

From: [Shaw, John R](#)
To: "HornseaProjectThree@pins.gsi.gov.uk"
Cc: [Faulkner, Stephen](#); "[Sarah Drljaca](#)"; [Dixon, Martin](#); [Tracey, Matt](#); [Donnachie, Paul](#)
Subject: RE: Application by Orsted Hornsea Project Three (UK) Ltd - The ExA's Written Questions and Requests for Information
Date: 01 April 2019 17:11:17
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[final.pdf](#)

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.**

Please find attached Norfolk County Council's closing statement in relation to the outstanding highway matters identified within our Statement of Common Ground.

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
Room 3/13
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Your Ref: EN010079
Date: 1 April 2019

My Ref: 8/1/18/0078
Tel No.: 01603 223231
Email: john.r.shaw@norfolk.gov.uk

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**

**Final closing statement of the Local Highway Authority
NCC Identification No: 20020350.**

I refer to my e-mail of 26 March 2019, in which I indicated there were two matters outstanding in relating to the highway assessment. This letter sets out Norfolk County Councils closing statement in relation to those matters.

1. Assessment conclusions - Cawston

We received the Stage 1 Road Safety Audit this morning and must advise there are several points identified by the auditors that still need to be addressed. In addition, the County Council's own auditors have reviewed the proposed intervention scheme and raised several points of their own.

Whilst in principle we support the idea of wider footways, the track runs through The Street (between Booton Road and Chapel Street) past the on-street parking look very tight and it seems very likely that car sideswipes or kerb strikes will occur.

To overcome this point, it may be necessary to omit some of the footway improvements. Whilst the footway at certain points would then remain narrow, nevertheless pedestrians would be protected to some extent by parked cars. This point needs further investigation.

No specific details have been provided as to the locations and nature of the road signs and road markings.

Full details of signage and road markings will be needed for the detailed design; however, dependent upon the above, we believe some of the signage already indicated on the drawings may need to be omitted.

The High Street is heavily parked, and the track runs show the available road space is restricted. The Applicants auditors indicate that if just one car was to park badly, this could prevent a large vehicle manoeuvring successfully resulting in an obstruction to the High Street.

Both the Applicants auditors and the County Councils officers recommend the applicants explore the necessity for introducing some associated waiting restrictions. The applicant's auditors also recommend that the parking bays are physically marked out to emphasise the road space.

Drainage is not indicated

We need to see details of how the existing drainage will tie in.

The drawings also indicate a need to re-locate bus stops, however no details are provided to indicate where they will be moved to.

We believe there are several options available, however the point is not yet resolved.

Allied to the above, we note the applicants have indicated a commitment within the outline CTMP to explore the opportunity of making a greater use of Heydon Road.

Norfolk County Council fully support this commitment and we believe it would be possible to develop an access strategy that makes better use of Heydon Road

In conclusion – Norfolk County Council believe a suitable access strategy can be produced that mitigates impact however... the intervention scheme drawings and proposal before us are very much currently “work in progress”. In short, the scheme needs several changes, but they will be amendments rather than a complete re-think. NCC note the Applicant's commitment within the outline CTMP to continued engagement with NCC, Broadland District Council and Cawston Parish Council in respect to this ongoing development of the mitigation scheme.

2. Cumulative Effects & Outline CTMP

The Cumulative Impact Assessment indicates a significant volume of traffic from both Hornsea 3 and Vattenfall will all have to pass through the centre of Horsford village.

Horsford is a large village comprising of ribbon development either side of the B1149. In turn, the B1149 contains several sensitive receptors including (but not limited to) Horsford infant school; a pre-school nursery; and comprises part of the walking route to Horsford Junior School. During the morning peak, traffic leaving the village is at times stationary between the village and the A1270 Norwich Northern Distributor Route (NDR).

The applicant's route assessment indicates traffic from both Hornsea 3 and Vattenfall will travel west along the NDR for approximately 1 mile past the A140, before heading north along the B1149.

Norfolk County Council requests the route be amended to show traffic heading north along the A140 for approximately 3.75 miles before heading west for approximately 2m along C245 Shortthorn Road before picking up the B1149 north of Horsford (some 2.75 miles north of its junction with the NDR).

Whilst the County Council would not normally allow traffic to be diverted from a “B class” road onto a “C class” road, in this instance the C245 Shortthorn Road is by far a more suitable route. Shortthorn Road has suitable width to accommodate the proposed volume of traffic and has good alignment. The junctions at either end of Shortthorn Road conform to standard and both have dedicated right turn lanes sufficient to accommodate the predicted traffic. Whilst there is some frontage development, nevertheless it is significantly less than experienced along the B1149 through Horsford. The Applicant has indicated that although in principle, they have no objection to the use of Shortthorn Road as an alternative, an assessment of the acceptability of potential impacts would be undertaken as part of the routing work for the detailed CTMP in consultation with the relevant stakeholders. NCC note that the Applicant’s Outline CTMP commits to agreement of HGV routing with the relevant highway authority (in this case NCC) as part of the detailed CTMP, to ensure that all routes remain appropriate and are agreed for use.

Subject to the above route amendment and resolution of the Cawston intervention measures, Norfolk County Council is in agreement to the CTMP.

Yours sincerely

A solid black rectangular box used to redact the signature of the Senior Engineer.

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