

Hornsea Project Three
Offshore Wind Farm



Hornsea Project Three Offshore Wind Farm

Appendix 27 to Deadline 7 submission - Development of the
Cawston Traffic Intervention Scheme

Date: 14th March 2019

| Document Control | | | |
|----------------------|---|--------|---------------------------------------|
| Document Properties | | | |
| Organisation | Ørsted Hornsea Project Three | | |
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| Title | Appendix 27 to Deadline 7 submission - Development of the Cawston Traffic Intervention Scheme | | |
| PINS Document Number | n/a | | |
| Version History | | | |
| Date | Version | Status | Description / Changes |
| 14.03.2019 | A | Final | Submission at Deadline 7 (14.03.2019) |
| | | | |

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Front cover picture: Kite surfer near a UK offshore wind farm © Ørsted Hornsea Project Three (UK) Ltd., 2019.

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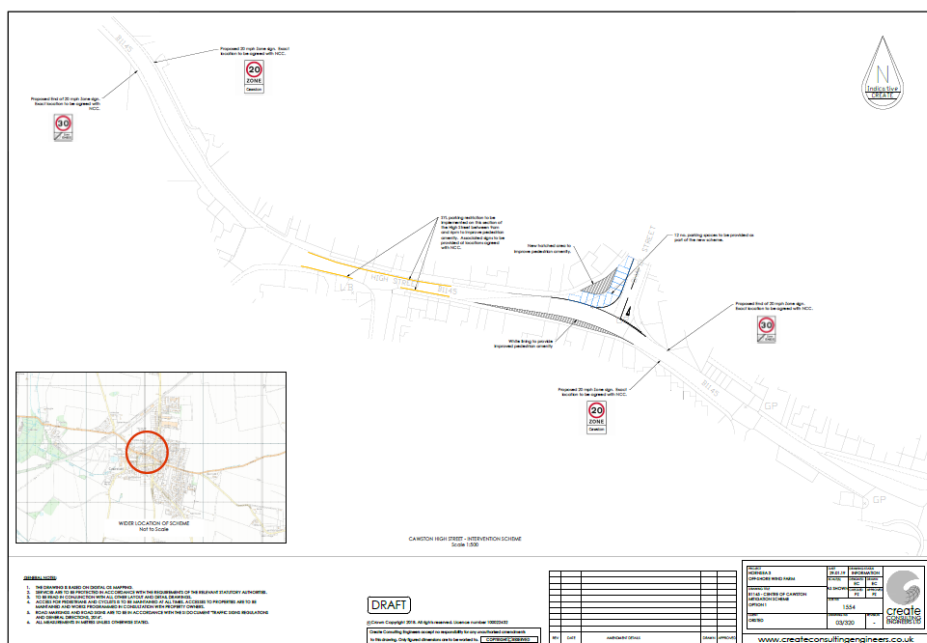
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1. Introduction

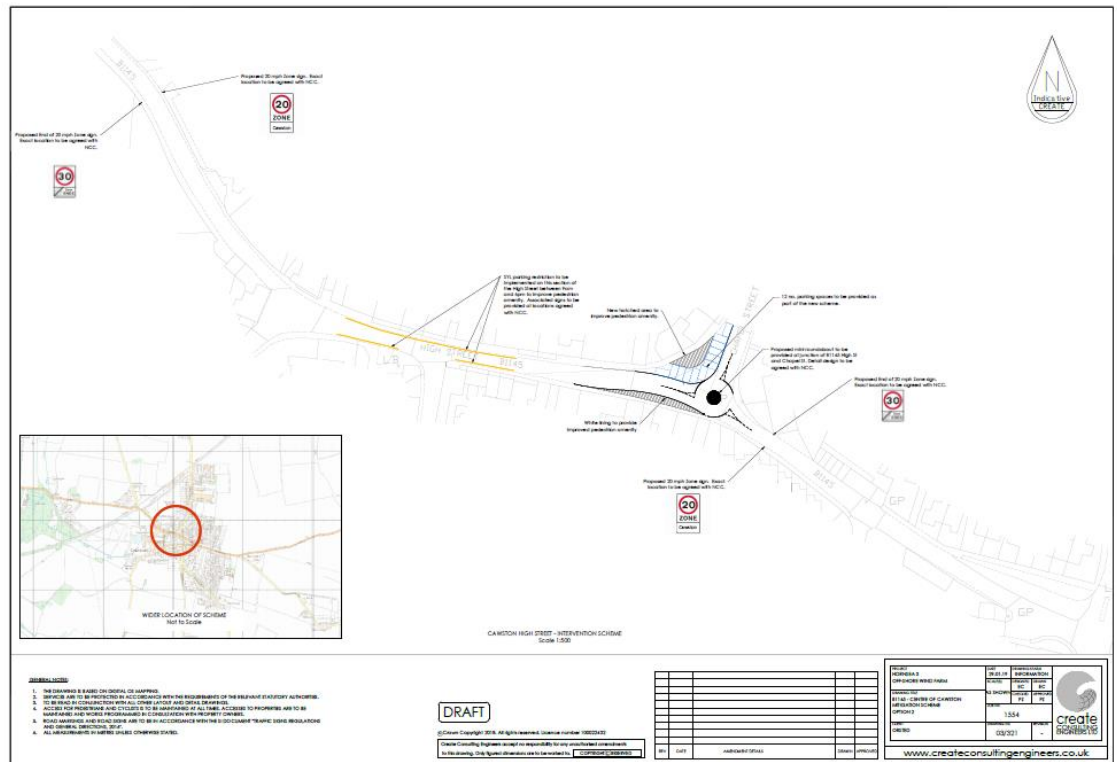
- 1.1 This note has been prepared by the Applicant to provide an update on the ongoing development of the outline traffic intervention measures proposed within Cawston village (identified as 89 in Volume 6, Annex 7.6: Traffic and Transport Figures).
- 1.2 It provides the following:
- A summary of how the initial outline intervention scheme for Cawston (drawing no. 1554_03_320A), included within the Outline Construction Traffic Management Plan submitted as Appendix 3 to Deadline 6 (REP6-015), was developed (hereafter referred to as revision 1);
 - An update on the consultation undertaken (and feedback received) since Deadline 6. The subsequent revisions of the outline intervention scheme for Cawston and how these have responded to feedback received from Norfolk County Council as the local highway authority, Cawston Parish Council and representations made by local residents; and
 - The next steps in respect to the ongoing development of the scheme, with an aim of reaching agreement with Norfolk County Council by the end of Examination.
- 1.3 Once the outline traffic intervention measures are agreed with NCC, these will be captured in the Outline CTMP. A placeholder is included within the Outline CTMP submitted as Appendix 25 of Deadline 7 to acknowledge this.

2.1 Two options for the traffic intervention measures at Cawston were prepared by the Applicant and presented to the CPC working group for discussion at the Working Group Meeting on 30th January 2019. The options were contained within Drawings 1554_03_320 and 1554_03_321 (Figure 2.1 and 2.2 below).

