

NORFOLK BOREAS

Oulton Parish Council's submission at Deadline 4

This submission includes comments regarding ISH 3 on Onshore Matters and outstanding issues still awaiting a response from the Applicant.

1. Cable Logistics Area

Oulton Parish Council (OPC) are pleased that there was clarification at the ISH regarding the Cable Logistics Area (CLA) and that this area will only be used as a 'buffer' storage area for up to 20 cable drums, for use when there are problems with direct delivery from the port to the jointing pits.

OPC also understands that the aggregates stored there will be for the entire cable pulling phase for the whole cable route and that this will give rise to the majority of HGV traffic movements from the CLA.

In addition, OPC notes that in the Applicant's 'Cable Logistics Area clarification note' (*see below) delivery of cable drums at night is not required, and this was confirmed by the Applicant at ISH 3. However, **we now seek clarification as to the nature of what constitutes "essential activities", for which permission might be granted to work outside of the agreed working hours** (*see below).

**6. The proposed working hours are 07.00 to 19.00 Monday to Friday and 07.00 to 13.00 on Saturdays as defined in draft DCO Requirement 26. Working outside of these hours is only permitted for essential activities, and their duration and timing must be agreed in advance of the works with the relevant planning authority (save for emergency works). Cable drum deliveries would typically be by low loader, which would not require night time delivery.*

2. Pilot Vehicles and Traffic Management

OPC understands that the 'Pilot Vehicle' scheme is to be used only for the Heydon Road section of Link 68. The cumulative traffic resulting from Hornsea Three/Vanguard/Boreas scenario 1 or Hornsea Three/Boreas scenario 2 accessing The Street from and to B1149 will be managed post-consent. The Applicant states that this will include consultation with OPC and three large agricultural businesses.

OPC remains concerned that agricultural HGVs, faced with routine congestion over many years generated by additional construction traffic on Link 68, will switch to using the northern route through the Oulton Street residential area. NCC Highways confirmed at ISH 3 that there is no mechanism available for the control of **agricultural** vehicles, which are permitted to operate at will.

OPC is obliged to bring to the attention of the ExA that, were this entirely likely eventuality to occur, then **the environmental implications for the residents of Oulton Street village – whose homes abut the road directly - in terms of noise, vibration and emissions, would be unacceptably adverse. These impacts have nowhere been considered, let alone assessed, in this application.**

3. B1149 traffic works

OPC understands that there are still outstanding issues as to whether the B1149 should or should not be a 'trenchless' (HDD) crossing. OPC is still concerned that, depending on the timing and duration of the proposed works, if trenchless crossing is not forthcoming then this may result in the narrowing of the delivery window in respect of Hornsea Three's Main Construction Compound traffic. This would create a situation in which more HGV traffic had to be fitted into fewer weeks, especially in respect of HOW3 Abnormal Indivisible Loads (AILs). If the road works on the B1149 cause restricted access due to the narrow carriageway, then these deliveries may have to be suspended while a trenched crossing is carried out.

Open-cut excavation of the road, resulting in temporary traffic lights and one-way traffic would result in stationary vehicles backing up to and over the hump-back bridge – clearly a road safety danger. OPC does not believe that traffic numbers along this road, particularly at commuter times, have been adequately taken into account.

4. Outstanding issue: LINK 75 Blickling Road

The Applicant appears not to have responded to OPC's request for an explanation of the additional vehicles along Link 75 that are stated for Boreas Scenario 1: i.e. 110 all traffic / 70 HGVs (an increase of 40 vehicles in the 'all traffic' group).

For reference:

Norfolk Vanguard traffic numbers were stated as 72 all traffic / 72 HGVs for Link 75.
Boreas Scenario 2 is also stated as 72 all traffic / 72 HGVs.

SEP

**OPC seeks clarification as to the increase in traffic numbers for Scenario1;
what is the type and purpose of the additional vehicles?**
