

Hornsea Project Three
Offshore Wind Farm



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Appendix 1 to Deadline 2 submission – Outline Travel Plan

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Organisation	Ørsted Hornsea Project Three		
Author	Sarah Drljaca (Ørsted)		
Checked by	Pinsent Masons		
Approved by	Andrew Guyton (Ørsted)		
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5 Howick Place,

London, SW1P 1WG

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Acronyms

Acronym	Description
DCO	Development Consent Order
EIA	Environmental Impact Assessment
HDD	Horizontal Directional Drill
MHWS	Mean High Water Springs
MLWS	Mean Low Water Springs

1. Introduction

1.1 Introduction

- 1.1.1.1 Hornsea Three is a proposed offshore wind farm located in the southern North Sea, being developed by Ørsted Power UK Ltd (Ørsted) and comprising up to 300 turbines and associated offshore and onshore infrastructure. The Hornsea Three offshore cable corridor extends from the Norfolk coast, offshore in a north-easterly direction to the western and southern boundary of the Hornsea Three array area and is approximately 163 km in length.
- 1.1.1.2 The Hornsea Three array area (i.e. the area in which the turbines are located) is approximately 696 km² and is located approximately 121 km northeast of the Norfolk coast and 160 km east of the Yorkshire coast. The Hornsea Three array area lies to the east of Hornsea Project One and Hornsea Project Two.
- 1.1.1.3 Onshore, the construction works comprises onshore cable corridor installation works (including landfall), onshore HVAC booster station and onshore HVDC converter/HVAC substation. A detailed description of the proposed development can be found in Volume 1, Chapter 3: Project Description of the Environmental Statement (APP-058).
- 1.1.1.4 This outline Travel Plan has been produced following a recommendation by Norfolk County Council (as detailed within the Statement of Common Ground between Ørsted) and Norfolk County Council (NCC).

1.2 Purpose and Scope

- 1.2.1.1 This Outline Travel Plan sets out the principles for managing the impact of travel by construction personell as a result of Hornsea Three onshore construction works (onshore cable corridor installation, onshore HVAC booster station and onshore HVDC converter/HVAC substation). As Hornsea Three has not identified a base port, it would be inappropriate to cover aspects relating to base ports within this document. There is limited operational and maintenance traffic associated with Hornsea Three and as such, this Outline Travel Plan does not cover the operational and maintenance phase of the project.
- 1.2.1.2 This document is intended to set out a plan to maximise the sustainability of travel methods used to get to and from sites, as well a minimise impacts on the local road network and by association the local communitie and commuters in Norfolk. The objectives of this document are thus to:
- *Promote sustainable travel, including to encourage the minimum number of single car occupancy traffic movements to and from construction sites associated with Hornsea Three;*
 - *Minimise the need for travel to and from construction sites associated with Hornsea Three; and*
 - *Address the access needs of site users (i.e. construction workforce).*

- 1.2.1.3 It is intended that this document will provide the basis for a detailed Travel Plan to be provided as part of the final Construction Traffic Management Plan (CTMP). Thus, the final Travel Plan will be submitted for approval by the relevant planning authorities prior to the commencement of construction works. The detailed Travel Plan will be developed post-consent, but will be produced in accordance with the principles, objectives and guidance provided in this Outline Travel Plan. This Outline Travel Plan therefore presents the principle of measures which could be employed to meet the aforementioned objectives, but is not prescriptive so as to maximise opportunities for innovation by the constructor. The measures within this document have also been designed to be flexible to enable the principles to be adapted to suit the individual site and the local characteristics. Similarly, it has been developed with due consideration given to the scale and nature of Hornsea Three, and thus the likely impact and uptake of measures proposed within this document.
- 1.2.1.4 The Outline Travel Plan is thus a living document which will be updated as required based on engagement with stakeholders and when further information regarding the key assumptions (e.g. workforce origins, logistics strategy, construction programme) will have been refined by the appointed contractors.

2. Project Context

2.1 Construction Workforce

- 2.1.1.1 As discussed in Volume 3, Chapter 10: Socio-Economics of the Environmental Statement, direct employment during the construction phase of Hornsea Three could support between 930 and 3,360 FTEs under the low and high scenarios respectively. This employment would fluctuate during the course of the construction phase dependant on the activities being undertaken, but for the purpose of this travel plan, the most intense period for involvement of the construction workforce has been considered (i.e. the high scenario).
- 2.1.1.2 The onshore construction works for Hornsea Three will require a specialist workforce, which is likely to be widely dispersed, and for the purpose of construction, will need to access remote locations often unserved by public transport.

