Norfolk Vanguard Offshore Wind Farm

Statement of Common Ground

Oulton Parish Council

Applicant: Norfolk Vanguard Limited

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Photo: Kentish Flats Offshore Wind Farm

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Glossary

CoCP	Code of Construction Practice
DCO	Development Consent Order
EIA	Environmental Impact Assessment
ES	Environmental Statement
LVIA	Landscape and Visual Impact Assessment
OCoCP	Outline Code of Construction Practice
OLEMS	Outline Landscape and Environmental Management Strategy
OWF	Offshore Wind Farm
PEIR	Preliminary Environmental Information Report
SoCG	Statement of Common Ground

Terminology

Landfall	Where the offshore cables come ashore at Happisburgh South
Mobilisation area	Areas approx. 100m x 100m used as access points to the running track for duct installation. Required to store equipment and provide welfare facilities. Located adjacent to the onshore cable route, accessible from local highways network suitable for the delivery of heavy and oversized materials and equipment.
National Grid overhead line modifications	The works to be undertaken to complete the necessary modification to the existing 400kV overhead lines
Necton National Grid substation	The existing 400kV substation at Necton, which will be the grid connection location for Norfolk Vanguard
Offshore accommodation platform	A fixed structure (if required) providing accommodation for offshore personnel. An accommodation vessel may be used instead
Offshore cable corridor	The area where the offshore export cables would be located.
Offshore electrical platform	A fixed structure located within the wind farm area, containing electrical equipment to aggregate the power from the wind turbines and convert it into a more suitable form for export to shore.
Offshore export cables	The cables which bring electricity from the offshore electrical platform to the landfall.
Onshore cable route	The 45m easement which will contain the buried export cables as well as the temporary running track, topsoil storage and excavated material during construction.
Onshore project substation	A compound containing electrical equipment to enable connection to the National Grid. The substation will convert the exported power from HVDC to HVAC, to 400kV (grid voltage). This also contains equipment to help maintain stable grid voltage.

The OWF sites	The two distinct offshore wind farm areas, Norfolk Vanguard East and Norfolk Vanguard West.
Trenchless crossing zone (e.g. HDD)	Temporary areas required for trenchless crossing works.

1 INTRODUCTION

1. This Statement of Common Ground (SoCG) has been prepared by the Applicant to set out the areas of agreement and disagreement with Oulton Parish Council in relation to the Development Consent Order (DCO) application for the Norfolk Vanguard Offshore Wind Farm (hereafter 'the project') based on consultation to date. Detailed input from Oulton Parish Council on the SoCG is currently outstanding and the Applicant will continue to engage with Oulton Parish Council to progress this SoCG.

2. This SoCG comprises an agreement log which has been structured to reflect topics of interest to Oulton Parish Council in relation to the Norfolk Vanguard DCO application (hereafter 'the Application'). Points that are not agreed will be the subject of ongoing discussion wherever possible to resolve, or refine the extent of disagreement between the parties.

1.1 The Development

3. The Application is for the development of the Norfolk Vanguard Offshore Wind Farm (OWF) and associated infrastructure. The OWF comprises two distinct areas, Norfolk Vanguard (NV) East and NV West ('the OWF sites'), which are located in the southern North Sea, approximately 70km and 47km from the nearest point of the Norfolk coast respectively. The location of the OWF sites is shown in Chapter 5 Project Description Figure 5.1 of the Application. The OWF would be connected to the shore by offshore export cables installed within the offshore cable corridor from the OWF sites to a landfall point at Happisburgh South, Norfolk. From there, onshore cables would transport power over approximately 60km to the onshore project substation and grid connection point near Necton, Norfolk.

4. Once built, Norfolk Vanguard would have an export capacity of up to 1800MW, with the offshore components comprising:

   - Wind turbines;
   - Offshore electrical platforms;
   - Accommodation platforms;
   - Met masts;
   - Measuring equipment (LiDAR and wave buoys);
   - Array cables;
   - Interconnector cables; and
   - Export cables.

