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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

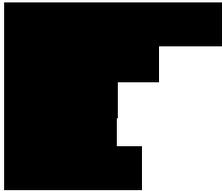
Cawston Parish Council's proposal to reduce and then divert HGV construction traffic for the Hornsea Three project and the Norfolk Vanguard project, made to assist with ISH9 agenda item 5h) *Scope for alternative HGV routing avoiding Cawston (including whether a proportion of HGV traffic could use alternative 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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RESPONSE TO REVISED TRAFFIC MANAGEMENT PLAN PRESENTED BY HORNSEA 3 WIND
FARM LTD 5TH MARCH 2019

1. CENTRE OF CAWSTON

1.1 SURFACE TEXTURE

NCC have already indicated this measure is unlikely to be permitted.

1.2 FOOTWAY WIDENED TO MIN 1.2METRES IN FRONT OF WHITE HOUSE BOTH SIDES OF ROAD



Further restricts the narrowest section of B1145
Further restricts the width of Chapel St making it even more difficult and hazardous for Broadland Winery HGV traffic to negotiate the turn into Chapel Street
Traffic approaching restriction from east cannot see what is coming around the corner on B1145 or Chapel Street so.....

1.3 EXISTING BUS STOP LOCATION SLIGHTLY RELOCATED AND FORMALISED WITH BUS STOP POLE



The photograph shows a bus being boarded by school children. Buses stop in front of the Deli, not where the plan shows. School buses come down B1145 from east and also from Chapel Street. The bus already has difficulty negotiating the right turn onto the B1145 and then pulling to the side of road in front of Deli where the children wait. Moving the bus stop to the east as proposed makes the manoeuvre impossible.

In Cawston, as in much of rural Norfolk, buses stop where they can get close to the kerb. A bus stop pole does not resolve problems of limited road widths and parked cars.

1.4 FOOTWAY WIDENED TO 2 METRES IN FRONT OF DELI AND BUS STOP



Narrows the road to make passing by opposing traffic more difficult

1.4 EXISTING PARKING AREA TO REMAIN



Good. Existing arrangement enables some parking for local businesses.

1.5 EASTBOUND BUS STOP RELOCATED AND FORMALISED WITH BUS STOP POLE.



It is proposed to relocate the bus stop from Market Place in front of the White House to a new position by the Bell Inn parking area. Within living memory the bus stop was moved away from this location to avoid congestion when people were boarding the bus.

1.6 REMOVAL OF THE EARLIER SCHEME'S YELLOW LINE PARKING RESTRICTIONS AND THE FORMALISING THE EXTENT OF ON STREET PARKING WITH MARKED LIMITS.



Presumably painted triangular areas, which remove some residents' parking in front of their properties. No additional parking places are provided for displaced traffic.

1.7 MARKING THE LIMITS OF ON STREET PARKING



Marking the limits of on street parking would formalise the “chicane” which already exists in Cawston.

1.8 A NEW WIDTH RESTRICTION ON THE B1145 OPPOSITE THE OLD FORGE



A new width restriction on the B1145 opposite The Old Forge restricts the width of the B1145 at what is already one of its narrowest points. Larger traffic needs to make use of the full width of the road to negotiate the bend.



Lack of vision around the bend by the Old Forge makes it difficult to see oncoming vehicles, even those approaching at 20 mph, until they are in the area of restricted width. When negotiating oncoming vehicles it is common for larger vehicles to mount the already narrow pavement

2 HGV PASSING

The widening of various pavements in the centre of the village reduces road width so making passing of HGV and other traffic more difficult.

The Draft Traffic Management Plan drawing does not show on street parking areas in front of the properties on the north side of the High Street opposite the Booton Lane junction. This omission may be intended to imply that the B1145 in this location is wide enough for HGVs to pass safely which is not the case. Parked cars in this area narrow the road and residents' parking around the junction with Booton Lane.

Any imagined HGV passing area in the centre of Cawston would rely on good fortune for HGVs to encounter each other at this one location and not anywhere else on the B1145 through the centre of Cawston. When HGVs arrive in the village they have often collected a stream of light or heavy traffic behind which removes the opportunity to reverse or manoeuvre freely.

3. A TOUCHING RELIANCE ON THE ENFORCEMENT OF TRAFFIC CONTROL MEASURES.

It is difficult to see how the Draft Traffic Management Scheme's reliance on compliance with a 20mph speed limit and variations to local parking measures can be secured.

The B1145 in Cawston is not a priority area for speed limit enforcement and the Norfolk Safety Camera Team. It is rare to see a Police Officer in Cawston, on foot or in a car and our local Police Community Support Officer presence has been removed.

4. CONCLUSION

The revised Draft Traffic Management Plan relies on a notional reduction of speed to 20mph to ensure that HGVs can safely pass through the centre of Cawston. The enforcement of any speed or parking restrictions is unlikely to be secured given the sporadic nature of rural policing and the removal of Police Community Support Officers.

The reality of traffic movement on the B1145 through the village centre is that vehicles of any size meeting each other have difficulty in negotiating the narrow road and oncoming traffic. Present levels of HGV traffic can create an almost instant bottleneck at any one of a number of pinch points in the village.

No amount of magical thinking by Ørsted can divert Cawston Parish Council from concluding that the predicted increases in HGV and light traffic will only exacerbate the already difficult situation.

Cawston Parish Council

14th March 2019