? Do you have to provide further info to the fire service/others in safety? Can you share information about the detailed design, safety, detailed plans about the system etc/will we be required to submit this to the Local Planning Authority or put it into the public domain?

Detailed plans regarding the risk, fire safety and design of the proposed EBI are publicly available on [our website](#). The local planning authority will be made aware of this information.

1.14. Will the vibration from your machinery damage my property?

The conclusion of our recently conducted Vibration Demonstration study concluded that the vibrational levels produced from installing haul road and hard standings are well below that which would cause structural damage to nearby properties.

The study was conducted in a working area at Snow Hill, High Kelling. The vibrational monitoring was carried out by an expert meeting the requirements of a “qualified person” as recommended by the Institute of Acoustics.

The measurements were carried out with both a dumper truck and vibratory roller working at maximum capacity to simulate a “worst case scenario”.

The guidelines produced by the British Standard on noise and vibration control suggest that values above 15mm/s structural damage will occur. Our maximum recorded figure was 2.53mm/s at 20m away from the vibratory roller. The natural decay of the vibration energy will result in lower vibrational levels experienced at neighbouring properties, which are situated much further away than the 20m mark as used in the Study.

The project team will always strive to minimise the use of the machinery that can cause vibrations where practicable.

1.15. Can you change the reversing alarms on your vehicles to white noise alarms?

The majority of modern machinery and HGV’s have ‘white sound’ reversing alarms and we do request our suppliers use vehicles to this standard. However, we cannot guarantee that there will be no vehicles using ‘beeping’ alarms, because the purpose of these alarms is to keep our workforce and the community safe.

All alarms will comply with the standard set by the Health and Safety Executive which states that “*audible alarms should be loud and distinct enough that they do not become part of the background noise.*”

We will monitor the use of reversing alarms and will address this matter with our suppliers and subcontractors if they provide vehicles without suitable reversing alarms.

1.16. Where is the RWE construction compound going to be located?

If you have questions regarding the Norfolk Wind Zone projects which are being delivered by RWE, please contact the RWE Community Relations team on norfolk@rwe.com or you can find further information about the projects on [their website](#).

1.17. Supply chain: where are the generators, monopiles, foundations and blades made?

The foundations for the Hornsea 3 turbines will be installed by our offshore contractor Cadeler, who have been actively involved in the building of wind turbines in connection with the Hornsea Two project.

When the project progresses into the construction phase, opportunities will become available for sub-contractors and other businesses to facilitate in the build-out of the project. This will include suppliers for the generators, wind turbine blades, and components for the foundations.

It is very much our intention to consider proposals by businesses from the local region to support us in building the world's largest offshore windfarm during the construction phase.

We'll need many sub-contractors to deliver specialist work, and this is where opportunities will become available for the local supply chain and local business community. We will seek to use local companies who have the right expertise and experience, wherever possible.

Specifically, we are aiming to build on local strengths in engineering and manufacturing, including in steel production. This will help grow our supply chains and the skills needed to support the energy sector and deliver local economic benefits.

We are committed to putting the UK at the heart of the green transformation. We will work with the UK Government to encourage the development of open and competitive supply chains for Hornsea 3.

Hornsea 3 will be the first and lead customer at SeAH Wind's monopile factory in Teesside, underpinning SeAH's investment decision to establish a new, globally competitive monopile factory in the UK.

Ørsted will bring significant benefits to the UK's target of 50GW of offshore wind by 2030, and Hornsea 3 will play a fundamental role in helping the UK achieve this target.

2. Traffic Management

2.1. How will I access my home whilst there is traffic management in place?

Any works we carry out are essential for the development of Hornsea 3. We will ensure that works are completed as safely and as quickly as possible while keeping disruption to a minimum.

During our works, there may be restrictions in place for on roads and footpaths for periods of time. However, we will communicate these to residents and communities in advance of the works to ensure that alternative access arrangements can be made if required and to maintain emergency access at all times.

2.2. How and when will you tell us about traffic management and road closures?

Ensuring the local community is aware in advance of any disruptive works is essential for all construction projects. Where communities will be significantly affected (e.g. full road closures, particularly noisy work, and work outside of core working hours) we endeavour to issue advance works notifications at least two weeks before the works are due to begin.

