

A47 DUALLING – NORTH TUDDENHAM TO EASTON

Scheme no. TR010038

SUMMARY OF SUBMISSIONS

At ISH2 (4-5 Nov 2021)

and Technical Note of RPS Consulting

On behalf of A.C. MEYNELL of [REDACTED]

IP reference 2002/8353



ACM 12 rev 1

12 November 2021

Infrastructure Planning – Planning Act 2008

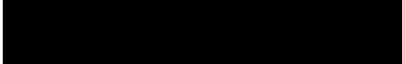
The Infrastructure Planning
(Examination Procedure) Rules 2010
Regulation 10

The A47 North Tuddenham to Easton
Development Consent Order 202[x]

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Application reference: TR 010038

Interested Party reference: 2002/8353

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SUMMARY OF SUBMISSIONS MADE ON BEHALF OF MR ANTHONY MEYNELL

ISSUE SPECIFIC HEARING 2

THURSDAY 4 AND FRIDAY 5 NOVEMBER 2021

INTRODUCTION

1. This note summarises the submissions made on behalf of Mr Anthony Meynell ('ACM') during Issue Specific Hearing 2 ('ISH2'), held virtually on 4 and 5 November 2021.
2. The submissions related to:
 - a. Design; Page 1
 - b. Transport and traffic, including ACM's proposed alternatives; Page 2
 - c. Biodiversity; Page 9
 - d. Heritage; Page 10
 - e. Population and human health; and Page 9
 - f. Landscape and visual effect. Page 10

SUBMISSIONS

Design

3. The Examining Authority asked about design and compliance with the relevant policies in the NPS in its first round of questions. Comments were made on behalf of ACM in response to these questions in REP3-044, specifically Comments 1-7. These comments are commended to the Examining Authority.
4. ACM sought to emphasise one point in relation to heritage and landscape and the corresponding failure of the Applicant to adhere to policy 4.34 of the NPS. That policy refers to opportunities to demonstrate good design in terms of siting and design '*relative to existing landscape and historical character.*' Part of the essential basis for designation of the Estate under the Inheritance Tax Act ("IHTA") is the intact nature of the Estate and the fact that it has largely been unchanged for over a century.

5. In those circumstances the Applicant's lack of awareness of this designation meant that it failed to treat the presence of that asset as a constraint, with the result that it has adopted a design which, through temporary and permanent acquisition, compromises the landscape and its historical character. This is not compliant with policy 4.34 of the NPS.

Transport and Traffic

Bus Services

6. It is not ACM's understanding that there are any commitments to improvements in bus services as a result of this scheme. In addition, ACM requests that the Applicant provide the Examining Authority with evidence supporting the claim that the capacity issues with the existing A47 are currently the main factor limiting bus services as suggested by Mr Arthur.

The Relationship of the Proposed Development with the Proposed Norwich Western Link ("NWL")

7. The NWL does not yet have planning consent, and it does not yet have funding. Nonetheless, ACM accepts that the scheme is at a stage where it is appropriate for provision to be made for a 'with NWL' scenario in the draft DCO in case the NWL is built.
8. Where ACM parts company with the Applicant is as to whether the proposed design for the junction remains appropriate if the NWL is not delivered. This was a matter covered in ACM 04 (REP1-057) by Malcolm Foster, who also addressed the Examining Authority on this issue. Mr Foster's qualifications and experience were previously set out in ACM 04 (REP1-057).
9. Mr Foster noted that the current scheme includes a stub connection for the proposed NWL scheme promoted by Norfolk County Council. The draft DCO has been drafted such that if the NWL scheme does not gain planning approval, the stub connection will not be delivered.
10. If the NWL scheme does not go ahead, it is stated that a grade separated junction would still be required at this location due to traffic flows, and therefore this would not change the proposed junction location or layout. Mr Foster does not understand how the

Applicant has concluded that the proposed junction form and layout would not change whether the NWL proceeds or not.

11. The Applicant's own traffic figures (Junction and Sideroad Strategy: Appendix C) (Highways England website, project page for 2020 consultation) suggest that without NWL, inbound traffic flows to the junction would reduce by some 69% (in the AM peak) and 80% (in the PM peak).
12. If the NWL scheme is not built, an alternative junction form, location and layout should be considered. At the very least an alternative grade separated scheme with smaller roundabouts should be considered.
13. The Applicant's response to Mr Foster's evidence conflated his point about the need to reconsider the scale of the junction if NWL does not come forward with ACM's submissions on alternatives. It remains the case that the Applicant has not explained how and why it says the scale of the junction would be the same whether the NWL is built or not.

