

From: [REDACTED]
To: HornseaProjectThree@pins.gsi.gov.uk
Cc: [Cawston PC](#)
Subject: Hornsea Project 3 Deadline 7 submissions - Cawston Parish Council
Date: 14 March 2019 16:30:58
Attachments: [Cawston Parish Council Deadline 7 submission - 3 Chairman's Response to ISH9 Agenda Item 5.pdf](#)
[Cawston Parish Council Deadline 7 submission - 6 Engagement with Orsted on Traffic in Cawston - Agreement, Disagreement and Suggestions for Management and Mitigation.pdf](#)
[Cawston Parish Council Deadline 7 submission - 5 Comments on Revised Draft Traffic Management Plan.pdf](#)
[Cawston Parish Council Deadline 7 submission - 4 Evidence of No Passing Places for HGVs in Central Cawston.pdf](#)
[Cawston Parish Council Deadline 7 submission - 1 Confirmation of Oral Evidence ISH9.pdf](#)
[Cawston Parish Council Deadline 7 submission - 2 Response to ISH9 - Traffic Impacts Action Point 14.pdf](#)
[Cawston Parish Council Deadline 7 submission - 7 Cawston HGV Traffic Diversion Proposal.pdf](#)

Dear Sir

Please find attached seven documents which form Cawston Parish Council's submissions for Deadline 7 of the examination.

1 Confirmation of Oral Evidence provided to ISH9

A summary of oral evidence presented by Cawston Parish Council to ISH9 including additional information on school and traffic numbers requested at the hearing.

2 Response to ISH9 - Traffic Impacts Action Point 14

Cawston Parish Council was asked by ExA to act as a conduit for community views. This document is a collection of those views received by Cawston Parish Council to date.

3 Chairman's Response to ISH9 Agenda Item 5g

Cawston Parish Council's response to Hornsea Three Ltd's evidence presented for agenda item 5g) *Implications for bridges including any necessary mitigation.*

4 Evidence of No Passing Places for HGVs in Central Cawston

Additional evidence showing the problems HGVs have passing through the centre of Cawston.

5 Comments on Revised Draft Traffic Management Plan

Cawston Parish Council's response to the revised draft traffic management plan presented before the hearing on 8th March 2019, incorporating matters arising from a site meeting with Hornsea 3 representatives on Tuesday 12th March.

6 Engagement with Orsted on Traffic in Cawston - Agreement, Disagreement and Suggestions for Management and Mitigation.

Cawston Parish Council's statement on the process of engagement with the Applicant identifying current areas of agreement and disagreement on issues which require traffic management and mitigation strategies.

7. Cawston HGV Traffic Diversion Proposal

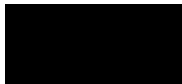
Cawston Parish Council's proposal to reduce and then divert HGV construction traffic for the Hornsea Three project and the Norfolk Vanguard project, made to assist with ISH9 agenda item 5h) *Scope for alternative HGV routing avoiding Cawston (including whether a proportion of HGV traffic could use alternative routing)*

The HGV Traffic Diversion proposal is being submitted to the Norfolk Vanguard National Infrastructure Planning Examination team and to Hornsea Three Ltd and Norfolk Vanguard as applicants. The Council hopes that coordination between the parallel examinations can encourage coordination and cooperation between the applicants in

devising and implementing a creative solution to the major problems of routing construction traffic through Cawston.

Yours faithfully

Simon Court
On behalf of Cawston Parish Council



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ISSUE SPECIFIC HEARING (ISH9)

AGENDA ITEM 5G, CAWSTON RAILWAY BRIDGE

CAWSTON PARISH COUNCIL CHAIRMAN'S RESPONSE

I feel I must respond to the very disappointing reply to the Agenda item 5g, given by Orsted at the hearing that took place at The Mercure Hotel on Friday 8TH March. The question was "Implications for bridges including any necessary mitigation". The reply was that as Norfolk County Council rate this bridge as being able to take a load of more than 44 tonnes this meets their criteria and nothing else needed to be done to the bridge.

The bridge in question is the old railway bridge just past our Village Hall, underneath it runs what is now known as Marriotts Way, which is very popular with walkers, cyclists and horse riders. From our first meeting with Orsted and at subsequent meetings we have voiced our concerns as to the suitability of this bridge to be able to cope with this extra HGV traffic. The bridge is narrow, the exit going from Cawston towards Reepham veers away sharply to your left so traffic coming towards the bridge from Reepham does not see what is coming towards them until the last minute, this then causes traffic on the bridge, especially HGV traffic to move over to their left which in turn causes the trailer to clip the bridge, an event which happens quite often as can be seen at this moment in time with the damage there at present.

Two years ago the a whole pillar on this bridge was knocked off by an unknown vehicle travelling towards Reepham and obviously the pillar, weighing several tons fell onto the track below, thankfully with no one there at the time. Norfolk County Council rebuilt the bridge in such a different way, so as, in their words; it would not sustain the same damage again. Within a week it had been hit and has also been hit numerous times since as can be seen at present, as stated previously.

Just over the bridge is a right hand turn into Heydon Long Lane and several properties are situated there, some have access to them via the Reepham Road, but many have their access from this right hand turn. Some of these households have children who attend Cawston Primary School and have to go over this bridge at least twice a day, as there is not a footpath over this bridge it is at present a difficult exercise, what it will be with this extra traffic is a bit unthinkable.

To dismiss local Council concerns with a bland statement such as it is weight rated and therefore we will not be doing any further work on this bridge is totally inadequate. According to several members of our Parish Council who have sat on the Council for 25 years plus, Norfolk Council offered to remove this bridge at one point in time as it was not then deemed suitable for the amount of traffic that was using it back then and to replace it with a straight bridge therefore taking the bend away, but the Parish Councillors at that time said no to the offer as making this straight would speed traffic through the Village.

I do not know what sort of risk assessment is going to be put in place by Orsted, or even Vattenfall for that matter, for this bridge, but I can tell you, as will every other person in our Village, this bridge will be severely damaged at some point over the next few years with all the extra HGV traffic, I just hope and pray for the person signing off any risk assessment that no one using the bridge or anyone going under the bridge along Marriott's Way is not injured or suffer a worse fate. Profits of any Multi -National Company should not be put before the rights of anyone in the Local Community.

Brian Schuil – Chair, Cawston Parish Council