5. The key onshore components of the project are as follows:

   - Landfall;

- Onshore cable route, accesses, trenchless crossing technique (e.g. Horizontal Directional Drilling (HDD)) zones and mobilisation areas;
- Onshore project substation; and
- Extension to the existing Necton National Grid substation and overhead line modifications.

1.2 Consultation with Oulton Parish Council

6. Table 1 contains the consultation that has taken place with Oulton Parish Council to date.

7. Oulton Parish Council provided a relevant representation to the Planning Inspectorate on 12th September 2018, outlining the concerns of the parish council. The following sections outline the specific matters that have been agreed, as well as those which have not yet been resolved.

8. A draft timetable for the Examination was provided in the Rule 6 letter for the project which was issued by the Planning Inspectorate on 9 November 2018. This noted the deadline for submission of SoCGs as Deadline 1 on Monday 14 January 2019.

Table 1 Consultation with Oulton Parish Council to date

Date	Contact Type	Topic
Pre-Application		
17th October 2016	Notification (via letter and email) sent to the Parish Council	At the commencement of the Phase I consultation period (Scoping), the Parish Council was written to and invited to participate and attend the public exhibitions. A newsletter was issued alongside this mailing to inform the area of the consultation.
18th October 2016	Non-Statutory Consultation Event	A non -statutory consultation event was held in nearby Aylsham Town Hall (2pm to 6.30pm).
6th March 2017	Notification (via letter and email) sent to the Parish Council	At the commencement of the Phase II consultation period, the Parish Council was issued a notification, which included an invitation to attend the public exhibitions.
22nd March 2017	Non-Statutory Consultation Event	A non -statutory consultation event was held in nearby Aylsham Town Hall (1pm to 7pm).
14th October 2017	Letter/email issued to Parish Council (SoCC)	A letter was issued to the Parish Council notifying them of the publication of the SoCC, including information on where to access a copy, and top-level information about the forthcoming statutory consultation.
16th October 2017	Newsletter issued	Alongside the letter issued to the parish council regarding the publication of the SoCC, a newsletter was distributed

Date	Contact Type	Topic
		to the Parish Council, and the wider area notifying of the SoCC publication and forthcoming statutory consultation.
27th October 2017	Letter issued (Section 42 Statutory Consultation Letter)	The Statutory consultation letter issued under section 42 was posted on 27th October 2017 to the Parish Council notifying them of the formal consultation, where to access the PEIR and relevant documents, as well as how to provide feedback.
9th November 2017	Statutory Consultation event	A statutory consultation event was held in thein nearby Aylsham Town Hall (1pm to 7pm).
5th December 2017	Statutory Consultation response received from the Parish Council	Oulton Parish Council's Statutory Consultation response to the PEIR was received and logged by the project team.
22nd February 2018	Email issued to Parish Council	An email was issued to the Parish Council offering a meeting to provide an update on the project following the close of statutory consultation and in conjunction with the publication of the Interim Consultation Report (Hearing Your Views III).
26th February 2017	Email from Oulton Parish Council	An email was received with numerous questions about the project raised by the Parish Council.
1st March 2017	Email to Oulton Parish Council	An email was issued responding to the questions raised in the email sent on 26th February. Confirmation of attendance at the Parish Council meeting on 17th April was also provided.
17th April 2018	Meeting	A meeting organised following the close of statutory consultation to present a project update to the parish council.
18th April 2018	Email to Oulton Parish Council	An email was sent to the Parish Council following the meeting the day before. The email contained a copy of the presentation slides from the meeting and an update on the issue of broadband provision to the area.
25th April 2018	FAQ document issued	Following a review of questions posed since the close of statutory consultation, the FAQ document was updated and issued to the Parish Council.
Post-Application		
12th September 2018	Letter from Oulton Parish Council	Relevant representation on the DCO application.
14th November 2018	Email to Oulton Parish Council	An email to Oulton Parish Council requesting that they display the Norfolk Vanguard offshore wind farm notices "notification of preliminary meeting" and "Notification of open floor hearing" on the parish notice board from Friday, November 16th 2018.
23rd October 2018	Parish Council Meeting	Presentation and update.

