

MIAG and Mcl PC written submissions from oral presentation;

Issue Specific Hearings;

28th February, 2023 (am);

Noise

Representations made by Andrew Harding;

The expert from NH noted that of the entire stretch of road under the scheme 123 houses would have severe negative impact from SOAEL calculations. Of that number 71 are in the village of Messing and 4 are in Inworth.

Inworth already has severe adverse noise levels and the situation there is getting worse. NH did not question that and have accepted, it seems, that no mitigations are available for at least one property which has 24/7 disturbance at this level.

In Messing the expert said that although the village was outside the 1.6km buffer some testing had been done. None of vibration as that was not accepted by NH as necessary.

MIAG/Mcl PC clearly, and absolutely, refute this and all statements made by NH in this regard. Properties are built abutting the road ways, not 'near' as was suggested.

Essex Built Heritage has confirmed the likely damage to properties from vibration.

Despite requests for a more appropriate solution to this known likely outcome, NH remain minded to cite as their defence the 1.6km buffer and completely fail to recognise the collateral damage outside that buffer of their plan.

NH continue to fail to recognise the cumulative negative impacts for their plan on the villages of Messing and Inworth.

From the junction of Kelvedon Road with Inworth Road the measurements are:

1.63 km to the edge of the cemetery at the entrance to the village (opposite School Road);

1.83 km to the centre of the cemetery in front of All Saints Church;

1.78 km to the War Memorial;

1.91 km to the front of The Old Crown.

This justification for not investigating the destruction of the village of Messing and the SOAEL levels reaching severe on 71 houses, is therefore based on the difference of just 3m to the village boundary, and 31m to the heart of the Conservation area.

It should also be noted that houses on Kelvedon road, within 250m of the proposed NH roundabout spur are within the curtilage of Messing, pay its taxes and are 'part of the village'.

It is preposterous that NH believe they can abrogate responsibility by promulgating this *suggestio falsi* of distance.

MIAG and Mcl PC respectfully ask the ExA to review this excuse from NH is the light it should be seen in.

All reports from sources other than NH confirm noise, vibration and traffic damage as highly likely.

All reports on NH traffic flow figures which have led to their position are repeatedly challenged by all IP's and technical reports. Mr Humphries, KC ECC cites 'poor input, poor output'.

1. Overview of 1.6km and curtilage of Messing

