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Subject:	VATTENFALL NORFOLK VANGUARD - Registration identification number: 20012656 Oulton Parish Council
Date:	12 March 2019 22:18:24
Attachments:	Vattenfall Deadline 4 VISSIM screen prints.docx

OPC welcome the opportunity to give an update at Deadline 4 on potential cumulative impact issues from Hornsea Three and Norfolk Vanguard projects at Oulton.

Cumulative Impact

OPC has recently been able to view a VISSIM modelling Video of potential traffic scenarios as put forward by Orsted Hornsea Three. This was produced by Traffic Consultants employed by Orsted. OPC has been able to comment on this at a recent Issue Specific Hearing for Orsted Hornsea Three in Norwich on 8th March 2019.

The VISSIM data formed part of a document that was submitted to PINS by Orsted (***EN010080-001638 Appendix 8 Main Construction Compound Access strategy VISSIM modelling update***)

It has become apparent that the scenario of existing traffic together with that from Hornsea Three and Norfolk Vanguard will have serious implications ***even with*** the road intervention schemes as proposed by Orsted. The VISSIM modelling was used to produce the data to demonstrate potential delays compared to the current situation caused by the increase in HGV's and other vehicles associated with both projects travelling along B1149/The Street.

OPC includes within this submission a few key screen prints to illustrate scenarios and some issues with the modelling. The gaps in the data used for the modelling and errors are being highlighted to Orsted and the PINS Panel but OPC believes that this modelling actually serves to demonstrate the likely ***adverse*** effects of two significant projects attempting to use The Street to access their respective compounds.

The worst traffic delays were when abnormal loads left the Hornsea Three Main Construction Compound along The Street to B1149 junction. In this scenario ***all*** traffic was stopped from travelling north along The Street whilst the abnormal load travelled south. Meanwhile, all traffic on the B1149 was ***stopped in both directions***. The abnormal load exited onto the B1149 with the queue of traffic that had built up behind it. When all traffic from The Street had exited the held traffic on B1149 was released. The observed delay for traffic on B1149 was 5mins 42 seconds.

Orsted has proposed to store and then deliver all of their cable drums at their main Construction Compound some ***1,121 cable drums over the 30 months of their active construction time*** for the cable route. ***OPC has been told that all of these cable drums will arrive and depart as abnormal loads***.

There are other scenarios that have been modelled and OPC strongly feel that even with the mitigation measures proposed by Orsted, there will be significant, regular delays, pinch points and potential dangers to all road users.

In light of the cumulative impact projections, OPC questions how Vattenfall Norfolk Vanguard will be able operate effectively along The Street with ***no*** mitigation measures similar to those proposed by Orsted, without significant highway disfunction.

Have Vattenfall factored any of the detailed HGV and Abnormal Load information from Orsted into their estimates?

Have Vattenfall conducted any similar traffic modelling of potential traffic delays from cumulative traffic impact data?

Finally, OPC note that Vattenfall Norfolk Vanguard are **NOT** proposing to use trench-less crossing (HDD) at the point where the cable route crosses the B1149. OPC believes that section of the road is not wide enough to create single lane-controlled traffic movements safely. It is a busy well used route to and from Norwich. Given that the traffic for both projects will be accessing this section of road how will this be managed without serious traffic delays affecting the wider road network?

There was a suggestion that if both projects were working beside each other at the same time where both projects cross or share access routes then one or other would halt their work to let the other progress by agreement. This doesn't take into consideration the effect on existing traffic which will include farm traffic, especially at harvest times throughout the year. Only recently, Street Farm, Oulton secured planning permission (BDC ref 20180491) for a 2200 tonne boxed potato store that will generate significant additional HGV traffic along The Street. Tourist traffic and residents would be inconvenienced by lengthy detours if there are road closures at this point.

