

From: [REDACTED]
To: Norfolk Vanguard@pins.gsi.gov.uk
Subject: Norfolk Vanguard Challenges
Date: 24 April 2019 19:59:04

[REDACTED] [REDACTED]
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23RD

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

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