



This submission is in response to the Secretary of State's letters of 11<sup>th</sup> & 26<sup>th</sup> October 2021 regarding Norfolk Vanguard (NV); we note that he stated that Interested Parties should not assume that further rounds of consultation will be required.

While CPC is a strong supporter of renewables, the drive to net zero and wind farms as a source of energy we cannot support the outdated attachment to individual linear connections. The construction of these cable corridors and infrastructure will release huge amounts of carbon dioxide, destroy swathes of the Norfolk countryside and bring the UK consumer an estimated £6bn in additional costs.

CPC is a signatory of the Norfolk Parishes Movement letter, which deals with wider issues around these developments and the proposed Offshore Transmission Network. In this submission we wish to focus on issues more specific to Cawston and the surrounding area.

We participated and submitted detailed representations throughout the NV inspection process, and subsequently the Norfolk Boreas (NB) inspection. As we have previously stated, we feel that the two projects should have been submitted for consideration as one scheme to allow better consideration of the cumulative impacts.

One issue which we raised repeatedly is the inadequacy of the B1145 and the safety of the bends and bridges at Marriotts Way and Salle Beck. In recent months both of these bridges have again been seriously damaged by traffic impacts; in the case of Marriotts Way a large chunk of masonry was detached and fell only a few feet from the footpath, which is also a part of the National Cycle Network. Luckily, no pedestrians or cyclists were passing at the time.

Repairs to the two bridges will necessitate road closures and days of disruption. This could become an all too common event if the Vattenfall additional traffic is allowed to use the B1145.

The Broadland District Council Appraisal of the Cawston Conservation Area includes this passage ...

*"... the volume of traffic has increased; heavy goods vehicles pound through the streets constantly, causing danger to pedestrians and to bona fide village traffic, producing noise and spattering newly painted buildings with dirt .... The centre of Cawston can be hazardous for pedestrians; as a visit on any dark winter afternoon at school closing time will demonstrate all too clearly. Buildings are also potentially at risk from damage by traffic."*

This was written in 2009!

Today, traffic levels have increased significantly and yet NV suggests that its addition of over 200 HGVs and up to 400 other traffic movements per day will be acceptable and manageable with the minor tweaks of its Highway Intervention Scheme. We maintain that no disinterested, rational assessment would reach the same conclusion.

We would ask the Secretary of State to reject this application in its present form.

Should he nevertheless be minded to approve NV we would strongly urge him to consider a split decision, whereby the offshore part of the scheme is approved but the onshore part is deferred until the holistic, coordinated solution presented by the Offshore Transmission Network Review (OTNR) is

available. The OTNR is now well under way, with a Holistic Network Design due to be published in January 2022.

Such a decision would be to the benefit of not only communities, the environment and consumers, but also the Government and the developers themselves, who would be seen as achieving the most cost effective solution while being sensitive and responsive to the best interests of residents.

We would also urge the SoS to take action to accelerate the OTNR process and drive these developers to take part, if necessary changing the regulatory framework. This would show the world that the UK is serious about reducing carbon emissions from unnecessary construction projects and taking a leading role in the innovations around offshore wind.

If allowed to go ahead as currently proposed, the cumulative impacts of these schemes, together with Hornsea Thee and the imminent SEP and DEP proposal, would be felt in Cawston and beyond for 8 years or more. This would be devastating for our communities.

Cawston Parish Council  
19<sup>th</sup> November 2021