

NORFOLK BOREAS

Oulton Parish Council's response at deadline 6 to the Applicant's response to written questions at deadline 5

1. Impact of harvest traffic

Extract from Written Questions and Applicant's Response:

"14.2 Cable Logistics Area (CLA) along Link 68 in Oulton

2.14.2.8

2. Could harvest and other events mean that HGV movements are concentrated at certain times of the day? What are the potential implications and how would these be mitigated? "

The Applicant's response:

"2. Potential HGV peaks associated with harvest and other events can be accommodated in the Applicant's HGV controls.

[REP1-022] Outline Traffic Management Plan (OTMP), Section 3.3 sets out the controls for HGV numbers and includes a commitment to a contractor booking system for HGVs.

The booking system will enable a daily profile of deliveries to be maintained within the assessed daily maximum thresholds and allow the contractor to ensure that the required deliveries are regularly forecast and planned. This in turn, allows the hourly profile of HGVs to be controlled by allocating timeslots. By controlling hourly arrival and departure time the potential for the Project's HGVs to add to delays at 'pinch-points' is substantially reduced.

Norfolk Boreas HGV traffic demand for Heydon Road would be a maximum of 4 arrivals and 4 departures per hour. This low frequency of HGV movement could be readily co-ordinated with the Agricultural Industry by utilising the booking system to ensure the assessed daily maximum HGV is not exceeded.

OTMP Table 3.5 contains the further commitments to ensure 'highway network resilience' including the commitment to event management and engaging with the Agricultural Industry."

OPC would like to note that the coordination of traffic seems only to refer to Vattenfall's HGVs and agricultural vehicles along the Heydon Rd section.

No account is being made here for the cumulative impact of traffic generated by the Hornsea Three Main Construction Compound, along with Vanguard/Boreas traffic, and agricultural vehicles, all travelling to and from the B1149 along the southern section of The Street. The congestion that will inevitably occur on *that* section of Link 68 is being conveniently ignored.

Will harvest traffic take priority over construction traffic when harvest periods are dependent – at short notice - on the weather or moisture content of grain or maize, and require a concentrated window of punishing harvest traffic movements arising from a combination of the crop condition and the efficient use of scarce, highly expensive harvesting machinery? Even if the local large agribusiness owners are prepared to "share" information with the Applicants (something which they have thus far been unwilling to do) *the farmers themselves* often have little warning of when they might suddenly have to commence the next harvest.