2 STATEMENT OF COMMON GROUND

9. Oulton Parish Council submitted a Relevant Representation to the Planning Inspectorate on a number of topics. The specific issues highlighted in this representation have been set out in the table below to provide an understanding of the current position of both parties. The final column identifies the final position of the parties.

Table 2 Key issues raised in the relevant representation

Norfolk Vanguard Limited Position	Oulton Parish Council Position	Final Position
Project Description		
The co-location of Norfolk Vanguard and Norfolk Boreas, and the construction strategy to install Norfolk Boreas ducts during construction of Norfolk Vanguard, as well as the selection of High Voltage Direct Current (HVDC) technology, reduces the length of time of construction at any one area. If both projects progress; this will reduce the construction time for the projects and the impact on residents.	Agreed	It is agreed by both parties that the strategy to install ducts for both projects and the decision to commit to HVDC will reduce impacts to residents.
The first stage of onshore construction works is cable duct installation, which will be conducted in a sectionalised approach in order to minimise impacts via mobilisation areas (see Appendix 1). Following the completion of the cable duct installation, mobilisation areas will be removed and the land reinstated. To support the subsequent cable pulling phase a cable logistics area will be located on Heydon Road, Oulton. This is an area of existing hard standing that will be utilised during the cable pulling phase. Cable drums required for the cable pull will be delivered either directly to the joint locations or temporarily stored at this cable logistics area prior to delivery to the joint locations. A description of the cable logistics area is provided within ES Chapter 5 Project Description at section 5.5.4, which provides sufficient information regarding the need for, and location of, the cable logistics area.	The Cable Logistic Area is only mentioned on maps, no data in any documents specifically describing its location, function or reason for selection. This area was a late addition and only appeared on final maps.	
Traffic and Transport Cumulative Impact Assessment (CIA)		
Appendix 1 of this SoCG provides a summary of the information presented as part of the application, specifically in relation to construction activities and construction traffic near Oulton.	Link 68 only seems to refer to traffic to Mobilisation Area and cable route - traffic to and from Cable Logistic Area is not mentioned in DCO documents.	

Norfolk Vanguard Limited Position	Oulton Parish Council Position	Final Position
The proposed use of The Street (up to the southern end of Oulton Street) and Heydon Road at Oulton (Link 68) is required to access a single mobilisation area (MA7) and is also required during the cable pulling phase. MA7 is only required to support the duct installation works in proximity to Oulton, and will be removed and the land reinstated following the completion of that phase. Duct installation works are programmed to last for 37 weeks in 2022 and 18 weeks in 2023, although peak traffic numbers on Link 68 are limited to 16-22 weeks during this period (see Appendix 1.) Construction traffic associated with the cable logistics area is considered as part of the cable pulling works. During this phase cable drums will be delivered directly to each cable joint location (approximately every 800m along the onshore cable route). Cable drums required for the cable pull will be delivered either directly to the joint locations or temporarily stored at this cable logistics area prior to delivery to the joint locations. During the cable pull peak traffic demand along Link 68 is up to 64 daily HGV movements for approximately 10 weeks during 2024. Construction traffic impacts along the Street (up to the southern end of Oulton Street) are fully considered for Norfolk Vanguard within the application documents. The construction traffic numbers reported on Link 68, as defined in Appendix 24.7, include both traffic for the duct installation works and the cable pulling phase (including use of the cable logistics area) and represent a robust basis for the assessment of potential impacts on Link 68. Peak traffic demand for both the duct installation and cable pulling phases is presented within Appendix 24.7 of ES Chapter 24 Traffic and Transport (DCO document 6.2).	One residential property in particular will be impacted directly by both Norfolk Vanguard and Hornsea Project Three, being next to the entrance to Saltcarr Farm and directly alongside the proposed shared access route for both projects - the southern end of Oulton Street. This impact has not been assessed. This property was highlighted in a planning appeal, alongside the unsuitability of 'The Street' to cope with large volumes of HGVs. Appeal Ref: APP/K2610/A/14/2212257 .	
Road safety was assessed following a two-stage approach: • Stage 1 - Personal Injury Collision (PIC) data was obtained from open source data (www.crashmap.co.uk) covering the most recent three-year period (2014-2016). Collision clusters were identified following a threshold approach. The threshold was defined according to Norfolk County Council's criteria of "five PICs occurring within a three-year period in a 50m radius for built up areas and 100m radius for non-built up areas"	Vattenfall PIC (Personal Injury Collison) data did not include B1149. Orsted Hornsea Three used PIA (Personal Injury Accident) data, which included sections of B1149, indicating that accidents were 25% higher than the national average.	

