

**From:** [Simon Court](#)  
**To:** [Norfolk Vanguard](#)  
**Cc:** [Cawston PC](#)  
**Subject:** Cawston Parish Council - Deadline 6 Submissions  
**Date:** 05 April 2019 09:56:41  
**Attachments:** [Cawston Parish Council - Deadline 6 submission - ISH4 Written submission of oral case.pdf](#)  
[Cawston Parish Council - Deadline submission - Response to Outline CTMP, Noise, Vibration and Cumulative Link Assessment.pdf](#)  
[Cawston Parish Council - Deadline 6 submission - Public Health, Pollution and Real Costs to Society.pdf](#)  
[Cawston Parish Council - Deadline 6 submission - Evidence of No Passing Places for HGVs in Central Cawston.pdf](#)

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Dear Sir

Please find attached Cawston Parish Council's Deadline 6 post hearing submissions and confirmation of oral case.

Yours faithfully

Simon Court  
For Cawston Parish Council



## **CAWSTON PARISH COUNCIL – WRITTEN SUBMISSION OF ORAL CASE TO ISH4 ENVIRONMENTAL MATTERS**

We wish to confirm our oral submission at Issue Specific Hearing 4 on 27<sup>th</sup> March.

Cawston PC is concerned that Vattenfall have not been in contact to discuss the effects of Norfolk Vanguard on the Village.

The Applicant seems to be relying on the Hornsea Three Windfarm project to produce an acceptable Traffic Management Plan which would include provision for Vanguard.

We have to report that the latest (v5) plan submitted by Hornsea Three has, in our opinion, fundamental flaws. Many residents attended a recent Open Floor Hearing to express their concerns over the situation.

Cawston Parish Council, and some residents, have suggested alternative routes for Norfolk Vanguard and Hornsea Three's considerable additional traffic load on the B1145 through Cawston. We feel that these alternatives have not been given proper consideration by either wind farm developer. We do suggest that Norfolk Vanguard should actively investigate alternative routes, as a matter of urgency.

Since the Hearing Vattenfall have contacted us to arrange a meeting which, at their request, is scheduled for the 11<sup>th</sup> April.

**Cawston Parish Council**

**2<sup>nd</sup> April 2019**

## CAWSTON PARISH COUNCIL DEADLINE 6 SUBMISSION, NORFOLK VANGUARD WINDFARM PLANNING INQUIRY

Cawston Parish Council is scheduled to meet with representatives from Norfolk Vanguard for the first time on 11<sup>th</sup> April to commence discussions about the management and mitigation of the impact of construction traffic in the village.

Cawston PC presumes that Norfolk Vanguard's late start to consultation reflects a desire by the applicant to rely upon an Outline Traffic Management Plan (OTMP) developed by the Orsted Hornsea Three Windfarm project in an attempt to manage and mitigate the considerable impact of construction traffic on residential amenity in Cawston.

Cawston Parish Council continues to reject this OTMP on the grounds that it fails to manage and mitigate the impact of construction traffic on the residential amenity of the village, threatens the safety of people and property in Cawston and would prove to be unworkable for both applicants.

This submission is intended to provide evidence of Cawston Parish Council's current position with regard to the Hornsea Three OTMP and to provide impetus to the process of consultation with Norfolk Vanguard by avoiding unnecessary duplication.

To date there has been no serious consideration offered to alternative routes for construction traffic to avoid the B1145 in Cawston, including the diversion proposal offered by Cawston Parish Council, also submitted to this inquiry for Deadline 5, as a positive solution to removing construction traffic from both windfarm projects. Cawston Parish Council is keen to avoid a repeat of the inconclusive and unsatisfactory process of consultation throughout the recent Orsted Hornsea Three Planning Inquiry.

Cawston Parish Council submitted the following document for Deadline 10 of the Orsted Hornsea Three Planning Inquiry.