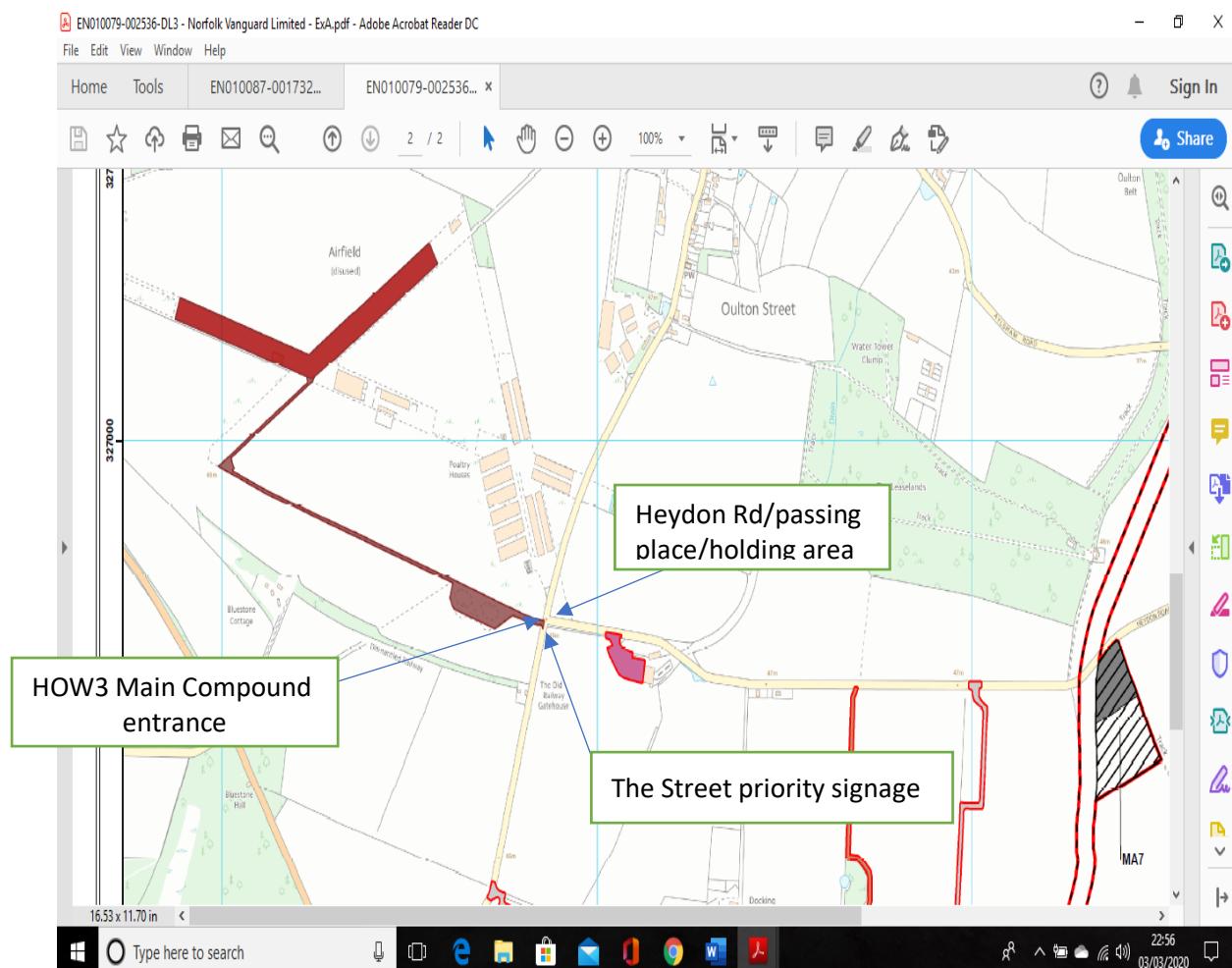
There is also the question of how exactly the Applicant intends to "liaise" with many other not-so-local small farmers and large contractors who use Oulton Street on a regular basis.

OPC is obliged to observe again, at the risk of repetition, that "harvest" is actually a six-month period (at least) of every year, involving 7 or 8 completely different crops with different patterns of activity. It is not a little blip or "event" in the calendar – it is what is going on around here most of the time.

This is the third NSIP public examination process that OPC has been involved in over the past two years, and we are weary of the way in which Applicants routinely minimise, obfuscate, or ignore these obvious and important facts.

Finally, on this particular issue, OPC have not seen any evidence that the in-combination traffic at the junction of Oulton Street with the Heydon Road has ever been properly assessed. This currently quiet junction will be required to absorb the complexity of:

- all traffic entering and leaving Orsted's Main Construction Compound,
- all agricultural traffic entering and leaving Saltcarr Farms (sharing same access as above)
- all traffic generated by Vanguard/Boreas MA7 and CLA
- 50% of all traffic generated by Street Farm
- all traffic entering and leaving the poultry farm
- all other non-local agricultural traffic
- all commuter and "ordinary" traffic
- all cyclists, joggers and dog-walkers



2. Cycle Routes

At the USI on 20 January 2020 [EV2-003] the ExA observed a number of cyclists using Link 68 - The Street and Heydon Road.

Written Question:

1. What assessment has been undertaken of the use of Link 68 by Non-Motorised Users (NMU) including cyclists?
2. What mitigation is proposed to ensure the safe passage of NMUs at this location and where is this secured?

Applicant's Response:

