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00:11

Good morning. Can I just check that everybody can see and hear me clearly? Yes, I can. Thank you. Okay, thank you can also come thank you can also confirm with Miss Allen that the recording and live streaming of this event has commenced. Sorry, we'll move on which has good yes, there is. Thank you. Okay, thank you. The time is now 10am. And I would like to welcome everybody to this third open floor hearing for the A 47 blofield North, Burlingham project, the hearing is now open. My name is Alex Hutson. I'm a chartered town planner and the chartered landscape planner. And I hold academic qualifications in these areas. I'm an examining inspector, and I've been appointed by the appointed by the Secretary of State to be the examining authority, or XA. To examine this application. There are three colleagues from the planning Inspectorate here this morning, Miss Allen, the case manager, who you will already have met, and James Bunten and Max Baldwin, also from the case team. If you have any questions regarding the application process in general, or the technology being used for virtual events, please direct these to the case team in the first instance, who'd be happy to help. I'll now deal with a couple of housekeeping matters. Firstly, can I ask that all audible notifications for electronic devices be switched off? And unless you are speaking, you have your camera and microphone turned off? If you do wish to speak, please use the raised hand function. No requests be made for any special measures or arrangements to enable participation in this hearing? Is this correct? Yes, that's correct. Thank you. If you lose connection, please use the same link that you use to log on and the case team will endeavour to reconnect to you as soon as possible. If for medical or other reasons, and you're on requires a break at a specific time, could you please let the case team know and I can hopefully adjust the programme to meet your needs. For the purposes of identification, at every point in which you speak, please give your name and if you're representing an organisation or individual who it is that you represent. Does anyone have any questions or concerns about the technology or the general management of the event? Carry on saying no raise hands. So I'll take that as a no. I included information about the purpose of the open floor hearing, which is to provide an opportunity for interested parties to make their case on any relevant matters orally, on the agenda document. I also included information around digital recordings and the general data protection regulations. As such, I do not intend to go into detail on these matters here. However, before we move on to agenda item two, does anybody have any questions on them?

03:23

Okay, I'll take that. I'll say no raise hands, we'll take that to the No. Also. Moving on to agenda item two, which is representations by interested parties, or persons who wish to speak. Following the publication of the Hearing Notification Letter, on the eighth of October, I've had one specific notification from an interested party, Jane Jones that they wish to speak of this open floor hearing. Is that Is that correct? Miss Jones? Yes, it is correct. Thank you. Are there any other persons present this morning that wish to speak?

04:10

Okay, I'm seeing no raise hands. So I'll take that for the time being as a no.

04:21

In that case, Miss Jones, could you please introduce yourself and proceed with your oral submission, which as I save the agenda, I expect to be no longer than around 10 minutes.

04:38

Thank you very much. My name is Jane Jones. And I'm hoping it's appropriate time to raise this issue. I'm the owner of Akel Hall farm which is a small family farm. And we lost 22 acres of our farm to the acre bypass back in the 80s and 90s. So I remember this process, unfortunately quite well. I have raised this point and I've obviously submitted it in our written responses. But I did want to make it sort of public knowledge and an open forum because I do have some quite serious I feel safety issues that I don't think have been taken seriously so far. And at least if I'm able to get my point across, and you still choose to go ahead with what your plans are, then I've done my best to at least say what I feel I currently have feels because of the April bypass that are split by the 47. So there feels both north and south of the of the of the dual carriageway. And the area that I have concerns is that you are proposing to close the layby right at the sort of Burling end. And obviously right at the end of this project, it was the old road and obviously became a massive layby. Once the Akel bypass went through, I do understand your reasons for closing it because it will be close to the new junction at the White House corner. But I have a field just north of the layby as it is currently. And we use that lay by to access onto the main a 47 Currently, because when you look at the the map, my farm yard is actually only 140 metres from the wind or which is where you're proposing that I should actually you know, access that field. As I currently I only currently use it to leave the field mainly because I can be the tractors and trailers and combines a large heavy machinery A can be seen much more easily by the traffic that's coming on the A 47 We have more opportunity to see traffic. And plus we're not starting from a standing position so the vehicles are already moving, so access out onto the dual carriageway in my view is much safer. I have asked if, whilst you will be closing, I appreciate the layby entrance point. If it's somehow the exit point, even if it's by locked gates or locked measures, I could still have the right to access that field. Because if I have to join the dual carriageway coming out of the road that we call the wind or the foot my large machinery will be having to start from a standing position, it will not be easily viewable. And the distance from the wind or to the farm yard will have been decreased. And we measured it it's only 140 metres which as you can appreciate, if we've got to get from that particular turning and then out into the fast lane in order to enter the central reservation to turn into the farm yard. I'm afraid it's an accident waiting to happen. There have been previous accidents at that wind or junction going back a long time I appreciate but I just do not want to be the person that's responsible for a serious accident happening at that point when I feel that by keeping the labour open purely for my farm traffic to enter onto the carriageway would certainly mitigate that happening. So I've said this, as I said in written correspondence to it, but I just felt so strongly about it that I felt I had to speak and put my feelings across that I feel this is a can't see why it cannot be kept open purely for that reason and that reason only.