These advance works notifications will describe the works we are carrying out, how communities might be affected, and the duration of those works. We'll also put in place advance warning signs on the road network ahead of closures and diversions.

2.3. I'm disabled and need vehicular access to my property – can this be accommodated when you are working?

Please call or email our Community Liaison Officer with details of your requirements and let us know your circumstances and we will do all we can to assist.

The Community Relations team can be contacted on **0800 158 2354** or via email at community@hornsea3.co.uk.

2.4. Where can I park during road works?

If you usually park on the road within the work area, you will need to find alternative parking nearby during the hours of the road closure. Off-road parking will not be affected however we cannot guarantee access in or out during our work hours.

Please call our Community Liaison Officer with details of your requirements and let us know your circumstances and we will do all we can to assist.

2.5. What consideration is being given to school traffic/public transport/waste services affected by road closures?

Works are often timed to minimise impact to local schools and to assist commuters, however, this is not always possible. For the more disruptive works, we inform communities and organisations that might be affected ahead of the works. This is to ensure that people and organisations have enough time to make adjustments to their routines as to minimise the impact of the works on their respective lives and operations.

2.6. We are a business, how will staff / customers / deliveries be able to get through works?

Any works we carry out are essential for the development of Hornsea 3. We will ensure that works are completed as safely and as quickly as possible while keeping disruption to a minimum.

During our works, there may be restrictions in place for on roads and footpaths for periods, however we will communicate these to residents and communities in advance of works to share arrangements and emergency access will be maintained at all times. If your business is inside the work area, we may not always be able to guarantee access for deliveries during our work hours. We endeavour to engage with you to facilitate as best we can, any access required for deliveries etc.

Please call or email our Community Relations Team with details of your requirements and let us know your circumstances and we will do all we can to assist.

2.7. Where can I find details of your traffic management proposals?

The Construction Traffic Management Plans (CTMP) have now been agreed with the relevant highways & planning authorities and can be found on the local authorities' planning portals. You can find the CTMP relevant to your area via the links below:

- [North Norfolk District Council](#)
- [Broadlands District Council](#)
- [South Norfolk District Council](#)

2.8. What affect will the traffic have on air pollution?

Volume 3 Chapter 9: Air Quality of the Hornsea 3 Environmental Statement presents the Hornsea 3 air quality assessment that was undertaken in accordance with industry guidance.

The air quality assessment considered the potential changes in air quality because of Hornsea 3 and in relation to dust pollution and exhaust emissions. The study area for the Hornsea 3 air quality assessment comprised a 350m buffer (for the construction dust assessment) and 500m buffer (for the traffic emissions assessment) around the onshore elements of Hornsea 3.

In response to the risk of dust pollution, Hornsea 3 has committed to the adherence of the Institute of Air Quality Management (IAQM) dust control measures. Such measures include the fully enclosing of site-specific operations where there is a high potential for dust production, covering, seeding or fencing stockpiles to prevent wind exposure and avoiding burning of waste materials. Considering the implementation of these measures, the construction effects on dust sensitive receptors was concluded to be not significant.

Moreover, any increase in traffic is unlikely to result in a significant air quality impact on the identified roads, as the pollutants produced are predicted to not exceed Air Quality Strategy objectives. The effect of construction traffic on people and nature was considered to be negligible.

We examined the impact of air pollution specifically on the Cawston/B1145 area. Our study identified air pollution as having a negligible impact on the area.

Furthermore, the Onshore Cable Corridor Code of Construction Practice (CoCP) has been produced to fulfil the DCO Requirement 17. Within the CoCP is information relating to air quality and how we will manage this during the construction phase. Section 6.11 and 7.3 of the CoCP details how we will develop and implement appropriate measures to minimise the generation of dust during construction and to facilitate community engagement and a proactive approach to complaints.

2.9. What should I do if I see an HGV speeding or driving uncourteously?

In order to investigate all reports of speeding accurately, we request that you note down as much detail as possible regarding the vehicle involved, such as the registration and branding of the vehicle, time, date and location. This information will enable us to determine as to whether the vehicle is related to our project and, if they are part of our project, help us identify the relevant subcontractor.

Reports of speeding are raised through our health and safety reporting system to ensure that cases are dealt with thoroughly and promptly.

