

**From:** [REDACTED]  
**To:** [Norfolk Boreas](#)  
**Cc:** [REDACTED]  
**Subject:** Deadline 1 - Information as requested by the ExA  
**Date:** 24 November 2019 22:20:19  
**Attachments:** [Hornsea 3.zip](#)  
[Norfolk Vanguard.zip](#)  
[Norfolk Boreas Offshore Wind Farm – Evidence from submissions to Hornsea 3 and Norfolk Vanguard planning enquiries.docx](#)  
[CAWSTON PC – Representations made by residents to Hornsea 3.docx](#)  
[CAWSTON PC – Representations made by residents to Norfolk Vanguard.docx](#)

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Dear Sir

Please find attached submissions from Cawston Parish Council for Deadline 1 comprising the Council's submissions and those of Cawston residents to the Hornsea 3 and Norfolk Vanguard Planning Inquiries.

Yours faithfully

Simon Court  
On behalf of Cawston Parish Council

[REDACTED]

Norwich

[REDACTED]

[REDACTED]

## NORFOLK BOREAS OFFSHORE WIND FARM – EVIDENCE FROM SUBMISSIONS TO HORNSEA 3 AND NORFOLK VANGUARD PLANNING ENQUIRIES.

Summary of Cawston Parish Council's submissions of evidence to the National Infrastructure Planning Inquiries for the Hornsea 3 and Norfolk Vanguard Wind Farms.

Cawston Parish Council has attempted to engage constructively with Orsted and Vattenfall, the developers of the wind farm cable routes which pass close to Cawston. The developers' construction plans call for large increases in HGV and other traffic through the village. If these projects go ahead it is likely that they will coincide, and the cumulative impacts of construction traffic have been assessed.

Cawston Parish Council is committed to reducing the impact on local residents, property and businesses from the proposed construction traffic and has submitted evidence to the planning enquiries which:

- Demonstrates that the B1145, whilst notionally a "Main Distributor Route" is in fact inadequate for the number and frequency of HGV and other traffic movements proposed by the developers.
- Shows how the number of construction traffic vehicle movements through Cawston could be greatly reduced by making creative and cooperative use of the haul road which Norfolk Vanguard will construct beside their cable route, as well as by making full use of the surrounding road network.
- Explains how a small variation in the alignment of the Norfolk Vanguard cable route to avoid passing close by residential properties in Sygate (Southgate) can reduce unnecessary impacts of the construction work on local residents.
- Describes the inadequacy of the unacceptable traffic mitigation scheme the developers have proposed for Cawston which seeks to slow traffic and, between versions, increase or decrease footway widths and to manage, encourage or ban parking in parts of the village. This inadequate scheme deliberately fails to propose any reduction in the volume of traffic by diversion or the creative use of haul roads.

To date Cawston Parish Council's evidence has been rejected, disregarded or ignored by the developers.

The following submissions are included in this package.

### HORNSEA 3 DEADLINE 7 SUBMISSIONS

- Cawston Parish Council - Chairman's Response to Issue Specific Hearing (ISF9) Agenda Item 5
- Cawston Parish Council - Comments on Revised Draft Traffic Management Plan
- Cawston Parish Council - Confirmation of Oral Evidence ISH9
- Cawston Parish Council - Engagement with Orsted on Traffic in Cawston - Agreement , Disagreement and Suggestions for Management and Mitigation.
- Cawston Parish Council - Evidence -No Passing Places for HGVs in Central Cawston
- Cawston Parish Council - Response to ISH9 - Traffic Impacts Action Point 14
- Cawston Parish Council HGV Traffic Proposal – final

### HORNSEA 3 DEADLINE 10 SUBMISSIONS

- Cawston Parish Council Deadline 10 submission - Response to Outline CTMP, Noise, Vibration and Cumulative Link Assessment

#### NORFOLK VANGUARD DEADLINE 5 SUBMISSIONS

- Cawston Parish Council Cable Route alignment north of Cawston - Deadline 5 Submission
- Cawston Parish Council HGV Traffic Diversion Proposal - Deadline 5 Submission

#### NORFOLK VANGUARD DEADLINE 6 SUBMISSIONS

- Cawston Parish Council - Deadline submission - Response to Outline CTMP, Noise, Vibration and Cumulative Link Assessment
- Cawston Parish Council - Deadline 6 submission - Evidence of No Passing Places for HGVs in Central Cawston
- Cawston Parish Council - Deadline 6 submission - ISH4 Written submission of oral case
- Cawston Parish Council - Deadline 6 submission - Public Health, Pollution and Real Costs to Society

#### NORFOLK VANGUARD DEADLINE 7 SUBMISSIONS

- Cawston Parish Council - Deadline 7 submission - Written submission of oral case and update on progress of discussion with applicant

#### NORFOLK VANGUARD DEADLINE 8 SUBMISSIONS

- Cawston Parish Council Submission for Deadline 8 - Updates on Traffic Incidents, Documents, Meetings and ExA questions
- Cawston Parish Council response to Document Reference ExA Comments 10D7208 - Deadline 8 Submission

#### NORFOLK VANGUARD DEADLINE 9 SUBMISSIONS

- Cawston Parish Council Deadline 9 Submission

Cawston Parish Council

21<sup>st</sup> November 2019

**CAWSTON PC – Representations made by residents to Hornsea 3**

Cawston PC wishes to submit to the Boreas Inspection the representations below, which were made by our residents to the Hornsea 3 Inspection.

We consider they are relevant to Boreas as many of the points raised are common and they demonstrate the strength of feeling in the village.

As part of the copy/paste process we have needed to re-format in places but the text is as published on the Hornsea 3 PINS website.

Cawston Parish Council  
24th November 2019

Subject: Hornsea Three Wind Farm proposal

Date: 22 November 2018 18:06:21

We are writing to express our concerns over this proposal.

We live in Cawston and our house fronts onto the B1145, very close to the traffic.

We realise that the 7th November deadline has passed, however the first time our attention was brought to the direct impact of this scheme on us was a letter from Ørsted dated 5th November. Thus we had no time to research and respond by the deadline.

The letter was described as an "update", but, on querying this, Ørsted's response was that we had not been sent previous newsletters, etc, as "Cawston Village is not directly on our cable route". We feel that this is unacceptable when Cawston is clearly a key site for traffic issues.

We have now engaged with them and told them that we would be interested in finding out about participating in their noise and vibration testing process.

In principle we are strongly in favour of schemes such as renewable energy which serve to protect and improve the environment, but we do feel that the philosophy of protecting the wider environment should not rest on destroying some local environments, which is what will happen if this proposal goes ahead in its current form.

The B1145 and other roads in this area are simply unsuitable for the types and volumes of traffic proposed.

The levels of noise and vibration in the centre of the village will be intolerable and there are real safety concerns.

this is a twisty B road, unsuitable for HGVs, narrow and impossible in many places for two large vehicles to pass one another safely.

in the village there are narrow pavements and several blind junctions, where traffic on the side road has to creep into the main road to see what is coming the old railway bridge near the village hall is on a blind bend. We also wonder whether it has sufficient weight bearing capacity.

a double bend between Cawston and Salle is exceptionally tight, you often need to stop and back up to allow a non HGV lorry to get round.

there is a village junior school, buses, school buses collecting senior pupils, shops, pub and houses close to the narrow road - a constant need for pedestrians to cross the road throughout the day.

air quality in the centre of the village is another concern, as is light pollution.

We get no sense that factors like these have been considered in the proposal.

We hope that you are able to include these views in your assessments, and look forward to hearing from you.

Kind regards

Helen

&

Chris

Monk

*Hornsea Project Three Offshore Wind Farm Issue Specific Hearing 9 08.03.19*

*Thank you for allowing me to speak at the above referenced hearing it has been explained to me that I am too late to be considered an interested party, however having spoken at the hearing my written submission may be considered; before deadline 7.*

*I am a Cawston resident who attended the hearing to find out about the proposed transport routes for Hornsea 3. On the morning of 11th February 2019 I was contacted to accept noise monitoring equipment, which was then mounted outside of our property - It was only at that point I became fully aware the transport route was possibly coming through the village, I thought this would not be a viable route for so many factors, including a belief the Heydon Road was the primary consideration.*

At today's hearing it felt that the Cawston route was not a proposal but a fete a compli. From the hearing I understand there are as yet no environmental assessments for Cawston and Oulton In the Environmental Statement: Transport Assessment 1.4 baseline environment, when referencing Cawston it states 1.4.1.35 the B1145 routes through the village of Cawston and Reepham town centre which have a number of sensitive receptors including shops, narrow footways and residential frontages. The speed limit is reduced to 20mph as it routes through Reepham.

Cawston has many further sensitive receptors – primary school, nursery, graveyard, conservation area, historic properties, missing footways, tourist caravan park - all of these on the direct frontage of the road proposed as a HGV corridor. There are also numerous rural businesses based in the village

With particular reference to my home and similar properties Historicengland.org.uk state "Recognising and understanding heritage value or significance at an early stage in a proposal means that there is an opportunity to avoid or mitigate negative impacts.." The fact we are a listed property is a material consideration in planning.

At the hearing you heard myself and another affected resident of an historic property voice concerns about the effects of vibration from large HGV usage. We are a three storey elevated property on the corner of Market place vibrations at ground level are magnified in the upper storey. Have the impacts on the historically significant properties of Cawston been considered?

5b) Predicted Hornsea three traffic movements in Cawston, including fluctuations across the construction period and throughout each day The map on screen was my first sighting of the proposed traffic intervention scheme; I understand this version was presented just before 9am on the morning of the hearing. Currently the revised plan REP6 -017 has not been updated on the website, should this not be in the public domain for people to comment upon? My instant and emotive response was, and still is, how can this work?

The Hornsea 3 requirement is for 127 daily HGV movements directly through the centre of the village ,plus associated vehicles. The widening of the pavement outside the pub and deli will provide a road that is not wide enough for two-way traffic. If vehicles can't pass further down High Street, because of HGVs in a holding position who knows how far the backlog of traffic would stop. Both directions of traffic then waiting a turn to drive along the High Street.

How will the flow of traffic be managed? I ask this with particular reference to the blind curve where High Street/ Aylsham Road meet, drivers will not be able to see the road or traffic ahead to work out whose turn it is to move. Traffic will also need to join this scenario from Chapel Street, other side roads and numerous driveways. Outside the Old Forge it appears long vehicles will have to drive into the side road to make the bend.

Is this safe? How will that work for resident trying to exit their road?

Restricting traffic to 20mph past a school and through a village is in my opinion always a positive move. When in motion the HGVs will have to take the corners and hump back bridges into bends at a slower rate crossing onto the opposite side of the road to negotiate their turning circle, single file, stop start traffic behind such having no recourse than just to crawl along – Have calculations on traffic flow, timings taken all this into consideration? If VISSIM is what I understand it to be should not this be used to model the Cawston plan?

5c) Existing highway conditions and pedestrian movements within the village (including in relation to Cawston Primary School) & 5f) HGV restrictions relating to pedestrian movements to/from schools Four school buses currently converge on the market triangle for Reepham High School transport. The dispersion of those 90+ children includes those walking around the blind corner of our property, crossing the High Street and Chapel Street, with others heading out past the village hall - all directions have sections without pavement where people have to make multi crossings of the High Street/Aylsham Road to maintain pavement use.

Similar routes are undertaken for the families walking to and from the primary school many with pushchairs and toddlers in hand. The comments regarding limiting HGV movement for school hours would be imperative. Safe access on the B1145 to the primary school, nursery and high school buses are needed for 200+ children. The safety of those children must be everyone's priority. The school hours are extended with clubs and the nursery at the primary school site finishes at lunchtime so time zones of heightened risk are not just the 7.30-9.am, 3-4 pm intimated at the hearing.

Currently outside of school hours our village is full of children heading to the park, riding bikes around to friends, what we have to date considered normal village life. A traffic corridor of HGVs will have a significant impact on the lifestyle and daily movements of our community.

Outside my property there is no pavement, we currently cross from our gateway to the opposite side of the Aylsham Road to a narrow walkway against a high wall. The proposal to widen this and other sections of pavement would make them safer for pedestrians, but only if we can actually get across the road to access them. There are no solutions offered to the areas without pavements, currently a number of families have to walk on the roadside to access village amenities. The danger of doing so alongside a stream of HGVs is unquantifiable.

Norfolk County Council have a great initiative where students can choose money towards a cycle rather than a bus pass to their high school or sixth form college, the prospective danger to students on cycles from this proposed transport plan must be highlighted. The Cawston to Reepham road is a cycle route well used by Reepham Cycle Club and seasonal tourists, has this been factored in as sensitive receptors?

*The proposed route into the village goes directly in front of a primary school, the village graveyard, the beautiful listed buildings of the High Street, the village shop, deli, pub and the village hall. All well used sites villagers walk to. A continual stream of HGVs will inhibit access to and use of these. Exposure to additional pollution and dust are factors that have to be considered for our children.*

*Has it also been recognised that as a rural setting large sections of the B1145 through Cawston are without street lighting? In winter months residents access local amenities with the aid of torches. Heavy construction traffic will be passing them in near darkness.*

*5d) Noise and vibration assessment. I was asked for permission to site equipment outside my property, I would like to be appraised of the information recorded and believe it would be a useful site for continued monitoring should this route go ahead. Our listed property is directly adjacent to the road and on the road line we have a deep cellar. When a farm vehicle or lorry passes, vibrations can be felt in the rooms on that side. Our home was built in 1690; the road networks and vehicular transport came much later!*

*I don't know how it will hold up to increased heavy traffic but it is a significant concern. I would expect the advise of the local conservation and environment officers officer to have been sought in reference to vibration implications for such properties. My comment at the hearing about having cracking was in reference to our garden walls, the modern section has been repaired on a number of occasions before our purchase of the property because of current traffic levels. Over our four years in residence we have seen the listed exterior garden walls loose more of the facia, erosion then progresses at a speedier rate. Old Norfolk reds do not fair well with modern pollutants (Conservation officer and builder description)*

*Additional road works and traffic of the volume suggested will expose us to further damage by way of corrosion or collision. How will this be mitigated? Any works required to the exterior of our property means road width has to be restricted, an occurrence no one wants.*

*5e.) Proposed highway intervention scheme This proposal removes the High Street parking, where will residents now park? How will the one-way flow at a time be managed? The County Councillor referenced previous investigations into limiting parking on this stretch, limits were not put in place so surely the reasons for this and conclusions of those council investigations should be referenced.*

*5h) Scope for alternative HGV routing avoiding Cawston (including whether a proportion of HGV traffic could use alternative routing) I urge all parties to look at any and all viable alternatives before allowing construction traffic of this scale and number to travel through the heart of the village of Cawston. I understand, to date, no alternatives have been scoped.*

*Thank you for your time and consideration. Polly Brockis*

Dear Sir,  
Hornsea Three Outline CTMP & Appendix 25

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.

Yours faithfully  
V. I. Purdy

Dear Sir,  
Hornsea Three Outline CTMP & Appendix 25

Further to my letter of 1st March 2019 I understand that the proposed remodelling of Cawston Market Hill has now been abandoned together with the restricted parking in the High Street. However the other points that I raised do not appear to have been addressed.

Although I consider myself reasonably computer literate I still find it difficult to access specific information as a lot is in sub menus that are not always adequately labelled.

My concern is that the average person (as defined by Lord Justice Greer – as the man on the Clapham omnibus.) would have great difficulty in fully appreciating the magnitude of the project and the likely impact on their lifestyle and local community.

I should also point out at the junction of the A1067 and B1145 at Bawdeswell there is a road sign that states the road is "Unsuitable for long vehicles" this sign can be viewed on Google Earth.

I do not object to wind energy, however I do think that there should be more joined up thinking in its installation especially as it is so heavily subsidised.

I look forward to a considered positive response.

Yours faithfully,  
V. I. Purdy

*Dear sir/madam*

*I write to you with regard to the above wind farm project. In principle I do not object to wind farms. However, it is the onshore impact I have objections too.*

*The specific issues centers on the village of Cawston. The additional lorries of up to 50 a day passing through a small and narrow village with a number of traffic limiting constraints. The following are a list of objections.*

*Risk to life as pedestrians walk the narrow paths*

*Increased air pollution.*

*Increased noise pollution.*

*Increased vibration affecting listed building foundations and structure.*

*Narrow road at a number of points, down to single vehicle passing.*

*A severe 90% turn prior to the village near sub station.*

*A narrow single road bridge designed for light traffic, which is already in need of repair.*

*The narrow road on the high street, which has a number of, listed building.*

*Proximity of such building to the road, only a narrow footpath separating the road from buildings.*

*The proposed projects have now initiated a review of traffic flow through the village.*

*Which suggest the recognition that the projects will generate significant traffic through the village. Some of the suggested project solutions are,*

*Not allowing residents to park on the high street*

*Not providing alternative parking for residents*

*Not allowing the businesses to benefit from passing trade*

*Putting yellow lines down the high street, which would eliminate the traffic calming measures that parked cars provide to the village.*

*Suggested solutions would eliminate all the above.*

*Use of the off-shore ring main approach*

*The project uses the route for the cables to deliver its requirement via a temporary road.*

*The projects are cutting a 30 metre wide track across the countryside to install the cables.*

*The cost of solutions would be picked up by the project rather than indirectly through the local council taxes.*

*ook forward to your positive response.*

*egards.  
Crossley*

From: Nikki Banham  
Date: Sun, 10 Mar 2019 at 08:42

Subject: Proposed traffic through Cawston  
To: <HornseaProjectThree@orsted.co.uk>

I am forwarding this email to you for your information regarding my concerns over the Orsted proposals for Cawston.

FAO Emily Woolfenden

I was unable to attend the hearing on Friday as it was at such an inconvenient time and place for me to get to. I would however like to register my objection to the plans for so much traffic to be routed through Cawston. I live on the High Street and my objections are for the following reasons :-

1. This is a conservation area and my property, like most on High Street is a listed building (grade 2\*). It was built in 1700 and has a large cellar with a grate on the pavement outside leading to it. The proposed work traffic would damage the foundations of this house of special architectural interest. Already, like many other of the buildings on High Street, my house shakes when large HGV's and farm traffic passes by. I have also written to Broadland Historic Buildings with my concerns.
2. I run a small bed and breakfast business from my property. Guests love the peace and quiet of this small Norfolk village. Both bedrooms directly overlook the high street and the noise and vibrations from the proposed traffic would destroy my B&B.
3. Many homes along High Street do not have off road parking and residents parking on the road would make it impossible to manoeuvre that many HGV's through the High Street.
4. These proposals also put our children in danger. The vehicles would endanger children on their way to school, there are no pavements in some places and the diesel fumes would cause respiratory damage.
5. Cawston is a small Norfolk village in a conservation area. Many of the buildings in High Street are Georgian and the road is very narrow and the pavements are very narrow and non existent in some places, meaning wheelchairs and pushchairs often have to be on the road. Increased traffic on this scale will cause danger to life.
6. I believe these proposals are the cheapest option for Orsted but not the only option.

Please acknowledge receipt of my email and please keep me informed, thank you.

Nicola Banham

*Dear Sirs*

*I am writing to express my concerns about the proposed disruption and traffic that is due to pass through Cawston as a result of the Hornsea 3 Windfarm project.*

*I live on the edge of the village with my three children, I currently walk to school with my two youngest children and my son walks independently to the center of the village in order to catch the bus to school. I value the independence and road safety awareness that my son is gaining from being able to walk to the bus stop independently and over the next two and a half years, my younger daughters will also be and are very much looking forward to having the same independence. Whilst they are still, in the warmer months, I have always enjoyed cycling with my youngest girls to school which again them a great sense of road awareness and fitness.*

*A large part of our journeys take place where there is no pavement or very narrow pavement including over small bridge which is immediately after a blind corner which also has no pavement. Whilst this is not ideal, the current level of traffic moving through the village means that as long as they remain aware, it is still safe for myself and my children to travel to school.*

*The proposed level of HGV traffic however will mean that it will no longer be safe for my children to walk to school and the bus stop and this will strip them of their independence that they have enjoyed and is helping to mold them into responsible young people.*

*The village of Cawston is fairly small and already struggles with the level of HGVs and cars travelling through it at present. The proposed route passes houses which do not have driveways and residents are forced to park on the roadside meaning that it is already necessary for traffic to pass in single file at these points. The addition of more HGV traffic will worsen the problem and increase the risk of RTCs.*



*Therefore I absolutely contest the proposal for Cawston to be used as a traffic gateway for the windfarm projects. I do not believe that the benefits that the village will get from the windfarm outweigh the problems that will be caused for our families.*

Regards,  
Nicola Stokes

Good morning,  
Please see below email I sent to Ofsted about the proposed vehicle route through Cawston.  
This cannot happen! It is just not feasible. We will fight it all the way.  
Regards,  
Steve Brown  
Cawston resident.

----- Forwarded message -----

From: Steve Brown  
Date: Tue, 5 Mar 2019, 19:24  
Subject: Plan to use Cawston as an HGV rat run!  
To: <HornseaProjectThree@orsted.co.uk>

To whom it may concern,

I am emailing you regarding your plan to run hundreds of HGVs and other construction associated vehicles through the middle of Cawston everyday as part of your wind farm development.

I would love to come and speak to you face to face. But so far, apart from a glorified display at Reepham a few months ago you have not deigned to hold any form of meeting at a time that allows working people to attend. The first meeting was in Kings Lynn. Now, this coming Friday 8th March you have a meeting scheduled at 0900 in Norwich. This not only precludes working people from attending, but makes it difficult for older, less mobile villagers to attend without access to transport.

When will you have the courage to actually schedule an open meeting here in the village at a time that allows residents to see the public face of the corporate beast that wishes to wreak such havoc on our homes?

So, in the absence of a face to face meeting, here is why I so vehemently object to your planned route...

1. This village was never designed to deal with this sort of traffic. It is not a major road. It is too narrow. The buildings along that high street are hundreds of years old, and that amount of traffic for such a duration will damage them beyond repair. These are listed buildings, protected by legislation to preserve the character and heritage of the village. As it is we have some bus routes through the village and the existing HGV traffic that turns down Chapel Street to the Broadland Winery and the adjacent light industrial estate. When coupled with the agricultural traffic that frequents the area, there are already times when the traffic snags up and it takes 5-10 minutes to clear a blockage. With your HGV's rumbling through about every 5 minutes it would be farcical.

2. The danger to pedestrians. The pavements through Cawston are very narrow and there is a very real possibility that somebody will get injured by a passing vehicle. Crashing past. Are you willing to take the chance that an elderly person or child is going to be badly injured as a result of this project?

There is a primary school that takes children from the village, many of whom walk to the school, and also from the surrounding area who are driven by their parents. The school entrance is on your proposed route.

3. The effect on the wider village roads. As people try to avoid the carnage you will have wrought on the village centre, they will be pushed onto the small single lane roads around the village which will then become accidents waiting to happen. If you have any experience of rural living, you will know there is nothing quite like the bowel loosening feeling of going round a blind bend and being confronted by an oncoming combine harvester.

4. The effect on local businesses. This proposal would discourage people from visiting the village to use local businesses such as the cafe/deli in the market place and the pub. You could effectively kill these businesses, and they will not magically re-open when this traffic ends. It will rip the heart out of the village centre. The other businesses down past the winery would also suffer as customers would be less likely to want to run the gauntlet of your fume belching, road hogging behemoths and will look elsewhere.

5. The effect on property prices. If anybody was thinking of putting their house on the market, there is no doubt that this traffic would have an effect on any achievable sale price. In fact homes in and around the route would become virtually unsaleable. Who in their right mind would purchase a home that is more akin to living on the London South Circular than a pleasant village through road?

This brings me onto the subject of pollution.

The high street is quite enclosed on both sides by the proximity of the buildings as mentioned previously. This will cause diesel fumes to hang in the area, particularly during hot weather leading to some of the more senior residents suffering respiratory issues.

I could go on, but I think you have the main thrust of my argument against this act of corporate vandalism. There are other roads where there are no buildings that lead you to your site. With a bit of work and clever thinking they could be utilised, preventing this.

Mark my words. This is only the beginning. This village will fight you every step of the way to stop this from happening.

Yours,  
Mr Stephen & Mrs Clare Brown  
Cawston

*To whom it may concern,*

*I just wanted to add my name to the list of objectors to the proposed Traffic Corridor for the above project through Cawston Village. The size of the vehicles, number of movements and proposed length of time concerned will absolutely ruin the village - permanently. The noise, pollution, vibrations and mayhem caused by this daily armada of vehicles will be intolerable for the residents and visitors alike. I travel through Cawston on a daily basis and use the Post Office, Shop and tea rooms there. I cannot imagine vehicles of this size wending their way through the village in safety. I urge you to reconsider and find a safer route*  
**MIKE LINLEY**

Dear Committee

Sorry to not be with you today but we are local business owners and Fridays are a very busy time for us.

We have been trading at All Things Nice on the High Street in Cawston for seven years now. Our business comprises of a Deli/local shop with a cafe and takeaway service. Whilst we love serving the local community our main customer base is from outside the village and so the vast majority of our customers visit us by car.

We have major concerns over the proposal of yellow lines to the area around our shop. With customers travelling to us and parking in street they can be with us for five minutes or two hours, depending on the type of their visit. We are also concerned about the effect on our deliveries and how stock will reach us. At present we have around 20 deliveries a week ranging from vans to lorries.

There is no doubt that yellow lines in the area would have a detrimental impact on our business and that's why we are concerned for our future and that of our staff. We are providing a service in an area where many people rely on us for their daily essentials and the community would suffer if our business was compromised.

With the increase in lorries, our very narrow paths that people from the village use would become very dangerous. There are many houses in the area that don't benefit from off street parking which will cause chaos in the surrounding side streets.

This proposal has caused us a lot of stress and concern over the past few weeks and on-going if our business suffers this will escalate. There is no doubt that without the availability of on street parking and parking in the market "square" our business could not operate at the level needed to pay staff costs and our living costs.

We have worked very hard over the past seven years to build our business which has been operating for nearly eighteen years as it is. We have no other choice than to be a "destination venue" as the local trade doesn't cover our running costs. We have invested heavily in our business in the last year to secure our future but feel that with the introduction of yellow lines our livelihood will be taken from us.

We hope that you can come to an alternative arrangement and therefore not take away a small local business that is providing a service to people in surrounding areas and employing local people.

Thank you for your time.  
Elliot and Amanda Marks

*To whom it may concern,*

*I live in Cawston and I am very concerned about the proposal for the Hornsea 3 Windfarm project and our village being used as a traffic corridor. I do not think our village can deal with this amount of traffic and the knock on effect it will have. I'm extremely concerned, especially as these big vehicles/ abnormal loads will be driving past our little primary*

school. The pollution will be horrendous, let alone the noise and the impact to local amenities. We have such a lovely little village and your just going to ruin it what with the single line traffic that will run through it.

What happens with the bus stops? The school busses?

We already have plenty of large lorries driving through our village to the winery as it is.

I'm extremely worried, very concerned and not at all happy.

I hope my points will be considered and I would appreciate some feedback.

Kind Regards,  
Heidi Hobday

I am not happy with the prospect of so much traffic passing our village of Cawston. I live at on the . I have one son who has to walk over the railway bridge which has no footpath to catch his school bus. I consider this would be dangerous. My younger son is at and we walk the route over the bridge. Often the route through the village is difficult because of parked vehicles. I consider Cawston is not a good route for all this traffic.

Thanks Claire Gray

Dear Orsted team

A bit belated but unfortunately I am unable to attend the meeting on the 8th March.

I wish to make the following points as a resident of the High Street, Cawston:  
I feel the volume of traffic predicted will

Constitute a danger to pedestrians on The High Street, to those crossing the road to get to the Costcutter and Deli as the footpaths are already narrow, non-existent and poorly lit in the dark, and to those accessing the Bowling club, cemetery and school on foot

A care home is imminently opening in the village which will increase traffic and mean that there will be an increased number of frail people possibly negotiating footpaths

There is a narrow corner near the Village Hall and a narrow path leading back to the village that are hazardous with ordinary volumes of traffic. I feel that children will be at risk exiting the village hall and playing field onto the road. Hike paths already exist at both ends of the village which cause issues to existing traffic including the HGVs going to the winery

Farm traffic already uses the road and needs access to undertake their regular work. This already impacts on parking for residents eg on Booton Road where part of the roads cannot be used as it is not wide enough for parked cars and farm vehicles. A house boundary wall has already been damaged due to this. If residents are forced off their regular parking on the High Street, where will parking be provided for them, how will this be secured and what provision will be made to ensure residents' safety when accessing this parking?

The High Street contains a large proportion of listed buildings and much of the proposed route falls within the designated conservation area- this is a protected part of the village and can only be affected detrimentally by current traffic management proposals from you

Vibration and air pollution levels will increase- how will this be monitored and mitigated?

Impact on local business and tourism. The pub and Deli have a thriving trade that will be adversely affected if parking is not available on the High Street and if footfall is adversely affected by the quantity of HGV movement.

The Deli / cafe is a popular destination for recreational and sport cyclists- how will the current cycle routes be protected and the revenue from tourism in this group be protected?

Marriotts Way is a popular route for locals and visitors to Norfolk. The exit from the village is over a tight bend over the railway bridge that has already been damaged twice by traffic. How will the risk to users of the steps to Marriott Way and exit not directly onto a vulnerable point on the road be protected and is the bridge strong enough to withstand the proposed volume of HGV traffic?

From the Orsted drivers point of view- it seems that choosing to send HGVs through a small village with significant choke points and tight bends will be very tiring and frustrating for the drivers. School buses regularly use the route to and from Reepham as well as farm traffic which will increase the level of difficulty they face in each journey. I feel this may contribute to driver fatigue and therefore increase risk

Lastly, why do the lorries need to come through the village at all? I think the reputation of Orsted as a company genuinely trying to mitigate the effect of this nationally important project can be enhanced by finding an alternative route. For example, using a one way system routing lorries via Bluestone to

*Dog Corner and then Heydon Road back to B1145 beyond the railway bridge over Marriotts Way. If this could be temporarily widened, it would remove all the objections to the volume of traffic through the village.*

*Everyone recognises the importance of wind power but also want to feel that Orsted really do want to work with us rather than just speak empty words.  
Kind regards Kate Wyatt*

Dear Sirs,

Proposed route for cables Hornsea Project Three Wind Farm Project on Cawston  
As a resident of Cawston for the past 20 years I am writing to you to object to the above. I am listing below my reason for my objections:-

Coming from Cawston roundabout into the village Aspen Vale a detached house is situated on the left hand side when entering the village. The B1145 is well above this property and there is a large drop due to excavations when the area was dug out for clay for brick making many years ago. An increase in heavy traffic will cause subsidence thus undermining the roadway. This has happened before with just an ordinary flow of traffic.

A retaining wall supporting properties on the left hand side of the B1145 between Cooks Hill and the Market Place is already showing signs of deterioration and with the proposed increase in heavy traffic this is likely to cause further problems.

Market Hill has All Things Nice situated on the left hand side which is a Café/delicatessens. With the proposed parking restrictions and no parking around Chapel Street, this will not only affect the Café business but also affect residents in the area who park their cars outside their properties. Unfortunately the residents have no other options for parking. We have a very limited bus route so residents are reliant on their vehicles to get to and from work.

Cawston High Street is made up of very old building a lot of which are listed, heavy vehicles will certainly cause damage to these very old properties.

At the far end of the High Street is an old railway bridge, the road is narrow here and this has caused a lot of collisions with the bridge over the years. Any increase in traffic flow means more risk of accidents with this bridge. There is no pavement over this bridge which means, pedestrians, school children, wheelchair users and elderly people have to cross this bridge with traffic flowing in both directions. With the size and weight of the proposed vehicles in questions this will be a disaster waiting to happen. Children living to the west of this bridge have to cross it twice daily to go to the local primary school and to catch the bus to Reepham High School.

Further down on the B1145 is Salle Beck which is winding and very narrow and there is no room now for two large vehicles to pass and even with cars it is a major hazard. Cawston has a Winery which has large articulate lorries coming down the B1145 and turning into Chapel Street, with the proposed cable lorries this again will cause serious congestion issues.

Twice a day coaches come in and out of the village to transport children to Reepham High School. At the present time this causes a build up of traffic and congestion in the high street without having more large cable lorries to add to the problem.

The amount of lorries proposed each day coming through Cawston will contravene the Human Rights Act and interfere with the peaceful enjoyment of our properties.

The above are the reason for my objection to the proposed routing of lorries through Cawston Village by Vattenfall.

I hope a more suitable route can be agreed so that our village of Cawston can be left as it is without damage and upset to our residents.

