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Sent: 08 February 2019 15:57

To: Hornsea Project Three

Cc: Sarah Drljaca

Subject: Registration Number 20010316 - Oulton Parish Council's submission at Deadline 6

Oulton Parish Council's submission at Deadline 6

Oulton Parish Council (OPC) welcomes the opportunity to comment at Deadline 6 on the current status of the planning issues relating to the Main Construction Compound at Oulton.

OPC remain committed to engaging with the applicant and all Interested Parties both during the Examination process and post-consent.

In an attempt to move forward the production of realistic and meaningful cumulative impact scenarios for the combined effects of the traffic impacts of Hornsea Three with Norfolk Vanguard/Boreas, OPC has had meetings with both projects since Deadline 5.

(1) At a recent meeting with Orsted and NCC (Highways) on 25/1/19, we were informed by the Applicant that design evolution of the access route using Option 1 (Passing Places) "is now complete". All further mention by OPC of issues relating to the access route to the compound will therefore assume that this is the only route under discussion.

At this meeting, issues relating to the VISSIM traffic modelling simulation were discussed, including the (accidental) omission of a known set of vehicle numbers and the developer's misunderstanding of the actual whereabouts of the main commercial agribusiness depot, in fact located at Street Farm, only 500m north of the proposed site entrance for the compound. It is this large commercial operation that will generate the greatest proportion of competing HGV traffic related to sequential harvests throughout every year. Despite our concerns over the accuracy of some of these data inputs, we remain interested in receiving the VISSIM in USB form, as promised by the Applicant, so that we can run the simulation in real time.

At this same meeting, issues related to de-commissioning – especially of the passing places - were discussed. OPC expressed its absolute need for a rigorous commitment by the Applicant and NCC to the restoration of the southern end of Oulton Street to its current state, especially by the removal of passing places, once the construction of the project is complete. The Applicant proposed that such a commitment, including the requirement to consult with Oulton Parish Council at that future time, should be written into the CTMP, and NCC agreed with this suggestion. OPC welcomes this proposal, but is concerned about the enforcement status of the mechanism, as we are aware that much of the CTMP is finalised post-consent. It would be preferable therefore if a commitment to this particular de-commissioning could be secured within the DCO.

(2) At a recent meeting with Vattenfall (Norfolk Vanguard/Boreas) on 6/2/19, particular features of that project's construction process were discussed in detail, as were many aspects of the impacts of their likely traffic movements. They are proposing that two of their compounds will be sharing the same access route as Orsted's Option 1 (Passing Places).

With regard to OPC's overarching concerns about the cumulative impact with Hornsea Three (HOW3), it is clear that Vattenfall do not feel that they are yet in a position to produce a comprehensive and realistic cumulative impact assessment of the traffic implications of these two projects combined.

In our estimation, such an assessment is long overdue and we urge both applicants to liaise as a matter of urgency on this piece of work and feed the information back into both Examination processes.

On a point of information, at an Issue-Specific Hearing for the Vattenfall project on 5/2/19, the ExA requested of the Applicant that they should prepare and submit three traffic impact scenarios:

- • for Norfolk Vanguard (NV) operating alone
- • for NV operating simultaneously with HOW3 and
- • for NV operating before HOW3.

It would be extremely useful, in assessing cumulative impact, if Orsted were to produce a similar set of scenarios.

(3) Finally, OPC needs to record again its continuing concerns about the severe impacts on the residents of the Old Railway Gatehouse. We are currently unaware of any particular progress in an offer of mitigation measures.

Paul Killingback
Chair
Oulton Parish Council

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