

Hornsea Project Three – Estimated traffic movements and ongoing development of management measures through Cawston Village

This note provides a summary of the estimated traffic movements associated with the construction of Ørsted's Hornsea Project Three Offshore Wind Farm through Cawston and the associated proposed traffic management measures that would be put in place temporarily to manage the movement of vehicles in a safe and efficient manner.

Background

Ørsted is proposing to develop a new offshore wind farm (Hornsea Project Three) off the North Norfolk coast, which could generate enough green power to meet the average daily needs of well over 2 million UK homes. The cables for the proposed wind farm will come ashore near Weybourne and will cross Norfolk to the west of Norwich before connecting into Norwich Main National Grid substation, just south of Norwich. Hornsea Project Three is classified as a Nationally Significant Infrastructure Project as its capacity is greater than 100 MW and therefore in accordance with the Planning Act 2008, Ørsted has prepared and submitted a Development Consent Order (DCO) Application.

Where is Hornsea Project Three in the planning process?

The DCO application was accepted for examination by the Planning Inspectorate in June 2018, and Hornsea Project Three is currently in the formal 'Examination' phase. The Examination phase is due to be completed in April 2019, with a decision scheduled for October 2019.

The DCO application included an Environmental Statement, which assessed the environmental impact of the proposal, and various management plans¹, which set out how Ørsted proposes to carry out the construction and minimise the potential for impacts on local communities and other sensitive receptors (e.g. ecological features). The full application can be viewed on the Planning Inspectorate's website.

Link: <https://infrastructure.planninginspectorate.gov.uk/projects/eastern/hornsea-project-three-offshore-wind-farm/>

What does this mean for Cawston?

Cawston Village is located between the central section of the onshore cable route (to the west) and the Main Construction Compound at Oulton Airfield (to the east). The Main Construction Compound will act as a central base for the construction operations. It will be used for the storage of some materials, for example cables drums, and will house the central offices where construction personnel will coordinate the operations. Vehicles from the Main Construction Compound will need to travel

¹Please note that several of the management plans originally submitted as part of the DCO application have since been revised in response to feedback. A list of the most up to date documents submitted into the Examination can be found in the Examination Library. <https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/EN010080/EN010080-000748-06%20-%20Hornsea%203%20Examination%20Library%20Published%20Version.pdf>

through Cawston to access some sections of the onshore cable corridor (cable section 9 and 10, see enclosed plan).

The maximum number of traffic movements which Ørsted expects to travel through Cawston Village during the construction phase of Hornsea Project Three comprise 244 two-way movements by light vehicles (such as cars, small vans), and 127 two-way movements by Heavy Goods Vehicles (HGVs) on a daily basis. Two-way movements account for both the journey to and from the end destination, and therefore represent a total number of movements.

This maximum number of traffic movements is expected to occur during the construction of the haul road² for cable sections 9 and 10 (see enclosed plan). The traffic flows associated with other construction activities in these cable sections are expected to decrease below this maximum. However, for the purpose of assessment, and development of mitigation, the maximum number of traffic movements has been used to represent a worst-case scenario.

The total number of abnormal load movements (associated with the cable drum delivery for Hornsea Project Three) through Cawston during the construction phase on Hornsea Project Three is 57 two-way movements.

What are you proposing?

To mitigate and manage the potential impacts on the local road network, Ørsted with its traffic and transport consultants – Create Consulting Engineers Ltd, has set out to develop a series of site-specific traffic management measures. This work is being informed by consultation with local stakeholders, including Cawston Parish Council, as well as Norfolk County Council (as the Highways Authority) which has already highlighted the importance of any proposed management measures giving due consideration to the following:

- Pedestrian amenity – particularly close to the primary school and public transport pick-up/drop-off locations (e.g. bus stop);
- Parking provision within the centre of the village and outside local businesses;
- Rural nature of the village;
- Associated noise and vibration impacts; and
- Speed of vehicles travelling through the village.

An initial proposal for management measures through Cawston Village was provided in drawings 1554_03_320A, 1554_03_322A in the Outline Construction Traffic Management Plan submitted to the Planning Inspectorate as part of the Examination process at Deadline 6.

Link:[https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/EN010080/EN010080-001710-%C3%98rsted%20Hornsea%20Project%20Three%20\(UK\)%20Ltd%20-%20Appendix%203%20-%20Outline%20Construction%20Traffic%20Management%20Plan.pdf](https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/EN010080/EN010080-001710-%C3%98rsted%20Hornsea%20Project%20Three%20(UK)%20Ltd%20-%20Appendix%203%20-%20Outline%20Construction%20Traffic%20Management%20Plan.pdf)

²The haul road is a temporary road consisting of permeable material (to be installed as part of the preconstruction cable works) that will enable construction vehicles to access and transport materials (off the public highway) to different sections of the onshore cable corridor.

The specific drawings for Cawston are provided in Appendix 3b.

Link: [https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010080/EN010080-001722-%C3%98rsted%20Hornsea%20Project%20Three%20\(UK\)%20Ltd%20-%20Appendix%203b%20-%20Annex%20A%20-%20Hornsea%20Three%20Highway%20Intervention%20Schemes.pdf](https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010080/EN010080-001722-%C3%98rsted%20Hornsea%20Project%20Three%20(UK)%20Ltd%20-%20Appendix%203b%20-%20Annex%20A%20-%20Hornsea%20Three%20Highway%20Intervention%20Schemes.pdf)

These proposals have since been subject to further consultation with Norfolk County Council and Broadland District Council, and the Project is in the process of responding to their feedback. An updated proposal for the management measures will be provided to stakeholders, including Cawston Parish Council, in due course to provide an opportunity for the community to comment.

Project Contact Details

Address: Hornsea Project Three Offshore Wind Farm,
 Ørsted, 5 Howick Place, London, SW1P 1WG

Email: HornseaProjectThree@orsted.co.uk

Telephone: +44 (0) 7881 943166

