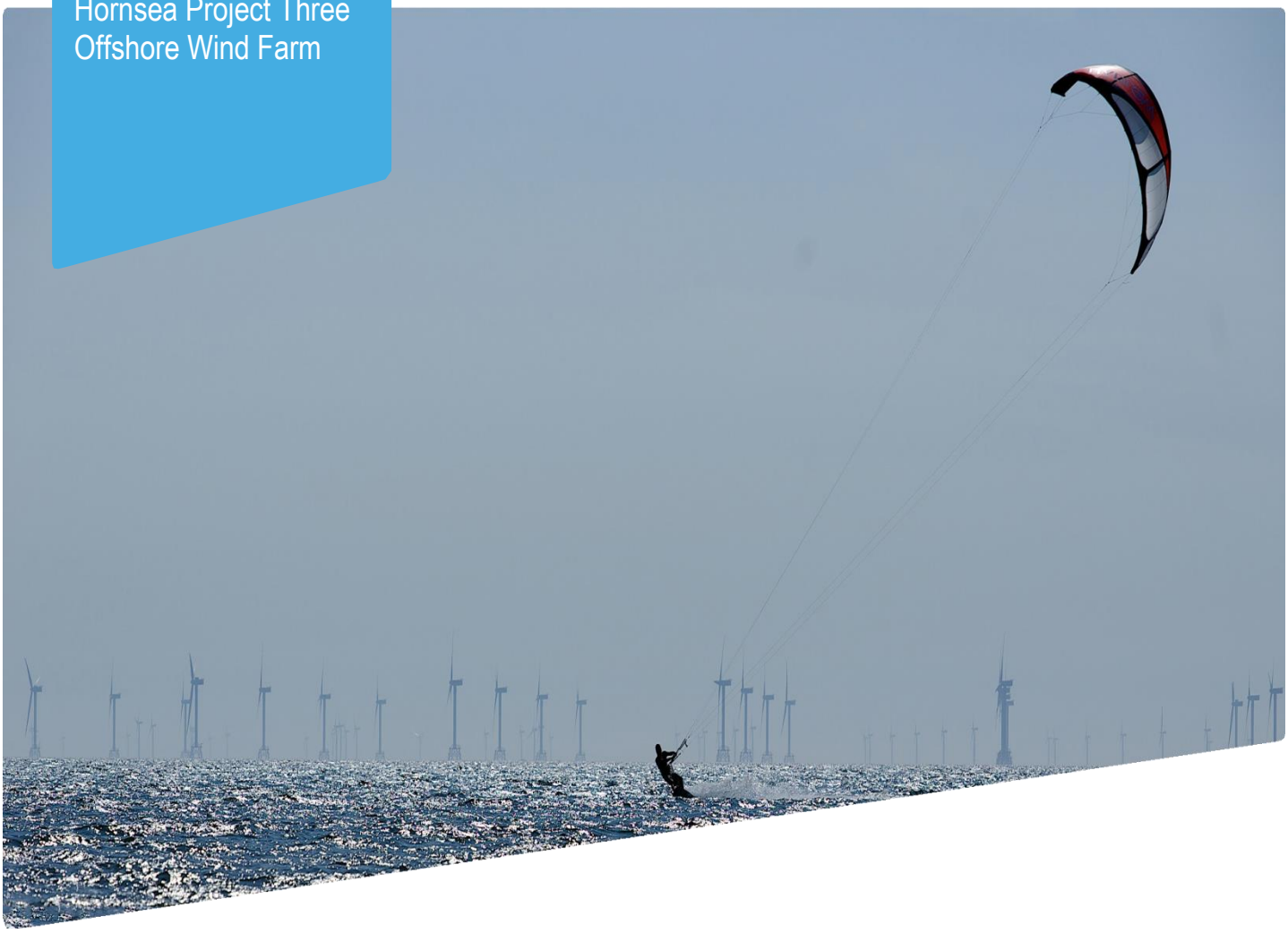
Hornsea Project Three
Offshore Wind Farm