## HORNSEA THREE WINDFARM PLANNING INQUIRY

### RESPONSE TO OUTLINE CONSTRUCTION MANAGEMENT PLAN, CONSTRUCTION NOISE AND VIBRATION ASSESSMENT AND CUMULATIVE LINK IMPACT ASSESSMENT

#### OUTLINE CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Cawston Parish Council remains opposed to the proposed mitigation scheme as it would result an unacceptable impact upon residential amenity. The applicant's proposal fails to manage and mitigate the considerable impact on our village of their plans for heavy traffic using the B1145.

Cawston Parish Council rejects the Applicant's proposed mitigation measures for the B1145 in Cawston, detailed in the Outline Construction Traffic Management Plan, on the following grounds:

- The mitigation measures fail to reduce the numbers of HGV and Abnormal Indivisible Loads routed through the village on the B1145
- The mitigation measures are technically unworkable because of the number and nature of pinch points in the central part of the village.
- There are a number of locations on the B1145 through the centre of Cawston where highway geometries are too narrow to accommodate HGVs passing an oncoming vehicle.

In *Appendix 27 to Deadline 7 submission - Development of the Cawston Traffic Intervention Scheme* the applicant finally acknowledged that HGVs are unable to pass in the centre of Cawston, an impact Cawston Parish Council has raised at every meeting with the applicant without acknowledgement.

In *Appendix 27* the applicant proposed a mitigation measure to divert HGVs along Chapel Street. This has been rejected by Norfolk County Council with the agreement of the applicant, presumably because they all acknowledge that Chapel Street is an even less suitable route for large numbers of heavy vehicles than the B1145.

The applicant's *Outline Construction Traffic Management Plan Other - Documents PINS Document number APP-176* helpfully suggests management and mitigation measures where:

- The highway geometries are too narrow to accommodate HGVs passing an oncoming vehicle and so shuttle working may be temporarily installed;
- The highway geometries are too narrow to accommodate HGVs passing an oncoming vehicle and so the road may be temporarily made one-way and a local diversion put in place;
- The highway geometries are too narrow to accommodate HGVs passing an oncoming vehicle and so the road may be temporarily closed to through traffic and a local diversion put in place

Cawston Parish Council notes that the applicant has failed to implement any of its own suggested measures in the case of the B1145 in Cawston.

In its *Deadline 9 Submission - Response to further information requested by the Examining Authority*, Norfolk County Council has suggested that the mitigation measures identified by the Applicants for Cawston are technically workable. Cawston's Parish Council believes that the Applicant's mitigation measures are technically unworkable because the measures have considered the pinch points individually rather than considering how traffic encountering the series of pinch points in Cawston will interact.

When HGV traffic on the B1145 attempts to enter Cawston's central area by crossing the railway bridge in the west until it leaves the central area to the east it passes four pinch points. Once opposing HGVs enter the central area of Cawston passing is very difficult or impossible due to the narrow road and parked traffic.

The applicant proposes to narrow the B1145 in the centre of Cawston by widening pavements in an attempt to allow a single HGV to pass pedestrians safely. This measure does not mitigate the problem that the existing highway geometries are too narrow to accommodate HGVs passing an oncoming vehicle. With the proposed increase in traffic of all types the frequency of HGVs meeting each other in the centre of Cawston is increased.

In *Appendix 27 to Deadline 7: Development of the Cawston Traffic Intervention Scheme* the applicant states that "*Contractor HGV drivers would work to industry best practice standards to avoid fatigue.*" Sadly, even this applicant lacks the power to ensure that the drivers of other vehicles which encounter their HGVs in the centre of Cawston also work to industry best practice standards. Under existing traffic conditions vehicles mount the pavement in Cawston to negotiate oncoming traffic.

## ALTERNATIVE ROUTES

Cawston Parish Council notes that the applicant has belatedly agreed to *“seek to further minimise traffic movements through Cawston through the prioritisation of construction traffic movements along the Heydon Road”*. It is further noted that in its *Deadline 9 Submission - Response to further information requested by the Examining Authority*, Norfolk County Council states that *“If PINS find the proposed mitigation scheme poses an unacceptable impact upon residential amenity, then NCC believes it would be possible to develop an alternative access strategy by increasing the usage of Heydon Road (beyond that already proposed by Hornsea Three) and developing a suitable highway intervention scheme to address current limitations on use”*.