2.2 Option 1 (shown Figure 2.1, drawing 1554_03_320) included a restriction of parking along the High Street and the relocation of the existing triangular parking area on the market place into a formalised parking area on an improved bellmouth junction of the High Street and Chapel Street. A reduction of the speed limit to 20mph in the centre of Cawston was also proposed.



2.3 Option 2 (shown in Figure 2.2, drawing 1554_03_321) included a mini roundabout to be provided at existing triangular parking area on market place along with a formalised parking area in the vicinity of an improved bellmouth junction between the High Street and Chapel Street, whilst still introducing the 20mph speed limit in the centre of Cawston and parking restrictions.



2.4 Feedback from the CPC working group was that the mini-roundabout option would appear to be out of keeping with the local context and would not be supported by CPC. Based on this feedback, the Applicant agreed to discount this option and focus on developing Option 1. Feedback from CPC highlighted the importance of any proposed management measures to give due consideration to the following:

- Pedestrian amenity – particularly close to the primary school and public transport pickup/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.

2.5 The Applicant updated Option 1 (Revision 1) to reflect this feedback, with the key change being the provision of formal parking outside of the village delicatessen. Improvements to the pedestrian walkways, introduction of a 20 mph zone and associated gateway features on the entrances to the village were maintained.

2.6 A second revision of Option 1, Drawing 1554_03_320A (Revision 2), as shown in Figure 2.3 below, was subsequently submitted as part of the Outline Construction Traffic Management Plan submitted at Deadline 6 (REP6-015). The Applicant acknowledged in this submission that the outline scheme was subject to ongoing discussion with stakeholders, in particular Norfolk County Council.

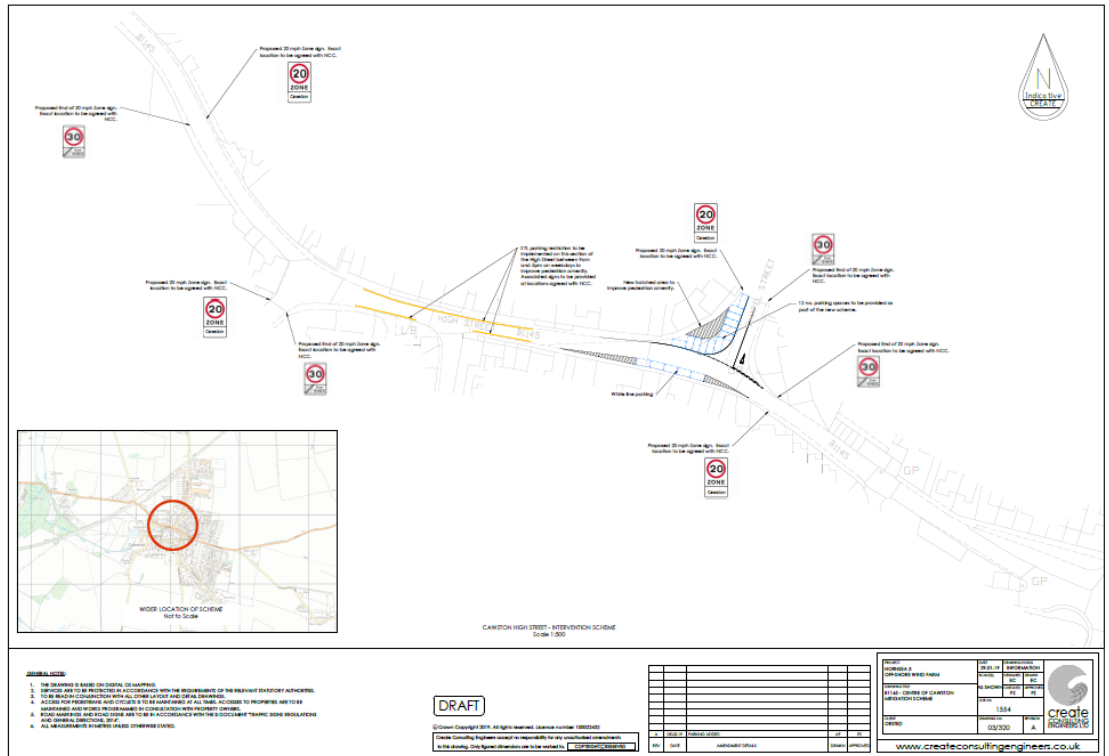


Figure 2.3: Option 1 (Revision 2) Cawston Highway Intervention Scheme included in REP6-015

3. Update since Deadline 6

Progress made between Deadline 6 and Pre-ISH9 (Development of Option 1, Revision 3)

- 3.1 Following the submission made by the Applicant at Deadline 6 (REP6-015), which included Option 1 Revision 2, of the outline intervention scheme for Cawston, feedback was received from Norfolk County Council. This feedback was provided in a meeting on 27 February 2019, following the review of Revision 1 by NCC's Development Team, as well as during a meeting between the Applicant and NCC held on 05 March 2019.
- 3.2 A summary of the key feedback received from NCC, and the Applicant's response, is provided in Table 3.1. This feedback informed the development of Option 1, Revision 3 of the outline intervention scheme for Cawston which was presented at ISH9 on 08 March 2019 and is provided in Annex A.

Table 3.1: Summary of Feedback received from Norfolk County Council following submission of Option 1 (Revision 2) in REP6-015

| Summary of Feedback from Norfolk County Council | Applicant's Response |
|--|---|
| Concerns were raised regarding the removal of on-street parking, both in respect to the provision of parking for local residents, but also the loss of the obstruction as a self-enforcing speed restrictor. | The Applicant revised the scheme to retain the existing parking provision on-street, albeit formalising the arrangement to avoid parking on the corner of junctions which currently occurs with the informal arrangement. |
| Concerns were raised regarding the proposed amendments to the parking within the centre of the village (opposite the delicatessant). NCC advised that they would be looking for any intervention scheme to retain the existing parking layout. | The Applicant revised the scheme to retain the existing parking arrangement. |
| It was suggested that the outline scheme be designed to naturally reinforce the speed restrictions through the village. | The Applicant revised the scheme to include on street parking and offer defined parking areas to assist with speed control in the centre of the village. |
| It was suggested that measures to improve pedestrian amenity be incorporated into the outline scheme, but soft landscape measures would not be supported. | The Applicant revised the scheme removing the landscape plans and introduced surface texture changes |
| It was suggested a 20mph zone could be supported but would need to cover a wider area than just the Village Centre. | The Applicant revised the plans to increase the extent of the 20mph speed limit to include the B1145 village limits. |
| Footway concerns were highlighted at the B1145 Cawston Primary School | The Applicant agreed to upgrade the existing footway to improve the width and crossing of the B1145 |

Progress made between ISH9 and Deadline 7 (Development of Revision 4)

- 3.3 Feedback on Option 1, Revision 2 and Revision 3 has been received from residents and Cawston Parish Council. Furthermore, following ISH9 on 08 March 2019, the Applicant undertook a site-walkover in Cawston (Tuesday 12 March 2019) to discuss Option 1, Revision 3 with relevant stakeholders, and gather feedback to inform its ongoing development.

