

From: [Derek](#)
To: [Hornsea Project Three](#)
Subject: Hornsea Project 3 Deadline 3 Submissions from Swardeston Parish Council
Date: 12 December 2018 16:16:57
Attachments: [Deadline 3 Submission.docx](#)

Please find attached the following submission document, for Deadline 3 – December 14th, on behalf of Swardeston Parish Council: -

1. Deadline 3 Submission

We trust this document is acceptable.

Derek Barber
Chair – Swardeston Parish Council

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Our Ref. H3WF-SP073

HORNSEA PROJECT THREE OFFSHORE WIND FARM (EN010080)

Comments on Hearings

Deadline 3, December 14th 2018

Dear Sirs

We attended a number of the hearings held by the examining panel during the week 3-7 December and, while being mindful of the panel's injunction not simply to repeat issues that have previously been raised, we would like to draw the panel's attention to two distinct matters which we feel have so far been largely overlooked.

1 The operation of the A140/B1113 junction at Harford Bridges.

Ørsted's Traffic Plan suggests that the addition of up to 24 HGVs an hour will have little or no effect on traffic flow at this junction.

It appears that the reason for this is that the 'accepted' methodology is to treat each HGV as a multiple of passenger car units (PCUs). This may be correct when the traffic under consideration is travelling in a straight line. However, we would suggest that this is badly flawed when the matter at issue is the (almost) 180 degree left turn at the A140/B1113 junction. A simple site survey, such as carried out by this parish council, would have revealed to Ørsted that whenever a long vehicle (be it an HGV or, for example, a bus) seeks to turn onto the B1113 from the A140, it has to cross over the central white line of the B1113 onto the opposite carriageway and since, during the rush hour in particular, this is usually impossible due to the stationary traffic queuing in the opposite direction, it has to stop and wait for such traffic to move off before it can move forward. This regularly and routinely causes extra congestion and gridlock at this junction even at present traffic volumes.

One solution to this problem has already been put forward for consideration; construction traffic should be required to access the site from a new temporary slip road off the A47 and/or A140.

2 HVAC Substation/HVDC Converter Buildings.

Ørsted have repeatedly asserted that an HVDC Converter Station will need to be housed in buildings of 25 metres in height.

We have to date neither seen nor heard any evidence to suggest that serious consideration has been given to ways of reconfiguring the plant and equipment within these buildings in order to reduce their height to a more acceptable level.

The question needs to be asked as to whether it is technically possible for an HVDC Converter Station to be housed in buildings of lower height.

Yours faithfully

Derek Barber (Chair)

Swardeston Parish Council