Cawston Parish Council welcomes the applicant’s belated acknowledgement of the need to divert traffic from the B1145 and Norfolk County Council’s indication that an alternative access strategy can be developed in light of the unacceptable impact upon residential amenity in Cawston of the proposed mitigation scheme.

Cawston Parish Council has received e-mail correspondence from Broadland District Council regarding BDC’s statement in respect of Noise and Vibration, to be contained in the applicant’s *Statement of Common Ground with Broadland District Council*, to be submitted at Deadline 10.

Broadland District Council have confirmed that *“The statement was made on the assumption that the Highway Authority accept the traffic numbers and traffic management proposals for Cawston and that all the proposed mitigation measures including the use of Heydon Road as an alternative construction access route is maximised to reduce the traffic associated with the Orsted proposal passing through Cawston and also have a reducing effect on the noise and vibration levels.”*

At deadline 7 Cawston Parish Council proposed a diversion route for HGV traffic be established on the future Norfolk Vanguard haul road which would bypass the B1145 through Cawston and its two inadequate bridges. We regret that the applicant has not seen fit to engage with Cawston Parish Council on this creative solution to the problem of traffic through Cawston.

## CONSTRUCTION NOISE AND VIBRATION ASSESSMENT

In *Appendix 26 - Construction Traffic Noise and Vibration Assessment for Cawston Village* the applicant’s noise and vibration survey is based on a very small sample size of just four properties. Significant variation exists between the sites surveyed and sampling was carried out for only a short period. How can the applicant be sure that their sample gives a reliable picture of existing noise and vibration conditions?

The applicant’s assessment of the noise levels experienced in Cawston is flawed. The applicant’s study goes to great lengths to calculate average noise levels over the course of the day. Cawston Parish Council’s view is supported by e-mail correspondence with Broadland District Council’s EHO who states *“My view is that the noise report underplays the disturbance from HGVs by smoothing and averaging. I also feel that the applicant could have possibly reduced the number of HGVs travelling through Cawston by rerouting or changes to construction assumptions or a combination of the two.”*

The disruptive nature of noise is best described by peak levels and their frequency. Residents will feel vibration in a building, and comment on it, at far lower levels than those needed to cause structural damage. Cawston Parish Council feels that, once again, the applicant is underestimating the impact of their construction traffic on residential amenity in Cawston.

If the applicant is confident in their small data set and the wide-ranging inferences and conclusions based upon it, a sign of goodwill to Cawston residents would be to offer full property condition surveys before and after the project to those living on the B1145 through Cawston.

## CUMULATIVE LINK IMPACT ASSESSMENT

In *Appendix 28 to DL7 - Cumulative Link Impact Assessment Relating to Traffic: Oulton and Cawston* The applicant presents the breath-taking cumulative traffic figures for both Hornsea Three and Norfolk Vanguard projects with up to 442 HGV movements a day.

Cawston Parish Council challenges the applicant's assessment of the significance of the impact of the construction works on driver delay.

Cawston Parish Council agrees with the applicant when it acknowledges *"Where highways affected by new development are at, or near, capacity, the traffic associated with new development can cause or add to vehicle delays."*

The applicant then goes on to misuse the Annual Average Daily Traffic figure for an S2 road to claim that the B1145 is below capacity to the extent that construction traffic will not cause delays. The applicant states: *"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"*

DMRB Volume 5 Section 1 (TA46/97) clearly states *"This Advice Note sets out carriageway standard options for use as starting points in the assessment of new rural trunk roads. **The ranges do not provide any indication of the ultimate flow which a road can carry**" – DMRB author's emphasis.*

The B1145 is not a newly built rural trunk road and its capacity is clearly reduced through Cawston and Reepham. Cawston Parish Council rejects the applicant's assessment that "the sensitivity of these links that are predicted to carry construction traffic, in terms of driver delay, is considered to be low."

Cawston Parish Council has provided evidence to the inquiry that under existing traffic conditions congestion does take place and can cause significant delays to road users. The lack of realistic proposals to mitigate problems of HGVs from opposing directions passing through Cawston increases the risk of congestion, not least for the applicant's traffic.

