

ExA Written Questions.....Oulton Parish Council (OPC)

Q1.23.1.8	Oulton Parish Council	<p>Oulton</p> <p>At OFH1 [EV-009] [EV-010], Oulton Parish Council set out that it is concerned about traffic on the local roads around Oulton. Provide a description and a map if possible, showing the specific areas of concern.</p>

In response to the ExA written question.

Oulton is currently impacted by three Offshore Wind farm projects.

Orsted Hornsea Three (HP3), Vattenfall Norfolk Vanguard/Norfolk Boreas(NV/B).

Equinor Sheringham and Dudgeon Extension Project (SEP/DEP) will be the latest proposal which will impact the village and surrounding area.

In all of the DCOs for Hornsea Three/Norfolk Vanguard/Boreas there is a requirement in the CTMP which will prevent construction traffic going through the residential part of Oulton Street, **OPC would wish the same requirement to be applied to the SEP/DEP DCO.**

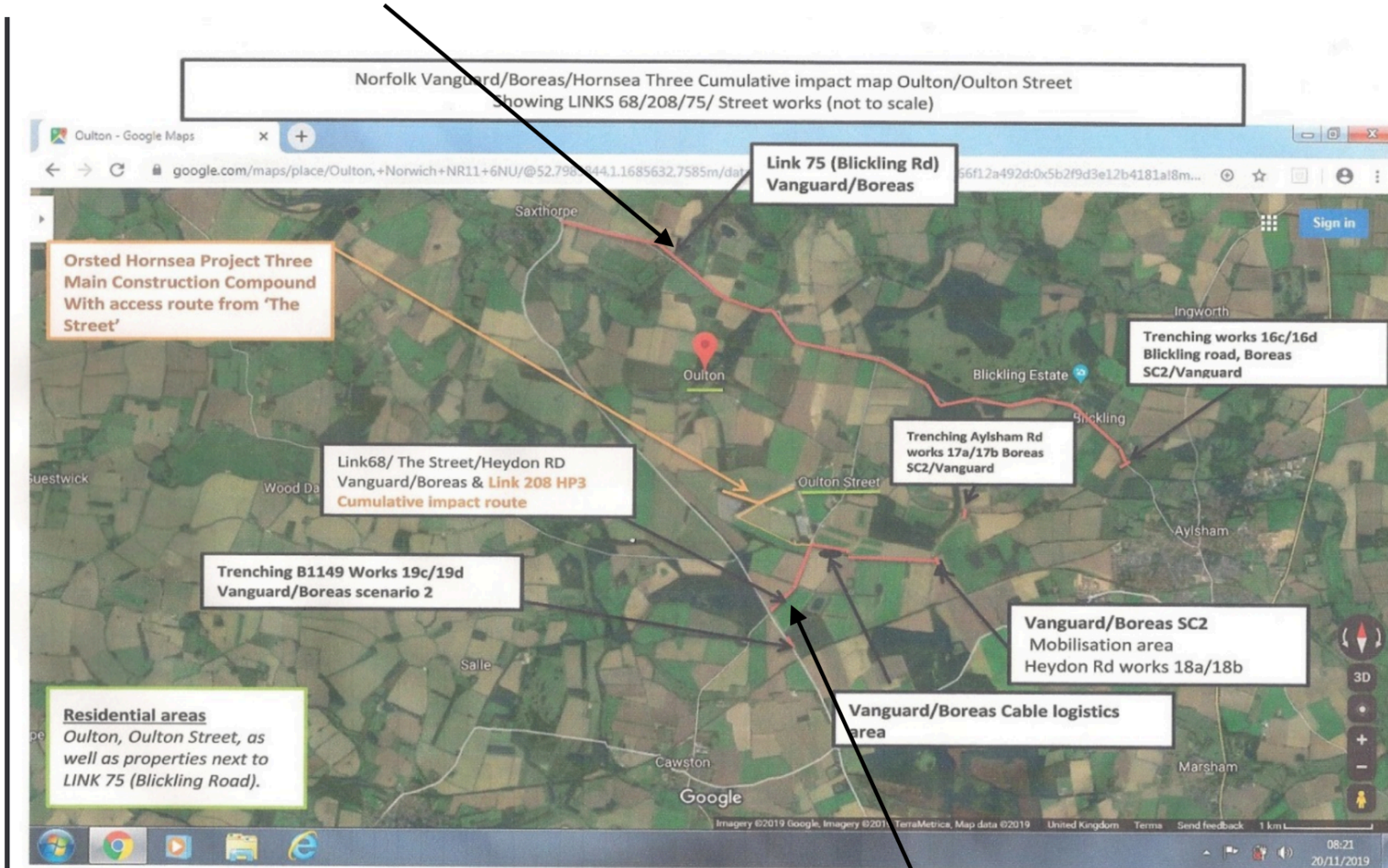
However for the community, the increase in traffic at the southern end of 'The Street', the main route out of Oulton Street onto the B1149, will result in delays.

