

Norfolk Vanguard Offshore Wind Farm

Norfolk Vanguard Limited

Unresolved Traffic Matters Joint Position Statement with Norfolk County Council

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Deadline 6

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Author: Royal HaskoningDHV

Photo: Kentish Flats Offshore Wind Farm



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1 UNRESOLVED TRAFFIC MATTERS

1.1 Introduction

1. During the Issue Specific Hearing on Environmental Matters (ISH4) on 27 March 2019, the Examining Authority (ExA) requested a position statement from the Applicant with Norfolk County Council setting out the latest position with regards to:
 - The assessment of traffic impacts at Tavern Lane / Yaxham Road junction at Dereham – as described in the Substation Access Clarification Technical Note (SACTN) (ExA; ISH1; 10.D4.2) submitted at Deadline 4 (Action Point 1);
 - The assessment of traffic impacts on Links 32, 36 and 41 (Action Point 2);
 - Consideration of the alternative access route proposed by Cawston Parish Council (Action Point 3); and
 - The current position with regards to requests for trenchless crossings of the A1067 and B1149 (Action Point 7);
2. The Applicant has subsequently met with Norfolk County Council to discuss these matters and the position of both parties, as well as the steps to resolve these matters, are set out in the table below.

1.2 Position Statement

3. Table 1 sets out the position of both the Applicant and Norfolk County Council in relation to the unresolved matters raised during ISH4. The agreed steps to progress these matters and associated timescales are also set out in the final column of Table 1.

Table 1 Unresolved Matters

Norfolk Vanguard Limited position	Norfolk County Council position	Next steps
Substation Access Clarification Technical Note (SACTN) - Impact on Tavern Lane / Yaxham Road junction at Dereham.		
<p>The Applicant submitted the SACTN at Deadline 4. The SACTN sets out a 'left in/left out' traffic management strategy for the access serving the National Grid Substation extension site at Necton and has been issued directly to Highways England for review. This requires construction traffic with an origin from the west of the site to divert from the trunk road network onto the County road network via the Tavern Lane / Yaxham Road junction at Dereham.</p>	<p>NCC have received clarification from the Applicant that the maximum number of daily HGV movements generated from the National Grid Substation extension would be 68 (ref. SACTN, Table 4.1).</p> <p>With respect to the hourly traffic movements that are likely to be diverted to the Tavern Lane / Yaxham Road junction, this equates to a peak demand of 20 movements (3 HGVs and 17 employees) (ref. SACTN, Table 6.2). On the basis of these flows no further assessment is required.</p>	<p>No further action required.</p>
Links 32, 36 and 41		
<p>The Applicant submitted a Cumulative Impact Assessment (CIA) at Deadline 5 (ExA; ISH1; 10.D5.3) which considered the traffic effects of Norfolk Vanguard, Norfolk Boreas and Hornsea Project Three construction phases.</p> <p>The CIA considered the potential 'overlap' in construction programmes of each project and assigned the forecast worst case 'combined' traffic demand to the highway links shared by the projects.</p> <p>A total of six links were identified as having the potential to experience significant cumulative impacts, however following the application of mitigation (as described in the CIA) no significant residual impacts are predicted at any links.</p>	<p>NCC has reviewed the CIA and has outstanding concerns with regard to links 32, 36 and 41.</p> <p><u>Link 32, B1149 Edgefield</u></p> <p>NCC is concerned cumulative traffic (293 daily HGV movements at peak) will have a severe impact upon this route during the morning and wish to see a restriction placed on the morning peak traffic flows between 07.30 and 09.00.</p> <p><u>Link 36, B1149 Holt Road</u></p> <p>The CIA indicates a significant volume of traffic from both Hornsea 3 and Vattenfall will all have to pass through the centre of Horsford village.</p> <p>Horsford is a large village comprising of ribbon development either side of the B1149. In turn, the B1149 contains several sensitive receptors including (but not limited to) Horsford</p>	<p>The Applicant will consider the issues identified by NCC and plans to meet with NCC in advance of the next issue specific hearing (24th April) to further discuss the approach to mitigation on these three shared links.</p>