Yours faithfully,  
Frances L. Rossington

*Hello,*

*We would like to register some concerns regarding potential traffic disruption for our staff and delivery vehicles to our manufacturing site in Cawston*

*The proposed route does not seem suitable given the increased HGV activity anticipated due to the project through a (in reality) single lane in the High Street of Cawston*

*The narrow sections and hare pin bends on Chapel Street & Reepham Road are also of concern*

*and will be affected by the project*  
*Please could I be kept informed of progress on the projects*  
Regards,  
John  
John Bentley  
Health & Safety & Site Facilities Manager  
T +44 (0)1603 875 751  
M  
E johnbentley@broadland-wineries.com  
www.broadland-wineries.com

Dear Sir/Madam,  
We attended the hearing at the Mercure Hotel in Norwich last Friday. We have attached a document with some thoughts and comments on the proposals regarding Cawston. We live on the High Street and have lived here for 13 years.  
Regards,  
Andy and Clare Parle

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Wind Farm Traffic comments

- The applicant says they will not consider re-routing around Cawston because the B1145 is suitable for HGV's. I accept this however, this is not a normal amount of HGV traffic. This will practically be a convoy of HGV's during operational hours.
- The approach to Cawston along the B1145 from the roundabout on the Holt Rd is for two way traffic. However, if two large vehicles such as a bus or a lorry meet on any of the bends one of the vehicles has to stop. If the all the proposed HGV traffic enters and leaves Cawston via this route it will result in stop/start traffic all along this road.
- Two way HGV traffic through the centre of the village will cause many conflict points where vehicles will have to stop to allow passing. This will cause permanent traffic jams at each end of the High St. This will also be the case on the bridges on the B1145.
- The proposed change of bus stop position will make little difference to traffic flow. The current bus stop blocks the turn into Chapel St. The proposed bus stop will block the alternative turn into Chapel St.
- If the footpath on the High St is widened as proposed it will inevitably mean a narrower road – therefore unsuitable for proposed traffic numbers and sizes.
- We need to see the vibration monitoring results. Residents complain of feeling physical vibrations with current traffic levels. Many homes have suffered damage with current traffic levels. Increasing HGV traffic to the proposed levels will have a detrimental effect on these listed buildings which the residents and council are duty bound to preserve.
- I would rather Cawston was removed from the proposed traffic route but realise this is unrealistic. However, I feel very strongly that a one way system should be implemented using the Heydon Rd which joins the B1145 just after the Marriots Way Bridge (avoiding another pinch point and blind corner). This would involve creating passing places along the road towards Heydon, but the road is long and straight. Drivers can see traffic approaching at distance and would be able to anticipate pulling in. It would halve the proposed traffic flow through the centre of the village reducing noise, damage and disruption. When I visited the meeting in Reepham Church last year, planners said they would consider this option.
- Broadland Winery has a lot of deliveries in HGV vehicles. They use a one way system in and out of the village. They enter via the B1145, turn right onto Chapel St and in leaving the winery they turn right to leave the village eventually joining the B1149. I don't think it's unreasonable for wind farm traffic to also consider a one way system as mentioned in my previous point.
- Pub customers – the car park is on the opposite side of the road. They do a healthy lunch time trade. Should a pelican crossing be considered? This would also assist pedestrians for the Deli and school children for both the Primary school and High School buses.
- The junction where White House Farm sits needs to be considered more thoroughly. Broadland Winery Lorries turn right into Chapel St here. The space is too narrow to for two large vehicles to pass. Already this often causes traffic to come to a standstill. Combinations of farm vehicles, buses,

HGV's are already a problem. Adding the proposed number of Wind Farm HGV's will cause chaos.

• Does the applicant have a plan B in mind? For example if road needed to be closed for repairs etc?

From:

To: [HornseaProjectThree@pins.gsi.gov.uk](mailto:HornseaProjectThree@pins.gsi.gov.uk)

Subject: Objecting to Cawston Proposals

Date: 18 February 2019 10:10:27

Hi

*I am writing in reference to the proposals to bring hundreds of unsuitable traffic levels through Cawston High Street within your project.*

*My property stands within a few feet of the road, and was built in 1780 to withstand horses and carts.*

*Could you contact me personally and directly to discuss what measures you will put in place at my property to reduce noise, avoid damage to my property and stop my property becoming a danger to passers-by as a result of chimney collapse and wall damage.*

*This is extremely urgent and needs to be put in place before the proposed traffic levels increase to those within your proposal and will not be satisfied by your general road traffic surveys at other locations which are a considerable distance from my property.*

*I am and survive on meagre means, certainly unable to involve legal officials to speak on my behalf, nor am I able to protect my property from your proposal which will undoubtedly cause severe long term structural damage let alone unacceptable noise and vibration through the limited glazing etc.*

*The intention of your proposal is in total a ridiculous proposition, endangering lives due to narrow paths, blind bends, unsuitable roads and the aforementioned property damage. As much as I realise you are performing your minimum legal requirements perhaps you could consider the terrible impact you will bring on actual people. I have no doubt, that you will kill someone if this goes ahead, and I do await how you move forward to see if this is a consideration or not.*

Best Regards

Phil Daniels

UkArtist

From: Helen Rengert

To: [HornseaProjectThree@pins.gsi.gov.uk](mailto:HornseaProjectThree@pins.gsi.gov.uk)

Subject: Cawston Road

Date: 21 March 2019 10:26:21

To whom it may concern

We travel twice daily plus, through Cawston. The buses have trouble using the narrow village roads, weak bridges and very tight corners. It will be a logistical problem if large construction traffic also joined this route. Young children and vulnerable people use the amenities all through the day.

This will cause devastation to local businesses, local people, local users of the road system such as myself. Also those seeking peace and comfort at the road side graveyard at their time of deep need.

Please reconsider your route with immediate effect.

Yours Sincerely

Revd Helen Rengert

Revd Helen Rengert BSc MA

Team Vicar Reepham and Wensum Valley Team Ministry

Young Vocations and Vocations adviser

The Bircham Centre

Market Place

Reepham

NR10 4JJ

01603-871263

Can we add a personal Deadline 7 submission?

*We have contributed to, and fully endorse, the submissions by Cawston Parish Council, especially their concerns over safety and impacts on local businesses. However, there are also issues that are particular to the small section of the central High Street which includes our house, one of several 18th century properties.*

*The latest traffic plan from the Applicant proposes to widen the footpath on both sides of*

*the road and create a single lane section. They might argue that this merely formalises what happens now, but 'what happens now' does not include the additional traffic from Hornsea Three and Norfolk Vanguard.*

*It is also achieved by residents parking their vehicles outside their homes. Under the proposals this parking will be lost. Displaced vehicles will have to park elsewhere; the obvious choice is the narrow Church Lane, which will become congested as a result, probably blocking the three driveways (five households) that exit onto it.*

*The Applicant described the traffic as only 12-14 HGVs per hour at peak, reducing to 8-10. We would question the arithmetic here, if the promise to respect school times is kept, but in any event*

*- this does not mention pre existing traffic, which doubles the HGV number*

*- it does not mention Norfolk Vanguard, which could run simultaneously (240 HGV pd at peak, falling to 96).*

*- it is based on the normal rather than sensitivity distribution; we still have reservations that, while numbers might not double, they may increase.*

*Even taking the Applicants best view, 8-10 per hour becomes 16-20 when you add pre existing and at least 24-30 with Vanguard. That is best case, off peak; a worst case peak figure could easily be as high as over 50 HGVs per hour, all day, continuously.*

*All this traffic will be running up and down a single lane with houses close on both sides, in a busy pedestrian area. This will create a hour glass effect, with clusters of traffic building to the east and west of a pinch point in the central High Street. We don't understand how this can be managed safely.*

*Smaller traffic has to be added to the mix, hundreds more vehicle movements daily with significant peaks at either end of the working day. There will be no respite. We still wait to receive the results of the noise and vibration survey carried out a month ago, and an assessment of any proposals for mitigation.*

*What has not been mentioned yet is the effects of the road works necessary to implement the plan. Widening pavements, re-siting and adding signage and resurfacing the road will all bring further noise and chaos. It is hard to imagine how this work might be done without completely closing the road, and we would hope that no one has the temerity to do it at night in the middle of a residential area!*

*If they have to close the road they will have to set up an alternative route. Which begs the question, if they can find an alternative for that purpose, why can't they use the alternative for the wind farm traffic and avoid Cawston in the first place?*

*All the houses here are occupied throughout the day, there is a mix of retired, people working from home and families. One resident is over 100 years old.*

*We also want to raise the issue of the mental health of these people, subjected to a daily barrage of noise and vibration, six days a week, for months if not years. How does this fit with the Human Right of peaceful enjoyment of property?*

*It seems almost spiteful to inflict this misery on Cawston residents when there are clear alternatives. The Offshore Ring Main proposal would save the whole county from widespread disruption, and locally several alternative approaches have been suggested by the Council and residents, using roads through open country.*

*The Applicant has promised to look at these, and we urge the ExA to insist that all alternatives are fully explored and costed. At least we would then know how much our quality of life is worth to the developers.*

*Thank you  
Helen & Chris Monk  
Sent from my iPad*

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Good evening,

The purpose of this email is to register my concerns at the proposals to use the B1145 (Cawston High Street) as a main route for the significant amount of HGV traffic in connection with the various Wind Farm projects.

My wife and I moved to Cawston with our 2 children in March

2018 and in this short space of time we have already been very surprised with both the volume of traffic and the speed at which they travel through the village.

My job enables me to work from home with my office directly facing the High Street so I experience on a daily basis both the volume and the noise of the traffic. In addition to this and probably more importantly are the bottle necks already caused from the existing level of traffic passing through the village so if you then include the proposed HGV movements the village will come to a complete standstill.

What I therefore fail to understand is why you would propose to route this level of traffic through the heart of our village which already has a busy shop, pub, village school and village hall (which are all on the High Street) which I would have expected would be criteria to be avoided at all costs, from a health and safety perspective at the very least.

I look forward to receiving your comments in due course.

Kind regards  
Graham Whiteley

*TO WHOM IT MAY CONCERN*

*After a meeting in Cawston on Tuesday of this week involving Horsey 3, Norfolk Highways, Broadland Council, Cawston Parish Council working party and fellow residents and business owners of the effected area I am writing to express my concerns over the proposed route through Cawston.*

*I am sure there have been lots of objections and I know nobody wants the lorries passing their houses but if allowed to go ahead this will affect us greatly.*

*As a resident of High Street we rely on using the Street to park. At some times in the course of the year when farm traffic is at its highest this can become a concern for our vehicle being damaged and it also means walking in the area becomes very dangerous. We use the minimal footpaths we have to take our children to school and often have to stand back to protect ourselves from large lorries and farm vehicles. Now we live in a farming area and a village with a factory so we use common sense and keep ourselves safe.*

*With the proposed increase in traffic I feel that is will be a big strain on this already busy road. I also feel it will reduce our safety as this street was not built for heavy goods vehicles. The volume of traffic passing each other is what is of main concern and I do not feel this has been assessed adequately or fairly.*

*As a Business owner on the road I have major concerns that all plans so far have included reducing resident parking meaning that residents will be reliant on the village square parking and on street parking outside our shop. We cannot run our business on local business alone and rely heavily on passing trade and visitors. I feel that this will be impacted as this road will be bypassed by regular commuters to avoid the struggle of battling with these large numbers of larger vehicles. We also cater for cycling groups and they have expressed a concern over their safety and suggested this may become an unsafe route for them.*

*If there were an in and out route on seperate roads to reduce the passing of these vehicles both with each other and local commuters I could understand it better and see that there had been allowances to reduce impact on these routes.*

*We have had our business for 8 years now and are having major concerns over the proposed route through Cawston as we feel it will be detrimental to our business where we provide a service to many people and employ local people. Is there going to be compensation if we suffer? Are our houses protected if this route causes damage to them? How can you guarantee our safety and freedom to move around the village on foot?*

*I understand there are additional hearings which we shall endeavour to attend. I urge you to consider the impact this proposal will have on such a small village and look to protect us as residents and small business owners.*

*Elliot & Amanda Marks*

The Old Kings Head  
Market Hill  
Cawston  
14 March 2019  
Dear Sir or Madam

I would like to take the opportunity to outline some of the issues the Hornsea project will bring for us as residents and business owners in the centre of Cawston. First of all although we understand that Parish Councils were being used as conduits to the community some form of direct communication should have been made with those most affected by such a major scheme. Bearing in mind the expense and complexity of the project this would have been relatively easy and low cost. Every household receives the local council magazine too and an article could have been included clearly outlining the possible negatives ( as well as positives) of the scheme.

We live in the very centre of the village . Despite being on a B class road it is still a rural feeling village so this will radically change the feel of the place not just for a few months but for years. This is not what we moved to.

We also run a successful holiday cottage which we don't feel we will be able to do when the traffic starts. People already notice and are amazed by the size of lorries going to the Winery but this additional traffic of one HGV every 7 minutes plus small vans and staff cars will seriously impact on their holiday and therefore we do not feel it right to continue. This is our income but it is also a significant extra support for local shops and services.



The worst aspect of traffic as homeowners and for holiday makers is the inevitable backing up of traffic behind the bus and school buses which all stop in the square. Now you have moved the bus stop right by the holiday cottage (just after a run of parked cars) it will be even worse. The vibration, noise and fumes from 2 or 3 large diesel engine vehicles waiting for up to 5 minutes every time there is a hold up really detracts from the pleasure of living here. With the extra traffic this will hugely increase. If you don't believe vibration is a problem then see how our windows move and how cracks appear in our studwork walls upstairs. Also smell the diesel fumes build up at these times.

In your plan putting white car parking bays in certain locations looks like you have somehow solved the car parking problem. People will just park wherever and fill all the places you have outlined anyway. The casual parking for the deli is very variable sometimes just 2 or 3 cars sometimes 9 or 10. They will not stick to the bays which will often be full anyway. If you restrict it further then the deli will lose business. We often cannot park anywhere and so have to park outside our house (on the corner). Personally your original scheme which offered 12 car parking places in the square was better as the square currently takes only about 6 cars.

The danger and intimidation felt walking around the village centre will be greatly increased. This in turn affects business as people stop walking to the shops and pub but importantly it affects community as people stop walking around and therefore all the social interaction, particularly with the rail line walk, park and village hall being at the end of the village. Technically the road just east of the deli and west by the rail bridge may be wide enough for 2 HGVs and the centre for a parked car and HGV but as someone who does walk around the village it is extremely intimidating with wing mirrors often overlapping the narrow pavements and larger vehicles frequently mounting pavements. This is doubly so if you have a dog, push chair / walking aid or small child. HGVs do not drive within the white lines as was proved on every occasion at the recent site visit. Between the last house and the Village Hall the pavement is perhaps only 50-90 cm wide at a pinch point for traffic.

Whatever the restrictions on speed many vehicles will not observe speed limits. Of course this is true of most villages but in Cawston there are several blind spots (going west from the mini market into the centre and east just past the village hall). These blind spots are also popular crossing places and we are concerned that speeding staff traffic and HGVs will add to this problem. Moreover the central section of the High Street and the turning to Chapel Lane are notorious logjams that leave vehicles blocked for several minutes resulting in HGVs often reversing up the road. Also drivers coming in to the High Street from the west past the village hall don't expect and cannot see the back up of traffic behind the parked cars and often are close to collision.

We hope you will consider this and offer some alleviation of the problems for us such as

- **Increasing designated car parking particularly in the centre (as in original plan)**
- **Reducing speed limits, widening and raising pavement heights with posts/ chicanes where possible to reduce the intimidation from vehicles**
- **Redirecting as much traffic as possible along the Heydon Road route thus reducing hugely the impact of traffic on all of us with almost no other housing being impacted on**
- **Moving the Regular and even School bus stop just 100m further out to the Minimarket east of the centre where there is no blind spot and houses set further back (allowing for safer waiting too)**
- **Restricting the HGVs to 9.00-5.00 (with another restriction as Schools finish)**
- **Looking again at Lorries from the Winery and see if they can use the road going northwards for lorries leaving and arriving**
- **Offering specific compensation for businesses and houses (glazing improvements would be a big improvement but costly for individuals) and gestures of investment into the village.**

Yours sincerely

David Vince & Nicola Draycott

*I refer to the estimated traffic movements and on-going development of management measures through Cawston Village Feb 2019 document and would like to register my concerns regarding the apparent significant effect upon the lives of the residents (we live less than a mile from Cawston) There would seem to be likely to be long term disruption to our lives should these plans go ahead, together with, I would suggest, potential serious effects upon the value of residential properties, in the affected area. A response to these concerns would be much appreciated.  
Alison and Michael Barrett*

Dear Sir/Madame

I am extremely concerned that vattenfall are wishing to put HGV traffic through the village of Cawston, the village is already a rat run for HGV traffic to the winery in the village.

I do not think there should be any further HGV traffic as there are many buildings close to the road that may incur damage to the structures and the old railway bridge is not suitable for any increase in my opinion. When vattenfall decide to proceed with these projects they should look at the impact it may have on local residents and find ways to organise the logistics accordingly. It should not be about the financial rewards and subsidies but unfortunately it appears that targets are more a priority than the residents that will be affected by such traffic 24/7 it just is not acceptable. I shall be writing to the press and local television company's to voice my concern at the way foreign company's ride rough shod over the feelings of the residents and how 24/7 HGV traffic is not acceptable in a village location not suitable for such traffic. I hope you strongly oppose the planned route and refuse permission, it is not acceptable to allow such blatant disregard for local residents opinions and possible financial and health issues.

Yours sincerely Mr Darren Hilldrup  
Cawston resident.

*I would like to respond to your latest plan as a houseowner in the centre.*

*The most recent plan leaves the parking as it is in the centre, maybe 5 cars and 4 outside the cafe. For most of the busy times there are always about 3-4 vehicles outside the cafe usually fairly temporarily often 10-15 minutes buying takeaway food. Often vans which would take up more than 1 space. There are to my knowledge at least 8 cars from houses in the square that vie to use the parking in the centre. Inevitably they then use the Chapel Lane curve as it goes north east from the High St by the parking area. Lorries cannot pass road parked cars on this section, if they do cars are damaged as a result. We have had to move our car twice this year to allow them to pass and last year a friend's car was scraped. Increased lorry use will make parking here impossible but there is frequently no where else to park as cafe users and staff regularly fill the parking area. Additionally further up Chapel St just before the end of the 20mph people park on both sides as neither has parking offroad. Any increase of traffic here would again create problems for residents. Moreover your plan appears to assume each house has one car whereas most have two and of course visitors, workpeople etc. It just about works now but will not if parking is restricted to these bays and HGV traffic increases.*

*Please consider alternative routes  
David Vince Nicola Draycott*

hi, I've been told this is the best address to express my concerns about the project that is going to bring so many cars and HGV's through our village. Whilst i understand that for these projects to happen, Cars and HGV's have to get to the project site, i am very concerned about my children who have to cross the bridge and the end of the village to get to the school bus or to walk to school. Have any plans been made to deal with this problem and to make crossing the bridge safe? You literally have to take your life in your hands already to cross the bridge, with the amount of traffic that has been spoken about and the fact that it will be constant, its going to be a big safety issue at the Reepham end of the village of cawston. Thank you  
Mark Daniels

*Thank you for allowing me to speak at the hearing and the opportunity to back up my thoughts here. This is of course supplementary to the points I made in my original email and I will try not to repeat comments you already have on file from me. On the subject of historic buildings in a designated conservation area and health and safety of village residents:-*

*Vibrations.  
My home is a grade 2\* listed building built around 1700. The \* is because of internal features of architectural interest especially an ornate staircase, oak panelling and fire surrounds, amongst others. Some of these features are fragile and liable to shifting and cracking. The property, like many on High Street sits on a large cellar. Floors have already dropped ,and in one part of the cellar we have a had to have a concrete pillar to hold up the beam supporting the floor above. Already when we have a lot of HGV's and farm traffic through the High Street, my house shakes a lot and I have on occasion noticed fresh cracks in panels and walls appear. Thankfully these traffic movements are seasonal and due to harvests. I am absolutely sure that the volume of HGV's Orsted are proposing will seriously damage my house and other similar properties on High Street.*

Noise.

Constant noise from these traffic movements would make living here intolerable for those of us who love the peace and quiet of this conservation village. In fact it is why many residents moved here and is also the reason I have guests in my small B&B. Orsted's proposals would destroy my business and others along High Street which rely on tourism.

On a personal note, I have which means I get so peace and quiet is very important to me for that reason.

Air quality.

The respiratory damage caused by diesel fumes from this volume of HGV's is well documented and understood, and why governments are acting to lessen this risk. The narrow high Street with narrow pavements (where there are pavements) will cause these HGV's passing problems and there will be much engine idling spewing out fumes. In the Summer especially people like to open their windows. This would no longer be possible.

My cellar has a large grate onto the pavement above. Diesel fumes from idling HGV's, waiting to pass each other come into the cellar through the grate and up through the floor above into my living room.

Imagine If this is constant! Orsted want to deny us fresh air and expect us to breathe diesel fumes.

Because of I don't have enough healthy around and I need all I

can get, I certainly do not want to be breathing diesel fumes. Therefore air quality is very important to me.

Breathing diesel fumes would also be a health problem for people walking on the pavements.

Children walking to the playground and village hall on such narrow pavements, right up next to these HGV's are particularly at risk because of their height.

Safety.

This pavement on the way to the village hall is very narrow and the road is narrow with a blind bend on the railway bridge. This poses a real risk to life if there is a large volume of large vehicles as wheelchairs and some pushchairs have to go onto the road as the path is too narrow. This is also the case with some other parts of the pavement on High Street and in some places there is no pavement. Even for people walking on the pavement there is a strong possibility of being clipped on the shoulder by a wing mirror. This has happened to me walking back to my house from the post office where the pavement is very narrow and there is a pinch point. (This pinch point is also the place winery vehicles get stuck on a regular basis). If these plans go ahead I doubt any parent would be able to let their children walk anywhere in the village.

Inadequate traffic plans and magical thinking.

Orsted's plans do not really take into account the various pinch points, blind corners, narrowness of pavements and High Street or existing volume of traffic even if they say they do. This is obvious from their so called solutions.

The current parking on the high street would make it impossible for a large volume of HGV's to get through yet Orsted have not provided any workable solutions. Most of the properties do not have off road parking and any Orsted plans I have seen involve removing or restricting existing parking without providing enough spaces for alternative parking. They also do not take into account disabled residents needing to park outside their homes.

Orsted expect two HGV's to be able to pass in places that we know from experience just aren't possible. The traffic back up and congestion would cause major problems and especially for emergency vehicles needing to get through.

Marriott's Way is a long distance footpath and cycle route popular with residents and tourists. There are two entrances to Marriott's Way in Cawston, both will become very difficult to get to should these plans go ahead. The entrance on the bridge with the blind corner will become a serious risk to life as there is no pavement on either side and one must cross the road on the blind corner.

I found Orsted's response to my concerns totally inadequate and unacceptable. They are making it as difficult as possible for residents to raise concerns and challenge the plans. That Orsted waited until the last minute to publish their answers and revisions so no one would get a chance to read them before the hearing is a good example.

I do not believe their tests and monitoring on vibrations caused by the proposed HGV traffic took into account the age of these buildings or the fact that they are sitting on large empty spaces.

I do not believe Orsted's tests and monitoring have given an accurate representation of air quality and emissions from a constant flow of HGV's stopping and starting along the length of our narrow high street.

I do not believe Orsted's tests and monitoring have given an accurate representation of the noise levels we will be subjected to.

I do not believe Orsted have undertaken any research into the detrimental and even devastating affect their proposals will have on the physical and mental health of residents in this Conservation village.

I do not believe Orsted care about Cawston residents concerns or residents of other affected villages. Their only focus seems to be to get these plans passed as it is their cheapest option.

I would like to see the results of some truly independent and unbiased tests on noise, vibrations and air quality.

*I believe, if passed these plans would destroy Cawston village, destroy small businesses reliant on tourism and destroy our quality of life. I would want to move because I couldn't live under these conditions but I have been advised the value of my property has already dropped by about £100,000 because of these plans.*

Nicola Banham

Submission from Judy Holland – Interested Party  
Open Floor Hearing – Hornsea Three Project – 25th March 2019  
Your Ref: EN010080  
My Ref: 20010155

I live at with my partner . Our house is probably the closest to the crossing point in the field at the rear of the property. After the crossing point, both sets of cables/working corridors will then run extremely close to our home (in particular Vattenfall) before exiting across Cawston Road (Vattenfall) or towards the Marriotts Way (Orsted) (please refer to attached maps.)

I was asking for reassurance from Orsted on our wellbeing at Monday's hearing, however I have since had the opportunity to read Andrew Goldsworthy's research – The Biological Effects of Weak Electromagnetic Fields (attached), which adds to my fears of the potential threat to mine, my partner's and our neighbours' wellbeing.

Thank you

Judy Holland – Interested Party

*To: Hornsea Project Three  
Subject: Hearing of 26.03.19  
Date: 01 April 2019 18:50:09*

*Dear sirs,*

*On listening to the oral recording of the above hearing I understand this hearing was an "extraordinary meeting" in the fact that with no compulsory purchase applicants present time was allowed for Mr Monk to address the Orstead team to ask/ answer specific questions in regards to Cawston. I appreciate that everyone did this in the spirit of openness/ consultation and all parties were unprepared.*

*I have a serious question about information*

*offered at that open discussion which may have a serious impact on my home and family personally, and affect many residents. In light of the style of that meeting I hope my comments may be considered.*

*When asked about mitigation: road surfacing - stated that if highways were not to get around to this before the required deadline it would be undertaken by Orstead and they would "skim" the surface and reinstate with current surfacing to allow for ease of continuing maintenance by NCC.*

*Has road surfacing not been mentioned on a number of occasions and was it not inferred that some type of surfacing with noise inhibiting property would be utilised? As a property with an Orstead projected 3.5db noise increase I am now desperate to know how the noise reduction to less than a 3db rise will be achieved. In the outline CTMP in the 5.4 Cawston section it appears a 20 mph limit is the only other element which may have an impact on noise.*

*We know that once the traffic plan goes through we have no redress to EHO complaints because of exclusions for traffic noise, what are we left with?*

*Do not let this issue be swept under the carpet or left in the "Rochdale envelope", it is element which will have huge impact on our lives for years to come and specific mitigation measures must be stipulated now.*

*Thank you a for your consideration.*

*Polly Brockis*

Dear Sir/madam

We are writing to express our concerns at the proposed route for traffic associated with the construction of Orsted's Hornsea Project Three Offshore Wind Farm through Cawston.

Our house runs parallel to the B1145 and we would like to make the Planning Inspectorate aware of the issues we foresee if the heavy traffic increases to the level proposed.

\*The HGVs, abnormal loads and increase in light vehicles will lead to an increase in vibration which will cause damage to the structure of our property which is over 200 years old.

\*The road narrows adjacent to the end of our property which causes a pinch point where two vehicles can not pass, an increase in vehicles using the road, especially HGVs will result in traffic building up along the road directly outside our house. This will cause an increase in air pollution from vehicle emissions and have a detrimental effect on our health. We also have concerns for our privacy as we have two large windows which look out onto the road which are higher than a car but the driver of an HGV stopped outside the window will be able to look directly into the house. We have so safeguarding them is our main concern.

As well as the personal concerns documented above we would also like to raise our concerns about the impact

on the village that the proposed 371 extra vehicles travelling through the village will have. There will be a huge increase in noise, pollution and make the village a lot less desirable place to live and reduce the retail value of our properties.

We urge you to consider the human impact that this route will have and to consider looking at alternative routes.

Yours Sincerely

Phil and Amelia Whiting

Dear Sirs

*I spoke at the open meeting last night*

*to paraphrase my question:*

*The increased traffic and general disruption to the village of Cawston through the proposed development will be colossal. In spite of this, the Applicant has made no direct contact with the residents of the village, especially those who live and work on the high street. My question to the Applicant is how can they justify their silence?*

*Guy Pitcher*

Dear Sirs

Please find attached my written submission in regards to the above hearing. Could you please confirm receipt of this email. With the imminent deadline if there are items i have to remove to allow submission could you please contact me at your earliest convenience.

Thank you.

Your sincerely

Polly Brockis

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Hornsea Project Three Offshore Wind Farm

Open Hearing

25.03.19

Thank you for allowing me to speak at the above referenced hearing please accept this written submission in relation to my oratory, for acceptance before deadline 10.

I am a Cawston resident who attended an earlier hearing on 07.03.19, becoming aware of the Cawston Traffic Plan after noise and vibration-monitoring equipment was placed outside my property in mid February for three days. On attendance at this hearing 25.03.18 I had not seen any response to my written submission to the earlier hearing. I managed to obtain the Cawston Noise and Vibration report from the PINs website days before this open hearing and spent the available time seeking advice to explain the terminology, calculations, methodology of noise assessment to myself, a lay person. I am incredibly worried by what I have learnt and continue to read about this traffic proposal. I feel I must state that like most of the participants at the hearing on 25.03.19 we had no knowledge of the update (version 5) of the TP, or and as I write this I am still no clearer as to whether I will face 254 HGVs passing my window or if some return journeys will take another route.

As I am sure you are aware when offering a verbal submission it is somewhat daunting, and trying to not repeat items others have mentioned, and stick to a five-minute session adds additional stress meaning certain items are not given the emphasis one intends. I therefore submit my printed crib sheet, for this is what I was trying to say and includes the notes for myself to explain terminology/ references. I now know I miss quoted the WHO guidelines 45db is the level in a bedroom that would disturb sleep in my oral presentation I say 95db ! Alongside this I must state that as one of the last speakers I began by saying I re-iterate everything the other residents had said. What I need to add in here is that people who were not sitting in the room had also requested your attention be brought to items. I believe other residents eloquently covered most of those issues so I did not take up further time. The room was indicative of the feeling running through the village however it is fair to say that many people with responses as strong, and personal, were unable to attend. My neighbour was absent because she was looking after my children, she put her faith in the fact I would speak for her! Another mum emailed me her concerns as I arrived at the venue., which I attach at the end of this submission. I sincerely hope you will consider her message, as the position of her home is very significant when considering the impact of areas of no pavement and the safety of using the designated 44 tonne bridge. Although other Cawston residents mention pedestrians, safety of children and minimum width pavements I did not get the Stokes family's specific points over and am unsure that anyone else could have.

Thank you all for your time and consideration.

Polly Brockis

Questions for open hearing

## General

### Noise and Vibration

1. Has the collated data been reviewed or to be reviewed by a 3rd party, consultant/subject matter expert as is usually the case with technical data?
2. Has this report been presented to the environmental officer?
3. Are the calibration Certificates available and up to date at the time of reading taken?
4. White house farm was part of the tests the microphone was paced outside our property was close to the wall, has this been taken into consideration as it will have given higher readings than exist
5. 3.5db is stated as the estimated noise increase, outside our home an increase of this magnitude is an extremely audible change.

As the predicted increase is an averaged over an 18hr period the real peaks in time will be massively greater.

LEQ = Average over time (In this case 18hrs)

L10t = Minimum Value not to be exceeded for 10% of the time – Usually Max allowable value

L90t = Minimum Value not to be exceeded for 90% of the time – Usually considered as background noise

6. Can LEQ really be compared to DBRM as they are different quantifiers

### General Impacts

Will HGV corridor impact on Residents in the form of?

1. House Prices and the ability to move if the increases in environment are too great.
2. Insurance prices

#### 1. Buildings

In the case of Buildings especially listed building insurance like our own we are required to disclose any known risks – we would have to state collapse of cellar/ side of house,

HGV Collisions with the walls directly boarding the road

2. Cars – Increased traffic – danger to vehicles parked in the village

#### Mobilization

Figure 5.6 Working Hours: 7am – 6pm Week Days, 7am – 1pm weekends, 1Hr Mobilization either side

(60db measured outside would be considered 45 inside)

World Health Organization classes before 7am as NIGHT PERIOD they also state that 45db in a bedroom will disturb sleep.

Based on that fact a single lorry / event of any type , before 7am could breach this.

Will Lorry's or any size be involved in the mobilization periods, what types of vehicles will these be?

World Health Organization – Dwelling (4.3.1)

#### White House Farm

Is located at one of the biggest pinch points on the high street, the corner of the house being direct on the road.

Widening of the adjacent pavement will reduce the road size pushing HGV's closer to the property, currently without any road/pavement alterations 1 HGV and 1 Car cannot pass each other without hitting each other or our property

Our cellar is ft away from the road.

1. We request Noise monitoring inside the house to analyze if the proposal will breach the WORLD Health organization guidelines
2. Request a Defect Report be carried out on our property to clarify it is capable of withstanding the type and frequency of the new traffic.
3. Huge concerns with the Vibrations from a Low Loader and the impact in our cellar.

Vibration cannot be just analyzed on peaks – numbers of events at a level over time are more damaging than isolated peaks even if within a guideline.

#### Mitigation

How often and by whom would monitoring take place to make sure ESTIMATED values are reality once in operation?

(6.2)

States the applicant is considering Mitigation! Has anything actual been done to reduce the possibility too less than 3db.

(6.3)

Vanguard and Orsted – combined traffic threshold,

Is there anything in writing/ agreement between the 2 companies?

(6.4)

What is the considered allowable threshold of combined traffic/Noise/Vibration – how where these figures calculated? (As the current Orsted estimates require mitigation how would the combined work)?

In the case of an exceedance of the threshold found during operation – what would be done, how soon, how would it be managed, policed and monitored.

Have the reported use of Low Loaders been considered on the assessments as they have smaller harder tires and do create greater vibrations.

