

ISSUE SPECIFIC HEARING: ONSHORE " 20th JANUARY 2023

Norfolk Parishes Movement for an OTN

Cumulative Impacts

Sandra Betts, Norfolk Parishes Movement for an OTN, Parish Councillor, Barford and Wrampingham and Norfolk resident.

Our specific concern relates to Agenda Item 7, Traffic and Transportation coupled with Agenda Item 12, Cumulative Effects Assessments.

The following DCOs have been granted recently for projects that take place in close proximity to each other in the heart of Norfolk.

Major Roadworks

1. A47 North Tuddenham to Easton Road duelling which has commenced and due for possible completion in 2025
2. A47 " A11 Thickthorn junction, major roadworks which is due to commence early 2023 and possibly complete at the end of 2025

Wind Farms

1. Orsted's Hornsea 3 which has commenced and is due to complete in 2027
2. Vattenfall Vanguard, due to commence in 2023, and is likely to take 4 to 7 years
3. Vattenfall Boreas, due to commence in 2023, and is likely to take 4 to 7 years

A further DCO application will shortly be made for the Norwich Western Link, a major roadworks, with a view to commencing late 2024 and possibly completing late 2026.

These projects are likely to overlap with the Equinor SEP and DEP projects and the cumulative impacts will be considerable. A key problem is the displacement of traffic and the resulting pressure on minor country roads. Whatever diversion signs might say, we know from experience that human nature leads people to take the quickest route. No one wants to sit in a traffic queue day after day. At one time only locals might have known the country shortcuts but satnav technology has given us all the ability to re-route our journeys through the use of mobile-phone maps. As the above projects have long timescales and overlap, displaced traffic will be a constant problem over the next decade.

What assurance can the applicant provide that the displacement of traffic is properly taken into account in their traffic management plan?