- 3.4 Representatives from Broadland District Council, Norfolk County Council and Cawston Parish Council were in attendance at the site walkover, as well as residents and business owners from Cawston.
- 3.5 A summary of the feedback received, and the Applicant's response, is provided in Table 3.2 below. Where relevant, this has informed the development of Option 1, Revision 4 of the outline intervention scheme for Cawston which is provided as Annex B.

| Feedback from Stakeholder | Applicant's Response |
|--|---|
| Concerns raised around the crossing of school children at the junction on Howards Way. It was enquired whether HOW03 could secure funding for a crossing person for the duration of the works/vehicle movements through Cawston. | The Applicant has agreed to make further changes to the crossing point and footway approaches at the school. The Applicant highlights that the speed limit in the vicinity of the school crossing point would be reduced from 30 to 20mph with additional driver awareness measures included. These measures are all incorporated into Option 1, Revision 4 as shown in Annex B. A crossing person is currently in operation at the school and as such, there is no reasonable expectation that this arrangement would not occur during the construction phase of Hornsea Three. |
| NCC requested that HGV movements avoid the sensitive morning period of between 07.30 – 9 am. | The Applicant has incorporated this feedback into Option 1, Revision 4 as shown in Annex B. |
| A concern was raised regarding planned night time movements of HGVs through Cawston, which the concerned party stated would be worse than daytime effects. | The Applicant has committed within the Outline CTMP submitted at Deadline 7 (Appendix 25), that there would be no abnormal indivisible load movements from the main construction compound to the onshore cable corridor during night time hours (23:00PM to 07:00AM). |
| A request was made as to whether HOW03 would consider limiting staff movements during the school drop off hours as well as HGV movement restrictions. It was questioned if HGV restrictions would be in place during the pre-school drop-off and pick up. | The Applicant notes that provision has been made within the Application for core working hours which extend from 07:00 – 19:00, with a mobilisation period between 06:00 – 07:00 (as set out in the Outline CoCP (REP6 - 014). These hours provide a mechanism for some of the workforce and staff vehicle movements to travel outside the standard morning peak and prior to the start of the school drop-off period, helping to minimise impacts on the wider road network and pedestrian amenity in proximity to Cawston Primary School. On this basis the restrictions between 07:30 – 09:00 (committed to in the above row) are proposed only for the HGV movements during the construction phase. In respect to the pre-school drop-off and pick-up, the Applicant has considered this and believes the measures presented within Option 1, Revision 4, offer a significant improvement to the existing environment around the school. There is a need to balance time restrictions for HGV movements with minimising the number of HGV movements per hour, and as such, Option 1, Revision 4 has not incorporated this additional restriction. |
| A request was made as to whether HOW03 would consider extending the footpath near the primary school to the extent of Friendship Lane to allow a route for children from that side of the village to school. A potential option discussed was the use of 'trods' given that this would be a relatively low use path i.e. wouldn't need a full footpath construction. | The Applicant has considered this and believes the measures presented within Option 1, Revision 4, offer a significant improvement to the existing environment around the school. These improvements comprise the introduction of a 20mph speed limit, gateway features, VAS signs and footway enhancements along the immediate link to access the Primary School. As such, Option 1, Revision 4 has not incorporated this additional measure. |
| Concerns raised about the feasibility of HGVs passing each other, particularly at the pinch point just after the delicatessen (when approach west to east) | The Applicant has confirmed, through the use of swept path analysis, that there is sufficient width within the highway for two HGVs to pass each other, mainly as a result of the lack of maintenance to ensure the full |

| Feedback from Stakeholder | Applicant's Response |
|--|--|
| <p>A request was made as to whether HOW03 could consider the use of a one way system through sections of Cawston (for the HGV traffic), in a routing system similar to that used by the nearby winery.</p> <p>A concern was raised that should increased congestion in Cawston occur, traffic would be diverted on to unsuitable roads around the village with a potential decrease in safety.</p> | <p>carriageway space is available. The Applicant has confirmed it would ensure the area of vegetation within the highway would be maintained to maximise the amount of carriageway space available.</p> <p>At the specific pinch point adjacent to the old School area, the footway would be increased and a priority working arrangement, as currently witnessed improvement to ensure driver to driver sightlines are improved. These measures are incorporated into Option 1, Revision 4 as shown in Annex B.</p> <p>However, it is recognised that at particular locations within Cawston, pinch points exist where such movements would be heavily reliant upon driver awareness (i.e. reduction in speed and use of the full carriageway). Therefore, in response to concerns the Applicant will explore alternate HGV routing with NCC, which would result in vehicles entering Cawston along B1145, travelling through Cawston to the onshore cable corridor, but on the return journey, vehicles would turn north in the centre of the village, utilising Chapel Lane to avoid the narrow carriageway immediately to the west of the delicatessen in the centre of the village. This latter part of the routing strategy is similar to that which exists for the existing Broadland Winery. At this stage, Option 1, Revision 4 does not allow for this alternative routing.</p> <p>The detailed intervention scheme will be designed and agreed with NCC to avoid significant driver delay through Cawston, and therefore minimise the potential for traffic to divert onto unsuitable alternative routes. In respect to Hornsea Three HGVs, specific routing would be identified within the detailed CTMP to avoid movements on unsuitable roads.</p> |
| <p>Concerns were raised about the safety of children, elderly people, wheelchair users and people with pushchairs using foot paths with additional HGV traffic. Requests were made for additional pedestrian path widening, including locations close to the delicatessen.</p> | <p>The Applicant has revised the scheme to include changes to footway width and parking locations for safety and residential amenity. These measures are all incorporated into Option 1, Revision 4 as shown in Annex B.</p> |
| <p>It was requested that the implications of moving the bus stop be considered. This was particularly in relation to the school buses to Reepham High.</p> | <p>The relocation of the bus stops offers an improvement to the current poor footway provision. The Applicant has highlighted footway widening improvements which add a greater level of protection for both embarking and disembarking bus users, whether for school travel or public bus services. Aligned with the planned 20mph speed limit measures to improvement the driver sightline the Applicant believes the planned intervention scheme offers local benefit.</p> |
| <p>It was requested that the feasibility of alternative HGV routing be considered which would reduce the number of HGV movements through the centre of Cawston.</p> | <p>The Applicant would note that the B1145 through Cawston is designated as a route suitable for HGVs up to 44 tonnes. The Applicant has committed to not exceeding this weight limit, and as such the road is deemed suitable for the traffic movement associated with Hornsea Three. This position has been agreed with NCC, as the local highway authority.</p> <p>Notwithstanding this, to respond to feedback received, the Applicant has considered alternatives for HGV routing and would note the following.</p> <ul style="list-style-type: none"> • Cable section 10 is located such that it can only be accessed via the B1145 through Cawston; |