Is there a noise or vibration difference between laden and unladen movements?

Has the road condition been assessed for suitability of Low Loaders with these types of load?

Drains (Dropped or other)  
General road condition

*Hi polly*

*In case you get the opportunity to say something, please feel free to convey rob and my concerns:-*

*1. Safety for children walking across the bridge.*

*There is no pavement and the bridge is not very wide so for all the residents of Glebe crescent this is already unsafe and the children are at risk of not being seen and possibly hit. The amount of hgv traffic will substantially increase this risk and the children will need to be stripped of their independence in order to keep them safe.*

*2. Narrow pavements.*

*Pavements from the bridge into the village are very narrow again causing a risk to pedestrians as the roads are also narrow and there is a risk of traffic mounting the pavement in order to pass the hgv (I have witnessed this before with larger vehicles on the road).*

*3. Corner before the bridge.*

*Over the 7 years of living at we have witnessed numerous occasions where vehicles have lost control and swerved to avoid oncoming traffic resulting in damage to the bridge which has had to be repaired numerous times. This is due to the bridge being directly next to a blind corner. Increased hgv traffic will increase the risk of collisions.*

*4. Traffic congestion*

*This route is already a bus route for sanders buses which often caused congestion and standstill Traffic on the bridge. This amount of proposed hgv traffic will be sure to cause even more congestion and this will cause high levels of stress for residents.*

*5. Weight in bridge*

*We'd like to be assured that the bridge has been surveyed to take the weight and number of proposed hgv's*

Having attended the official meeting on Monday 25th March in Norwich I am writing to register a concern not specifically mentioned in the question or answer sessions.

There has been a lot of comment, quite rightly, on the effect of traffic movements through Cawston specifically in respect of the High Street. I am registering my concerns with traffic movements further up that road from the roundabout on the Holt road and entering the village along the Aylsham Road.

1. There is a school on this road and increased size and number of vehicles must pose an increased risk to school children entering and leaving the school.

2. This road is narrow and bendy and already poses a risk when using and being met by an HGV often travelling at high speed. HGV's already enter the village for various reasons eg delivering to Broadland winery and both myself and my wife have had to take immediate avoiding action so as not to be struck by a lorry. I have previously lost a wing mirror. We both have chipped windscreens from stones flicked up. My wife has had to drive off road (luckily at one of the lower field entrances) to avoid contact. Adding further huge numbers and bigger vehicles can only make this problem significantly worse.

My possible solutions are as follows;

- 
- # Find an alternative more suitable route for the traffic eg Holt road.
  - # Find an alternative to compounds and cables eg offshore ring main.
  - # Find alternative compound locations closer to major roads.
  - # Introduce a speed limit on this section of road. This needs to be enforced!
  - # Enforce the 30mph zone near the school. Police speed checks. Speed camera.
  - # Build safe passing zones on the Aylsham road from the roundabout to the village.

I would like to state I fully support offshore wind farms and green energy. However sensible and considered building techniques must be used and proper consideration given to local residents when planning. At present it feels like a large company bullying individuals with no concern given. The complexity of documents produced is huge. The number of documents huge. Visits made by officials a tick box exercise. Replies not forthcoming. Replies not considered. Money and shareholders outweighing locals views.

Thankyou.

Steve and Joanne Harding

*I have just managed to find the latest parking plan for Cawston High Street and I am shocked and extremely upset. Only allowing 16 parking spaces for some 34 dwellings within the marked area cannot possibly work. All but three of these properties have no off road parking and there is nowhere else to park. Two of the proposed parking bays are directly in front of a driveway with dropped curb (no 8). This reduces the number of possible parking spaces to 14.*

*Yesterday evening I counted 34 cars parked safely and legally on the road within the marked area. There is enough space for around 40. I have not included the triangle where 6 or 7 cars can park as*

*Orsted propose leaving that the same.*

*Those of us who run B&B and holiday accommodation will have nowhere for guests or customers to park. This and the constant noise, vibration and fumes from HGV's will certainly destroy our businesses. For the cafe and deli to carry on they need adequate parking aswell.*

*There are 3 driveways on the pub side of the road. One services 3 properties and these plans make an already hazardous exit, extremely dangerous. This is even worse when you consider the large volume of HGV's coming round the blind bend. On the other side of the road there are two driveways and again these plans make one of them more difficult to drive out of into oncoming HGV's ,and as I have already mentioned, Orsted have completely ignored the other one and put two bays in front of it! Currently parking arrangements in Cawston work very well. These plans will destroy my small business and others, and make our lives hell. In fact Orsted's plans for Cawston would completely destroy our village. I urge / beg you to not let this happen.*

*Nicola Banham*

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

*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 Mildinhal*

To whom it may concern,

We would like to draw your attention to the numerous inaccuracies in the planning model. The model shows incidents that range from highly unlikely to downright impossible. I would hope that there is NOT a conscious effort to mislead and deceive but more likely typical of their approach of not talking to local residents in any way seriously. Or addressing our real concerns. We feel they have attempted to make all the right noises but without any substance throughout this whole process.

We are concerned with the sound and vibration results they are using, as a layman their charts and scales are meaningless to us. We are seriously worried with their constant take of 'AVERAGE' no average noise level has ever disturbed anyone, it is the individual incidents. I dare say the average noise levels at a premier ship football club is very low yet on a match day a number of incidents would result in very high noise levels. It is the individual incidents and frequency that concerns us. We have had no consistent answers with regard to the above from the applicant. The applicant would have a scale on a graph that 'all is well' and disturbance would be minimal none of which are meaningful to the layman. We are very disappointed as of yet we have still to see documented evidence as to the affects on the residents wellbeing, physically and mentally and the loss of quality of life.

The impact of our air quality is very concerning. The project would increase dust volumes and diesel fumes in very close proximity to our property over along period of time, with detrimental effects to our health and our animals health. What is the long term damage caused by this? We have no answers! We have yet to see any work done by the applicant to assess this around or even near our property and any suggestions they may have to rectify this and the impact this will have on our lives.

We must also highlight that we feel the loss in value in our property during the project ( a very unspecified time frame) According to the NAHB average home ownership lasts 13 years. So midway through the project we would want to sell! But we feel that the project although 'TEMPORARY' is not temporary to us as we are now trapped and could not sell even if we wanted to!

Regards,  
Clive Searson & Nicola Tanner

*Can we make a final personal submission at Deadline 10? We do not want to repeat detailed arguments that have previously been made by ourselves, Cawston Parish Council and other residents, but to summarise briefly some key areas and our experiences of dealing with the Applicant, with particular reference to the High Street and centre of Cawston.*

*This submission also serves as a confirmation of oral evidence given at the Hearings on 25th and 26th March.*

*It seems that Broadland District Council and Norfolk County Council are proceeding, with some caveats, on the basis that "mitigation" measures proposed in the latest CTMP are all implemented in full. We trust, for example, that the Road Safety Audit mentioned by NCC would be carried out by a completely independent assessor, and available for all to inspect.*

*The statement from BDC is "made on the assumption that the Highway Authority accept the traffic numbers and traffic management proposals for Cawston and that all the proposed mitigation measures including the use of Heydon Road as an alternative construction access route is maximised to reduce the traffic associated with the Orsted proposal passing through Cawston and also have a reducing effect on the noise and vibration levels."*

*Meanwhile there are some fundamental problems with the CTMP which, in our opinion, render it unsupportable in its present form. It concentrates on the centre of the village, a Conservation Area, and ignores the many issues that have been noted elsewhere, particularly on the western side around the village hall and old railway bridge.*

*The Applicant confirms the need for wider pavements, minimum 1.2 metres (from the current High Street). They also recognise the necessity to retain parking for residents in the High Street. Government recommended width for a parking space is 2.4m. The road here currently measures 5.1m. If we lose 0.3m to pavement and 2.4 for parking this leaves only 2.4m as a carriageway for HGVs whose standard width is 2.5m, plus wing mirrors.*

*These HGVs will be heading past one single lane pinch point, (signage still "to be agreed") to a holding area by the Market Square and on to another pinch point (signage "to be agreed"). After years of preparation the Applicant still has no real idea how this will work in practice. We foresee gridlock in the village centre, with stationary vehicles also causing noise and pollution problems.*

*During the ASI larger vehicles were already seen mounting the kerb. This is a common everyday occurrence and will happen much more under the proposed scheme, with increased danger to pedestrians.*

*A further issue is that it is likely that the kerbs will be better defined. The noise and vibration generated by the extra traffic mounting, then dropping off, the kerbs will be far greater than anything recorded in the Applicant's brief testing period.*

*We remind you that this disturbance will be taking place throughout the day, six days a week. Nor has the Applicant explained how they propose to run abnormal loads through the village, but we imagine this will require huge disruption, with out of hours working, parking suspended, and possible one way road closures.*

*In reviewing noise and vibration at our particular property, the Applicant states (Appendix 26 to Deadline 7, par 6.6 & 6.3) that the increase in cumulative noise would be classified as "moderate", but mitigation by inclusion of a cumulative traffic threshold would bring it down to just on the permitted limit. This is "subject to discussions with Norfolk Vanguard".*

*Para 3.25 states that "with the exception of 27 High Street" VDV levels are within permitted levels. There has been no attempt to explain any of this to us, and our understanding is that we must already have unacceptable VDV plus the worst noise readings, with a promise of a vague attempt at "mitigation" that inspires no confidence. We also question the use of average figures in this way.*

*Bearing in mind the concerns we have over additional noise and vibration from traffic mounting the kerbs, we ask you to insist on strict and enforceable conditions to monitor these levels throughout the projects and that the Applicant provides adequate and robust mitigation measures from the outset.*

*We turn to the actual roadworks required to make these changes and resurface the road. When*

*challenged at the Hearing, the Applicant stated that it would not be necessary to close the road to do this work, and suggested temporary traffic lights with an escorted convoy system would enable single lane operation. This in itself would cause major delays, but given the road dimensions noted above we do not see how it can be possible while ensuring the safety of pedestrians, motorists and the workers themselves.*

*Can we refer you to the oral evidence and written confirmation given by for Corpusty PC, regarding public health effects, pollution and air quality, and the real costs to society. If you substitute Cawston for Corpusty, the B1145 for B1149 and new developments in Aylsham for Holt, this evidence is completely relevant to the situation in Cawston, and we ask you to read it in this context.*

*Throughout this process the Applicant has behaved like a typical teenager with a new computer game. (S)he has put off doing her homework (eg noise and vibration studies), then done the minimum possible and tried to hide behind a wall of jargon. (S)he leaves everything till the very last minute (eg v3 - 5 of the Traffic Plans). When challenged, (s)he blames someone else ("Norfolk CC said it was alright") or twists other comments to look as if they agree with her when they have major reservations.*

*The computer game requires you to get your lorries through on time without triggering penalties for casualties, delays, noise, and vibration damage, so you have to manipulate the variables to stay within limits. Lorries seem to be able to pass within millimetres of pedestrians, property and each other with no danger or damage. The road dimensions, geography, and time itself, have an elasticity that only exists in a simulation.*

*In Cawston we are residents, not receptors, real people, not avatars. If you make a mistake, knock us down or reduce our house to rubble it is final. You can't come back tomorrow to reboot and start again.*

*We ask you to recommend that the Applicant develops another Traffic Plan which avoids Cawston, and we note that NCC "believes it would be possible to develop an alternative access strategy by increasing the use of Heydon Road (beyond that already proposed by Hornsea Three) and developing a suitable highway intervention scheme to address current limitations on use."*

*Thank you  
Helen & Chris Monk*

Dear Sir/Madam

Following meeting of 25/3/19 where I spoke.

The proposed significantly extra heavy transport going through our village will have a significant effect on our privacy and family life.

It may be considered only a short period in planning terms however for our children it will mean the end of the idyllic lifestyle of their childhood in this village. They will no longer be able to cycle across and around the village as they do and have done for years. We have lost one child in my extended family who was hit by a vehicle and another was badly injured last year when hit by a car (not in our village), so this is our first thought.

We can already hear and feel lorries in our home as they travel past, more will make it worse. Our home dates back to early 1800's and others in the village are much older. Once they are damaged by vibrations if they are able to be fixed, it's not the same. Most homes have been lovingly restored, so it's also very stressful to have to worry about this.

Privacy will be affected also by lorries banking up and looking into homes.

I also worry that the roads are not up to it there are already dips just past the corner shop and there is a pot hole I reported last week.

School buses leave on chapel street and our children use this point to go into the deli for snacks, moving the bus stop will mean I will no longer let them use the shop due to the heavy vehicles.

I want to use local business, but safety has to come first.

The pavements, in the places they exist are narrow, there is no emergency space to jump if a truck misjudges, they are the width of the lane virtually and everyone knows when a truck turns / swerves to get out of the way as they move onto other lanes.

PLEASE drive through our village and along the route, it is NOT a straight road. I have seen lorries moving onto the pavement many times in our village.

I note a proposed other route was discarded due to hedges being damaged. Our children and fellow villagers will be at more risk of accident by numbers alone, and we don't grow back.

THERE IS LOCAL precedent where hedges were successfully moved on the b1145 as it enters Reepham on the left ( from Cawston ) to allow for the new housing development. I feel it's fairly safe to say that the developers would have a much smaller budget than this development so I don't think this solution is unreasonable.

I support renewable energy, if they really care for the environment, which includes people!! then I

hope a fair solution can be made that does not cause further distress to anyone .  
There is also a very large tree on private property next to the pavement on Chapel st , B1145 which I  
understand has a heritage protection order  
The vibrations would be felt by this tree and could affect it. It's been here so long should be looked  
after.

With best wishes Dota and Alan Williams  
And mostly our children

--  
Regards

Dota Williams

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## CAWSTON PARISH COUNCIL, ENGAGEMENT WITH ØRSTED ON TRAFFIC IN CAWSTON

### AREAS OF AGREEMENT , DISAGREEMENT AND SUGGESTIONS FOR MANAGEMENT AND MITIGATION

Cawston Parish Council working group has met with Ørsted on 29<sup>th</sup> October 2018, 30<sup>th</sup> January 2019 and 12<sup>th</sup> February 2019. Site meeting in Cawston took place on Tuesday 12<sup>th</sup> March 2019

#### 1. AIMS OF ENGAGEMENT WITH ØRSTED

Cawston Parish Council have engaged with Ørsted:

- To learn more about Ørsted's plans as they develop.
- To maintain the level of amenity which Cawston residents currently enjoy
- To work with Ørsted to identify issues raised by Ørsted's application
- To work with Ørsted to identify effective management and mitigation strategies for the issues identified.
- To work to inform Cawston residents about the nature of Ørsted's application
- To represent the views of Cawston's residents to Ørsted, Norfolk County Council, Broadland District Council and The Planning Inspectorate.

#### 2. DATA SOURCES

Information and evidence about the Hornsea 3 project has been acquired from a range of sources:

- Ørsted has presented data showing their predictions of increased HGV traffic, Abnormal Loads and other vehicles traffic traveling through Cawston on the B1145.
- Cawston Parish Council has made extensive use of the data deposited with the Planning Inspectorate as part of the Infrastructure Planning Examination Procedure.
- The potential impacts on the amenity of the community, individual residents and both natural and built environments in Cawston have been identified by Cawston Parish Council and Ørsted.
- Traffic survey data and Noise and Vibration impact surveys have been carried out at a limited number of locations. Full findings are awaited.
- Members of the Cawston Parish Council working group have met with the Planning Inspectorate Team at the accompanied site visit and photographic evidence has been collected for submission
- Ørsted have presented a draft Traffic Management Plan which seeks to manage and mitigate a number of the issues identified.
- Ørsted have revised their draft Traffic Management Plan and a Site Meeting took place.

#### 3. AREAS OF AGREEMENT

Issues which Cawston Parish Council and Ørsted have both agreed require management and mitigation:

- Pedestrian amenity – particularly close to the primary school and public transport pick-up/drop-off locations (e.g. bus stop)
- Parking provision within the centre of the village and outside local businesses
- Rural nature of the village
- Associated noise and vibration impacts
- Speed of vehicles travelling through the village

Source *Hornsea Project Three\_Cawston Traffic Summary\_28.02.2019*

#### 4. MITIGATION METHODS PROPOSED BY ØRSTED

Changes in the project specification and management and mitigation strategies have emerged in the course of discussion with Ørsted

- Design of haul road changed with resulting reduced demands for aggregates and so fewer predicted HGV movements through Cawston.
- Changes in the data selected to indicate numbers of HGV and light traffic movements are described and a change from total figures to representative rates per hour for HGVs.
- Speed reduction measures through the village (to 20mph)
- Widening of footways in some parts of village
- Proposal to restrict Ørsted HGV movements through the village at times identified, by Ørsted, as peak risk.
- Planned reduction in size of cable drums used to allow more use of standard size HGVs.

A Traffic Management plan has been devised and revised by Ørsted which is intend to provide mitigation of the impacts listed above. The plan has undergone a revision in response to some of the feedback received.

#### 5. AREAS OF DISAGREEMENT

No agreement has been reached with Orsted on two issues which Cawston Parish Council have identified as requiring management and mitigation.

- Lost amenity throughout the village due to Increased congestion and conflict for road space in centre of Cawston
- The risk of damage to property, injury to road users and to users of the Marriot's Way footpath, bridleway and cycle route at two bridges; where the B1145 crosses the Marriotts Way and where the B1145 crosses Salle Beck between Cawston and Salle.

These issues have yet to be fully acknowledged by Ørsted. Management and mitigation strategies which are likely to be effective have yet to be presented.

Cawston Parish Council representatives have repeatedly raised with Ørsted their concerns about increased traffic congestion. Even with existing traffic levels, the narrow nature of the B1145 makes it very difficult for vehicles of any size to pass in the centre of the village and on the two bridges.

Cawston Parish Council believe that the loss of amenity in Cawston resulting from congestion and conflict from increase traffic flows has yet to be fully acknowledged as issues requiring effective management and mitigation by Ørsted.

In essence Ørsted's Draft Traffic Management Plan seeks to reduce the speed of traffic to a maximum of 20 mile per hour on the B1145 as it passes through the village. Footways on the B1145 in the village are sporadic and sometimes narrow. The selective widening of some footways reduces the width of the road, making passing more difficult.

Cawston Parish Council continues to raise concerns that the level of traffic increase resulting from the Ørsted project will increase congestion in the village centre and on the old railway bridge and bridge crossing Salle Beck. The numbers of additional HGV movements and HGV traffic meeting in the village pinch points will create an unacceptable loss of amenity to the village and an unacceptable increase in risk of collision, injury, damage to property and delay to road users, including delays to Ørsted's own traffic.

## 6. MANAGEMENT AND MITIGATION STRATEGIES PROPOSED BY CAWSTON PARISH COUNCIL

Cawston Parish Council have repeatedly suggested that alternative routes for Ørsted traffic, particularly HGVs and exceptional loads, should be fully investigated and considered

In an attempt to constructively engage with Ørsted to achieve satisfactory Management and Mitigation strategies Cawston Parish Council offers the following suggestions for full investigation by Ørsted:

- Use of the minor road network to the north of Cawston, including mitigation and reinstatement.
- Extension of temporary haul roads across agricultural land to provide a temporary Cawston bypass, a safe route from Oulton to the cable runs with exclusive Ørsted use.
- Investigation into possibilities of relocation of mobilization areas away from B1145 to reflect a changed understanding if the carrying capacity of the transport network.

To date these suggestions have gained no response from Ørsted other than their dismissal. No evidence has been presented by Ørsted which suggests proper consideration has taken place into alternative routes to divert some, or all, of the Ørsted traffic away from Cawston.

Ørsted have suggested that Norfolk County Council, the Highways Authority, will not allow any diversion onto the minor road network. At the Hornsea 3 Issue Specific Hearing 9 on 8th March 2019 comments from the Highway Authority suggest Norfolk County Council is open to considering alternatives to routing all traffic through Cawston.

To date Ørsted have proposed no management or mitigation measures whatsoever for the narrow and awkward B1145 bridge over Salle Beck. Given the acute angle of approach to the bridge from both directions a minimum provision of Stop-Go Boards on east and west



approaches to the bridge would seem a minimum intervention to prevent HGVs meeting on the bridge and being unable to manoeuvre past each other or reverse back due to following traffic and sharp bends.

For the old railway bridge over the Marriott's Way recreational path the only mitigation measure proposed by Ørsted is to introduce a 20mph limit, in an area where traffic already moves very slowly to negotiate the narrow bridge. The issue for this bridge is its narrowness and the awkward angle of entry from the Salle direction. The regular and extensive damage to the bridgeworks and surrounding fences speak to the difficulty heavy traffic experiences when manoeuvring under existing traffic conditions. There has been no suggestion from Ørsted that a Risk Assessment has been carried out into the effect of impacts on the bridge on road users or on walkers below on Marriott's Way when a bridge strike occurs.

At the Hornsea 3 Issue Specific Hearing 9 on 8th March 2019 Ørsted were invited to respond to agenda item 5h *Scope for alternative HGV routing avoiding Cawston (including whether a proportion of HGV traffic could use alternative routing)*. At the hearing Ørsted representatives agreed to investigate alternatives. The action points for the meeting include for Ørsted to investigate alternative HGV routing to try to minimise traffic through Cawston.

The reasons for Ørsted's reluctance to properly investigate alternative routings for traffic to minimise traffic through Cawston must remain a subject for speculation at present. The cost of mitigation measures has not been specifically stated by Ørsted as a reason for alternatives have not been investigated or proposed to date but it is telling that at the beginning of Cawston PC's first meeting with Ørsted representatives it was stated "you are not going to get a bypass".

## CONCLUSION AND FUTURE ACTIONS

Cawston Parish Council remains committed to resolving all of the issues which arise from the Hornsea 3 Wind Farm project's effects on the village of Cawston.

It seems that Ørsted has no alternative plan for its HGV traffic other than to send it all along the B1145 through Cawston, a road which is widely regarded as inadequate for greatly increased HGV traffic and abnormal loads. Ørsted seems content to overlook the very real danger of injury, damage and disruption it will cause by concentrating HGV and abnormal load traffic in the village of Cawston.

It is difficult to believe that such a significant international business, making such a major investment, has yet to consider an alternative plan for its traffic in the event of a problem on the B1145.

Cawston Parish Council fervently hope and anticipate that Ørsted will now, belatedly, engage in full consideration of alternative routes and approaches to remove or reduce traffic from the B1145 in Cawston.

Cawston Parish Council  
14<sup>th</sup> March 2019

## ISSUE SPECIFIC HEARING (ISH9)

### AGENDA ITEM 5G, CAWSTON RAILWAY BRIDGE

#### CAWSTON PARISH COUNCIL CHAIRMAN'S RESPONSE

I feel I must respond to the very disappointing reply to the Agenda item 5g, given by Orsted at the hearing that took place at The Mercure Hotel on Friday 8<sup>TH</sup> March. The question was "Implications for bridges including any necessary mitigation". The reply was that as Norfolk County Council rate this bridge as being able to take a load of more than 44 tonnes this meets their criteria and nothing else needed to be done to the bridge.

The bridge in question is the old railway bridge just past our Village Hall, underneath it runs what is now known as Marriotts Way, which is very popular with walkers, cyclists and horse riders. From our first meeting with Orsted and at subsequent meetings we have voiced our concerns as to the suitability of this bridge to be able to cope with this extra HGV traffic. The bridge is narrow, the exit going from Cawston towards Reepham veers away sharply to your left so traffic coming towards the bridge from Reepham does not see what is coming towards them until the last minute, this then causes traffic on the bridge, especially HGV traffic to move over to their left which in turn causes the trailer to clip the bridge, an event which happens quite often as can be seen at this moment in time with the damage there at present.

Two years ago the a whole pillar on this bridge was knocked off by an unknown vehicle travelling towards Reepham and obviously the pillar, weighing several tons fell onto the track below, thankfully with no one there at the time. Norfolk County Council rebuilt the bridge in such a different way, so as, in their words; it would not sustain the same damage again. Within a week it had been hit and has also been hit numerous times since as can be seen at present, as stated previously.

Just over the bridge is a right hand turn into Heydon Long Lane and several properties are situated there, some have access to them via the Reepham Road, but many have their access from this right hand turn. Some of these households have children who attend Cawston Primary School and have to go over this bridge at least twice a day, as there is not a footpath over this bridge it is at present a difficult exercise, what it will be with this extra traffic is a bit unthinkable.

To dismiss local Council concerns with a bland statement such as it is weight rated and therefore we will not be doing any further work on this bridge is totally inadequate. According to several members of our Parish Council who have sat on the Council for 25 years plus, Norfolk Council offered to remove this bridge at one point in time as it was not then deemed suitable for the amount of traffic that was using it back then and to replace it with a straight bridge therefore taking the bend away, but the Parish Councillors at that time said no to the offer as making this straight would speed traffic through the Village.

I do not know what sort of risk assessment is going to be put in place by Orsted, or even Vattenfall for that matter, for this bridge, but I can tell you, as will every other person in our Village, this bridge will be severely damaged at some point over the next few years with all the extra HGV traffic, I just hope and pray for the person signing off any risk assessment that no one using the bridge or anyone going under the bridge along Marriott's Way is not injured or suffer a worse fate. Profits of any Multi -National Company should not be put before the rights of anyone in the Local Community.

**Brian Schuil – Chair, Cawston Parish Council**

RESPONSE TO REVISED TRAFFIC MANAGEMENT PLAN PRESENTED BY HORNSEA 3 WIND  
FARM LTD 5<sup>TH</sup> 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

14<sup>th</sup> March 2019

## CONFIRMATION OF ORAL EVIDENCE PRESENTED TO ISSUE SPECIFIC HEARING (ISF9) ON 8<sup>TH</sup> MARCH 2019

This submission is to confirm the oral evidence given by Cawston Parish Council at the hearing on 8th March and provide additional details as discussed. It is one of a number of Deadline 7 documents intended to provide a comprehensive statement of the current views of Cawston Parish Council, including confirmation of the oral evidence, responses to the revised Traffic Management Plan presented by the Applicant at that hearing, discussions of the bridge issue and present traffic problems and comments received from residents.

We will also offer a suggestion for a different approach, inviting Hornsea 3 and Norfolk Vanguard to work together, with the Council, for the benefit of both the Applicants and local residents.

For continuity purposes, this document is set out in the order of the agenda points at the hearing.

### 5. CAWSTON

#### 5.A UPDATE AS NECESSARY SUBSEQUENT TO DEADLINE 6 SUBMISSIONS

Cawston is a historic village with many 18<sup>th</sup> century listed buildings in the High Street. The provision for a market dates back to a charter of 1263, issued by Henry III. Figures from the 2011 census;

	Cawston Village	Cawston Parish
Population	1172	1640
% under 17 or over 65,	42.2%	39.5%

5.A.1 Cawston PC strongly supports renewable energy in principle, but these proposals regarding construction of a cable route will cause **irreparable and avoidable damage** to our village and the lives of residents. We support the recent proposal, led by George Freeman MP, that an Offshore Ring Main would be the most appropriate strategic solution to the issue of connection to wind farms. This would avoid the need for multiple cable routes across Norfolk. We ask the ExA to include this option in your deliberations.

5.A.2 We have recently learnt that there is a history of subsidence on the B1145 near Aspen Vale on the east side of Cawston. Norfolk CC is aware of this. The property lies below the road level and there is a steep embankment. The road here is narrow, with trees and exposed roots on the opposite side.

5.A.3 On Tuesday 5<sup>th</sup> March, just before we arrived for the ASI, there was a gridlock in the village when two HGVs tried to pass. This is a perfect illustration of the problems that can be



anticipated several times a day if the Hornsea proposal goes ahead. There is a short video of this which is now available online (<https://vimeo.com/321543284>) and we ask you to view this if at all possible. We have also prepared a separate document showing this event in still photographs.

5.A.4 We would note that the width of the B1145 is only 5.1 metres in several places in the village, insufficient for an HGV and another vehicle to pass safely at any speed. **Pedestrian safety** is a major concern of the Council.

5.A.5 Other concerns include the risk of damage to property, impact on the local businesses and economy, on tourism (there are several holiday cottages and a small caravan site in the village), property values and air quality.

#### 5B PREDICTED HORNSEA THREE TRAFFIC MOVEMENTS IN CAWSTON, INCLUDING FLUCTUATIONS ACROSS THE CONSTRUCTION PERIOD AND THROUGHOUT EACH DAY

5.B.1 At the time of writing (13/3), this level of detail has not been given to us by the Applicant, despite several requests. However, we did note that the Applicant was able to quote an hourly figure at the hearing when discussing rush hour traffic.

5.B.2 The only figures given to us directly were in an email dated 1<sup>st</sup> March, 127 HGV and 244 light vehicle two way movements per day, with a total of 57 two way abnormal load movements during the construction phase.

5.B.3 Appendix 25, which includes Norfolk Vanguard, shows peak daily figures of

	HGV	Total
Baseline	127	3477
Hornsea 3 additional traffic "normal distribution"	127	370
Hornsea 3 additional traffic "sensitivity distribution"	254	497
Norfolk Vanguard additional traffic	240	394

This represents a rise of 289% in HGV traffic (389% on the sensitivity distribution), by far the highest increases in the tables on Appendix 25 (excluding The Street in Oulton).

5.B.4 We have noted the Applicant's assurance when discussing the sensitivity distribution figures at the Hearing that there is "no risk of doubling traffic at Cawston", but we still question how firm is the peak of 127 HGV? What is the risk of any increase, and if so, by how much?

## 5.C EXISTING HIGHWAY CONDITIONS AND PEDESTRIAN MOVEMENTS WITHIN THE VILLAGE (INCLUDING IN RELATION TO CAWSTON PRIMARY SCHOOL)

5.C.1 **Cawston Primary School** has 160 children (114 families) and 30 staff, mostly arriving on foot, often needing to cross the B1145 several times to follow the footpaths. There is a crossing patrol near the school gates, at the junction with Howards Way. The pedestrian entrance to the school is off Howards Way; children are not allowed to use the drive directly off the B1145.

Staff arrive from 0730; there is a spike in pedestrian traffic from 0830 – 0910 and 1500 – 1545.

The Pre School has around 20 children with a fluid mix of half days and full days, a peak from 1200 to 1300.

There are Breakfast and After School Clubs, used by 15 - 20 pupils who arrive from 0730 and leave up to 1800.

The Red Rose football club uses the school's facilities at weekends, with 20 – 30 children, plus families, on Saturdays from 0930 to 1300 and similar numbers of adults, plus coaches, etc, on Sundays from 1230 to 1600.

5.C.2 Approximately 90 senior pupils travel to **Reepham High School**, in three coaches plus the scheduled 43 bus service. The first coach is timed to leave the village at 0816 and drop off at 1550. This window can be extended by 15 minutes either side.

5.C.3 In school holidays the playing field is very popular with children of all ages. There will be pedestrians and cyclists visiting throughout the day. With a very narrow footpath and blind bends on the approach this has the potential to be a very dangerous spot.

5.C.4 Pedestrians going to the school, bus stops, shops, village hall and playing field will all be using the narrow footpaths along the B1145, which for some will involve crossing the road several times because the footpath is only on one side and then swaps sides. In some places, like the old railway bridge, there is no footpath at all.

5.C.5 The road surface is already badly worn in several places, especially the High Street. Subsidence has been noted at the old railway bridge on the western side of the village and there is a history of subsidence near Aspen Vale to the east. Cawston PC has a primary concern for the safety of residents and was extremely disappointed at the Applicant's response at the hearing, to the effect that Norfolk CC has designated the road as suitable for HGVs and therefore, despite all the warnings, no action was necessary on their part. Meanwhile NCC's position seems to be that no action is required at this stage since the Applicant will be required to make good any damage caused by construction work.

## 5.D NOISE AND VIBRATION ASSESSMENT

5.D.1 Surveys were carried out 11 – 13 Feb, but, at the time of writing (13/3), no results have been shared by the Applicant. We have major concerns over the effects of noise and vibration on the right of residents to the peaceful enjoyment of their property.

5.D.2 Residents who work from home have expressed concerns over the impact of noise and vibration on their ability to continue doing so.

5.D.3 Other residents have pointed out that their properties are already being damaged due to vibration; if they are listed buildings the remedial work can be particularly expensive..

## 5.E PROPOSED HIGHWAY INTERVENTION SCHEME (INCLUDING CONSIDERATION OF PARKING ARRANGEMENTS AND MONITORING/ENFORCEMENT MEASURES) [REP6-017]

5.E.1 A new Traffic Management Plan was only presented to us at the Hearing on 8<sup>th</sup> March, and we met the Applicant on Tuesday 12<sup>th</sup> March with Norfolk CC and Broadland DC to review this on site. Our initial responses are set out in a separate document. Given the limited time available we have not been able to consult fully and reserve the right to add further comments as necessary.

5.E.2 This Plan only tries to address issues in the very centre of Cawston, ignoring the structural problems such as blind bends, narrow (or no) footpaths in sensitive spots, including the village hall, and dangerous bridges.

5.E.3 At the site meeting on 12<sup>th</sup> March many concerns were expressed by the Council and residents, and demonstrated by observation of the behaviour of traffic using the B1145.

