

## Oulton Parish Council Comments on ISH 2 - Onshore Matters.

### Agenda items:-

#### 3. Development Scenarios

Oulton Parish Council (OPC) note that the applicants had always stated that their project would be a 'Pathfinder Project' as part of the Offshore Transmission network (OTN) and therefore they proposed a coordinated approach to the project by coordinating the Sheringham & Dudgeon Extension Project by sharing a cable route and infrastructure. However during the ISH 2 it became clear that the project may not be as coordinated as promoted.

The four scenarios gives the applicant the flexibility to constructed over a very protracted period. Only one scenario, to construct concurrently, is the coordinated approach, the other scenarios may prolong the construction period beyond 7+ years.

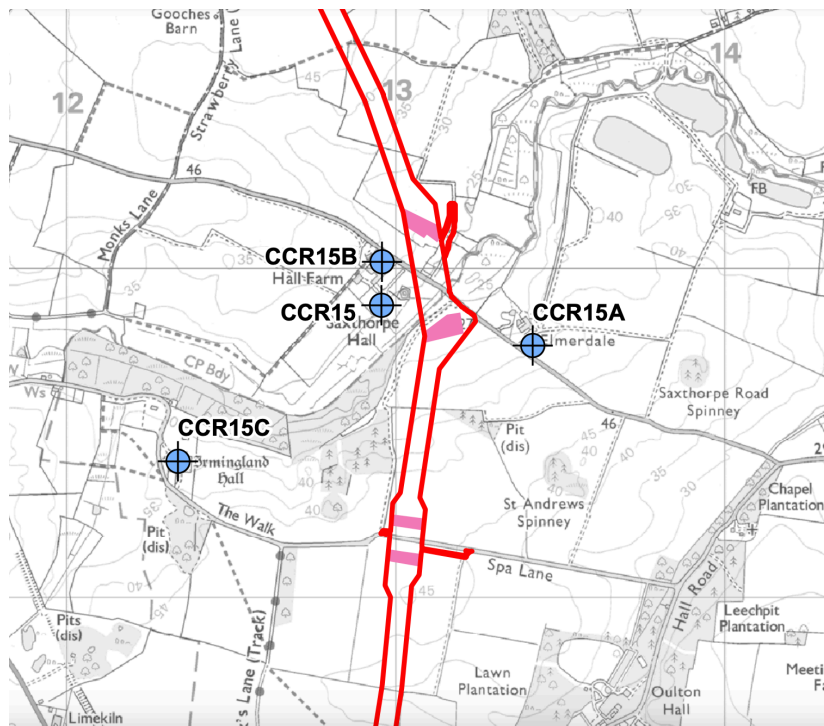
The applicants also seemed to suggest that pre ducting during the first project for the second, would not be considered. OPC would have concerns that this would have environmental impacts.

To local communities who are already experiencing the start of three offshore wind projects, it is unacceptable to be further disrupted over a longer time period.

