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**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](#)

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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***

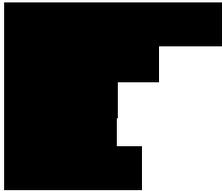
Cawston Parish Council's proposal to reduce and then divert HGV construction traffic for the Hornsea Three project and the Norfolk Vanguard project, made to assist with ISH9 agenda item 5h) *Scope for alternative HGV routing avoiding Cawston (including whether a proportion of HGV traffic could use alternative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

### AREAS OF AGREEMENT , DISAGREEMENT AND SUGGESTIONS FOR MANAGEMENT AND MITIGATION

Cawston Parish Council working group has met with Ørsted on 29<sup>th</sup> October 2018, 30<sup>th</sup> January 2019 and 12<sup>th</sup> February 2019. Site meeting in Cawston took place on Tuesday 12<sup>th</sup> March 2019

#### 1. AIMS OF ENGAGEMENT WITH ØRSTED

Cawston Parish Council have engaged with Ørsted:

- To learn more about Ørsted's plans as they develop.
- To maintain the level of amenity which Cawston residents currently enjoy
- To work with Ørsted to identify issues raised by Ørsted's application
- To work with Ørsted to identify effective management and mitigation strategies for the issues identified.
- To work to inform Cawston residents about the nature of Ørsted's application
- To represent the views of Cawston's residents to Ørsted, Norfolk County Council, Broadland District Council and The Planning Inspectorate.

#### 2. DATA SOURCES

Information and evidence about the Hornsea 3 project has been acquired from a range of sources:

- Ørsted has presented data showing their predictions of increased HGV traffic, Abnormal Loads and other vehicles traffic traveling through Cawston on the B1145.
- Cawston Parish Council has made extensive use of the data deposited with the Planning Inspectorate as part of the Infrastructure Planning Examination Procedure.
- The potential impacts on the amenity of the community, individual residents and both natural and built environments in Cawston have been identified by Cawston Parish Council and Ørsted.
- Traffic survey data and Noise and Vibration impact surveys have been carried out at a limited number of locations. Full findings are awaited.
- Members of the Cawston Parish Council working group have met with the Planning Inspectorate Team at the accompanied site visit and photographic evidence has been collected for submission
- Ørsted have presented a draft Traffic Management Plan which seeks to manage and mitigate a number of the issues identified.
- Ørsted have revised their draft Traffic Management Plan and a Site Meeting took place.

#### 3. AREAS OF AGREEMENT

Issues which Cawston Parish Council and Ørsted have both agreed require management and mitigation:

- Pedestrian amenity – particularly close to the primary school and public transport pick-up/drop-off locations (e.g. bus stop)
- Parking provision within the centre of the village and outside local businesses
- Rural nature of the village
- Associated noise and vibration impacts
- Speed of vehicles travelling through the village

Source *Hornsea Project Three\_Cawston Traffic Summary\_28.02.2019*

#### 4. MITIGATION METHODS PROPOSED BY ØRSTED

Changes in the project specification and management and mitigation strategies have emerged in the course of discussion with Ørsted

- Design of haul road changed with resulting reduced demands for aggregates and so fewer predicted HGV movements through Cawston.
- Changes in the data selected to indicate numbers of HGV and light traffic movements are described and a change from total figures to representative rates per hour for HGVs.
- Speed reduction measures through the village (to 20mph)
- Widening of footways in some parts of village
- Proposal to restrict Ørsted HGV movements through the village at times identified, by Ørsted, as peak risk.
- Planned reduction in size of cable drums used to allow more use of standard size HGVs.

A Traffic Management plan has been devised and revised by Ørsted which is intend to provide mitigation of the impacts listed above. The plan has undergone a revision in response to some of the feedback received.

#### 5. AREAS OF DISAGREEMENT

No agreement has been reached with Orsted on two issues which Cawston Parish Council have identified as requiring management and mitigation.

- Lost amenity throughout the village due to Increased congestion and conflict for road space in centre of Cawston
- The risk of damage to property, injury to road users and to users of the Marriot's Way footpath, bridleway and cycle route at two bridges; where the B1145 crosses the Marriotts Way and where the B1145 crosses Salle Beck between Cawston and Salle.

These issues have yet to be fully acknowledged by Ørsted. Management and mitigation strategies which are likely to be effective have yet to be presented.

Cawston Parish Council representatives have repeatedly raised with Ørsted their concerns about increased traffic congestion. Even with existing traffic levels, the narrow nature of the B1145 makes it very difficult for vehicles of any size to pass in the centre of the village and on the two bridges.

Cawston Parish Council believe that the loss of amenity in Cawston resulting from congestion and conflict from increase traffic flows has yet to be fully acknowledged as issues requiring effective management and mitigation by Ørsted.