Norfolk Vanguard Limited Position	Oulton Parish Council Position	Final Position
• Stage 2 – Further detailed accident data was obtained from Norfolk County Council at each of these clusters. This approach was agreed with Norfolk County Council as Highways Authority and is set out in detail within ES Chapter 24 Traffic and Transport section 24.6.4 (DCO document 6.1). Data for the B1149 approaching Oulton was obtained at Stage 1, however, the total number of collisions did not exceed the criteria as defined by Norfolk County Council.	It would appear that the two projects, although accessing the same road routes, are neither assessing the same data, nor in the same way.	
Within the submitted Outline Traffic Management Plan (DCO document 8.8) Link 68 (The Street at Oulton), serving mobilisation area MA7, is identified as requiring traffic management measures based on the peak traffic demand for Norfolk Vanguard alone. Given the relatively limited period that peak construction traffic for Norfolk Vanguard will be using this mobilisation area (16-22 weeks – refer to Appendix 1), the proposed traffic management measures (use of a pilot vehicle) for this route is appropriate for Norfolk Vanguard construction traffic alone. At the time of submission of the DCO, Norfolk Vanguard Ltd based its cumulative traffic impact assessment with Hornsea Three on the PEIR data, as this was the publicly available information at that time. Following submission of the DCO applications by both parties, discussions between Hornsea Project Three and Norfolk Vanguard Ltd are progressing to allow both parties to update their cumulative assessments as necessary. There may be cumulative impacts on a small number of shared road links during the construction of the Norfolk Vanguard and Hornsea Project Three including the Street through Oulton and the B1149. Hornsea Project Three and Norfolk Vanguard Ltd expect to reach an agreement on these matters soon and will engage with Norfolk County Council as the highways authority to reach a shared common point of agreement. This will include a commitment by both projects to deliver mitigation to ensure that any potential impacts are managed and reduced to not significant.	OPC are still unaware of how Norfolk Vanguard's cable route/mobilisation zone/cable logistic area and Orsted Hornsea Three Main Construction Compound at Oulton will interact with each other, given that they will be using the same access route B1149/The Street. The cumulative impact from traffic created by the two projects and its interaction with existing agricultural traffic, local businesses, tourists going to Blickling Hall and local residents has not been assessed. The rural road network in Oulton is already stretched almost to breaking point with the very large scale (both in vehicle size and volume) of existing agricultural traffic. Vattenfall has used Orsted Hornsea Three PEIR [Preliminary Environmental Information Report] documents to assess cumulative impacts, but Oulton's Main Compound did not appear in those PEIR documents. (Orsted have still not fully assessed this area nor put together a CTMP [Construction Traffic Management Plan].) There is a lack of information on the cumulative impact of Norfolk Vanguard and Orsted Hornsea	