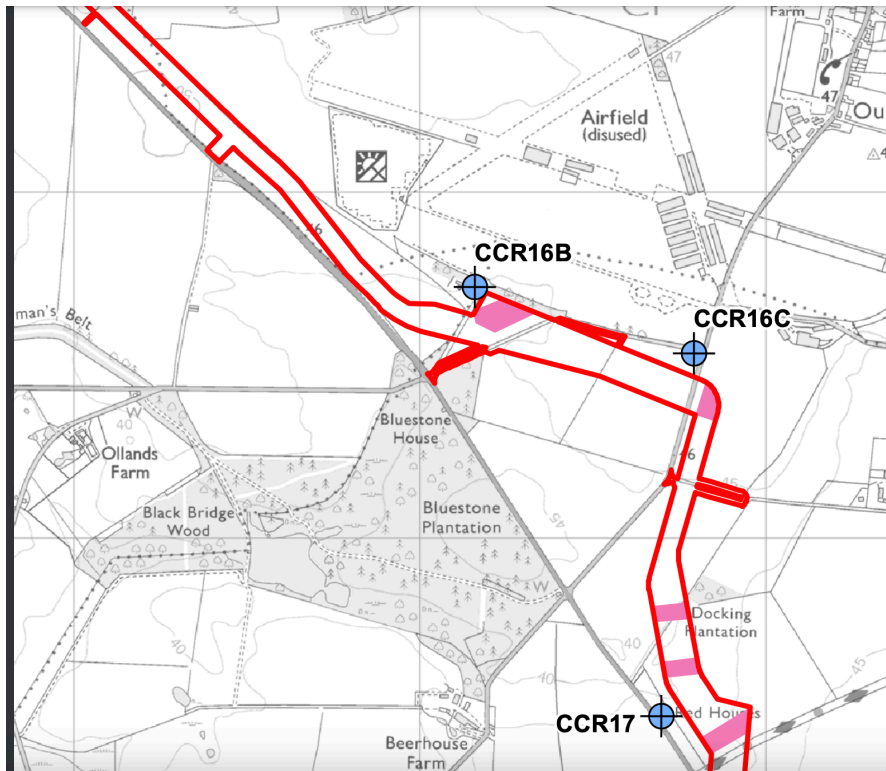
#### 4. Construction effects

Oulton have several Horizontal Directional Drilling(HDD) operations proposed, two of which OPC would consider major works:-

- i) HDD under the *River Bure*... **CCR15B/CCR15/CCR15A Crossing schedule (Noise & Vibration APP-133) / (APP-178) Crossing ref: RVX001 / unique ID: EA-RVX-MV-001)**



- ii) HDD under the *Solar Farm*.....**CCR16B/CCR16C (Noise & Vibration APP-133) Crossing Schedule (APP-178) (crossing ref: INF001 / unique ID: SE-INF-SLP-001)**



OPC seek clarification on the following relating to **HDD works**:-

- i) Whether these HDD areas will require night-time works?
- ii) Length of proposed works?
- iii) Whether Noise & Vibration assessments at locations documented as sensitive receptors are not just desk based assessments and will further assessments be carried out?
- iv) Will mitigation work be carried out to lessen the impact of Noise & Vibration?
- v) What are the traffic movements for these locations and whether these will involve night-time movements?
- vi) Clarification on the proposed depth of the HDD under the solar farm, is it between 10m-20m in depth as stated by Lighthouse Development Consulting in their Relevant Representation?
- vii) If the depth of HDD under the solar farm is not agreed, OPC are concerned that the cable route may be relocated further to the North, this would still impact the Old Railway Gatehouse (CCR16C) as well as moving it closer to Oulton Street.
- viii) It was OPC's understanding that structures could not be built on top of the cable route, how will the HDD under a solar farm be possible, is there conflict with both infrastructures, cables/solar panels?

## 6. Noise and Vibration

- i) OPC have highlighted their concerns relating to **HDD in section 4. Construction effects**. However OPC would seek clarification on whether the HDD is by single or double drilling as suggested during ISH 2, and its impact on residents near to the proposed works.
- ii) OPC have concerns about further cumulative impacts from additional construction traffic. if SEP/DEP are constructed at the same time as Vattenfall Vanguard or Boreas(NV/ B). This however seems to be dependant on which scenario SEP/DEP brings forward.

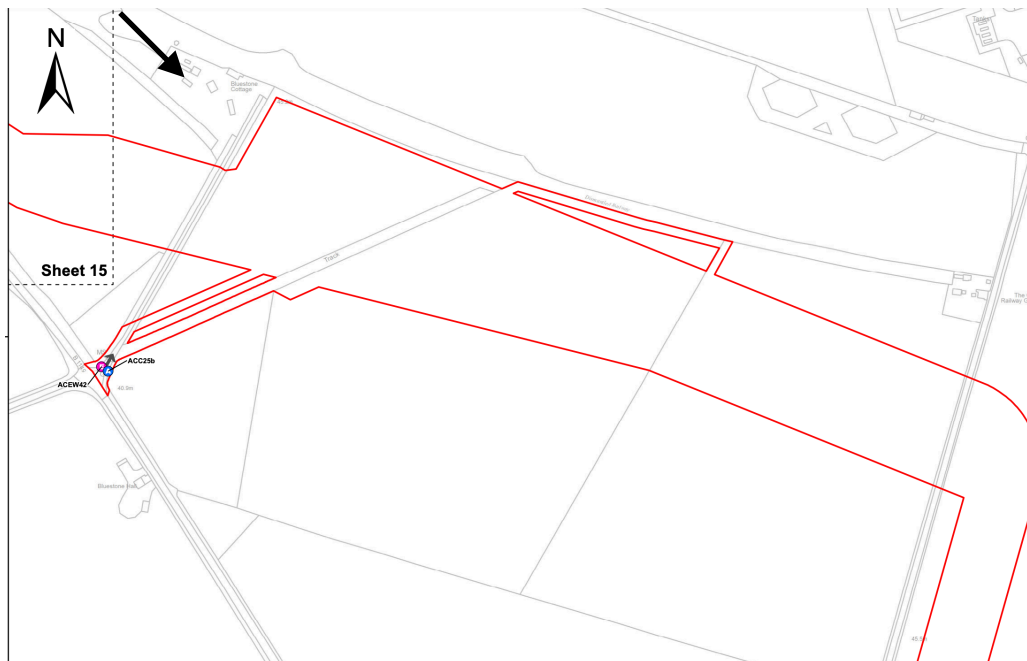
iii) OPC would like assurances that no HGVs or other vehicles associated with the project travel *North through Oulton Street*. This was secured in the DCO for Hornsea Three, Norfolk Vanguard and Boreas, and OPC would seek the same requirement from Equinor.

