

Norfolk Boreas Offshore Wind Farm Joint Final Position Statement with Norfolk County Council Highway Intervention Scheme, Cawston

Applicant: Norfolk Boreas Limited
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Photo: Ormonde Offshore Wind Farm

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1 Introduction

1. This joint position statement for submission at Deadline 11, has been prepared to document the final agreed positions of Norfolk County Council and the Applicant on the Highways Intervention Scheme (HIS) for Link 34 Cawston.

2 Highway Intervention Scheme

2. The HIS is part of a package of mitigation measures that would serve to reduce traffic impacts on Link 34 through Cawston. The OTMP (Version 5) submitted at Deadline 10, includes details of the full package of mitigation measures for Link 34 (section 4.3.2), plans of the proposed HIS (Appendix 6) and details of the monitoring and enforcement regime for Link 34 (section 5.6).
3. In the final Statement of Common with Norfolk County Council (Version 3) [REP9-015], NCC confirmed that HIS design has received technical approval but the method for overcoming potential driver compliance issues needed to be agreed. It was agreed that the HIS accommodates cumulative traffic and subject to the addressing driver compliance issues, mitigates highway constraints.
4. The Applicant and Norfolk County had a telephone meeting to discuss the methods for overcoming potential driver compliance on 4th May 2020 and subsequently the following was agreed and included in the OTMP (Version 5) submitted at Deadline 10, as the range of measures to enable targeted intervention on validation of a driver compliance issue:
 - Applying the OTMP ‘breach’ corrective process identified in Section 5.4 and 5.5 to the supply chain;
 - Further hazard signing;
 - Introduce mandatory priority ‘give-way’;
 - Increased parking enforcement;
 - A reduction in the cumulative HGV cap (239 HGV movements) by ensuring Norfolk Boreas and Hornsea Project Three traffic demand does not overlap; and
 - Incrementally reducing the volume of traffic passing through Cawston from 239 HGV movements through targeted intervention informed by monitoring in consultation with the Highways Authority.

3 Applicant’s Positions

5. The HIS mitigates potential cumulative traffic impacts on Link 34, Cawston.
6. The Applicant has updated to the OTMP (Version 5) with the agreed measures to address possible driver compliance and as such the HIS is considered to be agreed with NCC.

7. The Applicant will continue to engage with NCC as the detailed design progresses and through the development of the final TMP post-consent.

4 Norfolk County Council' Position

8. Whilst the County Council would still prefer to see a haul route aimed at removing HGV construction traffic from Cawson Village, nevertheless we are satisfied the proposed HIS for Link 34 is sufficient to mitigate against the impact arising from the applicant's development, including the cumulative scenario with Hornsea3.
9. We have previously identified a potential driver compliance issue, however we are now satisfied that the Applicants proposed amendments to the OTMP, as set out within this joint position statement, are sufficient to address the issue should it arise.