08:49

Okay, thank you, Miss Jones, I suppose first of all, I should just say it's not my project. I'm the examining inspector looking at the applicants project who is who is highways England or now national

highways. I suppose just question Did you Did you read the applicants response to your relevant representation? With regard to that?

09:18

Yes, I have Yes. Okay. Do you but do you

09:23

disagree with them? Or

09:25

I still feel very strongly that I cannot see why. From a personal point of view, my request cannot be granted just for the I cannot understand why they can't see the safety implications of what they're asking me to do with slow moving traffic. And I just don't want to be the person that is I haven't made my point clear enough and that if there is a serious accident at that position, involving my vehicles, and sadly somebody's life is lost. I want to feel that I have at least He's done everything I possibly can to explain why I feel, from my point of view, it is safer to to just keep that open for farm traffic.

10:08

Right. Okay. So I think it's the applicants point of view. And they'll probably probably say that that actually provides a safer access by using the wind, the wind will because due to visibility to vegetation, and those kinds of reasons, and also by putting in a gate or a bollard don't need to be spaced between the the new space sufficient space in which to then close that between the Road exit and the gate. And then that will then possibly allow other people to park on it. So

10:50

they wouldn't be able to access it. Because if it's blocked off at the entry point, how are they how are they going to be able to get into the exit point, without literally doing almost a, you know, a 90 degree turn at a very fast pace that that it's impossible for somebody to access it from the other end, because all the traffic on that side is moving in the you know, the east direction, not the West, though, and I would disagree with the fact that the vegetation, and the fact that I'm actually already got rolling vehicles coming onto the road as I do now, whereas they're coming out of the wind, from a stop position, I cannot see how that is safer. And the actual traffic can see a tractor much clearly, when it's coming down what is currently the the exit of the laybuy than they would coming to see the any any vehicles coming out of the wind or that is obviously my personal opinion, I appreciate they have their personal opinion. But I very much wanted to make it at this point. So I feel I've done everything I can to try and persuade them that this, you know, this is how it should be done. If they disagree with me, there's nothing else I can do. But I will feel my conscience is clear. I've done everything I can to keep it as safe as I possibly can.

12:10

Okay, and do you do I mean, do you ever exit the wind or at all on to the A 47. At the moment,

12:17

we do we very very rarely know because we try and use the the laybuy from you know, I want to keep everybody safe, including the people who are doing the work on the fields so and you what you also have to appreciate is that currently, the speed of the traffic is slower than it will be because just the the only come out of the 5550 mile limit, literally at the beginning of the laybuy. So the traffic has not had enough time to get up to its maximum speed at that point. Once you do that the duelling then it's you know, it's a 70 mile limit all the way. So there will be traffic moving faster. Once it gets to that point, then there currently is.

