

**From:** [Mulbarton Parish](#)  
**To:** [HornseaProjectThree@pins.gsi.gov.uk](mailto:HornseaProjectThree@pins.gsi.gov.uk)  
**Subject:** Hornsea Project Three Offshore Wind Farm (EN010080)  
**Date:** 19 February 2019 17:28:02  
**Attachments:** [Mulbarton Parish Council - Onshore Substation Option E - 190219.pdf](#)

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Good afternoon,

**HORNSEA PROJECT THREE OFFSHORE WIND FARM (EN010080)**

Our reference: 20010562

Please find attached submission from Mulbarton Parish Council in regards to the above

Kind regards

Anne

Anne Phillips  
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# **MULBARTON PARISH COUNCIL**

## **Hornsea Project Three**

### **Onshore Substation – Option E**

#### **Introduction**

This submission describes an alternative site for the onshore substation, centred around Mangreen quarry. For convenience, this is described as Option E. The general location of this option is shown overleaf, and some of its potential features are discussed below.

#### **Main features**

The northern part of the site, which lies to the north of Mangreen Lane, would be used as a temporary working area, and for all vehicle access during construction. It would use the existing access to and from the A140, which has already been widened at this point to include a right turn lane for southbound HGV traffic. The existing 70m visibility splays may be adequate, except for the delivery of abnormal loads, which may require 'over-running'.

After construction, this area would be restored to agriculture and nature conservation, in keeping with the restoration plan already agreed for its previous use for gravel extraction. The existing access to the A140 would then be removed, and the visibility splays replaced by roadside landscaping and planting. These arrangements would be fully consistent with the location of this area within the Norwich Southern Bypass Landscape Protection Zone.

The onshore substation would be built alongside the existing Norwich Main site, to the south of Mangreen Lane. During construction, access from the northern part of the site to the southern part would use the existing road crossing over Mangreen Lane, which would then be removed when construction is complete. This would ensure that HGV construction traffic keeps to the primary road network and does not use minor roads or country lanes.

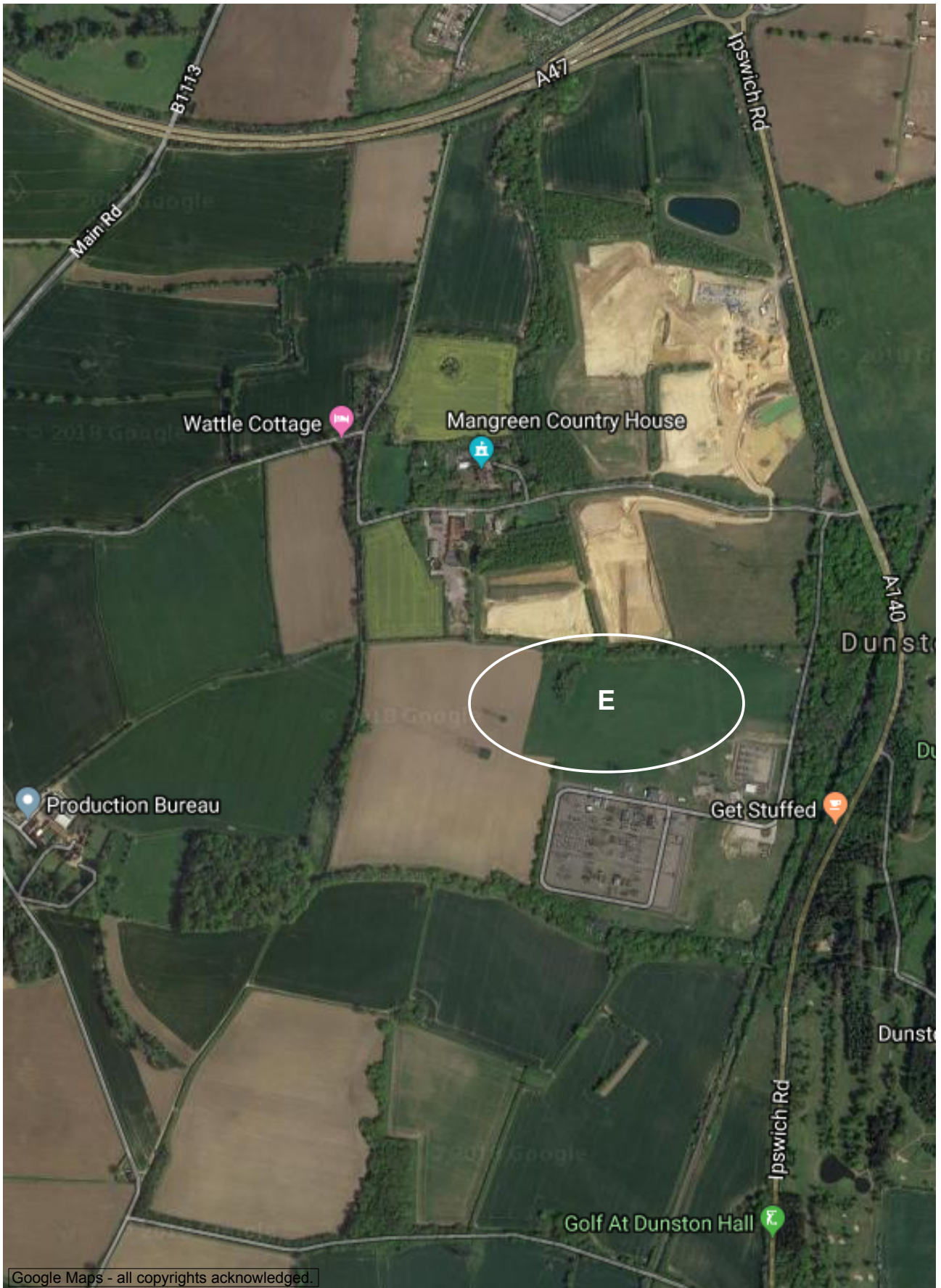
In the longer term, routine maintenance access to the onshore substation would be from Mangreen Lane itself, following the example currently in use for Norwich Main.

The original site of Norwich Main was carefully chosen, and the installation of additional equipment has been generally accepted over many years. The onshore substation would be larger than the existing installation, but its close proximity to the original site could lead to the least overall degree of negative impact.

There would be a good chance of effective mitigation by landscaping and planting, and the opportunity could also be taken to improve the visual screening of the combined area from sensitive sites to the north, west and south.

#### **Conclusion**

In our view, Option E may be in the best interests of all parties. It could offer the least degree of public harm, and there could be a cost benefit advantage arising from the use of infrastructure already in place. It should therefore be given serious consideration.



Onshore converter substation – Option E