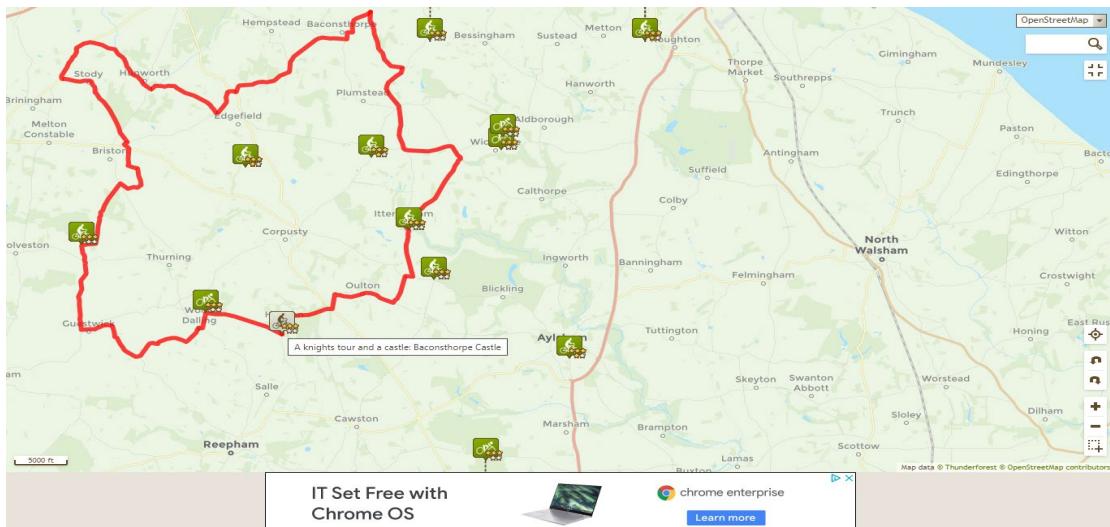
“1. All 108 highway links contained within the traffic and transport study area have been assessed and assigned sensitivity. The assessment includes the consideration of all user groups including pedestrians and cyclists. Details of the rational for the applied sensitivity are contained in ES Chapter 24, Appendix 24.2 [APP-639]. It can be observed that links with evidence of cycle routes or pedestrian use with limited facilities, are identified and assigned a greater degree of sensitivity. This in turn informs the significance of impacts and the appropriate mitigation for the user groups. This could be a reduction in construction vehicles or improved/diverted pedestrian/cycle routes.

The assessment established that Link 68 has no national, regional or local designation as a cycle route/walking route and therefore is not a sensitive link with respect to those user groups. Therefore, the mitigation proposed for Link 68 was not specific to NMU but developed for all modes. ”

OPC note that the Applicants have dismissed Link 68 as a cycle route, as it is not designated. This is incorrect and extremely misleading. It should be noted that Link 68 is used by many individual cyclists, often by cycling clubs from near and far, doing a circuit from Aylsham or Norwich, and those who wish to join up with the Blickling Cycle route, along with Itteringham village shop/cafe off Link 75. It is also seen as a “safe” circular route for joggers, families with young children cycling out informally from Aylsham - across Abel Heath, along Heydon Road, up Oulton Street and back via Aylsham Road.

In fact, there are 3 designated cycle routes (figure1-3) that pass either along or near Oulton Street.





(Figure 2) Cycle route off Link 75/ Itteringham (www.routeyou.com)

As part of the road intervention scheme along The Street there will be the loss of verges to accommodate the proposed passing places. This will limit the safe refuge for those who will be using Link 68 on foot. There are plenty of people who walk/jog this route, especially local people who walk their dogs on the road, due to the limited number of public rights of way in this part of the village.

