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Dear Sir/ Madam

**Application by Norfolk Boreas Limited for the Norfolk Boreas Offshore Windfarm  
The Examining Authority's fifth round of written questions and requests for  
information (ExQ5) Issued on 11 August 2020**

Please accept this letter as Norfolk County Councils (NCC) written submissions in its capacity as local highway authority in response to the ExA's fifth round of written questions and requests for information.

**Q5.4.0.6 - Cumulative effects at port(s)**

This is not an issue that causes NCC any significant concern. In effect any negative impact is limited due to the physical capacity of the port to deal with the cargo passing through it - eg if the port is loading/unloading wind farm components then they will not be able to load/unload something else. If the port itself were to expand to cater for maintenance contracts etc, then separate planning consents would be required and any associated issues examined at that time.

If Great Yarmouth is chosen as the preferred port (rather than Kings Lynn), there may be potential impacts to traffic on the Trunk Road network if the Great Yarmouth third river crossing project (NSIP ref TR010043) is implemented at the same time. However, given we anticipate the impact would arise on the trunk road network, rather than the county highway, the ExA may wish to also direct this question to Highways England.

Whilst we have not specifically raised a concern in the relation to port operations, a similar issue arose with the East Anglia One project with the ExA including the following requirement -

*(1) No stage of the connection works shall be commenced until a travel plan for the onshore port-related traffic to and from the selected base port or ports and relating to the authorised project, has been submitted to and approved in writing by the relevant planning authority in consultation with the relevant highway authority. The travel plan must be implemented as approved at all times specified within the travel plan during the construction and/or operation of the authorised development.*

(2) For the purposes of this Requirement—

*“base port” means the port used by management personnel for construction of the authorised development and for the ongoing operational management of the authorised development;*

*“relevant planning authority” and “relevant highway authority” mean the planning or highway authority or authorities in whose area the relevant port is located; and*

*“selected base port” or “ports” means a port or ports situated in England and/or Wales.*

If the ExA deems it necessary, NCC would have no objection to the inclusion of a similar requirement.

#### **Q5.4.0.7 - Community liaison**

NCC have advised the applicant that we may be able to assist with the role of Traffic Management Plan Coordinator, depending on the scope of the role and provided it is fully funded by the applicant. However we have not yet had any detailed discussions concerning this role. We believe it is imperative that whoever takes on the role is fully aware of the local/seasonal sensitivities on the highway network.

#### **Q5.4.08 - Community liaison**

Given the significant cumulative traffic impacts and linkage between all three projects, NCC believe it is imperative the Traffic Management Plan Coordinator is a shared resource across all three projects.

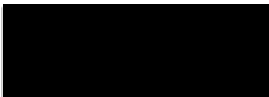
#### **Q5.14.1.1**

These appear to be issues that we have already discussed at great length as part of the Issue Specific Hearings. NCC is unable to offer any additional advice or offer further suggested amendments to the Cawston Highway Intervention Scheme.

#### **Q5.14.1.3**

NCC has worked with all three wind farm applicants to ensure the Cawston Highway Intervention Scheme works for Hornsea Three as well as the two Vattenfall projects either in isolation or collectively. Given that all three projects have now committed to using the scheme submitted for Boreas, NCC do not believe the situation is as muddled as suggested. Nevertheless I did write to the Secretary of State on 13 August asking if the text to Requirement 18 of the Hornsea 3 DCO could be amended to make it clear that the revised proposals for Hornsea 3 will be based upon the scheme developed through the Boreas examination.

Yours sincerely



Highways Development Manager  
for Executive Director for Community and Environmental Services