## RESILIENCE

Cawston Parish Council understands that no alternative route has been identified for the applicant's construction traffic flows in the event that the B1145 in Cawston becomes blocked by an event such as a bridge strike, collapse of a Victorian sewer or an accident. It is hard to believe that the applicant would put such a significant project at risk by failing to have a recovery plan in place.

People in Cawston are growing used to being referred to as receptors. Cawston residents have yet to be reassured by the applicant's proposals which combine spurious statistical treatments, much revised schemes avoiding the main issue of traffic numbers and an unwillingness to listen seriously and respond to views from the community.

Poor communication is often blamed when conflicts remain unresolved. In the case of the applicant's proposals for Cawston, communication has indeed been late, and poor, but the main problem has been the unwillingness to listen and engage.

It is hard to escape the conclusion that the village of Cawston and its residents don't matter very much as Hornsea Three seeks to maximise its profits. Perhaps the applicant's view of Cawston is summarised accurately in *Appendix 28 to Deadline 7*. *"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."*

**Cawston Parish Council**  
**3<sup>rd</sup> April 2019**

## CAWSTON PARISH COUNCIL - DEADLINE 6 SUBMISSION

### PUBLIC HEALTH, POLLUTION AND REAL COSTS TO SOCIETY

Cawston Parish Council wishes to submit the appended short paper to the Norfolk Vanguard examination. It addresses the issues of public health effects, pollution and air quality, and the real costs to society.

This paper was prepared for the Hornsea Three examination by Prof. Tony Barnett, of the London School of Hygiene and Tropical Medicine, endorsed by Corpusty and Saxthorpe Parish Council. It was presented orally at the Open Floor Hearing on 25<sup>th</sup> March and confirmed in a subsequent written submission. We have Prof. Barnett's permission to use his work here and pass on his contact details if requested.

We consider that the issues raised by Prof. Barnett apply generally to all communities affected by this project. If you substitute Cawston for Corpusty, the B1145 for B1149 and new developments in Aylsham for Holt, there is a clear and direct comparison to the impact on Cawston from both Hornsea Three and Norfolk Vanguard. We do not feel that these issues have been considered in sufficient depth by either of the Applicants.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

This is very similar to the Cawston PC suggestion based on the haul roads, on which we await the Applicant's response.

## PLANNING INSPECTORATE ØRSTED HORNSEA PROJECT THREE EXAMINATION PROCESS

OPEN FLOOR HEARING 25TH MARCH, MERCURE NORWICH HOTEL 1900 HOURS

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### QUESTIONS AND STATEMENT FROM PROFESSOR TONY BARNETT

ON BEHALF OF CORPUSTY AND SAXTHORPE PARISH COUNCIL

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AS A RESIDENT OF CORPUSTY AND SAXTHORPE

FROM THE POSITION OF PROFESSORIAL RESEARCH FELLOW, LONDON SCHOOL OF HYGIENE AND TROPICAL MEDICINE

CONTACT [tony.barnett@lshtm.ac.uk](mailto:tony.barnett@lshtm.ac.uk)

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This document has three sections.

In each of these sections information is provided in a preamble and a question is then posed in the light of that introduction.

These questions are simultaneously:

(a) suggestions from Corpusty and Saxthorpe Parish Council and from the local community that the Examiners consider a number of technical concerns so far omitted from consideration;

(b) indications of new areas of information that should be available to the Examiners and form part of their deliberations.

Not to attend to such questions in their final adjudication would be for the Examiners to disappoint the public who so clearly expressed their opinions and anxieties at the meeting on 25 March 2019.

#### PREAMBLE 1

I<sup>1</sup> do not object to use of wind powered energy generation.

I wish to draw to the Examiners' attention several issues to do with the public health effects of the construction process as it impacts upon people and communities living along the route of the B1149. I also wish to draw to the Examiners' attention some well-known technical issues associated with project costing methods. These should be taken very seriously by them in any assessment of the viability and true costs of the project.