Once the driver has been identified, our Principal Contractor will raise the issue with the relevant subcontractor and carry out a Toolbox Talk on speeding and courteous driving. The driver will then sign the Toolbox Talk as an acknowledgement of points raised and what is expected whilst working for the project.

Speeding and courteous driving are also covered in the initial induction for all HGV drivers for Hornsea 3.

2.10. I have received a letter about abnormal load movements. Where can I find out more about these?

A separate FAQ document regarding Hornsea 3 abnormal load movements is available [on our website](#).

3. Cable route – trenching/reinstatement

3.1. Where will the cable route be located?

The **offshore** cable corridor extends from the proposed landfall area, west of Weybourne in North Norfolk, offshore in a north-easterly direction to the Hornsea 3 array area.

The Hornsea 3 **onshore** cable corridor runs southerly from landfall, west of Weybourne to the proposed substation site south of Norwich, and to the north-west of Swardeston. The cable will then run from our substation to the National Grid substation (Norwich Main) at Dunston.

The Hornsea 3 cable route requires an onshore element in order to connect to the National Grid at the Norwich Main Substation.

You can see the cable route on our website via an interactive map

<https://hornseaproject3.co.uk/interactive-map>

3.2. What size is the cable route?

The Hornsea 3 **offshore** cable corridor is approximately 163 km in length and 1.5 km in width.

The Hornsea 3 **onshore** cable corridor is typically 50 m wide and up to 53 km long.

3.3. Are cables going underground and/or overground?

The Hornsea 3 onshore cables will be laid underground in a ducted system. No overhead lines/cables are required for Hornsea 3.

While Ørsted is not constructing pylons for the Hornsea 3 project, National Grid has proposed constructing 400kV AC overhead powerlines in the Mulbarton area as part of their East Anglia GREEN project.

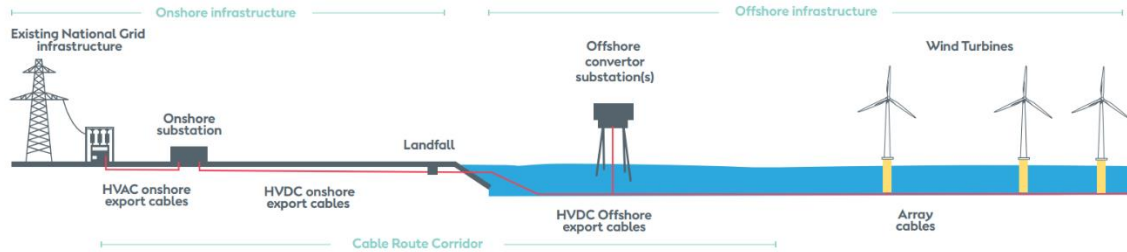
3.4. What is underground cable laying?

In areas where space for cables is limited, especially in urban areas, underground laying of cables is an efficient way of maintaining the energy needs of a community. Electricity is transmitted from one point to another, using cables laid in an underground system, instead of the cables hanging from poles and towers.

Underground cables are not visible to the naked eye, so retain the location's aesthetic beauty. To ensure this, proper trenches need to be dug and the entire process needs to be carried out systematically to ensure success and minimum service requirements.

Whilst burying cables is far more expensive than erecting pylons or installing other surface level cables to transmit the electricity from one point to another, the offshore wind industry has committed to minimum long term visual impacts in areas in which we construct our projects, therefore all onshore cables are buried.

The methods for burying cables used for the Hornsea 3 cable route are trenching and Horizontal Directional Drilling.



Main components of High Voltage Direct Current (HVDC) transmission options for Hornsea 3.

3.5. What are the benefits of underground cabling?

In order to ensure the country's national energy security, it is important that our energy infrastructure is planned and equipped to survive the harsh weather conditions. The benefits of an underground cable systems are:

- **Longer lifespan** – underground cables have a greater life expectancy than aerial cables.
- **Reduction in maintenance costs** – Less exposure to Force Majeure events like falling tree branches, strong winds and rain leading to fewer maintenance requirements.
- **Accident prevention**- Aerial cables can collapse on buildings and cars and put anyone near them at the risk of electric shocks. As such, underground cable laying is safer.

