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To: [Norfolk Boreas](#)
Cc: [Hoque, Shamsul](#); jake.laws@vattenfall.com; [David Tarrant](#); [Claire Davies](#)
Subject: Highways England's Written Statement (Annex A Questions)
Date: 25 September 2020 17:29:40
Attachments: [HE response Written Statement Deadline16 dated 2020 September 28.pdf](#)

Dear Sirs

Please find attached Highways England's written statement in response to the Examining Authority's invitation to respond to Written Questions as set out in Annex A. These should be read in conjunction with version three of the Statement of Common Ground between Highways England and the Applicant which is being submitted by the Applicant on behalf of both parties at Deadline 16

Regards

Eric Cooper, Spatial Planning Manager

Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW

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For any planning related matters please email PlanningEE@highwaysengland.co.uk

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Frances Fernandes
Lead member of the
Panel of Examining Inspectors
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28 September 2020

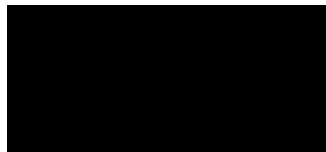
Dear Ms Frances

Norfolk Boreas Offshore Wind Farm (EN010087): Written Statement

I refer to your letter of 10 September 2020 regarding the above proposal and your invitation to submit written representations to the Examining Authority's (ExA) Written Questions as set out in Annex A by Deadline 16 (28 September 2020)

Highways England's responses are set out below and should be read in conjunction with the Statement of Common Ground (Version 3) between Highways England and Norfolk Vanguard which has been submitted to you by the applicant.

Yours sincerely,



Eric Cooper
Operations (East) Spatial Planning Manager
Email: eric.cooper@highwaysengland.co.uk

Norfolk Boreas Off-Shore Wind Farm (EN010087)
Written Statement by Highways England
28 September 2020

1.0 Introduction

Highways England (HE) have been invited (dated 10 September 2020) to provide written representations to the ExA's Written Questions for this project. The relevant questions to Highways England and our responses are set out below.

WQ 1. Licenses and Property Agreements

R 17.1.7– In its Further Written Questions, the ExA requested an update from the Applicant and Highways England on the current position relating to obtaining appropriate licences and property agreements from HE [Q2.3.0.12, PD-009]. The Applicant explained that Licences would be sought once detailed designs and method statements had been approved with HE prior to construction; property agreements would be sought once the detailed design and methodology had been approved by Highways England [REP5-045]. Highways England did not respond to the ExA's question. The ExA requested a further update from the Applicant [Q3.3.0.18, PD-014]. The Applicant confirmed it was still in discussion with Highways England [Q3.3.0.18, REP8-015]. The final SoCG between the parties does not provide confirmation that Highways England is content with the approach proposed [REP9-021].

The appropriate license and property agreements have been sought from Highways England for which detailed design and method statements will need to be approved by Highways England once they are available. Highways England have agreed the approach to obtaining licence and property agreements with the Applicant and this is now detailed in the Statement of Common Ground version 3 (submitted separately by the applicant).

WQ 2. Cumulative effects at port(s)

R 17.1.8– In its fifth written questions the ExA asked a question about cumulative effects at port(s) (Q5.4.0.6). The Applicant's response to the question together with the Applicant's response to Norfolk County Council's response can be found [REP15-003, Q5.4.0.6].

In its response, Norfolk County Council said "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."

An approach to considering any potential cumulative impacts with the proposed road improvement schemes for the A47 as set out in the Road Investment Strategy 2020-2025 (RIS), and including the impact of Norfolk County Council's Great Yarmouth Third River Crossing, has been agreed with the Applicant and is secured through the Outline Traffic Management Plan, Section 1.6.2. Any potential cumulative impacts associated with the offshore base port will be determined and considered through the ongoing engagement with the Applicant.

Further to these above: The Statement of Common Ground (Version 3) has been updated to capture the positions on these points and Highways England confirm that they have agreed the wording of the Statement of Common Ground with the Applicant. The final Statement of Common Ground (Version 3) will be provided to the Examining Authority by the Applicant on behalf of both parties at Deadline 16.