

**From:** [Kay Sully](#)  
**To:** [Hornsea Project Three](#)  
**Subject:** FW: Open Floor Hearing - Oulton Parish Council presentation  
**Date:** 06 December 2018 13:10:08  
**Attachments:** [Orsted-OPEN FLOOR HEARING.docx](#)

---

-----Original Message-----

From: Paul Killingback [<mailto:killingback@btinternet.com>]  
Sent: 03 December 2018 22:12  
To: Kay Sully  
Subject: Open Floor Hearing - Oulton Parish Council presentation

Hi Kay,

As promised, this is a hard copy of my presentation from tonight.

Regards,

Paul Killingback  
Chair  
Oulton Parish Council

---

This email has been scanned by the Symantec Email Security.cloud service.  
For more information please visit <http://www.symanteccloud.com>

---

## **Orsted - OPEN FLOOR HEARING - Monday 3<sup>rd</sup> December 2018**

EN010080 Hornsea Project Three - Oulton Parish Council's Oral Submission

Oulton Parish Council welcomes this opportunity to provide a brief summary of recent developments in relation to the **Main Construction Compound**.

It was mentioned in Orsted's Appendix 20 at Deadline 1 that the model for the compound at Oulton is the **Holton le Clay** compound in Lincolnshire for Hornsea 1. OPC has studied the operation of the Hornsea 1 compound, through LPA documents and Holton PC Minutes, all of which have given rise to significant concerns as to the future management of the compound proposed here in Oulton.

At Holton le Clay, residents have complained about persistent breaches of planning conditions, including construction traffic management measures, use of generators beyond a specified time period, and agreement on working hours - especially, early on Sunday mornings. Of similar concern is Orsted's application to vary a planning condition on the de-commissioning of that compound, and their decision to attempt to re-use the compound for their subsequent project – Hornsea Two.

None of this behaviour fosters a feeling of confidence in Hornsea **Three**, on the part of the residents of Oulton.

Since Deadline 2, OPC has met with the Lead Construction and Lead Traffic Engineers from **Vattenfall**, to discuss the likely cumulative impact of **Vanguard's TWO compounds** also being sited in our parish – and sharing the same access route to the Holt Road. **Their vehicle movement numbers are only slightly lower than Orsted's.**

OPC is relieved to hear that these two major projects are finally working together on trying to evaluate their combined impact, but we are obliged to point out that Vattenfall have done little research of their own and are currently relying heavily on the assessments made by Orsted. **Any omissions or mistakes made by Orsted at this stage will, therefore, simply be duplicated by the other project.**

Although we note that Orsted are attempting to improve the reality-checking of their vehicle movement figures, OPC maintain our concerns that the volumes of competing **existing** traffic of all kinds – especially agricultural and commuter traffic – are still being **under-estimated**.

Whatever happens, the existence of Orsted's compound will have severe, adverse impacts on our parish – **over 8-10 years** - in terms of **environmental degradation, highway dysfunction and loss of quality of**

**life**, through noise, light and emissions. For some residents, this loss will be **extreme**.

The following is a short section from a statement given to us by the residents of The Old Railway Gatehouse:

*“ We apologise that we cannot attend this meeting...  
We are seriously concerned about the impact this is going to have on our lives.*

*8-10 years is a long time and our quality of life will be greatly marred.  
Constant traffic noise will put an end to us even being able to sit and enjoy our garden.*

*We do not wish any of the construction traffic to pass our house, as it would be detrimental to our health and sanity!”*

In an attempt to limit this and other damage, OPC is concentrating now on promoting the idea that Orsted should construct their own dedicated access route, directly off the Holt Road – as we described in Option R at Deadline 2.

In a recent email, Orsted outlined to us the current status of their consideration of Option R. OPC is relieved that these avenues are being pursued, but notes also the applicant’s clearly stated continuing commitment to Option 1 – Passing Places.

OPC feels obliged to express today to the Panel its concern that, given the advanced stage of these proceedings, there is a danger that Orsted’s exploration of Option R might constitute little more than a PR exercise, and that the applicant may well seize upon any and every obstacle that emerges, as justification for abandoning it.

Whatever the outcome, we believe that we need to keep arrangements for the Main Construction Compound **WITHIN** the DCO in order to maintain a rigorous control on its future management. The LPA simply has not got the resources to exercise such control appropriately.

We therefore urge the Panel to encourage the applicant to use their best endeavours **seriously** to consider Option R, and work to overcome any obstacles in its way.

For instance, as a result of the recently conducted Road Safety Audit, NCC Highways **might** feel that, with a few alterations to the plan, they have to withdraw their holding objection to Option 1 - **but this does not in itself mean that Highways considers that Option 1 is the best solution for access**.

**Finally**, we think it not unreasonable to suggest to Orsted that they actively consider **extending their collaboration with Vattenfall**, such that these two projects might share the cost – and the use – of a **SINGLE** dedicated access route from the Holt Road, thus removing their construction traffic entirely from the public highway of Oulton Street.

Thank you for your time.

Paul Killingback  
Chair  
Oulton Parish Council  
3<sup>rd</sup> December 2018