Therefore there is the probability of an increase in displaced local traffic avoiding the southern end of 'The Street' and using local alternative routes, often narrow roads, unable to cope with two way traffic.

The local community have already experienced this over a six-week period of diversions due to road closures when the pre construction works for Orsted HP3, highway intervention scheme (HIS), were implemented. These diversions added mileage and time to local daily journeys. It is feared that traffic, especially agricultural traffic, will use Oulton Street as an alternative route, adding intolerably to local impacts. SEP/DEP would add to traffic cumulatively with Orsted and Vattenfall, and would further extend the already protracted number of years of construction traffic affecting local communities.

*****The map below shows cumulative traffic impacts for Oulton on local roads for Hornsea Three, Norfolk Vanguard & Boreas, SEP/DEP.***

***SEP/DEP LINK 57 share with LINK 75**



***SEP/DEP LINK 131 share with LINK 208/LINK 68**

B1149

The **B1149** will also be impacted by **SEP/DEP** as there will be *three access point* along this road, two of which will be new access points.....

(APP- 014) ACEW41 (***it is noted that this refers to early works, an assumption is that this will not be in operation once construction starts*)

ACC25 which appears to be an access to the temporary compound.

ACEW42 (early works) / **ACC25b** This access is of most concern as it is opposite a junction to Heydon, at the best of times it is hard for motorists trying to exit this junction to turn right, due to the junction being in a dip.

The addition of traffic turning to access ACC25 will be difficult, for traffic turning right at the junction.

There appears to be no information on how the resident of Bluestone Cottage will be able to exit from their property or consideration of loss of access during works to construct the cable route.

Will it be open trench or will the HDD start at this point?

These access points are along a road the B1149 which has hidden dips.

The B1149 will also be used by Vattenfall to access Link 75 (B1354/Blickling Rd).

The issue is that these roads and the communities who live there will have been impacted by road closures, diversions and delays over several years already and further disruption will come from yet another offshore wind farm, onshore impacts.

Cumulative traffic Links for Oulton/Oulton Street access from B1149

Orsted **Hornsea Three Main Construction Compound** accessed by **LINK 208**.....**118 HGVs**

Vattenfall **Norfolk Vanguard Cable Route & Mobilisation area** accessed by **LINK 68**.....**96 HGVs**

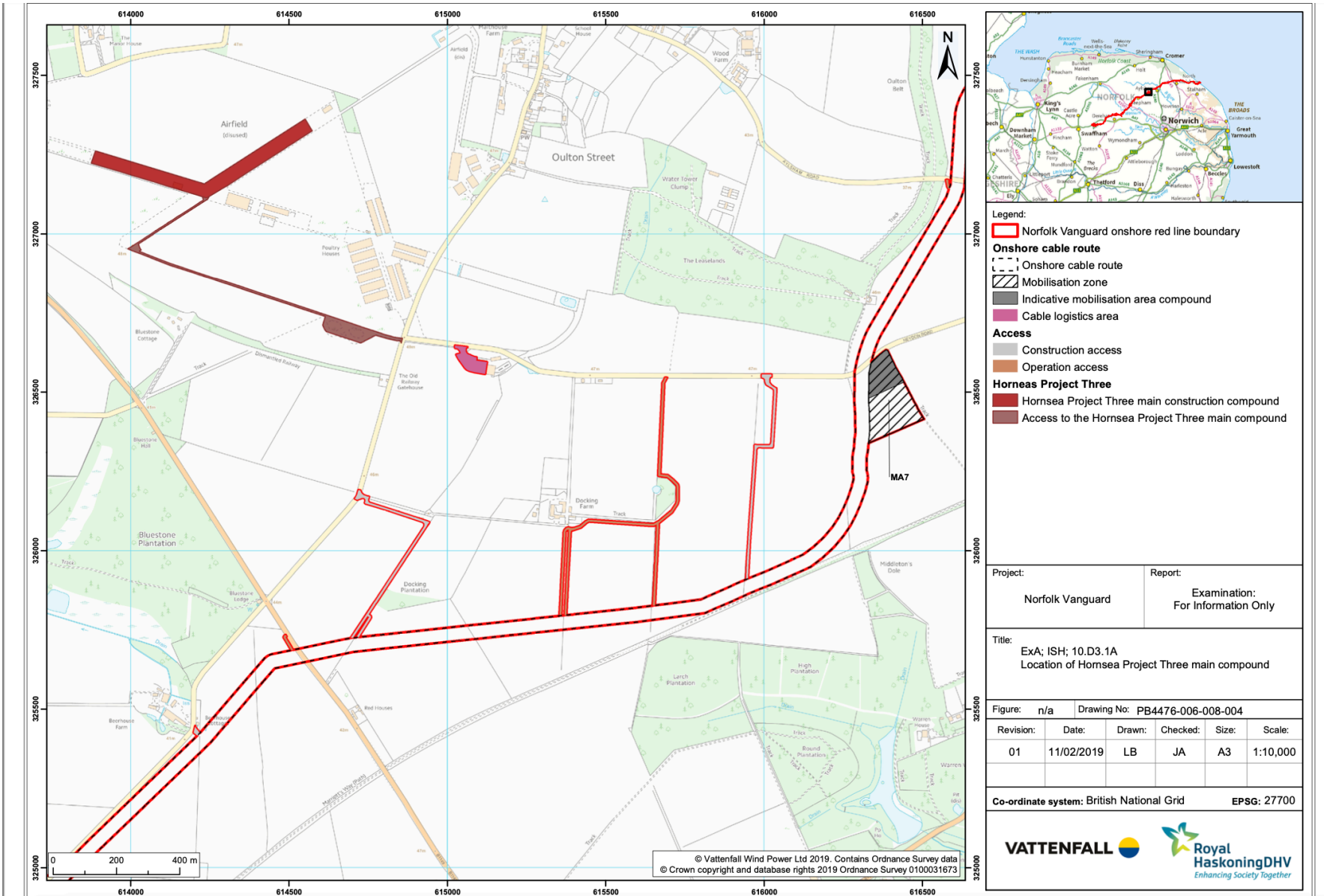
Vattenfall **Norfolk Vanguard cable route** accessed along B1354/Blickling Rd **LINK 75**.....**72 HGVs**