Hornsea Project Three

Offshore Wind Farm

Appendix 28 to Deadline 7 - Cumulative Link Impact Assessment relating to Traffic: Oulton and Cawston

Date: 14th March 2019

Hornsea 3
Offshore Wind Farm

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1. Introduction

1.1 Two road links proposed to be utilised by Hornsea Three construction traffic, Oulton (link 208) and Cawston (link 89), had previously been scoped out of the full cumulative IEMA link assessment in Appendix 25 to Deadline 6: 'Hornsea Three and Norfolk Vanguard Cumulative Link Impact Assessment Relating to Traffic' (REP6-039) due to the commitment by the Applicant to develop and implement intervention schemes at these two locations. However, in response to Examining Authority's request raised during Issue Specific Hearing 9 (ISH9) on 8 March 2019, a cumulative IEMA link assessment has been carried out at these locations, assuming no mitigation.

1.2 This assessment has therefore been prepared as an extension and in the same format of Appendix 25 to Deadline 6: 'Hornsea Three and Norfolk Vanguard Cumulative Link Impact Assessment Relating to Traffic' (REP6-039).

2. Background

Baseline Traffic

2.1 The future baseline traffic scenario for the year in which construction is expected to be at its peak (assumed to be 2022) has been adopted for this assessment, as set out in Section 7.7.10 of the ES Chapter 7: Traffic and Transport (APP-079).

2.2 For link ID 89 at Cawston, the 2022 base data was extracted from Table 1.7 of the Transport Assessment (Appendix 31 to Deadline 1, REP1-162). For Link ID 208 (Oulton), baseline 2022 data was obtained from additional traffic count surveys undertaken in Oulton in October 2018.

2.3 The 2022 baseline traffic data for these two road links to be assessed is summarised in Table 2.1 and included within Annex B of Appendix 25 to Deadline 6 (REP6-039).

Hornsea Three Construction Traffic

2.4 For the purposes of this cumulative impact assessment, and as explained in section two of Appendix 25 to Deadline 6 (REP6-039), the Hornsea Three construction traffic adopts the normal 100% distribution scenario so as to be consistent with the approach taken for Norfolk Vanguard. The method was confirmed as acceptable by NCC at ISH9.

2.5 The traffic numbers for both Hornsea Three and Norfolk Vanguard are summarised in Table 2.1 and the agreed traffic flow diagrams for Hornsea Three figures are include as Annex B to Deadline 6 (REP6-039).

Norfolk Vanguard Construction Traffic

2.6 Throughout the consultation and engagement process, Hornsea Three has continued and maintained dialogue with Norfolk Vanguard to consider the cumulative traffic effects on road links which have the potential to be jointly impacted should the construction works of both projects overlap. In this case, both The Street, Oulton (Link ID 208) and High Street, Cawston (Link ID 89) are proposed to be used by both projects.

2.7 In order to obtain Norfolk Vanguard's construction traffic flows for the links where cumulative effect could be caused by the Norfolk Vanguard and Hornsea Three schemes, it was agreed by Norfolk Vanguard that their current maximum peak construction traffic as contained in Appendix 24.19 of the Norfolk Vanguard Environmental Statement is used for The Street, at Oulton, in order to provide a robust link impact assessment. This data is summarised in Table 2.1 of this report.

2.8 However, refined HGV peaks on Link 89 (Norfolk Vanguard Link 34), at Cawston, have been provided by Norfolk Vanguard consultants following ISH9 on 8 March 2019. The following information has therefore been used for this assessment, as agreed with Norfolk Vanguard:

- Primary peak of 1 week at 168 HGV daily two way movements;
- Secondary peak of 1 week at 152 HGV daily two way movements;
- Third peak of 2 weeks at 144 HGV daily two way movements;

- Typical flows for 24 weeks at between 80 and 99 HGV daily two way movements (93 average daily movements); and
- Further typical flows for 23 weeks at between 6 and 40 HGV daily two way movements (10 average daily movements).

