


From: 
To: [Norfolk Boreas](#)
Subject: 11th August 2020 - Information for further questions
Date: 11 August 2020 19:21:41
Attachments: [Site meeting 31.07.20.doc](#)

Dear P.I.Ns,

I now understand today 11/08/20 is a deadline to submit information to the Examination board so they may present any additional questions they see necessary.

After the virtual open floor hearing I have had contact with Vattenfal, as suggested, they came to Cawston to view my driveway in a socially distanced manner on 31/07/20.

The drawings they provided for me left me with huge concerns re-safety of the proposed H.I.S, i cannot see how the angles and sight lines can be mitigated by driver compliance, you can only be compliant if you can see. Measurements are crucial here. On the plans smaller vehicles are used and placed immediately adjacent to the kerb. Sight lines are therefore not indicative of actual vehicles, positions or their driver views. With a HGV at the new waiting position, into the parking triangle, I would have to pull out to the centre of the road before I can see that vehicle, putting myself in obvious danger of the traffic coming from Chapel Street. This is already a difficult corner however the proposed scheme increases risk to an unacceptable level.

After looking over the information provided I sent on my concerns to Vattenfall on 02/08/20.. They have been diligent in updating me on when they can look again at my concerns and respond, however that date is stated as "Wednesday, if not sooner" 12/08/20. As I have received nothing today I strongly feel that this should not slip through missing a deadline.

I attach the email I sent to Vattenfal. I am happy to explain this further if required, also happy to send on the information I should receive tomorrow to keep you updated.

Kind regards

Polly Brockis, IP reference number [20022632](#)

Sent from my iPad

2nd August 2020

Hi Jake, Andy,

Thank you for coming out to Cawston on Friday. This is not the easiest way to work for anyone.

I write to clarify what I have asked to see on the revised drawings.

Andy has used a car at 30mph as worst case scenario, my major concerns are sight lines and stopping distances, ahead of speed. I therefore request HGV measurements/ stopping distances at the 20 mph limit are used as this is our worst case scenario.

With the parking triangle being reduced back by 1 metre at the corner nearest to me, and structured bays outside the deli, all traffic will be moved over to this side of the highway, further around our blind bend. I understand the corner of the triangle is to be the wait point for traffic to pass one another. I therefore ask if a HGV could be drawn in that position, the length of the vehicle not obstructing access in/ out of Chapel Street is an issue. I think it important to show sight lines from me and that HGV driver. Once the driver has left that wait point there is a section where we will not be able to see each other and I will be a long way into the road before I can see any vehicle.

With the foreshortened parking triangle and waiting HGV, traffic exiting from Chapel Street will also be in a more difficult situation for visuals in either direction.

Should a HGV be in flowing traffic coming eastbound through Cawston at the 20 mph limit I would like to see the final point with relevant visibility/ stopping distance to react when it sees my vehicle pulling out of the drive.

In summary I am specifically asking for the road vehicles to be shown as HGV's (not a bus and a car). On the eastbound lane two HGV positions with sight lines/ stopping distances marked, one in the designated passing position and one at the point it would need to acknowledge my car exiting the driveway and be able to stop at 20mph. The revised position/ distance of my vehicle into the road for sight of these is needed too.

As you became aware many residents are looking to discover actual positions and sizes of parking bays. A drawing where measurements could be accurately scaled would be appreciated.

Formally I state my offer that monitoring cameras could (subject to heritage office approval) be placed at our property, the offer has been forwarded to Cawston Parish Council.

Additional points:

Much of the H.I.S scheme is reliant upon driver compliancy. As you saw in person if there is a solid wall opposite my property so vehicles will pull in towards our drive gates to avoid traffic conflict. Your drivers may be compliant, faced with a larger vehicle other drivers will

responses will be reactionary, those reactions pose a significant risk, how is this be mitigated?

On DR064 the west to eastbound vehicle is drawn directly against the kerb, without this positioning, visuals are obscured both ways (as noted on DR062). It is just a 90cm kerb against a high wall at this position, as you saw current traffic moves in – often straddling the centre line, there is a huge consideration of driver visuals against pedestrian safety here.

Lighting was brought up at the last virtual meeting and I believe there may be an offer from the collective windfarm projects to improve street lighting for the village? Please note the section of road around this corner has no street lighting.

Thank you for your time

Polly Brockis