iv) OPC would seek to be reassured that there is no possibility of HGV numbers will exceed those already agreed with Hornsea Three/Norfolk Vanguard/Boreas and set out with NCC.

## 12. Cumulative Impacts

i) OPC note that in the outline **Construction Traffic management Plan (CTMP) APP-301** cumulative impacts has been looked at for **Oulton** with **SEP/DEP** and **Hornsea Three(HP3)**, but not for *Norfolk Vanguard & Boreas*. It is further noted that Equinor have stated that the majority of HP3 construction work will be complete ahead of SEP/DEP construction, earliest start date of 2025. **HP3** Main Construction Compound will be in-situ for the whole of the cable route construction, therefore the traffic numbers will remain consistent.

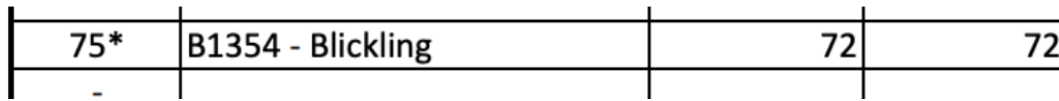
ii) For one property there will be the added cumulative impacts of not only traffic but the addition of HDD along side their property...**(CCR16C APP-133)**  
The other effected \*property will be experiencing HDD/and temporary loss of access to their property. Due to the proposed access to the cable route and HDD **(APP-014 ACC25b/ACEW42) (APP-133 CCR16B)**  
\*Bluestone Cottage



OPC would query whether the resident of this property has been consulted.

iii) It is further noted that in the *Traffic and Transport Chapter 24 figures*, **Link 57** has been classified as having no cumulative impacts.

Norfolk Vanguard will be using the same link road as SEP/DEP, \* see below **Norfolk Vanguard Link 75** will be used during the construction of their cable route, Link 75 which starts at Saxthorpe roundabout from B1149 along B1354/Blickling Rd).



iv) It is noted that for Links 54/56 there may be a requirement for mitigation due to cumulative traffic impacts from other projects. OPC, as previously mentioned note the applicants have omitted Link 57 as a cumulative impact in the traffic & transport (Link 75 for Norfolk Vanguard/Boreas), however in the cumulative traffic flows it is noted. (APP-272) This is causing confusion.

54	B1149 from Spink's Lane to B1145	555	238 (289)	594	212 (289)
56	B1149 from B1354 to Spink's Lane	536	232 (289)	575	207 (289)
57	B1354 east of B1149	95	37	95	50

Therefore SEP/DEP and Norfolk Vanguard traffic numbers for **Link 57** should be considered as cumulative.

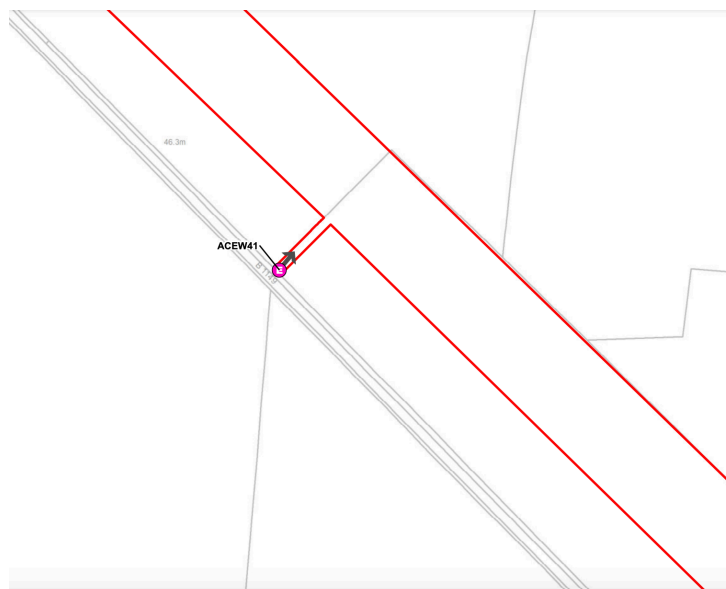
v) It is noted that on **Link 131** 'The Street', traffic numbers will be **54 HGVs + 88 All project traffic for SEP or DEP in isolation or 54 HGVs + 100 other project traffic for SEP and DEP**

It is also noted that the numbers have been highlighted as cumulative and mitigation may be required.