2.9 Therefore, in summary, for link ID 89: B1145 in Cawston the Norfolk Vanguard current construction total traffic as contained in Appendix 24.19 of the Norfolk Vanguard Environmental Statement has been revised to take into account the revised HGV daily traffic expected to be generated along Link 89 (Norfolk Vanguard Link 34). No changes to the light vehicle movements have been provided by Norfolk Vanguard to date and the figures in Appendix 24.19 of the Norfolk Vanguard Environmental Statement remain valid.

Table 2.1: Summary of Daily Two Way Traffic Movements at Oulton and Cawston

Hornsea Three Link	2022 Base		HOW03 Construction		Norfolk Vanguard		HOW03+NV Percentage Increase	
	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs
Link ID 89: B1145 in Cawston	3,477	127	370	127	322	168	19.9%	232%
Link ID 208: The Street between A1149 and Oulton airfield access	788	369	248	118	176	96	53.8%	548%

3. Cumulative Link Assessment

3.1 The transport environmental impact assessment methodology stated in Volume 3, Chapter 7 – Traffic and Transport of the Environmental Statement (APP-079) was followed for the assessment of the two links as defined.

3.2 As highlighted in the introduction of this document the IEMA guidance and screening process is based on the construction cumulative traffic flows as shown in Table 2.1 and this continues to be used through the remainder of the assessment below.

3.3 In this regard, it is noted that the IEMA guidance states in paragraph 3.16 that *"daily variation of traffic on a road is frequently at least some + or -10%" and in paragraph 3.20 that "normally it would not be appropriate to consider links where the traffic flows have changed by less than 10% unless there are significant changes in the composition of traffic".*

3.4 In terms of total vehicle flows for Hornsea Three and Norfolk Vanguard combined, both links exceed 10% of the daily variation of total traffic and also exceed the 30% variation in HGV traffic.

3.5 As a result, both links have previously been identified as requiring consideration for further assessment of cumulative transport environmental link impacts.

3.6 In accordance with Annex 7.2 – Description of Network Links and Sensitivity from the Environmental Statement (APP-160), Link 89 at Cawston is defined as having receptors of medium sensitivity along it where an impact could occur and thus require further investigation.

3.7 Link ID 208 at Oulton was defined in Annex 7.2 – Description of Network Links and Sensitivity from the Environmental Statement (APP-160) as having receptors of negligible sensitivity. However, to enable a cumulative assessment with Norfolk Vanguard, as well as to respond to feedback from Broadland District Council, Norfolk County Council and Cawston Parish Council, and the Applicant's own further consideration of the link during additional site visits, it was agreed by all parties that this link should be considered a receptor of 'medium' sensitivity for the purposes of this updated cumulative assessment and the assessment below has therefore been undertaken on this basis.

3.8 In accordance with the 'Guidelines for the Environmental Assessment of Road Traffic' (IEMA, 1993), the significance of effects has been assessed by considering the interaction between the magnitude of the impact and the sensitivity of the receptor in the vicinity of transport corridors.

3.9 This assessment has compared the future baseline situation in the year of construction (assumed to be 2022), taking into account other schemes that are likely to affect the future baseline condition in the year of construction, against a scenario which includes the development of Hornsea Three plus the development of Norfolk Vanguard including an estimated traffic generation from the Tier 2 developments.

3.10 The Transport Environmental Link Assessment, which has been undertaken in Section 4 of this report, and which takes account of the IEMA guidelines for the assessment of the significance of the effect as indicated in Table 3.1 below, considers the following:

- Driver Delay;
- Severance of Routes;
- Pedestrian Delay;
- Pedestrian Amenity;
- Accidents and Road Safety and;
- Hazardous, Dangerous and Abnormal Loads.

