

From: [REDACTED]
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

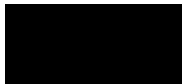
Cawston Parish Council's proposal to reduce and then divert HGV construction traffic for the Hornsea Three project and the Norfolk Vanguard project, made to assist with ISH9 agenda item 5h) *Scope for alternative HGV routing avoiding Cawston (including whether a proportion of HGV traffic could use alternative 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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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
14th March 2019

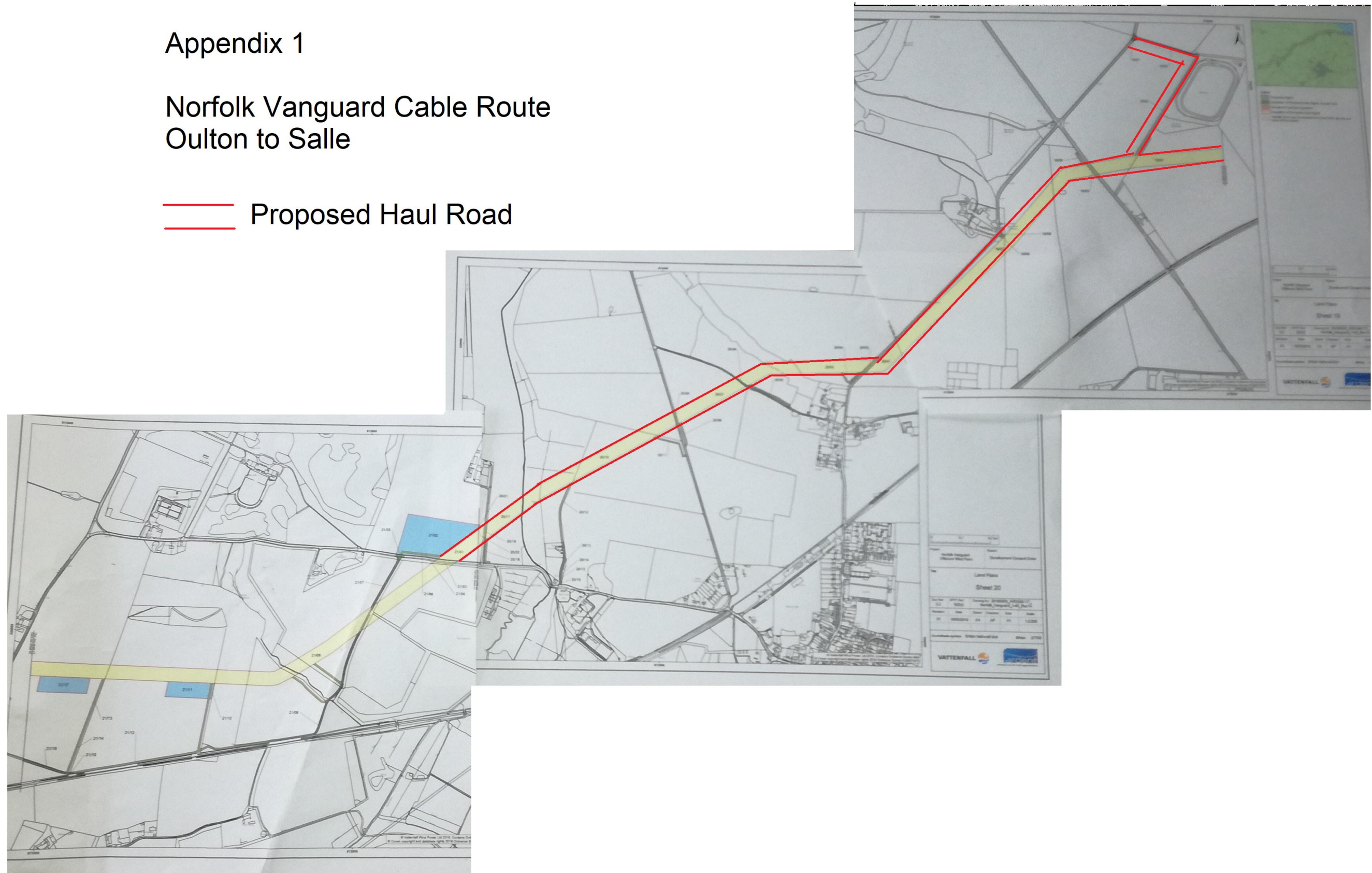
Appendix 1 Outline map showing course of proposed upgraded haul road.