These numbers need to be looked at cumulatively with **Vattenfall NV/B(link 68) / HP3 (Link 208)** who will also be using **Link 131**

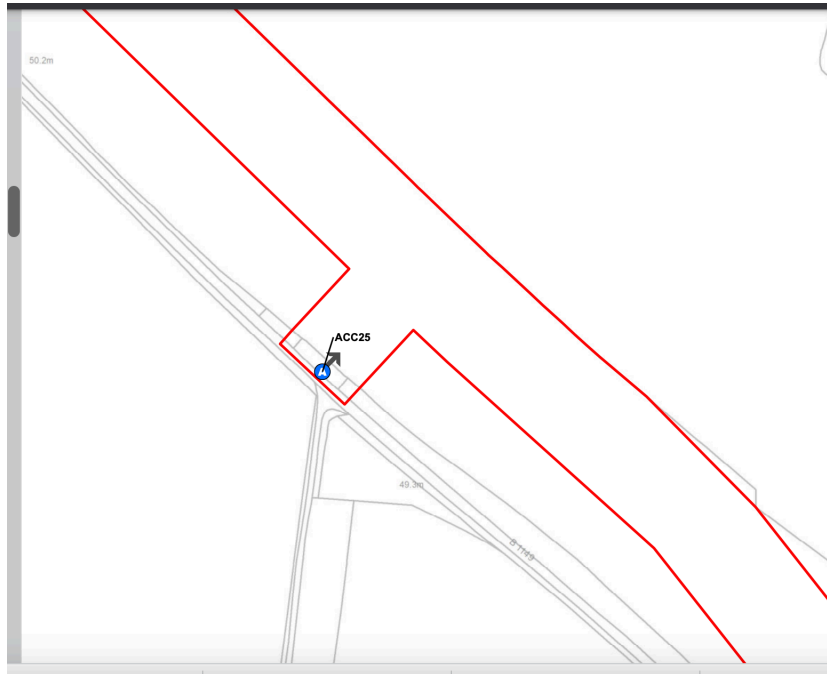
vi) OPC note that there are three access points along **B1149**...(\*see below)  
The B1149 will have cumulative traffic from HP3/Norfolk Vanguard/Boreas.