I approach the Examiners in the spirit of exploring and ensuring proper consideration of public health risks and costs to wellbeing generated by this national infrastructure project as currently conceived.

The Examiners will have noted at the meeting on 25 March, individuals, families and communities are experiencing great anxiety and distress because of the way that project

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<sup>1</sup> Note the first-person singular pronoun is used throughout, however opinions expressed in this document are endorsed by Corpusty and Saxthorpe Parish Council.

execution has been envisaged. This upset is not a passing experience, nor is it special pleading; it reflects present and potentially long-term cost to people and communities and should be considered as such by the Examiners.

All projects, national or local, have costs. I begin by outlining some technical economic issues concerning calculations and consideration of cost as a general background to the work of an enquiry such as this. These fall into three broad groups:

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- a. Costs which are clearly money costs: an example is the cost of land acquisition for a project on an open and fair market.
- b. Costs which are not directly financial but may *be more or less satisfactorily* translated into money costs; an example might be a farmer's loss of the use of her or his land while the project uses it for a project related purpose over a number of agricultural seasons.
- c. *Costs which are not at all easily translatable to money terms*; this is particularly germane to the present examination and examples might include health effects, reduction in life expectancy, epigenetic effects, late developing illness associated with medium or long term exposure to particulate matter generated by project related additional traffic. Such effects may be very long term in their consequences. These types of costs are all too easily ignored although they are often very serious given their long-term effects on human health and welfare. In addition, such medium to long term effects on morbidity and/or mortality including reduced length and/or quality of life, are all too easily dismissed by intending developers because (as with tobacco related morbidity or mortality) the causal chain is long and there are likely to be confounding factors.

Because these costs are difficult to quantify, when they are considered they are often represented either by inadequate proxy indicators or ignored entirely. The costing process often ignore the externalisation of project costs onto populations outside the project's immediate spatial area and outside its immediate time duration. It is for this reason that the Examiners are invited to bear in mind the following question together with further technical issues and requests for information contained in question 3.

It is against this background that I pose the first question:

- 1. How far has costing of this national infrastructure project taken account of direct and indirect health, welfare and road safety costs to the local community over the medium and long term?**

## PREAMBLE 2

To turn to other health and welfare costs related to the project, the Examiners are encouraged to explore the following specific issues:

- (a) the medium- and long-term effects of **particulate emissions** (particularly but not exclusively of fine particulate matter [PM<sub>2.5</sub>]) associated with additional traffic moving along or waiting in holding areas before moving along the B1149 and other roads from vehicle waiting areas in Oulton and / or Cawston. These costs to health are broader than PM<sub>2.5</sub> alone and the Examiners may want to take account *inter alia* of the report prepared for DEFRA by Ricardo Energy & Environment in 2018 and submitted in February 2019<sup>2</sup>. In addition, the Examiners will want to take into its purview the very considerable evidence available from Public Health England (PHE) and other sources concerning the health and welfare impacts of particulate emissions and other traffic related pollutants. As an example of this plethora of evidence, PHE states in relation to particulate matter and other traffic related pollutants that there is: “a strong case for investing in prevention and early intervention at local and national levels, as well as allowing the necessary resources for the cases that cannot be prevented.”<sup>3</sup> Furthermore, PHE states as a general guide to engaging with these issues that:

“Taking effective local action to reduce air pollution and improve public health requires an inclusive, multi-disciplinary approach across local authority functions involving spatial and transport planners, environmental and public health teams, local political and community leaders and the public. Coordination between local areas is also vital to align approaches and avoid displacement of pollution from one populated area to another.”<sup>4</sup>

This document has been prepared in the spirit of this advice.

