

Submission ID: 7115

Hornsea Project Three Offshore Wind Farm encloses its draft Statement of Common Ground (SoCG)/ Statement of Commonality with the National Highways A47-A11 Thickthorn Junction scheme for Deadline 5. Hornsea Three hopes that it will be able to submit a signed and further updated version of the SoCG by Deadline 6.

National Highways A47/A11 Thickthorn Junction – Hornsea Project Three Offshore Wind Farm DRAFT Statement of Common Ground (SoCG):

Discussion Point	Hornsea Three's position	National Highway's Position	Position at NH D5
Design – Cable crossing of SRN: Interaction with RIS schemes	<p><u>Crossing methodology</u></p> <p>The use of Horizontal Directional Drilling (HDD) to cross all public roads, including those within the strategic road network, is considered appropriate.</p> <p>Study for each crossing, likely as an appendix to the detailed crossing method statements which will be developed in consultation with HE.</p>	<p>The proposed crossing points are located in the vicinity of the A47/A11 Thickthorn Junction RIS schemes.</p> <p>The use of HDD would not require a S278 agreement.</p>	Agreed
	<p><u>A47/A11 Thickthorn Junction (HDD location 8)</u></p> <p>National Highways (NH) and Hornsea Three continue to engage through detailed design – include information on potential interaction and impacts of the Thickthorn Scheme.</p> <p>Details of the access points and approved links as agreed by NCC to be used by Hornsea Three during construction have been supplied to National Highways.</p>	<p><u>A47/A11 Thickthorn Junction (HDD location 8)</u></p> <p>The proposed cable crossing of the A11 lies beyond the extent of the works proposed as part of the A11 Thickthorn Junction RIS scheme; therefore, cable crossing works on the A11 at this location are unlikely to have an impact on the delivery of the A11 Thickthorn RIS scheme.</p>	Agreed
National Highways Construction Traffic management	<p>It is understood that if each project is not in construction at the same time then there are unlikely to be traffic management issues related to Hornsea Three requiring access to its temporary and permanent access tracks.</p>	<p>This is agreed.</p>	Agreed
	<p>If Hornsea Three and the A47/A11 Thickthorn schemes are in construction at the same time, Hornsea Three will require access to the following road links:</p> <ul style="list-style-type: none"> • B1172 Norwich Road; • A11 Hethersett Bypass; • A47; • Cantley Lane South (including link onto A47 & access from A11 Hethersett Bypass); and • Station Lane. <p>A summary of the key issues after Hornsea Three's review of the A47/A11 Thickthorn DCO are as follows:</p> <p>Highways England works which could lead to significant conflicts with the Hornsea Three proposals.</p> <ul style="list-style-type: none"> • Proposed traffic calming measures and construction of the new link road access onto the B1172 Norwich Road could impact Hornsea Three access to access points 5(A), 6(B), 50(B) and Station Lane; • Proposed access improvements to the Station Road/Cantley Lane South Junction could restrict access to access points 4(B), 4(C), 3(B); • Works area required for Station Road/Cantley Lane South Junction improvements may conflict with Hornsea Three works area; • Stopping up of Cantley Lane South access onto A47 and access from A11 would cause conflict with the Hornsea Three vehicle routing plan resulting in limited access to ACC_P_6 & ACC_P_07. <p>The current Hornsea Three vehicle routing plan relies on access between Cantley Lane South and the A47/A11. The stopping up of Cantley Lane South to the north will therefore result in significant inconvenience to Hornsea Three works if the Highways England scheme is completed before Hornsea Three works are complete, rendering the current CTMP approved routes impossible to use.</p> <p>Hornsea Three requires evidence and security that unimpeded access for its construction traffic, including any necessary abnormal loads will be maintained for construction. This should be reflected in National Highways diversion and traffic</p>	<p>If the schemes are in construction at the same time, Hornsea Three will not necessarily be able to rely on the approved routes in their CTMP.</p> <p>The parties are in discussions about other options available:</p> <p>Route discussed – utilise the A11 SB completing a 360 turn at Borwick road junction and not use Cantley Lane south and the ingress off the A11 and egress onto the A47. Anticipated total movements is 20 per day. The use of this route will stop any heavy traffic using Cantley lane which is a pinch point in the local area and this will remove the extra traffic per day.</p> <p>This will facilitate the two schemes being able to work in unison but separately.</p> <p>The only stipulation to this is any visibility splays that could impact safety sight lines for entering and exiting the junctions are maximised and if additional temporary warning signs are required then this must also be provided to warn the motoring public to the fact that there will be slow moving construction traffic or HGV's turning to give prior warning.</p> <p>In terms of abnormal loads, NH has agreed to share the Traffic Management Plan, once finalised. This will set out details for the road closure of the A11 and the A47.</p> <p>There will be minimal disruption to the B1172, so this will not provide a large negative impact to the Hornsea Three approved routes in the CTMP.</p> <p>In terms of Station Lane, NH agree these works can be programmed to fit around the Hornsea Three programme</p>	Under discussion

	<p>management plans. Should any re-routing from the strategic road network conflict with commitments or mitigation made by the project relating to Hornsea Three's use of the local road network, Hornsea Three would require National Highways to jointly agree alternate mitigation with Norfolk County Council as the relevant highways authority.</p> <p>There should be no 'negative impact' to the approved routes in Hornsea Three's CTMP as a result of the NH Thickthorn Junction scheme.</p>		
	<p>Hornsea Three requires National Highways to provide sufficient information to Hornsea Three to establish whether the A47/ A11 Thickthorn DCO will have any impacts on the Hornsea Three construction traffic routes. In particular, Hornsea Three would like to understand whether any of its vehicle movements may need to be re-routed and if this will align with previous commitments made to other relevant key stakeholders including NCC as the highways authority. If previous Hornsea Three commitments or mitigation are impeded, then Hornsea Three requires security that National Highways will work with Hornsea Three, the highways authority (i.e. Norfolk County Council) and any other relevant stakeholders to come to an adequate and agreed resolution.</p>	<p>There is a possibility that Hornsea Three will need to re-route vehicle movements. NH will endeavour to provide any necessary support to Hornsea Three in relation to reaching a resolution.</p>	Under discussion
Abnormal loads and traffic management	<p>Consultation undertaken by National Highways in respect National Highways A47-A11 Thickthorn Junction scheme on effects on Hornsea Three's abnormal load requirements is not considered to be sufficient and appropriate at this stage. Additional evidence-based consultation is required to ensure that Hornsea Three has the necessary design and access requirements.</p>	<p>Discussions are ongoing between the parties, meetings are being held between NH and Hornsea Three and NH will endeavour to have further evidence based consultation with Hornsea Three as the detailed design is developed.</p>	Disagree
	<p>Unimpeded construction access, including for abnormal loads is required by Hornsea Three. In particular, while both projects are in the construction at the same time. In order for both projects to work together NH should develop Requirement 10 (Traffic Management) of the NH DCO in consultation with Hornsea Three, to minimise and prevent delays to Hornsea Three's abnormal loads movements,</p>	<p>We have agreed that we will share our TM plan, once finalized during detailed design for the road closure of the A11 and the A47 for the box slide.</p>	Under discussion