**\*(APP-014) ACEW41...B1149**

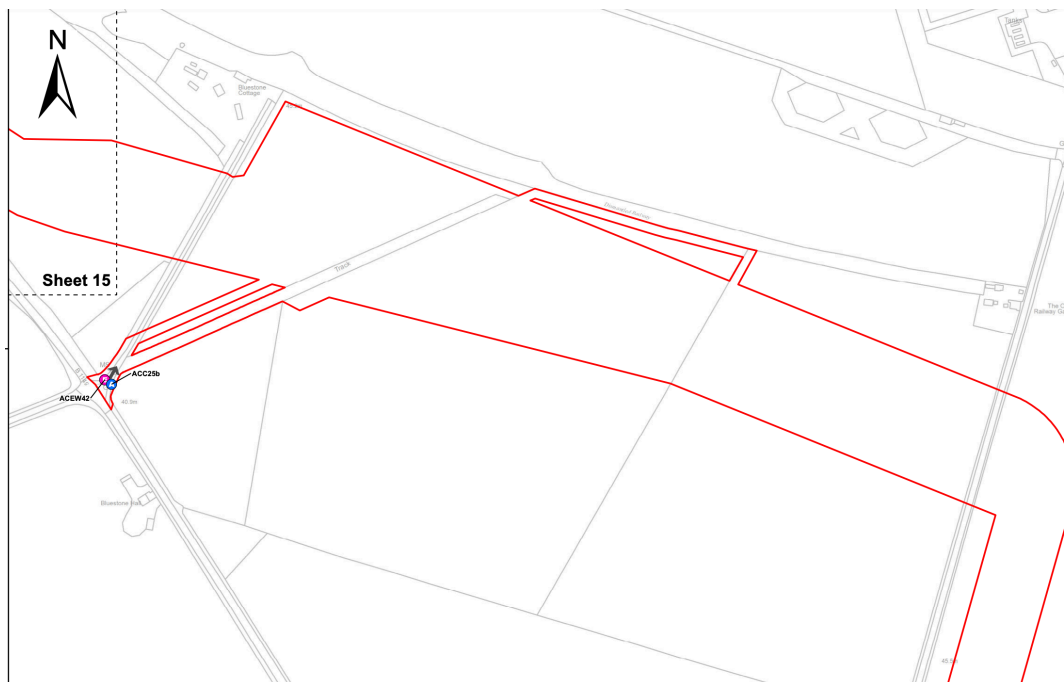




**(APP-014) \*ACC25**

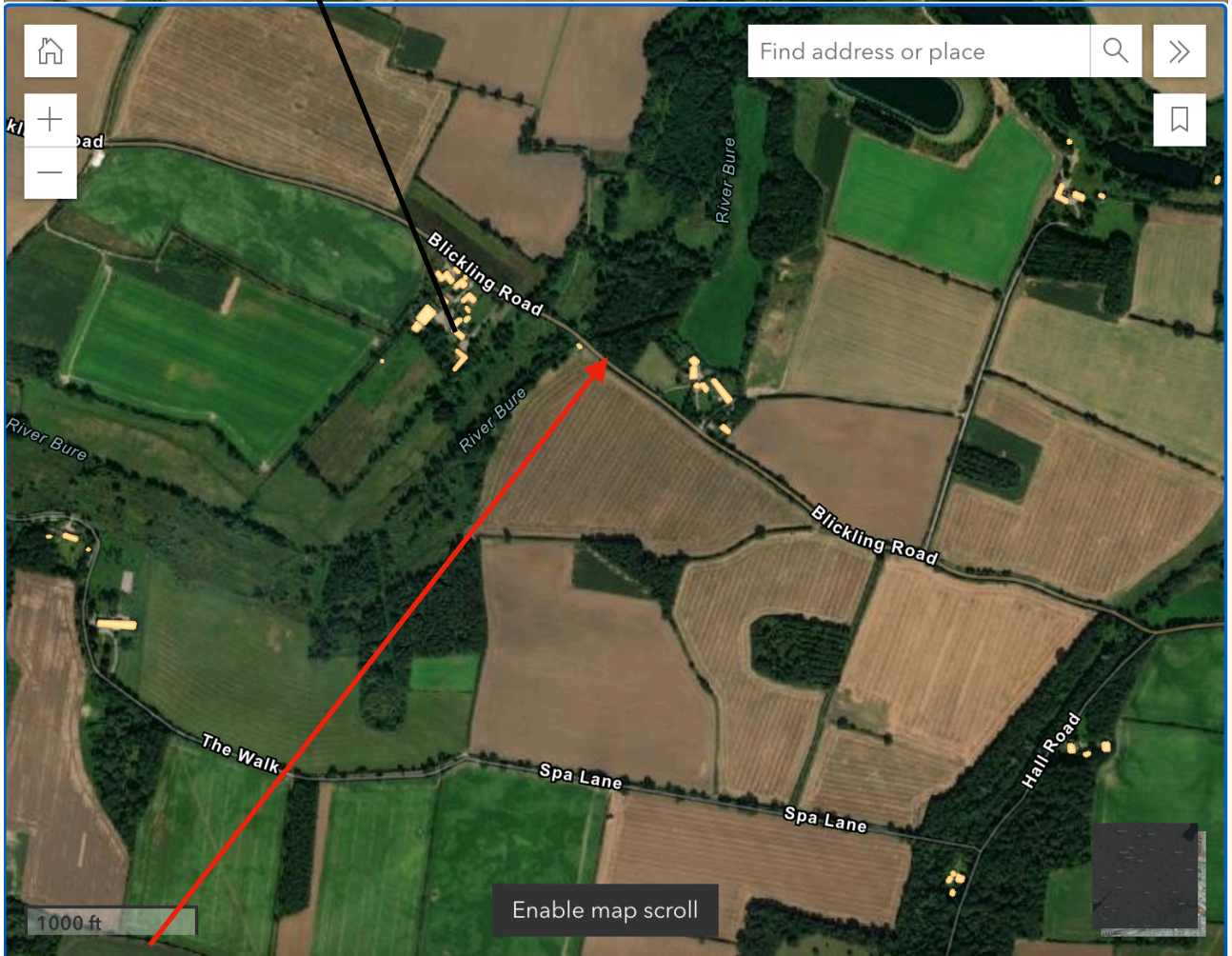


**(APP-014) \*ACC25b/ACEW42**





*(open map) HDD (APP-133) CCR15 / CCR15A / CCR15B*



*LINK 57 SEP/DEP*

*(LINK 75 Norfolk Vanguard/Boreas)*