| Feedback from Stakeholder | Applicant's Response |
|--|--|
| | <ul style="list-style-type: none"> • Cable section 9 could potentially be accessed via Heydon Road; however, this link is not considered suitable for the movement of any additional HGV traffic beyond that already proposed as a result of Hornsea Three. Additional HGV movements on this link would require extensive highway intervention works with substantial impact predicted on trees and hedgerows which are adjacent to the highway. <p>The Applicant would note that, in identifying HGV routes to the onshore cable corridor, consideration was given to all available routes. The route to access cable sections 9 and 10, which in this case is the B1145 through Cawston, was chosen based on a range of factors including highway suitability, impact on sensitive receptors and also whether there was the potential for using the haul road within the onshore cable corridor. In this particular location, the use of the haul road to access cable sections 9 and 10 is limited by the presence of HDD crossings of highly sensitive locations (including the River Wensum Special Area of Conservation).</p> <p>In summary, the Applicant maintains that the B1145 is a route identified as suitable for HGV movements, and that with the mitigation measures proposed, no significant effects are predicted. Furthermore, the impact from Hornsea Three will be temporary, with a maximum duration of 30 months, although the likelihood is the peak impacts would occur over a much shorter timeframe.</p> |
| Concerns were raised about the potential for congestion as a result of maintaining car parking along the High Street. | <p>As noted in Table 3.1, in order to maintain a balance between highway capacity and self-enforcing traffic management, parking has been retained within the centre of Cawston. However, this seeks to formalise the existing arrangement to avoid parking on the corner of junctions which currently occurs with the informal arrangement. This is reflected in Option 1, Revision 4 of the outline intervention scheme as shown in Annex B. Any traffic intervention will be subject to a full safety audit prior to approval.</p> |
| Requests were made to maintain the existing parking, for residents, users of the local businesses and as a natural speed restrictor. Concerns were raised about the perceived safety of parking. | |
| Concerns were raised regarding the potential for traffic and noise impacts to affect amenity for local residents, as well as impact the structural integrity of properties (including listed buildings), local businesses and property prices. | <p>The Applicant has presented a Noise and Vibration Report for Cawston as Appendix 26 issued at Deadline 7, the impact to properties (including structural integrity) as a result of the additional HGV traffic will be temporary, reversible and is not considered to be significant. As such, it is considered that there would be no significant effects to residential properties and/or local businesses at this location.</p> |
| Concerns were raised regarding the potential for increased pollution, and the potential impact of this to elderly residents with respiratory conditions. | <p>The Applicant has assessed the potential for impacts relating to air quality as a result of the construction traffic from Hornsea Three in Volume 3, Chapter 9: Air Quality (APP-081), including for receptors within Cawston and has concluded that there is no potential for significant effects as a result of Hornsea Three.</p> |
| Additional detail on the proposed surface treatment were requested. | <p>The purpose of the Outline CTMP is to identify locations where intervention schemes are required, and set out the principles of such schemes which will be developed further as part of the detailed CTMP post-consent (secured by Requirement 18). Further details of the proposed outline intervention scheme, including materials and surface treatments would therefore be developed as part of the detailed CTMP post-consent.</p> |

| Feedback from Stakeholder | Applicant's Response |
|--|--|
| Works proposed by NCC on the highway between the Village Hall and the Old Forge were discussed, although specific details were not known. NCC agreed to follow up and provide specific details of this proposal and how it may influence the proposed outline intervention scheme. | The Applicant has agreed to introduce driver awareness signage to highlight priority traffic for exit from the Village centre and signage to warn drivers of vehicles in the centre of the road. The principles of this are all incorporated into Option 1, Revision 4 as shown in Annex B. The specific details and locations of such measures will be agreed with NCC as part of the detailed CTMP. |
| Concerns were raised regarding the potential route for residents close to the bridges into the village, in particular safety when crossing the road. Whether a footpath or traffic lights would be feasible at this location was questioned. | The Applicant has considered this and believes the measures presented within Option 1, Revision 4, offer a significant improvement to the existing environment at specific pinch points within Cawston. These improvements comprise the introduction of a 20mph speed limit, gateway features, VAS signs and footway enhancements. As such, Option 1, Revision 4 has not incorporated this additional measure. |
| A concern was raised about the safety of cyclists, and hence effects on cycle tourism as income for Cawston. | Improvements including the introduction of a 20mph speed limit, gateway features, VAS signs would offer a significant improvement to the existing environment and therefore there would likely have a positive effect on cyclist perceptions of safety travelling through Cawston, |
| It was requested that residents be kept informed on the proposed start date for construction, as well as the proposed construction programming in relation to Cawston in particular. | The Applicant would refer to Appendix A of the Outline CoCP (REP6-014) which identifies the key points of how communications will be delivered to local residents, businesses and interested parties during the construction of Hornsea Three. Particular reference is made in paragraph A.1.1.5 to the procedures which will be put in place should Norfolk Vanguard and Hornsea Three have concurrent construction works in the vicinity of Cawston. |
| It was requested that residents or Cawston Parish Council be consulted in regard to the potential for features of the intervention scheme to remain in place following the completion of the construction phase. | In respect to the potential for features to remain in place following construction, it is proposed the wording for Cawston would be similar to that included at paragraph 5.2.1.3 in the Outline CTMP submitted at Deadline 6 in respect to the Oulton outline interventions scheme. The wording specific to Cawston will be incorporated prior to the end of Examination, once an outline scheme has been agreed in principle with NCC. |
| BDC questioned whether HOW03 could commit to leaving the haul road in place between phases (should the project be delivered in phases) for cable sections 9 and 10 (subject to agreement with NCC and the landowner) to minimise traffic flows through Cawston | As set out in paragraph 1.2.3.1 of the Outline CTMP (REP6-015), following completion of the works being served by a particular access point, the haul road will be removed, unless otherwise agreed with the local planning authority. Should Hornsea Three be delivered in two phases, with no or limited gap between phases, there is therefore a mechanism by which the haul road could be left in place minimising the number of traffic movements on the local road network. This would however be subject to agreement with the landowners and Norfolk County Council as the local highway authority. |
| BDC questioned whether the movements through Cawston would occur throughout the full 30 months construction period. | As set out in paragraph 3.8.1.7 of Volume 1, Chapter 3: Project Description, the maximum duration of construction for the onshore cable corridor is up to 30 months, which could be delivered in a single or two phases. The works in each phase is expected to progress along the onshore cable corridor, such that the active period of construction associated with cable sections 9 and 10 will be below this maximum. Furthermore, the traffic flows which have been identified are a maximum design scenario (i.e. a worst-case), driven by the flows associated with the construction of the haul road in these cable sections. This is a discrete activity, which will be followed by other construction activities such as trenching, cable pulling and reinstatement, which have fewer |