Table 3.1: Matrix used for the assessment of the significance of the effect

		Magnitude of impact				
Sensitivity of receptor		**No change**	**Negligible**	**Minor**	**Moderate**	**Major**
	Negligible	Negligible	Negligible	Negligible or minor	Negligible or minor	Minor
	Low	Negligible	Negligible or minor	Negligible or minor	Minor	Minor or moderate
	Medium	Negligible	Negligible or minor	Minor	Moderate	Moderate or major
	High	Negligible	Minor	Minor or moderate	Moderate or major	Major or substantial
	Very high	Negligible	Minor	Moderate or major	Major or substantial	Substantial

4. Assessment of significance

The temporary impact of the construction works may affect driver delay

4.1 Driver delay can result from the following:

- An increase in traffic flows, particularly during peak hours resulting in increased queues on links and at junctions;
- The passage of slow moving vehicles such as abnormal indivisible loads; and
- A reduction in link capacity resulting from changes in carriageway width or other highway characteristics.

Magnitude of Impact

4.2 Where highways affected by new development are at, or near, capacity, the traffic associated with new development can cause or add to vehicle delays. Other sources of delay for non-development traffic can include:

- A proposed access for the development where there will be additional turning movements;
- The highways passing the development where there is likely to be additional traffic;
- Other key intersections along the highway which might be affected by increased traffic; and
- Junctions where the ability to find gaps in the traffic may be reduced, thereby lengthening delays.

4.3 Considering DMRB Volume 5 Section 1 (TA46/97), the theoretical capacity of a typical S2 standard carriageway, which is the case for both Link Id 89 and Link ID 208 is 13,000 AADT.

4.4 Table 2.1 shows that these two links operate well within capacity and would continue to do so with the addition of the peak construction traffic flows. Driver delay at these junctions is minimal and will continue to be minimal with the addition of construction traffic flows.

4.5 It is therefore considered that the significance of the scheme's effect on driver delay as a result of the construction traffic in both links would be **negligible**.

Sensitivity of the Receptor

4.6 Link ID 89 and 208 on typical days do not suffer from prolonged congestion and therefore are assessed as a low vulnerability with regards to driver delay. Therefore, the sensitivity of these links that are predicted to carry construction traffic, in terms of driver delay, is considered to be low.

4.7 The sensitivity of road links affected by the introduction of temporary shuttle working or traffic control in terms of driver delay is likely to be low to medium for these same reasons.

4.8 Both road links are deemed to be of low vulnerability, fully recoverable and low value. The sensitivity of the receptors is therefore, considered to be low**.**

4.9 The sensitivity of the receptor is therefore, considered to be **low**.

Significance of the Effect

4.10 The sensitivity of the receptor for Links 89 and 208 is considered to be low and the magnitude is deemed to be negligible. The effect will, therefore, be of **negligible or minor adverse** significance, which is not significant in EIA terms.

The temporary impact of the construction work may affect severance of routes

4.11 Severance is only likely to occur on highly trafficked roads and result from the perceived division the road and traffic creates between communities on either side.

4.12 The IEMA guidance set out above identifies that increases in total traffic volumes of between 30 % and 60 % could result in a slight impact (the lowest category) upon severance.

Magnitude of Impact

4.13 The change in traffic flow as a result of the cumulative construction traffic on Cawston, road link 89, is lower than the 30% that the IEMA guidance sets out is required for a slight effect (the lowest category) to occur. Although the correlation between the extent of severance and the physical barrier of a road is not clear and there are no predicative formulae which give simple relationships between traffic factors and levels of severance, a factor which needs to be given attention in determining severance is likely to be an important issue include road width, traffic, traffic speed, crossing facilities and the number of movements that are likely to cross the route.

4.14 For link ID 89 the increase in traffic as a result of the construction traffic is 19.9%, is well below the 30% that the IEMA guidance sets out as the required threshold for a slight effect (the lowest category) to occur.

