

**From:** [REDACTED]  
**To:** [HornseaProjectThree@pins.gsi.gov.uk](mailto:HornseaProjectThree@pins.gsi.gov.uk)  
**Subject:** Hornsea Project  
**Date:** 02 March 2019 11:30:34  
**Attachments:** [vattenfall letter to pin.pdf](#)

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Good morning,

I attach a letter in pdf form in response to this application.

A colleague who has no access to the internet would like to send a letter will it be acceptable for me to email it on his behalf?

Please acknowledge receipt.

Thank you

V. I. Purdy

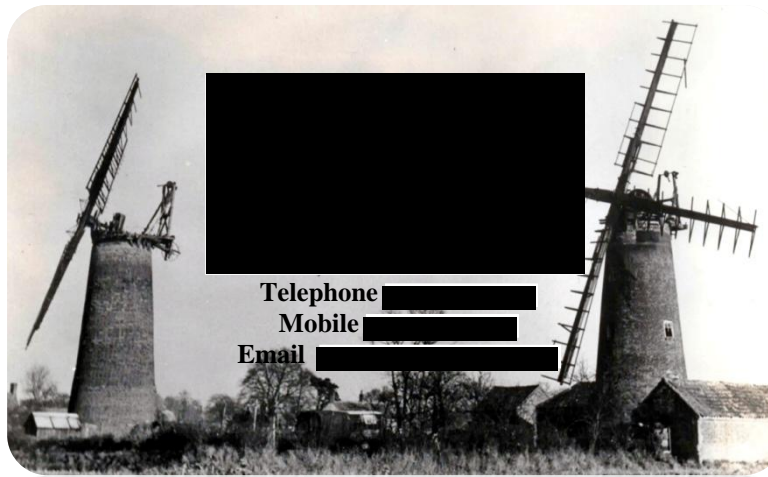
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1<sup>st</sup> March 2019

Dear Sir,

### **Hornsea Three Outline CTMP & Appendix 25**

I have been reading through the proposed traffic arrangements for servicing the above project and in particular the proposed use of the B1145 which goes through the village of Cawston. I was born in Cawston and my family has lived in the village for in excess of 100 years.

I have the following concerns associated with the proposal:

- The B1145 where it enters the village from the east passes Aspen Vale, this area between 1886 and 1927 was used to extract clay for brick making and as a result adjacent to the B1145 is a deep depression. The road embankment at this point is not at the correct angle for the soil type and I am concerned that with the proposed additional heavy goods traffic it will fail and the road will collapse.
- There is a school a little further west on the B1145 and children are encouraged to walk to school the proposed addition traffic would make this more difficult.
- The retaining wall supporting the properties on the south side of the B1145 between Cooks Hill and the Market Hill is already showing signs of deterioration and the proposed increase in heavy traffic is likely to accelerate the problem.
- Market Hill; The proposed remodelling of the area by providing end on parking to the west and limited short term parking outside *All Things Nice* is not acceptable and will result in a major change to the historic character of the village. In addition businesses which rely on passing trade will be severely affected. In 1263 John de Burgh obtained a charter for a market every Wednesday and a fair on 1<sup>st</sup> and 2<sup>nd</sup> October, the proposed remodelling of the Market Hill will make this impractical should the village wish to reintroduce the market.
- The High Street has several listed buildings and by their very nature are likely to be structurally affected by the proposed additional heavy traffic. Off street parking is also extremely limited in this area and the proposal to introduce no parking on the High Street and Chapel Street could well result in cars parking in inappropriate places with the potential to restrict emergency vehicles.
- The old railway bridge at the west end of the village is already showing signs of subsidence and the additional heavy traffic will likely accelerate the existing problem. It is also an extremely tight bend and there is existing evidence of vehicles colliding with the structure. The bridge is also used by pedestrians from the properties to the west and this includes children going to school and persons using electric wheelchairs.
- The road bridge at Salle Beck is also a tight bend and it is difficult for cars to pass there let alone heavy goods vehicles. The existing bridge has already been damaged.
- The Human Rights Act Article 1 of the first protocol; Protection of property gives the right to every person peaceful enjoyment of their possessions. This imposes an obligation on the state not to interfere with the peaceful enjoyment of property etc.

Please fully consider the above points when coming to a decision and I hope that the relative peaceful nature of Cawston will be maintained.

Yours faithfully

**V. I. Purdy**