

From: [REDACTED]
To: [Norfolk Vanguard](#)
Subject: re Preliminary Meeting Norfolk Vanguard
Date: 30 November 2018 15:29:39

Oulton Parish Council

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Oulton Parish Council

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Registration identification number is 20012656.

Oulton Parish Council is unable to attend the preliminary meeting or the open floor hearing on the 10th December due to other commitments.

However we would like the opportunity to highlight issues regarding Vattenfall's Norfolk Vanguard (Boreas) projects and its potential cumulative impact with Orsted Hornsea three projects, given their shared access route and impact on residential amenity and local roads.

Oulton Parish Council would wish to be included in any Issue Specific Hearings or written responses if it feels appropriate.

Cumulative Impact issues:

Vattenfall Norfolk Vanguard (Boreas) will be accessing the cable route (**LINK 68**), mobilisation area (**MA7**) and their **Cable logistic area** from B1149 on to 'The Street' at the same time potentially as **Orsted Hornsea Three** will be using the same route to access their Main Construction Compound. Hornsea three Main Compound will be used for their entire project (8 years); therefore there will be conflict with traffic movements.

- There seems to have been very little in the way of information as to how the two projects will coordinate their traffic especially HGV's, but we understand they are in discussions. To date they have not shared with OPC their traffic plan for shared access. Currently the traffic numbers documented for both projects are:
- **NORFOLK VANGUARD:** Mobilisation area & ducting for Vanguard (& Boreas) 96 HGV's and 80 staff vehicle movements a day for 46 weeks.

- **NORFOLK VANGUARD/BOREAS:** cable pulling 65 HGV's/43 other vehicle movements a day for 2 years (+ Boreas 2 years).
- **HORNSEA THREE Main Compound:** 118 HGV's and 130 staff vehicle movements a day for 8 years
- **Orsted HOW3** proposes to make several changes to the 1km stretch of 'The Street', which is a rural road to be able to accommodate their HGV's; These will consist of a permanent modified road junction at the B1149/The Street with warning signs, extended passing places, widened bend, permanent smoothing of an old railway hump with priority signage.
- **Vattenfall** have not proposed any changes to this access route even though traffic numbers are nearly the same. As far as OPC are aware they haven't carried out any ATC surveys for 'The Street' or carried out a safety audit. OPC would like to know if Vattenfall propose to share Orsted's traffic scheme and costs.
- If Vattenfall propose to operate their own traffic scheme, how will this work with the combined traffic created by the two projects combined with the large numbers of existing agricultural vehicles and other traffic?
- **Vattenfall's** data for existing traffic along 'The Street' has been estimated only (ES Chapter 24 traffic & transport/ 1000 all vehicles). Orsted have recently carried out an ATC for 'The Street'. This highlights that Orsted & Vattenfall have documented differing existing traffic numbers; clarification is needed, as this will have implications on actual vehicle numbers using this stretch of road and its ability to cope with a significant increase in HGV's. The agricultural use of this road for harvesting and transporting of crops away will also influence the traffic numbers.
- There is one residential property '**The old Railway Gatehouse**' that will be exposed to the traffic from both projects as the property is located on 'The Street'. The increase in HGV's using the same route from the two projects over an extended period will impact hugely on this property's amenity. There is a need for this property to be assessed in respect of air quality, noise and vibration, and mitigation sought to reduce the cumulative impact.

Susan Mather, Oulton Parish Council

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