

DEADLINE 4 SUBMISSION – JONATHAN RUSH OF BROWN & CO – AGENT FOR MR NEIL ALSTON (the 'respondent')  
SUMMARY OF POINTS MADE ORALLY DURING PLANNING HEARINGS  
RR - 074

Primary Factors	<ol style="list-style-type: none"> <li>1. I reiterated the point that 20% of their holding is north of the A47 with the balance located to the south.</li> <li>2. Current access routes are Berry Hall Lane and Church Lane.</li> <li>3. Church Lane allows access from the main yard at East Tuddenham to the northern block within 2km of road travel. The journey from the most northerly part of the main block to the southern part of the secondary block is only 180m.</li> <li>4. Berry Hall Lane allows access from the main yard at East Tuddenham to the northern block within 2.8km.</li> <li>5. Both routes minimise farm traffic use of main trunk roads.</li> <li>6. Severance of the Estate should not be seen as something just to be compensated for when something practical can still be achieved to keep the property linked and save the compensation bill for the Applicant.</li> <li>7. It is accepted that Church Lane will close</li> <li>8. It is accepted that the land east of Church Lane will be lost to provide an access drive and mitigation land</li> <li>9. It is not accepted that Berry Hall Lane <u>needs</u> to close as no conclusive empirical evidence has been provided to show that s called 'rat running' from North to South will actually take place.</li> <li>10. For clarification it is noted that Messrs Alston of Honingham Thorpe Farms are not immediate family of the respondent and only act as farm contractor on a rolling annual term. Assessments of routing to and from their operation base at Colton should not be considered when designing the scheme as they do not have a long-term relationship with the respondent's property.</li> </ol>
Road Issues	<ol style="list-style-type: none"> <li>1. Western Route between north and south blocks will be circa 5.8km to the closest part of the northern block</li> <li>2. Western Route will take all farm traffic through East Tuddenham, west then north to the new link road (a local highway link likely to see considerable use) and then East again through Hockering and Rotten Row before re-joining Wood Lane.</li> <li>3. This route is longer, involves passing through 2 settlements, 1 hamlet and multiple junctions</li> <li>4. The Eastern Route between blocks will be circa 5km to the base of Wood Lane</li> <li>5. The Eastern Route takes traffic out to the old A47 Honingham Roundabout before doubling back along the old A47 to the Wood Lane GSJ.</li> <li>6. This route is longer, involves increased interaction with local traffic, passes over a roundabout and will add to local traffic joining the GSJ.</li> </ol>
Specific Points	<ol style="list-style-type: none"> <li>1. Farm traffic is slow and large – often with high gross train weight and being wider than typical vehicles on the highway.</li> <li>2. The farm is capable of growing high value root and vegetable crops – these require a high number of application passes with crop protection and enhancement products compared to normal cereal crops. Furthermore, the harvested product is generally much bulkier requiring significantly more journeys to take the crop from field to store.</li> <li>3. For example, an average crop of main crop potatoes can produce 60t/ha (potentially 80t/ha in a good year, but lower in a bad year) – the standard root crop trailer holds 14t. It can be assumed that 50ha of potatoes could create 3000t of crop, requiring 215 loads to be moved away from the land, being 430 total vehicle movements. This occurs in a relatively short harvest window and could have significant disrupting impact on the local highways network. Whilst Berry Hall Lane is far from ideal, it is the shortest practical route to Wood Lane and with most other traffic using the better-quality roads the farm traffic has a free run of the road.</li> <li>4. Farm vehicle use of the highways networks will vary according to crop rotation for each year and seasonal workload, but even with basic arable cropping we would expect 105 ha of land to produce circa 1000t of</li> </ol>

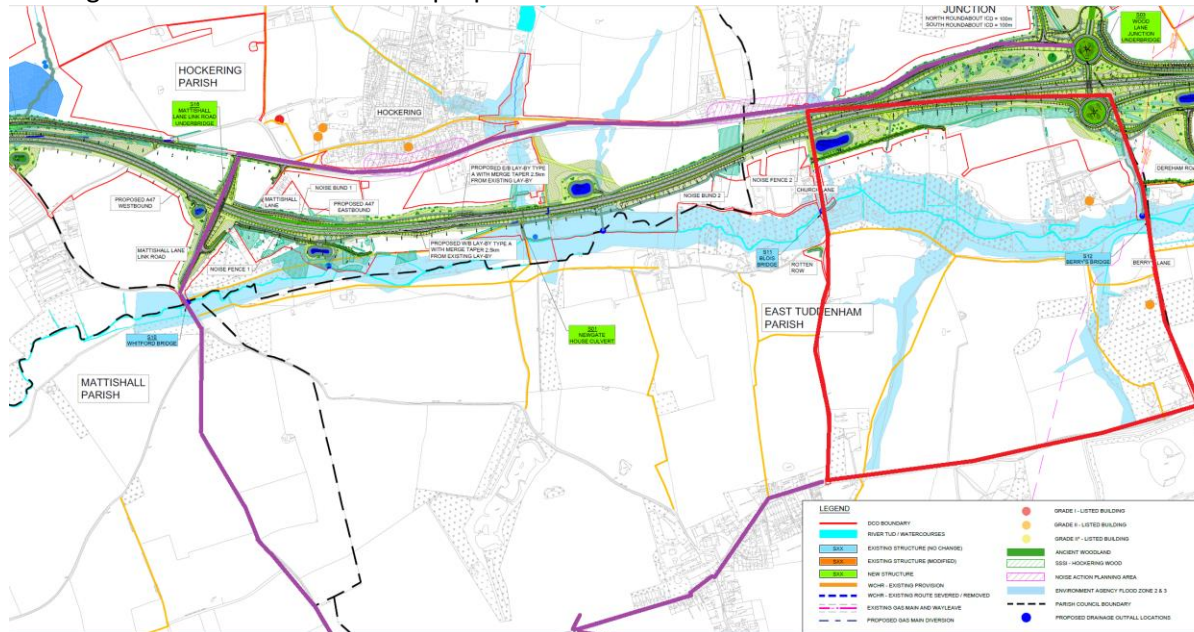
cereal crop in a normal year. The harvest would require over 140 vehicle movements to cart the crops back to store. At least 6 passes with a sprayer for crop protection, each tank covering around 20ha (based on standard 3000l tank on a 24m sprayer) so that each application takes 12 vehicle movements (6 round trips) giving a total of 72 vehicle movements for the sprayer in a year. A similar number of movements in a year could be expected for the fertiliser spreading, giving 144 movements in total. This is without other operations taking place through the year.

