

Hornsea Project Three
Offshore Wind Farm



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Preliminary Environmental Information Report:
Annex 7.1 – Transport Assessment (Details on Proposed Content for DCO Application)

Date: July 2017

Environmental Impact Assessment

Preliminary Environmental Information Report

Volume 6

Annex 7.1 – Transport Assessment (Details on Proposed Content for DCO Application)

Liability

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Report Number: P6.6.7.1

Version: Final

Date: July 2017

This report is also downloadable from the Hornsea Project Three offshore wind farm website at:
www.dongenergy.co.uk/hornseaproject3

DONG Energy Power (UK) Ltd.

5 Howick Place,

London, SW1P 1WG

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Prepared by: RPS

Checked by: Jennifer Brack and Sarah Drijaca

Accepted by: Sophie Banham

Approved by: Sophie Banham

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Acronyms

Acronyms	Description
DCO	Development Consent Order
NPPF	National Planning Policy Framework
PEIR	Preliminary Environmental Information Report
TA	Transport Assessment

Summary

This annex (Annex 7.1) provides details of the Transport Assessment that will be prepared as part of the DCO Application. This annex provides a platform for further discussion with the Local Highways Authority, further to initial consultation on the scope and content of the final transport assessment work to inform the DCO application.

1. Transport Assessment

1.1 Introduction

- 1.1.1.1 The Transport Assessment (TA) will assess the transport impact of the construction phase of the onshore cable corridor, onshore HVAC booster station and onshore HVDC converter/HVAC substation associated with the Hornsea Project Three offshore windfarm. The report will be prepared as an annex to the Traffic and Transport Chapter of the Environmental Statement required under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (EIA Regulations).
- 1.1.1.2 The TA will be prepared in accordance with comments received from Norfolk County Council and Highways England. In particular, comments received as part of the Preliminary Environmental Information Report will inform the preparation of the Transport Impact Assessment. As discussed with NCC, this annex is provided in order to feedback on the proposed scope of the transport assessment that will be carried out for Hornsea Three, which will be submitted as part of the final Development Consent Order (DCO) application.

1.2 Planning Policy Context

- 1.2.1.1 The TA will be prepared in accordance with the National Planning Policy Framework (NPPF) which states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment.
- 1.2.1.2 Volume 3, chapter 7: Traffic and Transport of the Preliminary Environmental Information Report lists all relevant national, regional and local policy.

1.3 Existing Situation

- 1.3.1.1 Figure 7.1 of volume 3, chapter 7: Traffic and Transport of the Preliminary Environmental Information Report sets out the transport network and the potential access routes to the onshore cable corridor, onshore HVAC booster station and onshore HVDC converter/HVAC substation. This transport network is essentially that which will form the base case and from which the construction phase of the onshore cable corridor, onshore HVAC booster station and onshore HVDC converter/HVAC substation will be assessed against.
- 1.3.1.2 The Transport Assessment will set out the existing transport situation for the following:
- Analysis of highway network;
 - Accessibility for pedestrians and cyclists;
 - Accessibility by public transport;

- Existing traffic flows;
- Tourist routes and seasonal variation; and
- Road safety.

1.4 Description of Construction Works

- 1.4.1.1 Full details on the construction works will be set out including access routes and accesses to the onshore cable corridor, onshore HVAC booster station and onshore HVDC converter/HVAC substation and the key parameters used to estimate the construction vehicle movements.
- 1.4.1.2 The construction vehicle movements for each access point will be assigned onto their respective access routes in accordance with the construction programme. The resultant daily and weekday peak hour construction vehicle movements across the highway network will thus be identified.
- 1.4.1.3 Proposed traffic management measures will be devised and will be set out. A Construction Traffic Management Plan will be prepared as part of a Code of Construction Practice and key details of this will be set out in the Transport Assessment.

1.5 Transport Impact of Construction

- 1.5.1.1 The TA will assess the transport impact of the construction phase of the onshore cable corridor, onshore HVAC booster station and onshore HVDC converter/HVAC substation.
- 1.5.1.2 The operation and maintenance of the onshore cable corridor, onshore HVAC booster station and onshore HVDC converter/HVAC substation would generate a negligible level of vehicle movements and would be intermittent.
- 1.5.1.3 Regular inspections of the onshore cable, approximately every two to five years, would be conducted via the link boxes. Should repairs to the cable become necessary, the cable would be accessed at the relevant jointing pits and pulled between them. Access to the link boxes, jointing pits and transition joint bays would be via existing roads, tracks and field gates, with the permission of the landowner. These visits would be made by light vehicles only. In the unlikely event that a larger vehicle is required to access the jointing pits or transition bays, and existing roads and tracks do not allow suitable access, a temporary metal track (or similar) would be constructed to gain access. Any possible impacts would be kept to a minimum.
- 1.5.1.4 The onshore HVDC converter/HVAC substation and onshore HVAC booster station would be designed to be unmanned during operation. Maintenance visits would be, at most, weekly. These visits are likely to be made by light vehicles only and would use the existing road network and the permanent onshore HVDC converter/HVAC substation access constructed as part of the project.

- 1.5.1.5 It is not anticipated, but it might be necessary for a larger component part of the onshore HVDC converter/HVAC substation to be replaced and access may be required for larger vehicles and Heavy Goods Vehicles, which would also use the existing road network and onshore HVDC converter/HVAC substation access constructed as part of Project Three.
- 1.5.1.6 For these reasons, the Transport Assessment will concentrate on the construction phase of the project, but also consider potential, albeit very infrequent, transportation of larger components during the operation and maintenance phase of Hornsea Three.
- 1.5.1.7 Given the temporary nature of the construction phase and given the local environs, traffic management measures will be devised that are sympathetic to these and would not require significant alterations. Passing places would only be provided where it is considered necessary and where traffic management measures would prove difficult to overcome any potential issues.
- 1.5.1.8 Existing traffic flows will be collected on key sections of the highway network as part of the existing situation, above. Key sections will be identified as 'sensitive' sections of the network (in terms of key local and strategic roads and sensitive receptors, as set out in the PEIR) whereby changes in traffic flows would assist the assessment process.
- 1.5.1.9 Traffic growth rates will be applied to the existing traffic flows and estimated traffic flows generated by committed developments (i.e. developments that already have planning consent but are not yet fully built out) will be added to these to estimate future year baseline traffic flows during the construction phase and the construction traffic flows will be assessed against these.
- 1.5.1.10 A cumulative development scenario will also be established along with other emerging developments and a cumulative assessment will also be undertaken against the baseline traffic flows.
- 1.5.1.11 Highway capacity assessments would be undertaken at key points on the highway network where there may be potential for the construction traffic flows or cumulative development traffic flows to result in a cumulative residual severe impact. These assessments would be mindful of the temporary nature of the construction works and the traffic management measures adopted.

1.6 Conclusions

- 1.6.1.1 A summary and conclusion of the Transport Assessment will be set out.

1.7 References

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