Vattenfall **Norfolk Boreas cable route (cable pulling) & cable logistics area** accessed via **LINK 68**...**37 HGVs**

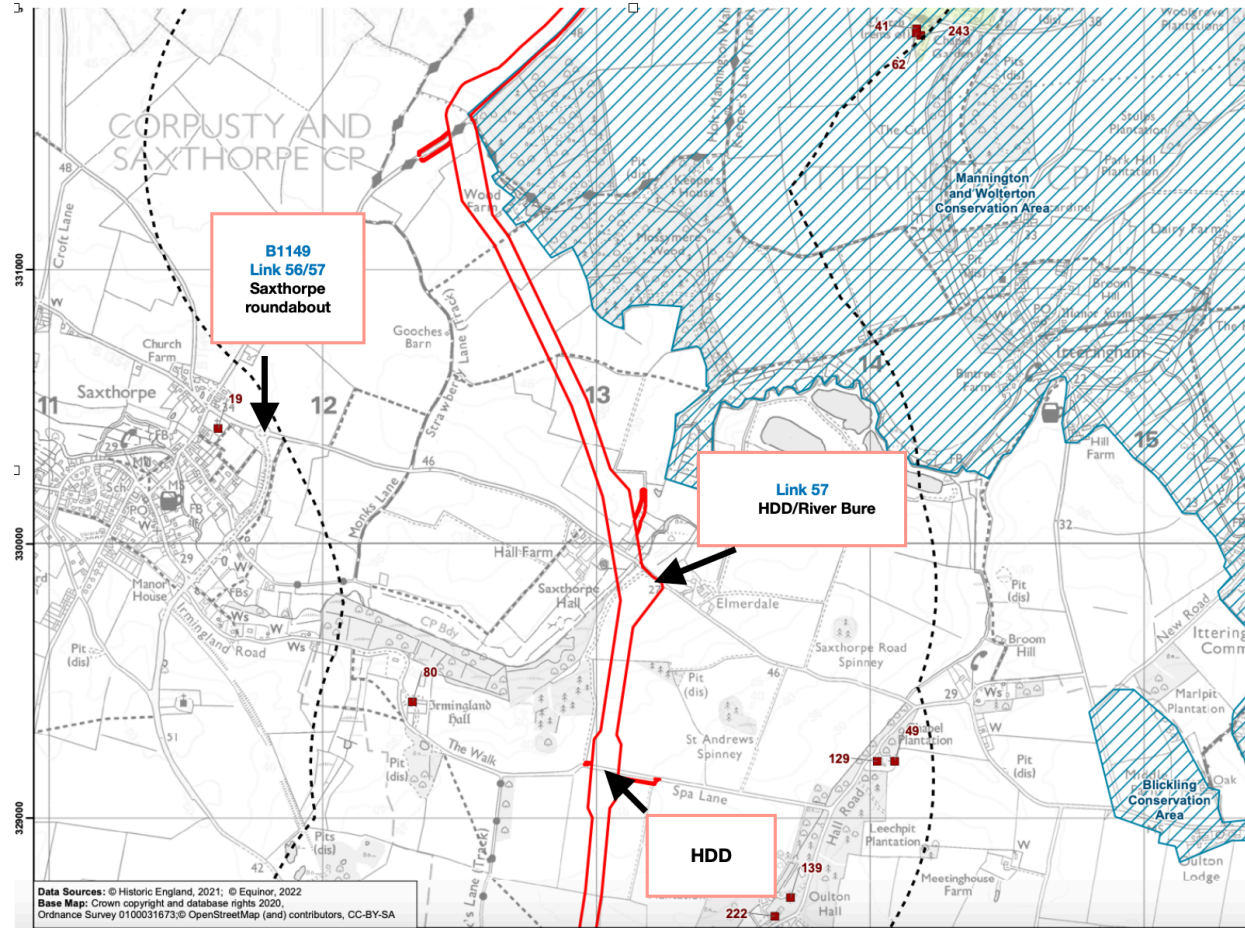
Equinor **SEP/DEP**.....**LINK 57**..... **95 HGVs (peak) 44 HGVs (average)**

