

CAWSTON PARISH COUNCIL RESPONSE TO EXAMINING AUTHORITY'S FOURTH ROUND OF WRITTEN QUESTIONS AND REQUESTS FOR INFORMATION (EXQ4). NORFOLK BOREAS OFFSHORE WINDFARM APPLICATION, DEADLINE 10

Q4.1.2.2 CAWSTON PARISH COUNCIL

NOISE AND VIBRATION EFFECTS ON THE CAWSTON CONSERVATION AREA AND LISTED BUILDINGS: PROVIDE ANY COMMENTS YOU WISH TO MAKE ON THE APPLICANT'S CLARIFICATION NOTE PROVIDING INFORMATION ON THE POTENTIAL NOISE, VIBRATION AND AIR QUALITY EFFECTS OF THE CAWSTON REVISED HIGHWAY INTERVENTION SCHEME (HIS) [REP8-028].

The Applicants "Note" (REP8-028) on these matters finds that impacts are not significant and no mitigation is necessary. This does not come as a surprise to those who have spent several years challenging such desk based modelling assumptions across many issues and trying to introduce a sense of reality and rational assessment.

While we may not have the technical or financial resources to conduct an independent analysis of these calculations we can assure the ExA that these conclusions are at odds with the daily real life experiences of residents, who are only too well aware how models can be set up to provide the results that the author wants to show. For example:-

1. The Applicant assesses Cawston as merely "medium sensitivity" in its calculations despite copious evidence that this is inappropriate..
2. They use a basic noise calculation that compares relative not absolute levels.
3. Calculations use 18 hour averages
4. The calculations still use H3's questionable base data
5. The conclusions rely on strict 20 mph adherence, when all official evidence tells us that speed will not be reduced to anything like 20mph

The model seems to be based on different working hours from those now proposed and to assume idling only when two of the Applicants HGVs are approaching each other – the reality is that an HGV approaching any other vehicle, including non-wind farm HGVs, will have to stop.

It does not take account of the effects of braking and acceleration from rest when HGVs have stopped at a passing place, their noise in moving away may be greater than for a constant speed vehicle passing. Apparently there are no standards for calculating or assessing noise from accelerating traffic. Just because you don't have a measure for it doesn't mean it doesn't exist or have impact on "receptors".

There is no assessment of the impact of non HGV wind farm traffic, some 407 movements per day of staff going to and from work. These will be clustered in a short period before or after the working day, so there could be 200+ movements through Cawston around 0630-0645 and again 1915-1930. This will have a significant impact

Q4.14.1.7 NORFOLK COUNTY COUNCIL BROADLAND DISTRICT COUNCIL CAWSTON PARISH COUNCIL

ALTERNATIVE TRAFFIC MOVEMENT THROUGH CAWSTON: DO YOU HAVE ANYTHING FURTHER TO ADD REGARDING THE POSSIBILITY OF USING OPTION 5 [REP5- 054] AS FURTHER MITIGATION ALONGSIDE OPTION 1 (CURRENT HIS), IN LIGHT OF THE APPLICANT'S RESPONSE [REP7-017, ExQ3.14.1.8]?

Cawston Parish Council does not support the suggestion of Option 5 as a further mitigation. Particular issues include:-

1. This option fails to remove two-way traffic from Salle Beck Bridge, an inadequate bridge which can be avoided if other options were chosen.
2. Issues of safety, noise, vibration and air quality for those living on Heydon Road (Long Lane)
3. The dangerous junction with the B1145 at the Marriotts Way bridge
4. This is an inadequate road for heavy traffic, as noted by NCC.
5. It is the main route for Heydon residents to get to Cawston to access local services – they would find themselves travelling against the HGV traffic direction.
6. There would be a temptation to rat-run through Sygate (Southgate on OS maps) for non-HGV construction traffic.

NCCs letter (REP8-036) explains why they do not support Option 5. The letter shows their clear preference for Option 2, and we are in full agreement with that. Cawston residents should not be the victims of the Applicant's failure to use accurate data and carry out proper surveys when drawing up its original plans.

Cawston Parish Council would like to re-emphasise that the applicant has provided details of a viable alternative route for all Windfarm Construction Traffic avoiding the centre of Cawston, the weak railway bridge and inadequate bridge across Salle Beck. Unsurprisingly this route, originally proposed by Cawston Parish Council, is the preferred diversionary route for both Norfolk County Council and Cawston Parish Council.

The preferred diversionary route, designated Option 2 by the applicant in the meeting convened by the ExA between the County District and Parish Councils in February, follows the line of the applicant's cable route from Oulton to Salle. At that meeting the applicant made clear that it did not favour Option 2, mainly for reasons of expense and the inconvenience of reopening negotiations with landowners.

The applicant's inconvenience from having to implement Option 2 results from overconfidence that their plans would emerge unaltered by the National Infrastructure Planning process. Pre-judging the application's outcome is not a justification for the applicant trying to force through an unworkable and destructive plan for construction traffic in Cawston. Sadly, it is another display of the inflexibility and arrogance with which the applicant regards local concerns and objections and seeks to swat them away.

Q4.16.0.4 ALL INTERESTED PARTIES

EFFECTS ON LOCAL COMMUNITY:

INTERESTED PARTIES ARE INVITED TO SUBMIT ANY ADDITIONAL INFORMATION TO ASSIST THE EXA IN REACHING ITS RECOMMENDATION TO THE SoS NOT COVERED PREVIOUSLY IN THE EXAMINATION, OR IN THE RESPONSES PROVIDED ABOVE.

We would mention that the Covid19 crisis is making rural businesses generally more precarious and less able to survive further disruption of trade by an onslaught of construction traffic travelling through the village for a number of years.

In future, lockdowns and changes to working practices are likely to mean more residents are confined to their homes during the working day, thus experiencing the increased noise, vibration and air pollution from construction traffic. With reduced mobility in response to Coronavirus measures we would expect an increased number of pedestrians to be using village facilities, with consequent road safety issues arising from conflict with construction traffic.

Cawston Parish Council

6th May 2020