

From: [REDACTED]
To: [Norfolk Vanguard](#)
Subject: VATTENFALL NORFOLK VANGUARD - Registration identification number: 20012656
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Oulton Parish Council submits these comments as part of the Examination of Norfolk Vanguard at Deadline 2.

1. LINK 68/MA7/Cable Logistic area

Vattenfall's response to NCC at deadline 1: -

The proposed use of The Street at Oulton is required to access a single mobilisation area (MA7) further east along Heydon Road. This access route is identified as Link 68 within the application. MA7 is only required to support the construction works in proximity to Oulton, and is not a main works compound.

OPC would like to comment that LINK 68 is also the access route to the **Cable Logistic Area**. As OPC previously pointed out, the Cable Logistic Area is only mentioned on maps; there are no data in any documents specifically describing its location, function or reason for selection. This area was a late addition and **only appeared on final maps**.

Vattenfall have stated that ***“During cable pull phase, materials will be delivered directly to the joint locations or through the use of a Cable Logistics Area (existing hardstanding near Oulton) (Figure 5.4 map 5).”*** and in the draft SoCG that ***“Cable drums required for the cable pull will be delivered either directly to the joint locations or temporarily stored at the Cable Logistics Area prior to delivery to the joint locations.”***

OPC is very concerned that it appears the Cable Logistic Area is the only one for the whole project, and it is unclear whether the traffic figures submitted for LINK 68 also include cable drums going to the Cable Logistics Area. We seek clarification on whether this area is being utilised to store cable for other parts of the cable route and if this is factored into the final traffic numbers.

From OPC's discussions with Orsted (Hornsea Project Three), cable drum deliveries are classed as abnormal loads due to the width of the drums. With no changes to the local road system proposed by Vattenfall (specifically the B1149 junction and the road 'hump' outside The Old Railway Gatehouse) OPC doubt that such deliveries will be easily achieved. Clearly, the cumulative impact of Norfolk Vanguard with the Orsted project will also have further consequences, which do not appear yet to have been considered.

OPC also would like to ensure that any such deliveries are made only during the proposed working day and not at night or “out of hours”.

2. LINK 75

It has come to OPC's attention that Oulton will also be impacted by **LINK 75** which will see 72 HGVs daily (Peak) travelling from Saxthorpe roundabout/Blickling Rd to the cable route between Blickling and Aylsham. This road is particularly narrow with several sharp bends, residential property at the roadside and a narrow (weight restricted) bridge. This route will mean that HGVs will pass Blickling Hall, a significant tourist location attracting car/caravan/coach traffic, all year round, but particularly during the summer months.

This route also sees a high volume of agricultural traffic, particularly between the junction with New Road, Oulton and the turn-off to the village of Itteringham. OPC would like the

applicant to demonstrate that this route has been adequately assessed for suitability and the volumes of additional traffic proposed.

3. CUMULATIVE TRAFFIC IMPACT

Vattenfall have not produced plans as to how traffic travelling along The Street from B1149 to LINK 68/MA7/Cable logistic area can safely interact with existing traffic (agricultural/local) and the large volume of traffic generated by Hornsea Project Three.

A vehicle Pilot Scheme has been suggested but no further information on traffic management has been forthcoming. It is difficult to see how such an operation will work without the danger of held traffic queuing onto the busy B1145 junction. **Orsted Hornsea Three** have proposed a series of road modifications for 'The Street' to enable their traffic to access the Main Construction Compound. OPC cannot understand why similar proposals have not been put forward by Vattenfall, given the same route, type of vehicle and very similar traffic volumes. OPC assumes that some sort of arrangement will be negotiated if both projects progress and run concurrently, but **if Vattenfall are the first or only project** it is hard to understand why changes to the road are not being considered at this stage. OPC would like to know if a road safety audit or traffic surveys have been carried out for 'The Street'(Link 68) and Link 75.

4. THE OLD RAILWAY GATEHOUSE

This property will be severely impacted by all of the Vattenfall traffic passing daily for a prolonged period. Vattenfall have failed to answer OPC's comments at deadline 1 regarding the impact on this property. OPC questions what assessments have been carried out regarding noise and vibration and whether any mitigation is proposed?

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