

DEADLINE 3 RESPONSE – ALSTON FARMS LTD (JAMES ALSTON) (HONINGHAM THORPE FARMS)
 RESPONSE TO HIGHWAYS ENGLAND COMMENTS ON RELEVANT REPRESENTATIONS

REF	APPLICANTS RESPONSE	LANDOWNER RESPONSE
RR-059.1	<p>The reason for not providing a connection to Blind Lane is provided within Section 9.3 of the Scheme Design Report, Rev.1 (AS-009).</p>	<p>The reason for closure of Blind Lane to vehicular traffic is linked to the condition within the LDO. It is agreed that closure of Blind Lane to public traffic in order preserve local amenity and avoid rat running is reasonable.</p> <p>HE Scheme Design Report 5.12.2 states that access to land adjoining Blind Lane will be retained via its southern junction with Church Lane (Easton).</p> <p>The owner of the FEZ has submitted a Planning Application for connection of the FEZ to the Scheme via the cut back road to the Honingham Roundabout.</p> <p>The existing commonality of ownership between the ownership of the FEZ and Alston Farms Ltd provides the opportunity for Alston Farms Ltd to utilise the proposed FEZ access to the new network if Blind Lane is kept open from the south end to the point of connection to the FEZ access as a private road/pedestrian access.</p> <p>The representations for an access for the FEZ to the new scheme are bolstered by these representations as the provision of access for the FEZ will considerably, if not entirely, mitigate the impact of the scheme arising from the severance of Ringland Estate from Honingham Thorpe Estate.</p>
	<p>The current LDO seeks to close Blind Lane. The impacts of such closure on the agricultural businesses currently using Blind Lane will occur with or without the Scheme, thereby directing agricultural vehicles via Church Lane past St Peter's Church into the edge of Easton to access the A47. On that basis, the situation is a baseline Do Minimum scenario situation to the A47 design and assessment. However, though the Scheme removes the north-south connection across Easton roundabout, the replacement route reduces the existing risk of delays waiting to cross the east-west flows of traffic along the A47 with slow moving vehicles</p>	<p>The current LDO envisaged a connection from the FEZ to the A47, as per the first iterations of the A47 design where a connecting spur was shown, and therefore the assumption, although not expressly stated, was always that the HTF traffic would be taken away from Church Lane and use the new access for the FEZ onto the A47.</p> <p>It is the removal of a connection to the FEZ from the new A47 that creates the problem of HTF traffic moving from Blind Lane to Church Lane.</p>
	<p>However, the Applicant recognises that the developer of the FEZ site may wish to obtain consent to create their own connection to the Scheme in the future. Therefore, the Scheme's traffic modelling has taken this into account at the Norwich Road junction to provide capacity for the FEZ vehicle movements. The design of the Honingham roundabout to Norwich Road junction side road would allow for a third party to create a new highway connection. This commitment is presented in Section 9.3 of the Scheme Design Report, Rev.1 (AS-009)</p>	<p>Given the comments made by the relevant District and County Council in support of the FEZ, the enabling role the FEZ played in justification for the A47 works and the role a FEZ access could play in removing farm and business park traffic from Easton and Church Lane, it is not understood why HE would not design in and construct the access to the FEZ</p>
	<p>The FEZ developer was invited to contribute funds to the Scheme to provide a direct connection to the FEZ, but as no offer was received before design was fixed for the DCO assessments so the Blind Lane connection remained removed from the Scheme design</p>	<p>This statement is strenuously contested by the FEZ developer who also has a vested interest in Alston Farms Ltd.</p> <p>From the beginning of the design process the requirements of the FEZ have been known as has the interaction between the FEZ and the HTF business.</p> <p>Most iterations of the A47 design showed a spur into the FEZ and it was assumed by the connected parties that this would also be able to serve HTF traffic.</p> <p>It was understood that Alston Farms Ltd and HTF would be able to utilise the FEZ to A47 access either using Blind Lane or building over their own land to connect into the back end of the FEZ. Routing the access through the FEZ, being private property and with security provisions on the access, would enable access for HTF to be maintained and the general public would be unable to proceed beyond the FEZ, thus stopping rat running.</p>

		The FEZ developer and Alston Farms Ltd would be willing to cooperate with HE with regards to provision of land for a spur, works and space to enable construction of a spur and assistance with material management.
	The Applicant notes that the promoters of the FEZ lodged a planning application on 27 July 2021 with the Local Planning Authority, Broadland District Council	This course of action has had to be taken because of the position HE took with final design, specifically in the removal of the spur into the FEZ. This is not the preferred course of action and represents the last option available.
RR-059.2	The Applicant has engaged with the Land Agent representing the stakeholder on this matter and has provided confirmation that access north - south of the Scheme corridor will remain during the construction of the Scheme. This will be managed through the Traffic Management Plan (APP-144), to be approved through Requirement 10 of the dDCO (APP-017) following consultation with the relevant highway authority (Norfolk County Council).	The issues referred to in previous correspondence by the respondent are all related to the post scheme works, this addresses the situation during the works.
RR-059.3	In response to the comment about 'pushing traffic onto Church Lane, through Easton and past the Church', the Applicant notes this arrangement is the same as in the baseline scenario without the Scheme due to the closure of Blind Lane by the Local Development Order for the Greater Norwich Food Enterprise Zone (FEZ).	The closure of Blind Lane was always expected to coincide with a FEZ access to the A47 which could be utilised by the farm traffic. Blind Lane would not be closed without an access to the A47.
Response erroneously given under RR-074.2	<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.....</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>There is confusion between the Alston's family's representation. The matter of routing for Honingham Thorpe Farms refers to links between Honingham Thorpe and Ringland Estate.</p> <p>This refers to Honingham Thorpe Farms and Ringland Estate – being dealt with by this RR-059</p> <p>Comments on the route options proposed by Highways England were submitted by the respondent at Deadline 1 under submission ID4356</p>