

National Highways A47 North Tuddenham to Easton – Hornsea Project Three Offshore Wind Farm Statement of Common Ground (SoCG):

Discussion Point	Hornsea Three's position	National Highway's Position	Position at NH D6
Design – Hornsea Three Cable crossing of SRN: HDD	<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>A study for each crossing, likely as an appendix to the detailed crossing method statements will be developed in consultation with National Highways (NH).</p> <p>With the planned changes to the A47 scheme as a result of the National Highways A47 North Tuddenham to Easton scheme, continued and regular communication will be required between both parties, both on programme and detailed design in order to allow for a detailed design of the Hornsea Three's HDD to be designed appropriately and in timely manner.</p> <p>Hornsea Three has reviewed the draft Cooperation Agreement provided by NH. A number of material issues remain to be agreed within it before Hornsea Three will be comfortable that remaining issues have been adequately addressed. The parties are working through these.</p>	<p>NH considers the use of HDD at Strategic Road Network crossings (A47 and A11, HDD location 31 and HDD location 8) to be appropriate.</p> <p>The use of HDD would not require a S278 agreement.</p> <p>It is agreed that continued and regular communication is required and a draft co-operation agreement has been issued to Hornsea Three for review and comment.</p>	Agreed
	<p><u>Provisions for detailed design</u></p> <p>Detailed crossing method statements will be provided for the Strategic Road Network Crossings (A47 and A11, HDD 31 and HDD 8 respectively) during the detailed design stage, as set out in paragraph 1.3.2.1 of the Outline Code of Construction Practice (CoCP) [APP-179]. As agreed with Highways England on 24.10.2018, Hornsea Three will provide the necessary Geotechnical Risk Report and Preliminary Sources.</p> <p>National Highways will share any relevant intrusive and non-intrusive data, and will be required to provide a detailed design of the updated scheme in a timely manner (i.e. 2 months prior to Hornsea Three submitting the detailed proposals to National Highways), in order to submit detailed proposals at least 6 months prior to the anticipated start-of-works at HDD locations 8 and 31, as prescribed by National Highways.</p>	<p>NH agrees that, in line with requirements of DMRB HD22 and HA120, the geotechnical risk report and Preliminary Sources Study Report (PSSR) for the two crossing locations should be provided during detailed design, and is content for these to be appended to the detailed crossing method statements which will be developed in consultation with HE.</p> <p>Detailed proposals will be submitted as soon as they are finalised and preliminary designs will be provided in advance of this if the detailed proposals are not ready six months prior to the anticipated start of-works at HDD locations 8 and 31 to allow a Section 50 Licence (New Roads and Street Works Act 1991) to be entered into and a Geotechnical Certificate to be issued by HE.</p>	Under discussion
Design – Hornsea Three Cable crossing of SRN: Interaction with RIS schemes	<p><u>Consultation</u></p> <p>Consultation undertaken by National Highways of the National Highways A47 North Tuddenham to Easton scheme 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, regular 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>The design of the Hornsea Three onshore cable corridor allows sufficient flexibility that HDD could be utilised at the point of crossing should there be certainty that the A47 dualling scheme would come forward. Hornsea Three will continue to consult with NH during detailed design as the A47 dualling scheme is further developed. This approach is appropriate.</p> <p>Where appropriate site-specific measures will be identified and developed as part of both the Hornsea Three's (i.e. Requirement 18 of the Hornsea Three DCO) and National Highways A47 Tuddenham (i.e. Requirement 10 of the NH dDCO) final CTMP(s)/TMP(s) to manage the interaction at access points.</p> <p>Hornsea Three requires further information on the nature of the 'cable crossing point across the existing road' and the 'enabling works' in order to provide a response in respect of these points made by NH.</p>	<p><u>A47 Tuddenham to Easton (HDD location 31)</u></p> <p>At this time, it is too early to confirm the delivery programme for the respective works. Consequently it is not known if the cabling will be delivered before, during or after the A47 dualling works have been completed.</p> <p>In the event that the cabling works precede the A47 dualling scheme, Hornsea Three will deliver the cable crossing point across the existing road and provide enabling works to facilitate crossing of the future dualling and any connecting roads forming part of the scheme.</p>	Under discussion
