

Your ref: TR010037
Our ref: JEC/JB51570
DD: [REDACTED]
E: [REDACTED]@bidwells.co.uk
Date: 3 February 2022

The Planning Inspectorate
Temple Quay House
Temple Quay
2 The Square
Bristol
BS1 6PN

Dear Sir

THE TRUSTEES OF THE CM WATT RESIDUAL TRUST – APPLICATION BY HIGHWAYS ENGLAND (NOW NATIONAL HIGHWAYS) FOR AN ORDER GRANTING DEVELOPMENT CONSENT FOR THE A47-A11 THICKTHORN JUNCTION PROJECT

I write, on behalf of my client – The Trustees of the CM Watt Residual Trust – to provide you with a written submission for your consideration, focused on matters relating to the Project that impact my client and which we believe remain outstanding.

1. We still have serious concerns regarding the form of junction being proposed where the proposed Cantley Lane Link Road shall meet with the B1172 Norwich Road. It is understood Highways England have carried out traffic modelling to inform their design and are satisfied the proposed T-junction will be capable of meeting the demands placed upon it safely but our own daily experience of turning eastward onto the B1172 from the Thickthorn Estate, or turning onto the Estate from the eastward lane of B1172, is this is already a very time consuming and potentially dangerous manoeuvre that will only become more so as the population in this area increases. We therefore respectfully ask that the Planning Inspectorate please looks in detail at the data on which Highways England's decision has been based because it does not fit with my client's lifetime of experience.
2. The Additionally Submitted Plans from December 2021 continue to show sections of public highway (e.g. 5/1a) as being sections where my client will lose all interests. Whilst we realise the Planning Inspectorate is not responsible for overseeing the matter of compensation, it is the case that Highways England do not currently believe my client should be entitled to any compensation whatsoever in relation to these areas. If no value is attributed to the interests of my client, there should be no reason why those interests need to be transferred to facilitate this project.
3. We await meaningful engagement regarding how my client might work with Highways England to deliver any mitigation measures required in relation to matters such as carbon emissions (during the construction and operational phases of the project); the local community; trees and habitat. My client is keen to work with Highways England on these points, where possible, and looks forward to progressing those matters in due course.
4. Finally, whilst Highways England have agreed to pay for my client's professional fees where these relate to discussions with Highways England themselves, they have refused to pay any fees related to my client's engagement with the Planning Inspectorate, such as this letter. Whilst we understand Highways England need to have a robust position on this point and should not be obliged to pay for every person or organisation that chooses to engage in the Development

Consent Order (DCO) examination, my client is an interested party who will be significantly impacted by this project and who should be encouraged to participate in the DCO process. We would welcome the Planning Inspectorate's opinion and guidance on this point, please.

Many thanks

Yours sincerely



John Coates