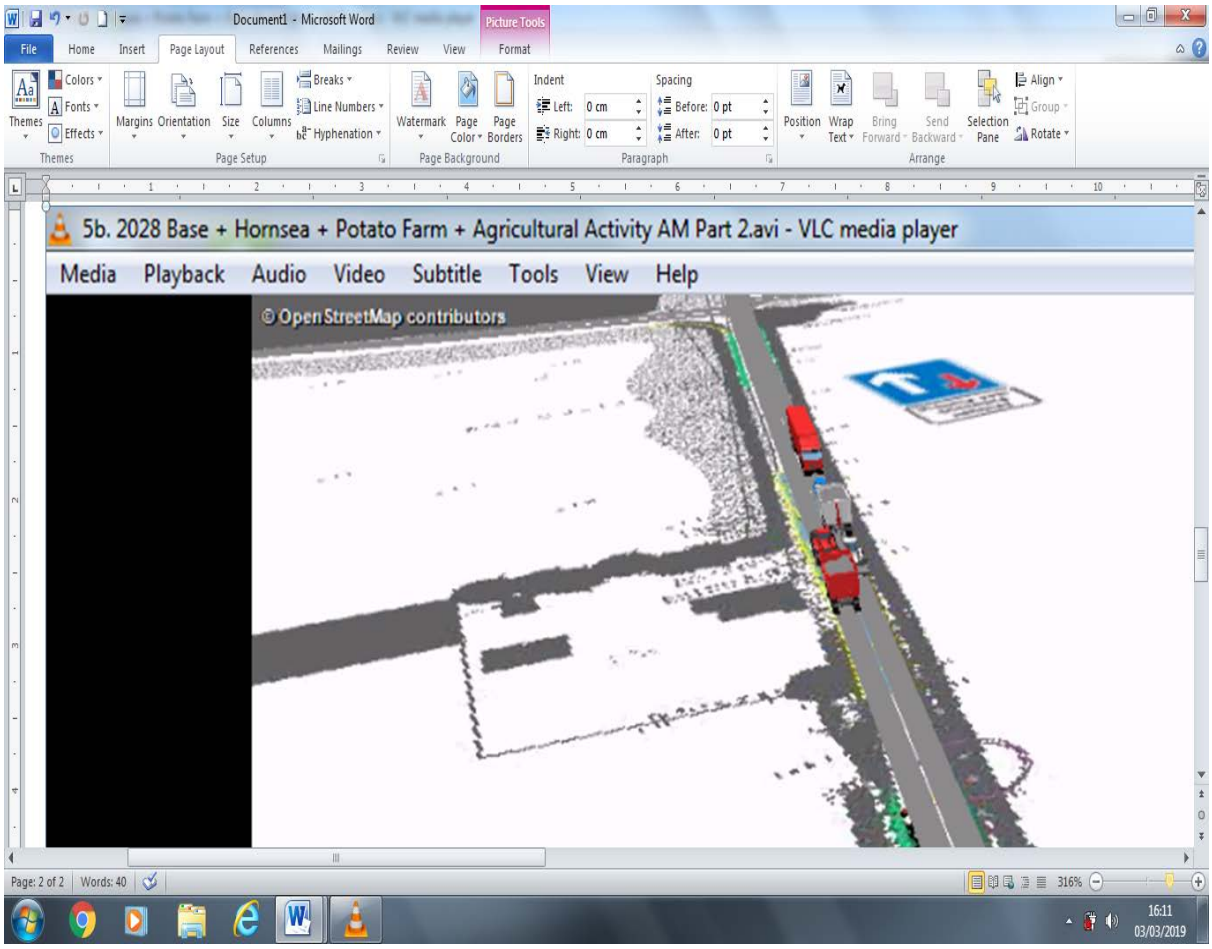
OPC would urge the applicant to reconsider this decision not to use HDD at this location and understand that NCC Highways are also very concerned about this aspect.