The solicitor<sup>5</sup> who appeared for Ørsted at the Open Floor Session stated verbally and on record that the Applicant considered that the “impacts would be negligible at best”<sup>6</sup>. Such a claim is contrary to the publicised opinion of PHE and indeed to a plethora of both long standing and recent expert opinion<sup>7</sup>. The medium and long term impacts of exposure to PM<sub>2.5</sub> considered alone is illustrated in the following projections published by PHE<sup>8</sup> in which it is stated that there is strong evidence that these emissions alone (not taking into consideration other noxious emissions which will be associated with increased traffic movements associated with the

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<sup>2</sup> Air Quality damage cost update 2019, ED 59323 | Issue Number 2.0 | Date 27/02/2019, contact Sally Whiting Ricardo Energy & Environment, Gemini Building, Harwell, Didcot, OX11 0QR, United Kingdom

<sup>3</sup> <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution> - accessed 25 March 2019;

<sup>4</sup> Ibid.

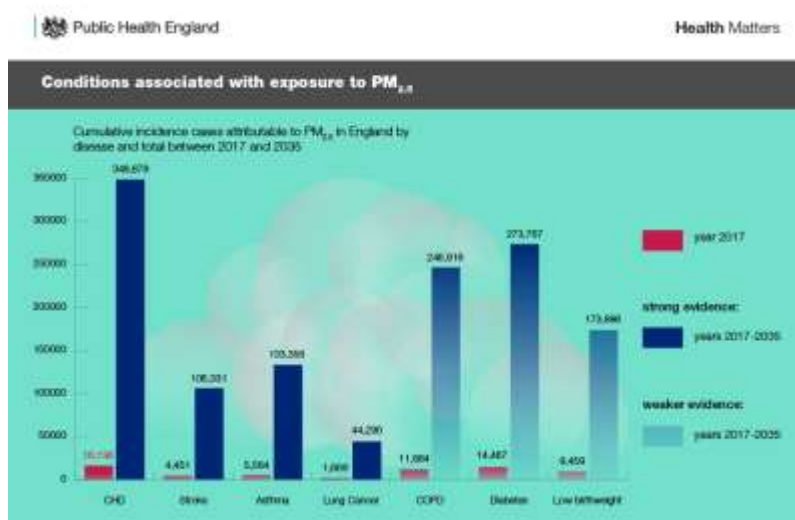
<sup>5</sup> Ms Claire Brodrick? from Pinsent Masons LLP

<sup>6</sup> Presumably she meant “at worst”.

<sup>7</sup> <https://www.nice.org.uk/guidance/ng70> - NICE is the The National Institute for Health and Care Excellence;

<sup>8</sup> <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution> - accessed 25 March 2019;

project) could be expected to increase rates of coronary heart disease (CHD), stroke, asthma and lung cancer, together with other evidence of Chronic Obstructive Pulmonary Disease, diabetes &c – all of which impose costs on individuals, families, communities, the economy and the public purse arising from additional demands on the resources of the NHS. Other significant objective evidence of the effects arising from increased traffic associated with the project are cited below.<sup>9</sup> The Examiners should note that there is some evidence of very long-term epigenetic<sup>10</sup> changes (changes in the human genome associated with environmental pollution) arising from vehicle emissions.<sup>11</sup>



- (b) the effects of this project on **ambulance response times** for people living in this area and in the catchment area more generally in North Norfolk; recent data suggests that this area has some of the poorest response times in England and Wales. The Examiners will know that response times can be measured in several ways, notably from receipt of call to arrival of ambulance crew on site and from receipt of call to arrival of patient at an appropriate hospital, in most cases this means the Norfolk and Norwich Hospital. Current *median*<sup>12</sup> time for arrival of crew

<sup>9</sup> [https://uk-air.defra.gov.uk/assets/documents/reports/cat11/1212141150\\_AQEG\\_Fine\\_Partuculate\\_Matter\\_in\\_the\\_UK.pdf](https://uk-air.defra.gov.uk/assets/documents/reports/cat11/1212141150_AQEG_Fine_Partuculate_Matter_in_the_UK.pdf)  
<https://www.imperial.ac.uk/media/imperial-college/grantham-institute/public/publications/briefing-papers/New-solutions-to-air-pollution-challenges-in-the-UK-LFSP-BP.pdf>  
<https://www.imperial.ac.uk/news/184333/ways-imperial-researchers-tackling-pollution-crisis/>

<sup>10</sup> For introductory information about epigenetics, see: Nessa Carey *The Epigenetic Revolution* Icon Books, London 2011.