Norfolk Vanguard Limited Position	Oulton Parish Council Position	Final Position
	Three projects on residents of Oulton regarding noise, traffic, air quality etc.	
Where the onshore cable route crosses any roads using open cut trenching methods, traffic management would be employed. Where appropriate, single lane operation of roads would be utilised during installation with signal controls to allow movements to continue. Where the width of the road is less than 7.2m kerb to kerb (which is the case on the B1149) and does not permit single lane operation, alternative methods such as temporary road closure or diversion could be required. To minimise the impact of any temporary closures or diversions, night working could be employed. These approaches are described within ES Chapter 5 Project Description section 5.5.3.3 (DCO document 6.1). The detailed installation method for each crossing utilising traffic management would be agreed with the Norfolk County Council as highways authority prior to works beginning. An Outline Traffic Management Plan (OTMP) (DCO document 8.8) has been submitted with the DCO application and will form the basis for the final, detailed Traffic Management Plan (TMP), which will be submitted and approved by the local planning authority in consultation with Norfolk County Council as Highways Authority. These commitments are secured through Requirement 21 and 22 of the draft DCO respectively. With these commitments in place there will be sufficient controls to ensure that disruption to the road network will be mitigated to a tolerable level.	There are concerns over the B1149 where the cable route crosses the road. Vattenfall have said they will not be using trenchless crossing (horizontal directional drilling) but will dig up the road to install their cabling. Orsted Hornsea Three will be using B1149 at potentially the same time. How will a CTMP work around this?	
Archaeology and Cultural Heritage		
Potential impacts on Blickling Conservation Area are considered in full within ES Chapter 28 Onshore Archaeology and Cultural Heritage, and its location is shown on Figure 28.1.	Blickling Conservation Area is missing from map 'Policies and designations (map 4)' within the land use and agriculture chapter.	

The undersigned agree to the provisions within this SOCG

Signed	
Printed Name	
Position	
On behalf of	Oulton Parish Council
Date	

Signed	
Printed Name	Rebecca Sherwood
Position	Norfolk Vanguard Consents Manager
On behalf of	Norfolk Vanguard Ltd (the Applicant)
Date	10/01/2019

Appendix 1
Clarification Note: Norfolk Vanguard
Construction Traffic at Oulton

1 Purpose

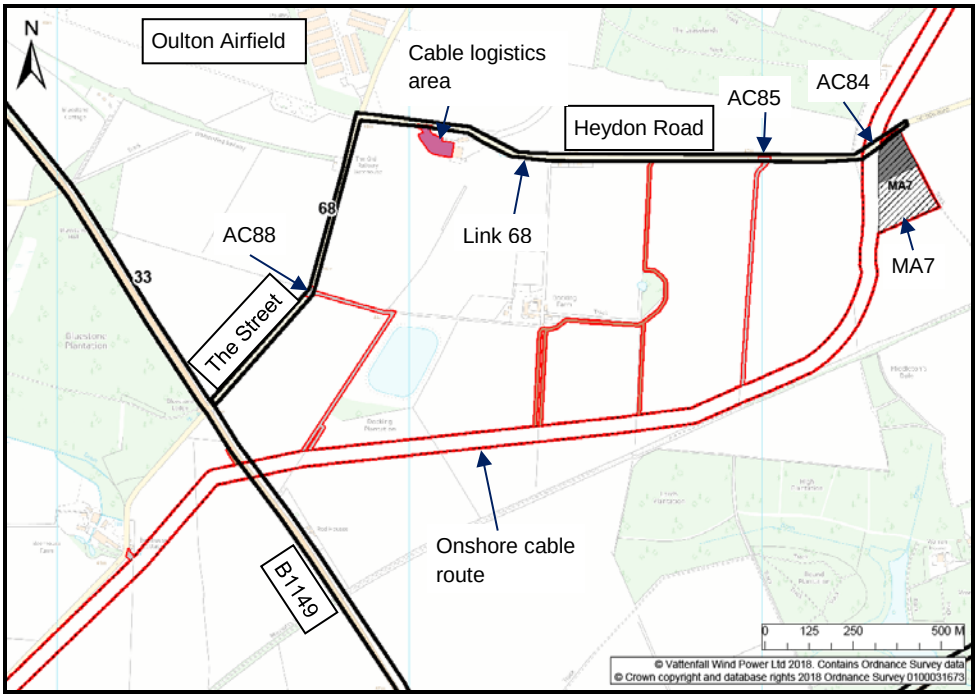
The purpose of this note is to describe the stages of construction that will be undertaken for Norfolk Vanguard in relation to the Oulton area and the associated works compound (mobilisation area), and to present the reported construction traffic numbers associated with this area as presented within the submitted Environmental Statement (ES).