5.E.4 The Applicant agreed to review the Plan and present a revised version as quickly as possible.

## 5.F HGV RESTRICTIONS RELATING TO PEDESTRIAN MOVEMENTS TO/FROM LOCAL SCHOOLS

F5.F.1 Details of school times and activities are noted in paragraphs c1 and c2 above.

5.F.2 When restricting the flow of HGVs and other traffic, allowance needs also to be made for pedestrian travel from/to home. Reasonable minimum periods might be 0745 to 0915, 1145 to 1315 and 1500 to 1630. That is 4.5 hours in the Applicant's 11 hour window, meaning traffic would be compressed into just 6.5 hours, ie 20 HGV movements per hour, much of which would fall within the NCC rush hour sensitivity bands. Norfolk Vanguard traffic would at least double this.

## 5.G IMPLICATIONS FOR BRIDGES INCLUDING ANY NECESSARY MITIGATION

5.G.1 Doubts over the capability of the bridges to cope with the proposed traffic have long been expressed, but the Applicant insists that the road is suitable, based solely on NCC's designation. On the ASI we pointed out the damage that has already occurred, also the subsidence and lack of footpath, with a blind bend, on the bridge near the village hall. We have previously provided a photo of the damaged bridge at Salle Beck

5.G.2 The Council Chair has prepared a separate document discussing the bridge issue, which will also be submitted for Deadline 7

## 5.H SCOPE FOR ALTERNATIVE HGV ROUTING AVOIDING CAWSTON (INCLUDING WHETHER A PROPORTION OF HGV TRAFFIC COULD USE ALTERNATIVE ROUTING)

5.H.1 We consider that there has been insufficient consideration of alternatives to using the B1145 through Cawston. Possibilities might include

1. Moving the compound sites to more appropriate locations. The proposed site at Salle, for example, is on a dangerous bend.
2. Developing the Heydon Road and local minor roads, with an extended haul road and a creative one way circulation.

5.H.2 However, we would like to propose a more radical alternative, covering both Hornsea Three and Norfolk Vanguard, which has been developed by a member of the Parish Council. This is set out in detail on another of our Deadline 7 documents.

**Cawston Parish Council**

**13<sup>th</sup> March 2019**

## CAWSTON VILLAGE CENTRE. A PASSING PLACE FOR HGVS?

EVIDENCE THAT THE B1145 IS TOO NARROW FOR HGVS TO PASS EACH OTHER IN MOST PLACES IN CAWSTON VILLAGE CENTRE

This is photographic evidence of an incident which happened at 10.45am on March 5<sup>th</sup>, a few minutes before the arrival of the Accompanied Site Visit by of the Planning Inspectorate Panel.

All pictures were taken from Ørsted's proposed location of the relocated bus stop on the north side of Cawston High Street.

### A LORRY BOUND FOR CAWSTON WINERY STARTS TO TURN RIGHT INTO CHAPEL STREET



**1 THE CAR FACING THE MANOEUVRING LORRY WAITS AS THE LORRY TURNS.**



**2 SECOND HGV PASSES PARKED CARS AND SQUEEZES PAST THE WAITING CAR**



**3 THE NEXT CAR IN THE QUEUE TRAVELLING EAST PULLS OFF THE B1145 TO PROVIDE THE ONCOMING LORRY SPACE TO NEGOTIATE PARKED CARS TO THE RIGHT**



**4 THE BLACK CAR, WHICH HAS BEEN WAITING FOR A WHILE, DECIDES IT TOO WILL SQUEEZE PAST A THIRD HGV WAITING TO TURN INTO CHAPEL STREET.**



**5 THE BLACK CAR FINDS IT CANNOT SQUEEZE THROUGH THE GAP AND BRAKES**



**6 THE BLACK CAR STRUGGLES TO REVERSE**



**7 THE BLACK CAR GIVES UP TRYING TO DRIVE ON THE B1145 AND TURNS DOWN CHAPEL STREET**



**8 HAVING FINISHED THEIR MORNING COFFEE AT CAWSTON'S DELI, A POWER LINE CREW RETURN TO THEIR VAN WHICH IS PARKED IN FRONT OF THE WHITE HOUSE AND GO BACK TO WORK WHILE THE NEXT HGV WAITS TO TURN.**



**9 THE THIRD HGV IS ABLE TO COMPLETE ITS TURN INTO CHAPEL STREET.**



**10 TRAFFIC WHICH HAS BEEN HELD UP NOW STARTS TO MANOEUVRE THROUGH THE MARKET PLACE.**



**11 AFTER MORE THAN 3 MINUTES DELAY, THE USUAL PATTERN OF GIVE AND TAKE AROUND PARKED CARS RESUMES AS THE DELAYED TRAFFIC PASSES THROUGH.**



## OBSERVATIONS

Under current traffic conditions the safe passage of traffic through the village of Cawston on the B1145 can be difficult. Safe passage under current conditions relies on the good sense and patience of all road users.

It is particularly difficult for HGVs, buses and coaches to negotiate their way through the village when they meet cars. It is even more difficult for HGVs, buses and coaches to pass each other in the centre of Cawston.

Orsted proposal is for their HGV traffic to travel along the B1145 in both easterly and westerly directions. Orsted's own traffic is likely to meet in the village as well as meeting existing HGV traffic with the type of results shown here.

These photographs represent the present situation, in a nominally quiet time of the day, when Orsted propose to move 12 HGVs an hour at peak, and 8 HGVs an hour otherwise. The effects of the 200 car journeys a day need to be added to these figures.

## CONCLUSION

There are no places on the B1145 in the centre of Cawston where an HGV can safely pass an HGV coming in the other direction.

Cawston Parish Council

14<sup>th</sup> March 2019

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 14<sup>th</sup> 2019** Deadline 7

to  
[hornseaproject3@pins.gsi.gov.uk](mailto: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)

CAWSTON PARISH COUNCIL DEADLINE 10 SUBMISSION, HORNSEA THREE WINDFARM PLANNING INQUIRY  
RESPONSE TO OUTLINE CONSTRUCTION MANAGEMENT PLAN, CONSTRUCTION NOISE AND VIBRATION  
ASSESSMENT AND CUMULATIVE LINK IMPACT ASSESSMENT

## OUTLINE CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Cawston Parish Council remains opposed to the proposed mitigation scheme as it would result an unacceptable impact upon residential amenity. The applicant's proposal fails to manage and mitigate the considerable impact on our village of their plans for heavy traffic using the B1145.

Cawston Parish Council rejects the Applicant's proposed mitigation measures for the B1145 in Cawston, detailed in the Outline Construction Traffic Management Plan, on the following grounds:

- The mitigation measures fail to reduce the numbers of HGV and Abnormal Indivisible Loads routed through the village on the B1145
- The mitigation measures are technically unworkable because of the number and nature of pinch points in the central part of the village.
- There are a number of locations on the B1145 through the centre of Cawston where highway geometries are too narrow to accommodate HGVs passing an oncoming vehicle.

In *Appendix 27 to Deadline 7 submission - Development of the Cawston Traffic Intervention Scheme* the applicant finally acknowledged that HGVs are unable to pass in the centre of Cawston, an impact Cawston Parish Council has raised at every meeting with the applicant without acknowledgement.

In *Appendix 27* the applicant proposed a mitigation measure to divert HGVs along Chapel Street. This has been rejected by Norfolk County Council with the agreement of the applicant, presumably because they all acknowledge that Chapel Street is an even less suitable route for large numbers of heavy vehicles than the B1145.

The applicant's *Outline Construction Traffic Management Plan Other - Documents PINS Document number APP-176* helpfully suggests management and mitigation measures where:

- The highway geometries are too narrow to accommodate HGVs passing an oncoming vehicle and so shuttle working may be temporarily installed;
- The highway geometries are too narrow to accommodate HGVs passing an oncoming vehicle and so the road may be temporarily made one-way and a local diversion put in place;
- The highway geometries are too narrow to accommodate HGVs passing an oncoming vehicle and so the road may be temporarily closed to through traffic and a local diversion put in place

Cawston Parish Council notes that the applicant has failed to implement any of its own suggested measures in the case of the B1145 in Cawston.

In its *Deadline 9 Submission - Response to further information requested by the Examining Authority*, Norfolk County Council has suggested that the mitigation measures identified by the Applicants for Cawston are technically workable. Cawston's Parish Council believes that the Applicant's mitigation measures are technically unworkable because the measures have considered the pinch points individually rather than considering how traffic encountering the series of pinch points in Cawston will interact.

When HGV traffic on the B1145 attempts to enter Cawston's central area by crossing the railway bridge in the west until it leaves the central area to the east it passes four pinch points. Once opposing HGVs enter the central area of Cawston passing is very difficult or impossible due to the narrow road and parked traffic.

The applicant proposes to narrow the B1145 in the centre of Cawston by widening pavements in an attempt to allow a single HGV to pass pedestrians safely. This measure does not mitigate the problem that the existing highway geometries are too narrow to accommodate HGVs passing an oncoming vehicle. With the proposed increase in traffic of all types the frequency of HGVs meeting each other in the centre of Cawston is increased.

In *Appendix 27 to Deadline 7: Development of the Cawston Traffic Intervention Scheme* the applicant states that *"Contractor HGV drivers would work to industry best practice standards to avoid fatigue."* Sadly, even this applicant lacks the power to ensure that the drivers of other vehicles which encounter their HGVs in the centre of Cawston also work to industry best practice standards. Under existing traffic conditions vehicles mount the pavement in Cawston to negotiate oncoming traffic.

## ALTERNATIVE ROUTES

Cawston Parish Council notes that the applicant has belatedly agreed to *"seek to further minimise traffic movements through Cawston through the prioritisation of construction traffic movements along the Heydon Road"*. It is further noted that in its *Deadline 9 Submission - Response to further information requested by the Examining Authority*, Norfolk County Council states that *"If PINS find the proposed mitigation scheme poses an unacceptable impact upon residential amenity, then NCC believes it would be possible to develop an alternative access strategy by increasing the usage of Heydon Road (beyond that already proposed by Hornsea Three) and developing a suitable highway intervention scheme to address current limitations on use"*.

Cawston Parish Council welcomes the applicant's belated acknowledgement of the need to divert traffic from the B1145 and Norfolk County Council's indication that an alternative access strategy can be developed in light of the unacceptable impact upon residential amenity in Cawston of the proposed mitigation scheme.

Cawston Parish Council has received e-mail correspondence from Broadland District Council regarding BDC's statement in respect of Noise and Vibration, to be contained in the applicant's *Statement of Common Ground with Broadland District Council*, to be submitted at Deadline 10.

Broadland District Council have confirmed that *"The statement was made on the assumption that the Highway Authority accept the traffic numbers and traffic management proposals for Cawston and that all the proposed mitigation measures including the use of Heydon Road as an alternative construction access route is maximised to reduce the traffic associated with the Orsted proposal passing through Cawston and also have a reducing effect on the noise and vibration levels."*

At deadline 7 Cawston Parish Council proposed a diversion route for HGV traffic be established on the future Norfolk Vanguard haul road which would bypass the B1145 through Cawston and its two inadequate bridges. We regret that the applicant has not seen fit to engage with Cawston Parish Council on this creative solution to the problem of traffic through Cawston.

## CONSTRUCTION NOISE AND VIBRATION ASSESSMENT

In *Appendix 26 - Construction Traffic Noise and Vibration Assessment for Cawston Village* the applicant's noise and vibration survey is based on a very small sample size of just four properties. Significant variation exists between the sites surveyed and sampling was carried out for only a short period. How can the applicant be sure that their sample gives a reliable picture of existing noise and vibration conditions?

The applicant's assessment of the noise levels experienced in Cawston is flawed. The applicant's study goes to great lengths to calculate average noise levels over the course of the day. Cawston Parish Council's view is supported by e-mail correspondence with Broadland District Council's EHO who states *"My view is that the noise report underplays the disturbance from HGVs by smoothing and averaging. I also feel that the applicant could have possibly reduced the number of HGVs travelling through Cawston by rerouting or changes to construction assumptions or a combination of the two."*

The disruptive nature of noise is best described by peak levels and their frequency. Residents will feel vibration in a building, and comment on it, at far lower levels than those needed to cause structural damage. Cawston Parish Council feels that, once again, the applicant is underestimating the impact of their construction traffic on residential amenity in Cawston.

If the applicant is confident in their small data set and the wide-ranging inferences and conclusions based upon it, a sign of goodwill to Cawston residents would be to offer full property condition surveys before and after the project to those living on the B1145 through Cawston.

## CUMULATIVE LINK IMPACT ASSESSMENT

In *Appendix 28 to DL7 - Cumulative Link Impact Assessment Relating to Traffic: Oulton and Cawston* The applicant presents the breath-taking cumulative traffic figures for both Hornsea Three and Norfolk Vanguard projects with up to 442 HGV movements a day.

Cawston Parish Council challenges the applicant's assessment of the significance of the impact of the construction works on driver delay.

Cawston Parish Council agrees with the applicant when it acknowledges *"Where highways affected by new development are at, or near, capacity, the traffic associated with new development can cause or add to vehicle delays."*

The applicant then goes on to misuse the Annual Average Daily Traffic figure for an S2 road to claim that the B1145 is below capacity to the extent that construction traffic will not cause delays. The applicant states: *"Considering DMRB Volume 5 Section 1 (TA46/97), the theoretical capacity of a typical S2 standard carriageway, which is the case for both Link Id 89 and Link ID 208 is 13,000 AADT"*

DMRB Volume 5 Section 1 (TA46/97) clearly states *"This Advice Note sets out carriageway standard options for use as starting points in the assessment of new rural trunk roads. **The ranges do not provide any indication of the ultimate flow which a road can carry**" – DMRB author's emphasis.*

The B1145 is not a newly built rural trunk road and its capacity is clearly reduced through Cawston and Reepham. Cawston Parish Council rejects The applicant's assessment that "the sensitivity of these links that are predicted to carry construction traffic, in terms of driver delay, is considered to be low."

Cawston Parish Council has provided evidence to the inquiry that under existing traffic conditions congestion does take place and can cause significant delays to road users. The lack of realistic proposals to mitigate problems of HGVs from opposing directions passing through Cawston increases the risk of congestion, not least for the applicant's traffic.

## RESILIENCE

Cawston Parish Council understands that no alternative route has been identified for the applicant's construction traffic flows in the event that the B1145 in Cawston becomes blocked by an event such as a bridge strike, collapse of a Victorian sewer or an accident. It is hard to believe that the applicant would put such a significant project at risk by failing to have a recovery plan in place.

People in Cawston are growing used to being referred to as receptors. Cawston residents have yet to be reassured by the applicant's proposals which combine spurious statistical treatments, much revised schemes avoiding the main issue of traffic numbers and an unwillingness to listen seriously and respond to views from the community.

Poor communication is often blamed when conflicts remain unresolved. In the case of the applicant's proposals for Cawston, communication has indeed been late, and poor, but the main problem has been the unwillingness to listen and engage.

It is hard to escape the conclusion that the village of Cawston and its residents don't matter very much as Hornsea Three seeks to maximise its profits. Perhaps the applicant's view of Cawston is summarised accurately in *Appendix 28 to Deadline 7*. "*Both road links are deemed to be of low vulnerability, fully recoverable and low value. The sensitivity of the receptors is therefore, considered to be low.*"

**Cawston Parish Council**

**1<sup>st</sup> April 2019**



## HORNSEA PROJECT THREE OFFSHORE WIND FARM

*by Orsted Hornsea Project Three (UK) Ltd*

Cawston Parish Council has engaged with representatives of Hornsea 3 Offshore Windfarm Ltd, seeking to manage and mitigate the impact on Cawston Parish of the draft Development Consent Order. As a result of this process of engagement Cawston Parish Council is now able to present the following proposal.

### 1 CAWSTON PARISH COUNCIL PROPOSAL

The draft Development Consent Orders for both Hornsea and Norfolk Vanguard include plans for large increases in HGV and light traffic travelling through the village of Cawston on the B1145. Cawston Parish Council has developed a proposal which seeks to remove Hornsea and Norfolk Vanguard HGV traffic from the B1145 in Cawston by providing an alternative HGV routing to avoid the village.

Cable route maps submitted with the Norfolk Vanguard draft Development Consent Order show a cable route passing to the south of Oulton on agricultural land and then crossing the B1145 after Salle Beck. *Map of Cable Route Appendix 1*

Cawston Parish Council proposes that the developers of Hornsea 3, Norfolk Vanguard and Boreas wind farms should work together to construct a haul road adequate for HGV traffic along the proposed Norfolk Vanguard cable route between Oulton and the B1145 at Salle. This road should be used by both Hornsea 3, Norfolk Vanguard and Boreas HGV traffic to avoid using the B1145 in Cawston.

### 2 ACTIONS TO PUT THE PROPOSAL INTO EFFECT

That Hornsea Project 3 Ltd works in close cooperation with Norfolk Vanguard Ltd to construct a temporary haul road suitable for HGV, abnormal loads and other traffic between Oulton and Salle, along the proposed course of the Norfolk Vanguard Ltd cable route.

2.1 That Hornsea Project 3 Ltd and Norfolk Vanguard Ltd agree to use the new haul road for all HGV traffic and abnormal loads.

2.2 That Hornsea Project 3 Ltd and Norfolk Vanguard Ltd agree to, where practicable, use the new haul road for light traffic for both projects.

2.3 That the haul road is removed at the end of the construction period of both projects and the route is reinstated to its original condition.

### 3 OBJECTIVES OF THIS PROPOSAL

- 3.1 To remove the requirement for HGVs to travel through Cawston on B1145
- 3.2 To greatly reduce the potential for additional congestion in Cawston resulting from non-HGV traffic from both Hornsea 3, Norfolk Vanguard and a future Boreas project.
- 3.3 To reduce the damage and degradation of agricultural land and the built environment by concentrating disruption and damage into one area which can be fully reinstated.
- 3.4 To concentrate noise and vibration impacts of traffic into relatively uninhabited areas away from settlements.
- 3.5 To divert the air pollution associated with increased traffic levels away from the central part of Cawston.
- 3.6 To simplify the management of traffic flows associated with the cable route projects.
- 3.7 To reduce travel distances and environmental impacts, including preventing unnecessary carbon emissions from traffic, by forming a direct route between the Oulton Compound and the Hornsea 3 cable sections 9 and 10.
- 3.8 To reduce the risk and costs to the developers arising from congestion in the village of Cawston and the B1145 bridges.
- 3.9 To reduce the impact of wind farm cable route traffic on existing traffic flows.
- 3.10 To reduce the costs of reinstatement of bridges and road surfaces at the end of the projects.
- 3.11 A further benefit of this proposal is that will demonstrate a real commitment from the developers of both schemes to work together to protect and enhance the environment in Norfolk.

Cawston Parish Council looks forward to working with all parties to make this proposal a reality.

**Cawston Parish Council**  
**14<sup>th</sup> March 2019**

**Appendix 1** Outline map showing course of proposed upgraded haul road.

**Appendix 2** Land Plan sheets 20-22, extracted from Nfk Vanguard EN010079-001322-2.02  
Onshore Land Plans

**CAWSTON PC – Representations made by residents to Norfolk Vanguard**

Cawston PC wishes to submit to the Boreas Inspection the representations below, which were made by our residents to the Norfolk Vanguard Inspection.

We consider they are relevant to Boreas as many of the points raised are common and they demonstrate the strength of feeling in the village.

As part of the copy/paste process we have needed to re-format in places but the text is as published on the Vanguard PINS website.

Cawston Parish Council  
24th November 2019

*Sent: 04 December 2018 10:42*

*To: Norfolk Vanguard*

*Subject: Vattenfall Vanguard Wind Farm Onshore Route*

*We are writing to express our interest in, and concerns over, this proposal.*

*We live in the centre of Cawston and our house fronts onto the B1145, very close to the traffic. The impact of this scheme, together with the Vattenfall Norfolk Boreas scheme and Orsted's Hornsea 3, will be devastating to our quality of life and enjoyment of our property. In principle we are strongly in favour of schemes such as renewable energy which serve to protect and improve the environment, but we do feel that the philosophy of protecting the wider environment should not rest on destroying some local environments, which is what will happen if this proposal goes ahead in its current form. We do not feel that alternative approaches, and routes avoiding Cawston have been properly assessed.*

*The B1145 and other roads in this area are simply unsuitable for the types and volumes of traffic proposed.*

- The levels of noise and vibration in the centre of the village will be intolerable and there are real road safety concerns.*
- Several of these houses date from the 18th Century, some are subject to Preservation Orders, and there has to be a likelihood of major structural damage.*
- there is a village junior school, buses, school buses collecting senior pupils, and a busy centre with shops, pub and houses close to the narrow road - a constant need for pedestrians to be able to cross the road throughout the day.*
- air quality in the centre of the village would be another concern, as is light pollution*
- this is a twisty B road, unsuitable for HGVs, narrow and very difficult in many places for two vehicles to pass one another safely.*
- in the village there are narrow pavements and several blind junctions, where traffic on the side road has to creep into the main road to see what is coming. The old railway bridge near the village hall is also on a blind bend with no pavement for pedestrians.*
- a double bend between Cawston and Salle is exceptionally tight, you often need to stop and back up to allow a non HGV lorry to get round.*

*We get no sense that factors like these have been considered sufficiently in the proposal. We note that Vattenfall suggest that some mitigation can be achieved by driver training; this is absurd. Surely drivers should be properly trained in any event, and in fact a failure to adhere to high standards would be an exacerbation.*

*We hope that you are able to include these views in your assessments, and look forward to hearing from you.*

*Kind regards*

*Helen & Chris Monk*

*Sent: 14 February 2019 17:08*

*To: NorfolkVanguard@pins.gsi.gov.uk*

*Subject: Norfolk Vanguard ASI - Cawston*

*Can we request that you include Cawston in the itinerary for your Accompanied Site Inspection?*

*We feel that this would be the best way to appreciate properly the particular issues around the narrow village streets and the two bridges at the edge of Cawston village and on the road to Reepham. Both of these bridges have been damaged in recent traffic incidents, and it hard to imagine how they will cope safely with the proposed traffic flows.*

*We are not aware of any specific Traffic Management Plan for the Vanguard project at this stage, so, for information, we will shortly submit a copy of our detailed response to the Hornsea 3 Outline CMTP for Cawston, which was published on 11th Feb.*

*Can we also mention that noise and vibration surveys have only just been done in the centre of Cawston by Ørsted,*

ie after the Outline CMTP was published.

We consider that any attempt in traffic management to make the High Street an unrestricted two way flow will significantly increase the risks of danger to pedestrians and damage to properties, as well as increasing noise to an unacceptable level.

Thank you

Helen & Chris Monk

*Date: 20 March 2019 09:43:19*

*Can we make a personal Deadline 5 submission? This is based upon our recent submission to PINS Hornsea Three, but, as there does not seem to be a CTMP for Cawston on file from Norfolk Vanguard yet, we feel it is important to draw to your attention the fundamental flaws in the recent Hornsea plan. In terms of impact on Cawston the two proposed schemes cannot be viewed in isolation.*

*The published Plan for Hornsea Three is constantly changing, these comments were prepared at v3.*

*We have contributed to, and fully endorse, the Hornsea Three submissions by Cawston Parish Council, especially their concerns over safety and impacts on local businesses. However, there are also issues that are particular to the small section of the central High Street which includes our house, one of many 18th century properties. This is a Conservation Area and most properties are listed.*

*The latest traffic plan from Hornsea Three proposes to widen the footpath on both sides of the road and create a single lane section. They might argue that this merely formalises what happens now, but 'what happens now' does not include the additional traffic from Hornsea Three and Norfolk Vanguard.*

*It is also achieved by residents parking their vehicles outside their homes. Under the proposals this parking will be lost. Displaced vehicles will have to park elsewhere; the obvious choice is the narrow Church Lane, which will become congested as a result, probably blocking the three driveways (five households) that exit onto it.*

*Hornsea Three described their traffic as "only" 12-14 HGVs per hour at peak, reducing to 8-10. We would question the arithmetic here, if the promise to respect school times is kept, but in any event*

*- this does not mention pre existing traffic, which doubles the HGV number*

*- it does not mention Norfolk Vanguard, which could run simultaneously (240 HGV pd at peak, falling to 96).*

*- it is based on the normal rather than sensitivity distribution; we still have reservations that, while numbers might not double, they may increase.*

*Even taking Hornsea's best view, 8-10 per hour becomes 16-20 when you add pre existing and at least 24-30 with Vanguard. That is best case, off peak; a worst case peak figure could easily be as high as over 50 HGVs per hour, all day, continuously.*

*All this traffic will be running up and down a single lane with houses close on both sides, in a busy pedestrian area. This will create a hour glass effect, with clusters of traffic building to the east and west of a pinch point in the central High Street. We don't understand how this can be managed safely.*

*Smaller traffic has to be added to the mix, hundreds more vehicle movements daily with significant peaks at either end of the working day. There will be no respite. We only just received the results of the noise and vibration survey carried out a month ago, and an assessment of any proposals for mitigation is still to be done.*

*What has not been mentioned yet is the effects of the road works necessary to implement the plan. Widening pavements, re-siting and adding signage and resurfacing the road will all bring further noise and chaos. It is hard to imagine how this work might be done without completely closing the road, and we would hope that no one has the temerity to do it at night in the middle of a residential area!*

*If they have to close the road they will have to set up an alternative route. Which begs the question, if they can find an alternative for that purpose, why can't they use the alternative for the wind farm traffic and avoid Cawston in the first place?*

*All the houses here are occupied throughout the day, there is a mix of retired, people working from home and families. One resident is over 100 years old.*

*We also want to note the issue of the mental health of these people, subjected to a daily barrage of noise and vibration, six days a week, for months if not years. How does this fit with the Human Right of peaceful enjoyment of property?*

*It seems almost spiteful to inflict this misery on Cawston residents when there are clear alternatives. The Offshore Ring Main proposal would save the whole county from widespread disruption, and locally several alternative approaches have been suggested by the Council and residents, using roads through open country.*

*We request the ExA to insist that, as a matter of urgency, Norfolk Vanguard publishes its detailed proposal for dealing with traffic in Cawston, and that all alternatives are fully explored and costed.*

*Thank you*

*Helen & Chris Monk*

Date: 16 May 2019 14:20:25

Hello

We don't know whether you can accept this as a late Deadline 7 item or an early one for Deadline 8, but we thought the Inspectors should be made aware of the events in Cawston High Street yesterday (15/5).

Around 1130 an unannounced abnormal load tried to get through, on its way to Salle Farms. It got stuck, blocked the road for about half an hour, causing gridlock, and when trying to move off it damaged the wall at number

See photos attached. The driver didn't want us to take them and got quite abusive. Police were called but the driver refused to wait as requested, and when they arrived they had to catch up with him at Salle.

The drivers claimed that this was a planned route, not needing a dedicated police escort. This was not wind farm traffic, and Vanguard might argue that they are not intending to use abnormal loads but maximum size HGVs. However Orsted do have abnormal loads in their plan and in any event we would suggest that it does illustrate what can happen when a large vehicle tries to negotiate this restricted and inappropriate space.

This took place in broad daylight at a quiet period in the day.

Thank you

Helen & Chris Monk

Dear Sir,

Norfolk Vanguard

*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 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.*

*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.*

*The potential traffic problems occur because of the proposed use of the old Oulton Aerodrome for storage and accommodation which will result in numerous traffic movements over unsuitable roads. I am somewhat surprised that this site was ever considered as in 2014 an equally green scheme to build an Anaerobic Renewable Energy Facility was turned down by Broadland District Council and the subsequent appeal was dismissed by the Planning Inspector Susan Holland. The principle reasons for dismissal being:*

*1. Highway safety and convenience*

*2. The effects upon the living conditions of the residents in the Old Railway Gatehouse.*

*3. Broadland District Council's policy TRA14 and companion Policy GS3(d)*

*If the proposal to use the old aerodrome is accepted the points raised in the above items 1, 2, 3 will extend through the village of Cawston and affect a significant number of people and properties. Full details of the appeal decision can be found Ref. APP/K2610/A/14/2212257 and I hope that this will be fully considered when coming to a decision.*

*My concern is that the average person (as defined by Lord Justice Greer – as the man on the Clapham omnibus.) would have great difficulty in fully appreciating the magnitude of the project and the likely impact on their lifestyle and local community. At the meeting last night Mr Horton in summing up repeatedly referred to the "Consultation Report" some 137 documents dating back to 2018.*

*I should also point out at the junction of the A1067 and B1145 at Bawdeswell there is a road sign that states the road is "Unsuitable for long vehicles" this sign can be viewed on Google Earth*

*Please fully consider the above points when coming to a decision and I hope that the relative peaceful nature of Cawston can be maintained.*

*Yours faithfully*

V I Purdy

Dear Sir/madam

We are writing to express our concerns at the proposed route for traffic associated with the construction of the Norfolk Vanguard Offshore Wind Farm through Cawston.

I am a lay person and do not understand all the jargon but what I do understand is the impact that the extra traffic will have on our lives and as much as we understand the importance of wind power, there are alternative roads which in my opinion are a safer and more viable option.

Our house runs parallel to the B1145 and we would like to make the Planning Inspectorate aware of the issues we foresee if the heavy traffic increases to the level proposed. Our house is adjacent to the road and there is not even a path between our wall and the road.

\*The HGVs, abnormal loads and increase in light vehicles will lead to an increase in vibration which will cause damage to the structure of our property which is over 200 years old.

\*The road narrows adjacent to the end of our property which causes a pinch point where two vehicles can not pass, an increase in vehicles using the road, especially HGVs will result in traffic building up along the road directly outside our house. This will cause an increase in air pollution from vehicle emissions and have a detrimental effect on our health. We also have concerns for our privacy as we have two large windows which look out onto the road which are higher than a car but the driver of an HGV stopped outside the window will be able to look directly into the house. We have children so safeguarding them is our main concern.

As well as the personal concerns documented above we would also like to raise our concerns about the impact on the village that the proposed extra vehicles travelling through the village will have. There will be a huge increase in noise, pollution and make the village a lot less desirable place to live and reduce the retail value of our properties.

Phil and Amelia Whiting

*Norfolk Vanguard  
Open Floor Hearing  
24.04.19*

*Thank you for allowing me to speak at the above referenced hearing please accept this written submission in relation to my oratory, for acceptance before the May 2nd deadline.*

*I am a Cawston resident. I began by saying I re-iterate everything the other attendees at the meeting had said. I meant both verbally on the night and through earlier submissions I have read on the PINs website.*

*There are so many problems and queries associated with this proposal. The proposal will make Cawston a HGV corridor, it is currently a semi rural VILLAGE built around an old road of historic properties within a conservation area, all of these houses are only feet from the road and all our major amenities run along this road. Giving the road its B denomination depersonalises it, through Cawston the central element is the HIGH STREET, it is the heart of our village with the school, graveyard, pub, local shop and village hall all along this road. I believe other residents eloquently covered most of those issues so I did not take up further time on the evening.*

*People mentioned the lack of pavements, lack of streetlights, current state of roads & bridges and the way current traffic struggle. Everyone raised serious concerns about the impact on pedestrians, danger to children, risks of pollution and noise, likelihood of vehicles and property being hit. I re-state these because it feels like those concerns are not understood. It seems madness to attempt to drive a large construction project through what is currently a thriving village.*

*I spoke on the evening of 25.04.19 about noise; our property was one of the four that were used for a three-day survey of noise and vibration. The effects of noise are personally significant for our family. Thankfully I was able to find the support of someone with a master's degree in noise to explain the terminology to me. I state this to explain that the documentation and information is difficult to access.*

*The following is my understanding*

*The World Health Authority see 55db as an upper guideline value for external noise in traditional external spaces such as gardens, there are lots of fluctuations and differing peaks exclusions for calculations but that figure is stated at 2.8 within the Orstead Construction Traffic Noise and Vibration Assessment for Cawston Village. Our current baseline was recorded*

as 64db! Already noisy. The levels for the report are "smoothed" or "averaged" out. (The District Council EHO has questioned the methodology, positioning of recording equipment and if LEQ can really be compared to DBRM as they are different quantifiers.) Peaks in noise create point disturbance, consistent average heightened noise above 55db is recognised by the World Health Organisation as creating annoyance in the adult population, and recognises higher risks for children.

The Orstead report state the cumulative traffic increase for Hornsea Three and Vanguard would affect a 3.5db estimated noise increase, outside our home and garden. An increase of this magnitude is extremely audible. This predicts a noise level of 67.5db LAeq.T. As the predicted increase is an averaged over an 18hr period we understand the noise peaks in time will be greater.

There were mentions of Mitigation in the Orstead Noise and Vibration Assessment for Cawston Villages, much of it dependent upon joint working with Norfolk Vanguard and then agreements with NCC and BDC.

Has anything actual been jointly agreed to reduce the level to less than 3db. In the case of an exceedance of the threshold found during operation – what would be done, how soon, how would it be managed, policed and monitored.

There are exclusions about traffic noise in complaints to the EHO so is there an independent body we could go to?

