

**From:** [Shaw, John R](#)  
**To:** [Hornsea Project Three](#)  
**Cc:** [Faulkner, Stephen](#); [Sarah Drijaca](#)  
**Subject:** Application by Orsted Hornsea Project Three (UK) Ltd - The ExA's Written Questions and Requests for Information  
**Date:** 15 January 2019 11:43:43  
**Attachments:** [image004.png](#)  
[image006.png](#)  
[image008.png](#)  
[Response\\_EN010079.pdf](#)

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Your Ref: EN010080  
My Ref: 8/1/18/0078

Dear Sir/ Madam

**Application by Orsted Hornsea Project Three (UK) Ltd for an order Granting Development Consent for the Hornsea Project Three Offshore Wind Fram. The ExA's Further Written Questions and Requests for Information NCC Identification No: 20020350.**

I refer to your written questions and requests for information issued on 19 December 2018.

Please find attached answers to the highway elements of your request from Norfolk County Council in its capacity as Local Highway Authority.

Regards

**John Shaw, Senior Engineer**

| Dept: 0344 800 8020

County Hall, Martineau Lane, Norwich. NR1 2SG



Norfolk County Council



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The Planning Inspectorate  
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Temple Quay  
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Your Ref: EN010079  
Date: 15 January 2019

My Ref: 8/1/18/0078  
Tel No.: 01603 223231  
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Dear Sir/ Madam

**Application by Orsted Hornsea Project Three (UK) Ltd for an order Granting Development Consent for the Hornsea Project Three Offshore Wind Farm. The ExA's Written Questions and Requests for Information  
NCC Identification No: 20020350.**

I refer to your written questions and requests for information issued on 19 December 2018.

Please find below answers to the highway elements of your request from Norfolk County Council in its capacity as Local Highway Authority.

**Qu 2.11.5 (page 54) - Request for an update on several outstanding matters:-**

- **A140/B1113 junction** - NCC do not anticipate a significant impact at the A140/B1113 junction sufficient to warrant a recommendation of refusal but rather see this as an issue to be addressed via the detailed CTMP post-consent (secured through Requirement 18 of the DCO).
- **The proposed permanent access for the onshore HVAC Booster Station**  
The permanent access to the onshore HVAC booster station indicated in drawing 03/202 version B, submitted at Deadline 2) is considered appropriate with a visibility splay of 120m provided the raised land mound to the north of the access is removed in accordance with para 3.11 of Appendix 3 to deadline 2 submission – addendum to appendix 30 (REP1-156).  
**However, we still need to agree resultant land levels.** This position is set out in the SoCG to be submitted by Deadline 4.

- The Applicant has now reached agreement with NCC in respect to the wording of Requirement 11, which **the Applicant has agreed to amend in the next draft DCO as follows:-**

*“11.—(1) Construction of any new permanent or temporary means of access to a highway, or alteration, or use of an existing means of access to a highway, shall not commence until an access plan for that access has been submitted to and approved by the relevant planning authority.*

*(2) The access plan must include details of the siting, design, layout, visibility splays, access management measures and a maintenance programme relevant to the access it relates to.*

*(3) The highway authority must be consulted on the access plan before it is submitted for approval.*

*(4) The highway accesses (including visibility splays) must be constructed and maintained in accordance with the approved details.”*
- Access for abnormal loads to the HVAC Booster Station** – NCC note that abnormal loads will need to be delivered to the Booster station – in particular the delivery of transformers. As yet no assessment has been made to show that it is physically possible to deliver the transformers along the surrounding highway network to the site. NCC require appropriate detailed site-specific management measures to be included within the final CTMP post-consent both at the site access and within the surrounding road network prior to any attempt being made to deliver these loads. **We understand paragraphs 2.1.6.2 and 2.1.6.3 of the Outline CTMP are to be updated** and submitted as Appendix 2 at Deadline 4 to provide sufficient comfort that the weight, length and width of AILs, as well as the timing of their deliveries and routing, will all be agreed with NCC prior to any AIL movements being made associated with the construction of Hornsea Three.
- The access strategy for the proposed Oulton construction compound** – As noted within the updated Statement of Common Ground between both parties to be submitted at Deadline 4, an acceptable and workable option for the access to the main construction compound (Option 1: Passing Places) has been identified for this project standing alone. NCC note the Applicant’s submitted pavement construction, drainage design and design for the grading of the road hump. The principle of this is considered acceptable, though NCC will need to review and approve the detailed design of Option 1: Passing Places as part of the development of the final CTMP post-consent. NCC have confirmed that taking into account the potential interaction with cumulative projects (Norfolk Vanguard/Norfolk Boreas, who are planning to utilise The Street), Option R “B” and Option E “C1” and “C2” are unacceptable on highways safety grounds and thus, Option R “A” would be the only Option R strategy acceptable to NCC for Hornsea Three, subject to minor amendments as a result of Stage 1 Road Safety Audit.

- **Cumulative impacts in relation to the access to the proposed Oulton construction compound.**- the Applicant's still need to confirm cumulative impacts arising from all three wind farm projects utilising the same access route to their main compound at Oulton.

For completeness, in addition to the above the following highway matters remain outstanding as set out in more detail within the Statement of Common ground to be submitted by Deadline 4:-

1. Baseline data for 15 links missing from the ES.
2. Assessment of impacts to the County highway associated with any mitigation works agreed for the A47 trunk road junction at Taverham
3. Impact upon the use of a bridge at Cawston by abnormal loads. If they cant get over the bridge then the applicants need to review their access strategy.

Yours sincerely

*John Shaw*

Senior Engineer - Highways Development Manager  
for Executive Director for Community and Environmental Services