2 Study Area

The focus of this note is Link 68 (and associated accesses) and Mobilisation Area 7 (MA7), near Oulton, as shown in Figure 1. A cable logistics area is also located on Link 68; the purpose of this area is described in Section 3.1.

Link 68 is an area of the road network comprised of The Street, starting from the junction with the B1149 to the junction with Heydon Road located approximately 950m north. Link 68 continues along Heydon Road for approximately 1.5km until it terminates at MA7.

Figure 1 Oulton Study Area



3 Norfolk Vanguard Construction

3.1 Mobilisation areas

The onshore cable duct installation strategy is proposed to be conducted in a sectionalised approach in order to minimise impacts. Construction teams will work on a short length of the cable route at any one time (approximately 150m section) and once the cable ducts have been installed the section will be back filled and the top soil replaced before moving onto the next section. This will minimise the amount of land being worked on at any one time and will also minimise the duration of works on any given section of the route.

To enable onshore construction, mobilisation areas are required along the onshore cable route that are accessible from the local highways network and are suitable for the delivery of materials and equipment. Mobilisation areas are evenly distributed along the onshore cable route length as far as possible. In total, there are 11 mobilisation areas, which aim to evenly distribute construction traffic along the onshore cable route, rather than introduce a single main works compound. The location of the mobilisation area proposed at Oulton (MA7) is to the south of Heydon Road as shown on Figure 1.

The onshore cable route has been separated into 20 cable route sections (work fronts) for duct installation works. Each mobilisation area will serve one or two work fronts. MA7 will provide access to two of these cable sections, one running south west from MA7 to where the onshore cable route crosses the B1147 and the other section running north east from MA7 to where the onshore cable route crosses the A140 east of Aylesham.
The main function of MA7 is to provide a control point[1] for Heavy Goods Vehicles (HGV) delivering to these two cable route sections, as well as providing welfare facilities, parking for staff and storage areas for materials, plant and equipment.

A cable logistics area is also located on Link 68; this is an area of existing hard standing. During the cable pull phase, material will be delivered either directly to the joint locations or through the use of this cable logistics area.

3.2 Main duct installation works (2022 – 2023)

During duct installation, construction teams will use the running track (up to 6m wide) to travel from a mobilisation area or appropriate running track access point to the work front. The running track will also be used for transport of plant and materials between the mobilisation area and the work front. The running track will be extended as the work front moves outward from the mobilisation area. When duct installation is completed (estimate to be at a rate of 150m per week), the running track will be taken up and the topsoil replaced.

The onshore cable route has been separated into 20 cable route sections for duct installation works to enable this sectionalised approach – with the aim of minimising the duration of impacts in any one

[1] A location that provides the checks and controls for the movement of HGVs and employees.

location. Cable route sections 11 and 12 will be accessed from MA7 via the running track. The running track will provide safe access for construction vehicles along the onshore cable route, from MA7 to the duct installation sites and would serve to significantly reduce the number of trips on the local highway network.