<sup>11</sup> Professor Paul Vineis, Professor of Environmental Epidemiology at Imperial College, London suggests on a precautionary basis that: "We have found epigenetic marks of exposure to air pollution – that is, features not due to structural change in the sequence of the DNA, but due to gene regulation.."

<https://www.imperial.ac.uk/news/184333/ways-imperial-researchers-tackling-pollution-crisis/>

<sup>12</sup> Note this is neither the mean nor the modal time. it is merely the central value of the distribution. The median time is a bad representation of the way that delays affect people's lives, pain and deaths.

at the patient in the NR11 area is 18.37 minutes<sup>13</sup>. This is of course not the time from receipt of call until arrival of ambulance at the N&N Hospital. Neither is it the mean time.

- (c) In her response (6 March 2019) to my enquiry about project related traffic Ms Emily Woolfenden of Orsted stated as follows:

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“In respect to both links 60 and 76 (the B1149 to B1354 junction; and the B1149 from Saxthorpe roundabout to Heydon Junction), the traffic flows for Hornsea Three are expected to peak at 232 two-way movements of light vehicles and 162 two-way movements of HGVs on a daily basis (please note that the two-way movements figures stated allows for both the outward and return journey and therefore reflects the total number of daily movements). These maximum vehicles flows are associated with particular construction activities occurring within the onshore cable corridor in this area (i.e. laying of the haul road). Traffic during other activities are anticipated to be lower than this maximum.”

I make that a total of 788 additional single movements over an unspecified “peak” and allowing for an eight hour working day that suggests 1.625 additional movements associated with this project per minute.

It is against this background that I pose my second question:

2. **What effects will additional project traffic movements along the B1149 have on the 100 metre particulate emission plumes along both sides of the B1149 during the project’s life and over the following 30 years taking account of: (i) the particular susceptibility of the ageing population characteristic of the area and (ii) the child population in the area and (iii) the concerning model outputs provided in the 2018 Ricardo Energy & Environment report cited above; what will be the effects of this additional traffic on ambulance response times in North Norfolk during the construction period once again taking into consideration the ageing population in this area and its special needs in relation to emergency responses; and what impact will additional traffic generated by the extensive housing developments planned over the next several years at Corpusty and Saxthorpe have on project related and other traffic movements<sup>14</sup> including that generated from the many additional homes recently constructed in Holt, some for people who commute to Norwich daily and whose movements have already increased the burden of traffic on a narrow country road?**

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<sup>13</sup> <http://www.ambulanceresponsetimes.co.uk/>, accessed 25 March 2019.

<sup>14</sup> Ørsted was approached for its comments on the Corpusty and Saxthorpe Neighbourhood Plan but did not respond to this invitation.

### PREAMBLE 3

Modelling of project impacts usually involve specification of variables assumed by modellers to be “significant”. Choice of “significant” variables may exclude factors which are significant to local communities. Model variables are often represented by proxy indicators, and finally, technical models can be constructed with both conscious and unconscious bias and/or to support a particular case, such bias being hidden by a mathematical language inaccessible to all but a few experts<sup>15</sup>.

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- 3. Will the Examiners obtain and consider complete lists of all models used in planning this project, lists of all variables considered in these models, lists of all proxy indicators the detailed formulae deployed, and will they critically appraise these models and comment on them in their adjudication? Will they share this information with the potentially affected communities so that they in turn may provide suggestions for variables which are of concern to them, but which are likely to have been omitted by modellers in planning this project?**

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<sup>15</sup> M.R. Banaji & A.G. Greenwald, *Blind Spot: Hidden biases of good people*, New York, Delacorte Press, 2013.

## **CAWSTON VILLAGE CENTRE. A PASSING PLACE FOR HGVs?**

EVIDENCE THAT THE B1145 IS TOO NARROW FOR HGVs TO PASS EACH OTHER IN MOST PLACES IN CAWSTON VILLAGE CENTRE

This is photographic evidence of an incident which happened at 10.45am on March 5<sup>th</sup>, a few minutes before the arrival of the Accompanied Site Visit by of the Hornsea 3 Wind Farm Planning Inspectorate Panel.