4.15 For link ID 208, in Oulton, a single residential property is located along the link, with no pedestrian facilities provided along The Street, between the B1149 and the main Compound access, and therefore severance, which results from the perceived division the road and traffic creates between communities on either side the increase in traffic as a result of the construction traffic is only 4.7%, well below the 30% that the IEMA guidance sets out as the required threshold for a slight effect (the lowest category) is unlikely to occur.

4.16 The impact is predicted to be of local spatial extent, short term duration, intermittent and fully reversible. It is predicted that the impact will affect the receptor directly. The magnitude is therefore, considered to be **negligible** for both links.

Sensitivity of the Receptor

4.17 Link ID 89 consists of a built up areas forming a small community and therefore the vulnerability and value of the receptor with regards to severance is medium, but fully recoverable.

4.18 Link ID 208, although not consisting of a built up area, and as explained in paragraph 3.10 of Section 3 of this report, has been assumed to also be of medium sensitivity for the purposes of this assessment.

4.19 The sensitivity of the receptor is therefore, considered to be **medium**.

Significance of the Effect

4.20 Overall, the sensitivity of the receptors is considered to be medium and the magnitude is deemed to be negligible. The effect will, therefore, be of **negligible or minor adverse** significance, which is not significant in EIA terms for both Links.

The temporary impact of the construction work may affect pedestrian delay

4.21 Highly trafficked roads and changes to the volume or speed of traffic may affect the ability of people to cross roads. The IEMA guidance set out above notes that studies have shown that pedestrian delay is perceptible or considered significant beyond a delay threshold of 10 seconds, for a link with no crossing facilities. It goes on to say that a 10 second pedestrian delay in crossing a road broadly equates to a link flow of approximately 1,400 vehicles per hour. This means that where traffic flows on a road exceed 1,400 vehicle movements per hour, then a pedestrian seeking to cross would perceive a delay.

Magnitude of Impact

4.22 To consider the potential for pedestrian delay to occur on the two road links, the base peak hour traffic flow for each has been set out below and summarised in Table 4.1 along with the construction cumulative traffic flows and the resultant change in predicted pedestrian delay.

Table 4.1: Summary of Change in Pedestrian Delay.

Link	Baseline		Baseline+ Cumulative (HOW3 + NV)		Change in Pedestrian Delay (s)
	Traffic Flow (max hourly)	Pedestrian Delay (s)	Traffic Flow (max hourly)	Pedestrian Delay (s)	
Link ID 89: B1145 in Cawston	379	2.7	409	2.9	0.2
Link 208: The Street between the A1149 and Oulton airfield access	88	0.6	110	0.8	0.2

4.23 For Link ID 89: B1145 in Cawston, a maximum of 379 baseline hourly vehicle movements are to be increased to a maximum of 409 vehicle movements per hour with the cumulative traffic flows. The maximum pedestrian delay of 2.7 seconds would increase to 2.9 seconds. Therefore, the change in maximum pedestrian delay as a result of the additional cumulative construction vehicles would be 0.2 seconds.

4.24 Link ID 208: The Street between the A1149 and Oulton airfield access would have a maximum of 88 baseline hourly vehicle movements increasing to 110 vehicle movements per hour following the addition of the cumulative construction traffic. A maximum pedestrian delay of 0.6 seconds would increase to 0.8 seconds. Therefore the change in maximum pedestrian delay as a result of the additional cumulative construction vehicles would be 0.2 seconds.

4.25 The above shows that pedestrian delay along the two road links is lower than that which would be perceived. As such, the impact is predicted to be of local spatial extent, short term duration, intermittent and fully reversible. It is predicted that the impact will affect the receptor directly. The magnitude is therefore considered to be **negligible** for both links.

Sensitivity of the Receptor

4.26 Link ID 89 consists of built-up areas forming a small community and therefore the vulnerability and value of the receptor with regards to severance is medium, but fully recoverable.