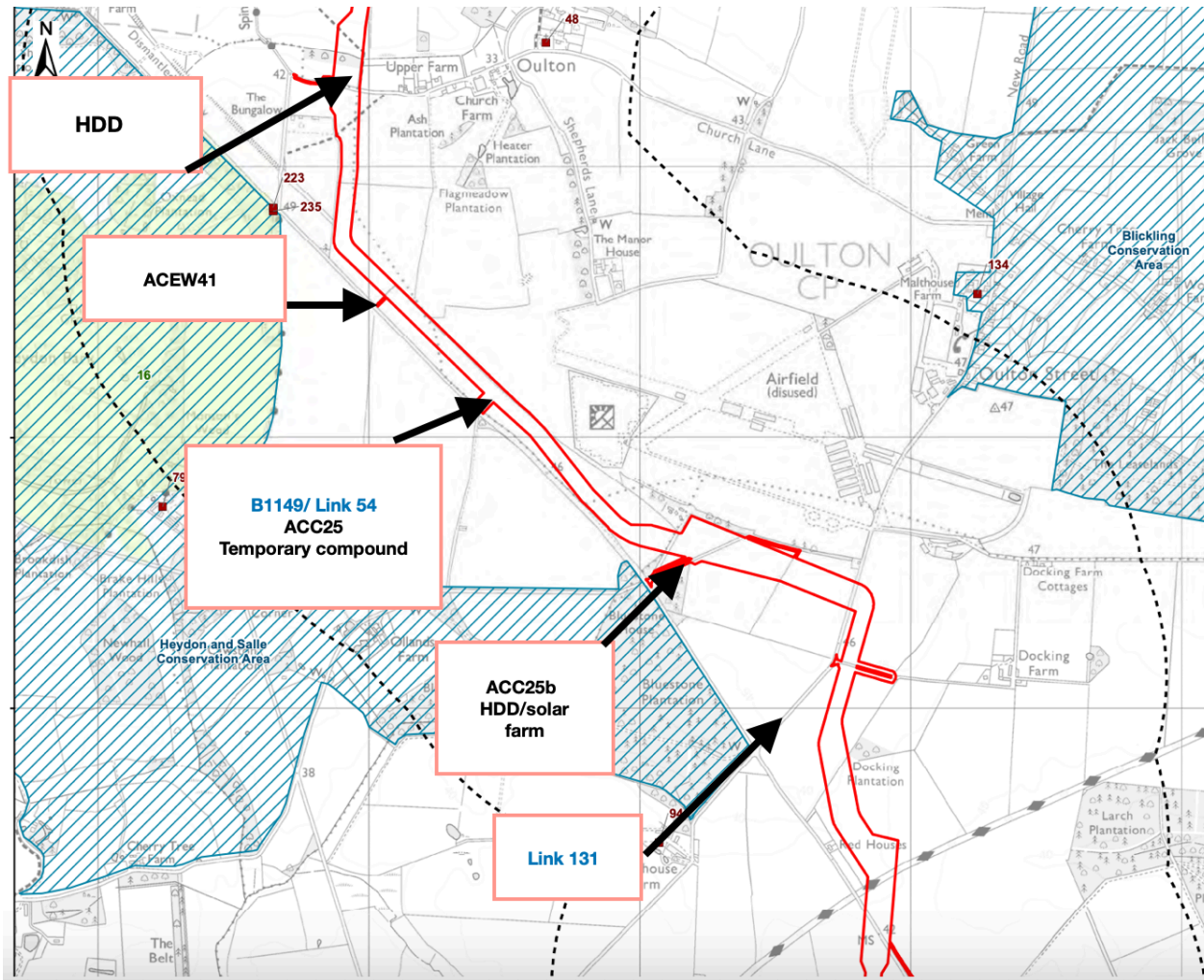
LINK 131.....**54 HGVs (peak) 11 HGVs (average)**