| Feedback from Stakeholder | Applicant's Response |
|--|--|
| | <p>associated traffic flows.</p> <p>As such, although the impact from Hornsea Three will be temporary, with a maximum duration of 30 months, the greatest magnitude impacts would occur over a much shorter timeframe.</p> |
| It was requested that the 30 mph signage be located prior to entering the village. | The Applicant has incorporated this feedback into Revision 3 of the proposed outline intervention scheme. |
| <p>Concerns were raised about potential subsidence within Cawston.</p> <p>A concern was raised about potential impacts to users of Marriott's Way Norfolk Trail from the interaction of HGVs with the bridge crossing Marriott's Way to the west of Cawston.</p> | The route through Cawston is identified as suitable for HGVs up to 44 tonnes. The Applicant has committed to not exceeding this weight limit, and as such the road and bridges along the B1145 is deemed suitable for movements such as those predicted for Hornsea Three. This position has been agreed with NCC, as the local highway authority. |
| A concern was raised about the potential for narrow routes with obstructions to contribute to HGV driver tiredness and therefore lead to driver error. | Orsted has a strong safety culture and safety for employees, contractors and members of the public is prioritised over other business considerations. Contractor HGV drivers would work to industry best practice standards to avoid fatigue. |

Next steps in the development of the outline intervention scheme

- 3.6 The Applicant's current proposals for the outline intervention scheme in Cawston (Option 1, Revision 4) have been provided at Annex B. The Applicant is committed to continuing discussions with NCC post-Deadline 7 with an aim to agree a scheme in principle, such that an updated highway intervention scheme for Cawston can be presented in an updated Outline CTMP to be submitted prior to the end of Examination. The Applicant will also continue to seek feedback from Cawston Parish Council and Broadland District Council on the proposals.
- 3.7 In the meantime, a placeholder has been included within the Outline CTMP (submitted at Appendix 25 at Deadline 7).

Annex A – Revision 2 of the Outline Traffic Intervention Scheme for Cawston





CAWSTON HIGH STREET - INTERVENTION SCHEME
Scale 1:500

GENERAL NOTES:

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2. SERVICES ARE TO BE PROTECTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE RELEVANT STATUTORY AUTHORITIES.
3. TO BE READ IN CONJUNCTION WITH ALL OTHER LAYOUT AND DETAIL DRAWINGS.
4. ACCESS FOR PEDESTRIANS AND CYCLISTS IS TO BE MAINTAINED AT ALL TIMES. ACCESSES TO PROPERTIES ARE TO BE MAINTAINED AND WORKS PROGRAMMED IN CONSULTATION WITH PROPERTY OWNERS.
5. ROAD MARKINGS AND ROAD SIGNS ARE TO BE IN ACCORDANCE WITH THE SI DOCUMENT "TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS, 2016".
6. ALL MEASUREMENTS IN METRES UNLESS OTHERWISE STATED.


KEY:

-  SURFACE TEXTURE CHANGE TO DEFINE ON STREET PARKING AREA
-  SURFACE TEXTURE TO ROAD IN BLUFF COLOUR

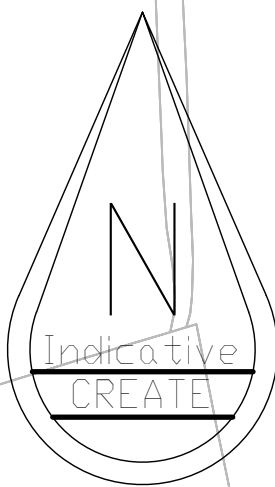
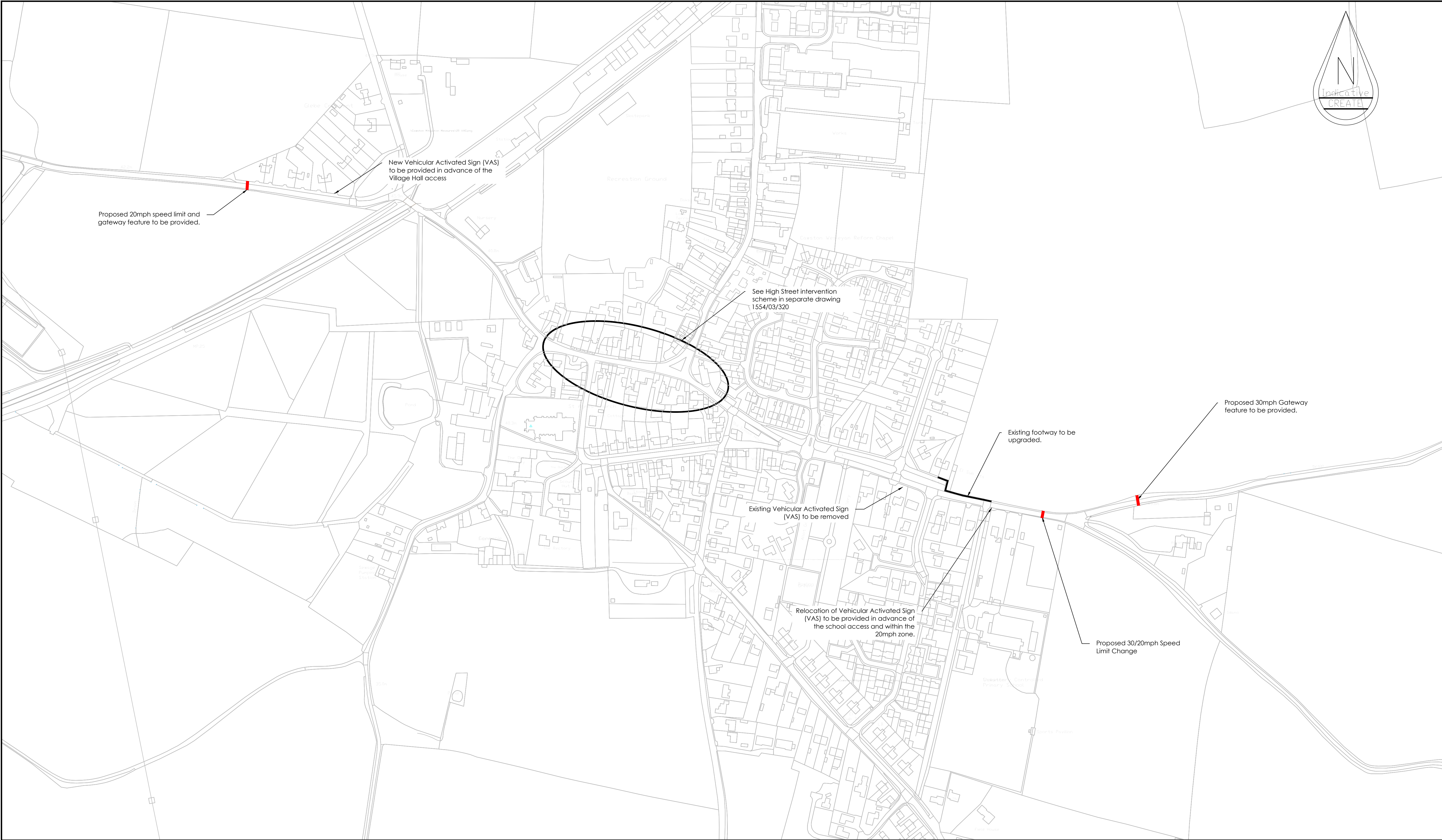
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| REV | DATE | AMENDMENT DETAILS | DRAWN | APPROVED |
|-----|----------|---|-------|----------|
| C | 07.03.19 | AMENDMENTS FOLLOWING MEETING WITH NCC ON 06.03.19 | EC | PZ |
| B | 04.03.19 | AMENDED SCHEME TO NCC COMMENTS | EC | PZ |
| A | 05.02.19 | PARKING ADDED | AF | PZ |

