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**Subject:** Norfolk Vanguard HGV route through Cawston - Vattenfall  
**Date:** 24 April 2019 09:40:16

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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 6<sup>th</sup> 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 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. 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

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