

From: [REDACTED]
To: [Norfolk Boreas](#)
Subject: Boreas project objections
Date: 20 November 2019 12:08:55

Dear Sir or Madam

I would like to take the opportunity to outline some of the issues the Boreas project will bring for us as residents and business owners in the centre of Cawston.

We live in the very centre of the village opposite the cafe/deli on the square. Although a B class road overall it is clearly not suitable in certain sections, mostly in the centre and edges of Cawston. Already problems arise with Winery traffic not to mention seasonal but very high volume farm traffic. When these problems are brought to planners they just say it's a B class road therefore it can take the traffic. This is disingenuous as there are sections of B roads where HGVs are deterred and also when we questioned planners about HGVs going down the clearly unsuitable C class Chapel Street in Cawston the answer was that each situation has to be assessed individually.

We were told that the road has been measured and is wide enough to take two HGVs passing. This is only a mathematical possibility and is not what we see every day in the village with lorries and buses mounting kerbs or driving intimidatingly close to pavements with wing mirrors jutting over them. The danger and intimidation felt walking around the village centre will be greatly increased. This in turn affects business as people stop walking to the shops and pub but importantly it affects community as people stop walking around and therefore all the social interaction, particularly with the rail line walk, park and village hall being at the end of the village. **This is doubly so if you have a dog, push chair / walking aid or small child. HGVs do not drive within the white lines as was proved on every occasion at a recent site visit. Between the last house and the Village Hall the pavement is perhaps only 50-90 cm wide at a pinch point for traffic.**

We also run a successful holiday cottage which we don't feel we will be able to do when the traffic starts. People already notice and are amazed by the size of lorries going to the Winery but this additional traffic of one HGV every 2-3 minutes plus small vans and staff cars will seriously impact on their holiday and therefore we do not feel it right to continue. This is our income but it is also a significant extra support for local shops and services.

Due to the terraced nature of the street few people have any choice but to park on the street. The casual parking for the deli is very variable sometimes just 2 or 3 cars sometimes 9 or 10 in addition to the 20+ resident cars in the High Street / Market Hill area. We often cannot park anywhere and so have to park outside our house (on the corner). There will be considerable difficulty for the HGVs in passing the cars and there will be frequent problems as traffic builds up behind.

The worst aspect of traffic as homeowners and for holiday makers is the inevitable backing up of traffic behind the bus and school buses which all stop in the square. The vibration, noise and fumes from 2 or 3 large diesel engine vehicles waiting for up to 5 minutes every time there is a hold up really detracts from the pleasure of living here. With the extra traffic this will hugely increase. If you don't believe vibration is a problem then see how our windows move and how cracks appear in our studwork walls upstairs. Also smell the diesel fumes build up at these times.

Whatever the restrictions on speed many vehicles will not observe speed limits. Of course this is true of most villages but in Cawston there are several blind spots (going west from

the mini market into the centre and east just past the village hall). These blind spots are also popular crossing places and we are concerned that speeding staff traffic and HGVs will add to this problem. Moreover the central section of the High Street and the turning to Chapel Lane are notorious logjams that leave vehicles blocked for several minutes resulting in HGVs often reversing up the road. Also drivers coming in to the High Street from the west past the village hall don't expect and cannot see the back up of traffic behind the parked cars and often are close to collision.

There are better routes, using bigger roads and impacting less on communities. Better still take a bigger, bolder move that recognises the scale of the projects to come and go for a ring main.

David Vince & Nicola Draycott