Paul Killingback

Chair

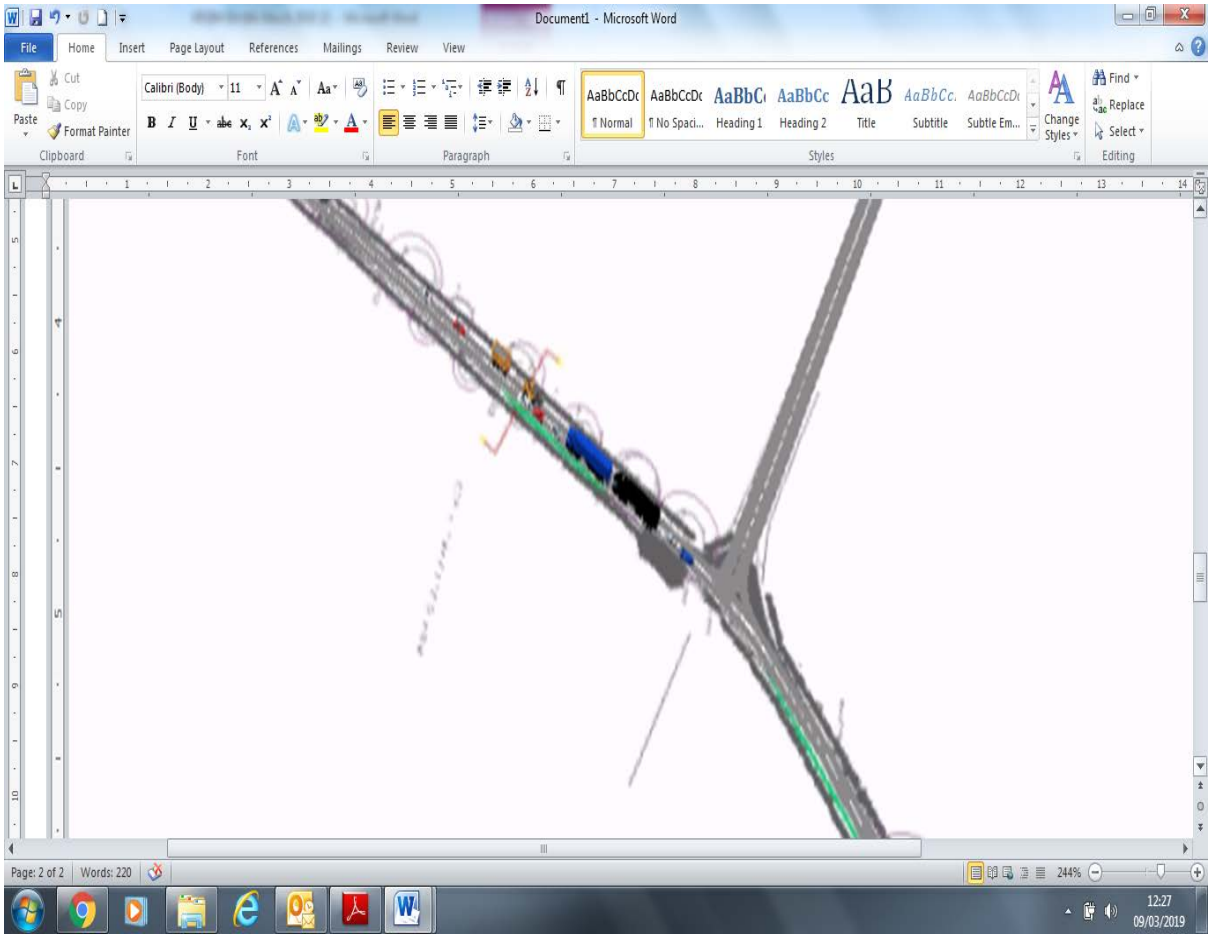
Oulton Parish Council

VISSIM modelling screen prints.



