

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

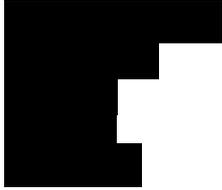
Cawston Parish Council's proposal to reduce and then divert HGV construction traffic for the Hornsea Three project and the Norfolk Vanguard project, made to assist with ISH9 agenda item 5h) *Scope for alternative HGV routing avoiding Cawston (including whether a proportion of HGV traffic could use alternative 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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RESPONSE TO ISH9 - TRAFFIC IMPACTS. ACTION POINT 14

Cawston Parish Council was asked to act as a conduit for community views on the traffic impacts on the community. Below is a selection of comments received from local residents, many of whom feel they have not received adequate information on the proposed schemes.

1 THE ATTACHED FLYER - APPENDIX 1

The attached flyer was prepared by a resident over the weekend of 9-10 March and distributed through local shops.

They wrote to the Parish Council....

“ please make PINs aware that this was created this weekend, and began being distributed on Tuesday 12th March because at this late juncture we thought most of the Cawston residents were unaware of this proposed scheme. From the verbal responses to date we were right. We believe PINs had already received correspondence about lack of notification/ strange poster sites.

To feedback also is the fact people are asking why hearings about Cawston are being held at a Norwich hotel when we have a large village hall here? Public transport from the village is limited and timings of meetings do not correspond to make attendance possible/easy”.

2. ANOTHER RESIDENT WROTE ...

“As a resident of Cawston, and living on the main B1145 in the village, I have great concerns about the increase of HGV traffic through the village with the onset of land-based construction for the offshore wind farms.

We already have a high volume of traffic through the village supporting the Winery and seasonal sugar beet HGV. Indeed, at times we can feel the vibrations in our house from passing HGVs. I am not a person for ‘NIMBYism’ and I support the construction of renewable power sources. However, it looks like the planners, as usual, have taken the easy option for traffic management or, lack of in this case.

In my observations and looking on Google maps a route to take vehicles away from the village would be to continue north after Woodrow roundabout on the B1149, Holt Road, go over the old railway bridge and take the second left onto the Heydon Road. Then take the second left onto the country road, this brings you to Glebe Crescent by the old railway bridge at the bottom of the village. These are very quiet roads and would have minimum impact on the local population. Sadly, this route would still inconvenience the people at Glebe Crescent.

Hopefully, the site meeting which was held on 5 March, can see how congested the village high street is with parked cars on either side from the Market place onwards. It does not take the ‘brains of a rocket scientist’ to appreciate the constriction at this point let alone the

impact on the school and general village through traffic. Additionally, do not even think of making movements at night time, it is the only respite we get from the daily traffic.”

3. A THIRD SAID (BEFORE THE REVISED TRAFFIC MANAGEMENT PLAN WAS PRESENTED)

“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 1st and 2nd 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.”

These are typical of the comments Cawston Parish Council has received, both in writing and verbally. Some may already have been sent to PINS directly; we do not know. We do know of many other concerns which have been sent direct.

APPENDIX 1

Flyer produced by some Cawston High Street Residents, widely delivered in the centre of the village

Image is only to illustrate possible transportation types and materials



Please Act Now Cawston
Time is Running Out to have your say!

Email your concerns before **March 14th 2019** Deadline 7

to

hornseaproject3@pins.gsi.gov.uk

Cawston Village to be used as a Traffic Corridor for the Hornsea 3 Windfarm project (Oulton Airfield Compound towards Reepham)

Possible Impact to Cawston village and surrounding area

- **Daily up to 127 two-way (HGV) movements through the Village**
- **Abnormal Loads, related vehicles & other construction related traffic movements**
- **Daily estimated total of up to 277 extra two-way movements through Cawston village**
- **Reduced Parking**
- **Possible environmental impacts, Noise, Pollution, Vibration**
- **Single Line traffic through the village**
- **Oncoming traffic priority waiting points**
- **Restricted traffic movements through Cawston due to increased amount and type of vehicles**

(Figures taken from Ørsted estimates Feb 2019)