3.3 Cable pull, joint and commission (2024 – 2025)

Following duct installation, the next stage of the construction involves joint pit construction and subsequent cable pull activity, which will occur in a phased approach (up to two phases over two years). Joint pits are required along the cable route to allow the jointing of two sections of cable. Cable drums will be delivered directly to each cable joint location (approximately every 800m along the onshore cable route). Cable drums required for the cable pull will be delivered either directly to the joint locations or temporarily stored at the cable logistics area prior to delivery to the joint locations.

Cables will be then be pulled through the pre-installed ducts from the joint pits. The cable pull and jointing process will take approximately five weeks per 800m length of cable, however a worst case will require a joint pit to potentially be open for up to ten weeks to allow the neighbouring joint pit to be opened and cables pulled through. This has been assessed accordingly.

4 Traffic Demand

4.1 Main duct installation (2022-2023): traffic demand and duration

Table 1 is reproduced from ES Chapter 24 Traffic and Transport Appendix 24.7 (document reference 6.1) and shows the associated MA7 traffic demand over time during the duct installation period.

Table 1 Duct installation indicative HGV deliveries / movements for Link 68 and MA7 (reproduced from ES Chapter 24 –Traffic and Transports - Appendix 24.7).

Year 2022																																							
Date period	**07/03/2022**	**14/03/2022**	**21/03/2022**	**28/03/2022**	**04/04/2022**	**11/04/2022**	**18/04/2022**	**25/04/2022**	**02/05/2022**	**09/05/2022**	**16/05/2022**	**23/05/2022**	**30/05/2022**	**06/06/2022**	**13/06/2022**	**20/06/2022**	**27/06/2022**	**04/07/2022**	**11/07/2022**	**18/07/2022**	**25/07/2022**	**01/08/2022**	**08/08/2022**	**15/08/2022**	**22/08/2022**	**29/08/2022**	**05/09/2022**	**12/09/2022**	**19/09/2022**	**26/09/2022**	**03/10/2022**	**10/10/2022**	**17/10/2022**	**24/10/2022**	**31/10/2022**	**07/11/2022**	**14/11/2022**	**21/11/2022**	**28/11/2022**
Week No.	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**	**33**	**34**	**35**	**36**	**37**	**38**	**39**	**40**	**41**	**42**	**43**	**44**	**45**	**46**	**47**	**48**
Total Daily	5	5	5	5	5	5	5	5	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	44	44	44	44	44	44	24	24	24	24	24	24	24	20	20
Total Daily	10	10	10	10	10	10	10	10	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	88	88	88	88	88	88	48	48	48	48	48	48	48	40	40
Hourly Movements*	1	1	1	1	1	1	1	1	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	9	9	9	9	9	9	5	5	5	5	5	5	5	4	4
Year 2023																																							
Date period	**27/02/2023**	**06/03/2023**	**13/03/2023**	**20/03/2023**	**27/03/2023**	**03/04/2023**	**10/04/2023**	**17/04/2023**	**24/04/2023**	**01/05/2023**	**08/05/2023**	**15/05/2023**	**22/05/2023**	**29/05/2023**	**05/06/2023**	**12/06/2023**	**19/06/2023**	**26/06/2023**	**03/07/2023**	**10/07/2023**	**17/07/2023**	**27/02/2023**	**06/03/2023**	**13/03/2023**	**20/03/2023**	**27/03/2023**	**03/04/2023**	**10/04/2023**	**17/04/2023**	**24/04/2023**	**01/05/2023**	**08/05/2023**	**15/05/2023**	**22/05/2023**	**29/05/2023**	**05/06/2023**			
Week No.	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**	**25**	**26**	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47
Total Daily	20	20	20	20	20	20	20	20	5	5	5	5	5	5	5	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Daily	40	40	40	40	40	40	40	40	10	10	10	10	10	10	10	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Movements*	4	4	4	4	4	4	4	4	1	1	1	1	1	1	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
*	Based on a 10-hour delivery window																																						

In summary, the following HGV movements[2] are reported for the duct installation phase along Link 68:

- 8 weeks at 10 daily HGV movements
- 16 weeks at 96 daily HGV movements
- 6 weeks at 88 daily HGV movements
- 7 weeks at 48 daily HGV movements
- Winter shutdown for 12 weeks.
- 10 weeks at 40 daily HGV movements
- 8 weeks at 10 daily HGV movements

This totals 37 weeks in 2022 and 18 weeks in 2023 where the projects construction traffic will utilise Link 68.