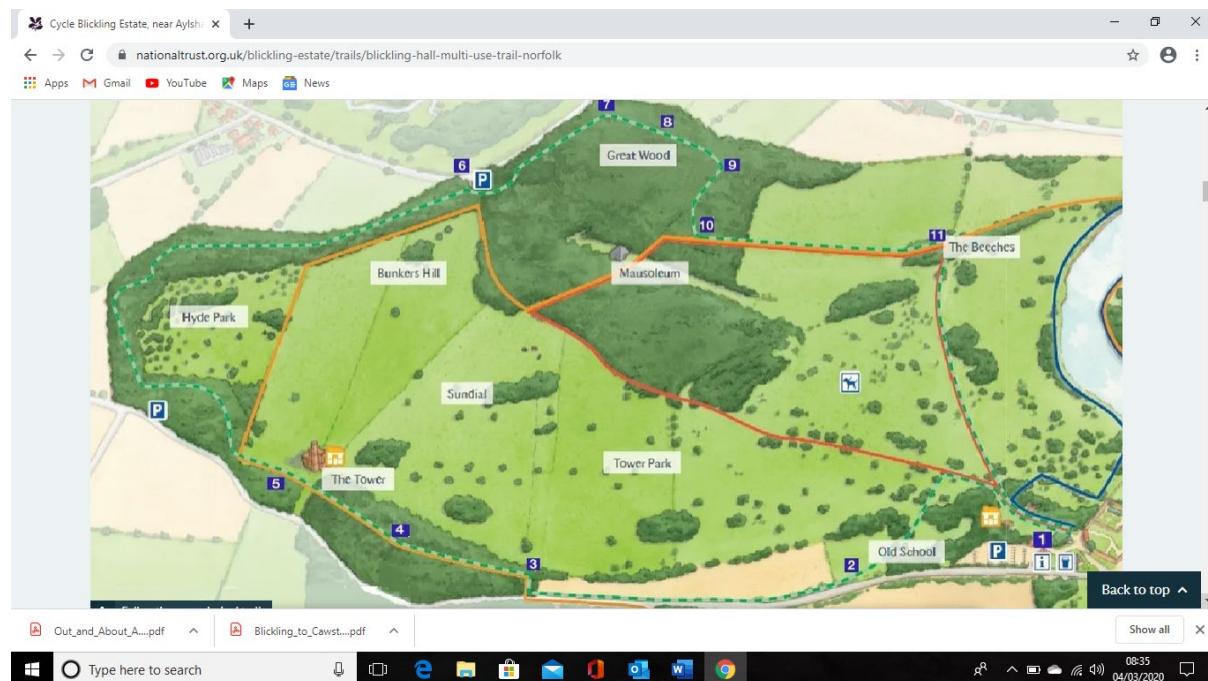


Figure 3 Blickling cycle route

Applicant....

2. [REP1-022] OTMP, Section 4.3.3 sets out the highway mitigation scheme for Link 68 which has been developed to accommodate all road users and approved by NCC.

The OTMP Table 4.2 gives more details of the highway mitigation scheme, measures that will secure safe passage of NMUs include:

- Up to 8 passing places along The Street for HGV opposing traffic.
- A means of priority work for southbound vehicles in the vicinity of The Old Railway Gatehouse;

- *Temporary lowering of the existing 60mph speed limit to 30mph; and*
- *Temporary signage along the *B1145 and The Street as agreed with the Highway Authority to provide driver awareness and enforcement.*

**(OPC note error in road number: this should read B1149)*

Applicant.....

The OTMP (para 96) confirms highway mitigation scheme measures will be supplemented with an induction for contractor HGV drivers that will establish a clear set of responsibilities that drivers will be required to follow including:

- *Timings, pre-booked slots;*
- *Clarification of approved HGV routes*
- *Awareness of highway safety concerns;*
- *Adherence to speed limits;*
- *Instructions on when to pull over safely to alleviate platoons;*
- *Safe driving techniques for overtaking manoeuvres; and*
- *Details of reporting accidents and 'near misses'.*

OPC observe that the road intervention scheme is being put forward as mitigation for safe access for ALL road users, but this intervention scheme is actually proposed in order to accommodate the needs of two HGVs passing safely. It will be at the minimum width allowable (6m) to accommodate two HGVs, and there will be stretches of the road which will be narrower, in between the passing places. As stated earlier, to provide for the passing places, the verge will be removed and replaced with Grass-Crete or similar. In some respects The Street could be considered as being rendered less safe than the B1149 due to the reduced safe refuge areas (loss of verge) for walkers/cyclists to stop if needed to let large vehicles proceed or to avoid potential accidents.

The alternative to cyclists and walkers currently using this road would probably mean an avoidance of this route. If this were the case then it would entail for the local community and visitors the loss of an activity which is currently promoted as part of a healthy lifestyle.

The safety training the Applicant has described above, would only apply to the contractor drivers. No other drivers using this road – agricultural, commuter etc. - would have the benefit of this safety “induction”. Accidents and near misses could occur involving *other* road users, on a rural road that would have been designed specifically to accommodate increased HGV traffic, rather than with cyclists and walkers also in mind.

As OPC has already highlighted, the residents of The Old Railway Gatehouse live extremely close to the complex junction of The Street with Heydon Road. HGVs and other traffic will be accessing Hornsea 3 Main Compound, as well as Vanguard/Boreas MA7 and CLA, and HGVs will be waiting outside their house, due to the priority signage restrictions past their property. It will also be problematic for them on a daily basis, trying to enter and exit their property on foot when walking their dogs, and in a vehicle.

3. Outstanding Issue - LINK 75

The Applicants still have not answered OPC in regard to the unexplained extra vehicles on Link 75 for Scenario 1: viz: 110 all vehicles/70 HGVs.

OPC wish to understand why this is the only scenario which requires 40 (daily) extra vehicle movements along this route. An explanation is needed as to where these vehicles are going, and why, within Norfolk Vanguard /Boreas scenario 2, these extra vehicles are not required.