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| PROJECT HORNSSEA 3 OFF-SHORE WIND FARM | DATE 29.01.19 | DRAWING STATUS INFORMATION | |
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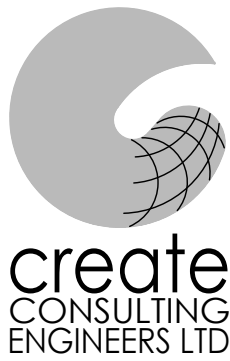
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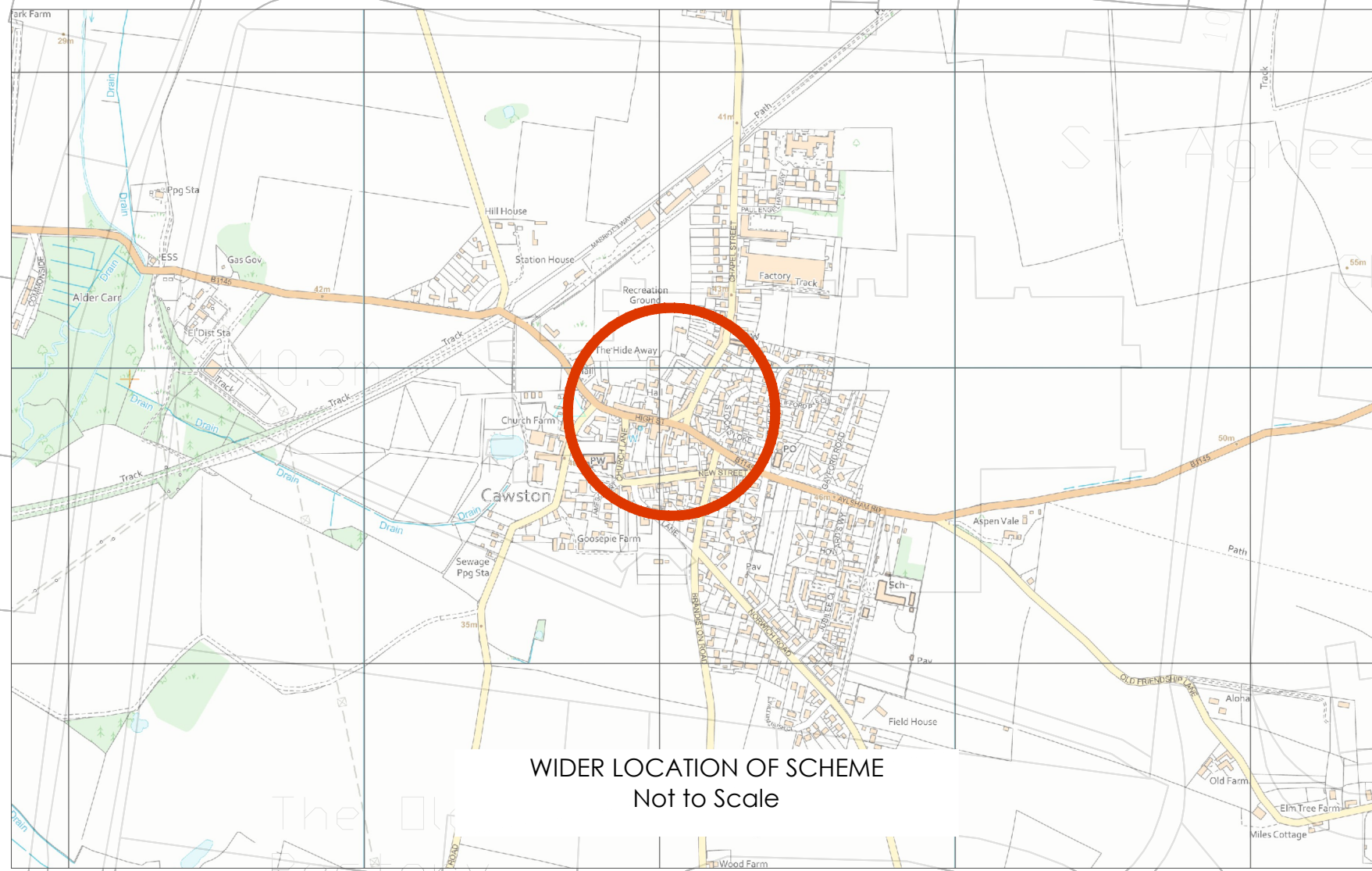
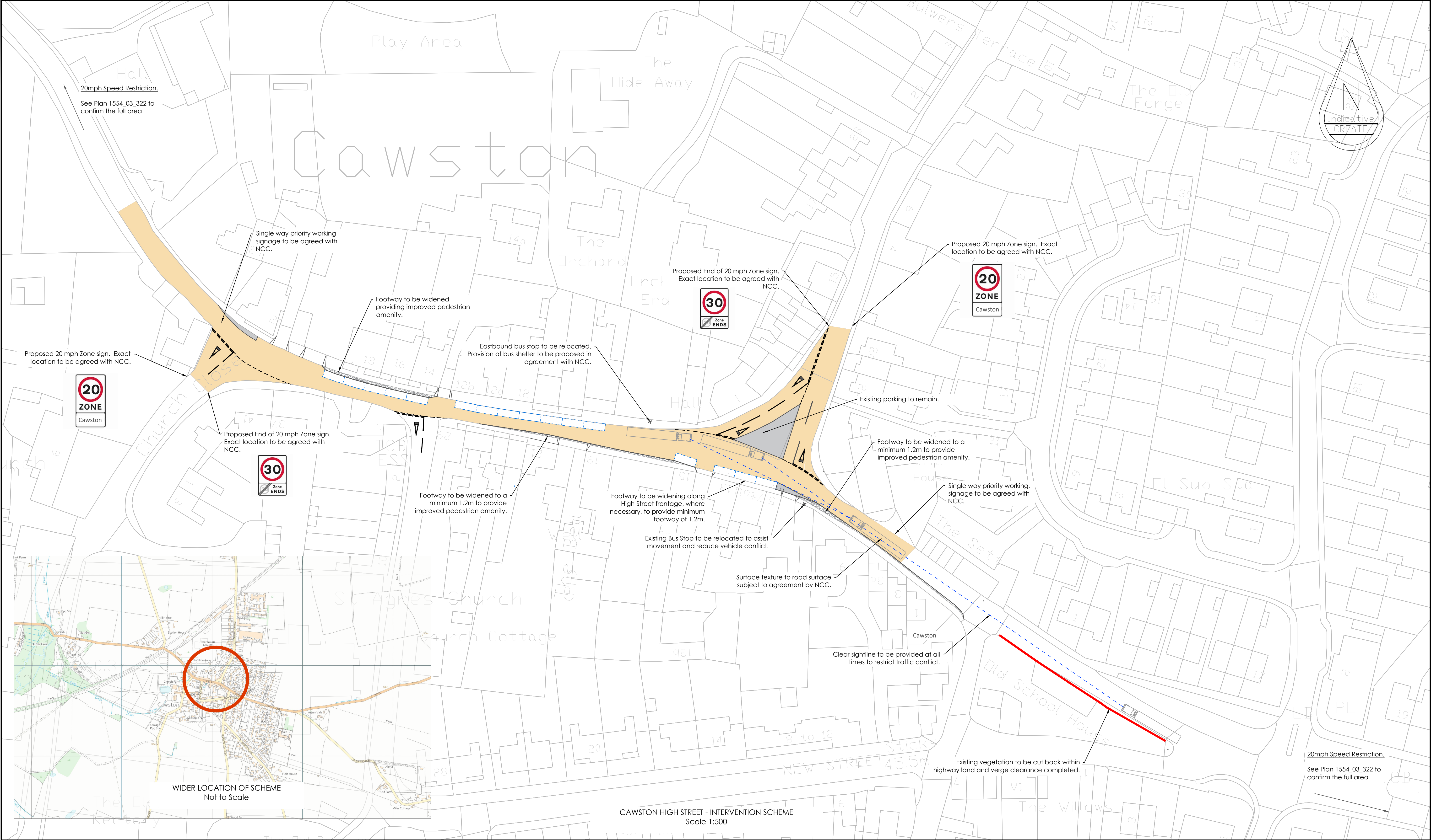
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| B | 07.09.19 | AMENDMENTS FOLLOWING MEETING WITH NCC ON 06.03.19 | | | EC PZ |
| A | 05.02.19 | VAS RELOCATED AND DWG REFERENCE ADDED | | | AF PZ |
| REV | DATE | AMENDMENT DETAILS | | | DRAWN APPROVED |