4.2 Cable pull (2024-2025): traffic demand and duration

The onshore cable route for the project is split up into 16 sections for cable pulling purposes (compared to 20 sections for duct installation, i.e. the numbering of sections differs slightly between duct installation and cable pull).

It is assumed, as a worst case for traffic numbers, that all cable pull and jointing activities will be concentrated within a single year (2024) to complete all cable pull works, i.e. there will be multiple construction teams working at any one time to complete all sections in a single year for Norfolk Vanguard.

Link 68 provides access to parts of two cable pull sections. Three construction phase access points (AC84, AC85 and AC88) have been identified to access the cable route sections from Link 68 as shown on Figure 1. These access points will minimise the amount of reinstated running track (and subsequent material and associated transport movements) which will be required to access the final locations of the joint pits.

Table 2 is reproduced from ES Chapter 24 Traffic and Transport Appendix 24.7 and presents the worst-case construction traffic demand assuming both cable sections accessed from Link 68 are pulled at the same time.

Table 2 Cable Pull, Joint and Commission Indicative HGV Deliveries / Movements for Link 68 (part reproduced from document reference 6.1 ES Chapter 24Traffic and Transport, Appendix 24.7).

		2024				
		5 Week Single Joint Pit Programme				
Section	**Potential Accesses**	**1**	**2**	**3**	**4**	**5**
Section 9 Daily Deliveries	AC88	14	6	2	2	7
Section 10 Daily Deliveries	AC84, AC85	18	9	6	6	10
Worst Case Total Daily Deliveries		32	15	8	8	17
Worst Case Total Daily Movements		64	30	16	16	34
Hourly Movements		7	3	2	2	4

[2] A single trip (i.e. either an arrival to, or departure from site) for the transfer of employees or goods

In the event that section 9 and 10 construction teams are required to access joint pit locations situated between the B1149 and Heydon Road at the same time, then a worst-case traffic demand would be as follows:

- 64 HGV movements along The Street between the B1149 junction and AC88, which would be expected to occur for 2 individual weeks over a 10-week programme; or
- 35 HGV movements along The Street between AC88 and AC84 on Heydon Road which would be expected to occur for 4 individual weeks over a 20-week programme.

5 Summary

Construction traffic will be present on The Street at Oulton (road Link 68) and the associated mobilisation area (MA7) during the construction works for Norfolk Vanguard between 2022 and 2024. MA7 acts as a control point for deliveries to two sections of the onshore cable route (20 sections in total). HGV numbers along Link 68 are reported within ES Chapter 24 Traffic and Transport Appendix 24.7 and comprise:

- 37 weeks in 2022 (**main duct installation**):
    - 16 weeks at 96 daily HGV movements
    - 6 weeks at 88 daily HGV movements
    - 7 weeks at 48 daily HGV movements
    - 8 weeks at 10 daily HGV movements

- 18 weeks in 2023 (**main duct installation**):
    - 10 weeks at 40 daily HGV movements
    - 8 weeks at 10 daily HGV movements

- 10 or 20 weeks in 2024 (**cable pull**):

  either
    - Cable Sections 9 and 10 together:
        - 2 weeks at 64 daily HGV movements
        - 2 weeks at 34 daily HGV movements
        - 2 weeks at 30 daily HGV movements
        - 4 weeks at 16 daily HGV movements

  or
    - Cable Sections 9 or 10 separately:
        - 4 weeks at 35 daily HGV movements
        - 4 weeks at 18 daily HGV movements
        - 8 weeks at 12 daily HGV movements
        - 4 weeks at 20 daily HGV movements