We foresee this proposed traffic route would seriously blight our family life. Our property is angled to the Market Place so the corner of our home directly meets the High Street forming a pinch point; a deep cellar sits below that corner. We have serious concerns as to how our 250-year-old listed property would withstand the traffic and pollution levels from such a large project.

I would like to request Norfolk Vanguard carry out a structural survey on our property to specifically clarify it is capable of withstanding the type and frequency of the new traffic. Instability or collapse would block the road they are trying to pass through. Directly outside our wall there are a number of dropped drains and manhole covers – this is not a smooth road surface and the strength of integrity of the road over those voids should be considered. There is no pavement outside our home, and current plans propose widening the pavement opposite (currently a 90cm paving against a high wall) widening that opposite pavement may make that small section "safer", but people still have to get to and from that section, vehicles will be pushed closer to our property and make sight lines for the chapel street turn ever more difficult for all.

The widening of pavement sections appear to have more to do with forcing a one way at a time route than considerations of safety. Areas with no current paving have been completely ignored. From a house that looks directly down the road at the current daily traffic I am struggling to understand how such numbers of HGVs oneway traffic could flow – in any sense of that word. I have children, I would fear for their safety getting across to the school bus and getting to friends houses.

I couldn't send my child out on a bike into a traffic corridor of HGV's. The childhood they currently have and the way we all live our lives would be significantly changed. Pollution and noise impacts for them are significant personal worries. Timings for getting to schools and work would be impacted for all. If we can actually get out of our drive onto the road. Our gardens run directly adjacent to the road, this will be overlooked and blighted by noise, dust and fumes.

I've been advised insurance prices for our home and car will increase dramatically with heightened risks of collision and damage. I also assume that house prices will suffer, and if the environmental impact becomes too great it would actually become unsalable.

Please review every other possible route.  
Thank you for your time and consideration.  
Polly Brockis

I am putting in writing the main points I made at the PINS public hearing in Dereham on 24th April on the subject of historic buildings in a designated conservation area and health and safety of village residents.

I am seriously concerned about the possibility of over 130 HGVs a day coming through our narrow high street with narrow pavements and many listed buildings. Cawston High Street is totally unsuitable for this proposal and the health safety of the children and villagers of Cawston, and the integrity of our historic buildings must come first. The majority of houses along the high street are around 300 years old.

Vibrations.

My home is a

Some of these features are fragile and liable to shifting and cracking. The property, like many on sits on a large cellar. Floors have already dropped, and in one part of the cellar we have had to have a

concrete pillar to hold up the beam supporting the floor above. This is sufficient under present circumstances but added vibration will be detrimental.

Already when we have a lot of HGV's and farm traffic through the High Street, my house shakes a lot and I have on occasion noticed fresh cracks in panels and walls appear. Thankfully these traffic movements are generally seasonal and due to harvests. I am convinced that the volume of HGV's Orsted and Vattenfall are proposing will seriously damage my house and other similar properties on High Street. I've raised my concerns with Broadland District Council Historic Buildings and while they have concerns I've been told it's above them. The Historic Environment Officer, Barbara Hornbrook has recommended that all the properties on High Street should get a structural survey done prior to commencement of Orsted's and Vattenfall's traffic movements and she has given me details of a few structural engineers. I would like to know if Orsted and Vattenfall will pay for this.

Noise.

Constant noise from these traffic movements would make living here intolerable for those of us who love the peace and quiet of this conservation village. In fact it is why many residents moved here and is also the reason I have guests in my small B&B. The volume of HGVs and other work traffic going through our narrow High Street from 6am - 11pm would destroy my business and others along High Street which rely on tourism.

On a personal note, I have which means I get so peace and quiet is very important to me for that reason.

Air quality.

The respiratory damage caused by diesel fumes from a high volume of HGVs is well documented and understood, which is why governments are acting to lessen this risk. The narrow high Street with narrow pavements (where there are pavements) will cause these HGVs passing problems and there will be much engine idling spewing out fumes. In the Summer especially people like to open their windows. This would no longer be possible.

My cellar has a large grate onto the pavement above. In the past we have had diesel fumes from idling HGVs waiting to pass each other come into the cellar through the grate and up through the floorboards above into my living room. Imagine If this is constant!

Because of I don't have enough to carry oxygen around and I need all I can get, I certainly do not want to be breathing diesel fumes. Therefore air quality is very important to me.

Breathing diesel fumes would also be a health problem for people walking on the pavements.

Children walking to the playground and village hall on such narrow pavements, right up next to these HGVs are particularly at risk because of their height.

Safety.

The pavement on the way to the village hall is very narrow and the road is narrow with a blind bend on the railway bridge. This poses a real risk to life if there is a large volume of large vehicles as wheelchairs and pushchairs have to go onto the road as the path is too narrow. This is also the case with some other parts of the pavement on High Street and in some places there is no pavement. Even for people walking on the pavement there is a strong possibility of being clipped on the shoulder by a wing mirror. This has happened to me walking back to my house from the post office where the pavement is very narrow and there is a pinch point. (This pinch point is also the place winery vehicles get stuck on a regular basis). If these plans go ahead I doubt any parent would be able to let their children walk anywhere in the village. How would children be able to get to the playing field or village hall? How could children safely ride their bikes in the village?

Inadequate traffic plans.

Orsted's traffic management plans, which I assume Vattenfall will also want to use, do not take into account the various pinch points, blind corners, narrowness of pavements on the High Street or the existing volume of traffic, even if they say they do. This is obvious from their so called solutions.

The current parking on the high street would make it impossible for a large volume of HGV's to get through yet Orsted have not provided any workable solutions. Most of the properties do not have off road parking and the last plans I have seen involve removing or restricting existing parking without providing enough spaces for alternative parking. They also do not take into account disabled residents needing to park outside their homes. The plan shows only 16 parking spaces for some 34 dwellings within the marked area and cannot possibly work. All but three of these properties have no off road parking and there is nowhere else to park. Two of the proposed parking bays are directly in front of a driveway with dropped curb This reduces the number of possible parking spaces to 14.

Where are all the other cars going to park? Yesterday evening I counted 34 cars parked safely and legally on the road within the marked area. There is enough space for around 40. I have not included the triangle where 6 or 7 cars can park as the proposals will leave this the same. The proposed Traffic Management solution involves having a one way priority scheme as the various pinchpoints are too narrow for two HGVs to pass. This will mean there will be heavy congestion and a lot of idling engines, fumes, noise and vibrations. Orsted's plans can be found in on PINS, Hornsea Project Three, Appendix 27, Development of Cawston Traffic Intervention Scheme.



Those of us who run B&Bs and holiday accommodation will have nowhere for guests or customers to park. This and the constant noise, vibration and fumes from HGV's will certainly destroy our businesses. For the cafe and deli to carry on they need adequate parking as well.

There are 3 driveways on the pub side of the road. One services 3 properties and these plans make an already hazardous exit, extremely dangerous. This is even worse when you consider the large volume of HGVs coming round the blind bend. On the other side of the road there are two driveways and again these plans make one of them more difficult to drive out of into oncoming HGV's, and as I have already mentioned, Orsted have completely ignored the other one and put two bays in front of it! Currently parking arrangements in Cawston work very well. These plans will destroy my small business and others, and make our lives hell. In fact Orsted's and Vattenfall's plans for Cawston would completely destroy our village. I urge / beg you to not let this happen.

Orsted expect two HGVs to be able to pass in places that we know from experience just aren't possible. The traffic back up and congestion would also cause major problems for emergency vehicles needing to get to or through the High Street.

Marriott's Way is a long distance footpath and cycle route very popular with residents and tourists. There are two entrances to Marriott's Way in Cawston and both will become very difficult to get to should these plans go ahead. The entrance on the bridge with the blind corner will become a serious risk to life as there is no pavement on either side and one must cross the road on the blind corner.

I do not believe the tests and monitoring on vibrations caused by the proposed HGV traffic took into account the age of these buildings or the fact that they are sitting on large empty spaces. I do not believe the tests and monitoring have given an accurate representation of air quality and emissions from a constant flow of HGVs stopping and starting along the length of our narrow high street 17 hours a day.

I do not believe the tests and monitoring have given an accurate representation of the noise levels we will be subjected to.

As the owner of probably the largest property with the largest cellar, and right in the middle of High Street why was I not approached for vibration, noise and air quality monitoring?

I found Vattenfall's response regarding the monitoring totally inadequate. Who undertook it and how was it done? How independent was it? I would like to see the results of some truly independent and unbiased tests on noise, vibrations and air quality that take into account the cumulative affect of emissions of up to 20 HGVs an hour passing through our narrow streets.

I do not believe Vattenfall or Orsted have undertaken any research into the detrimental and even devastating affect their proposals will have on the physical and mental health of residents in this Conservation village. Because of my own health and because my livelihood depends on tourism I want to move if this goes ahead as I do not feel I could live under these conditions. Unfortunately properties along High Street have already lost value because of these plans and will be hard to sell.

I do not believe Orsted or Vattenfall care about Cawston residents concerns or residents of other affected villages. Their only focus seems to be to get these plans passed as it is their cheapest option. Vattenfall's representative said last night that an offshore ring was never looked into as it was not an option given them by the national grid and now there isn't enough time to be able to meet their deadlines.

This is a ridiculous response considering the unnecessary devastation of Cawston and other Norfolk villages and countryside. As there will be other windfarm companies in the future wanting to do similar construction through Norfolk the offshore ring option must be the only logical solution.

Nicola Banham

*Date: 24 April 2019 09:40:16*

*Dear Norfolk Vanguard team*

*This email is a bit belated but unfortunately I am unable to attend the meeting on the 24th April at Dereham 6th Form College.*

*I wish to make the following points as a resident of the High Street, Cawston:*

*I feel the volume of traffic predicted will:*

*1. Constitute a danger to pedestrians on The High Street, to those crossing the road to get to the CostCutter and Deli as the footpaths are already narrow, non-existent and poorly lit in the dark, and to those accessing the Bowling club, cemetery and school on foot. We already feel unsafe when*

taking our small grandsons to the shop for these reasons and have significant concerns for their da-safety should the volume of traffic increase as predicted.

2. A care home is imminently opening in the village which will increase traffic and mean that there will be an increased number of frail people

possibly negotiating footpaths

3. There is a narrow corner near the Village Hall and a narrow path leading back to the village that are hazardous with ordinary volumes of traffic. I

feel that children will be at risk exiting the village hall and playing field onto the road.

4. Choke points already exist at both ends of the village which cause issues to existing traffic including the HGVs going to the winery. Anyone

observing the HGVs turning into Chapel Road at this point will realise that an increase in HGV traffic will cause significant delays and obstruction to existing traffic flows.

5. Farm traffic already uses the road and need access to undertake their regular work. This already impacts on parking for residents e.g. on Booton

Road where part of the roads cannot be used as it is not wide enough for parked cars and farm vehicles. A house boundary wall has already been damaged due to this.

6. How will resident's cars and property be protected from damage if parked on street as per their normal arrangement? I feel strongly that the

predicted increase in HGV traffic will cause obstruction and increase risk to residents accessing their vehicles parked on the High Street; for those

parked on side roads, access onto the High Street will be more difficult.

7. The High Street contains a large proportion of listed buildings and much of the proposed route falls within the designated conservation area- this

is a protected party of the village and can only be affected detrimentally by current traffic management proposals from you.

8. Vibration and air pollution levels will increase- how will this be monitored and mitigated?

9. Impact on local business and tourism. The pub and Deli have a thriving trade that will be adversely affected if parking is not available on the High

Street and if footfall is adversely affected by the quantity of HGV movement.

10. The Deli / cafe is a popular destination for recreational and sport cyclists- how will the current cycle routes be protected and the revenue from

tourism in this group be protected?

11. Marriott's Way is a popular route for locals and visitors to Norfolk. The exit from the village is over a tight bend over the railway bridge that has

already been damaged twice by traffic. How will the risk to users of the steps to Marriott Way that exit directly onto a vulnerable point in the road

be protected?

12. Is the rail bridge over Marriott's Way strong enough to withstand the proposed volume of HGV traffic?

13. From the Vattenfall drivers' point of view- it seems that choosing to send HGV s through a small village with significant choke points and tight

bends will be very tiring and frustrating for the drivers. School buses regularly use the route to and from Reephams as well as farm traffic which will

increase the level of difficulty they face in each journey. I feel this may contribute to driver fatigue and therefore increase risk. Has anyone asked

HGV contract drivers which route they think is the safest and easiest for them to use?

14. Lastly, why do the lorries need to come through the village at all? I think the reputation of Vattenfall as a company genuinely trying to mitigate

the effect of this nationally important project can be enhanced by finding an alternative route. For example, routing lorries via Bluestone to Dog

Corner and then Heydon Road back to B1145 beyond the railway bridge over Marriott's Way would bypass the village altogether. If necessary, could

this be temporarily widened, thereby removing all the objections to the volume of traffic through the village?

In the last resort even a simple one way system through the village would be better than the current proposals.

Everyone recognises the importance of wind power but also want to feel that Vattenfall really do want to work with us rather than just speak empty

words.

Kind regards

Kate Wyatt

Norfolk Vanguard  
Open Floor Hearing  
24.04.19

Matthew Brockis

I firstly agree with all comments made by other speakers from Cawston Village and fully support renewable energy and encourage more.

I however question the safety of this proposal.

#### Traffic Risk Assessment.

1. Has a Traffic Risk Assessment for the B1145 (through Cawston Village been conducted)?

2. Where can this be found and when was it conducted?

The Health and Safety Executive states that a risk assessment should be undertaken "every time there are new machines, substances and procedures, which could lead to new hazards."

An increase in traffic of this size and nature constitutes a new hazard to the public and property's alike.

3. To complete a risk assessment correctly all relevant data is required otherwise the result of the assessment is invalid!

Based on standard risk assessment models the applicants do not and can't have all the correct and relevant data to conduct a full and valid Risk Assessment!

1. No structural checks on properties or walls bordering the highway have been conducted or any form of inspection of properties, cellars etc by the applicants.

2. Applicants have not approached residents with properties directly on the Highway for information regarding the properties.

3. Traffic estimates have fluctuated wildly over the past months.

4. Traffic Vibration and Noise tests were conducted at White House Farm in February 2019. (Out of season for Tourists and Farming movements resulting in significantly lower traffic volume)

5. Noise and Vibration monitors at White House Farm were positioned close to a wall so giving an inaccurate result.

6. Late running vehicles (vehicles running outside of stated working hours due to delays)

Before any mitigation for risks or traffic management can be considered correctly the risks must be known fully, as the applicant hasn't collected all the relevant and valid data no mitigation plan can be correctly formulated.

Cawston Village combines many elements to be considered that can easily be underestimated as they do not fit the standard scenario's that most models are built on. E.g. Grade 2 listed buildings directly on the B1145 with no separation even by pavements, buildings with cellars, property boundary walls directly on the highway, public safety, cars parking on the road, school bus stops, blind corners, restricted road sizes all within one short high street.

My own property, White House Farm is a grade 2 listed building that is situated directly on the B1145 at one of the main pinch points in the village. The main entrance/exit is directly onto the highway and as White House Farm is the corner of High Street and Chapel Street the exit is onto a blind corner. This makes exiting the drive way dangerous with current traffic volume!

This is the access/driveway to the property for vehicles (Personal, Delivery and emergency services) and people

As is the case with many properties in Cawston they are directly onto the highway, this means all deliveries can only be accepted with vehicles parked on the highway – this includes in my case heating Oil tanker delivery's. This type of event with the currently proposed management plan would bring the highway to a halt.

Some figures state approximately 1 HGV every 7 minutes and this in its peak comes down to approximately 1 HGV every 1 minute, this combined with all other site, general traffic it will be impossible to exit my property from its drive way.

4. What is the applicants project overrun estimates due to traffic issue, deliveries unable to get through and achieve tight schedules they are proposing.?

If delivery schedules are not met for any reason would this mean violating the agreed working hours or extension of the overall project?

Within all sectors of the construction/engineering industry deliveries are vital part of the operations and impacts massively on the schedule and profitability of any project. This in mind I do not believe that the applicant hasn't accounted for this and hasn't internally at least accounted for these types of scenarios.

Date: 29 April 2019 19:13:37

Please find below a copy of the photograph I referred to and an account of my oral submission:  
Kate Pitcher, Cawston resident

(PHOTO)

*My point relates to the proposed increase in HGV traffic through Cawston village.*

*This is a photo taken of Cawston High Street over 100 years ago. I know you can't all see it, but the buildings and the width of the road have not changed. Many of the buildings are over 200 years old, some with their external walls directly adjacent to the road (i.e. no pavement). It is a very narrow road in places and the pavement is narrow too. Yesterday I watched as an HGV manoeuvred through the High St. It passed a parked car on the same side, and then to avoid a parked car on the opposite side, some way ahead, the lorry had to swing back in and mounted the pavement! To think huge numbers of additional HGV's could be allowed to pass through the village multiple times a day is appalling.*

*Just because the High Street has a B road classification, it does not mean a small village like Cawston is a suitable and safe environment for massive additional diesel polluting HGV traffic on a daily basis.*

*Something needs to change a ring main?*

*an alternative HGV route?*

*alternative depot locations?*

*If the wind farm companies do not listen to Cawston residents then they risk large amounts of adverse publicity, peaceful, but determined protest on the street and little old ladies lying in the road - I will be one of them.*

Kate Pitcher

April 2019

Dear sir,

The proposal put forward by the applicant is significantly flawed and biased in a number of ways to favour the applicant.

**Pollution**

The large volume of additional vehicles (up to 200 movements a day) will generate significant nitrogen dioxide and particle emissions. These will be trapped in the village high street due to the proximity of the grade 2 listed buildings. There are no safe levels of pollution.

The vehicles the applicant will use will not be EU6e compliant. If these wind farms are to improve the environment and reduce emissions should not the vehicles that are used to create the infrastructure be environmentally friendly.

**Noise and Vibration**

The solution put forward by the applicant to help the additional vehicle movements (up to 200 movements a day) will increase vehicle noise and vibrations. The narrow roads of the Cawston village will cause vehicles to stop and idle to allow on coming vehicles to pass. The acceleration and deceleration will be disproportionate to a pass through situation.

It is also noted that previous noise and vibration reports clearly state the impact is "temporary and reversible". So damage will occur but because its not direct impact such as vehicle hitting a building. The problems falls to householder to put right at their own cost. Proving indirect responsibility by the applicant by an individual would be virtually financial restrictive and virtually impossible.

**Alternative solutions**

Use of the ring main solution has been disregarded.

Using the cable route as a temporary road route (30 meter wide operation). Not even put forward as a solution to be considered.

Use of alternative routes discounted due to cost and hedgerow (which can be replaced, grade 2 building cannot) impact.

**B Road Designation**

The B1145 may have designation of B road and may be fit for occasional use by large vehicles. But the council has not demonstrated the road is fit for high volume (200 additional vehicles per day) of vehicles. The narrow bridge just outside the village that has already degenerated. The narrow route through Cawston village (not wide enough for 2 cars let alone large HGV's). The sharp right-angled turn by the sub station (only one vehicle can pass at a time).

Please consider all these factors and the people who have to live through this project.

Kind regards

Mr & Mrs Crossley

*Date: 02 May 2019 23:49:48*

*Dear Planning Inspectorate,*

*In the absence of being able to speak in person at the recent open hearings, I would like to submit our ongoing concerns regarding this proposal.*

*Our greatest concern still relates to a lack of data and research regarding EMF's and the crossing point of cables near our property. We do not believe the Applicant has provided sufficient evidence that they understand how the combination and crossing of cables will impact the environment or public health. We maintain that it is their responsibility to demonstrate that the proposals are entirely safe for our family and the communities and environment of Norfolk as a whole. Scientific evidence still points to a correlation between EMF's and cancer.*

*We do not feel that the current approach regarding the cable route and traffic management is reasonable or indeed viable given the small but busy country road on which we live with Cawston on one side and Reepham on the other. Manoeuvring through both Cawston and Reepham can be tricky as a car driver. The suggestion that either location could withstand the volume and size of vehicles required to implement this project are simply unrealistic. Our own property vibrates considerably when farm vehicles pass by, we cannot imagine the impact of sustained large vehicles on these roads for any of the local residents along the route.*

*It is still unclear to us the level and timescale of disruption that can be expected in each location along the route. As we are positioned at the proposed crossing site for all 3 of the current proposed developments, with our house being surrounded on all sides by cable routes (in the case of Norfolk Vanguard these will be less than 40 metres from our home),*

*this is of great concern in terms of noise, light and air pollution as well as the visual impact and logistical issues of travelling to and from our own home. I am self-employed and as such our house is both our family home and my place of work. Therefore we will be enduring any disruptions that take place 24hrs a day, 7 days a week for the entire life cycle of the project.*

*Given the recent level of interest in an off shore ring main and the numerous concerns raised by Norfolk residents regarding the devastating impact this project is going to have on people's life's and communities we very much hope that these proposals are placed on hold to allow other alternatives due consideration. If they are not then at the very least we hope the Applicant will be required to fully address the concerns that have been raised and remain unresolved through this process.*

*Should this proposal go ahead, we would like to know who will ensure the Applicant delivers exactly what has been outlined. For example, should we discover EMF levels are higher than predicted, what happens? What action will be taken and by whom - where will accountability sit? This applies to many aspects of the project - who will hold the Applicant accountable and what punitive measures will be taken if they deviate from what has been proposed and agreed?*

*Finally, we would like to highlight that this proposal is already having a hugely negative impact on many peoples life's and continues to do so. The stress and anxiety is significant, especially for those of us who fear for the health of our children and families, who are concerned about the financial impact on our homes and communities and for those of us who are passionate about Norfolk and its beautiful, vibrant countryside and do not want to see it torn apart to accommodate needless trenches of plastic and cabling - especially when viable, less damaging alternatives exist.*

*Kind Regards*

*Laura & Richard Philpott*

From Dota Williams

Dear Sir/Madam

Following meeting of 24/4/19 in Dereham where I spoke I wish to provide the following statement .

I am very upset that we have only recently been made aware of the significant impact this will have on our village and lifestyle. I received more than one stylist brochure from Vanguard but not once did it mention the large number of HGVs they want to plough through our peaceful village, something I would have thought they would want us to know if they were truly "transparent". I feel the fact that I have only found out about this via other sources it was an attempt to pull the wool over our eyes to give them time to get it through . I only found out about it in March , I am not alone in this , please survey our village if you disagree.

The proposed significantly extra heavy transport going through our village will have a significant effect on our privacy and family life. It will completely change our current lifestyle.

It may be considered only a short period in planning terms however for our children it will mean the end of the idyllic lifestyle of their childhood in this village. They will no longer be able to cycle across and around the village as they do and have done for years. We have in my extended family who was hit by a vehicle and another was badly injured last year when hit by a car ( not in our village), so this is our first thought .

We can already hear and feel lorries in our home as they travel past , more will make it worse . Our home dates back to early 1800's and others in the village are much older .

Once they are damaged by vibrations if they are able to be fixed , it's not the same. Most homes have been lovingly restored, so it's also very stressful to have to worry about this . Privacy will be affected also by lorries banking up and looking into homes .

I also worry that the roads are not upto it there are already dips just past the corner shop and there are pot holes.

School buses leave on chapel street and our children use this point to go into the deli for snacks , moving the bus stop will mean I will no longer let them use the shop due to the heavy vehicles. The buses are narrower than HGVs but even they don't get through easily. I want to use local business but safety has to come first .

The pavements , in the places they exist are narrow, there is no emergency space to jump if a truck misjudges , they are the width of the lane virtually and everyone knows when a truck turns / swerves to get out of the way as they move onto other lanes .

PLEASE drive through our village and along the route , it is NOT a straight road . I have seen lorries moving onto the pavement many times in our village.

I note a proposed other route was discarded due to hedges being damaged. Our children and fellow villagers will be at more risk of accident by numbers alone , and we don't grow back .

THERE IS LOCAL precedent where hedges were successfully moved on the b1145 as it enters Reepham on the left ( from Cawston ) to allow for the new housing development. I feel it's fairly safe to say that the developers would have a much smaller budget than this development so I don't think this solution is unreasonable.

I support renewable energy, if they really care for the environment, which includes people!! then I hope a fair solution can be made that does not cause further distress to anyone .

Following the meeting in Dereham I am also concerned about the environment regarding the size of the structures.

There is a tree with a preservation order in the village , it's massive, how will the extra vibrations affect the tree ??

Will it die , also what about the orange / yellow under coloured lizards that live in this area ? Has this been looked into ?

With best wishes Dota and Alan Williams  
And mostly our children

--

Regards  
Dota Williams

*From: B ROSSINGTON  
Sent: 05 March 2019 23:04  
To: Norfolk Vanguard <NorfolkVanguard@planninginspectorate.gov.uk>  
Subject: Proposed route for cables Vattenfall*

*Dear Sirs,*

*Proposed route for cables Vattenfall*

*As a resident of Cawston for the past 20 years I am writing to you to object to the above. I am listing below my reason for my objections:-*

*Coming from Cawston roundabout into the village Aspen Vale a detached house is situated on the left hand side when entering the village. The B1145 is well above this property and there is a large drop due to excavations when the area was dug out for clay for brick making many years ago. An increase in heavy traffic will cause subsidence thus undermining the roadway. This has happened before with just an ordinary flow of traffic.*

*A retaining wall supporting properties on the left hand side of the B1145 between Cooks Hill and the Market Place is already showing signs of deterioration and with the proposed increase in heavy traffic this is likely to cause further problems.*

*Market Hill has All Things Nice situated on the left hand side which is a Café/delicatessens. With the proposed parking restrictions and no parking around Chapel Street, this will not only affect the Café business but also affect residents in the area who park their cars outside their properties. Unfortunately the residents have no other options for parking. We have a very limited bus route so residents are reliant on their vehicles to get to and from work.*

*Cawston High Street is made up of very old building a lot of which are listed, heavy vehicles will certainly cause damage to these very old properties.*

*At the far end of the High Street is an old railway bridge, the road is narrow here and this has caused a lot of collisions with the bridge over the years. Any increase in traffic flow means more risk of accidents with this bridge. There is no pavement over this bridge which means, pedestrians, school children, wheelchair users and elderly people have to cross this bridge with traffic flowing in both directions. With the size and weight of the proposed vehicles in questions this will be a disaster waiting to happen. Children living to the west of this bridge have to cross it twice daily to go to the local primary school and to catch the bus to Reepham High School.*

*Further down on the B1145 is Salle Beck which is winding and very narrow and there is no room now for two large vehicles to pass and even with cars it is a major hazard.*

*Cawston has a Winery which has large articulate lorries coming down the B1145 and turning into Chapel Street, with the proposed cable lorries this again will cause serious congestion issues.*

*Twice a day coaches come in and out of the village to transport children to Reepham High School. At the present time this causes a build up of traffic and congestion in the high street without having more large cable lorries to add to the problem.*

*The amount of lorries proposed each day coming through Cawston will contravene the Human Rights Act and interfere with the peaceful enjoyment of our properties.*

*The above are the reason for my objection to the proposed routing of lorries through Cawston Village by Vattenfall.*

*I hope a more suitable route can be agreed so that our village of Cawston can be left as it is without damage and upset to our residents.*

*Yours faithfully,*

*Frances L. Rossington*

May we add a postscript to yesterday's Open Floor hearing, which we both attended. In his disappointing summing up, Mr Horton, for the Applicant, seemed to take great offence at suggestions of box ticking, exhorting us several times to "read the Consultation Report".

If you search "consultation report" on the PINS website it returns 137 documents, published in July and August 2018, but dating back for some time prior to that. It was really only last December, when the Examination began, that residents started to become aware of the more detailed implications of the proposals.

Most people, including ourselves, will be naturally inclined to support renewable energy

and wind farms, so the news that new schemes were being proposed would have been welcomed. We would also have assumed and expected that companies promoting their "Green" credentials would also take a positive approach in their dealings with local communities. Witness the comment in one consultation document (Oct 2017):-

*"7.1 Our principles*

*Vattenfall recognises the importance of engaging with stakeholders, including communities, through its work. Our principles, which are adhered to throughout all our projects, including Norfolk Vanguard are:*

- Openness and transparency*
- Providing opportunities to get involved*
- Sharing information and understanding*
- Listening and responding*
- Respect"*

Later, once we realised the implications on traffic and transport in Cawston, we might have returned to the documents and looked up the consultation details for that specific subject.

There are minutes of meetings:-

*"Norfolk Vanguard Offshore Wind Farm*

*Consultation Report*

*Appendix 9.21 Traffic and Transport Minutes Pre-S42*

*This report contains confidential information. Therefore this document is only available on request to those who have a legitimate need to view the information."*

Collins English Dictionary defines box ticking as

"derogatory

the process of satisfying bureaucratic administrative requirements rather than assessing the actual merit of something."

With the possible substitution of attempting to satisfy for satisfying, this seems to us a perfect description of Vattenfall's performance to date, with particular reference to traffic in Cawston and including Mr Horton's comments.

Thank you

Helen & Chris Monk

*Dear Sir,*

*My submission at the above meeting was as follows:*

*(1) why locate the depot in Oulton Street, when it would be logical to have it at Salle and thereby reduce traffic through Cawston*

*(2) given the Oulton Street location of the depot, why not access the works at Salle via the Heydon road, with the associated minimal impact, obviating the need to go through Cawston?*

*Yours sincerely,*

*Guy pitcher*

23 June 19

Dear Sir or Madam

We would like to add a further concern to our previous statement. Having taken time to observe traffic, look at the proposed extra flow of HGVs in particular and look at the proposed parking allocation we are concerned about the build up of stationary traffic in the High Street, potential danger points and resident parking.

First of all the allocation of parking is way below what is needed for residents, guests and cafe use. It underestimates how many people park on the street because of the difficulty of using off street places also the number of casual stops by the cafe as well as the number of houses with one space outside but two vehicles. This in turn will lead to a 2-300m stretch of snaking single file traffic with occasional spaces for cars to tuck in. We have seen several stand offs where neither side see it as their duty to back down. Adding 23 HGVs per hour leaves us with a cumulative total of one every two minutes. It just takes the probable and regular coincidence of two lorries in opposite directions to cause chaos. Add to that ploughing or planting times and you will have large HGVs reversing up and down the street.

A further aspect of this is the amount of stationary traffic waiting for clearance. The vibration fumes and noise on a street where houses are often only set back 2m will make life intolerable, every 2 minutes, every hour, 12 hours a day, 6 days a week.

A final aspect is the creation of danger points. Traffic comes round the bridge from Reepham quite fast and then past the village hall quite fast. In both places traffic will approach stationary vehicles round blind bends (the road outside the village hall is not wide enough for two HGVs to pass, they will stop and mount the pavement, traffic will back up behind parked cars opposite Church St) and meet queues of traffic. HGVs will also find manoeuvring past parked cars down Chapel St extremely difficult without mounting pavements causing danger to pedestrians.

The site team from Horsea stated the road by Whitehouse Farm was wide enough for 2 HGVs to pass. He was only there 15 minutes to concede that what is mathematically possible just does not happen. The same is true of countless pinch points in the village. It

seems common sense is being outweighed by rules and statistics because we live on a B road and because technically it is wide enough more sensible options are not being pursued..  
There has to be a better route or a better site than Oulton  
David Vince & Nicola Draycott

Cawston Parish Council  
24<sup>th</sup> November 2019



## NORFOLK VANGUARD OFFSHORE WIND FARM

*by Norfolk Vanguard Ltd*

### CAWSTON PARISH COUNCIL SUBMISSION FOR DEADLINE 5

#### CABLE ROUTE NORTH OF CAWSTON VILLAGE

Cawston Parish Council is concerned about the proximity of the Norfolk Vanguard Cable Route to residential properties in the hamlet of Sygate to the north of Cawston village.

The proposed cable route crosses the lane linking Cawston and Oulton around 30 metres from the boundary of "Westland" and approximately 70 metres from the house. A slight realignment of the cable route and its crossing of the lane could put the route and its associated environmental impact at a distance of more than 200 metres from Westland and a similar distance from Beerhouse Farm. The cable route near Beerhouse Cottages and Sovereign Cottages could be similarly realigned to reduce its impact on those properties.

Cawston Parish Council requests that the cable route in this section is realigned to mitigate its impact on the amenity of residents. It seems that when the cable route was designed for this area the impact on residential properties nearby was not given a high enough priority.

