

From: [REDACTED]
To: [Hornsea Project Three](#)
Subject: EN010080 Hornsea Project Three - Oulton Parish Council Response to Deadline 2.
Date: 21 November 2018 09:57:55

Dear Sirs,

Registration Number 20010316 - Oulton Parish Council - response to Deadline 2

Oulton Parish Council (OPC) welcomes this opportunity to make the following points regarding submissions made to Deadline 1:

1) We welcome the applicant's submission of Appendix 20: Briefing Note on the Main Construction Compound. This is our first sight of a detailed description of how the compound will operate, and our study of the implications of this document is still a work in progress. Several observations on the contents of the Appendix are contained in points made below, but we may submit further comments on this document in due course.

2) Notwithstanding the applicant's current preference for Option 1 as an access route to the compound, OPC has had further email discussion with Orsted since Deadline 1 regarding Option R: i.e. the creation of their own dedicated access route directly off the B1149 Holt Road.

The applicant has requested and received from us our basic maps with some suggested routes for such an access, and we understand that Option R will form part of a discussion that Orsted will be having with NCC Highways on December 5th.

OPC acknowledges that serious consideration of Option R is inconvenient for the applicant at this stage, but we are obliged to point out that the parish has been requesting discussions of our concerns about traffic and transport issues since November 2017 (Appendix 20, p.19), but no detailed discussions were forthcoming until many months later.

OPC would like to confirm here that, for the reasons stated in our response to Deadline 1, and in the event of DCO being granted, Option R is the least worst option for the residents of Oulton parish as a solution to the issue of a safe access route to the construction compound.

3) Whether Option R is adopted or not, OPC requests that, in due course, the applicant should enter into a legally binding undertaking that NO traffic associated with the compound should come through the settlement of Oulton Street. As well as HGVs, this must include staff vehicles and all traffic generated by sub-contractors. OPC is aware of significant problems with sub-contractors at Holton le Clay, the Main Construction Compound for Hornsea 1/2. The PC notes that NCC Highways has made a statement on the issue of traffic through the village, in its response to Deadline 1, citing the risks to pedestrian safety.

4) OPC notes that the core working hours for the compound as stated in Appendix 20 (p.14) are unreasonably long and would result in unacceptable adverse impacts on the quality of life of local residents. This is especially likely as it is stated that the compound will also need a one-hour "mobilization period" to

be added to the beginning and end of each working day, such that traffic would be generated from 06:00 - 19:00 for six days of every week. (The Saturday hours include an afternoon period for "maintenance".)

OPC concurs with BDC's remarks at Q1.12.6 re: core working hours, viz:

"Standard construction working hours should be used which recommends a start time of 8.00 am Monday – Saturday and there should be no working during Bank Holidays and national holidays." These restrictions need to explicitly include maintenance, and operations carried out by sub-contractors and third parties.

Similarly, the Parish Council agrees with the statement made by BDC that continuous working would have unacceptable impacts on the quality of life of residents and should only be allowed in an emergency situation.

5) OPC notes with great concern that reference is made in Appendix 20 (p11) to the possibility of portable generators "which could run on a 24-hour basis." This rural, dark skies area is entirely silent at night, and such noise would have a severe impact on living conditions for residents both of the settlement of Oulton Street (downwind of the site) and of dwellings very close to the compound to the immediate northwest.

6) Cumulative impact: NCC Highways states in its response to Q. 1.11.1: "The developers still need to confirm any cumulative impacts arising from all three wind farm projects utilising the same access route to the main compound at Oulton." (our emphasis)

OPC has to take issue with the references made in Appendix 20 (e.g. p.23) to a situation where "both parties continue to work together", implying that much work has already been done. In fact, OPC is well aware from its own contacts with Vattenfall (Norfolk Vanguard/Boreas) that such work is only just beginning. We invited Vattenfall to attend a recent PC meeting (for a second time) and it is clear from that discussion that the cumulative effect created by the combined traffic on the southern end of Oulton Street will have severe impacts on highway function and safety. We are gravely concerned that a detailed cumulative impact assessment is being left to such a late stage in the examination process.

7) OPC supports the submission of the National Trust to Deadline 1 and would like to underline the central and ongoing historical significance of the RAF Oulton site both to the residents of this parish and to continually returning veterans and their families.

8) Finally, OPC notes in BDC's response to Q1.10.7 at Deadline 1:

"The proposed construction period for a two phase build is estimated to be 8 years, this extended development period is a concern, however it is assumed that except for around the main construction compound, the impact will be transitory as the development moves along the cable corridor." Although the above statement was made with particular reference to economic effects, OPC urges the Panel to be constantly mindful of the fact that all adverse impacts of this project will affect residential amenity and highway dysfunction for the entire 8 – 10 years of this project in the area surrounding the Main Construction Compound, unlike the more transitory impacts along the cable corridor.

For this reason, as well as for the benefit of all those living along the cable corridor, and near the proposed booster station at Edgefield/Little Barningham, OPC cannot stress too highly its concern that Orsted has not given appropriate consideration to the use of HVDC and the ducting method.

Paul Killingback
Chair
Oulton Parish Council

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