13:03

Okay. Okay. So I'll come to the applicants in a minute. But I think the applicant is saying because there's additional distance between where that junction is and the wind all that provides additional visibility. So although you'd be leaving it to that's a you know, from a standstill, there will actually be additional visibility down the road. And because of the increased speed that that that will then make it a safer exit. But you you're saying you don't necessarily agree or disagree

13:37

with that? No, because I don't think that that any car coming down the a 47, where it is now that the opening from the laybuy out onto the 847 is very clear, it's very obvious, there's a clear away, they will have had an opportunity to see a vehicle at that point. When they come to the junction of the wind all all you're going to be able to see is a vehicle sitting there or be at a tractor or a car or a lorry or whatever, you're not going to be aware of exactly what that there isn't enough vision to be able to oh gosh, there's there's a combine coming out of that junction. That division isn't that obvious for to be able to recognise that whereas I would argue coming out of the laybuy you have more opportunity to realise what vehicles are in the vicinity.

14:25

Okay, okay. Thank you for that contribution. Is there anything you'd like to add? That's all before I move on.

14:32

Now, that's fine. Thank you very much. Thank you for allowing me to speak.

14:35

Okay. Thank you, Miss Jones. Before inviting the applicant to respond, can I check that I've heard from everybody who wishes to speak at this open floor hearing this morning?

14:57

Okay, I'm saying I'm not seeing any raised So I'm going to move on, in that case, to the next agenda item. responses by the applicant. And Mr. Guyatt as the lead for the applicant, are you able to introduce yourself? And I'll offer you the opportunity, should you wish to respond to what you've heard?

15:24

Thank you, sir. It's Richard Guyatt. I'm a partner in the firm of Womble bond Dickinson at UK LLP. I refer to us throughout the day now as WVD. I am the lead advisor for national highways limited in

relation to this application. So I do have a team with me, but I suspect it's not valuable use of our time to introduce them at this point. I'm happy to respond briefly to Mrs. Jones. I'm very pleased to do now if you'd like me to do so.

15:55

Yes, they'll be useful. Thank you.

15:57

Firstly, sir, pray grateful to Mr. Jones. For her points. We are listening, we have listened. So you obviously refer to our response to the relevant representation. We will review what we said we will review what Mrs. Jones has said today. And of course, we all respond in writing, I don't think it would be appropriate for me here now to to respond fully to those points. Because I think so we just need to check that we that there's nothing in addition, and nothing that we need to sort of give a little bit more reflection and a little bit more time to. So we're very grateful to Mr. Jones, we will think about it. And obviously we will respond to that next deadline. I think that series unless there's anything that you would like me to pick up on, that's probably all I need to say for now.

16:40

Okay, thank you. Are you in regular contact with Miss Jones? I mean, you do discuss these things outside of these types of meetings? Or is it? Is it just a written, written response that you would provide me? Or is it something that you would further discuss with Miss Jones?

16:59

So I'd obviously need to take instructions on that. Just saying, Sorry, I thought a message come through to me to tell you that and clearly. So you're saying to us that we should be talking to Mrs. Jones more than we are then, you know, I'm sure we can do that. I think there are there have been meetings. And I can certainly the clients listening but we can convey that to my glad to suggest that we may want to meet with her again.

17:30

Okay, thank you, Mr. Guyatt. Okay, in that case, I'll move on to the close of the hearing. So just want to say thank you very much for your participation in the hearing today. It's very useful and informative for me, a digital recording of the proceedings proceedings, so they will be made available as soon as possible on the project page of the national infrastructure websites, in addition, are requests so they'll be helpful for me that you submit in writing the points that you've made here today for publication on the website. The deadline for these written submissions is deadline seven, which is the next deadline on Thursday, the 18th and November. The next hearings and the examination, which will be held virtually will be a compulsory acquisition hearing at 1130. This morning, with the arrangements conference starting at 1110. And an issue specific hearing in respect to the draft development, consent order and some environmental matters at 2pm. This afternoon, with the arrangements conference starting at 1:40pm. Details of these events including their agendas are available on the project page of the national infrastructure planning websites. That time is now 10:18am and I confirm that this open floor hearing three for the A 47 blofield North Burling and project is now closed. Thank you