

## NORFOLK BOREAS OFFSHORE WINDFARM DEADLINE 2 SUBMISSION

### CAWSTON PARISH COUNCIL'S RESPONSE TO THE EXAMINING AUTHORITY'S WRITTEN QUESTIONS AND REQUESTS FOR INFORMATION – EXQ1

#### **1.2.2/3 Listed buildings in Cawston**

Cawston Parish Council does not consider that the cumulative impact on listed buildings of the various proposals currently in progress has been adequately assessed, particularly as there is as yet no agreed traffic management plan in place.

#### **7.0.4 Offshore Ring Main**

Cawston Parish Council has been working closely with other Parish Councils to support proposals for an Offshore Ring Main as an alternative to the unnecessary environmental destruction associated with uncoordinated development of onshore cable routes. We understand that Oulton PC will be making a detailed submission at this time and we do not want to duplicate that material here.

#### **4.1.4 Mitigation for construction traffic**

Cawston Parish Council continues to reject the proposed outline traffic management plan on the grounds that it fails to reduce or remove the unsustainable levels of construction traffic being forced along the inadequate B1145 in the village.

The Traffic Management Plan, in its successive versions, seems to rely on vehicles arriving evenly spaced with drivers who are able to see oncoming traffic around corners, pass other HGVs in narrow sections of road by sheer willpower and the ability to think thin, all while keeping to delivery schedules.

#### **14.0.6 Traffic effects in Cawston and Oulton**

The same access routes are to be used by Norfolk Vanguard, the Proposed Development and Hornsea Project Three during potentially the same time frame. All could have traffic impacts on the B1145 through Cawston.

#### **Specific areas of the Applicant's assessment that you have concerns with.**

##### **The Highway Intervention Scheme**

On 22<sup>nd</sup> November 2019 Vattenfall consulted with Cawston Parish Council to put forward their latest suggested amendments to their proposed Highway Intervention Scheme.

Pedestrians' safety in Cawston was said to be a priority for the first version of the Highway Intervention Scheme and footpath widening was the key feature of the scheme proposed to mitigate the impact on pedestrians.

Now, in what we believe is its sixth version of the scheme, the applicant has decided they require every inch of road, and footpath, to enable their HGV and other construction traffic to manoeuvre past each other in the village centre. To accomplish this feat the proposed footway widening, previously said to be crucial to guaranteeing pedestrian safety, has been completely removed.

Cawston Parish Council is concerned about:

1. how pedestrians in Cawston village might safely cross the B1145 to use local services and facilities with the large volumes of construction traffic travelling in both easterly and westerly directions.
2. the safety of pedestrians using the narrow footways on the B1145 in Cawston village when HGV movements are taking place.
3. the total numbers of construction traffic and its phasing. Whilst HGV traffic is planned to avoid Link 34 at sensitive times, the large volumes of non-HGV construction traffic will still be trying to negotiate the village centre when it is at its busiest under current road conditions.
4. the impact on residents of poor air quality of large numbers of diesel vehicles trying to negotiate the village centre has not been adequately assessed. It was reported on the BBC (25/11) that King's College London found that increased air pollution has a major impact on children's lungs, and the Guardian (27/11) reported a study in the BMJ of increased risks from air pollution in a number of conditions from strokes to cancer and mental health. The Applicant's current proposed scheme locates two passing areas in the village centre where traffic will wait for the road ahead to clear. In a narrow space with buildings on both sides there will be a severe effect on air quality.
5. the inadequate data upon which the Applicant's assessment of mitigation of noise and vibration impacts has been based. Only four locations in the centre of the village were sampled for just 48 hours with results subjected to smoothing and averaging. Inferences were then made which do not account for the impact of peak noise and vibration experienced by residents.
6. that no proposal has been made by the applicant to properly assess the condition of those properties along the B1145 which are most at risk from damage from construction traffic. Full independent structural surveys are needed for all affected properties, before, during and after work on each project.

**14.0.7 Assessment of Link 34 (B1145 from the B1149 Holt Road junction, through Cawston village to the eastern town extents of Reepham)**

Cawston Parish Council has consistently argued that Link 34 should be regarded as a high sensitive route for the following reasons:

1. The B1145 close to the B1149 Holt Road junction is too narrow for two HGVs to pass.
2. Slow moving vehicles on the B1145 typically reach Cawston, from east or west, with a queue of following faster traffic which prevents HGVs reversing and making other manoeuvres to pass each other.
3. The B1145 in the village centre is too narrow to allow HGVs to pass each other.
4. Restricted vision around the bend and the narrow road by the Village Hall makes it difficult for opposing traffic of any size, let alone HGVs, to safely pass.
5. Poor visibility around the old railway bridge, which has no footway, is a problem for traffic to pass and is a hazard for pedestrians living in Glebe Crescent and the users of Marriott's Way.
6. The number of sensitive receptors along the length of the B1145 through the village.

7. The small and narrow bridge over Salle Beck is inadequately proportioned for HGVs to pass. The bridge has recently been rebuilt following two impacts from heavy vehicles in recent months.

**Q14.0.8 Were other construction traffic routes considered?**

In the Norfolk Vanguard Planning Inquiry Cawston Parish Council proposed the use of an upgraded haul road along Vattenfall's cable route between Oulton and the west of Cawston beyond Salle Beck bridge.

This proposal was dismissed by the Applicant for reasons which could usefully be summarised as "but we don't want to change our construction plans" and "we don't think we need to change our construction plans".

The Applicant's response was particularly unacceptable to the residents of Cawston when the construction materials for the haul road are planned to be hauled through Cawston during construction and again when the haul road is removed.

Cawston Parish Council has also suggested to the Applicants that they amend their plans to incorporate a haul road constructed from interlocking metal roadway which would provide an alternative to construction traffic through Cawston for Boreas, Vanguard and possibly Orsted. Other benefits would be a reduction in haul road construction traffic by 80%, savings in construction and decommissioning time and also a greatly reduced carbon footprint for construction.

To date the Applicant has disregarded Cawston Parish Council's proposals.

In her recent letter to those involved in the Norfolk Vanguard Planning Inquiry, "*Request for information and notification of the Secretary of State's decision to set a new date for determination of the application*", the Secretary of State has raised a number of questions and observations relating to the management of construction traffic through Cawston.

In particular we draw your attention to paragraph 15 -

*15. The Secretary of State notes from the above submissions that the Applicant and Norfolk County Council believe there is a reasonable expectation that an appropriate mitigation scheme could be brought forward for traffic movements at Cawston.*

*However, the Secretary of State considers that it is not apparent from exchanges during Examination that these will be sufficient to offset any potential harm from in-combination traffic effects arising from the proposed Norfolk Vanguard project and H3 in the event that both were granted development consent.*

Cawston Parish Council is also unconvinced that the potential harm from in-combination traffic effects can be sufficiently offset by the current proposals. The need for serious consideration of alternative routes for construction traffic to avoid the B1145 through Cawston is urgent.

Cawston Parish Council

10<sup>th</sup> December 2019