Figure 1 Construction Compounds for both Vattenfall and Orsted in Oulton



Sheringham & Dudgeon Extension Project (SEP/DEP) - impacts on Oulton/ Oulton Street





HDD Impacts & 'Stopped up Roads'

In addition to the cumulative impacts of traffic, from **Hornsea Three, Norfolk Vanguard & Boreas**, Oulton will have additional cable route construction impacts from **SEP/DEP** specialist works in the form of **horizontal directional drilling (HDD)** at four locations in the village, with the resultant traffic, noise & vibration impacts.

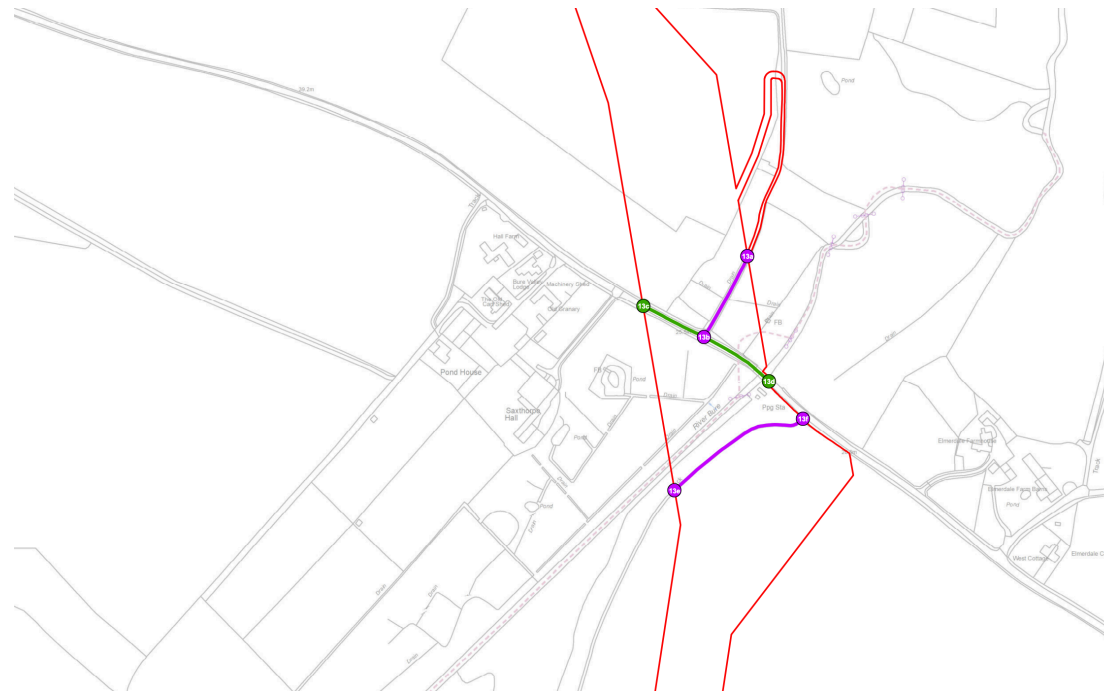
Two locations are longer routes, being under the **River Bure** (320m) & the **Solar Farm site** (600m length as stated in crossing schedule **APP-178**)

It is noted that some of the roads in Oulton will be temporary 'stopped up streets' (**APP-015**)...

13c-13d/14a-14b/15a-15b/16a-16b/16c-16dn/16g-16h/16k-16l

It appears local traffic will not be able to access these roads during works. This means oulton residents will again face delays and diversions. It was OPC's understanding that HDD would be less intrusive than open cut trenching, some clarity on why roads need to be temporarily closed is needed.