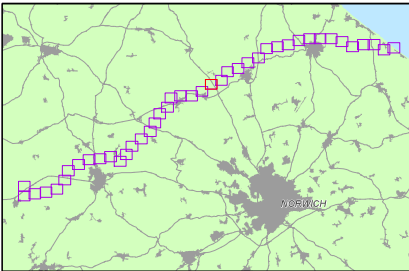
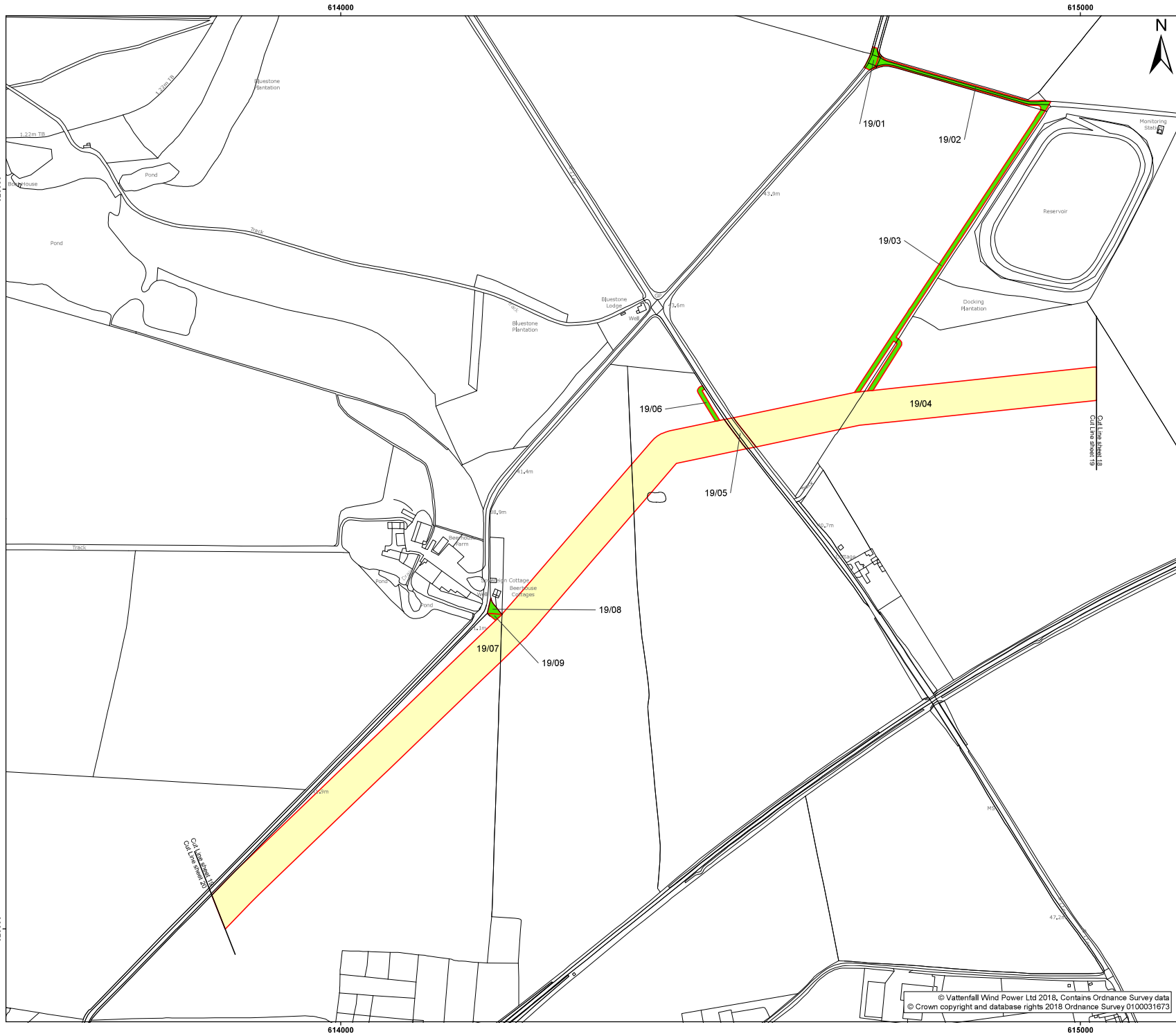
Appendix 2 Land Plan sheets 20-22, extracted from Nfk Vanguard EN010079-001322-2.02
Onshore Land Plans

Appendix 1

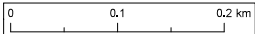
Norfolk Vanguard Cable Route Oulton to Salle