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| CLIENT ORSTED | DRAWING No 03/322 | REVISION B | |



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Annex B – Revision 3 of the Outline Traffic Intervention Scheme for Cawston



CAWSTON HIGH STREET - INTERVENTION SCHEME
Scale 1:500

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 5. ROAD MARKINGS AND ROAD SIGNS ARE TO BE IN ACCORDANCE WITH THE SI DOCUMENT "TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS, 2016".
 6. ALL MEASUREMENTS IN METRES UNLESS OTHERWISE STATED.

- KEY:
- SURFACE TEXTURE CHANGE TO DEFINE ON STREET PARKING AREA
 - SURFACE TEXTURE TO ROAD SURFACE SUBJECT TO AGREEMENT BY NCC
 - FORWARD VISIBILITY

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| REV | DATE | AMENDMENT DETAILS | DRAWN | APPROVED |
|-----|------------|---|-------|----------|
| E | 13.03.19 | AMENDMENTS FOLLOWING STAKEHOLDER CONSULTATION | AF | PZ |
| D | 11.03.2019 | PARKING RELOCATED | EC | PZ |
| C | 07.03.19 | AMENDMENTS FOLLOWING MEETING WITH NCC ON 06.03.19 | EC | PZ |
| B | 04.03.19 | AMENDED SCHEME TO NCC COMMENTS | EC | PZ |
| A | 05.02.19 | PARKING ADDED | AF | PZ |

| | | | |
|---|------------------|-------------------------------|----------|
| PROJECT HORNSEA 3 OFF-SHORE WIND FARM | DATE 29.01.19 | DRAWING STATUS INFORMATION | |
| | SCALE(S) | DESIGNED | DRAWN |
| | AS SHOWN | EC | EC |
| | CHECKED | PZ | PZ |
| DRAWING TITLE B1145 - CENTRE OF CAWSTON MITIGATION SCHEME | JOB No | 1554 | |
| | DRAWING No | 03/320 | REVISION |
| | | | E |
| CLIENT ORSTED | | | |

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GENERAL NOTES:

1. THE DRAWING IS BASED ON DIGITAL OS MAPPING.
2. SERVICES ARE TO BE PROTECTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE RELEVANT STATUTORY AUTHORITIES.
3. TO BE READ IN CONJUNCTION WITH ALL OTHER LAYOUT AND DETAIL DRAWINGS.
4. ACCESS FOR PEDESTRIANS AND CYCLISTS IS TO BE MAINTAINED AT ALL TIMES. ACCESSES TO PROPERTIES ARE TO BE MAINTAINED AND WORKS PROGRAMMED IN CONSULTATION WITH PROPERTY OWNERS.
5. ROAD MARKINGS AND ROAD SIGNS ARE TO BE IN ACCORDANCE WITH THE SI DOCUMENT "TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS, 2016".
6. ALL MEASUREMENTS IN METRES UNLESS OTHERWISE STATED.