2.2 Construction Programme

2.2.1.1 Volume 1, Chapter 3: Project Description of the Environmental Statement provides an indicative project construction programme. It is noted that for the purpose of this Outline Travel Plan, the scenario in which there would be maximum construction intensity in terms of employment demand has been assumed. This comprises the project being built out in a single phase and all components (onshore HVAC booster station, onshore HVDC converter/HVAC substation, onshore export cable and grid connection works, as well as intertidal works) were built simultaneously, or overlapping across multiple components. Onshore, this could result in a minimum duration of three years for all construction activities, although activities may be spatially distinct and would be preceded by pre-construction activities such as borehole investigations at HDD locations.

2.2.1.2 Core working hours during the construction phase of the onshore elements would be as follows (as set out in the Outline CoCP (REP1-142):

- Monday to Friday: 07:00 - 18:00 hours;
- Saturday: 07:00 - 13:00 hours;
- Up to one hour before and after core working hours for mobilisation (“mobilisation period”), i.e. 06:00 to 19:00 weekdays and 06:00 to 14:00 Saturdays; and
- Maintenance period 13:00 to 17:00 Saturdays.

3. Policy and Guidance Framework

3.1 National Policy

3.1.1.1 The NPS sets out policies which should be taken into account when making decisions on Nationally Significant Infrastructure Projects. In respect to Travel Plans in particular, the Overarching NPS for Energy (NPS1) states the following at paragraph 5.13.4:

- *“Where appropriate, the applicant should prepare a Travel Plan including demand management measures to mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by public transport, walking and cycling, to reduce the need for car parking associated with the proposal and to mitigate transport impacts.”*

3.2 Local Policy

3.2.1.1 Hornsea Three falls within the jurisdictional boundaries of Norfolk County Council, South Norfolk Council Broadland District Council and North Norfolk District Council. References of relevance to travel plans and sustainable travel within Norfolk are provided in the following local planning policy documents:

- Development Management Development Plan (South Norfolk Council, 2015), Policy DM3.11 states:

- *“On all sites development will not be permitted that endangers highway safety or the satisfactory functioning of the highway network. Planning permission will be granted for development involving the formation or intensified use of the direct access onto a Corridor of Movement providing it would not:*
 - *Prejudice the safe and free flow of traffic or planned proposals for sustainable transport initiatives along the Corridor of Movement.”*
- Joint Core Strategy (Broadland, Norwich and South Norfolk, 2014), Policy 6 states:
 - *“The transportation system will be enhanced to develop the role of Norwich as a Regional Transport Node. This will be achieved by a number of factors including:*
 - *Continuing to recognise that in the most rural areas the private car will remain an important means of travel.”*
- Development Management Development Plan Document (Broadland District Council 2015), Policy TS2 ‘Travel Plans and Transport Assessments’:
 - *“In the case of major development, or where a particular need is identified, a Transport Assessment and/or Travel Plan will be required. Developers will need to include proposals to deal with any consequences of their development in terms of maximising access by foot, cycle and public transport and the means by which this will be secured in perpetuity.”*
- Local Development Framework – Core Strategy (North Norfolk District Council, 2008), Policy CTS ‘The Transport Impact of New Development’ states:
 - *“Development will be designed to reduce the need to travel and to maximum the use of sustainable forms of transport appropriate to its particular location. Development proposals will be considered against the following criteria:*
 - *If the proposal would have significant transport implications, it is accompanied by a transport assessment, the coverage and detail of which reflects the scale of development and the extent of the transport implications, and also, for non-residential schemes, a travel plan.”*

4. Local Sustainable Transport Context

4.1.1.1 A summary of sustainable transport modes is provided in Volume 3, Chapter 7: Traffic and Transport of the Environmental Statement at section 7.7.8. This sets out public transport services, including walking routes and pedestrian infrastructure, cycle infrastructures and bus services.

5. Travel Plan Framework Measures

5.1.1.1 This Outline Travel plan identifies a framework of measures which could be implemented for Hornsea Three to seek to reduce travel by single passenger vehicles and to increase awareness of travel choices within the construction workforce. This Outline Travel Plan has not sought to set out targets as this would require assumptions relating to construction workforce demographics and construction logistic information which will not be known until a contractor has been appointed.

5.1.1.2 As set out in paragraph 1.2.1.3 above, the contractor would optimise this framework post-consent and develop and detailed Travel Plan to be provided as part of the final CTMP. This will include specific targets relating to workforce trip rates and mode share.

5.2 Multi-Occupancy Vehicles

5.2.1.1 Where appropriate, multi-occupancy vehicles could be utilised to transport construction workers from cluster locations to the main construction compound, or to a particular construction site. Such vehicles may comprise mini-buses or vans which have capacity for multiple occupants including tools and equipment.