An annotated plan is attached as Appendix 1

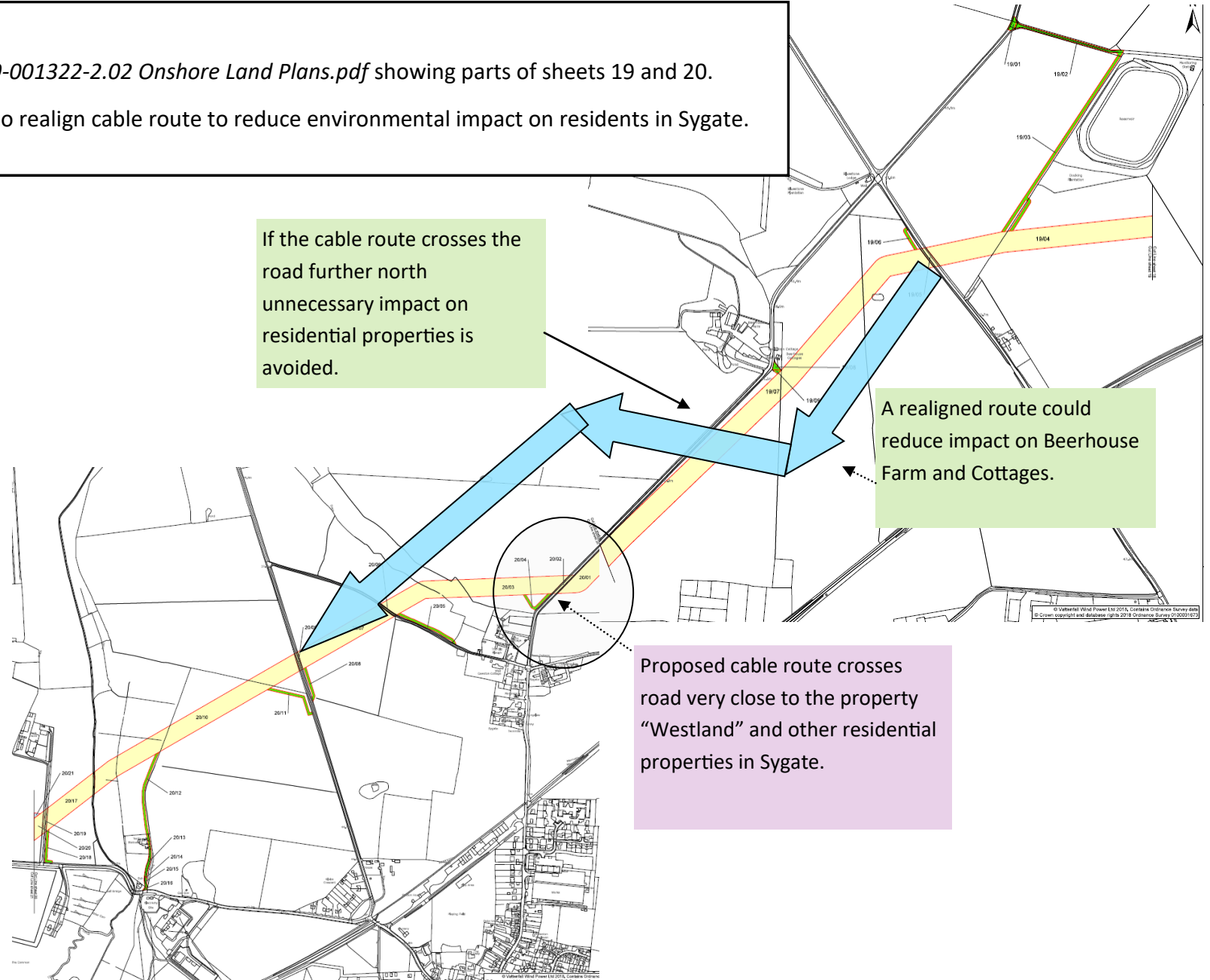
**Cawston Parish Council**  
**19<sup>th</sup> March 2019**

**Appendix 1** Annotated plan of Sygate area

Appendix 1

Extract from *Nfk Vanguard EN010079-001322-2.02 Onshore Land Plans.pdf* showing parts of sheets 19 and 20.

Annotated to show the opportunity to realign cable route to reduce environmental impact on residents in Sygate.



If the cable route crosses the road further north unnecessary impact on residential properties is avoided.

A realigned route could reduce impact on Beerhouse Farm and Cottages.

Proposed cable route crosses road very close to the property "Westland" and other residential properties in Sygate.

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## NORFOLK VANGUARD OFFSHORE WIND FARM

*by Norfolk Vanguard Ltd*

The level of HGV and Exceptional Load traffic which the Norfolk Vanguard and Hornsea Three wind farm projects propose should pass through Cawston on the B1145 is a great concern to residents in Cawston.

To address these concerns, Cawston Parish Council is now able to present a proposal for a diversion route which removes the need for Norfolk Vanguard HGV and exceptional load traffic to be routed through Cawston. The diversion route also greatly reduces the need for Hornsea Three's heavy traffic to use the B1145 through Cawston.

### 1 CAWSTON PARISH COUNCIL PROPOSAL

The draft Development Consent Orders for both Norfolk Vanguard and Hornsea Three include plans for large increases in HGV and light traffic travelling through the village of Cawston on the B1145. Cawston Parish Council has developed a proposal which seeks to remove Hornsea and Norfolk Vanguard HGV traffic from the B1145 in Cawston by providing an alternative HGV routing to avoid the village.

Cable route maps submitted with the Norfolk Vanguard draft Development Consent Order show a cable route passing to the south of Oulton on agricultural land and then crossing the B1145 after Salle Beck. *Map of Cable Route Appendix 1*

Cawston Parish Council proposes that the developers of Norfolk Vanguard, Hornsea Three and Boreas wind farms should work together to construct a haul road adequate for HGV traffic along the proposed Norfolk Vanguard cable route between Oulton and the B1145 at Salle. This road should be used by both Hornsea Three, Norfolk Vanguard and Boreas HGV traffic to avoid using the B1145 in Cawston.

### 2 ACTIONS TO PUT THE PROPOSAL INTO EFFECT

That Norfolk Vanguard Ltd works in close cooperation with Hornsea Three Ltd to construct a temporary haul road suitable for HGV, abnormal loads and other traffic, between Oulton and Salle, along the proposed course of the Norfolk Vanguard Ltd cable route.

2.1 That Hornsea Project Three Ltd and Norfolk Vanguard Ltd agree to use the new haul road for all HGV traffic and abnormal loads.

2.2 That Hornsea Project Three Ltd and Norfolk Vanguard Ltd agree to, where practicable, use the new haul road for light traffic for both projects.

2.3 That the haul road is removed at the end of the construction period of both projects and the route is reinstated to its original condition.

### 3 OBJECTIVES OF THIS PROPOSAL

- 3.1 To remove the requirement for HGVs to travel through Cawston on B1145
- 3.2 To greatly reduce the potential for additional congestion in Cawston resulting from non-HGV traffic from both Hornsea Three, Norfolk Vanguard and a future Boreas project.
- 3.3 To reduce the damage and degradation of agricultural land and the built environment by concentrating disruption and damage into one area which can be fully reinstated.
- 3.4 To concentrate noise and vibration impacts of traffic into relatively uninhabited areas away from settlements.
- 3.5 To divert the air pollution associated with increased traffic levels away from the central part of Cawston.
- 3.6 To simplify the management of traffic flows associated with the cable route projects.
- 3.7 To reduce travel distances and environmental impacts, including preventing unnecessary carbon emissions from traffic, by forming a direct route between the Oulton Compound and the Hornsea Three cable sections 9 and 10.
- 3.8 To reduce the risk and costs to the developers arising from congestion in the village of Cawston and the B1145 bridges.
- 3.9 To reduce the impact of wind farm cable route traffic on existing traffic flows.
- 3.10 To reduce the costs of reinstatement of bridges and road surfaces at the end of the projects.
- 3.11 A further benefit of this proposal is that will demonstrate a real commitment from the developers of both schemes to work together to protect and enhance the environment in Norfolk.

Cawston Parish Council looks forward to working with all parties to make this proposal a reality.

**Cawston Parish Council**  
**14<sup>th</sup> March 2019**

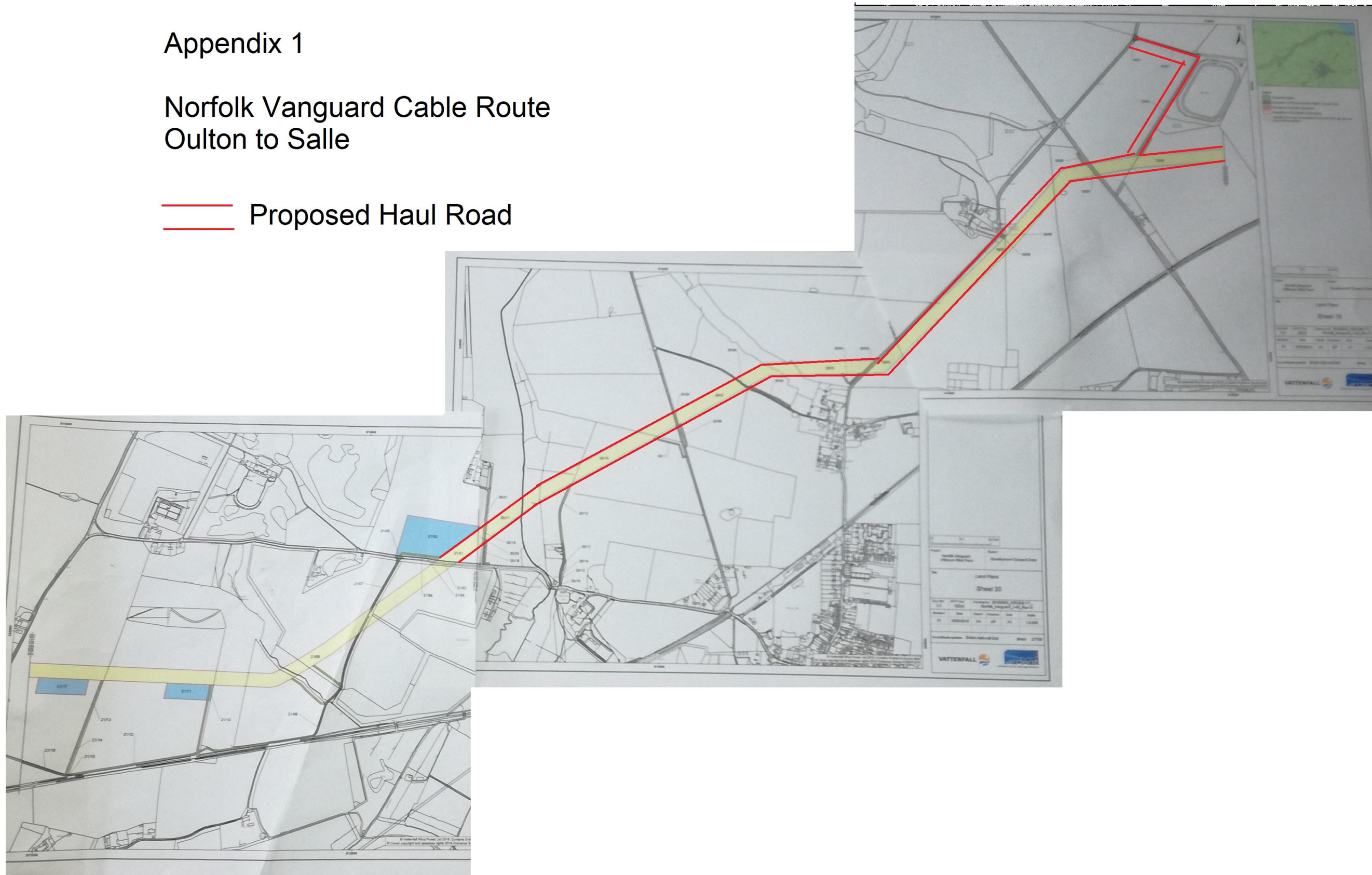
**Appendix 1** Outline map showing course of proposed upgraded haul road.

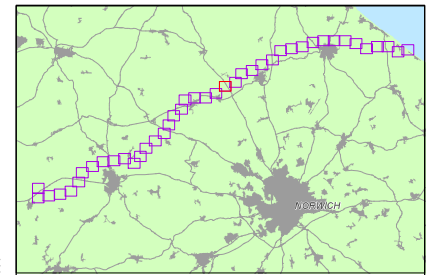
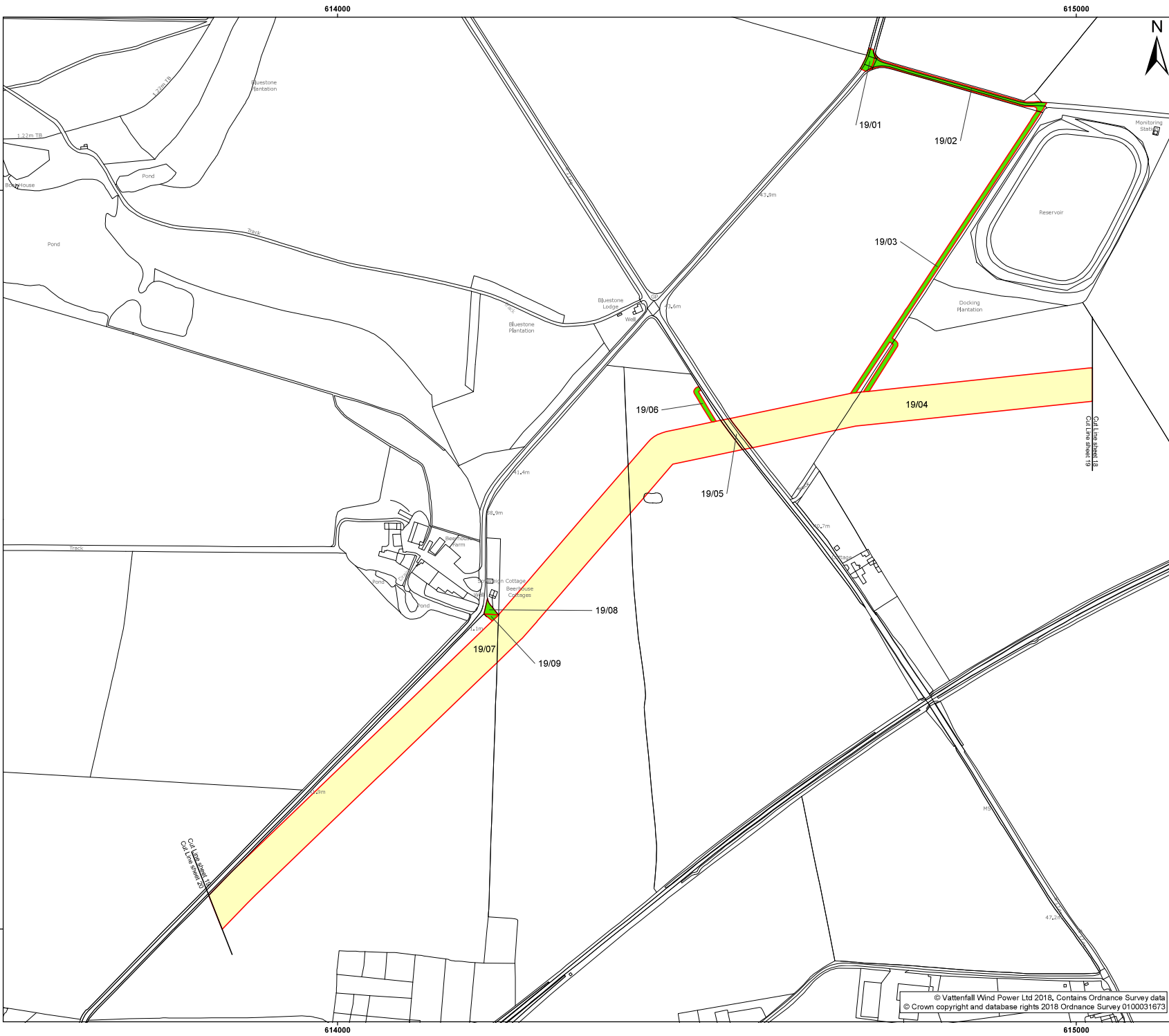
**Appendix 2** Land Plan sheets 20-22, extracted from Nfk Vanguard EN010079-001322-2.02 Onshore Land Plans

# Appendix 1

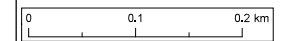
## Norfolk Vanguard Cable Route Oulton to Salle

— Proposed Haul Road





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- Temporary Rights
  - Acquisition of Permanent New Rights, Access Only
  - Permanent Freehold Acquisition
  - Acquisition of Permanent New Rights
  - Parcels which may be excluded from final Order (as only one route will be chosen)



Project: <b>Norfolk Vanguard Offshore Wind Farm</b>	Report: <b>Development Consent Order</b>
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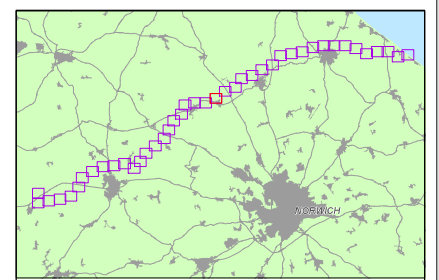
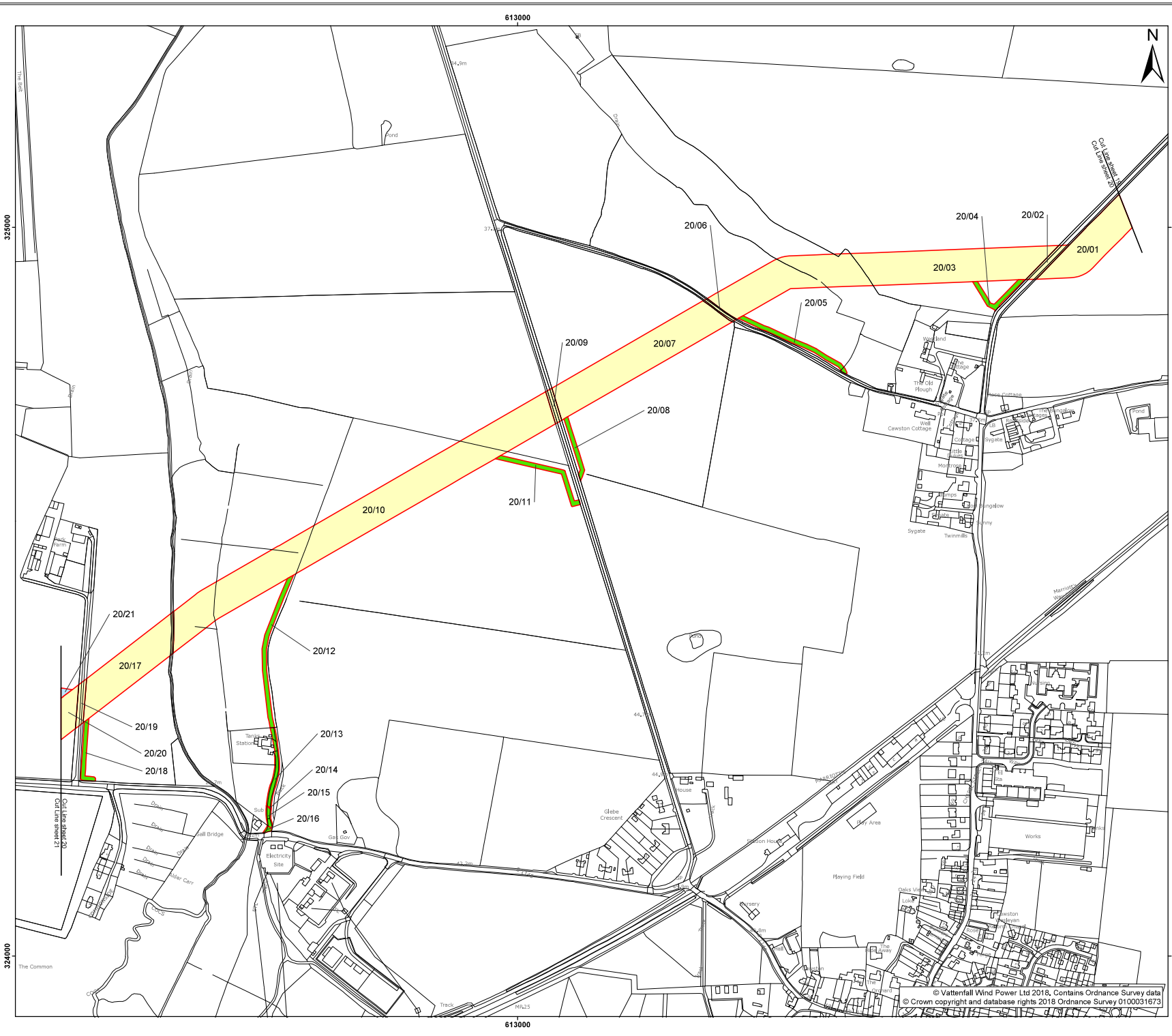
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**Sheet 19**

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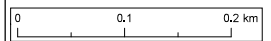
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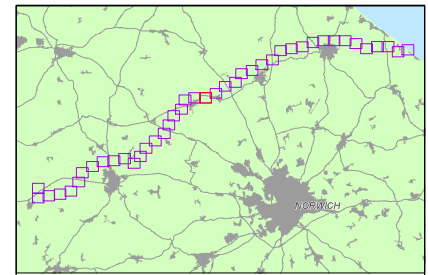
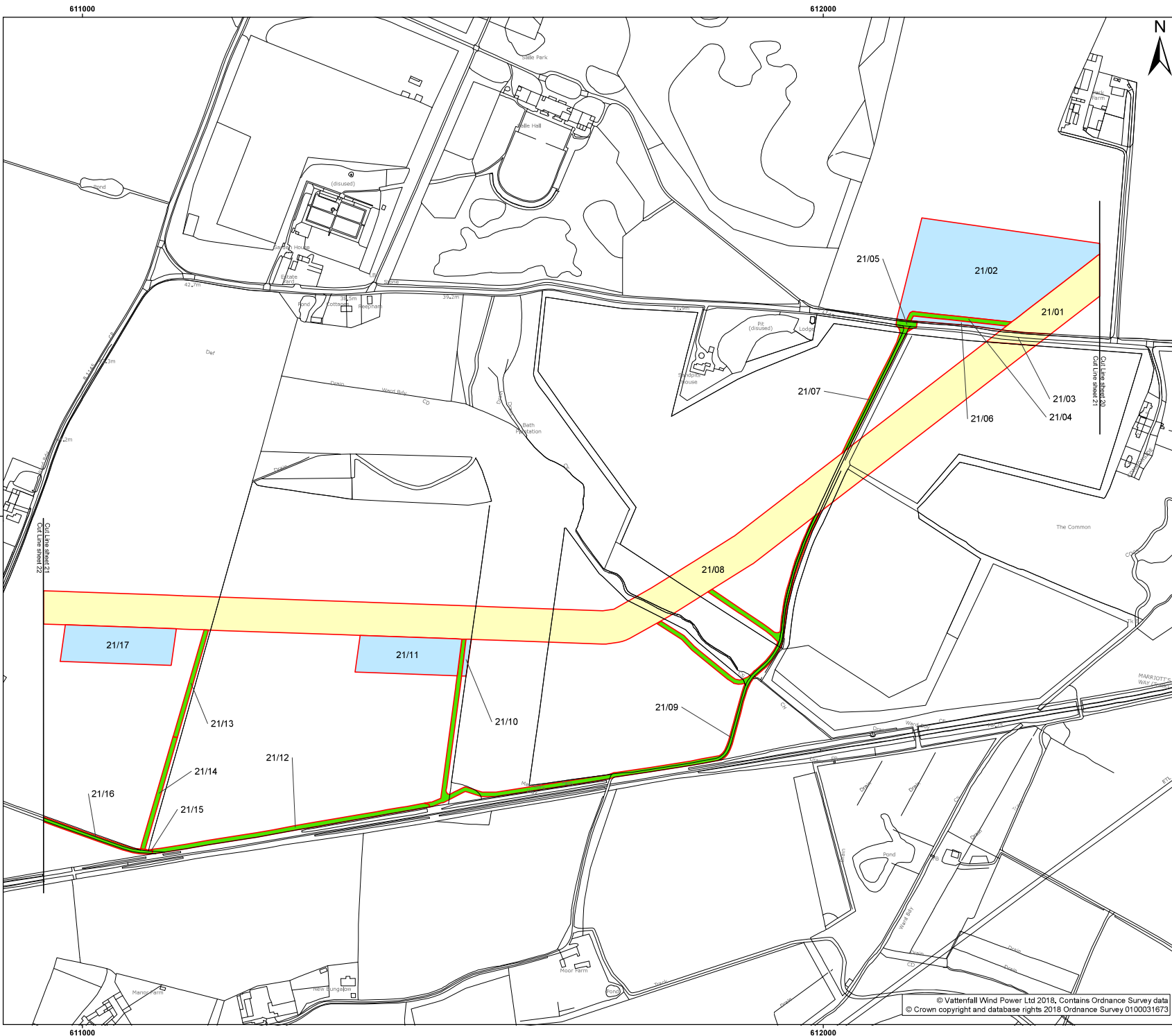
Project: **Norfolk Vanguard Offshore Wind Farm** Report: **Development Consent Order**

Title: **Land Plans**  
**Sheet 20**

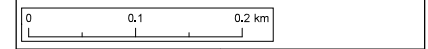
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Project: <b>Norfolk Vanguard Offshore Wind Farm</b>	Report: <b>Development Consent Order</b>
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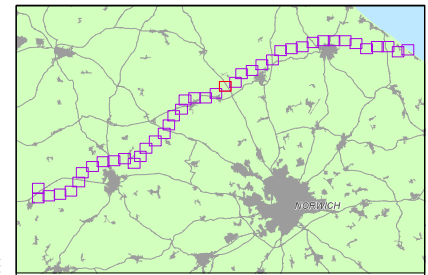
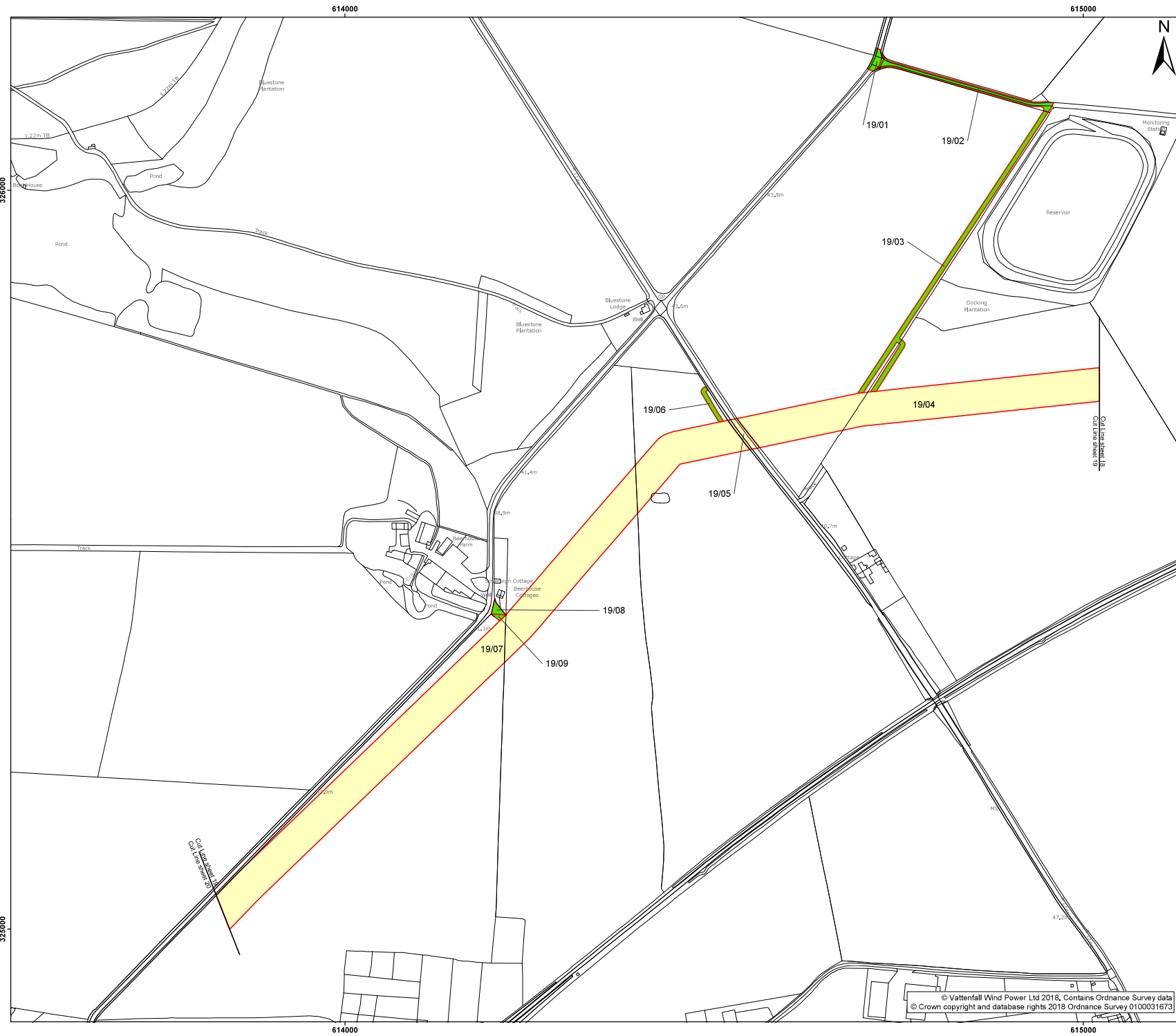
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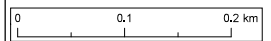
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Project: <b>Norfolk Vanguard Offshore Wind Farm</b>	Report: <b>Development Consent Order</b>
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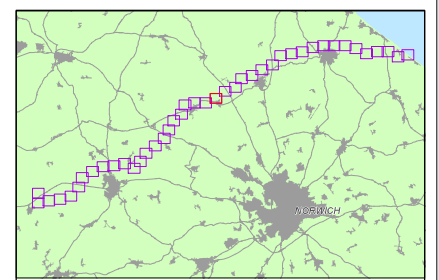
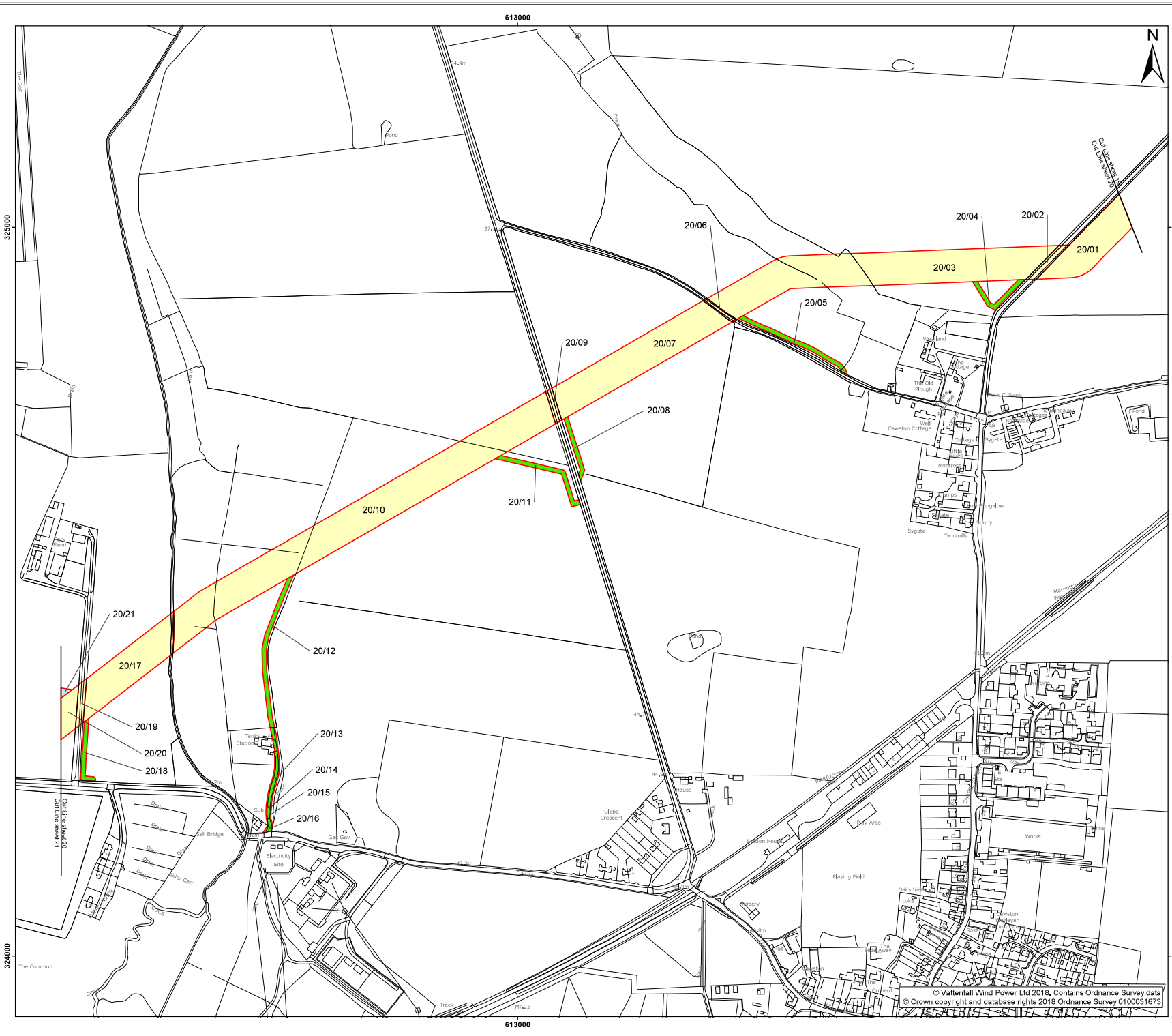
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**Sheet 19**

