

From: [REDACTED]
To: [Hornsea Project Three](#)
Subject: Cawston Village
Date: 28 March 2019 20:00:30

Dear Mr Johansson,

I am a resident of Cawston and would like to make the following observations with regard to the Hornsea Project and the proposed routing of HGVs through Cawston village centre.

My first observation would be that the consultation process has been patchy to say the least. Although some information about the Vettenfall project has been received by post, and I was able to attend an exhibition in Aylsham, I cannot recall receiving any information about the Hornsea Project. I only learned of the proposed HGV route a few days prior to last Monday's Hearing in Norwich. While some information at a general level has been available, the more detailed proposals such as the HGV routes has only become available rather late in the day! A cynic might suggest this has been a deliberate attempt to reduce the level of objections. Given the potential impact upon Cawston, should this scheme go ahead, I would have expected a much higher level of engagement with the village. I suspect there are still many residents who have not appreciated the scale of the threat to the village.

I appreciate that the responsibility for this apparent lack of information may not lie with the developers, but whatever the case, it is not helpful and creates a feeling of mistrust around the whole process.

Many people have raised objections to the HGV routing through the village and I don't wish to repeat them here. However, I would like to comment on the transport infrastructure and its general unsuitability for this scheme.

Norfolk has no motorways and not much dual carriageway - the latter being largely limited to the A11 and the Norwich bypass. There are a few major single carriageway A roads which can cope with reasonably large volumes of traffic but much of the county is a morass of narrow B roads and country lanes. Not surprisingly this general area is what many would describe as a rural backwater with relatively low levels of road traffic. Its quiet and peaceful nature is what so many find attractive. In planning routes and sites of substations and other infrastructure the developers of Hornsea and the other schemes seem to have operated in total ignorance of this fact. As a result they have ended up having to grapple with the problem of finding viable routes for huge volumes of HGVs via totally unsuitable road networks. The impression is that the planning has been done by people who have never visited the area and are in complete ignorance of it. They have simply drawn lines on maps.

The road running through Cawston is the B1145 which runs from Kings Lynn in the west, to Mundesley on the east coast. Although there are reasonable stretches of straight and wide carriageway, there are also narrow stretches and various 'pinch points'. The two worst are in Reepham and Cawston. Perhaps as a result the road is generally quiet with very light traffic. Large HGVs are rare. It's possible to drive from Cawston to Kings Lynn, a distance of 35 miles, and encounter fewer than 10 vehicles in a journey taking an hour. Where the road

intersects with the A1067 at Bawdeswell, west of Reepham, a sign warns that the B1145 travelling east is not suitable for HGVs. I presume this notice was erected by Norfolk Highways! Travelling from Reepham towards Cawston vehicles have to negotiate Salle Bridge where the road narrows with a right angle turn. Large vehicles are brought more or less to a standstill. Just beyond this the road enters Cawston over a humpback railway bridge requiring another right angle turn. The bridge parapet is regularly damaged by vehicles failing to negotiate the turn correctly and there are real concerns that the bridge is not capable of withstanding huge volumes of heavily laden HGVs. At the other end of the village, approaching from Aylsham, the road become too narrow to allow two large vehicles to pass. It would difficult to imagine a more unsuitable locality for the Hornsea Projects schemes.

It has been suggested that part of the plan to facilitate the movement of HGVs through the village each day would be to ban on- street parking along the High Street and Chapel Road. Cawston has a large number of properties which have no off- road parking. As a result significant levels of on- street parking exist throughout the village. An obvious question, if this were banned, is where are all these vehicles going to be removed to? All the adjacent streets - Booton Lane, Church Lane, New Street and Norwich Road are already congested for much of the day with on- street parking or are too narrow to allow any parking. If this scheme were short term - say a few weeks - it might be possible to use areas like the Village Hall car park or the Bell Public House. But it seem this situation will go on for years. Nobody seems to know exactly how long but one opinion is as much as ten! I cannot see how this can be made to work.

However, even if the above plan was put into effect some on street parking in the High Street will still occur. Delivery lorries will need to park outside the Bell Public House and the Deli and Oil Tankers will need to park. The bin lorry will still need to make its way round the village and individual householders will need to off load shopping etc. All these activities cause congestion now even allowing for the relatively light traffic movements along the B1145. It's difficult to imagine how the levels of HGV movements envisaged could ever result in anything than absolute chaos. And additionally it would only take a few disgruntled householders to deliberately park their vehicles in the restricted areas to bring everything to a grinding halt. And that's the last thing Norfolk Police need given their staffing problems.

Even ignoring all the above, however, it's still entirely unnecessary to route HGVs through the village because better alternatives exist. These alternative routes are not good because good routes don't exist in this area. However they do make more sense. The obvious one is to use Heydon Road which leads off from the B1145 immediately before the railway bridge at the entrance to the village. Although this is narrow the advantages are that it's completely straight with good forward visibility and has very few buildings along its route. Apart from a few houses at Glebe Crescent, at the very start of the road, which are set well back from the road, there is only one other house. That is also set well back. At its junction with Wood Dalling Road, at Dog Corner, traffic can turn right and travel the short distance to the junction with the B1149. It would be possible to create passing places along Heydon Road without any difficulty. Doing this would avoid the need for HGVs to pass through Cawston itself with all the problems that would entail and would not be subject to hold ups and delays.

Having said all that it remains highly questionable that laying miles of onshore cables and building substations etc across a locality that simply lacks the transport infrastructure to support that process, makes any sense. The MP George Freeman has already raised this issue in Parliament, arguing that an Offshore Ring Main would make far more sense, taking away the need for many individual substations. In a 2015 report the National Grid said it was necessary to minimise the impact on communities and the environment. It's rather difficult to see how hundreds of HGVs trundling through the centre of Cawston causing catastrophic structural damage to listed buildings, raising pollution to illegal limits and endangering the lives of those who live there, fits with such an aspiration.

Andrew Mildinhall