

Submission ID: 4156

Open Floor Hearing A47 NTE TR010038 12 August 2021

From: Richard Hawker, Hockering IP 20038320

I agree with Andrew Cawdron's Statement.

I was not exactly sure what was to be an allowable subject for me to raise at this hearing; I have made points in other submissions and will include them in the written representation, along with any more that arise.

I understood that details of the actual design and effects of the proposed scheme were not suitable subjects for the PM1, so I raised what I thought were mainly procedural points in PM1.

These queries were whether particular topics would be included in the inspector's 'Initial assessment of principal Issues', Annex C of the Rule 6 letter:

Perhaps the most important was that of the consultation process, which I cannot see mentioned. I do not think that I am not the only party who feels that the consultation from the start of the project was late and lacking, and this has resulted in less time to develop and analyse potentially more beneficial designs, upon which more parties could have agreed, before preparation and submission of the DCO. I note that 'alternatives' are amongst the list of 'Principal Issues'; had consultation been better, the number of alternatives which IPs are likely to present for your consideration would surely be less.

I feel that this aspect should be explored by the inspector, and I have not had an indication from you as yet, sir, as to whether you will include this subject, and the others listed in my submission to the PM1.

The issue of congestion is mainly caused by the imposition of the roundabout at Mattishall Road, built against all advice, and the Easton roundabout. No account has been taken of the effect of the changes proposed on the Longwater interchange which is a huge bottleneck especially at peak times.

I was dismayed to hear from others that they feel that other villages are 'interfering' with issues affecting Lower Easton, and want that village to continue suffering excess traffic. I have no evidence of this, and suspect that nothing is further from the truth. But stopping traffic joining the A47 at Easton is certain to have an effect on other villages, and those villages should be involved in any decisions; they have not been.

END