

Dear Mr Hunter and the Inspectorate Team,

I have listened to the 6th January Specific Hearing 3 on Environmental Matters and, following on from matters discussed therein, would like to add two additional observations to what I have previously submitted.

I was somewhat cheered by what Mr Hunter said to both Richard Hawker and Ruth Goodall, reassuring the 'non-professionals' (such as myself too), that you are reading all the submissions and listening carefully to what we are trying to say. Thank you.

1. The timetable for the A47 project.

The long discussions about bat protection, their travel routes, mitigation measures and further monitoring actions, coupled with touching on the NWL (mounting) uncertainty, made it very obvious to me that the project should not proceed further until these uncertainties and lack of information are settled. It strongly suggests a clear case for a pause in the project and, depending upon the forthcoming information, a possible rethink about the current scheme.

2. Traffic prediction questions.

It is very evident that everybody except Highway's England are struggling to understand the traffic modelling figures, in particular those about the cross-valley traffic. It is unclear to those who spoke (Dr Boswell and Mr Hawker) as well as myself, why HE and NCC work with different models and figures and, most importantly, whether they do or do not agree on the predictions. I have failed to obtain answers from NCC and just hope that if there remains major disagreement it will not be 'shelved' in a Statement of Common Ground – how can such basic information not be agreed and just wrapped up in 'acceptable' wording? I have similarly failed to obtain any answer to my earlier question about the nature / size / daily numbers of vehicles that Equinor intend to put on Taverham Road to access their site – does anybody know? I refer to the Questions I suggested in my Deadline 6 submission.

A final piece of information I would like to bring to Mr Hunter's attention, should you not already be aware of it, concerns another unfortunate implication of the proposed Norwich Road roundabout. Apart from the food hub development having its sights on using it to access the A47, it seems that the mooted 'Honingham Thorpe' new settlement (c4000 houses) also has that junction in mind as its main entrance route to the development. The landowner - promoter of both developments - has much to gain by the current HE scheme, but local residents do not. If built, the settlement will make the Norwich Road junction the next source of rat-run traffic to the north coast via Taverham Road and Ringland village, particularly if the NWL is shelved. Another good reason, I would suggest, why a pause and rethink on this current A47 proposal and the present junction locations is needed.

Thank you again for listening and for your consideration of these matters.

Yours sincerely,

Mark Kenney