— Proposed Haul Road





- 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**

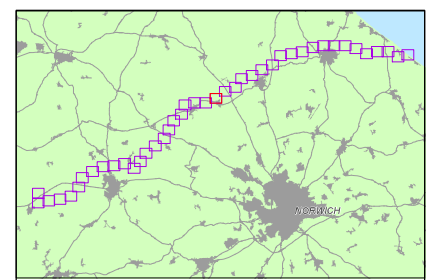
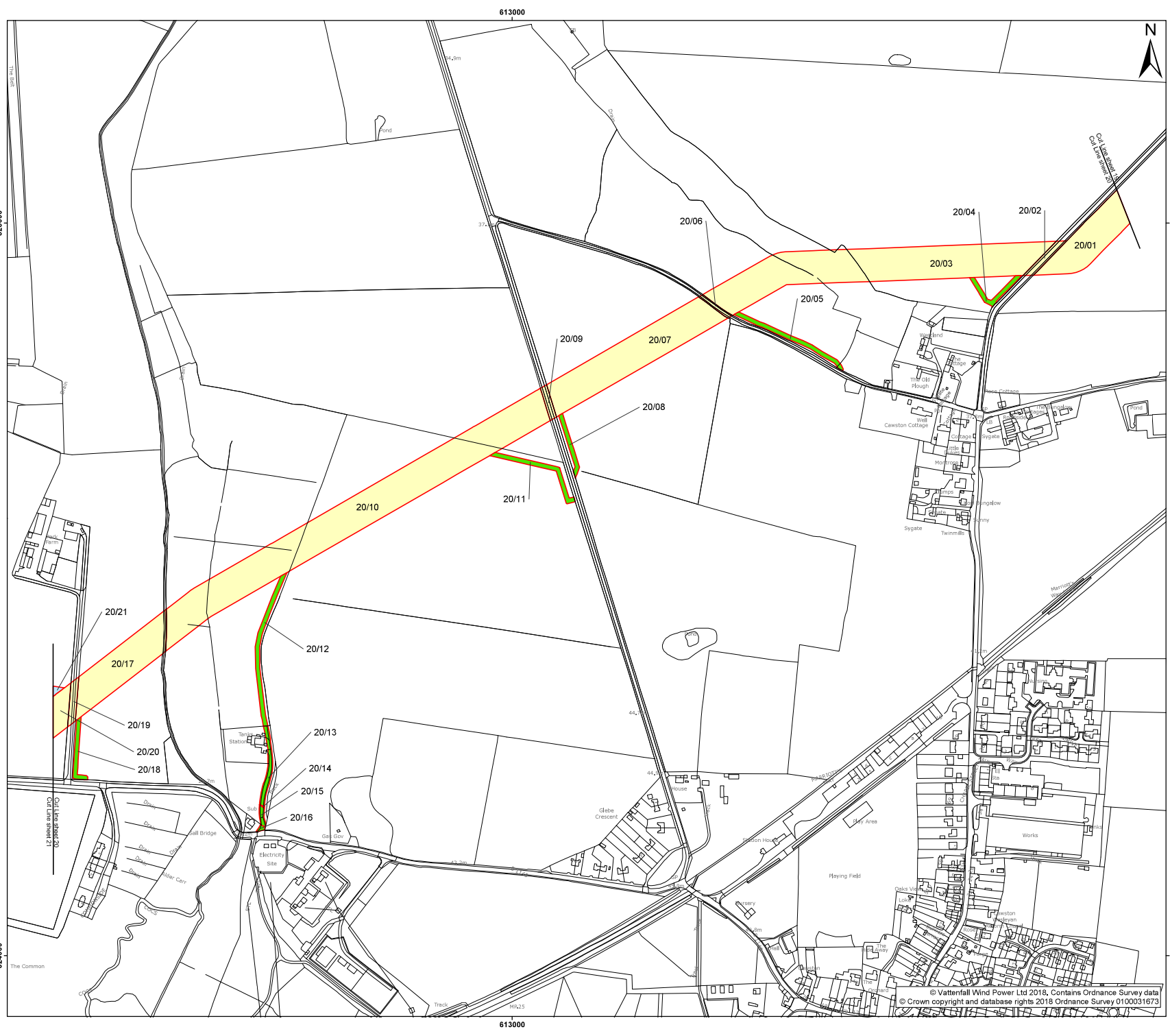
Title: **Land Plans**

Sheet 19

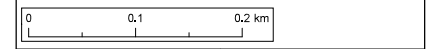
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Co-ordinate system: British National Grid EPSG: 27700