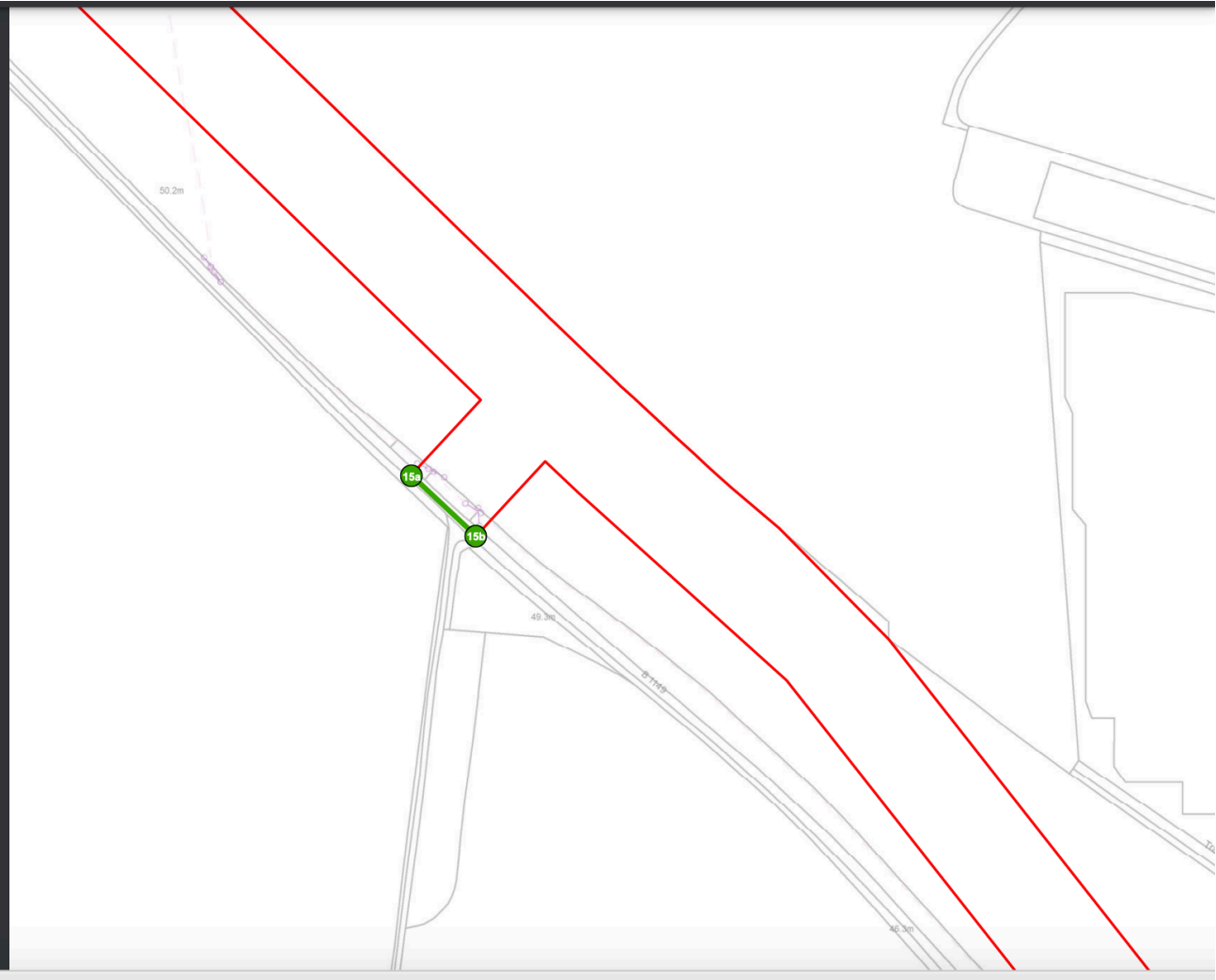
(APP-015) 13c-13d



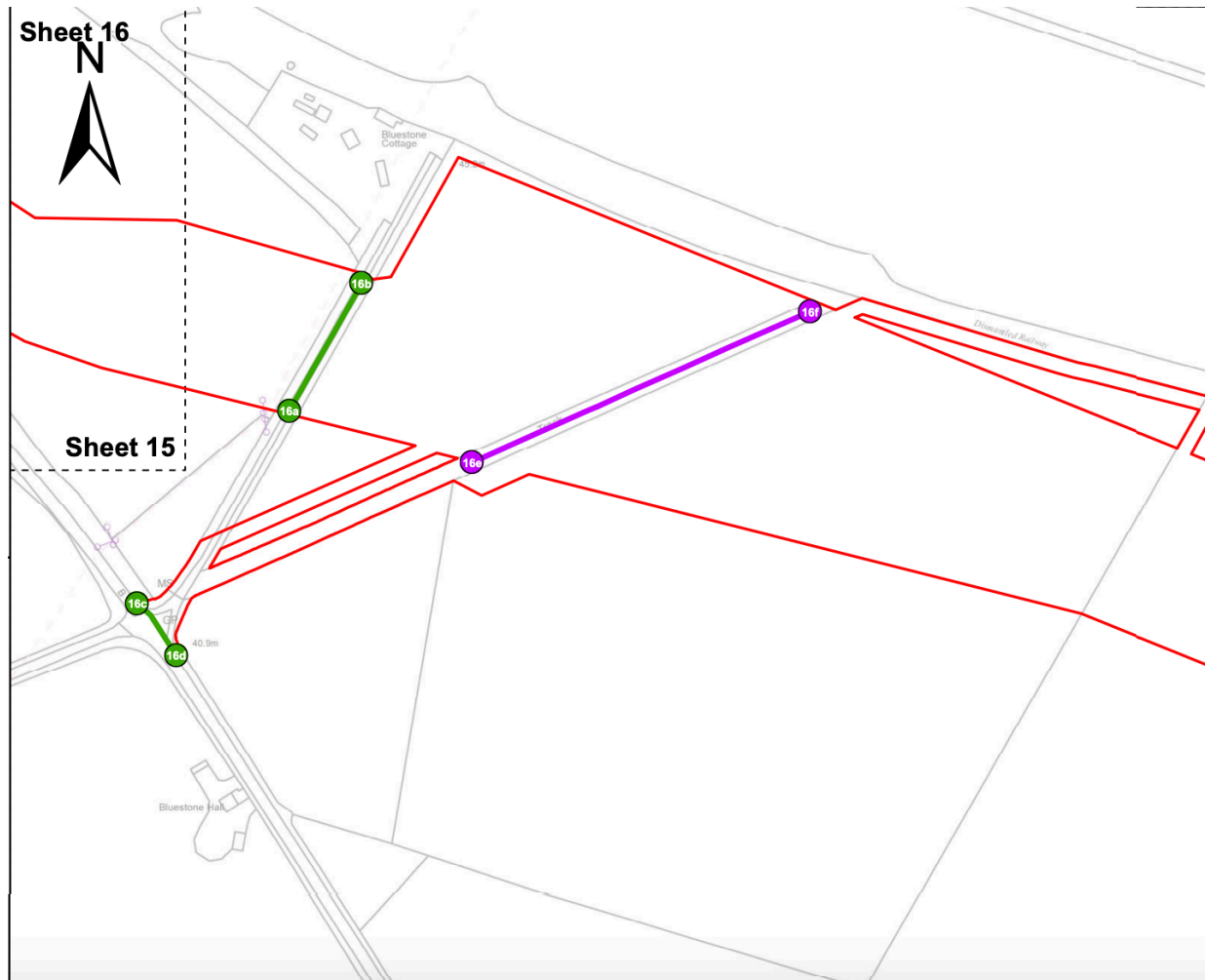
Spa Lane....(APP-015)14a-14b



B1149...temporary compound...(APP-015) 15a-15b



B1149/access to Bluestone Cottage/Solar Farm/HDD....(APP-015) 16a-16b/16c-16d

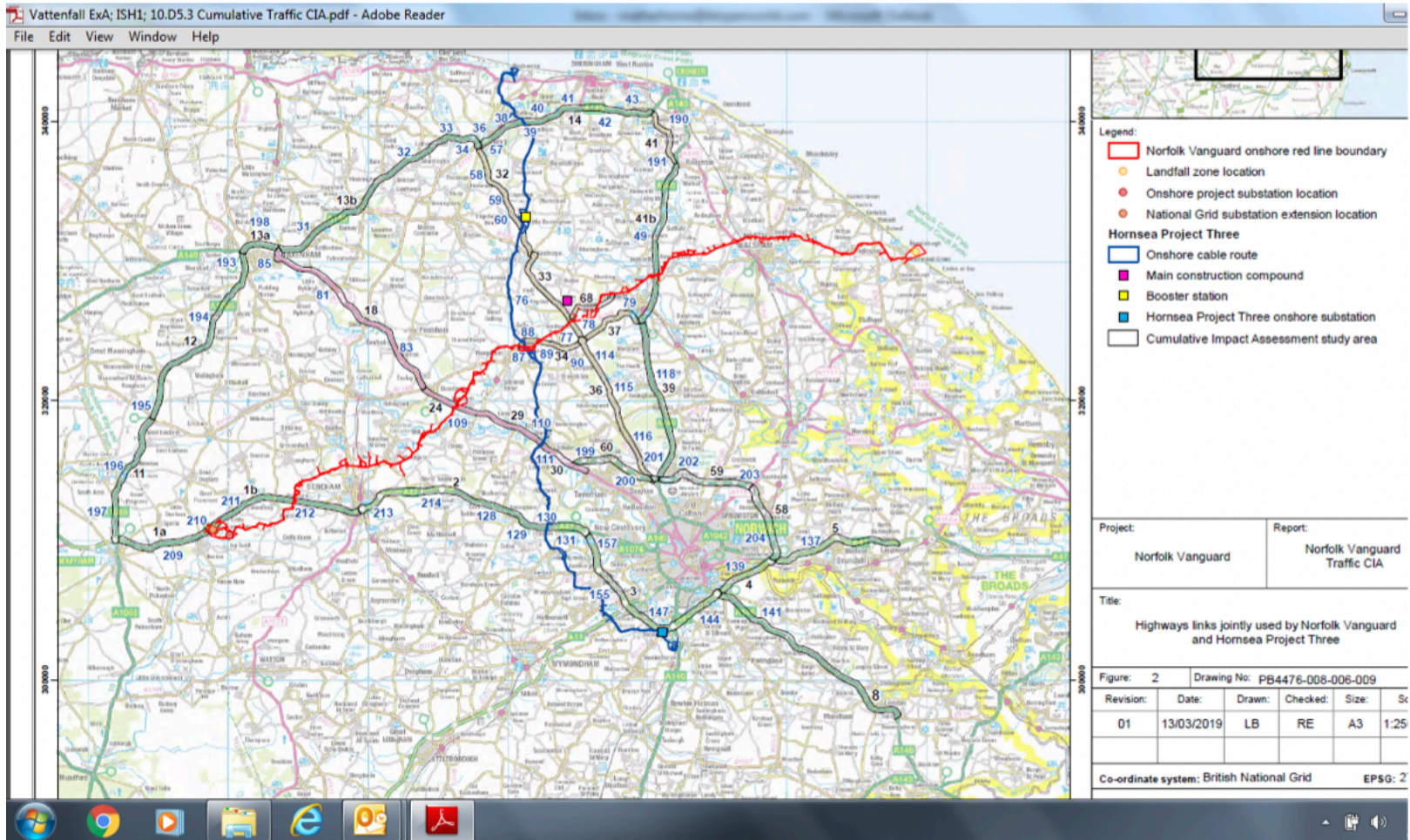


(APP-015) 16g-16h/16h-16i.....The Street LINK 131



Wider Highway network Impacts

Figure 2 - Highways links jointly used by Norfolk Vanguard and Hornsea Project Three



This map was produced by Vattenfall in Feb. 2019, in response to a request from the ExA, to illustrate the cumulative impacts on Oulton of all the then extant projects.

“Mobilisation Area 7” = the largest construction compound located along Vattenfall’s entire cable trench.

“Cable Logistics Area”: *since* consent of their DCOs, Vattenfall now refer to this as their “Central Works Compound”.

Key:

Red = Vattenfall’s Norfolk Vanguard cable corridor – 60 km East-West.

Blue = Orsted’s Hornsea Project Three cable corridor – 55 km North-South.

Other highlighted routes are all roads that will be used regularly by both projects, often simultaneously.