3.6. At what depth will the cables be laid?

The normal depth of laying cables is influenced by climate conditions and terrain. It ranges from 1.2 metres to 4 metres depending on the conditions. The cables for Hornsea 3 will generally be laid around 1.5 metres deep.

3.7. What is trenching?

Trenching involves digging trenches along the cable route which the cables are then laid into. This will be the main method that we use to install the Hornsea 3 onshore cable. Once the cables are installed, we will then endeavour to reinstate the land to its former use.

The onshore export cable trenches will be up to 2 m deep, 1.5 m wide at the base and 5 m width at the surface.

During the construction of the cable trenches, the topsoil and subsoil will be stripped and stored on site within the temporary working corridor as construction of each linear section of the cable route advances. The topsoil and subsoil will be kept separately to allow preservation of the soil structure and to prevent weed build-up and texture damage.

3.8. 3.8. What is Horizontal Directional Drilling?

Horizontal Directional Drilling (HDD) will be used to install the onshore cables at specific points along the cable route where trenching would not be appropriate. However, it is not appropriate for the entire length of the cable route. The cable route itself has been designed to avoid areas of woodland where possible. In areas which we do cross sensitive locations such as large sections of woodland, protected areas, major roads and other sites of specific interest, we will install the cable using HDD method.

3.9. What cables connect to the Hornsea 3 Onshore substation at Mulbarton

In order to connect the Hornsea 3 Project windfarm to the National Grid at Norwich main substation, we shall be installing two types of cables. You can view the [Hornsea 3 cable route](#) for further details.

The two main cables that we will be installing at our onshore substation are:

- 400kV HVAC onshore export underground cables that will connect from the Hornsea 3 onshore substation to the Grid substation Norwich Main.
- 320kV HVDC onshore export underground cables that connect from landfall to the Hornsea 3 onshore.

We are also installing a 11kV Distribution Network Operator supply cable to connect our onshore substation to the Mulbarton substation. This is being installed to ensure that there is a permanent Low Voltage power supply required for the onshore substation systems to stay live. This work is being conducted by UK Power Solutions, who are contracted by Ørsted.

3.10. Once you've laid the cable, how will you carry out maintenance in the future?

We will carry out maintenance on the Hornsea 3 cable through an easement with access rights on the relevant properties.

4. Environmental Effects

4.1. Will the cable cut through Kelling Heath, a Site of Special Scientific Interest (SSSI)?

The cable route does not impact this area. As a Site of Special Scientific Interest (SSSI), Kelling Heath has also been surveyed to ensure that we provide appropriate mitigation strategies to protect the area.

At its closest point, the edge of the Hornsea 3 Order Limits is approximately 22 meters from the boundary line of the houses on Pineheath Road.

However, the actual construction corridor is narrower, with an assumption that it will be approximately 50m wide. Therefore, in reality construction activity is likely to be further than 22 meters from Pineheath Road.

All our works are designed to minimise and mitigate disturbance to wildlife and all our ecological work is carried out in accordance with the relevant laws and regulations. You can visit our website read more about [our environmental surveys in Kelling Heath](#).

4.2. How is the project minimising any environmental damaged caused by the laying of the underground cable?

The onshore cable corridor has been developed to avoid designated sites, areas of woodland and other ecologically sensitive habitats wherever practicable. For example:

- Horizontal Directional Drilling (HDD) will be used under all designated sites, woodlands and all 'main' watercourses and numerous 'ordinary' watercourses to minimise impacts on the ecology and nature conservation value of these features and sites.
- Where possible, access routes will use existing highways or tracks to minimise impacts on species and habitats.

During construction a range of mitigation measures will be in place to avoid damage. These are set out in an Environmental Management Plan and Code of Construction Practice (see links below). Some examples of the measures include:

- Protective buffer zones will be implemented around sensitive areas to minimise impacts from construction works.
- All works will be carried out in line with legislative requirements and Environment Agency guidance.
- An Ecological Clerk of Works (ECoW) will be present on site to oversee construction where necessary and provide ongoing ecological support to the construction team. The ECoW will be a suitably experienced professional ecologist. The ECoW will contribute to construction method statements and during construction they will undertake toolbox talks on key environmental issues.
- A biosecurity protocol will be implemented to minimise the risk of spreading invasive species.
- All vegetation will be removed sensitively and only commence following a search by the ECoW.
- The majority of vegetation clearance will take place outside of the bird nesting season. Where hedgerows of value to foraging and commuting bats are removed, artificial hedgerows will be put in place for the duration of the construction period.