All pictures were taken from the proposed location of the relocated bus stop on the north side of Cawston High Street.

### **A LORRY BOUND FOR CAWSTON WINERY STARTS TO TURN RIGHT INTO CHAPEL STREET**



**1 THE CAR FACING THE MANOEUVRING LORRY WAITS AS THE LORRY TURNS.**



**2 SECOND HGV PASSES PARKED CARS AND SQUEEZES PAST THE WAITING CAR**



**3 THE NEXT CAR IN THE QUEUE TRAVELLING EAST PULLS OFF THE B1145 TO PROVIDE THE ONCOMING LORRY SPACE TO NEGOTIATE PARKED CARS TO THE RIGHT**



**4 THE BLACK CAR, WHICH HAS BEEN WAITING FOR A WHILE, DECIDES IT TOO WILL SQUEEZE PAST A THIRD HGV WAITING TO TURN INTO CHAPEL STREET.**



**5 THE BLACK CAR FINDS IT CANNOT SQUEEZE THROUGH THE GAP AND BRAKES**



**6 THE BLACK CAR STRUGGLES TO REVERSE**



**7 THE BLACK CAR GIVES UP TRYING TO DRIVE ON THE B1145 AND TURNS DOWN CHAPEL STREET**



**8 HAVING FINISHED THEIR MORNING COFFEE AT CAWSTON'S DELI, A POWER LINE CREW RETURN TO THEIR VAN WHICH IS PARKED IN FRONT OF THE WHITE HOUSE AND GO BACK TO WORK WHILE THE NEXT HGV WAITS TO TURN.**



**9 THE THIRD HGV IS ABLE TO COMPLETE ITS TURN INTO CHAPEL STREET.**



**10 TRAFFIC WHICH HAS BEEN HELD UP NOW STARTS TO MANOEUVRE THROUGH THE MARKET PLACE.**



**11 AFTER MORE THAN 3 MINUTES DELAY, THE USUAL PATTERN OF GIVE AND TAKE AROUND PARKED CARS RESUMES AS THE DELAYED TRAFFIC PASSES THROUGH.**

## OBSERVATIONS

Under current traffic conditions the safe passage of traffic through the village of Cawston on the B1145 can be difficult. Safe passage under current conditions relies on the good sense and patience of all road users.

It is particularly difficult for HGVs, buses and coaches to negotiate their way through the village when they meet cars. It is even more difficult for HGVs, buses and coaches to pass each other in the centre of Cawston.

Norfolk Vanguard's proposal is for their HGV traffic to travel along the B1145 in both easterly and westerly directions. Norfolk Vanguard's own traffic is likely to meet in the village as well as meeting existing HGV traffic with the type of results shown here.

These photographs represent the present situation, at a nominally quiet time of the day. Norfolk Vanguard and Hornsea Three's *Cumulative Link Impact Assessment relating to Traffic on the B1145 through Cawston* anticipates, at peak, an additional 295 HGV two way movements and 692 other vehicle two way movements through the village each day.

Norfolk Vanguard appears to be relying upon the *Ørsted Hornsea Project Three (UK) Ltd Outline Construction Traffic Management Plan (OCTMP)* for Cawston to manage and mitigate the considerable adverse impacts of their traffic on the village. That OCTMP is fixated on reducing the speed of traffic within the village to 20mph. Under present traffic conditions heavy vehicles attempting to pass through Cawston would probably regard 20mph in the centre of Cawston as an aspirational target. The OCTMP proposes to make the pavements wider in some of the most restricted areas of the village centre to offer pedestrians some protection from the wing mirrors of passing the hundreds of HGVs planned to use the B1145. This concession to pedestrian safety will makes the centre of Cawston an even more hostile environment for passing traffic by further narrowing the B1145, making it even more difficult for HGVs to negotiate their way through the village.

## CONCLUSION

There are no places on the B1145 in the centre of Cawston where an HGV can safely pass an HGV coming in the other direction.

Cawston Parish Council

3<sup>rd</sup> April 2019