

At the compulsory acquisition hearing 2 on Wednesday 3 November and the issue specific hearing 2 Thursday 4 November, I presented representations on behalf of my client Neil Alston & A. L. Alston & Sons Ltd. in respect of our desire to construct roadside services, including a petrol filling/EV station on the land parcel between the re-configured A47 and south west of the new Wood Lane junction. This is the land parcel that the applicant has identified as a landscaped/nature conservation and biodiversity area on sheets 6 & 7 of the applicant's Environmental Masterplan " Document ref: TRO10038/APP/6.8 " marked red on the attached plan.

This issue is also marked as "Hearing Action Point 8' from the Issue Specific Hearing 2 for the applicant to respond to.

I presented at both the hearings that the land identified as a landscaped/nature conservation and biodiversity area is solely within my clients' ownership and that this parcel of land is extremely well located to contribute to providing the important economic benefits that the A47 road programme is seeking to achieve. It is located on a prominent major infrastructure hub that is in proximity to one of the roundabout junctions of the A47 with convenient access to Wood Lane and the potential junction for the Norwich Western Link.

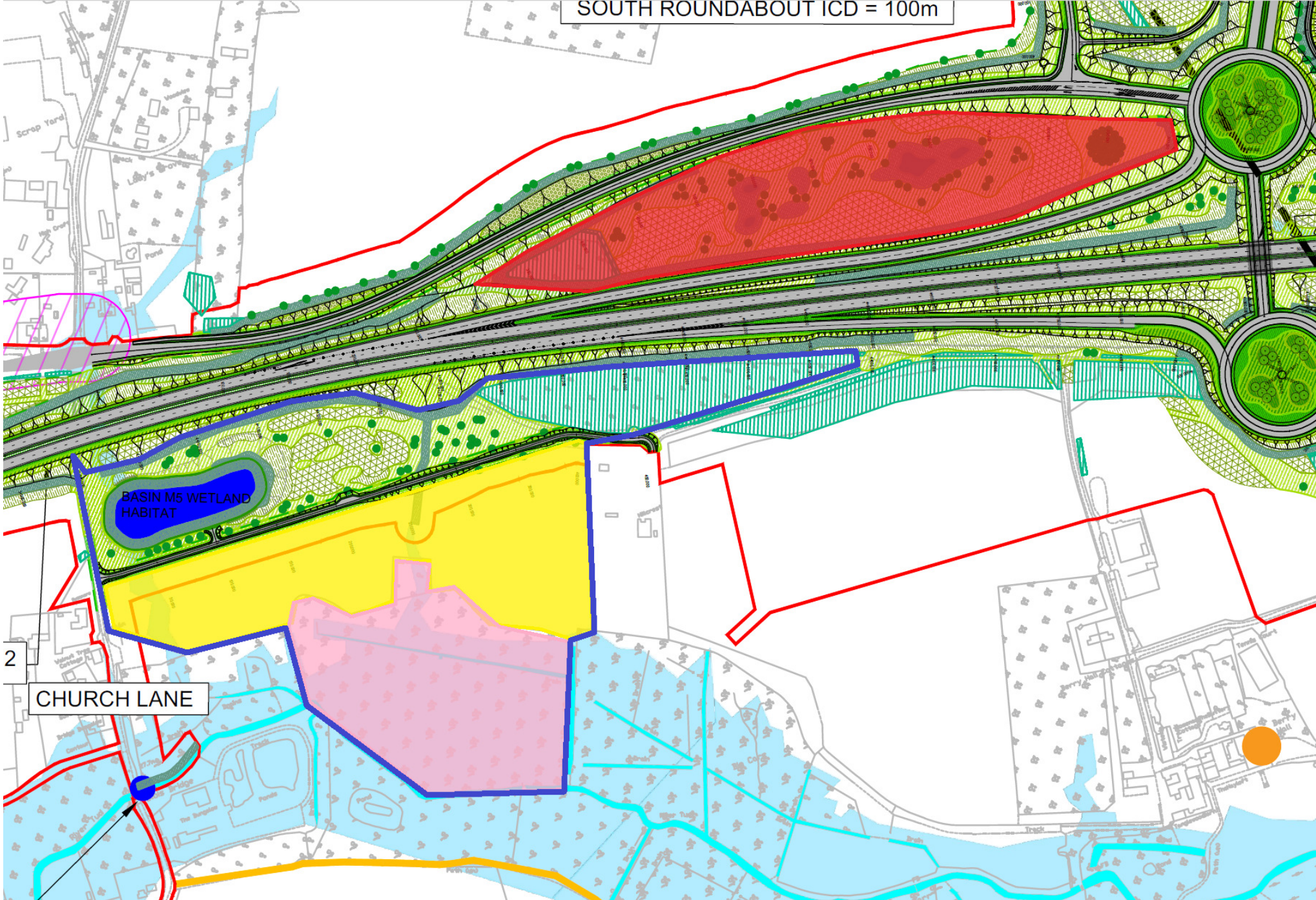
It is my strong opinion that this land parcel will not provide an effective habitat for nature conservation and biodiversity due to its location; being completely surrounded and immediately adjacent to four carriageways to the south, a carriageway to the north as well as its proximity to Wood Lane, which is designated as an HGV route, with the additional potential of the Norwich Western Link. Therefore, species connected to the identified nature conservation area will be vulnerable to vehicular traffic strikes and will be constantly disturbed by the heavy vehicular traffic noise, disturbance and air pollution. Furthermore, the plan states that the land parcel would provide "proposed woodland belts located beside the proposed scheme would integrate it into the existing landscape and visual context and provide screening from visual receptors in the vicinity of the Wood Lane junction'. The land parcel is large enough to allow the roadside services to be constructed and still provide the necessary effective landscaping to provide screening from visual receptors in the vicinity of the Wood Lane junction.

As stated at the hearings my client owns land to the south of the proposed A47, beyond the proposed wetland feature shown on sheet 6 of the applicant's Environmental Masterplan " Document ref: TRO10038/APP/6.8 and as marked yellow and pink on the attached plan (although more land can be made available if it facilitates the development of the roadside services). It is my strong belief that this land, adjacent to the River Tud and the surrounding woodland to the south, would provide a considerably more desirable and effective habitat for nature conservation and biodiversity. It is located further from the disturbance of the re-aligned A47, being positioned further away from the carriageway network and it adjoins the existing undeveloped natural environments associated with the River Tud. Furthermore, its provision would assist the applicant to comply with its requirements under the Environment Act 2021 in respect of biodiversity net gain.

My client would be willing to re-locate the nature conservation and biodiversity area on land within their ownership to the south of the A47 as specified, to contribute to the biodiversity net gain requirements, subject to the land parcel that the applicant has identified for these purposes being identified for development of roadside services, together with appropriate landscape enhancements and would contribute to the economic benefit potential of the A47 road programme being achieved.

The offer from the applicant's representative to discuss how this could be achieved is welcomed and awaited.

SOUTH ROUNDABOUT ICD = 100m



2

CHURCH LANE

BASIN M5 WETLAND HABITAT