

DEADLINE 3 RESPONSE – MR NEIL ALSTON (the ‘respondent’ as represented by his agents)
 RESPONSE TO HIGHWAYS ENGLAND COMMENTS ON RELEVANT REPRESENTATIONS

<p>RR-074.1</p>	<p>The Applicant acknowledges the concern and notes that discussions with the Interested Party's representative have taken place.</p> <p>Berry's Lane has been a topic of much discussion, during Scheme development, between Parish Councils, the Local Liaison Group (Norwich County Council and Parish Councils) and South of the A47 taskforce (led by George Freeman MP).</p> <p>At statutory consultation, the initial design maintained a direct connection across the A47 between Berry's Lane, in the south, and the B1535 Wood Lane, in the north; see drawings on page 9 of Consultation Report Annex J - Section 47 Consultation Materials (APP-034). However, during statutory consultation, feedback raised concerns about increased traffic using Berry's Lane as a shorter route from Norwich Road junction to reach Mattishall Road and communities to the south.</p> <p>In response to these concerns various design options and traffic modelling scenarios were undertaken to assess the impact of the north - south traffic movements running from the Barnham Broom corridor in the south to Weston Longville in the north. These were discussed extensively at the Local Liaison Group and South of the A47 taskforce, plus with residents and landowners around Berry's Lane. As a result of this engagement, to mitigate the north - south movement on local villages and through traffic in Honingham the design was amended to close Berry's Lane to through traffic directly to/from the A47 and will be only for local access from the south. A walking, cycling and horse-riding connection to Dereham Road, Honingham, and to the north via Restricted Byway 1.</p> <p>This change is reported in Table 4.12 (item no. 11) of the Consultation Report (APP-024) and sections 4.2 and 5.9 of the Scheme Design Report, Rev.1, (AS-009).</p> <p>The Applicant notes that the local highway authority (Norfolk County Council) were involved in this process throughout, undertook independent traffic modelling and support the closure of Berry's Lane.</p>	<p>Discussions have taken place however they have only been to reiterate the position HE is taking and not to offer any other options.</p> <p>Yet very limited discussion at the planning phase with those would be most directly impacted by the works. It appears that consultation by committee has replaced consultation with affected parties.</p> <p>There does not appear to be any empirical evidence to support the concerns of residents that Berry's Lane will become a rat run. It appears to be a fear-based position taken by the local residents based on an assumption that every side road will become a rat run.</p> <p>Were the traffic modelling scenarios backed up by actual traffic surveys and empirical data? This decision also appears to have been made in response to local opinion, rather than fact. The respondent would be grateful to see the evidence gathered to formulate the position taken by the A47 taskforce and other consultees.</p> <p>The change was made and not reported directly to the respondent who has since found themselves trying to alter a design that was finalised without adequate consultation.</p> <p>The respondent would be grateful to see the evidence used for modelling and why the closure was deemed the most appropriate solution.</p>
	<p>The practicalities of such a proposal were discussed and the Applicant challenged how this would be policed to avoid misuse.</p> <p>The Interested Party outlined the following process would take place for each trip:</p> <ol style="list-style-type: none"> 1. Vehicle would drive up 2. Driver would safely exit the vehicle (10 seconds) 3. Driver would unlock the gate (30 seconds) 4. Driver would enter the vehicle (10 seconds) 5. Driver would drive through gate (20 seconds) 6. Driver would safely exit the vehicle (10 seconds) 7. Driver would lock the gate (30 seconds) 	<p>The respondent suggested a wide range of alternatives for controlling use of Berry's Lane. One of which was gating the access.</p> <p>The Respondent would suggest the following is more likely</p> <ol style="list-style-type: none"> 1. Vehicle would drive up 2. Driver would activate fob-controlled gate or vehicle drop barrier (10 seconds) 3. Driver would proceed. 4. Gate or barrier would close/raise automatically

	<p>8. Driver would enter the vehicle (10 seconds)</p> <p>9. Driver would proceed</p> <p>An estimate on time durations for the outlined process provides an approximate time of 2 minutes per iteration.</p> <p>The Applicant highlighted the high risk of this process failing, and a gated route being left open which would lead to misuse.</p> <p>The Applicant has provided the Interested Party with a supplementary drawing identifying the proposed access routes to the Northern Ringland Block from Honingham Thorpe Farm and indicative journey times both for existing and proposed routes. etc</p> <p>Furthermore the Interested Party's request would require the provision of an access route over land which belongs to a third party (Berry Hall Estate) and contains its Listed Buildings. In response to statutory consultation feedback, the Applicant has been working with the Berry Hall Estate landowner to minimise the impact and overall land take of the Scheme on the Berry Hall Estate.</p> <p>The Applicant also notes correspondence received on 02 July 2020 from the Interested Party included a map outlining access routes which stated that the primary operational route was via Blind Lane to Taverham Road.</p>	<p>We estimate 10 seconds per single way journey, possibly less if the activating fob had a longer communicating range with the barrier.</p> <p>The risk that something might not work is not reason to say it will not work.</p> <p>Berry' Lane will need to remain open from the south to allow traffic to the properties adjacent to Berry's Lane, the suggestion is that access is available through to the new Honingham Road but that a barrier controls through access. Signs at the south end of Berry's Lane will make it clear the road is for access only and is a dead end, which will stop traffic from entering at the south to 'rat run'. Traffic looking to join from the North would be presented with a gate or barrier at the junction point, thus making it clear that through access is not available.</p> <p>This response relates to a different Relevant Representation and should be given for RR-059. This does not address the issues regarding access between the Northern and Southern portion of Mr Alston's farm.</p> <p>The property currently abuts both sides of the A47 and the two elements are linked by Church Lane and Berry's Lane. The proposed scheme closes both roads and presents the respondent with two options:</p> <p>Route 1 - west through East Tuddenham to the Mattishall Lane link road and then back east along the old A47, taking 6km and involving taking machinery through East Tuddenham.</p> <p>Route 2 - east to the Honingham Church roundabout, double back along the old A47 to the Wood Lane Grade Separated Junction (GSJ), to the north side of Wood Lane. Taking an extra 3km of journey compared to using Berry Hall Lane.</p> <p>The proposals sever the Property, significantly impact the efficacy of running a farming business on the Property, put a significant number of agricultural vehicles on the highways network rather than keeping them localised, and pushes traffic through East Tuddenham.</p> <p>The respondents request would not seek to create additional access routes over land belonging to a third party, it seeks to retain the existing access route.</p> <p>The owner of the Berry Hall Estate is proposing junction options at Wood Lane that keep Berry's Lane available for local traffic.</p> <p>Response to incorrect representation - this refers to RR-059 not this representation.</p>
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	Therefore, the Applicant has engaged with the Interested Party and confirmed it would not include a secure gate or bollard access in this location as part of the Scheme.	Engagement was in the form of telling the respondent that HE would not provide an option to use Berry's Lane.
ROUTE 1	Existing route in red New route in purple	

