

Oulton Parish Council (OPC) welcomes the opportunity to make the following comments at this stage of the Examination process:

Since Deadline 2, the Parish Council has attended the Issue Specific Hearing on Onshore Environmental Matters (5/2/19) and held the first meeting of a Working Group (WG) with the Applicant, in Oulton (6/2/19). The WG meeting, which was attended by a lead construction engineer, was very helpful and allowed us to develop a more detailed understanding of the Applicant's construction process. We look forward to a further WG meeting, this time with a lead traffic engineer, at the Applicant's earliest convenience, as traffic and transport queries still remain.

The Parish Council has submitted detailed responses to the Norfolk Vanguard project at Deadlines 1 and 2; we shall restrict ourselves here to a brief summary of our current main concerns:

1. LINK 68: It is still unclear to us what volume of traffic will be using the Cable Logistic Area, over what period, whether empty cable drums will be delivered back to this site before return to the manufacturer, and whether any or all of this traffic - HGV and otherwise - has been **included** in the figures stated for Mobilisation Area 7 **or is in addition to it**.
2. LINK 75: We remain concerned about the feasibility of using the Blickling-Saxthorpe road for HGV traffic, but we are equally concerned that, should the idea of using LINK 75 be abandoned, this may well result in **those additional HGVs** being funnelled up the already congested LINK 68 towards MA7. We shall need clarification on this.
3. In any event, the Parish Council would like to point out very clearly at this early stage that any consideration in the OCTMP of a scheme involving HGV or staff vehicles being routed through the **residential settlement of the northern section of Oulton Street would be completely unacceptable**. At the WG meeting on 6/2/19, we welcomed reassurance on this point from the construction engineer who made a clear statement that such a route would never be considered.
4. OPC is obliged to reiterate its 2 major concerns about Vattenfall's overarching approach to traffic management on LINK 68 (The Street, Oulton) namely that: **(A)** the **cumulative impact** of Vattenfall's traffic with the large volumes of traffic generated by Orsted – and sharing the same access route – has not been adequately assessed or understood, and that conversely **(B)** the implications of a scenario in which Vattenfall **is the only project to go ahead** seem **also** not to have been understood. As no mitigation measures for the roadway are being promoted by Vattenfall then, in the event of a solo scenario, **significant problems will occur**, for instance at the junction of The Street with the B1149, and in negotiating "the hump" outside the Railway Gatehouse. OPC struggle to visualise how a 'pilot scheme' for all the Applicant's HGV traffic could possibly work, given the sheer volume of other traffic that will be competing for the use of 1km of that stretch of road.

In order to address these concerns about cumulative impacts and mitigations, the Parish Council would like to endorse the request made by the Panel at the ISH on 5/2/19, namely that the Applicant should submit three traffic impact scenarios:

- for Norfolk Vanguard (NV) operating alone
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- for NV operating simultaneously with Hornsea 3 and
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- for NV operating before Hornsea 3.

5. The real and unacceptable problems generated by significant increases in HGV traffic on this section of rural lane were set out clearly **in 2014 when an Appeal for an Anaerobic Digester was dismissed by the Planning Inspector. We have attached a copy of the Appeal decision to this submission.**

6. In this same Appeal decision, significant reference was made to the unacceptable severe adverse impacts that would be generated for the residents of **The Old Railway Gatehouse**. (A point of information - the ownership of The Old Railway Gatehouse has changed since the Appeal). OPC are as yet unaware of any proposals forthcoming from Vattenfall as to how these impacts are to be mitigated.

7. In addition to the above traffic issues, the Parish Council remains concerned about the core working hours of the construction project, and the likelihood of noise and light pollution from both the Cable Logistics Area and the Mobilisation Area. OPC was disappointed at the ISH on 5/2/19 to hear that the Applicant is still requesting hours involving **a very long working day** and a 7am start, while appearing to prevaricate on the issue of **a mobilisation period** which would inevitably involve staff and HGV vehicle movements **outside those hours** at both ends of every day. Such arrangements would impact significantly and unacceptably on the residents of the north-eastern end of Link 68 ('Little Oaks' and Docking Farm Cottages on Heydon Road) and on The Old Railway Gatehouse.

Finally, whilst the Parish Council welcomes the early design decision by Vattenfall to proceed with HVDC transmission, we remain concerned about the possibility of Electro-Magnetic Field effects at the cable crossover point with the other project - especially if Orsted eventually settle on HVAC transmission. The fact that the design of the cable crossover point is currently covered by a Non-Disclosure Agreement between Orsted and Vattenfall would seem to be militating against proper scrutiny of these issues by the Examination process of both projects.

Paul Killingback

Chair

Oulton Parish Council