In essence Ørsted's Draft Traffic Management Plan seeks to reduce the speed of traffic to a maximum of 20 mile per hour on the B1145 as it passes through the village. Footways on the B1145 in the village are sporadic and sometimes narrow. The selective widening of some footways reduces the width of the road, making passing more difficult.

Cawston Parish Council continues to raise concerns that the level of traffic increase resulting from the Ørsted project will increase congestion in the village centre and on the old railway bridge and bridge crossing Salle Beck. The numbers of additional HGV movements and HGV traffic meeting in the village pinch points will create an unacceptable loss of amenity to the village and an unacceptable increase in risk of collision, injury, damage to property and delay to road users, including delays to Ørsted's own traffic.

## 6. MANAGEMENT AND MITIGATION STRATEGIES PROPOSED BY CAWSTON PARISH COUNCIL

Cawston Parish Council have repeatedly suggested that alternative routes for Ørsted traffic, particularly HGVs and exceptional loads, should be fully investigated and considered

In an attempt to constructively engage with Ørsted to achieve satisfactory Management and Mitigation strategies Cawston Parish Council offers the following suggestions for full investigation by Ørsted:

- Use of the minor road network to the north of Cawston, including mitigation and reinstatement.
- Extension of temporary haul roads across agricultural land to provide a temporary Cawston bypass, a safe route from Oulton to the cable runs with exclusive Ørsted use.
- Investigation into possibilities of relocation of mobilization areas away from B1145 to reflect a changed understanding if the carrying capacity of the transport network.

To date these suggestions have gained no response from Ørsted other than their dismissal. No evidence has been presented by Ørsted which suggests proper consideration has taken place into alternative routes to divert some, or all, of the Ørsted traffic away from Cawston.

Ørsted have suggested that Norfolk County Council, the Highways Authority, will not allow any diversion onto the minor road network. At the Hornsea 3 Issue Specific Hearing 9 on 8th March 2019 comments from the Highway Authority suggest Norfolk County Council is open to considering alternatives to routing all traffic through Cawston.

To date Ørsted have proposed no management or mitigation measures whatsoever for the narrow and awkward B1145 bridge over Salle Beck. Given the acute angle of approach to the bridge from both directions a minimum provision of Stop-Go Boards on east and west

approaches to the bridge would seem a minimum intervention to prevent HGVs meeting on the bridge and being unable to manoeuvre past each other or reverse back due to following traffic and sharp bends.

For the old railway bridge over the Marriott's Way recreational path the only mitigation measure proposed by Ørsted is to introduce a 20mph limit, in an area where traffic already moves very slowly to negotiate the narrow bridge. The issue for this bridge is its narrowness and the awkward angle of entry from the Salle direction. The regular and extensive damage to the bridgeworks and surrounding fences speak to the difficulty heavy traffic experiences when manoeuvring under existing traffic conditions. There has been no suggestion from Ørsted that a Risk Assessment has been carried out into the effect of impacts on the bridge on road users or on walkers below on Marriott's Way when a bridge strike occurs.

At the Hornsea 3 Issue Specific Hearing 9 on 8th March 2019 Ørsted were invited to respond to agenda item 5h *Scope for alternative HGV routing avoiding Cawston (including whether a proportion of HGV traffic could use alternative routing)*. At the hearing Ørsted representatives agreed to investigate alternatives. The action points for the meeting include for Ørsted to investigate alternative HGV routing to try to minimise traffic through Cawston.

The reasons for Ørsted's reluctance to properly investigate alternative routings for traffic to minimise traffic through Cawston must remain a subject for speculation at present. The cost of mitigation measures has not been specifically stated by Ørsted as a reason for alternatives have not been investigated or proposed to date but it is telling that at the beginning of Cawston PC's first meeting with Ørsted representatives it was stated "you are not going to get a bypass".

## CONCLUSION AND FUTURE ACTIONS

Cawston Parish Council remains committed to resolving all of the issues which arise from the Hornsea 3 Wind Farm project's effects on the village of Cawston.

It seems that Ørsted has no alternative plan for its HGV traffic other than to send it all along the B1145 through Cawston, a road which is widely regarded as inadequate for greatly increased HGV traffic and abnormal loads. Ørsted seems content to overlook the very real danger of injury, damage and disruption it will cause by concentrating HGV and abnormal load traffic in the village of Cawston.

It is difficult to believe that such a significant international business, making such a major investment, has yet to consider an alternative plan for its traffic in the event of a problem on the B1145.

Cawston Parish Council fervently hope and anticipate that Ørsted will now, belatedly, engage in full consideration of alternative routes and approaches to remove or reduce traffic from the B1145 in Cawston.

Cawston Parish Council  
14<sup>th</sup> March 2019