This map shows something of the reality of the cumulative impact of HGV traffic that will be generated by the two projects currently awaiting a planning decision from the Secretary of State. It graphically demonstrates which communities will definitely be subjected to congestion, delays and emissions from both projects, when trying to use local road networks. This will probably result in ‘rat runs’ through smaller communities where existing traffic tries to bypass main routes. The nearer to the crossover point of the two cable corridors the more problematic it will become, because some of those rural roads will be closed at some point due to cable crossing work.

This map only highlights roads which will be used regularly by both projects, so there are many other routes where HGVs will still be active, constructing and supplying each individual project with aggregate, sand, ducting etc.

Further impacted routes not highlighted here are the roads that will be used on a regular basis to transfer the cable drums from the ports of delivery (Grimsby, Kings Lynn or Gt. Yarmouth – tbc) to the individual cable corridors or to the Main Construction Compound at Oulton (shown here as a purple square). These drums are so huge that each has to be transported on its own low-loader.

OPC will also be submitting separately, in support of the points made above,

Annex 1: Hornsea Three's CTMP and Annex 2: Hornsea Three's HGV Routeing Plans, as an example of one project's traffic impacts locally, and on the wider network.

We would like to draw your attention, in particular, to the following points:

Annex 1: (Orsted CTMP/Broadland District Council 20221810) Please note in particular Table 6.2 (p.32) which itemises link by link the maximum levels for Hornsea 3 construction traffic. And in addition, please note the very last page (43) which identifies at 9.4.8 the maximum *cumulative* traffic levels not to be exceeded at **Oulton, Cawston, and Corpusty/Saxthorpe**, when in combination with Vattenfall's Vanguard/Boreas.

NB: Orsted have stated that this document is not the final version, some data may be subject to change, the updated version is due to be published in March 2023. Norfolk County Council Highways have therefore not signed off this data.

Annex 2: (Orsted HGV Routeing Plan / Broadland District Council 20221810) These **HGV route plans** illustrate cable drums travelling all over the county of Norfolk, but all centring on the **Main Construction Compound at Oulton**. Bizarrely, the very final section of the access up Oulton Street, past The Old Railway Gatehouse, is however not shown.