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	<p>infant school; a pre-school nursery; and comprises part of the walking route to Horsford Junior School. During the morning peak, traffic leaving the village is at times stationary between the village and the A1270 Norwich Northern Distributor Route (NDR).</p> <p>The applicant's route assessment indicates traffic from both Hornsea 3 and Vattenfall will travel west along the NDR for approximately 1 mile past the A140, before heading north along the B1149.</p> <p>To prevent a severe impact, NCC requests the route be amended to show traffic heading north along the A140 for approximately 3.75 miles before heading west for approximately 2 miles along C245 Shortthorn Road before picking up the B1149 north of Horsford (some 2.75 miles north of its junction with the NDR).</p> <p>Whilst NCC would not normally allow traffic to be diverted from a "B class" road onto a "C class" road, in this instance the C245 Shortthorn Road is by far a more suitable route. Shortthorn Road has suitable width to accommodate the proposed volume of traffic and has good alignment. The junctions at either end of Shortthorn Road conform to standard and both have dedicated right turn lanes sufficient to accommodate the predicted traffic. Whilst there is some frontage development, nevertheless it is significantly less than experienced along the B1149 through Horsford.</p> <p><u>Link 41, B1436 Felbrigg</u></p> <p>NCC is concerned the volume of cumulative traffic (487 daily HGV movements at peak) will have a severe impact on</p>	

Norfolk Vanguard Limited position	Norfolk County Council position	Next steps
	<p>seasonal traffic. NCC wish to see a cap placed on daily HGV peak traffic flows during the holiday season (defined as the six-week school summer holidays). The nature of the cap is still under discussion.</p>	
Alternative route proposed by Cawston Parish Council		
<p>The proposal identifies a portion of the Norfolk Vanguard onshore cable route between Mobilisation Area 6 (MA6) to the west of Cawston and the B1149 to the east of Cawston . Cawston Parish Council have suggested that if the Norfolk Vanguard running track along this part of the cable route was used by construction traffic from both Norfolk Vanguard and Hornsea Project Three that it would avoid the need for either project to use the B1145 through Cawston and avoid the associated cumulative construction traffic impacts.</p> <p>The alternative route proposal referred to by Cawston Parish Council was submitted to the examination on 21st March 2019. The Applicant intends to discuss this proposal directly with Cawston Parish Council before formally responding to the examination.</p>	<p>Norfolk County Council welcome any ability to reduce the impact arising from traffic passing through Cawston.</p>	<p>The Applicant has a meeting with Cawston Parish Council on 11 April 2019 and wishes to discuss this proposal, and the outputs from the CIA, with Cawston Parish Council prior to formally responding to this alternative route proposal.</p>
Trenchless crossings of the A1067, B1149 and B1145		
<p>The Applicant has submitted an Outline Traffic Management Plan (DCO doc: 8.8) which commits to crossing the following highway links with trenchless crossing techniques:</p> <ul style="list-style-type: none"> • A47; • A140; and • A149. 	<p>NCC has not at any time agreed an extensive list of roads that would be subject to trenchless crossing.</p> <p>Where a cable duct needs to cross the width of the carriageway, trenchless crossing methods offer benefits over open trench excavation. These include minimising disruption to the operation of the network and reduced levels of traffic management. In addition, the removal of the need to break</p>	<p>The Applicant is undertaking the following work to determine the potential requirement for further trenchless crossing sites:</p> <ol style="list-style-type: none"> 1) A1067 - Further traffic surveys have been commissioned to confirm pre-application traffic counts