- A range of measures relating to site management and good housekeeping will be in place, such as site induction and toolbox tools covering mitigation requirements; heavy machinery will not be tracked on waterlogged or stored soils; dust suppression/management measures will be in place; vehicle speeds will be restricted in the working corridor to risk likelihood of injury to species on site; and night-time working will be avoided where possible.

In terms of Great Crested Newts (GCN), a District Level Licence has been granted by Natural England. Part of the purpose of this licence is to deliver targeted off-site habitat creation to benefit the wider GCN population.

The Outline Ecological Management Plan and Code of Construction Practice can be found on the [Planning Inspectorate Website](#).

4.3. What is the width of the strip of vegetation that will be removed?

Across the project hedgerow and vegetation removal is required; however, this has been minimised wherever possible through the development and refinement of the onshore cable corridor.

The length of hedgerow removal varies on a location by location basis along the length of the cable route. The length of removal varies between approximately 5m and 150m, with the majority of removals between 30m and 50m.

The Ecological Management Plan (Reference: 20221757) and Code of Construction Practice (20221756) covering the vegetation clearance works can be found on the [South Norfolk and Broadlands Planning Portal](#).

4.4. What environmental support and remediation will the project provide to address any damage to habitats?

Various commitments in relation to addressing damaged habitats are set out in the Environmental Management Plan and Code of Construction Practice mentioned above. These commitments include:

- The project commits to the reinstatement of damaged or cleared terrestrial habitat. Habitat reinstatement will involve the replacement of removed soils and the planting of native hedgerows, shrubs and trees, typical of the local area where possible.
- A replanting programme to compensate for habitat loss and to provide screening will be implemented at the Onshore Converter Station.
- Replacement planting will include fruit-bearing species of potential value to birds including hawthorn and blackthorn, crab apple and dog rose.
- Bat boxes will be implemented, and replacement shrub and woodland planting will look to provide potential long-term roosting opportunities.
- Barn owl nesting boxes will be erected to compensate for the loss of suitable nest sites as a result of Hornsea 3. The locations of the nesting boxes will be advised by the ECoW and subject to landowner agreement. The nest boxes will be located within suitable locations (in accordance with industry guidance) and away from the construction works.
- As stated above, as part of the GCN District Level Licence agreements targeted off-site habitat creation will be created to benefit the GCN population.

4.5. What will the detrimental impact be on nesting Kittiwake and their breeding success?

Hornsea 3 are required to provide 4 artificial nesting structures (ANS), each able to accommodate 467 pairs of kittiwakes, across two geographic regions. Ørsted is committed to delivering the best possible solution i.e. optimum designs and locations to maximise the chance of colonisation success.

This commitment to the best possible solution, combined with the large scale of the Kittiwake compensation required, means more time is needed to avoid delaying operation of the windfarm and delivery of the government's renewable energy ambitions. The kittiwake compensation measures will be achieved and secured regardless of any delay to the timing of the delivery.

Separate planning permissions are required for each nesting structure, and they will each have a different construction programme. They will therefore progress at different speeds meaning some artificial nesting structures can be implemented sooner than others, which is why two different timescales are in the application for a non-material change to the DCO.

Two marine licences are currently in place for our ANS. They can be found by searching the following reference numbers on the [Marine Management Organisation's](#) public register: MLA/2022/00287/1 and MLA/2022/00333/1. A third license has yet to be submitted and details will be available soon.

An onshore planning permission is also in place which can be found by searching reference APP/H0724/W/22/3309272 on the [planning inspectorate's website](#).

4.6. What will the detrimental impact be on other nesting birds and their breeding success?

We have policies in place designed to mitigate the impact of our works on wildlife, as part of our obligations in the Ecological Management Plan (EMP). These policies apply to all our works, but we can contact our contractors for further details.