5.2.1.2 The use of multi-occupancy vehicles would be encouraged through two means:

- Contractor led - The contractor would identify appropriate pick-up points from which to collect a group of the construction workforce. These pick-up points would likely include major transport hubs, such as Norwich, as well as local accommodation clusters. The route to site would be developed with due consideration to the local road network, avoiding sensitive junctions wherever possible. These pick-up locations, and routes to site, would be developed alongside the Construction Traffic Management Plan which is secured under Requirement 18 of the Development Consent Order; and/or
- Construction workforce led – Where a team of construction workers require temporary accommodation in the same area, this will naturally lead to car sharing with multi-occupancy.

5.3 Parking

5.3.1.1 To encourage the use of sustainable transport forms, as well as maximise the uptake of measures outlined within this Outline Travel Plan, there would be a limited number of car parking spaces at each construction workfront, as well as at each secondary construction compound. Where appropriate, preferential spaces would be identified for multi-occupancy and site transfer vehicles.

5.3.1.2 Conversely, a safe and secure cycle parking area would be provided at the main construction compound to encourage access to the site via bicycle.

5.4 Centralised Arrival and Site Transfers

5.4.1.1 Where appropriate, the construction workforce would report to one of the construction compounds, and transferred to the appropriate construction workfront by a multi-occupancy site transfer vehicle. This may comprise a transfer to the appropriate cable section of the export cable route, the onshore HVAC booster station compound etc.

5.4.1.2 It is anticipated that these vehicles would be made available throughout the day, focusing on arrival and departure times at the start and end of a working day.

5.5 Timing of Construction Workforce Movements

5.5.1.1 The proposed core working hours, 07:00 - 18:00 (as set out in paragraph 2.2.1.2 above) extend beyond the standard network peaks. This approach minimises the proportion of the construction workforce travelling in the standard network peaks (08.00 – 09.00 and 17.00 to 18.00), thus minimising congestion and delays a busy junctions.

5.6 Knowledge Sharing

5.6.1.1 The contractor will provide travel information packs to the construction workforce. These packs will include site-specific travel information to particular work-fronts (such as the onshore HVAC booster station compound) or method of transport to particular cable sections. Information may include:

- Summary of the reasons why sustainable transport measures have been identified and should be implemented where possible (i.e. information identifying traffic-related environmental impacts, congestion etc.);
- Travel options provided for by the measures set out in the Outline Travel Plan e.g. multi-occupancy vehicle pick-up points; centralised arrival locations etc.;
- Public transport options, routes and timetables;
- Local cycle and public rights of way routes;
- Local accommodation options; and
- Parking provisions for both car and bicycle.

5.6.1.2 The contractor will be responsible for ensuring new employees and sub-contractors are aware of the Travel Plan, through the provision of an information leaflet summarising the key features of the Travel Plan within the travel information packs.

5.6.1.3 At the main construction compound, a staff notice board would be provided allowing an opportunity for organising shared travel, as well sharing information on travel choices.

6. Monitoring

6.1 Travel Database

- 6.1.1.1 The construction workforce will be asked to record their form of travel as they sign in at the main construction compound, or secondary compound. Provision will be made on the sign in sheet for construction workers to record their mode of transport taken that day. This will enable data to be collated on a monthly basis and allow the identification of any trends which may indicate targets are not appropriate, and or alternative measures should be identified.
- 6.1.1.2 The demand and supply of car parking at the main construction compound, and secondary construction compounds will be monitored on a month basis to ensure single-person occupancy vehicles are not encouraged.
- 6.1.1.3 The findings of this monitoring will be reported to Norfolk County Council (as the local highways authority) every three months. The purpose of this reporting is to:
- Demonstrate that the aims and objectives of the Travel Plan are being achieved;
 - Identifies any measures that are not working as anticipated; and
 - Offers an opportunity for ongoing consultation with NCC to identify improvements to the Travel Plan.

7. Conclusion

- 7.1.1.1 This Outline Travel Plan sets out the principles for managing the impact of travel by construction personnel as a result of Hornsea Three onshore construction works (onshore cable corridor installation, onshore HVAC booster station and onshore HVDC converter/HVAC substation).
- 7.1.1.2 It is intended that this document will provide the basis for a detailed Travel Plan to be provided as part of the final CTMP. Thus, the Travel Plan will be submitted for approval by the relevant planning authorities prior to the commencement of construction works.
- 7.1.1.3 The detailed Travel Plan will be developed post-consent, but will be produced in accordance with the principles, objectives and guidance provided in this Outline Travel Plan. This Outline Travel Plan therefore presents the principle of measures which could be employed to meet the aforementioned objectives, but is not prescriptive so as to maximise opportunities for innovation by the contractor. The Outline Travel Plan is thus a living document which will be updated as required based on engagement with stakeholders and when further information regarding the key assumptions (e.g. workforce origins, logistics strategy, construction programme) will have been refined by the appointed contractors.

8. References

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