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<p>NCC has identified a potential requirement for trenchless crossings of the A1067 and B1149.</p> <p>The Applicant has previously set out its position with regard to these road crossings in response to the Q11.35 and Q11.38 of the Examiners second questions. In summary, the roads that are proposed to be crossed by trenchless crossing techniques and those that are proposed to be crossed by open cut trenching were discussed and agreed with NCC as part of the Norfolk Vanguard Evidence Plan Process. Trenchless crossings were proposed where it would necessary mitigate traffic impacts that would otherwise occur using an open cut trenching solution. The A1067 and B1149 were not identified as a road that required a trenchless crossing based on existing and proposed traffic flows and the DCO application was submitted on this basis.</p> <p>NCC has subsequently identified that these routes may require trenchless crossings on the basis that:</p> <ul style="list-style-type: none"> • The B1149 will be used by both Norfolk Vanguard and Hornsea Project Three construction traffic and this cumulative traffic may no longer be acceptable for traffic management proposed for open cut trenching. • Traffic flows along the A1067 have increased since the pre-application surveys following the opening of the Norwich Northern Distributor Road. <p>The Applicant is progressing workstreams to respond to these matters.</p>	<p>the carriageway surface and reinstate provides for a much more stable and durable installation.</p> <ol style="list-style-type: none"> 1) A1067 – In addition to traffic management concerns relating to higher levels of use identified by the applicants, there is also an issue of long-term maintenance to the reinstatement of an open cut trench on roads of this nature. A traffic survey alone as proposed (which is limited to only examining traffic numbers) will not address this point. 2) B1149 - Having considered the CIA, we do not believe it would be feasible to place the traffic management measures on the B1149 proposed by the applicants as they would conflict with traffic movements to and from Hornsea 3’s compound. It isn’t just a question of traffic numbers from this one development alone, but rather an understanding of how the two projects interact and the nature of the traffic and movements generated cumulatively. There is also an issue of long-term maintenance to the reinstatement of an open cut trench on roads when considering the increase in HGV traffic due to the 2 projects. 	<p>and to inform the feasibility of ‘open cut’ trenching under temporary traffic signal control as currently proposed by the Applicant. The outputs from the surveys are expected in early to mid-May.</p> <ol style="list-style-type: none"> 2) B1149 - Norfolk Laboratories have been commissioned to undertake a ground investigation to inform the reinstatement design. Norfolk Laboratories are expected to report their findings of the ground investigation in early May 3) Review of traffic flows (both routes). <p>The results of these workstreams will be captured in a technical note that will set out the highway crossing method for each discrete site and the rationale. Expected submission for Deadline 8 (May 30).</p> <p>The technical note will be shared with NCC for comment and further engagement prior to Deadline 8.</p>

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Link 34, B1145 Cawston – Highway Mitigation Measures		
<p>The Applicant submitted a CIA at Deadline 5 which identified the requirement for mitigation along the B1145 through Cawston (Link 34) to mitigate potentially significant pedestrian amenity impacts associated with the combined peak construction traffic flows for both Norfolk Vanguard and Hornsea Project Three. The measures identified included enhanced pedestrian facilities, managed parking and road safety measures.</p> <p>Hornsea Project Three is currently in discussion with Norfolk County Council regarding a scheme of highway mitigation for Cawston that would deliver the enhanced pedestrian facilities, managed parking and road safety measures. The scheme would serve to mitigate the impacts from Norfolk Vanguard alone, Hornsea Project Three alone and also cumulative impacts of both projects together.</p> <p>The Applicant is in receipt of the Hornsea Project Three preferred mitigation scheme plans and is undertaking a review of the proposed measures and residual impacts. The Applicant is also aware that Broadland District Council are also reviewing the submitted scheme of mitigation in relation the associated amenity impacts (noise and vibration). Broadland District Council will provide comments to Hornsea Project Three prior to the close of that examination. These comments will also be taken into account as part of the Applicant’s review.</p>	<p>NCC received a Stage 1 Road Safety Audit this week and must advise there are several points identified by the auditors that still need to be addressed. In addition, the County Council’s own auditors have reviewed the proposed intervention scheme and raised several points of their own.</p> <p>Norfolk County Council believe a suitable access strategy can be produced that mitigates impact however... the intervention scheme drawings and proposal before us are very much currently “work in progress”. In short, the scheme needs several changes, but they will be amendments rather than a complete re-think.</p> <p>However, NCC are cognisant that there are other environmental impacts to be mitigated by the scheme (e.g. amenity) which are not the jurisdiction of the authority.</p>	<p>The Applicant will meet with NCC and Cawston Parish Council prior to the next issue specific hearing (24th April) to discuss the scheme of mitigation developed by Hornsea Project Three to understand where any concerns remain.</p> <p>The Applicant will also engage with Broadland District Council as required following a review of their feedback to the proposed scheme.</p>