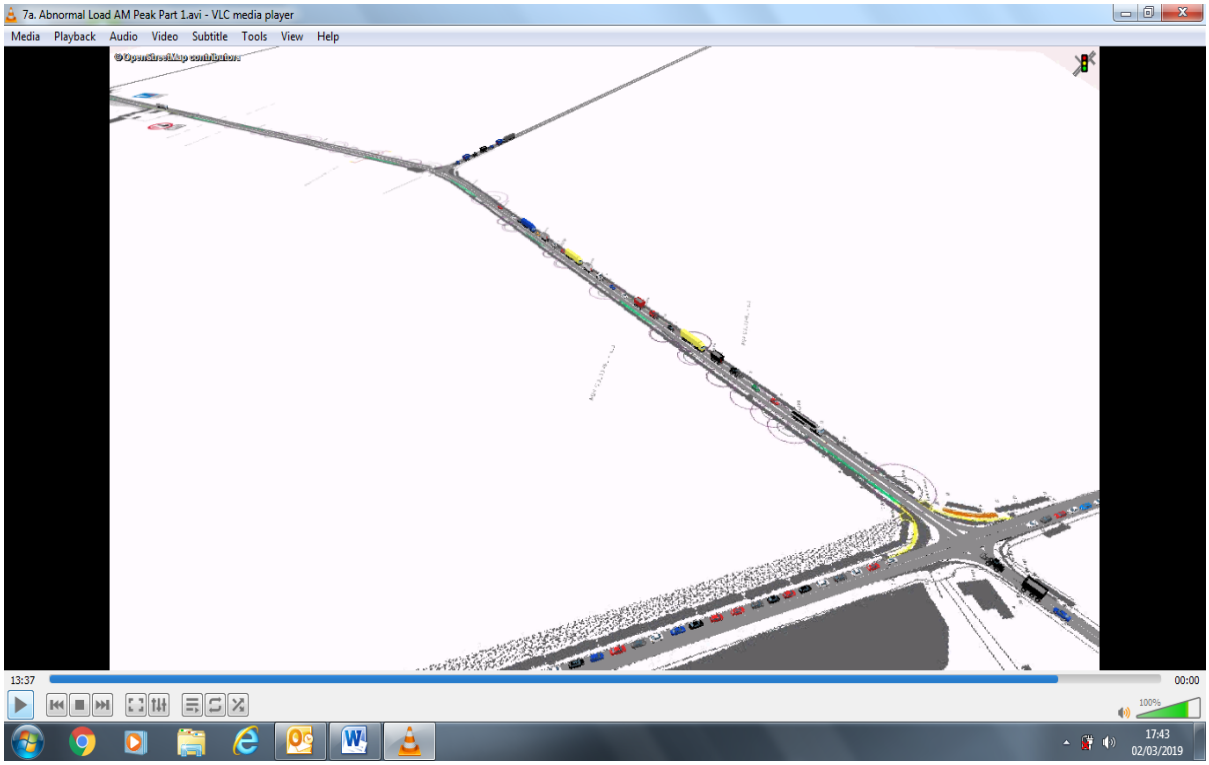
(Screen print 1) Traffic did not adhere to the road intervention schemes.

Location shown- The Old Railway Gate House. Orsted propose the road hump is graded with one-way priority signage. In this illustration traffic has ignored priority signs and tried to pass at the old railway hump. This part of the road is very narrow and is impossible for two vehicles to pass each other. Vattenfall have not proposed any changes to this location and OPC wonders how cable delivery vehicles will cope with this hazard.



(Screen print 2) Location shown – The Street at the entrance to Docking Farm. Passing places to be constructed by Orsted (shown in green) unable to accommodate all traffic if there were several vehicles following each other.

Vattenfall have not proposed any changes to the road. The amount of existing traffic together with the Orsted volumes would make the Vattenfall 'pilot vehicle' approach unrealistic.



(Screen print 3) Abnormal load leaving ***Orsted Hornsea Three's*** Main construction compound along 'The Street' to B1149. NOTE: - Traffic held on B1149 in both directions for well over 5 minutes, with significant highway safety implications [bottom of screen print]. Traffic tailing back in an easterly direction towards a hump back bridge where the stationary traffic will not be seen by approaching fast moving traffic. This is also the part of the road that Vattenfall propose NOT using HDD to cross it thus adding to disfunction and danger.