

**From:** [REDACTED]  
**To:** [Norfolk Boreas](#)  
**Subject:** Confirmation of points from Open Floor and ASI request  
**Date:** 25 November 2019 15:58:43

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*Cawston PC wishes to submit the following additional document for Deadline 1. This includes confirmation of points raised in our oral presentation at the Open Floor Hearing on 13th November and a request that the ExA considers Cawston for an ASI visit.*

*Cawston PC is a strong supporter of renewable energy and wind power, but we argue that the onshore delivery has to be planned in a way that does not cause huge damage across Eastern counties. An Offshore Ring Main is one possible solution that has now been recognised by Developers, National Grid and Government itself.*

*Regarding the delayed Hornsea 3 decision, and the potential for the Vanguard decision to be put back as well; we recognise that the Hornsea delay stems from offshore issues, but it has an effect on us, too. It means we don't get to see the Inspectors report and recommendations - which would have informed our submissions on Boreas - until the end of March, very late in the Boreas inspection process.*

*Our concerns and arguments are similar across all three projects, therefore it would have been very helpful to know the outcome of the earlier ones when composing submissions on Boreas. As it is, we will be submitting copies of our papers from the two previous schemes in order to get a full picture into the record for this examination.*

*We are unpaid volunteers, working in our spare time, and don't have the time or resources to go through and re-edit all this material. Please accept our apologies for any duplication of material, or reference to documents that may now have been superseded.*

*Our second point can be described as "a Tale of Two Villages". We ask you to compare their situations. Both of these villages have B roads running through them, designated for construction traffic. They both have a number of sensitive receptors; a school, café, village hall, shops, pub, etc.*

*In the first one the road is quite wide, enough for lorries to pass comfortably; there are good footpaths on both sides of the road, most properties sit well back from the road and there is street lighting throughout. There are also a number of pedestrian and safety features.*

*This is Horsford; it has been classed as High sensitivity. Vanguard and Hornsea have committed to avoiding Horsford for all HGV traffic; presumably this applies to Boreas as well.*

*The centre of the second village is a Conservation Area, with properties 2-300 years old, many of them listed.*

*The road is narrow, hardly changed from the days of the horse and cart; only 5 metres wide in places, not enough for two lorries to pass. Properties lie close to the edge of the road; here there is no street lighting and footpaths are narrow, barely enough for one person.*

*At some points there is no footpath at all, and children walking to school have to cross the road twice to stay on a path. There are no pedestrian and safety features. The path to the village playing field is also narrow and only on one side of the road.*

*This is Cawston; somehow this is only classed as medium sensitivity, even though the proposed traffic flows represent a huge increase in volume.*

*Around Cawston the road has a number of blind spots and dangerous bends and there have been several incidents and accidents recently, including one fatality.*

*Here, the Applicants are committed to forcing all their traffic through, despite all warnings and clear dangers.*

*The latest traffic plan for Cawston published by Hornsea3 included yellow line parking restrictions, backed up by enforcement officers giving tickets to residents. They propose two passing places for lorries in the village centre, where they will wait, engines idling, while congestion ahead clears. Residents will thus get a practical demonstration of climate change and air quality issues.*

*We have suggested alternative approaches, but these have been dismissed. These suggestions will be included in the files referred to above.*

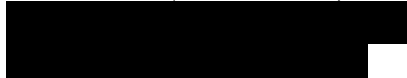
*Our preferred alternative would be an Offshore Ring Main; failing that, more sensible use of the haul roads and local roads away from population centres.*

*Research has also found that a different approach to haul roads, using preformed sections, would require many fewer HGV loads. We suggest that this should also be considered.*

*We had a meeting with Vattenfall on the 22<sup>nd</sup> November, where possible changes to the traffic plan were discussed. This was a full and friendly discussion where both sides explained their positions, but we feel that we are no nearer to an acceptable solution.*

*We would request that the ExA considers Cawston as a site to visit on a future ASI, so that we can point out the many features that affect this traffic issue.*

*Chris Monk (Cawston PC)*



**From:** [REDACTED]  
**To:** [Norfolk Boreas](#)  
**Subject:** Visit to Cawston  
**Date:** 15 November 2019 12:22:38

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Dear Sir / Madam.

I attended your open floor hearing in Norwich on Wednesday November 13th. and noted they you said you have already visited our Village of Cawston to have a look at some of our perceived concerns.

As we believe there are so many issues with all of the proposed extra traffic that may be coming to our Village and the devastating consequences that it would have on our Village, Cawston Parish Council would like to ask you if you would consider coming again to our Village to meet with us so that we can show you directly why we are so concerned.

I would like to add that Cawston Parish Councillors are not Nimbys, we as a Council are 100% in favour of renewable energy, as are the majority of the parishioners of our Village.

If you agree to our request during weekday hours between 8 a.m. and 4 p.m. is the obvious time for any visit to note how everyday normal traffic affects our Village now without any more to be added in the future.

Brian Schuil

On behalf of Cawston Parish Council.

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