4.27 Link ID 208, although not consisting of a built-up area as explained in paragraph 3.10 of Section 3 of this report, has been assumed to also be of medium sensitivity for the purposes of this assessment.

4.28 The sensitivity of the receptor is therefore considered to be **medium**.

Significance of the Effect

4.29 Overall, the sensitivity of the receptor is considered to be medium and the magnitude is deemed to be negligible. The effect will, therefore, be of **negligible or minor adverse** significance, which is not significant in EIA terms for both links.

The temporary impact of the construction work may affect pedestrian amenity

4.30 The term “pedestrian amenity” is broadly defined as the relative pleasantness of a journey and is considered to be affected by traffic flow, traffic composition and footway width and separation from traffic.

4.31 The IEMA guidance refers to a tentative threshold for judging the significance of changes in pedestrian amenity where the traffic flow (or its HGV component) is halved or doubled.

Magnitude of Impact

4.32 In terms of total vehicle movements, the above sets out a maximum increase on these two links of 53.8%. Therefore, in accordance with the IEMA guidance, this on its own should not result in any significant changes in pedestrian amenity.

4.33 To consider the magnitude of change for pedestrian amenity on the two road links in relation to HGVs, the daily base HGV flow for each link has been set out below along with the construction traffic flows and the resultant change.

4.34 For Link ID 89: B1145 in Cawston the baseline traffic of 127 daily HGVs would increase by 295 HGVs to a total baseline plus cumulative traffic of 442 HGV movements per day which is a HGV total increase of 232%.

4.35 For Link ID 208: The Street between the A1149 and Oulton airfield access, the baseline traffic of 39 daily HGVs would increase by 214 HGVs to a total baseline plus cumulative traffic of 253 HGV movements per day which is a HGV total increase of 548%.

4.36 The IEMA guidance has been referred to, which sets out that one component of pedestrian amenity is fear and intimidation. It refers to a study which sets out that moderate (the lowest category of fear and intimidation which does not directly relate to the terminology of the magnitude of impact when fear and intimidation[1]) could be experienced when there are between 1,000 and 2,000 HGVs over an 18 hour day.

4.37 As indicated in paragraphs 4.34 and 4.35 above, the daily HGV traffic is well below this range for both links (89 and 208) and it is considered that the magnitude of change on this road link would be negligible.

4.38 The impact is predicted to be of local spatial extent, short term duration, continuous and fully reversible. It is predicted that the impact will affect the receptor directly. The magnitude is therefore considered to be **negligible**.

Sensitivity of the Receptor

4.39 Link ID 89 consists of built-up areas forming a small community and therefore the vulnerability and value of the receptor with regards to severance is medium, but fully recoverable.

4.40 Link ID 208, although not consisting of a built-up area, and as explained in paragraph 3.10 of Section 3 of this report, has been assumed to also be of medium sensitivity for the purposes of this assessment.

4.41 The sensitivity of the receptor is therefore, considered to be **medium**.

Significance of the Effect

4.42 Overall, the sensitivity of the receptor is considered to be medium and the magnitude is deemed to be negligible. The effect will, therefore, be of **negligible or minor adverse** significance, which is not significant in EIA terms for both links.

The temporary impact of the construction work may affect accidents and road safety

Magnitude of Impact

4.43 The impact of construction work in terms of road safety affects receptors directly and would be short-term, continuous and fully reversible once construction work is complete.

[1] The IEMA guidelines set out that when fear and intimidation occur it is categorised as moderate (the lowest category), great (the median category) and extreme (the highest category). These categories do not directly relate to the magnitude of impacts set out in the Definition of terms relating to the magnitude of an impact shown in Table 7.14 of APP-079, however, professional judgement can be applied when considering the impact to fear and intimidation.