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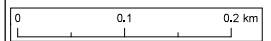
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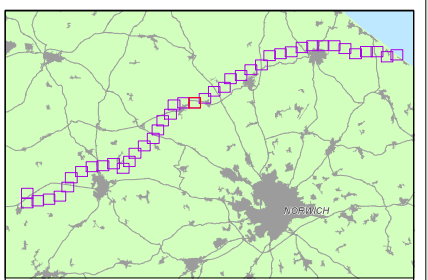
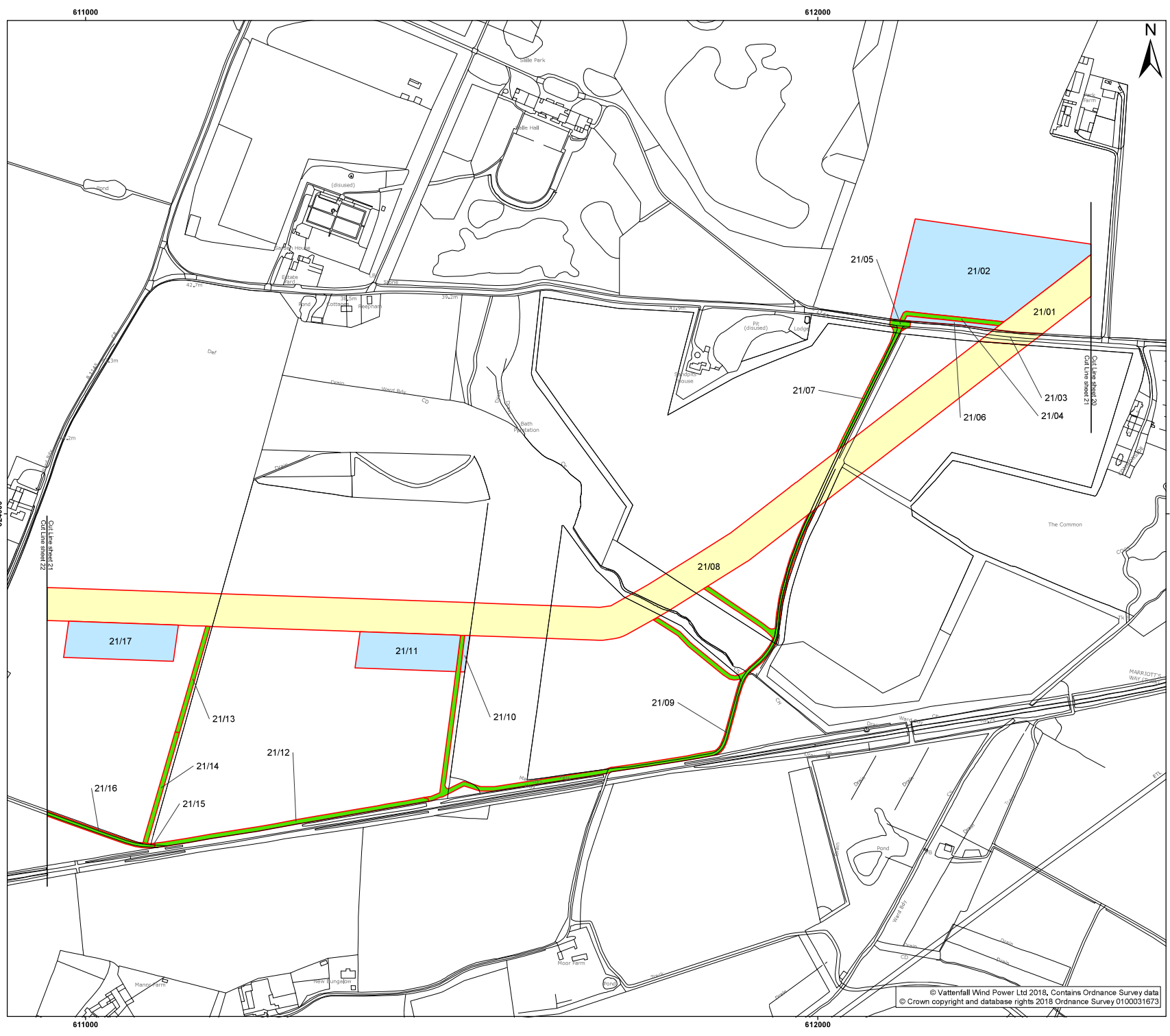
Project: **Norfolk Vanguard Offshore Wind Farm** Report: **Development Consent Order**

Title: **Land Plans**  
**Sheet 20**

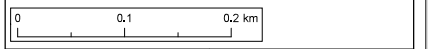
Doc Ref: 2.2	APFP Ref: 5(2)(f)	Drawing No: 20180503_ARDGIS117_Norfolk_Vanguard_1-42_Rev14			
Revision: 01	Date: 18/05/2018	Drawn: CA	Checked: AP	Size: A1	Scale: 1:2,500

Co-ordinate system: British National Grid EPSG: 27700





- Colour**
- Temporary Rights
  - Acquisition of Permanent New Rights, Access Only
  - Permanent Freehold Acquisition
  - Acquisition of Permanent New Rights
  - Parcels which may be excluded from final Order (as only one route will be chosen)



Project: **Norfolk Vanguard Offshore Wind Farm** Report: **Development Consent Order**

Title: **Land Plans**  
**Sheet 21**

Doc Ref: 2.2	APFP Ref: 5(2)(f)	Drawing No: 20180503_ARDGIS117_Norfolk_Vanguard_1-42_Rev14			
Revision: 01	Date: 18/05/2018	Drawn: CA	Checked: AP	Size: A1	Scale: 1:2,500

Co-ordinate system: British National Grid EPSG: 27700



## CAWSTON VILLAGE CENTRE. A PASSING PLACE FOR HGVS?

EVIDENCE THAT THE B1145 IS TOO NARROW FOR HGVS TO PASS EACH OTHER IN MOST PLACES IN CAWSTON VILLAGE CENTRE

This is photographic evidence of an incident which happened at 10.45am on March 5<sup>th</sup>, a few minutes before the arrival of the Accompanied Site Visit by of the Hornsea 3 Wind Farm Planning Inspectorate Panel.

All pictures were taken from the proposed location of the relocated bus stop on the north side of Cawston High Street.

### A LORRY BOUND FOR CAWSTON WINERY STARTS TO TURN RIGHT INTO CHAPEL STREET



**1 THE CAR FACING THE MANOEUVRING LORRY WAITS AS THE LORRY TURNS.**



**2 SECOND HGV PASSES PARKED CARS AND SQUEEZES PAST THE WAITING CAR**



**3 THE NEXT CAR IN THE QUEUE TRAVELLING EAST PULLS OFF THE B1145 TO PROVIDE THE ONCOMING LORRY SPACE TO NEGOTIATE PARKED CARS TO THE RIGHT**



**4 THE BLACK CAR, WHICH HAS BEEN WAITING FOR A WHILE, DECIDES IT TOO WILL SQUEEZE PAST A THIRD HGV WAITING TO TURN INTO CHAPEL STREET.**



**5 THE BLACK CAR FINDS IT CANNOT SQUEEZE THROUGH THE GAP AND BRAKES**



**6 THE BLACK CAR STRUGGLES TO REVERSE**



**7 THE BLACK CAR GIVES UP TRYING TO DRIVE ON THE B1145 AND TURNS DOWN CHAPEL STREET**



**8 HAVING FINISHED THEIR MORNING COFFEE AT CAWSTON'S DELI, A POWER LINE CREW RETURN TO THEIR VAN WHICH IS PARKED IN FRONT OF THE WHITE HOUSE AND GO BACK TO WORK WHILE THE NEXT HGV WAITS TO TURN.**



**9 THE THIRD HGV IS ABLE TO COMPLETE ITS TURN INTO CHAPEL STREET.**



**10 TRAFFIC WHICH HAS BEEN HELD UP NOW STARTS TO MANOEUVRE THROUGH THE MARKET PLACE.**



**11 AFTER MORE THAN 3 MINUTES DELAY, THE USUAL PATTERN OF GIVE AND TAKE AROUND PARKED CARS RESUMES AS THE DELAYED TRAFFIC PASSES THROUGH.**

## OBSERVATIONS

Under current traffic conditions the safe passage of traffic through the village of Cawston on the B1145 can be difficult. Safe passage under current conditions relies on the good sense and patience of all road users.

It is particularly difficult for HGVs, buses and coaches to negotiate their way through the village when they meet cars. It is even more difficult for HGVs, buses and coaches to pass each other in the centre of Cawston.

Norfolk Vanguard's proposal is for their HGV traffic to travel along the B1145 in both easterly and westerly directions. Norfolk Vanguard's own traffic is likely to meet in the village as well as meeting existing HGV traffic with the type of results shown here.

These photographs represent the present situation, at a nominally quiet time of the day. Norfolk Vanguard and Hornsea Three's *Cumulative Link Impact Assessment relating to Traffic on the B1145 through Cawston* anticipates, at peak, an additional 295 HGV two way movements and 692 other vehicle two way movements through the village each day.

Norfolk Vanguard appears to be relying upon the *Ørsted Hornsea Project Three (UK) Ltd Outline Construction Traffic Management Plan (OCTMP)* for Cawston to manage and mitigate the considerable adverse impacts of their traffic on the village. That OCTMP is fixated on reducing the speed of traffic within the village to 20mph. Under present traffic conditions heavy vehicles attempting to pass through Cawston would probably regard 20mph in the centre of Cawston as an aspirational target. The OCTMP proposes to make the pavements wider in some of the most restricted areas of the village centre to offer pedestrians some protection from the wing mirrors of passing the hundreds of HGVs planned to use the B1145. This concession to pedestrian safety will makes the centre of Cawston an even more hostile environment for passing traffic by further narrowing the B1145, making it even more difficult for HGVs to negotiate their way through the village.

## CONCLUSION

There are no places on the B1145 in the centre of Cawston where an HGV can safely pass an HGV coming in the other direction.

Cawston Parish Council

3<sup>rd</sup> April 2019



## CAWSTON PARISH COUNCIL – WRITTEN SUBMISSION OF ORAL CASE TO ISH4 ENVIRONMENTAL MATTERS

We wish to confirm our oral submission at Issue Specific Hearing 4 on 27<sup>th</sup> March.

Cawston PC is concerned that Vattenfall have not been in contact to discuss the effects of Norfolk Vanguard on the Village.

The Applicant seems to be relying on the Hornsea Three Windfarm project to produce an acceptable Traffic Management Plan which would include provision for Vanguard.

We have to report that the latest (v5) plan submitted by Hornsea Three has, in our opinion, fundamental flaws. Many residents attended a recent Open Floor Hearing to express their concerns over the situation.

Cawston Parish Council, and some residents, have suggested alternative routes for Norfolk Vanguard and Hornsea Three's considerable additional traffic load on the B1145 through Cawston. We feel that these alternatives have not been given proper consideration by either wind farm developer. We do suggest that Norfolk Vanguard should actively investigate alternative routes, as a matter of urgency.

Since the Hearing Vattenfall have contacted us to arrange a meeting which, at their request, is scheduled for the 11<sup>th</sup> April.

Cawston Parish Council

2<sup>nd</sup> April 2019

## CAWSTON PARISH COUNCIL - DEADLINE 6 SUBMISSION

### PUBLIC HEALTH, POLLUTION AND REAL COSTS TO SOCIETY

Cawston Parish Council wishes to submit the appended short paper to the Norfolk Vanguard examination. It addresses the issues of public health effects, pollution and air quality, and the real costs to society.

This paper was prepared for the Hornsea Three examination by Prof. Tony Barnett, of the London School of Hygiene and Tropical Medicine, endorsed by Corpusty and Saxthorpe Parish Council. It was presented orally at the Open Floor Hearing on 25<sup>th</sup> March and confirmed in a subsequent written submission. We have Prof. Barnett's permission to use his work here and pass on his contact details if requested.

We consider that the issues raised by Prof. Barnett apply generally to all communities affected by this project. If you substitute Cawston for Corpusty, the B1145 for B1149 and new developments in Aylsham for Holt, there is a clear and direct comparison to the impact on Cawston from both Hornsea Three and Norfolk Vanguard. We do not feel that these issues have been considered in sufficient depth by either of the Applicants.

In his covering statement to Hornsea Three, Prof Barnett adds

*"... If I can assist you and the examiners in any way by way of clarification, I will of course be perfectly happy to do so.*

*I do not know whether the Applicants will be given an opportunity to comment on my submission, but if so, I would think it a matter of politeness and good practice for me to be able to comment in turn on their comments, particularly in view of [REDACTED] statement on Monday that the project had been considered by Public Health England. This could not have been the case or she has mis-stated or misunderstood the PHE position on these matters, no doubt inadvertently. I have taken the liberty of citing some of the evidence from PHE and from Imperial College, London to ensure that the Examiners are able to take account of the best current objective scientific opinion. I note that [REDACTED] appears to have no formal scientific training, being listed as having a degree in law from UCL and being "an advocate and legal advisor to the Applicant, focusing on compulsory acquisition and land assembly matters."..."*

In a recent email to the Cawston PC Working Group, Prof Barnett noted

*"... My friend SF who was with us at the meeting said something interesting along the lines that if this were a military operation (NATIONAL infrastructure) they'd do it differently.*

*He has a serious point – they would build an alternative road system across farm land – calculation of compensation costs for that is extremely easy and inducements could be big enough to make it attractive to farmland owners who would lose some land area and access*

*for a few years but receive the income they would have had anyway – and use the NDR for part of the process.*

*That way we move the cost from local communities to easily compensated landowners and the lower cost associated with imposing it on local communities is replaced in the cost/benefit and cost/effectiveness analysis to more accurately reflect the true cost of this impressive climate friendly project....”*

This is very similar to the Cawston PC suggestion based on the haul roads, on which we await the Applicant's response.

**PLANNING INSPECTORATE ØRSTED HORNSEA PROJECT THREE EXAMINATION PROCESS**

**OPEN FLOOR HEARING 25TH MARCH, MERCURE NORWICH HOTEL 1900 HOURS**

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**QUESTIONS AND STATEMENT FROM PROFESSOR TONY BARNETT**

**ON BEHALF OF CORPUSTY AND SAXTHORPE PARISH COUNCIL**

Page | 1

**AS A RESIDENT OF CORPUSTY AND SAXTHORPE**

**FROM THE POSITION OF PROFESSORIAL RESEARCH FELLOW, LONDON SCHOOL OF HYGIENE AND TROPICAL MEDICINE**

**CONTACT** [REDACTED]

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**This document has three sections.**

**In each of these sections information is provided in a preamble and a question is then posed in the light of that introduction.**

**These questions are simultaneously:**

**(a) suggestions from Corpusty and Saxthorpe Parish Council and from the local community that the Examiners consider a number of technical concerns so far omitted from consideration;**

**(b) indications of new areas of information that should be available to the Examiners and form part of their deliberations.**

**Not to attend to such questions in their final adjudication would be for the Examiners to disappoint the public who so clearly expressed their opinions and anxieties at the meeting on 25 March 2019.**

**PREAMBLE 1**

I<sup>1</sup> do not object to use of wind powered energy generation.

I wish to draw to the Examiners' attention several issues to do with the public health effects of the construction process as it impacts upon people and communities living along the route of the B1149. I also wish to draw to the Examiners' attention some well-known technical issues associated with project costing methods. These should be taken very seriously by them in any assessment of the viability and true costs of the project.

I approach the Examiners in the spirit of exploring and ensuring proper consideration of public health risks and costs to wellbeing generated by this national infrastructure project as currently conceived.

The Examiners will have noted at the meeting on 25 March, individuals, families and communities are experiencing great anxiety and distress because of the way that project

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<sup>1</sup> Note the first-person singular pronoun is used throughout, however opinions expressed in this document are endorsed by Corpusty and Saxthorpe Parish Council.

execution has been envisaged. This upset is not a passing experience, nor is it special pleading; it reflects present and potentially long-term cost to people and communities and should be considered as such by the Examiners.

All projects, national or local, have costs. I begin by outlining some technical economic issues concerning calculations and consideration of cost as a general background to the work of an enquiry such as this. These fall into three broad groups:

- a. Costs which are clearly money costs: an example is the cost of land acquisition for a project on an open and fair market.
- b. Costs which are not directly financial but may *be more or less satisfactorily* translated into money costs; an example might be a farmer's loss of the use of her or his land while the project uses it for a project related purpose over a number of agricultural seasons.
- c. *Costs which are not at all easily translatable to money terms*; this is particularly germane to the present examination and examples might include health effects, reduction in life expectancy, epigenetic effects, late developing illness associated with medium or long term exposure to particulate matter generated by project related additional traffic. Such effects may be very long term in their consequences. These types of costs are all too easily ignored although they are often very serious given their long-term effects on human health and welfare. In addition, such medium to long term effects on morbidity and/or mortality including reduced length and/or quality of life, are all too easily dismissed by intending developers because (as with tobacco related morbidity or mortality) the causal chain is long and there are likely to be confounding factors.

Because these costs are difficult to quantify, when they are considered they are often represented either by inadequate proxy indicators or ignored entirely. The costing process often ignore the externalisation of project costs onto populations outside the project's immediate spatial area and outside its immediate time duration. It is for this reason that the Examiners are invited to bear in mind the following question together with further technical issues and requests for information contained in question 3.

It is against this background that I pose the first question:

- 1. How far has costing of this national infrastructure project taken account of direct and indirect health, welfare and road safety costs to the local community over the medium and long term?**

## PREAMBLE 2

To turn to other health and welfare costs related to the project, the Examiners are encouraged to explore the following specific issues:

- (a) the medium- and long-term effects of **particulate emissions** (particularly but not exclusively of fine particulate matter [PM<sub>2.5</sub>]) associated with additional traffic moving along or waiting in holding areas before moving along the B1149 and other roads from vehicle waiting areas in Oulton and / or Cawston. These costs to health are broader than PM<sub>2.5</sub> alone and the Examiners may want to take account *inter alia* of the report prepared for DEFRA by Ricardo Energy & Environment in 2018 and submitted in February 2019<sup>2</sup>. In addition, the Examiners will want to take into its purview the very considerable evidence available from Public Health England (PHE) and other sources concerning the health and welfare impacts of particulate emissions and other traffic related pollutants. As an example of this plethora of evidence, PHE states in relation to particulate matter and other traffic related pollutants that there is: “a strong case for investing in prevention and early intervention at local and national levels, as well as allowing the necessary resources for the cases that cannot be prevented.”<sup>3</sup> Furthermore, PHE states as a general guide to engaging with these issues that:

“Taking effective local action to reduce air pollution and improve public health requires an inclusive, multi-disciplinary approach across local authority functions involving spatial and transport planners, environmental and public health teams, local political and community leaders and the public. Coordination between local areas is also vital to align approaches and avoid displacement of pollution from one populated area to another.”<sup>4</sup>

This document has been prepared in the spirit of this advice.

The solicitor<sup>5</sup> who appeared for Ørsted at the Open Floor Session stated verbally and on record that the Applicant considered that the “impacts would be negligible at best”<sup>6</sup>. Such a claim is contrary to the publicised opinion of PHE and indeed to a plethora of both long standing and recent expert opinion<sup>7</sup>. The medium and long term impacts of exposure to PM<sub>2.5</sub> considered alone is illustrated in the following projections published by PHE<sup>8</sup> in which it is stated that there is strong evidence that these emissions alone (not taking into consideration other noxious emissions which will be associated with increased traffic movements associated with the

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<sup>2</sup> Air Quality damage cost update 2019, ED 59323 | Issue Number 2.0 | Date 27/02/2019, contact Sally Whiting Ricardo Energy & Environment, Gemini Building, Harwell, Didcot, OX11 0QR, United Kingdom

<sup>3</sup> <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution> - accessed 25 March 2019;

<sup>4</sup> Ibid.

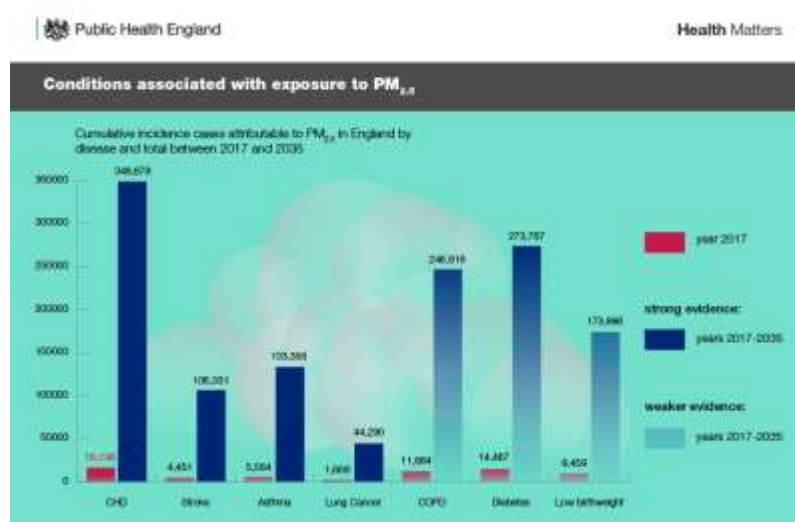
<sup>5</sup> Ms Claire Brodrick? from Pinsent Masons LLP

<sup>6</sup> Presumably she meant “at worst”.

<sup>7</sup> <https://www.nice.org.uk/guidance/ng70> - NICE is the The National Institute for Health and Care Excellence;

<sup>8</sup> <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution> - accessed 25 March 2019;

project) could be expected to increase rates of coronary heart disease (CHD), stroke, asthma and lung cancer, together with other evidence of Chronic Obstructive Pulmonary Disease, diabetes &c – all of which impose costs on individuals, families, communities, the economy and the public purse arising from additional demands on the resources of the NHS. Other significant objective evidence of the effects arising from increased traffic associated with the project are cited below.<sup>9</sup> The Examiners should note that there is some evidence of very long-term epigenetic<sup>10</sup> changes (changes in the human genome associated with environmental pollution) arising from vehicle emissions.<sup>11</sup>



(b) the effects of this project on **ambulance response times** for people living in this area and in the catchment area more generally in North Norfolk; recent data suggests that this area has some of the poorest response times in England and Wales. The Examiners will know that response times can be measured in several ways, notably from receipt of call to arrival of ambulance crew on site and from receipt of call to arrival of patient at an appropriate hospital, in most cases this means the Norfolk and Norwich Hospital. Current *median*<sup>12</sup> time for arrival of crew

<sup>9</sup> [https://uk-air.defra.gov.uk/assets/documents/reports/cat11/1212141150\\_AQEG\\_Fine\\_Partuculate\\_Matter\\_in\\_the\\_UK.pdf](https://uk-air.defra.gov.uk/assets/documents/reports/cat11/1212141150_AQEG_Fine_Partuculate_Matter_in_the_UK.pdf)  
<https://www.imperial.ac.uk/media/imperial-college/grantham-institute/public/publications/briefing-papers/New-solutions-to-air-pollution-challenges-in-the-UK-LFSP-BP.pdf>  
<https://www.imperial.ac.uk/news/184333/ways-imperial-researchers-tackling-pollution-crisis/>

<sup>10</sup> For introductory information about epigenetics, see: Nessa Carey *The Epigenetic Revolution* Icon Books, London 2011.

<sup>11</sup> Professor Paul Vineis, Professor of Environmental Epidemiology at Imperial College, London suggests on a precautionary basis that: "We have found epigenetic marks of exposure to air pollution – that is, features not due to structural change in the sequence of the DNA, but due to gene regulation.."

<https://www.imperial.ac.uk/news/184333/ways-imperial-researchers-tackling-pollution-crisis/>

<sup>12</sup> Note this is neither the mean nor the modal time. it is merely the central value of the distribution. The median time is a bad representation of the way that delays affect people's lives, pain and deaths.

at the patient in the NR11 area is 18.37 minutes<sup>13</sup>. This is of course not the time from receipt of call until arrival of ambulance at the N&N Hospital. Neither is it the mean time.

- (c) In her response (6 March 2019) to my enquiry about project related traffic Ms Emily Woolfenden of Orsted stated as follows:

“In respect to both links 60 and 76 (the B1149 to B1354 junction; and the B1149 from Saxthorpe roundabout to Heydon Junction), the traffic flows for Hornsea Three are expected to peak at 232 two-way movements of light vehicles and 162 two-way movements of HGVs on a daily basis (please note that the two-way movements figures stated allows for both the outward and return journey and therefore reflects the total number of daily movements). These maximum vehicles flows are associated with particular construction activities occurring within the onshore cable corridor in this area (i.e. laying of the haul road). Traffic during other activities are anticipated to be lower than this maximum.”

I make that a total of 788 additional single movements over an unspecified “peak” and allowing for an eight hour working day that suggests 1.625 additional movements associated with this project per minute.

It is against this background that I pose my second question:

- 2. What effects will additional project traffic movements along the B1149 have on the 100 metre particulate emission plumes along both sides of the B1149 during the project’s life and over the following 30 years taking account of: (i) the particular susceptibility of the ageing population characteristic of the area and (ii) the child population in the area and (iii) the concerning model outputs provided in the 2018 Ricardo Energy & Environment report cited above; what will be the effects of this additional traffic on ambulance response times in North Norfolk during the construction period once again taking into consideration the ageing population in this area and its special needs in relation to emergency responses; and what impact will additional traffic generated by the extensive housing developments planned over the next several years at Corpusty and Saxthorpe have on project related and other traffic movements<sup>14</sup> including that generated from the many additional homes recently constructed in Holt, some for people who commute to Norwich daily and whose movements have already increased the burden of traffic on a narrow country road?**

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<sup>13</sup> <http://www.ambulanceresponsetimes.co.uk/>, accessed 25 March 2019.

<sup>14</sup> Orsted was approached for its comments on the Corpusty and Saxthorpe Neighbourhood Plan but did not respond to this invitation.



### PREAMBLE 3

Modelling of project impacts usually involve specification of variables assumed by modellers to be “significant”. Choice of “significant” variables may exclude factors which are significant to local communities. Model variables are often represented by proxy indicators, and finally, technical models can be constructed with both conscious and unconscious bias and/or to support a particular case, such bias being hidden by a mathematical language inaccessible to all but a few experts<sup>15</sup>.

- 3. Will the Examiners obtain and consider complete lists of all models used in planning this project, lists of all variables considered in these models, lists of all proxy indicators the detailed formulae deployed, and will they critically appraise these models and comment on them in their adjudication? Will they share this information with the potentially affected communities so that they in turn may provide suggestions for variables which are of concern to them, but which are likely to have been omitted by modellers in planning this project?**

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<sup>15</sup> M.R. Banaji & A.G. Greenwald, *Blind Spot: Hidden biases of good people*, New York, Delacorte Press, 2013.

## CAWSTON PARISH COUNCIL DEADLINE 6 SUBMISSION, NORFOLK VANGUARD WINDFARM PLANNING INQUIRY

Cawston Parish Council is scheduled to meet with representatives from Norfolk Vanguard for the first time on 11<sup>th</sup> April to commence discussions about the management and mitigation of the impact of construction traffic in the village.

Cawston PC presumes that Norfolk Vanguard's late start to consultation reflects a desire by the applicant to rely upon an Outline Traffic Management Plan (OTMP) developed by the Orsted Hornsea Three Windfarm project in an attempt to manage and mitigate the considerable impact of construction traffic on residential amenity in Cawston.

Cawston Parish Council continues to reject this OTMP on the grounds that it fails to manage and mitigate the impact of construction traffic on the residential amenity of the village, threatens the safety of people and property in Cawston and would prove to be unworkable for both applicants.

This submission is intended to provide evidence of Cawston Parish Council's current position with regard to the Hornsea Three OTMP and to provide impetus to the process of consultation with Norfolk Vanguard by avoiding unnecessary duplication.

To date there has been no serious consideration offered to alternative routes for construction traffic to avoid the B1145 in Cawston, including the diversion proposal offered by Cawston Parish Council, also submitted to this inquiry for Deadline 5, as a positive solution to removing construction traffic from both windfarm projects. Cawston Parish Council is keen to avoid a repeat of the inconclusive and unsatisfactory process of consultation throughout the recent Orsted Hornsea Three Planning Inquiry.

Cawston Parish Council submitted the following document for Deadline 10 of the Orsted Hornsea Three Planning Inquiry.

### **HORNSEA THREE WINDFARM PLANNING INQUIRY**

#### **RESPONSE TO OUTLINE CONSTRUCTION MANAGEMENT PLAN, CONSTRUCTION NOISE AND VIBRATION ASSESSMENT AND CUMULATIVE LINK IMPACT ASSESSMENT**

##### **OUTLINE CONSTRUCTION TRAFFIC MANAGEMENT PLAN**

Cawston Parish Council remains opposed to the proposed mitigation scheme as it would result an unacceptable impact upon residential amenity. The applicant's proposal fails to manage and mitigate the considerable impact on our village of their plans for heavy traffic using the B1145.

Cawston Parish Council rejects the Applicant's proposed mitigation measures for the B1145 in Cawston, detailed in the Outline Construction Traffic Management Plan, on the following grounds:

- The mitigation measures fail to reduce the numbers of HGV and Abnormal Indivisible Loads routed through the village on the B1145
- The mitigation measures are technically unworkable because of the number and nature of pinch points in the central part of the village.
- There are a number of locations on the B1145 through the centre of Cawston where highway geometries are too narrow to accommodate HGVs passing an oncoming vehicle.

In *Appendix 27 to Deadline 7 submission - Development of the Cawston Traffic Intervention Scheme* the applicant finally acknowledged that HGVs are unable to pass in the centre of Cawston, an impact Cawston Parish Council has raised at every meeting with the applicant without acknowledgement.

In *Appendix 27* the applicant proposed a mitigation measure to divert HGVs along Chapel Street. This has been rejected by Norfolk County Council with the agreement of the applicant, presumably because they all acknowledge that Chapel Street is an even less suitable route for large numbers of heavy vehicles than the B1145.

The applicant's *Outline Construction Traffic Management Plan Other - Documents PINS Document number APP-176* helpfully suggests management and mitigation measures where:

- The highway geometries are too narrow to accommodate HGVs passing an oncoming vehicle and so shuttle working may be temporarily installed;
- The highway geometries are too narrow to accommodate HGVs passing an oncoming vehicle and so the road may be temporarily made one-way and a local diversion put in place;
- The highway geometries are too narrow to accommodate HGVs passing an oncoming vehicle and so the road may be temporarily closed to through traffic and a local diversion put in place

Cawston Parish Council notes that the applicant has failed to implement any of its own suggested measures in the case of the B1145 in Cawston.

In its *Deadline 9 Submission - Response to further information requested by the Examining Authority*, Norfolk County Council has suggested that the mitigation measures identified by the Applicants for Cawston are technically workable. Cawston's Parish Council believes that the Applicant's mitigation measures are technically unworkable because the measures have considered the pinch points individually rather than considering how traffic encountering the series of pinch points in Cawston will interact.

When HGV traffic on the B1145 attempts to enter Cawston's central area by crossing the railway bridge in the west until it leaves the central area to the east it passes four pinch points. Once opposing HGVs enter the central area of Cawston passing is very difficult or impossible due to the narrow road and parked traffic.

The applicant proposes to narrow the B1145 in the centre of Cawston by widening pavements in an attempt to allow a single HGV to pass pedestrians safely. This measure does not mitigate the problem that the existing highway geometries are too narrow to accommodate HGVs passing an oncoming vehicle. With the proposed increase in traffic of all types the frequency of HGVs meeting each other in the centre of Cawston is increased.

In *Appendix 27 to Deadline 7: Development of the Cawston Traffic Intervention Scheme* the applicant states that "*Contractor HGV drivers would work to industry best practice standards to avoid fatigue.*" Sadly, even this applicant lacks the power to ensure that the drivers of other vehicles which encounter their HGVs in the centre of Cawston also work to industry best practice standards. Under existing traffic conditions vehicles mount the pavement in Cawston to negotiate oncoming traffic.

## ALTERNATIVE ROUTES

Cawston Parish Council notes that the applicant has belatedly agreed to *“seek to further minimise traffic movements through Cawston through the prioritisation of construction traffic movements along the Heydon Road”*. It is further noted that in its *Deadline 9 Submission - Response to further information requested by the Examining Authority*, Norfolk County Council states that *“If PINS find the proposed mitigation scheme poses an unacceptable impact upon residential amenity, then NCC believes it would be possible to develop an alternative access strategy by increasing the usage of Heydon Road (beyond that already proposed by Hornsea Three) and developing a suitable highway intervention scheme to address current limitations on use”*.

Cawston Parish Council welcomes the applicant’s belated acknowledgement of the need to divert traffic from the B1145 and Norfolk County Council’s indication that an alternative access strategy can be developed in light of the unacceptable impact upon residential amenity in Cawston of the proposed mitigation scheme.

Cawston Parish Council has received e-mail correspondence from Broadland District Council regarding BDC’s statement in respect of Noise and Vibration, to be contained in the applicant’s *Statement of Common Ground with Broadland District Council*, to be submitted at Deadline 10.