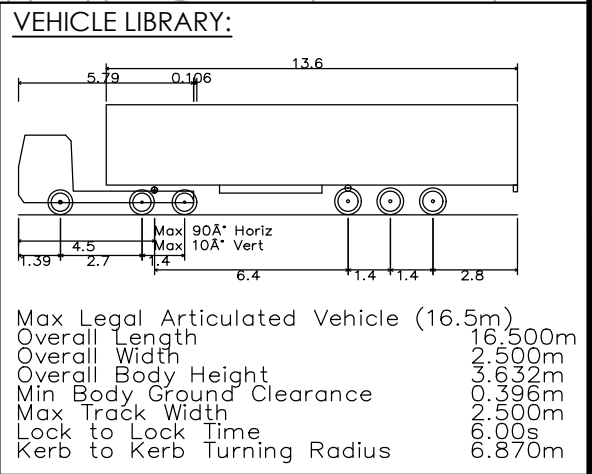
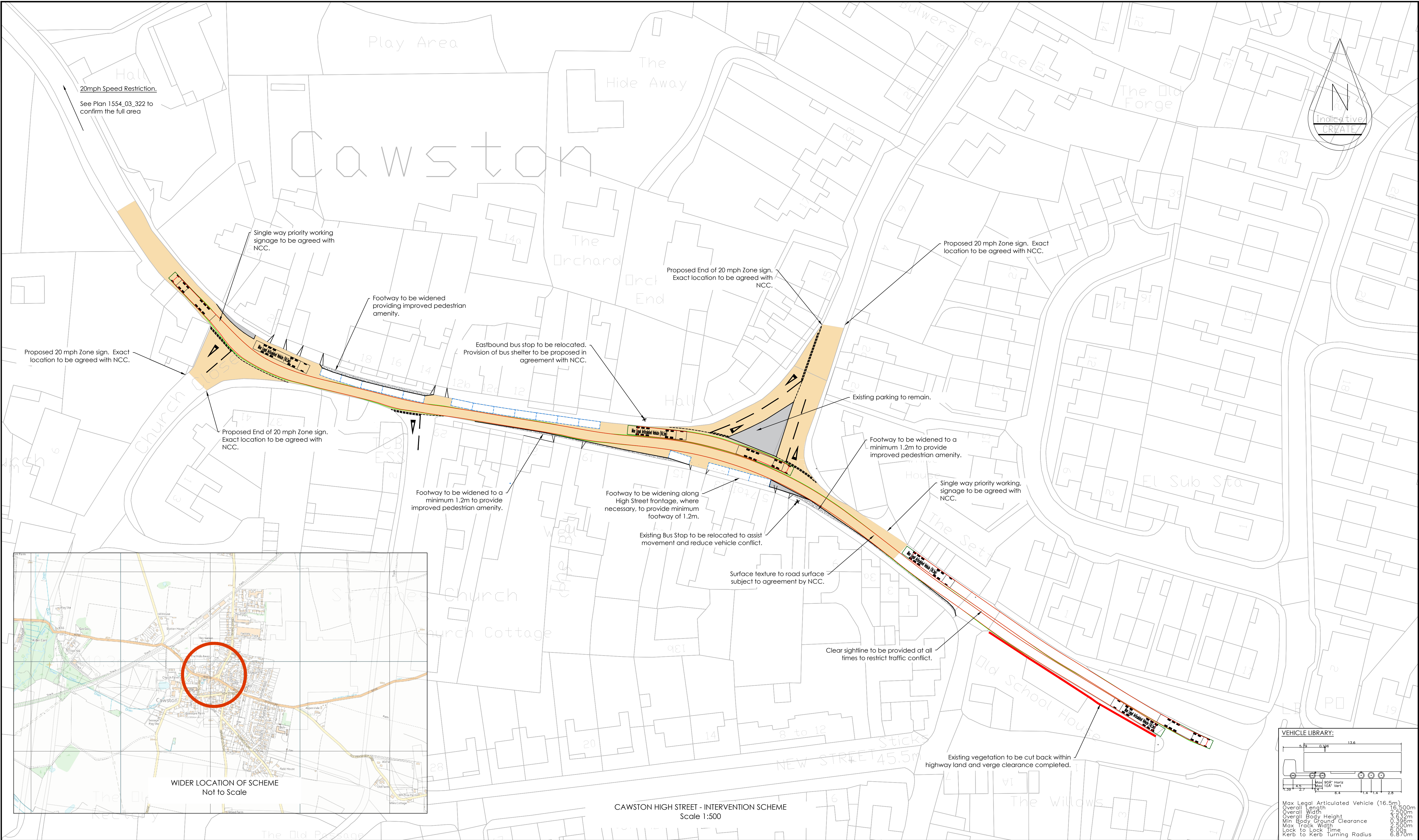
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| REV | DATE | AMENDMENT DETAILS | DRAWN | APPROVED |
|-----|----------|---|-------|----------|
| C | 13.03.19 | SCHEME DESIGN REVISED FOLLOWING SITE WALKOVER WITH CAWSTON PC WORKING GROUP | AF | PZ |
| B | 07.09.19 | AMENDMENTS FOLLOWING MEETING WITH NCC ON 06.03.19 | EC | PZ |
| A | 05.02.19 | VAS RELOCATED AND DWG REFERENCE ADDED | AF | PZ |

| | | | | |
|---|---------------------|-------------------------------|----------------|---|
| PROJECT HORNSEA 3 OFF-SHORE WIND FARM | DATE 29.01.19 | DRAWING STATUS INFORMATION | |  |
| | SCALE(S) 1:1,000 | DESIGNED EC | DRAWN EC | |
| | JOB No 1554 | CHECKED PZ | APPROVED PZ | |
| DRAWING TITLE APPROACH DRIVER AWARENESS WORKS ON B1145 CAWSTON | | DRAWING No 03/322 | REVISION C | create CONSULTING ENGINEERS LTD |
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 2. SERVICES ARE TO BE PROTECTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE RELEVANT STATUTORY AUTHORITIES.
 3. TO BE READ IN CONJUNCTION WITH ALL OTHER LAYOUT AND DETAIL DRAWINGS.
 4. ACCESS FOR PEDESTRIANS AND CYCLISTS IS TO BE MAINTAINED AT ALL TIMES. ACCESS TO PROPERTIES ARE TO BE MAINTAINED AND WORKS PROGRAMMED IN CONSULTATION WITH PROPERTY OWNERS.
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- KEY:
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 - SURFACE TEXTURE TO ROAD SURFACE SUBJECT TO AGREEMENT BY NCC

DRAFT

THE VEHICLE TRACKS SHOWN WERE PRODUCED USING AUTOTRACK VERSION 11.000 AND ARE INDICATIVE OF THE MOVEMENTS ACHIEVABLE FROM THE VEHICLE TYPE SHOWN. NO GUARANTEE IS GIVEN THAT THE TRACK RUNS SHOWN ARE ACTUALLY ACHIEVABLE BY ALL INDIVIDUAL MAKES AND MODELS OF SIMILAR TYPES VEHICLES USING THE ILLUSTRATED ROUTES.

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| REV | DATE | AMENDMENT DETAILS | DRAWN | APPROVED |
|-----|----------|--------------------|-------|----------|
| B | 13.03.19 | SCHEME AMENDED | AF | PZ |
| A | 11.03.19 | SWEPT PATH AMENDED | AF | PZ |

| | | | |
|---|------------------|-------------------------------|----------------|
| PROJECT HORNSEA 3 OFF-SHORE WIND FARM | DATE 07.03.19 | DRAWING STATUS INFORMATION | |
| | SCALE(S) AS | DESIGNED AF | DRAWN AF |
| | SHOWN | CHECKED PZ | APPROVED PZ |
| | JOB No 1554 | DRAWING No 03/332 | REVISION B |
| DRAWING TITLE B1145 - CENTRE OF CAWSTON MITIGATION SCHEME HGV - HGV PASSING POINTS | | CLIENT ORSTED | |



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