

**From:** [Shaw, John R](#)  
**To:** [HornseaProjectThree@pins.gsi.gov.uk](mailto:HornseaProjectThree@pins.gsi.gov.uk)  
**Cc:** [Faulkner, Stephen](#); [Sarah Drljaca](#); [Dixon, Martin](#); [Paul Zanna, external user](#)  
**Subject:** RE: Application by Orsted Hornsea Project Three (UK) Ltd - The ExA's Written Questions and Requests for Information  
**Date:** 26 March 2019 17:17:13  
**Attachments:** [image010.png](#)  
[image011.png](#)  
[image012.png](#)  
[Rule 17.doc](#)

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

Dear Sir/ Madam

**Planning Act 2008 and the Infrastructure Planning (Examination Procedure) Rules 2010 - Rule 17**  
**Application by Orsted Hornsea Project Three (UK) Ltd for an order Granting Development Consent for the Hornsea Project Three Offshore Wind Farm Examining Authority's request for further information**  
**NCC Identification No: 20020350.**

I refer to your request for further information sent to Norfolk County Council on 19 March 2019 and attach the County Councils response for your consideration.

You will note that there are two matters still outstanding:-

1. A successful Road Safety Audit for Cawston
2. Agreement concerning the Outline CTMP - in particular in relation to cumulative impacts.

Regards

**John Shaw, Senior Engineer**

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Norfolk County Council



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## Norfolk County Council's Responses to the ExA's Further Information - Rule 17 \_ Transport and highway safety

| PINS Ref. No. | ExA Question  | Response  |
|---------------|---|---|
| F5.1          | <p>Paragraph 4.29 of Norfolk County Councils Local Impact Report confirms a holding objection in relation to the proposed HGV access arrangements at:-</p> <ul style="list-style-type: none"> <li>a) The HVAC Booster station, and</li> <li>b) The main construction compound at The Street.</li> </ul> <p>Please confirm your final position on these two matters.</p> <p>Have the matters relating to your holding objection now been resolved?</p> | <p><b>a) The HVAC Booster station</b><br/>           Agreement has been reached with the applicant. An updated drawing (number <b>1554_03_203D</b>) is to be incorporated into the Outline CTMP to be submitted at Deadline 9.</p> <p><b>b) Main construction compound</b><br/>           A series of road improvements and mitigation measures have been agreed with the applicant. These are to be incorporated into the Outline CTMP to be submitted at Deadline 9.</p> <p><b>NCC can confirm that these matters relating to its holding objection have now been resolved.</b></p> |
| F5.2          | <p>Please confirm your position with regard to the following transport and highway safety matters: -</p> <ul style="list-style-type: none"> <li>a) The suitability of links 88 and 89 at Cawston, including the Applicants proposed Cawston Traffic Intervention Scheme</li> </ul>  | <p><b>a) Cawston</b><br/>           NCC are waiting to see a Stage 1 Road Safety Audit (RSA). At this stage we have only seen a summary.</p>  |

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|  | <ul style="list-style-type: none"><li>b) The use of the A47/ Taverham Road junction, including the Applicants proposed highway Intervention Scheme and</li><li>c) The Applicants Hornsea Three and Norfolk Vanguard Cumulative Link Impact Assessment relating to traffic</li></ul> | <p><b>Subject to receipt of a satisfactory RSA</b> – then from a highways perspective, the mitigation measures identified by the Applicants for Cawston are technically workable and would be acceptable to NCC as local highway authority.</p> <p>However, we wish to emphasise our remit is restricted to an assessment of impact upon highway use only. Any assessment of traffic impact upon residential amenity falls outside our remit and is not something for NCC to assess but rather falls to the District Council. NCC understands that the Applicant has proposed a cap on cumulative HGV movements (Hornsea Three and Norfolk Vanguard) through Cawston as a form of mitigation and has been engaging with BDC Environmental Health Officer in this regard.</p> <p>If PINS find the proposed mitigation scheme poses an unacceptable impact upon residential amenity, then NCC believes it would be possible to develop an alternative access strategy by increasing the usage of Heydon Road (beyond that already proposed by Hornsea Three) and developing a suitable highway intervention scheme to address current limitations on use. This would have its own set of environmental impacts, which again falls outside of our remit and falls to the District Council.</p> |
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|  |  | <p>We agree with the applicants that the use of Chapel Street is <b>not</b> acceptable as it would have an unacceptable adverse impact to highway safety and use.</p> <p><b>In conclusion we are still awaiting to see an acceptable RSA before finally agreeing to this.</b></p> <p><b>b) Taverham Road</b><br/>We are satisfied with the proposed mitigation scheme for Taverham Road.</p> <p><b>c) Cumulative impacts</b><br/>NCC have been in discussions with the Applicant and does not foresee any matters upon which agreement cannot be reached. However, this will be subject to a final review of the submissions to be made by the Applicant within the outline CTMP at Deadline 9.</p> <p><b>At this stage we are unable to agree the content of the outline CTMP.</b></p> |
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