Design – Hornsea Three Cable crossing of SRN: Interaction with RIS schemes (Implementation post- A47 delivery)	<p>Hornsea Three notes that should the A47 dualling scheme not have been fully delivered prior to the construction of Hornsea Three, there would be a need for Hornsea Three to consult with NH during the finalisations of construction specification, methodology and logistics. Such consultation will then inform the development of the final CoCP and final CTMP secured by means of Requirement 17 and 18 of the Hornsea Three DCO respectively. These agreements and construction detail will also need be reflected in Requirement 4 (Environmental Management</p>	<p>In the event that the cabling work occurs at the time of or after construction of the A47 dualling scheme, Hornsea Three will need to HDD through the full section of the new road alignment. However, if works take place prior to, or at the same time as the new scheme (A47 dualling), NH agree that there would be a need for NH and Hornsea Three to liaise in respect of pre-construction and programme, and construction specification, methodology and logistics.</p>	Under discussion

	<p>Plan), Requirement 5 (Landscaping), and Requirement 10 (Traffic Management) of the NH DCO, as appropriate.</p> <p>Hornsea Three has reviewed the draft Cooperation Agreement provided by NH. A number of material issues remain to be agreed within it before Hornsea Three will be comfortable that remaining issues have been adequately addressed. The parties are working through these.</p>	NH has issued a draft co-operation agreement to Hornsea Three for consideration.	
Design – Hornsea Three Cable crossing of SRN: Converter/ Substation Access	The onshore HVDC converter/HVAC substation will be accessed directly from the B1113 as opposed to the A47. This design is appropriate.	Access to the onshore HVDC converter/HVAC substation will be from the Mulbarton Road B1113. There will be no direct access off the SRN.	Agreed
Design – Hornsea Three Cable crossing of SRN:	The site for the main construction compound is considered too remote from NH's Strategic Road Network (SRN) such that any impact from these proposals would be minimal on the SRN. As such, although NH will be kept informed of the ongoing discussions, detailed discussions regarding the design and suitability of the access strategy for the onshore main construction compound will continue with NCC and BDC.	NH agrees that the main construction compound is located remotely from the Strategic Road Network (SRN), consequently it is unlikely to have an impact on the operation of the SRN.	Agreed
National Highways design	<p><u>Provision of alternative construction access to HDD location 31 from Taverham Road</u></p> <p>Hornsea Three remains concerned that removal of Easton roundabout may result in loss of access to HDD location 31.</p> <p>Works 94 and 99 of the National Highways A47 North Tuddenham to Easton scheme provides rights for Hornsea Three to conduct works. However, Hornsea Three requires NH to provide evidenced confirmation that an unimpeded replacement access track will be suitably designed to allow the maximum design of Hornsea Three's construction vehicles to utilise the access. Specifically, Hornsea Three requires its maximum abnormal load requirements to be facilitated, including any necessary approvals from the highways authority to be secured by NH on behalf of Hornsea Three.</p> <p>Hornsea Three has provided the necessary design detail on its maximum abnormal load requirements to National Highways, for evidence to be provided to Hornsea Three. National Highways are to provide confirmation on the access and control mechanism.</p> <p><u>Provision of alternative construction access to HDD location 31 from Church Lane</u></p> <p>National Highways have asked whether Hornsea Three is able to move its existing access off Church Lane, further north so that National Highways may have better access to their storage areas which overlap with Hornsea Three's existing access track. Hornsea Three is reviewing the request to understand whether this would conflict any commitments or mitigation made by the project, and whether any further traffic management measure might be required as a result.</p> <p>Hornsea Three has reviewed the draft Cooperation Agreement provided by NH. A number of material issues remain to be agreed within it before Hornsea Three will be comfortable that remaining issues have been adequately addressed. The parties are working through these.</p>	<p>One of the local road accesses from the Church Lane, Northern side of A47 at Easton roundabout may have a potential issue of a clash with the Construction Traffic Movements proposal. Agreement and approval of detailed site access arrangements will be covered in the Detailed CTMP.</p> <p>NH have issued a draft co-operation agreement to Hornsea Three for review which addresses the provision of an alternative access to HDD location 31.</p>	Under discussion
