

From: [REDACTED]
To: [Norfolk Vanguard](#)
Subject: Post hearing Submission
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Attachments: [Norfolk Vanguard.docx](#)

My Ref NORV-S57001
Your ref ENO10079

To whom it may concern.

Please find attached my submission for 2nd May, with reference to the 24.04.19 open hearing.

Could you please confirm receipt of this email.

Thank you

Yours sincerely

Polly Brockis

Norfolk Vanguard
Open Floor Hearing
24.04.19

Thank you for allowing me to speak at the above referenced hearing please accept this written submission in relation to my oratory, for acceptance before the May 2nd deadline.

I am a Cawston resident. I began by saying I re-iterate everything the other attendees at the meeting had said. I meant both verbally on the night and through earlier submissions I have read on the PINs website. There are so many problems and queries associated with this proposal. The proposal will make Cawston a HGV corridor, it is currently a semi rural VILLAGE built around an old road of historic properties within a conservation area, all of these houses are only feet from the road and all our major amenities run along this road. Giving the road its B denomination depersonalises it, through Cawston the central element is the HIGH STREET, it is the heart of our village with the school, graveyard, pub, local shop and village hall all along this road. I believe other residents eloquently covered most of those issues so I did not take up further time on the evening. People mentioned the lack of pavements, lack of streetlights, current state of roads & bridges and the way current traffic struggle. Everyone raised serious concerns about the impact on pedestrians, danger to children, risks of pollution and noise, likelihood of vehicles and property being hit. I re-state these because it feels like those concerns are not understood. It seems madness to attempt to drive a large construction project through what is currently a thriving village.

I spoke on the evening of 25.04.19 about noise; our property was one of the four that were used for a three-day survey of noise and vibration. The effects of noise are personally significant for our family. Thankfully I was able to find the support of someone with a master's degree in noise to explain the terminology to me. I state this to explain that the documentation and information is difficult to access. The following is my understanding

The World Health Authority see **55db** as an upper guideline value for external noise in traditional external spaces such as gardens, there are lots of fluctuations and differing peaks exclusions for calculations but that figure is stated at 2.8 within the *Orstead Construction Traffic Noise and Vibration Assessment for Cawston Village*. Our current baseline was recorded as **64db**! Already noisy. The levels for the report are "smoothed" or "averaged" out. (The District Council EHO has questioned the methodology, positioning of recording equipment and if LEQ can really be compared to DBRM as they are different quantifiers.) Peaks in noise create point disturbance, consistent average heightened noise above 55db is recognised by the World Health Organisation as creating annoyance in the adult population, and recognises higher risks for children.

The Orstead report state the cumulative traffic increase for Hornsea Three and Vanguard would affect a **3.5db** estimated noise increase, outside our home and garden. An increase of this magnitude is extremely audible. This predicts a noise level of **67.5db** LAeq.T. As the predicted increase is an averaged over an 18hr period we understand the noise peaks in time will be greater.

There were mentions of Mitigation in the Orstead Noise and Vibration Assessment for Cawston Villages, much of it dependent upon joint working with Norfolk Vanguard and then agreements with NCC and BDC.

Has anything actual been jointly agreed to reduce the level to less than 3db. In the case of an exceedance of the threshold found during operation – what would be done, how soon, how would it be managed, policed and monitored.

There are exclusions about traffic noise in complaints to the EHO so is there an independent body we could go to?

We foresee this proposed traffic route would seriously blight our family life. Our property is angled to the Market Place so the corner of our home directly meets the High Street forming a pinch point; a deep cellar sits below that corner. We have serious concerns as to how our 250-year-old listed property would withstand the traffic and pollution levels from such a large project. I would like to request Norfolk Vanguard carry out a structural survey on our property to specifically clarify it is capable of withstanding the type and frequency of the new traffic. Instability or collapse would block the road they are trying to pass through. Directly outside our wall there are a number of dropped drains and manhole covers – this is not a smooth road surface and the strength of integrity of the road over those voids should be considered. There is no pavement outside our home, and current plans propose widening the pavement opposite (currently a 90cm paving against a high wall) widening that opposite pavement may make that small section “safer”, but people still have to get to and from that section, vehicles will be pushed closer to our property and make sight lines for the chapel street turn ever more difficult for all. The widening of pavement sections appear to have more to do with forcing a one way at a time route than considerations of safety. Areas with no current paving have been completely ignored. From a house that looks directly down the road at the current daily traffic I am struggling to understand how such numbers of HGVs one-way traffic could flow – in any sense of that word. I have children, I would fear for their safety getting across to the school bus and getting to friends houses. I couldn't send my child out on a bike into a traffic corridor of HGV's. The childhood they currently have and the way we all live our lives would be significantly changed. Pollution and noise impacts for them are significant personal worries. Timings for getting to schools and work would be impacted for all. if we can actually get out of our drive onto the road. Our gardens run directly adjacent to the road, this will be overlooked and blighted by noise, dust and fumes. I've been advised insurance prices for our home and car will increase dramatically with heightened risks of collision and damage. I also assume that house prices will suffer, and if the environmental impact becomes too great it would actually become unsalable.

Please review every other possible route.

Thank you for your time and consideration.

Polly Brockis