Broadland District Council have confirmed that *“The statement was made on the assumption that the Highway Authority accept the traffic numbers and traffic management proposals for Cawston and that all the proposed mitigation measures including the use of Heydon Road as an alternative construction access route is maximised to reduce the traffic associated with the Orsted proposal passing through Cawston and also have a reducing effect on the noise and vibration levels.”*

At deadline 7 Cawston Parish Council proposed a diversion route for HGV traffic be established on the future Norfolk Vanguard haul road which would bypass the B1145 through Cawston and its two inadequate bridges. We regret that the applicant has not seen fit to engage with Cawston Parish Council on this creative solution to the problem of traffic through Cawston.

## CONSTRUCTION NOISE AND VIBRATION ASSESSMENT

In *Appendix 26 - Construction Traffic Noise and Vibration Assessment for Cawston Village* the applicant’s noise and vibration survey is based on a very small sample size of just four properties. Significant variation exists between the sites surveyed and sampling was carried out for only a short period. How can the applicant be sure that their sample gives a reliable picture of existing noise and vibration conditions?

The applicant’s assessment of the noise levels experienced in Cawston is flawed. The applicant’s study goes to great lengths to calculate average noise levels over the course of the day. Cawston Parish Council’s view is supported by e-mail correspondence with Broadland District Council’s EHO who states *“My view is that the noise report underplays the disturbance from HGVs by smoothing and averaging. I also feel that the applicant could have possibly reduced the number of HGVs travelling through Cawston by rerouting or changes to construction assumptions or a combination of the two.”*

The disruptive nature of noise is best described by peak levels and their frequency. Residents will feel vibration in a building, and comment on it, at far lower levels than those needed to cause structural damage. Cawston Parish Council feels that, once again, the applicant is underestimating the impact of their construction traffic on residential amenity in Cawston.

If the applicant is confident in their small data set and the wide-ranging inferences and conclusions based upon it, a sign of goodwill to Cawston residents would be to offer full property condition surveys before and after the project to those living on the B1145 through Cawston.

## CUMULATIVE LINK IMPACT ASSESSMENT

In *Appendix 28 to DL7 - Cumulative Link Impact Assessment Relating to Traffic: Oulton and Cawston* The applicant presents the breath-taking cumulative traffic figures for both Hornsea Three and Norfolk Vanguard projects with up to 442 HGV movements a day.

Cawston Parish Council challenges the applicant's assessment of the significance of the impact of the construction works on driver delay.

Cawston Parish Council agrees with the applicant when it acknowledges *"Where highways affected by new development are at, or near, capacity, the traffic associated with new development can cause or add to vehicle delays."*

The applicant then goes on to misuse the Annual Average Daily Traffic figure for an S2 road to claim that the B1145 is below capacity to the extent that construction traffic will not cause delays. The applicant states: *"Considering DMRB Volume 5 Section 1 (TA46/97), the theoretical capacity of a typical S2 standard carriageway, which is the case for both Link Id 89 and Link ID 208 is 13,000 AADT"*

DMRB Volume 5 Section 1 (TA46/97) clearly states *"This Advice Note sets out carriageway standard options for use as starting points in the assessment of new rural trunk roads. **The ranges do not provide any indication of the ultimate flow which a road can carry**" – DMRB author's emphasis.*

The B1145 is not a newly built rural trunk road and its capacity is clearly reduced through Cawston and Reepham. Cawston Parish Council rejects the applicant's assessment that "the sensitivity of these links that are predicted to carry construction traffic, in terms of driver delay, is considered to be low."

Cawston Parish Council has provided evidence to the inquiry that under existing traffic conditions congestion does take place and can cause significant delays to road users. The lack of realistic proposals to mitigate problems of HGVs from opposing directions passing through Cawston increases the risk of congestion, not least for the applicant's traffic.

## RESILIENCE

Cawston Parish Council understands that no alternative route has been identified for the applicant's construction traffic flows in the event that the B1145 in Cawston becomes blocked by an event such as a bridge strike, collapse of a Victorian sewer or an accident. It is hard to believe that the applicant would put such a significant project at risk by failing to have a recovery plan in place.

People in Cawston are growing used to being referred to as receptors. Cawston residents have yet to be reassured by the applicant's proposals which combine spurious statistical treatments, much revised schemes avoiding the main issue of traffic numbers and an unwillingness to listen seriously and respond to views from the community.

Poor communication is often blamed when conflicts remain unresolved. In the case of the applicant's proposals for Cawston, communication has indeed been late, and poor, but the main problem has been the unwillingness to listen and engage.

It is hard to escape the conclusion that the village of Cawston and its residents don't matter very much as Hornsea Three seeks to maximise its profits. Perhaps the applicant's view of Cawston is summarised accurately in *Appendix 28 to Deadline 7*. *"Both road links are deemed to be of low vulnerability, fully recoverable and low value. The sensitivity of the receptors is therefore, considered to be low."*

**Cawston Parish Council**

**3<sup>rd</sup> April 2019**

Cawston Parish Council wishes to make this submission for Deadline 7. It also serves as our confirmation of oral evidence at the hearings on 24th April and the requested update of progress in our discussions with Vattenfall.

## MEETINGS WITH THE APPLICANT

We had a meeting with Vattenfall in Cawston on 11th April, which was their first available date. We felt we had a full and open discussion, and were able to demonstrate some of the issues on the ground. Their response was then received on the 23rd, and there are still many differences between us.

We welcome commitments by both the Applicant and Norfolk County Council to engage and share information with Cawston Parish Council. Vattenfall are aware that we can be available at any reasonable time to continue discussions and we are waiting for them to propose the next meeting date. Unfortunately, at the time of writing (1700, 2nd May), we have not heard anything.

## 1. TRAFFIC AND TRANSPORT

We have previously suggested alternative routes to avoid Cawston centre, and we consider that these have not been properly evaluated by either Vattenfall or Orsted. We maintain our position that, regardless of a notional road classification, the B1145 around Cawston is simply not a practical route for the proposed levels of traffic.

CPC is concerned that this issue is only being considered by the two Applicants late in the examination process; it could, and should, have been identified and addressed much earlier. We recognise that there is not a simple solution but feel that solutions to unacceptable and unworkable traffic levels in Cawston are possible to achieve. This will require willingness from the applicant to approach reducing vehicle movements through the village constructively and to accept the costs involved as being necessary.

We note that there is a general agreement to take 50% of traffic out of Horsford village by a diverted route. In Horsford the road and pavements are much wider than Cawston, houses are set further back from the road and the proposed number of HGVs is lower.

In Cawston, Vattenfall are still relying on the Orsted plan. This is already at v5 with no real progress. A Road Safety Audit has been done, but we only know this because there is a Norfolk County Council response on the Hornsea PINS site; the actual report itself has not been published there.

We have asked Orsted several times for a copy but it has not been provided. Vattenfall also claimed not to have a copy we could see. The Norfolk County Council response does give some clues to the content of this report; apparently it includes ... *"if just one car was to park badly, this could prevent a large vehicle manoeuvring successfully, resulting in an obstruction to the High Street"*.

The report also suggests that there is not room for the Orsted plan's proposed improvements to footpaths, and that parked cars provide some protection for pedestrians, but it then suggests that parking restrictions should be considered. This had been rejected in a previous version of the plan; it is going round in circles.

Even then, NCC generously suggest that a workable scheme can still be developed, though this one is not it. That is the quote that Vattenfall choose to pick out in isolation. CPC disagrees, Orsted have had months to come up with a scheme, have tried five times and have failed, for all the fundamental reasons previously discussed and demonstrated on the ASI.

NCC Highways is concerned with traffic flow, not residents' amenity; if you succeed in the former you fail in the latter. Broadland District Council, dealing with residential amenity, assumed that all proposed mitigation measures, including the use of Heydon Road, were necessary; we have already shown that the proposed traffic mitigation measures do not work.

## 2. NOISE & VIBRATION

Cawston Parish Council maintains the position outlined in our submission dated 3rd April.

Broadland District Council's conclusion rests on Orsted successfully implementing ALL of their mitigation measures. These are the traffic scheme - which we have just seen will not work - and a "cumulative traffic threshold" which will miraculously edge the increase in noise just down to the 3db level!

CPC has no confidence in this, based on our experience to date. The Orsted report, section 2.15, quotes advice on Community Relations ... good relations are of "paramount importance". To date there has been no attempt by Orsted to achieve this and Vattenfall have yet to show they are willing to respond constructively to community concerns.

Any traffic scheme, even if agreed by NCC and BDC, will still rely on the consent and goodwill of Cawston residents for its success. Contributions at the Open Floor Hearing show that there is a long way to go.

While we fully support wind farms and renewable energy in general, this does not give carte blanche to put residents in danger and destroy the village way of life.

Cawston Parish Council  
2<sup>nd</sup> May 2019



## CAWSTON PARISH COUNCIL SUBMISSION FOR DEADLINE 8

DETAILS OF TRAFFIC INCIDENTS IN RECENT WEEKS, RESPONSES TO DOCUMENTS PUBLISHED FROM DEADLINE 7 AND THE EXA'S FURTHER QUESTIONS, WITH AN UPDATE FROM OUR MEETING WITH VATTENFALL ON 28TH MAY

### 1. TRAFFIC

We reiterate our concerns over road safety on the B1145. In the month of May alone there have been several serious incidents:-

- sadly, there was a fatal accident on 19th May when a car left the road on the bridge over Marriotts Way. Our thoughts and condolences are with the families and friends of those involved.
- as previously reported, on 15th May an abnormal load got stuck in the High Street, causing gridlock and damage to property.
- there have been two separate incidents at Salle Beck bridge, a serious impact on the metal crash barriers on the south side and, some days later, another one on the brickwork on the north side. This brickwork had been damaged in an earlier impact and has now been almost completely demolished.

We have contacted NCC for their views regarding repairs and future signage at these black spots.

The Applicant seems to consider that this is a "viable route" for their additional traffic simply because it has B road status. A rational assessment based on a survey of the actual road itself would surely suggest otherwise.

### 2. DEADLINE 7 DOCUMENTS

We note the large number of submissions by Cawston residents, both at the Open Floor Hearing and in writing. This indicates the strength of feeling in the village, which we support and seek to represent.

### 3. MEETING WITH VATTENFALL 28 MAY

We had a further meeting with Vattenfall where a number of items were discussed.

- neither of us was aware of any developments in the Orsted traffic plan for Cawston since the version submitted by NCC at Deadline 7. We repeated our concerns that this scheme will not be workable in practice, nothing is being suggested that offers any benefit to residents, and that proposed reductions in parking provision will cause problems with displaced vehicles on unsuitable side roads.

- CPC has offered to carry out a survey of parking numbers on agreed dates in June, from a specification to be provided by VF, so that this issue can be discussed in more detail.

- there is still confusion over the possible use of Heydon Road for additional traffic, with a lack of information from Orsted.

- VF tabled their revised traffic forecast, reducing peak HGV movement numbers to 112 for one week followed by 96 for 22 weeks. We have used these figures in our calculations in section 4.

- there was a discussion on the definition of "HGV" for the purposes of these Applications, provoked by the range of base level numbers appearing in different papers in the Orsted files. See also section 4. VF suggested that vehicles in the 3.0 to 7.5 tonne group may have been defined as HGV in some calculations and not in

others. CPC is concerned over this lack of consistency and the possible implications in the prediction of noise, vibration and air quality assessments.

#### 4. EXA'S FURTHER QUESTIONS DATED 21ST MAY

We note Question 4.2 and would mention that the Government website on emissions, <http://naei.beis.gov.uk/emissionsapp/>, already indicates Cawston High Street as "Amber" for each of NO<sub>2</sub>, PM2.5 and PM10.

- regarding Questions 5.4 and 5.5, both Vanguard and Hornsea3 have committed to avoid school drop off and collection times, which leaves a working period of 9.5 hours. A revised peak HGV flow based on the new information from Vanguard above would be 112 plus 127 from Hornsea, ie 239. This equates to an average of 25.2 per hour. If the baseline of 127 is spread across 12 hours that gives 10.6 ph. The total would then be 35.8 per hour or an average of one every 101 seconds.

- however, we note that the Hornsea3 paper, "High Street Cawston – Highway Intervention Scheme", submitted by NCC at Deadline 7, has a table (2.1) in para 2.21 giving traffic figures taken in February 2019 which are much higher; 12 hour HGV figures of 189 to the west and 225 to the eastern side of Cawston. This would be consistent with the flow of Winery and other traffic into Chapel Street. If we use 225 as a revised baseline, this gives an hourly flow of 18.7. The revised hourly total becomes 43.9, or an average of one every 82 seconds.

#### 5. FROM WHAT HAVE BEEN TOLD THE CONSTRUCTION TRAFFIC MANAGEMENT PLAN'S CAWSTON INTERVENTION MEASURES NOW INCLUDES:

- We note the widening of the B1145 at its junction with Chapel St in an attempt to provide some manoeuvring space for HGVs but also to remove parking spaces on the triangle used as parking for Deli customers. The impact on local businesses and the amenity of Cawston residents is now being ignored, having been acknowledged when Orsted's original proposal to replace the Chapel St junction with a roundabout was withdrawn.

- Plans to remove residents' on-street parking to clear space on High St and Booton Lane for manoeuvring trucks.

- Plans to introduce waiting restrictions in the central area during the developers' working days displacing resident on-street parking.

- Preparedness to employ civil enforcement officers to enforce parking restrictions in Cawston if so called "voluntary" parking restrictions are ineffective.

- Withdrawal of the proposal to widen footways to enhance pedestrian safety. The Road Safety Audit recommends further detail be provided to the widening proposed and dimensions of both the footway and carriageway, not the abandonment of the widening proposals.

- A further observation is that the applicant, in the act of proposing mitigation measures, seems to anticipate approval even for "*doing something, however ineffective*" while the quiet dropping of those measures which might actually benefit Cawston residents like footway widening, it seems can be safely ignored.

**Cawston Parish Council**

30<sup>th</sup> May 2019

**Cawston Parish Council      Deadline 8 Submission**  
Cawston Parish Council's response to Document Reference: ExA; Comments; 10.D7.208 Deadline 7  
*Alternative Construction Routes at Cawston, Applicant's Comments on Deadline 6 Written Submissions: Appendix 2*

**RESPONSE TO APPLICANT'S COMMENTS**

<b>Applicant's Comment on proposed alternative construction route</b>	<b>Cawston Parish Council response</b>
<p>8      Link 34 is the proposed construction access route to MA6 from the B1149 to the east for Norfolk Vanguard. As part of the updated Cumulative Impact Assessment for the Project submitted at Deadline 5 (ExA; ISH1; 10.D5.3), potential traffic impacts along Link 34 have been identified should the peak construction traffic of Norfolk Vanguard (two weeks) coincide with the peak construction traffic for Hornsea Project Three.</p>	<p>The proposal to construct an alternative construction traffic route is intended to reduce the potential traffic impacts along link 34.</p> <p>In meetings the applicant seems to accept that forcing large numbers of their own, and Hornsea Three's, HGVs through Cawston produce traffic impacts on receptors, as Cawston's residents are getting used to regarding themselves.</p>
<p>12      The Applicant has reviewed the proposal submitted by Cawston Parish Council in respect of the Applicant's proposed construction method and identified that it does not represent an appropriate alternative to the assessed route (Link 34).</p>	<p>Cawston Parish Council have made a constructive and imaginative proposal for an alternative route for construction traffic avoiding the B1145 through the village and the inadequate bridges over Marriotts Way and Salle Beck .</p> <p>Mr Rob Lilly, Vattenfall's Supply Chain Manager has been widely quoted as saying "There is going to be an increase in transport if Vanguard gets approved but we're doing everything we can to minimise the disruption."</p> <p>This is an appropriate alternative to the severe traffic disruption threatened in Cawston by the Vattenfall and Orsted projects.</p>
<p>13      The running track construction will progress outwards from MA6. The majority (~75%) of HGV deliveries along Link 34 to MA6 are associated with the construction of the running track (delivery of roadstone). These deliveries will have to take place before the section of the running track between the B1149 and the B1145 (the proposed alternative HGV route) can be completed. Therefore, the alternative route proposal would not be available to use as an alternative construction route during the period of peak construction traffic.</p>	<p>The proposal to construct the alternative route before duct installation commences would reduce peak HGV levels in the main construction period rather than increase them as the applicant states.</p> <p>If appropriate methods are adopted the haul road can be constructed from the Oulton direction, avoiding the need for alternative route construction traffic to travel through Cawston on Link 34</p>

14	Furthermore, it is the Applicant's intention to remove sections of the running track as soon as possible upon completion of the duct installation works and assessments have been progressed on this basis. Therefore, the alternative route proposal would be removed once duct installation to the B1149 has been completed, resulting in the running track along the alternative route proposal being available for up to two weeks within the construction programme only.	<p>The applicant has designed their project with the intention of shipping every tonne of construction materials through the narrow streets of Cawston.</p> <p>It is perverse in the extreme that, having caused such an impact in Cawston to build their haul road, the applicant will then dismantle the route and cart it all back through Cawston again a fortnight later.</p>
15	The Applicant has further considered how the construction methodology in this location could be amended to facilitate the construction of the running track from the B1149 to MA6, prior to duct installation works, to implement the alternative route proposal.	<i>"There is going to be an increase in transport if Vanguard gets approved but we're doing everything we can to minimise the disruption."</i>
16	The alternative route would require 2.8km length of the running track to be pre-constructed prior to MA6 and duct installation works and retained in place for 3-4 years if also used for Hornsea Project Three to mitigate cumulative impacts. The impacts and other considerations of this have not been assessed but would include:	<i>"There is going to be an increase in transport if Vanguard gets approved but we're doing everything we can to minimise the disruption."</i>
	Additional land outside the Order Limits would be required at the B1149 to accommodate a small mobilisation area to facilitate the construction of the running track from this location, rather than in a sectionalised manner from MA6. This additional land would allow safe delivery and storage of materials and machinery to construct the running track and any junction works at the B1149. Any additional land and the impacts on that land have not been identified, assessed or negotiated with respective landowners.	<i>"There is going to be an increase in transport if Vanguard gets approved but we're doing everything we can to minimise the disruption."</i>

	<p>NCC has indicated that they would not accept any proposal to introduce a new access onto the B1149.</p>	<p>The proposed alternative route starts from south of Oulton and crosses the B1149 with the cable route, avoiding a new access onto the B1149. A simple traffic light controlled crossroads would seem to be the answer.</p> <p>Given the problems this and other applicants are proposing to cause in Oulton would it not be wise for Norfolk County Council to consider a whole new road to the west of the proposed Oulton depot and a new junction with the B1149?</p>
	<p>The impacts to this cable route section would begin earlier in the construction programme and extend throughout the duct installation and potentially for up to 3-4 years if utilised by Hornsea Project Three to mitigate cumulative impacts. This is compared to the sectionalised approach which would require the running track to be constructed as works progressed out from MA6 and be removed approximately 24 weeks after works started for Norfolk Vanguard alone.</p>	<p>The impacts of the traffic routed through Cawston on the B1145 will depend on the start dates for either wind farm project and are likely to impact the village for 3-4 years, making it worthwhile to expend some more time and resources on the alternative construction traffic route.</p> <p>The Norfolk Vanguard refined Programme Daily HGV Movements data recently presented to Cawston Parish Council shows traffic movements for around 58 weeks rather than the 24 referred to by the applicant.</p>
	<p>This increased timescale for retaining the running track for 3-4 years would affect commitments for temporary crossings of sensitive watercourses (including blackwater drain), minimising sediment input within the River Wensum Special Area of Conservation catchment, flood risk (land drainage), hedgerow reinstatement, topsoil storage and land use restrictions.</p>	<p>Mitigation measures for minimising sediment input could be undertaken. Similarly flood risk measures could be included in the improved specification for the haul road/running track alluded to previously.</p> <p>These challenges should not be insurmountable for an applicant who is “doing everything we can to minimise the disruption.”</p>

	<p>There are properties within 20m of the Order limits along this cable route section. Disturbance effects from the currently proposed construction method can be mitigated due to the short period that construction works would take place adjacent to each property (1-2 weeks). However, if the running track were retained for 3-4 years this would represent a significant change to the potential disturbance effect.</p>	<p>Cawston Parish Council suggested realignment of the cable route to the north of Cawston in its submission to deadline 5, <i>Cawston Parish Council Cable Route alignment north of Cawston</i></p> <p>The suggestion to realign the proposed cable route to avoid properties has been disregarded by the applicant. The realigned route would be around 200metres away from the properties mentioned.</p> <p>If the running track is not used to divert construction traffic there will be 3 – 4 years of disturbance in Cawston by the applicant’s and Orsted’s traffic.</p>
	<p>The materials required to construct the running track in advance of duct installation would need to be delivered over a condensed period (compared to at a rate of 150m/week over 20-24 weeks in line with duct installation).</p>	<p>The rate of delivery of materials depends to some extent on the construction methods employed.</p> <p>Building the running track could be timed before duct installation and so would be outside the peak times for duct installation traffic.</p> <p>Building the running track from the Oulton direction would avoid the need for materials to be hauled through Cawston on B1145.</p>
	<p>The running track has been designed to accommodate the necessary construction vehicles serving each workfront (a specification of up to 300mm aggregate up to 6m width, reduced to 3m width at watercourse crossings, has been assessed). In order for the running track to support the required quantity of HGV movements for both Hornsea Project Three and Norfolk Vanguard on a daily basis, the running track would need to have a more robust specification to ensure longevity (for example it may need to be a different depth or material). This would require a greater volume of materials to be delivered and in turn an increase in the number of HGV movements for the purpose of running track construction, with resulting impacts on the local and wider road network. These impacts have not been assessed as part of the application.</p>	<p>Building a more robust running track would seem to be sensible as it might need to last 3-4 years. The benefits of using a running track which can be used by both the applicant and Orsted would fully justify the additional cost of materials.</p> <p>Both wind farm developers would benefit from the reduction in financial and reputational risk that will arise from incidents on the B1145 in Cawston and its inadequate bridges.</p> <p>At a recent meeting with Cawston Parish Council, the applicant stated, while suggesting fewer truck movements might be possible during construction, that the exact needs for the running track would only be determined when on-site as different ground conditions may call for fewer materials or different approaches.</p> <p>It is regrettable that the applicant has not assessed the impacts on the wider road network of the alternative</p>

		<p>route proposal, or of other alternative routes.</p> <p>It is of course possible to make these assessments which can then be judged against the undoubted benefits in Cawston of diverting the construction traffic of two wind farm projects.</p>
	<p>The construction approaches of both Norfolk Vanguard and Hornsea Project Three differ and would not support the use of a shared access. It is the Applicant's intention to remove sections of the running track as soon as possible upon completion of the duct installation works, and to return the land to agricultural use. Assessments and land agreements have been progressed on this basis. Hornsea Project Three would require access between the B1145 and the B1149 for the duration of their onshore works which would extend the period post-construction of Norfolk Vanguard duct installation in which the running track is in place considerably. These extended timescale impacts have not been assessed as part of the application.</p>	<p>If the applicant believes that working with Orsted is not possible then arrangements for the crossing of the cable routes at Salle are a major problem for both projects.</p> <p>Cawston Parish Council understands that the dates for commencement for this project, if approved, would be determined by the outcome of a future auction for Contracts for Difference, which suggests there is time to assess the extended timescale impacts.</p>

## THE TRAFFIC MITIGATION SCHEME

The applicant relies wholly on a proposed traffic mitigation scheme which is being developed by the applicant, Orsted and Norfolk Highways to manage the cumulative impacts on Link 43. This is a dismal document which Cawston Parish Council considers fails to address the main issue impacting amenity in Cawston village which is HGV numbers.

The traffic mitigation scheme currently proposed includes Managed Parking. In Cawston managed parking means taking away on street parking. Residents will no longer be able to park outside their homes and no suitable alternative parking has been proposed. In the likely event that local people fail to "voluntarily" park in a yet to be defined location in our crowded village the prospect of waiting restrictions is threatened, together with Civil Enforcement Officers.

Road Safety measures include a 20mph limit for the whole of the village. HGV traffic travelling through Cawston at the moment regards 20mph as an aspirational target. A further road safety measure is the fantasy scheme of single way priority working, proposed for two locations on the High Street: one on the bend at the west end of the High Street, the other on the bend at the east end of the High Street by the Chapel Street junction. In both locations it is proposed to narrow the road so only a single vehicle can pass. Highway engineers seem to think this arrangement is workable. Others may question how drivers can see around a



corner before pulling into the single track section. This is even more of a problem if you are driving an HGV and you have a tail of following traffic which prevents you reversing.

If an HGV manages to enter the centre section of the High Street its driver must hope to encounter any oncoming traffic in the two small passing spaces created by parking restrictions. Anywhere else and reversing will be necessary. Cawston Parish Council's understanding of the current predicted peak HGV flow is that either 35 or 43 HGV movements through the village need to be completed in each hour. The impact of traffic on air quality, noise and vibration is the subject of ongoing discussions with the applicant and others.

It is currently proposed that parking around the Chapel Street junction will be reduced by an unannounced road widening, putting at risk local businesses which rely on parking for passing trade.

Enhanced Pedestrian Facilities are referred to by the applicant. These are mainly proposals to widen the footway in certain locations to make it safer for pedestrians to walk in the village while large numbers of HGVs negotiate the narrow High Street. The latest version of the Cawston Intervention Plan calls into question widening footways because this would narrow roads unacceptably, making it even more difficult for HGVs to pass and less safe for pedestrians to use footways.

It is the view of Cawston Parish Council that the applicant's reliance on the mitigation scheme fails to manage the impacts of its proposed operations in the village. Cawston Parish Council disagrees with the applicant's conclusion that there is not a compelling case to vary its construction method while constructing the cable route around Cawston.

The applicant seeks to minimise a range of impacts in its operations but has not given due consideration to the impact of construction traffic in Cawston. The cumulative impact of the applicant's construction activities and those of Orsted have not been considered beyond a commitment to work to a capped peak figure of truck movement.

If the applicant is truly *"doing everything we can to minimise the disruption"* then they should be prepared to rethink their approach to construction traffic routing for this one small section of their project and properly engage with Cawston Parish Council's proposal to bypass the village.

**Cawston Parish Council**

**30<sup>th</sup> May 2019**

## CAWSTON PARISH COUNCIL DEADLINE 9 SUBMISSION

Following a necessarily brief review of the many papers submitted at Deadline 8, Cawston Parish Council wishes to offer some comments on key points raised and a summary of our position at Deadline 9.

CPC remains strongly in support of renewable energy initiatives in principle, but would expect them to be implemented showing the same level of environmental considerations throughout the project, as suggested in the Applicant's statement of October 2017.

### *7.1 Our principles*

*Vattenfall recognises the importance of engaging with stakeholders, including communities, through its work. Our principles, which are adhered to throughout all our projects, including Norfolk Vanguard are:*

- Openness and transparency*
- Providing opportunities to get involved*
- Sharing information and understanding*
- Listening and responding*
- Respect"*

However, the construction project for the cable route falls far short of this standard.

Both Vattenfall and Orsted have behaved with cynicism, arrogance and contempt towards local communities throughout the process, as shown by the lack of real consultation and engagement, ignoring concerns based on local knowledge, dismissing many practical suggestions that might have required a change to their original plan and finally threatening enforcement action in Cawston to impose their unworkable traffic plan.

CPC fully supports the proposal that an Offshore Ring Main would be a far better strategic solution for the nation as a whole, with specific benefits that would be felt across the County.

Turning to the Deadline 8 submissions, in their Responses to the Exa's Rule 17 Requests for Further Information (4.2), the Applicant refers to a need to "remove double parking" in Cawston. There is not, and cannot be, any double parking; the road is too narrow! They then produce a table of assessed db changes, suggesting that the impact with idling vehicles will 'only' be 2.8 db.

This approach to impacts runs throughout their submissions; to paraphrase Dickens' Mr Micawber, "result 2.8 = happiness, 3.0 = misery". It is seen in all their replies on noise, air quality and vibration. Real people do not experience these issues in this stepped way.

We suggest that these desk based theoretical assessments using averaging and smoothing and adjusting variables to achieve the desired result will bear no comparison to the actual experience of residents on the street.

Appendix 3, the response to questions 5.4 and 5.5, repeatedly refers to "Church Close" as a key point. There is no "Church Close" in Cawston. This is just one example of the Applicant's lack of diligence; we also note, for example, that the traffic flow details are recorded as being on the B1146.

The applicant's response 9 suggests that *"a delivery strategy that would ensure that Norfolk Vanguard HGVs would be released onto the network at even spacings to lower the probability of meeting an opposing HGV."* Sadly this strategy has little chance of being effective as it does not extend to coordinating the considerable numbers of Hornsea Three HGV movements or the B1145's existing HGV traffic.

In their response 10 the applicant asserts that *"With the implementation of the HIS potentially significant pedestrian amenity impacts associated with the increase in daily HGV movements can be reduced to minor adverse significance."* The features of the HIS designed to mitigate the potentially significant pedestrian amenity impacts have been called into question as they would work against the measures in the HIS designed to help hundreds of additional HGVs negotiate the narrow High Street in Cawston.

There is resistance to the provision of wider footways to protect pedestrians in Norfolk County Council's comments on the Highway Intervention Scheme and it is called into question by the Road Safety Audit which suggests that parked cars can act as a barrier to prevent pedestrian injury. The HIS proposes to reduce on street parking and thus eliminate some of the protection parked cars afford the unfortunate pedestrian who dares to walk along the High Street during the long hours of operation of the applicant's HGVs. Where HGVs struggle to pass each other on narrow roads their wing mirrors could not be better, or worse, placed to cause head injuries to, or at best the intimidation of, pedestrians where footways are narrow .

Question 5.5 refers to "the route through Cawston Village". We would take this to mean the length of the village from Aspen Vale in the east to go past the Marriotts Way bridge in the west, arguably it should include the black spot at the double bends and bridge a little further out. The Applicant has chosen to interpret it as a short length of road from the mythical Church Close to Norwich Road, conveniently ignoring several other problem areas.

Cawston Parish Council reiterates its view that the proposed alternate single line working in the HIS is unworkable. The narrow roads and poor vision on bends in the centre of Cawston prevent HGVs passing safely in any of the scheme's three designated "passing places". The road is not made wider by the draconian parking restrictions the applicant is set upon imposing on residents in the face of well-founded concerns about the impact on businesses and residents' quality of life.

Cawston Parish Council views as hopelessly optimistic the applicant's prediction of the likely time for HGVs to traverse Cawston in view of the narrow roads, limited passing spaces and the presence of additional traffic. HGVs will inevitably arrive in Cawston, from both east and west, as a platoon. With current HGV numbers platoons form, having collected faster moving traffic on the narrow stretches of the B1145 approaches to the village from east and west. Perhaps significantly, the applicant's calculations do not include the effect of the arrival of a second platoon from east and west before the initial platoons have traversed the village.

In their Comments on Deadline 7 Submissions, and elsewhere, the Applicant mentions "enhanced pedestrian facilities (such as footway widening)". This ignores the Road Safety Audit conclusion, together with CPCs previous evidence, that the road is simply not wide enough to allow a wider footpath to be introduced. On the ASI it was seen that larger vehicles regularly mount the present, narrow, footpath.

The Joint Position Statement with Broadland District Council – Cawston Conservation Area refers to most of the "mitigation" measures as temporary and reversible, though road resurfacing and footway widening would be permanent measures. It has already shown that the proposed footway widening is not possible, so it is puzzling that the Applicant still places such emphasis on it. Road resurfacing is surely a maintenance item that NCC would be responsible for in any case.

The “temporary and reversible” measures will last 2-3 years, though presumably that might be extended by the Boreas scheme. This is acknowledged as causing harm to the Conservation Area and is likely to result in damage to local businesses and employment which will be permanent.

We thank the Inspectors for their diligence, patience and advice throughout the Examination process, which can be a daunting experience for residents faced with such a life changing prospect.

We conclude with another recent example of real traffic in Cawston:-

On 29<sup>th</sup> May BT replaced a damaged BT Duct Access Cover on the narrow pavement in a location where heavy vehicles sometimes mount the kerb when negotiating oncoming traffic.

As well as having a very narrow footway, this is a narrow point of the B1145, 5 metres from the bend outside The Forge at the west end of the High Street.

As a responsible organisation, and presumably in accordance with Norfolk County Council requirements, pedestrian access was maintained by a system of ramps and barriers.

The position of BT’s work mimics the proposed road narrowing in this location as part of the alternate working arrangements for the west end of B1145 Cawston High Street.



Pictures of the BT works are shown, together with a feature missing from the applicant’s Highway Intervention Scheme, a system of temporary traffic lights to regulate traffic which is unable to see oncoming traffic due to the bend.

In the proposed Highway Intervention Scheme traffic is expected to negotiate the bend and oncoming traffic which is out of sight, without the assistance of traffic controls. This would seem to be a reckless approach when hundreds of additional HGV movements are predicted each day.

Cawston Parish Council

6<sup>th</sup> June 2019