	<p><u>Timescales over which alternative construction access to HDD location 31 will be provided</u></p> <p>Hornsea Three requires temporary access powers for the maximum of duration of construction (i.e. in the event that Hornsea Three is built out in two phases). This is likely to be after the opening of the A47 scheme. As such suitable alternative temporary access powers must be included in the National Highways A47 draft DCO and must be available to Hornsea Three for the duration of construction (i.e. including a maximum of two phases) of Hornsea Three, and must include a positive obligation for National Highways to grant these powers.</p> <p>Hornsea Three has reviewed the draft Cooperation Agreement provided by NH. A number of material issues remain to be agreed within it before Hornsea Three will be comfortable that remaining issues have been adequately addressed. The parties are working through these.</p>	NH have issued a draft co-operation agreement to Hornsea Three for review which addresses timescales for the provision of an alternative access to HDD location 31.	Under discussion

Compulsory Acquisition Powers for Hornsea Three	<p>The A47 Tuddenham draft DCO makes provisions that rights can be transferred to Hornsea Three for the purposes of undertaking Works No. 94 and Works No 99. However, it is noted that there is currently no positive obligation for National Highways to transfer the powers to Hornsea Three or any obligation on Highways England to cooperate and facilitate the installation of the Hornsea Three cables and the temporary haul road.</p> <p>Hornsea Three has reviewed the draft Cooperation Agreement provided by NH. A number of material issues remain to be agreed within it before Hornsea Three will be comfortable that remaining issues have been adequately addressed. The parties are working through these.</p>	NH have issued a draft co-operation agreement to Hornsea Three for review which includes a positive obligation to transfer powers as well as a general obligation to cooperate.	Under discussion
	<p><u>Provision of operational access rights</u></p> <p>Hornsea Three requires National Highways make adequate provision of permanent access powers in its draft DCO for operational purposes, and for there to be a positive obligation for National Highways to transfer the powers to Hornsea Three.</p> <p>Hornsea Three has reviewed the draft Cooperation Agreement provided by NH. A number of material issues remain to be agreed within it before Hornsea Three will be comfortable that remaining issues have been adequately addressed. The parties are working through these.</p>	<p>NH have applied for permanent rights over Work No. 99 and have the ability to transfer the benefit to Hornsea Three under Article 10.</p> <p>HE has issued a draft co-operation agreement to Hornsea Three for review which includes the provision of permanent access.</p>	Under discussion
National Highways Transport EIA Assessment	Hornsea Three requires National Highways to provide sufficient information to Hornsea Three to establish whether the A47 Tuddenham scheme will prevent or restrict Hornsea Three from complying with Hornsea Three's Taverham Highways Intervention Scheme (HIS) (as required pursuant to Requirement 18 (Construction Traffic Management Plan) of the Hornsea Three DCO). National Highways is to provide confirmation that it will work with Hornsea Three to agree any changes which might be required to the HIS with NCC as the highways authority.	NH confirm that they will work with Hornsea Three to agree any changes to the HIS with NCC that arise as a consequence of our scheme.	Agreed
National Highways Construction Traffic management	<p>Consultation undertaken by National Highways in respect traffic management for the National Highways A47 Tuddenham scheme 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, and sufficient temporary and permanent rights through the A47 DCO.</p> <p>Hornsea Three has reviewed the draft Cooperation Agreement provided by NH. A number of material issues remain to be agreed within it before Hornsea Three will be comfortable that remaining issues have been adequately addressed. The parties are working through these.</p>	Discussions are ongoing between the parties, regular meetings are being held between NH and Hornsea Three and NH has issued a draft co-operation agreement to Hornsea Three for review.	Under discussion
