

Orsted – Hornsea Project Three Offshore Windfarm and Associated Onshore Cable Route

50 Word Summary

We have concerns regarding the traffic impact through the village of Cawston. This relates to the fact that Link 89 through Cawston does not appear to have been fully assessed and therefore the sensitivity the village has not been addressed and appropriately mitigated.

Full response

The Traffic and Transport chapter of the Environmental Statement (Volume 3 – Chapter 7 and associated figures within Volume 6 – Annex 7.8) assesses the potential construction and staff traffic passing along all impacted routes associated with the Orsted works corridor. Therefore the section of the B1145 between the eastern edge of Cawston and the B1149 roundabout (Link 90) has been assessed with regards the impact of the works. The length through Cawston (Link 89) has not nor the length between Cawston and Salle (Link 88).

Based on an 11 hour working day the total number of HGV movements expected through Cawston is 379 with 243 construction staff movements. Therefore the total number of daily combined movements (totaling eastwards and westwards movements) is 622. For HGVs this is estimated as a 298% increase in daily movements over the existing baseline scenario. Link 90 is not deemed 'sensitive' in line with IEMA guidance. Therefore on this basis the report concludes that no further assessment of Link 90 is required. We note here however that Link 89 through Cawston has not been assessed and could perhaps be classed as 'sensitive' in line with IEMA guidance. It is also worth noting here that the more recent Vattenfall DCO application has classified the village of Cawston as 'Sensitive', which quite clearly suggests this application has ignored our village and is not offering to deal with the potential impacts of the works traffic upfront.

On the basis of the above assessment we request that the B1145 through Cawston is assessed correctly and appropriate mitigation for the significant increase in HGV traffic flows are put in place as at present nothing is proposed which we believe to be unacceptable given the magnitude of change over the baseline scenario.

Cawston also has a number of properties (including listed buildings) situated very close to (and immediately adjacent in some instances) the B1145 along the High Street. Therefore given our duty of care to our parishioners we have concerns relating to the structural integrity of these buildings (including their basements) as well as the underlying infrastructure beneath the highway. With this in mind parishioners have raised concerns with regards structural damage to their properties given the amount of vibration existing HGV traffic already creates. We believe the impact of the 298% increase in HGV traffic has not been adequately addressed with reference these matters as so request that further consideration is made by the applicant and a suitable solution offered.

Orsted have a duty of care to carry out an appropriate condition survey on these properties prior to and following the works to understand whether any lasting impacts are had. These surveys should ensure that any damage occurring as a result of the increased HGV traffic will be rectified without prejudice.

As a parish council we appreciate there is a need to access the cable corridor and how critical the crossing point at Salle is. However we believe there are some significant issues associated with the

village of Cawston that need to be addressed up front with reference the large increase in HGV traffic. We would therefore welcome the opportunity to discuss these issues further with the applicant in an upfront manner to agree a suitable way forwards for our parish.