

Norfolk Vanguard Offshore Wind Farm

Details of Proposed Mitigation for Link 41

Issue Specific Hearing 6 Action Point 7

Document Reference: ExA; ISH6; 10.D7.5

Deadline 7

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Photo: Kentish Flats Offshore Wind Farm

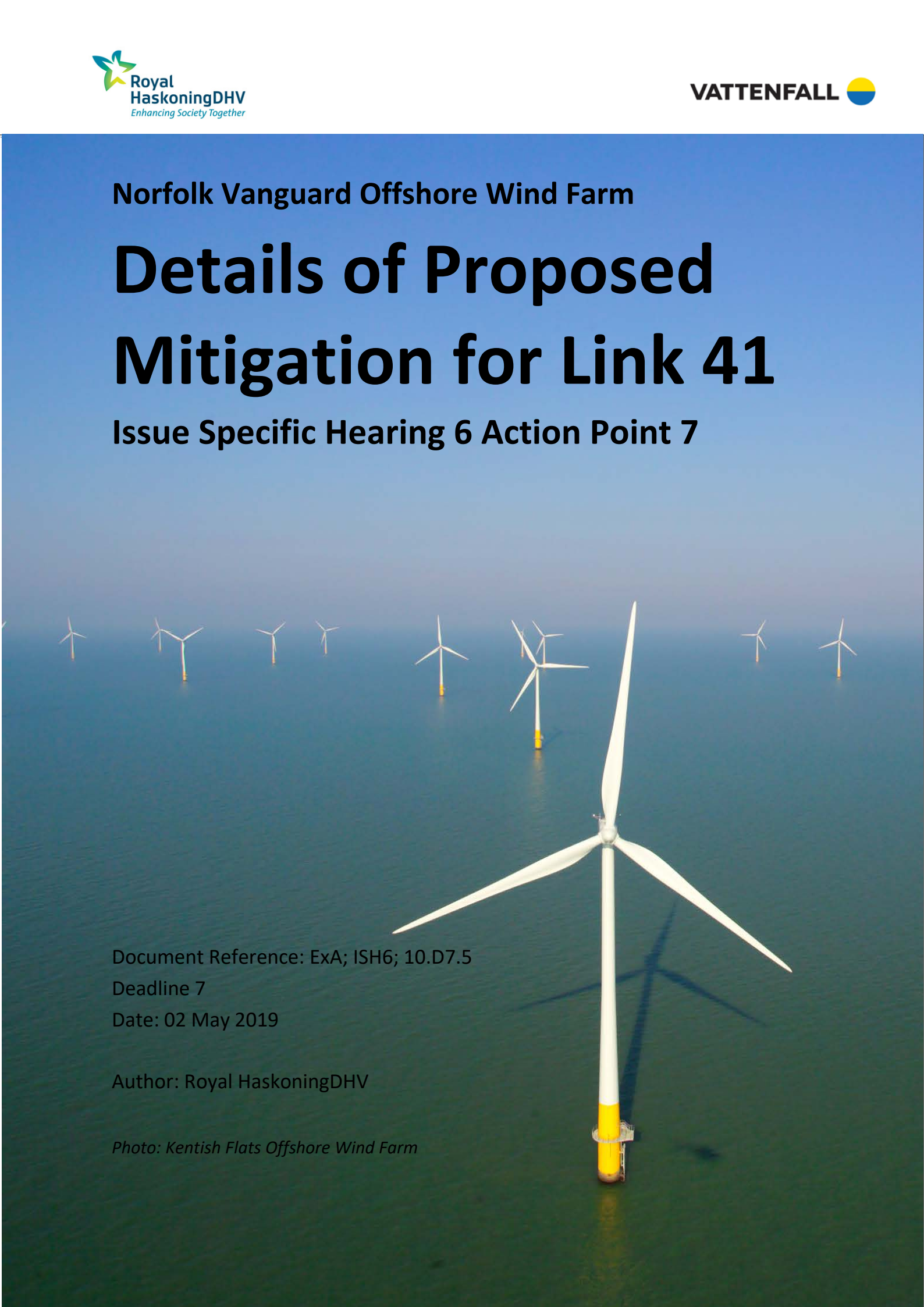


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1 UNRESOLVED TRAFFIC MATTERS

1.1 Introduction

1. During the Issue Specific Hearing on Environmental Matters (ISH6) on 24 April 2019, the Examining Authority (ExA) requested a position statement from the Applicant setting out the latest position with regards to:
 - Proposed mitigation on link 41 (Action Point 7).
2. The Applicant has met with Norfolk County Council to discuss this matter. Table 1 sets out the position of both the Applicant and Norfolk County Council (NCC). 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 – Link 41

Norfolk Vanguard Limited position	Norfolk County Council position	Next steps
Link 41		
<p>The Applicant submitted an updated 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 worst case ‘overlap’ in construction programmes of each project and assigned the forecast worst case combined traffic demand to the relevant highway links shared by the projects.</p> <p>A total of six links were identified as having the potential to experience significant cumulative impacts, this included link 41 (B1436 Felbrigg). Mitigation is proposed by the Applicant in relation to link 41 in the form of either: coordinating traffic demand with Hornsea Project Three to avoid overlapping peaks or; a reduced peak daily demand, (achieved through a minor programme extension) of 338 HGVs for Norfolk Vanguard giving a maximum combined cumulative HGV daily demand (with Hornsea Project Three) of 487. This mitigation is captured in the updated CIA.</p> <p>The Applicant subsequently met with NCC to further discuss the approach to mitigation on link 41.</p> <p>As a result, in order to address NCC’s concerns, the Applicant proposes a further significantly reduced daily HGV cap of 128 daily HGV movements for Norfolk Vanguard for the six week school summer holiday period.</p> <p>This cap represents typical average HGV demand and will be achieved by re-scheduling non-critical construction activities.</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 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).</p>	<p>With the inclusion of the traffic cap requested by NCC along link 41 during the six-week school summer holidays as committed to in the updated outline Traffic Management Plan this matter is now resolved.</p>

Norfolk Vanguard Limited position	Norfolk County Council position	Next steps
<p>After the six week school summer holiday period, the cap will revert to the level set out in the CIA (ExA; ISH1; 10.D5.3) i.e. 338 daily HGV movements for the Project alone.</p> <p>This further commitment has been captured within the updated Outline Traffic Management Plan (document reference 8.8) submitted to the examination at Deadline 7.</p>		