

Deadline 7 Submission: Noise, Vibration, Traffic and Alternative Solutions

Submitted on behalf of Ardleigh Parish Council & Little Bromley Parish Council

Norwich–Tilbury Project Outline Noise and Vibration Management Plan **EN020027-003834**

This submission summarises Ardleigh Parish Council and Little Bromley Parish Council's concerns about construction-phase noise, vibration and traffic impacts.

The NVMP shows that Little Bromley faces some of the most severe construction impacts on the route. Ardleigh, although not separately assessed, lies next to Section C works and is exposed to cumulative noise, vibration and traffic effects. The Councils remain concerned that National Grid has not properly explored alternative solutions capable of avoiding or materially reducing these harms.

Key Concerns

1.1 Severe Construction Traffic Noise on Bentley Road (Little Bromley)

The NVMP identifies Link PAR 30 (Bentley Road) as the only project route with a large adverse construction traffic noise impact. It includes 16 Noise Sensitive Receptors within 50 m; Jasmine Cottage, 1 m from the road, is predicted to experience a +11.4 dB increase above SOAEL thresholds.

1.2 Vibration Risks to Heritage Assets in Little Bromley

Two of the five project structures identified as at potential vibration damage risk are in Little Bromley: the War Memorial on Church Road and Haywain on Bentley Road. No detailed protection plan is provided.

1.3 Cumulative Impacts on Ardleigh

Ardleigh is not named in the NVMP, despite lying beside the Bentley Road traffic corridor, the EACN substation construction zone, and Section C haul roads, compounds and access tracks.

The NVMP confirms 47 Noise Sensitive Receptors across the project face cumulative noise impacts where activities overlap. Ardleigh should therefore receive a parish-level cumulative assessment.

2 Alternative Solutions Required

The NVMP relies on generic Best Practicable Means, later Main Works Contractor review, and mitigation after impacts have been identified. This is reactive rather than preventative.

Bentley Road is a narrow rural lane with homes as close as 1–5 m from the carriageway. The NVMP identifies a severe impact from HGV construction traffic but does not explain why alternatives were rejected.

Alternatives requiring assessment include temporary haul roads, A-road access points, phasing to reduce peak flows, satellite compounds, quieter methods near Ardleigh, and design changes to avoid vibration risk to the War Memorial and Haywain.

For Ardleigh, alternatives such as relocating compounds, adjusting haul road alignments and reducing overlapping construction activity have not been properly explored.

3 Requests to the Examining Authority

Ardleigh and Little Bromley Parish Councils respectfully request that the Examining Authority require National Grid to:

- Undertake a formal alternative solutions review covering traffic routing, haul roads, compounds and construction methods, including avoiding Bentley Road for HGVs wherever practicable.
- Provide parish-specific cumulative assessment, monitoring and mitigation for Little Bromley and Ardleigh.
- Require continuous noise and vibration monitoring, published data, clear exceedance protocols and bespoke mitigation for affected properties.
- Provide structural surveys, vibration thresholds, emergency stop protocols and protective works for the War Memorial and Haywain.
- Establish monthly parish liaison meetings, advance notice of high-impact works and rapid-response procedures for complaints or exceedances.

Conclusion

The NVMP demonstrates severe impacts for Little Bromley and unassessed cumulative impacts for Ardleigh. National Grid has not adequately explored alternative solutions that would avoid or reduce those harms.

The Councils therefore ask the Examining Authority to require a formal alternatives review, parish-specific assessment and mitigation, heritage protection and effective liaison before construction proceeds.