Specifically, the EMP says that where trees, hedgerows or scrub, of potential value to nesting birds, are required to be cleared for construction, clearance will be undertaken outside of the bird breeding season (mid-February to end of August) to prevent disturbance to nesting birds where possible. No habitat containing an active nest will be removed or disturbed, and measures will be set in place to protect the nest until young have fully fledged and left the nest.

Measures may include the establishment of 5 m wide protection zones in which heavy vehicles will not be tracked and the storage of vehicles, equipment, machinery and soil storage will be prohibited.

In the case of barn owl nesting boxes, these will be erected to compensate for the loss of suitable nest sites as a result of Hornsea 3. The locations of the nesting boxes will be advised by the Environmental Clerk of Works and subject to landowner agreement. The nest boxes will be located within suitable locations (in accordance with industry guidance) and away from the construction works.

4.7. What has Hornsea 3 done to reduce the chance of flooding and silt run off near working zones?

Following the exceptional levels of rainfall experienced during the winter of 2023, Hornsea 3 has put in place additional measures to minimise the risk of surface water and silt run off in the vicinity of our working zones. These measures include additional hay bales to direct the flow of surface water runoff and fencing to filter out any silt.

Please note that Hornsea 3 can only manage the surface water runoff from our sites.

5. Local Opportunities

5.1. How will the installation of the cable benefit me and the community?

The installation of the cable will provide four clear benefits:

- **Continuous service** – Protected from external factors, underground cables provide uninterrupted power or service. The new cable will also support future power demand, making the electricity more reliable in line with potential housing growth
- **Less space required and improved street appearance** – Aerial cables require a lot of space for installing poles whereas underground cables require a lot less land. A lack of overhead power lines also creates a more aesthetically pleasing neighbourhood. Underground cable systems are completely out of sight and cause zero obstruction to properties.
- **Supporting and working with local businesses** - Ørsted will bring significant benefits to the UK's target of 50GW of offshore wind by 2030, and Hornsea 3 will play a fundamental role in helping the UK achieve this target. When the project progresses into the construction phase, opportunities will become available for the region by sourcing sub-contractors and other businesses to facilitate in the build-out of the project.

The Hornsea 3 offshore windfarm will also bring significant benefits to the rest of the UK, such as:

- **Energy Security** – In an uncertain international market, a steady stream of homegrown renewable energy will ensure the security of the UK energy market.
- **Cheaper energy** – Renewable energy from wind is becoming cheaper and cheaper as technology advances. Fluctuating international gas prices have meant that renewable energy from offshore wind has already become cheaper than energy from gas.
- **Surplus energy** – Sometimes offshore windfarms will produce more energy than the UK needs. During these periods, the energy produced can be exported to other countries.

It is very much our intention to consider proposals by businesses from the local region to support us in building the world's largest offshore windfarm during the construction phase. If you are local businesses and interested to know more, you can contact us at community@hornsea3.co.uk

5.2. What will the effect be on house prices due to construction traffic?

House prices are affected by an array of economic factors, however property experts such as estate agents and or property surveyors are best placed to provide professional guidance. We encourage you to redirect your enquiry to the experts in the property market.

5.3. Where does the revenue from the windfarm go?

All revenues from a commercial project are realised by the developer.

5.4. How do you compensate local businesses who feel as though they have been adversely impacted by the Hornsea 3 road closures?

We do not offer compensation to businesses as a general rule; however we are happy to consider businesses concerns/asks if there is an exceptional case to be made. We encourage businesses to provide us with further information outlining their case in more detail with evidence to support their claim. We request that this is done in writing and sent to community@hornsea3.co.uk

5.5. What do I do if my property is damaged?

Great care is taken throughout the programme of works to minimise the risk of incidents taking place which may damage private property. In the unlikely event that an isolated event does occur, please contact our Community Liaison Officer.

5.6. How can I get in touch with any questions or concerns?

We have various channels for the community to contact the project which are outlined below:

- A Community Liaison Officer (CLO) has been appointed by the Ørsted prior to the commencement of onshore works. The CLO will attend public meetings including liaison with community groups and will manage all contacts with local resident groups, schools, emergency services and local businesses with regard to general construction works issues.
- A Community Relations Team and 24-hour help line has been set up to provide information on Hornsea 3 and will also be used to record complaints from the public. The Community Support team can be contacted on **0800 158 2354** or via email at community@hornsea3.co.uk.
- A website has been established for Hornsea 3 and will be regularly updated before and during the construction process. The website can be found at www.hornseaproject3.co.uk. On the website you will also be able to find the latest construction activities, advanced work notices and the latest progress reports.
- Quarterly newsletters will be developed and issued to promote the overall progress of Hornsea 3 and upcoming works, including the likely duration of the works. Copies will also be placed in local libraries and on the Hornsea 3 website at www.hornseaproject3.co.uk/documents-library. You can sign up to digital copies of the quarterly newsletter cycle by emailing community@hornsea3.co.uk.