5. Whilst the existing highway network is physically limited, it does only run for a short distance and we would contend is primarily used by local domestic and farm traffic, not through traffic.
6. Future changes in agriculture, which are already being embraced by the respondent, are likely to involve increased livestock numbers as farmers look to more sustainable forms of agriculture. Regenerative farming practices require use of cover crops and grazing livestock within a standard arable rotation, and we anticipate seeing an increase in sheep and suckler cattle numbers in the UK. Livestock require significant husbandry input with multiple daily checks through the year and more intensive attention during sensitive times within the lifecycle of the livestock. Adding distance between the base of operations and the soon to be severed land will be inconvenient and may limit the use of the land.
7. It is accepted that compensation can be used to deal with resulting devaluation and increased costs of operation, but compensation should be seen as the last resort once all other solutions to mitigate the issue on a practical level have been considered and dismissed.

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| Proposal | <ol style="list-style-type: none"> <li>1. Retain an agricultural right of way along Berry Hall Lane in favour of the respondent and successors in title.</li> <li>2. Maintain the previous iteration of the A47 design where Berry Hall Lane was kept open, and a spur was designed to connect to the old A47 and Honingham Roads.</li> </ol> |
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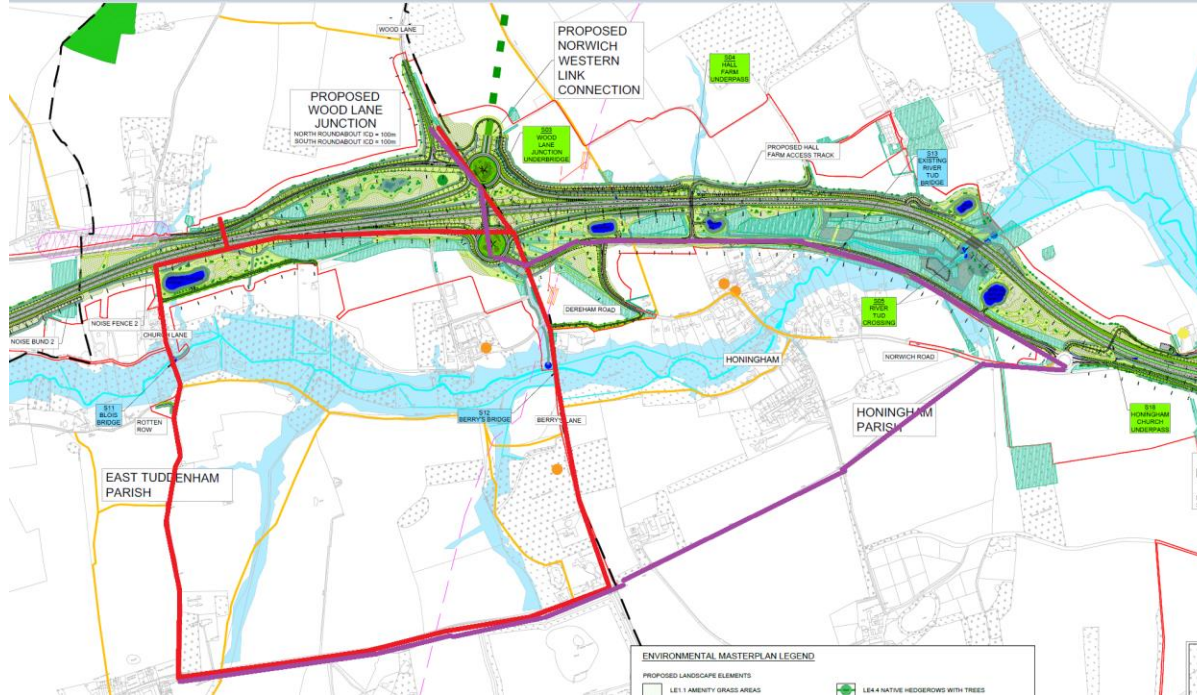
## Western Route

Existing route in red - New route in purple



## Eastern Route

Existing route in Red - New route in purple



## Estate Image

The adjacent image shows the proposed route of the A47 in blue (information kindly provided by the applicant) and the ownership of the respondent as part filled white polygons.

This image shows clearly how the farm will be divided by the new road and how the routes from East Tuddenham via either Hockering or Honingham are a significant extension of the current routes.