4.44 For Link ID 89 an analysis of injury accident rates has been undertaken as part of the original Traffic and Transport chapter of the Environmental Statement (APP-079). For Link ID 208 this analysis was undertaken as part of the Road Safety audit carried out on The Street, Oulton, and presented to PINS as part of Appendix 1 to Deadline 3 submission: Main Construction Compound Briefing Note, in December 2018 (REP3-010). An extract of Table 7.8 of the ES and a summary of the RSA report are shown as Table 4.2 below for ease of reference.

Table 4.2: Summary of injury accident rates.

Highway Link	AADT (1)	Link Length (Kilometres)	Personal Injury Accidents (PIAs) over 3 years (2)	PIAs per million vehicle-km (observed)	PIAs per million vehicle km (national average)
Link ID 89: B1145 in Cawston	3199	1.5	3	573*	274
Link 208: The Street between the A1149 and Oulton airfield access	727	1	0	0	274

(1) Annual average daily traffic (AADT) derived from traffic surveys

(2) Information obtained from Crashmap website

* Links with accident rates more than 25% above the national average

4.45 Where observed accident rates were 25% higher than the national average rates, as it was the case for Link ID 89, a second stage assessment was undertaken as part of 6.6.7.1 ES Volume 6 - 7.1 - Transport Assessment (APP-159). Paragraphs 7.7.9.37 to 7.7.9.41 of that document concluded that there were no clusters of injury accidents over the link.

4.46 It is therefore concluded that there is no injury accident problem on these road links, that they currently operate in a safe manner and thus there is no road safety concerns with the layout of the road network.

4.47 The construction works would generate vehicle classifications that are already generated on these road links.

4.48 There would be a temporary increase in the proportion of HGVs on these road links. Such HGV movements would be under contract and would be under the construction traffic management conditions and measures. There is no reason to suggest that the HGVs would travel in a manner that is unsafe or that the injury accident rate would change.

4.49 The impact is predicted to be of local spatial extent, short term duration, intermittent and fully reversible. It is predicted that the impact will affect the receptor directly. The magnitude is therefore considered to be **minor**.

Sensitivity of the Receptor

4.50 An analysis of injury accident rates showed that Link 208 operates in a safe manner with an injury accident rate lower than the national average whereas the Link 89 accident rate exceeds the national average for a rural B-road.

4.51 It is considered that the vulnerability and value of this receptor with regards to accidents and road safety for link 208 is low and for Link 89 is medium, but in both cases fully recoverable.

4.52 The road users are deemed to be of medium vulnerability, fully recoverable and medium value. The sensitivity of the receptor is therefore, considered to be **medium**.

Significance of the Effect

4.53 Overall, the sensitivity of the receptor is considered to be medium and the magnitude is deemed to be minor. The effect will, therefore, be of **minor** significance, which is not significant in EIA terms for both links.

The temporary impact of the construction work may affect hazardous, dangerous and abnormal indivisible loads

4.54 As stated in paragraphs 7.11.2.73 and 74 of the ES, it is expected that, for Hornsea Three, some Abnormal Indivisible Loads (AILs) would be associated with cable drum movements to the onshore cable corridor and Oulton Compound.

4.55 It has been estimated that AILs travelling along Cawston (Link 89) to cable corridor sections 9 and 10 would be 82 for the total duration of the construction of Hornsea Three Project, and therefore the number of AIL related movements can be considered low.

4.56 Regarding Link 208, the total number of cable drum movements associated with the construction of Hornsea Three is 1,121, which would affect The Street twice as they would enter the compound from source and then leave again to the relevant cable section. The maximum number of abnormal loads for Link 208 is therefore 2242 total abnormal load movements.

Magnitude of Impact

4.57 The impact in relation to the transport of abnormal indivisible loads would be short-term and intermittent and would affect receptors directly.

