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To: HornseaProjectThree@pins.gsi.gov.uk
Cc: [Cawston PC](#)
Subject: Hornsea Project 3 Deadline 7 submissions - Cawston Parish Council
Date: 14 March 2019 16:30:58
Attachments: [Cawston Parish Council Deadline 7 submission - 3 Chairman's Response to ISH9 Agenda Item 5.pdf](#)
[Cawston Parish Council Deadline 7 submission - 6 Engagement with Orsted on Traffic in Cawston - Agreement, Disagreement and Suggestions for Management and Mitigation..pdf](#)
[Cawston Parish Council Deadline 7 submission - 5 Comments on Revised Draft Traffic Management Plan.pdf](#)
[Cawston Parish Council Deadline 7 submission - 4 Evidence of No Passing Places for HGVs in Central Cawston.pdf](#)
[Cawston Parish Council Deadline 7 submission - 1 Confirmation of Oral Evidence ISH9.pdf](#)
[Cawston Parish Council Deadline 7 submission - 2 Response to ISH9 - Traffic Impacts Action Point 14.pdf](#)
[Cawston Parish Council Deadline 7 submission - 7 Cawston HGV Traffic Diversion Proposal.pdf](#)

Dear Sir

Please find attached seven documents which form Cawston Parish Council's submissions for Deadline 7 of the examination.

1 Confirmation of Oral Evidence provided to ISH9

A summary of oral evidence presented by Cawston Parish Council to ISH9 including additional information on school and traffic numbers requested at the hearing.

2 Response to ISH9 - Traffic Impacts Action Point 14

Cawston Parish Council was asked by ExA to act as a conduit for community views. This document is a collection of those views received by Cawston Parish Council to date.

3 Chairman's Response to ISH9 Agenda Item 5g

Cawston Parish Council's response to Hornsea Three Ltd's evidence presented for agenda item 5g) *Implications for bridges including any necessary mitigation.*

4 Evidence of No Passing Places for HGVs in Central Cawston

Additional evidence showing the problems HGVs have passing through the centre of Cawston.

5 Comments on Revised Draft Traffic Management Plan

Cawston Parish Council's response to the revised draft traffic management plan presented before the hearing on 8th March 2019, incorporating matters arising from a site meeting with Hornsea 3 representatives on Tuesday 12th March.

6 Engagement with Orsted on Traffic in Cawston - Agreement, Disagreement and Suggestions for Management and Mitigation.

Cawston Parish Council's statement on the process of engagement with the Applicant identifying current areas of agreement and disagreement on issues which require traffic management and mitigation strategies.

7. Cawston HGV Traffic Diversion Proposal

Cawston Parish Council's proposal to reduce and then divert HGV construction traffic for the Hornsea Three project and the Norfolk Vanguard project, made to assist with ISH9 agenda item 5h) *Scope for alternative HGV routing avoiding Cawston (including whether a proportion of HGV traffic could use alternative routing)*

The HGV Traffic Diversion proposal is being submitted to the Norfolk Vanguard National Infrastructure Planning Examination team and to Hornsea Three Ltd and Norfolk Vanguard as applicants. The Council hopes that coordination between the parallel examinations can encourage coordination and cooperation between the applicants in

devising and implementing a creative solution to the major problems of routing construction traffic through Cawston.

Yours faithfully

Simon Court
On behalf of Cawston Parish Council

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This email has been scanned by the Symantec Email Security.cloud service.
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CONFIRMATION OF ORAL EVIDENCE PRESENTED TO ISSUE SPECIFIC HEARING (ISF9) ON 8TH 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 18th 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 5th 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 1st 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 8th March, and we met the Applicant on Tuesday 12th 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 12th 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

13th March 2019