	<p>Hornsea Three requires National Highways to provide sufficient information to Hornsea Three to establish whether the A47 Tuddenham 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 are impeded, then Hornsea Three requires security that National Highways will work with Hornsea Three, the highways authority and any other relevant stakeholders to come to an adequate and agreed resolution.</p> <p>Hornsea Three views that NHs Construction Phase programme/ plan for delivering the A47 N2E scheme should be developed in consultation with Hornsea Three in order to effectively mitigate risks to each projects programme and to ensure effective co-ordination and traffic management.</p> <p>Hornsea Three has reviewed the draft Cooperation Agreement provided by NH. A number of material issues remain to be agreed within it before Hornsea Three will be comfortable that remaining issues have been adequately addressed. The parties are working through these.</p>	<p>NH have issued a draft co-operation agreement to Hornsea Three for review, which requires NH to keep Hornsea Three updated.</p> <p>At this stage of the detailed design, the information requested is not available. When the detailed Construction Phase programme/plan for delivering the A47 N2E scheme is further developed, we will share the information with Hornsea Three.</p>	Under discussion
Hornsea Three Abnormal loads	Hornsea Three requires sufficient information that the abnormal load movements and routes agreed with other relevant key stakeholders will not be affected by the HE temporary and permanent works.	This will be addressed by collaboration between both parties when each are in a position and detailed and mature work programmes and is addressed in the co-operation agreement.	Under discussion

	<p>Hornsea Three has reviewed the draft Cooperation Agreement provided by NH. A number of material issues remain to be agreed within it before Hornsea Three will be comfortable that remaining issues have been adequately addressed. The parties are working through these.</p>		
	<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. As such both projects should works together to minimise and prevent delays to Hornsea Three's abnormal loads movements.</p> <p>Hornsea Three has reviewed the draft Cooperation Agreement provided by NH. A number of material issues remain to be agreed within it before Hornsea Three will be comfortable that remaining issues have been adequately addressed. The parties are working through these.</p>	This point is addressed in the co-operation agreement.	Under discussion
Hornsea Three Construction Traffic Management Plan	<p><u>Taverham Highways Intervention Scheme</u></p> <p>Through consultation with National Highways and NCC, it has been agreed that Section 6 agreement will be sufficient for gaining approval of the final Taverham Highways Intervention scheme provided as mitigation in the Hornsea Three OCTMP.</p>	This is agreed.	Agreed
Hornsea Three existing commitments and mitigation	Hornsea Three needs provision that existing commitments and mitigation made the Hornsea Three DCO will not be impeded or prevented by the A47 temporary or permanent works. These may relate to landscape and ecological measures, ground investigations, fencing and other security measures, construction traffic management (as above), co-ordination of services, liaison between contractors. The aforementioned is not an exhaustive list. It	This cannot be determined until the detailed design has been finalised. The co-operation agreement deals with the interaction between the two schemes and Article 3(4) has been included at the request of Hornsea Three to ensure that if the implementation of one scheme causes an inadvertent breach of the other, this does not constitute a criminal offence.	Under discussion
Protective Provisions	<p>Hornsea Three requires protective provisions for the benefit of Hornsea Three to be included in the A47 North Tuddenham to Easton draft DCO (as submitted at Deadline 4) to ensure that Hornsea Three can be delivered without impediment.</p> <p>Hornsea Three has reviewed the draft Cooperation Agreement provided by NH. A number of material issues remain to be agreed within it before Hornsea Three will be comfortable that remaining issues have been adequately addressed. The parties are working through these.</p>	The parties are making good progress on the development of cooperation agreement but the Applicant is reviewing the draft protective provisions submitted at deadline 4 and will comment on them at deadline 7.	Under discussion

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Hornsea Project Three Offshore Wind Farm encloses its Statement of Common Ground (SoCG) with the National Highways A47 North Tuddenham to Easton scheme as it currently stands, with the aim of providing additional information to the Examining Authority as a late submission to Deadline 6. In any case, Hornsea Three hopes that it will be able to submit a signed and further updated version of the SoCG by Deadline 7.