

**From:** [REDACTED]  
**To:** [HornseaProjectThree@pins.gsi.gov.uk](mailto:HornseaProjectThree@pins.gsi.gov.uk)  
**Cc:** [REDACTED]  
**Subject:** Confirmation of Oral Submission - Mr & Mrs Whiteley  
**Date:** 31 March 2019 21:44:59

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Dear Planning Inspectorate,

Further to the Open Forum in Norwich on Monday 25th please accept this email as mine and Emily Whiteley's oral submission of the points we raised.

Graham Whiteley

Has the applicant (or anyone) sought the professional opinion of a structural surveyor (and if so I would like to see a copy) as to whether the volume of vehicles proposed through Cawston High Street will damage the properties, most, if not all of which are Grade 2 listed.

There seems to have been a lot of physical assessment regarding the ability of the HGVs to travel along Cawston High Street however has anyone undertaken (and if so I would like to see a copy) of how this volume of traffic may affect people's mental wellbeing.

Emily Whiteley

I am still finding it very difficult to understand how the B1145 through Cawston has been deemed suitable for the high volume of traffic and HGV movements this wind farm project will involve. We are continually being told that the "B1145 is suitable for HGVs" and whilst this may be true from a load/weight perspective, and if our village was completely empty! the reality of the situation is that Cawston is a thriving village, home to many families, elderly people and visitors to our busy pub, shop and cafe. The road is frequently used by agricultural vehicles and buses throughout the day, alongside regular traffic and I don't believe a mid-morning site visit is sufficient to get a full understanding of the volume of traffic that passes through the village and the bottle necks that already occur. I also find it hard to understand how inspectors can deem the route suitable from a health and safety point of view. I have 2 young children, 7 & 4 years, and our pavements are simply not wide or safe enough in a many areas with narrow sections where we have to walk in single file, such as the blind corner before the village hall and along the High Street. Walking through the village with a high-vis jacket on a site visit is very different to walking round the village with young children who have little sense of danger!

I understand alternative routes have been proposed to the applicant, which would avoid our village completely, however I believe these have been rejected due to potential damage to the hedgerow. Whilst the last thing I want is more damage to our countryside, the reality is a hedge has a much better chance of survival if it is clipped by a HGV than we have in the heart of the village!

Yours sincerely  
Mr & Mrs Whiteley  
[REDACTED]

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