

From: [REDACTED]
To: HornseaProjectThree@pins.gsi.gov.uk
Cc: [Chris Monk](#)
Subject: Comments on wind farm traffic through Cawston
Date: 11 March 2019 12:39:54
Attachments: [Wind farm traffic suggestions.docx](#)

Dear Sir/Madam,

We attended the hearing at the Mercure Hotel in Norwich last Friday. We have attached a document with some thoughts and comments on the proposals regarding Cawston. We live on the High Street and have lived here for 13 years.

Regards,

Andy and Clare Parle

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Wind Farm Traffic comments

- The applicant says they will not consider re-routing around Cawston because the B1145 is suitable for HGV's. I accept this however, this is not a normal amount of HGV traffic. This will practically be a convoy of HGV's during operational hours.
- The approach to Cawston along the B1145 from the roundabout on the Holt Rd is for two way traffic. However, if two large vehicles such as a bus or a lorry meet on any of the bends one of the vehicles has to stop . If the all the proposed HGV traffic enters and leaves Cawston via this route it will result in stop/start traffic all along this road.
- Two way HGV traffic through the centre of the village will cause many conflict points where vehicles will have to stop to allow passing. This will cause permanent traffic jams at each end of the High St. This will also be the case on the bridges on the B1145.
- The proposed change of bus stop position will make little difference to traffic flow. The current bus stop blocks the turn into Chapel St. The proposed bus stop will block the alternative turn into Chapel St.
- If the footpath on the High St is widened as proposed it will inevitably mean a narrower road – therefore unsuitable for proposed traffic numbers and sizes.
- We need to see the vibration monitoring results. Residents complain of feeling physical vibrations with current traffic levels. Many homes have suffered damage with current traffic levels. Increasing HGV traffic to the proposed levels will have a detrimental effect on these listed buildings which the residents and council are duty bound to preserve.

- I would rather Cawston was removed from the proposed traffic route but realise this is unrealistic. However, I feel very strongly that a one way system should be implemented using the Heydon Rd which joins the B1145 just after the Marriots Way Bridge (avoiding another pinch point and blind corner). This would involve creating passing places along the road towards Heydon, but the road is long and straight. Drivers can see traffic approaching at distance and would be able to anticipate pulling in. It would halve the proposed traffic flow through the centre of the village reducing noise, damage and disruption. When I visited the meeting In Reepham Church last year, planners said they would consider this option.
- Broadland Winery has a lot of deliveries in HGV vehicles. They use a one way system in and out of the village. They enter via the B1145 , turn right onto Chapel St and in leaving the winery they turn right to leave the village eventually joining the B1149. I don't think it's unreasonable for wind farm traffic to also consider a one way system as mentioned in my previous point.
- Pub customers – the car park is on the opposite side of the road. They do a healthy lunch time trade. Should a pelican crossing be considered? This would also assist pedestrians for the Deli and school children for both the Primary school and High School buses.
- The junction where White House Farm sits needs to be considered more thoroughly. Broadland Winery Lorries turn right into Chapel St here. The space is too narrow to for two large vehicles to pass. Already this often causes traffic to come to a standstill. Combinations of farm vehicles, buses, HGV's are already a problem. Adding the proposed number of Wind Farm HGV's will cause chaos.
- Does the applicant have a plan B in mind? For example if road needed to be closed for repairs etc?