

This Submission is made on behalf of James Alston, shareholder, and director of Alston Farms Ltd, parent company of Ebony Holdings Ltd as owner of the property known as the [REDACTED] [REDACTED] ) and partner in [REDACTED].

A previous Relevant Representation (RR) has been made on behalf of James Alston/Alston Farms Ltd in which the matter of continued post completion on the A47 was discussed. It is not the intention of this representation to repeat those point, but it will seek to develop the matter further.

The Highways England (HE) responded to the RR with observations and suggestions as to how they envisage access arrangements working post completion of the A47.

The primary route between the base of operations at [REDACTED] is via a private drive onto Blind Lane north to the A47, cross to Taverham Road, progressing to Honingham Lane and into the heart of Ringland Estate. Route is 4.6km of narrow roads, that are not ideal for large farm machinery but have served the purpose perfectly well and with planned reduction in local traffic the use of these lanes the journey should become easier.

A key point is that Honingham Lane delivers all farm machinery to a central distribution point on the [REDACTED] and keeps traffic out of Ringland village and away from Ringland Hills. The construction of the Norwich Western Link (NWL) severs several of the Western access routes to the [REDACTED], which makes the existing north to south route, that bisects the estate, so important.

The alternative routes from [REDACTED] to Ringland are either via the Easton roundabout leading to the Eastern tip of the [REDACTED] OR via Wood Lane and the Broadway leading to the very Westerly tip of the [REDACTED]. Neither of these two routes is desirable. It is also to be noted that if the Broadway was being used as an access from the West the continuing traffic would normally continue to Honingham Lane before turning North, instead it will have to continue a long loop through Ringland Hills and Ringland Village.

Shutting Blind Lane and Honingham Lane will push farm traffic onto less direct routes for greater duration and cause localised congestion and significant inconvenience to the ownership and operation of the [REDACTED] business.

#### HIGHWAYS ENGLAND " ROUTE PROPOSALS

HE has suggested 3 potential alternatives for access between [REDACTED] and Ringland.

##### Route 1 " 7.8km

A westerly route via Wood Lane shown at 7.8km in length, being 3.2km longer (70%) than the previous westerly route. The closure of Berry Hall Lane pushes traffic onto the old A47 with a double back, keeping Berry Hall Lane open for farm traffic would reduce this route back to 4.6km. It must be observed that this route utilises the Broadway which is due to be closed by the Norwich Western Link (NWL) project, and therefore won't connect to the [REDACTED]. In order to connect to the [REDACTED] centre a route of 12km via Weston Longville is needed and we do not consider this to be possible for farm machinery or lorries due to restrictions within Weston Longville.

Even if the NWL was not built, meaning that The Broadway, Breck Road and Weston Road were not closed, the only western route using the public highway is to continue up Wood Lane into Paddys Lane then take Weston Green Road to join Weston Road and follow East into Ringland Village. Total route length of just under 11km and going through a built-up area. An alternative would be to continue Easterly on the Broadway to Weston Road and Ringland Road, but this makes the whole journey 12.5km and involves Ringland Hills and Ringland Village

The HE proposal literally just connects to the most Westerly tip of the [REDACTED] and does not give any allowance for the onward journey of the traffic needing to service the land and livestock across the rest of the [REDACTED]

Actual route length of 12.5km and not possible for machinery and lorries

##### Route 2a " 7.2km

An Easterly route via Church Lane with Blind Lane being closed, pushing the farm traffic into the same element of the highways network being used by most local traffic. This route pushes all traffic East to Easton Church before doubling back to the GSJ at what would be the northern end

of Blind Lane before heading North up Taverham Road. This element of diversion alone turns a 0.5km journey into a 3km journey, into a residential settlement recently permitted to increase by an additional 800 houses. The nature of the traffic would cause disturbance and safety risks around the clock due to the unsociable hours of agricultural activity.

The route then follows to the base of Honingham Lane and proceeds West to Telegraph Hill and the Broadway. At this point the access is to the western periphery of the [REDACTED]. There is no road link to the house, yard and main area of the [REDACTED]. A new farm track (to HGV standards) would be required for 750m along the edge of a field to link the Broadway to Weston Road, which can then run down into Ringland village.

This extra loop adds 3.4km of journey of which 750m would be a new track and the rest is narrow roads and the centre of Ringland village. If Honingham Lane remained open for private use with controlled access the route would be 1.1km and the village would be avoided.

Total route length 9.5km and not currently possible

Route 2b " 8.0km

An alternative to the above, but with the traffic heading east at the base of Honingham Lane to follow the Weston Road to Ringland Road, to Costessey Lane and Field Road.

It is important to note that this option utilises the problem area of Ringland Hills where narrow roads, steep gradient and high banks, overhanging tree canopies make the road very difficult to navigate with farm machinery and HGV's.

This route brings traffic to the extreme eastern periphery of the [REDACTED] and is shown as 8km long. In fact, the route to the house/yard and centre of the [REDACTED] requires a further 1.8km of journey along these lanes and, crucially, through the village of Ringland.

Total Route length 9.8km.

#### SUMMARY

HE's proposals result in:

1. More farm traffic mixed in with local traffic, which will be concentrated due to closures
2. Longer routes meaning more safety issues, disturbance, road time and significant fuel cost let alone air pollution from farm machinery
3. Routes that will put all farm traffic through the centre of Ringland Village
4. Routes that will put all farm traffic through Ringland Hills
5. Farm traffic to be pushed to the village Easton straight past the historic Church and near the proposed developments and interacting with FEP traffic.

The current route up Blind Lane, Taverham Road and Honingham Lane is 5km from A to B in a near direct route, avoiding Church Lane, Easton Church, Ringland Hills, the Broadway and totally avoiding Ringland village. It is also unaffected by the proposed NWL and associated road closures.

The total closure of Honingham Lane is objected to and the respondent wishes for the applicant to reconsider its appraisal of the possible post construction routes, gain a better understanding of the highways network on the ground and cease promoting a plan that adds to journey times, local network congestion and pushes traffic into residential areas.

The respondent supports the restriction of traffic through Honingham Lane to those parties requiring it for direct access to their property. It is vital that Honingham Lane remain physically passable to all vehicles needing to access the [REDACTED]. The respondent is willing to work with HE to develop a scheme to secure their continued use of Honingham Lane whilst excluding public traffic, thus helping to safeguard the residents of Ringland village from congestion and rat running.