4.58 The magnitude of the impact of abnormal indivisible loads for Cawston would be negligible since the number of abnormal indivisible load (AIL) movements would be **minor**. As referenced in the Construction Traffic Management Plan Appendix 3 to Deadline 6 clarifies that each AIL load would be present on the network for a short period of time and standard measures applied in terms of route, timing and method of delivering to minimise delays to other highway users and agreed with the Highway Authorities in advance.

4.59 The magnitude of the impact of abnormal indivisible loads for Oulton (Link 208) would be **moderate** as a higher number of AIL associated movements is expected on The Street.

4.60 The impact is predicted to be of local spatial extent, short term duration, intermittent and fully reversible. It is predicted that the impact will affect the receptor directly. The magnitude is therefore considered to be minor for Link 89 and moderate for Link 208.

Sensitivity of the Receptor

4.61 The access used by the abnormal indivisible load would be access to ensure the route is of a standard to accommodate the transport delivery vehicles.

4.62 Any restrictions would also necessarily be removed to accommodate the transport delivery vehicles and they would travel under controlled environments.

4.63 The passage of abnormal indivisible loads would, however, lead to some limited driver delay as the loads would move slowly. The sensitivity of the public roads to the passage of abnormal indivisible loads is therefore considered to be medium.

4.64 It is considered that the vulnerability and value of the receptor with regards to abnormal indivisible loads is low but fully recoverable.

4.65 Given the controlled environment, the road users are deemed to be of negligible vulnerability, fully recoverable and low value. The sensitivity of the receptor is therefore, considered to be **medium.**

Significance of the Effect

4.66 Overall, it is predicted that the sensitivity of the receptor is considered to be medium and the magnitude is deemed to be minor for Cawston and moderate for Oulton. The effect will, therefore, be of **minor adverse** significance at Cawston, which is not significant in EIA terms, but of **moderate adverse** significance on The Street, Oulton.

5. Conclusion

5.1 The purpose of this Appendix is to address the cumulative impact of Hornsea Three and Norfolk Vanguard on the highway network at two specific links, without mitigation, as requested in ISH9.

5.2 The two links assessed are;

- Link ID 89: B1145 at Cawston,
- Link 208: The Street between the A1149 and Oulton airfield access

5.3 The predicted level of cumulative construction traffic was expressed as a percentage change in daily flows on the links.

5.4 The impact assessment methodology stated in Volume 3, Chapter 7 – Traffic and Transport of the Environmental Statement was followed for the assessment.

5.5 From this both road links have exceed the criteria defined and therefore a Transport Environmental Assessment has been provided.

5.6 Environmental impact assessments predicted that the sensitivity of the receptor is considered to be medium and the magnitude is deemed to be minor for Cawston and moderate for Oulton. The effect will, therefore, be of minor adverse significance at Cawston, which is not significant in EIA terms, but of moderate adverse significance on The Street, Oulton.

5.7 However, the Applicant is committed to providing mitigation schemes within its Outline CTMP, which will include road improvements on both the B1145 at Cawston and The Street at Oulton and other traffic management measures such as speed reductions, signage and timing restrictions. The scheme developed for The Street at Oulton has been agreed in principle with NCC and is included in the Outline CTMP submitted at Deadline 7.

5.8 The scheme for Cawston is being developed in consultation with NCC, Broadland District Council EHO, Cawston Parish Council and residents of the villages. This process, and the current proposed scheme is set out in Appendix 27 submitted at Deadline 7. The Applicant is confident that the scheme as proposed would mitigate any traffic link impact caused by either Hornsea Three alone, or the cumulative traffic link impact caused by Hornsea Three and Norfolk Vanguard should their construction programmes in the vicinity of Cawston overlap.

5.9 Once agreed in principle with NCC as the local highway authority, the intervention scheme for Cawston would be included within the Outline CTMP (prior to the end of Examination).

5.10 On this basis, the Applicant has concluded that the cumulative traffic effect on these two links (link 89 at Cawston and link 208 at The Street, Oulton) would, subject to the implementation of the mitigation, be negligible adverse and therefore not significant.