5.7. What are the health effects on humans living close to HVDC power transmission systems and the large static fields they produce?

Although there is minimal empirical data as to the health effects on humans living close to HDVC power transmission systems such as ours, there have been studies conducted on the effects of static magnetic field on living organisms and humans. The ICNIRP guideline for public exposure static magnetic field limits (for any part of the body) is 400mT. This limit is around 4,000 times higher than the magnetic field created by our cables (if you were standing directly above them) combined with the Earth's magnetic field in the UK.

5.8. Does your cable cross any other energy companies' cables and has the electromagnetic radiation at the cable crossing point been calculated?

In response to local concerns, Ørsted and RWE (formally Vattenfall) have jointly commissioned an independent study and resulting report which explores the 'worst case' electric and magnetic fields (EMFs) which may result where it is proposed the power cables from the large wind farms will cross.

You can find the results of this study [on our website](#).

5.9. Are you working jointly with RWE?

In the event that Hornsea 3 and RWE's projects have concurrent construction works, the projects will meet regularly and will have agreed on a joint approach for future engagement which we intend to include the following:

The Ørsted Senior Advisor (Stakeholder Relations) and RWE Stakeholder Manager will meet as required to discuss the construction programmes in advance of any concurrent construction works taking place.

CLOs for each project will attend public meetings including liaison with community groups and will manage all contacts with local resident groups, schools, emergency services and local businesses with regard to general construction works issues in accordance with the parameters established in this plan.

The Ørsted CLO and RWE CLO will also meet bi-weekly (or as required) to provide updates on intended activities, ahead of any activities taking place as well as to discuss stakeholder complaints and an approach to consider, address and respond to those raised.

Once the Ørsted Senior Advisor (Stakeholder Relations) and RWE Stakeholder Manager and/or the CLOs have established any potential crossover of works an approach to stakeholder engagement, joined up communications sent from one source will be established and implemented.

To find out more about RWE's activities in Norfolk, you can go to their website: <https://uk.rwe.com/project-proposals/norfolk/>

5.10. Are you working with other infrastructure companies in the area?

We are also engaging with the other major infrastructure projects in the area such as, Equinor (Sheringham Shoal and Dudgeon Extension), National Grid (East Anglia GREEN), and National Highways (A47 dualling) to ensure that our activities are aligned as possible so we can minimise disruption to local communities.

6. Community Benefit Fund / Sponsorship Opportunities

6.1. Do Ørsted provide funds for the community?

Ørsted makes voluntary contributions to support communities in areas where we construct and operate our offshore windfarm projects, through donations via our Community Benefit Funds (CBFs).

Ørsted currently has three existing CBF's in the UK, donating up to 1.3M a year into communities across the east and west coast. Ørsted has commissioned the services of GrantScape, an independent grant-making charity, to administer the CBFs on our behalf.

Following an extensive community consultation delivered from August 2022 to March 2023, Ørsted has committed to developing a new CBF for the North Norfolk/East Anglia region, named the Hornsea 3 Community Fund. The Hornsea 3 Community Fund will total £7 million for a period of at least 10 years, providing £700k annually.

6.2. How do I apply for funding?

The CBF is open all year round, with the current funding round open for applications until 27 November 2024. A decision will be made on the CBF's allocation, for this round, by early March 2025. It will accept community group project proposals which fall under the following four themes:

- Community buildings and facilities;
- Community activities and services;
- Environmental, green initiatives and public open spaces projects; and
- Sports, recreation and play.

If you would like to get in touch with GrantScape about the consultation or to seek further information about a project idea, please visit <https://grantscape.org.uk/fund/hornsea-three-community-fund/>, or email hornseathree@grantscape.org.uk.