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Sheet 20

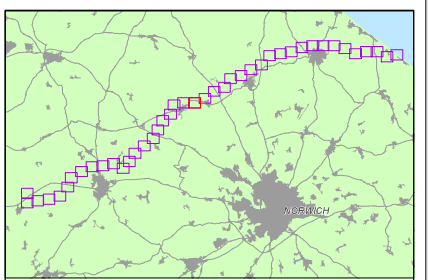
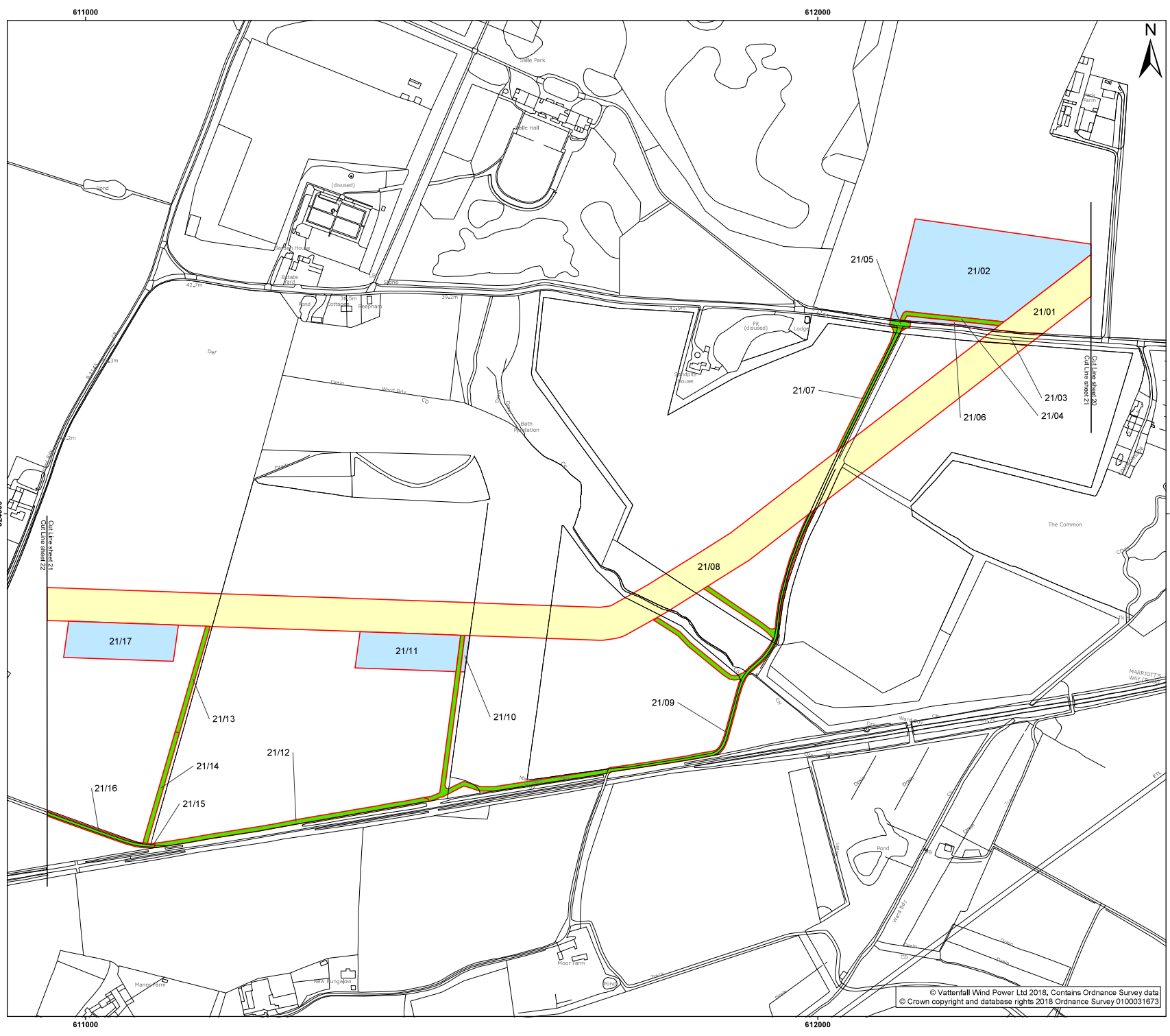
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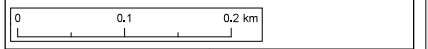
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Project:	Norfolk Vanguard Offshore Wind Farm	Report:	Development Consent Order
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Sheet 21

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