The Suitability of the Proposed Junctions

14. The Applicant's rationale for the proposed junction was presented in the Junctions & Sideroad Strategy Report (see [11] above for location), which explained the need for a fully grade separated option '*to support (our) aim to create a more free flowing, safe and serviceable, integrated network*'. However, the report did not detail or justify why the proposed online dumbbell roundabout option was preferred over an offset option or single roundabout two bridge option, which would have a smaller footprint and offer a potentially more efficient solution.
15. The Applicant's consultants confirmed in initial discussions that the key criteria that they have used to confirm the current junction designs is to target a '*design capacity*' of RFCs (Ratio of Flow to Capacity) of 85% or less on all approaches in order to avoid '*unacceptable queues*'. The results indicate that both roundabouts are performing well below operational or 2040 design capacity for both the 'with NWL' and 'without NWL' scenarios.
16. Whilst RFC provides a good indication of the operational performance of junctions, they should not be taken in isolation as an indicator of scheme performance. Given the level of growth proposed and that the future design year is 2040, the approach to modelling

junction performance sets a very high bar of essentially free flow traffic with no queueing even at that point in the future. This approach results in the potential over-design of this junction. It is essentially a predict and provide approach, but with inbuilt spare capacity even in 2040.

Alternative Schemes and the Surrounding Road Network¹

17. Mr Foster explained that his initial Transport review (REP1-057) had identified the following three alternative options for the Wood Lane Junction to that proposed by the Applicant, which could have been considered by the Applicant before applying for the DCO and which would each have reduced the current impacts:

- A. Option 1 - An alternative offset [ie not constructed over the existing A47] alignment of the Applicant's proposed design, adjusted to be located fully on the less sensitive land to the north of the existing A47, which could either avoid or reduce the current permanent impacts upon the Berry Hall Estate. This retains the Applicant's dumbbell layout but the offset alignment would allow the southern dumbbell of the proposed Wood Lane junction to be moved to the north of the current A47 and would enable retention of more of the current A47 to provide access to the existing Berry Hall Estate northern access and the current access from the existing A47 to Hillcrest both to be retained.
- B. Option 2 – An alternative and potentially more efficient layout is proposed in the form of a large single roundabout two bridge configuration, similarly to the north of the existing A47.
- C. Option 3 – Based on an initial review of the operational assessments, the proposed south dumbbell roundabout appears to be inappropriately designed and could be reduced in scale. This option retains the dumbbell layout and is essentially a variation of option 1.

18. ACM's later Presentation of Alternatives (REP3-045) focussed on two of the above alternatives refined and taken forward to a feasibility study design. The first of

¹ For ease of reference and to avoid confusion, Mr Foster's references in this section to three alternative options as mentioned in his initial report at REP1-057 have been cross-referred in this summary by notes in square brackets, to the two subsequently refined alternatives put forward in the later Presentation of Alternatives at REP3-045.

these two refined alternatives reflects Option 3 above (the dumbbell roundabouts with a reduced south dumbbell) [this is called Alternative 1 in REP3-045] and the second reflects Option 2 above (a single roundabout but adjusted slightly in location from its earlier position) [this is called Alternative 2 in REP3-045]. The two refined alternatives are presented in REP3-045 with associated accesses and indicative earthworks. Both lie within the Applicant's existing redline boundary (i.e. the overall limits of deviation in the DCO application).

19. Two potential option variants are proposed for each of the Alternatives, which are detailed below, using the letters for them described in REP3-045 for the two refined alternatives for consistency.

A. Option Variant 'A' – This retains the existing A47 west of the Wood Lane Junction past Hillcrest for local traffic, with an underpass built under the new dualled A47 at Lady's Grove to reach Sandy Lane, allowing local traffic to move east-west without passing through the new Wood Lane junction;

B. Option Variant 'B' – This retains the existing A47 west of the Wood Lane junction only to reach the rear access from it to Berry Hall [the "Old Back Drive"] and the driveway to Hillcrest; for local traffic it uses the Applicant's currently proposed new link road between Sandy Lane and Wood Lane which connects to the north side of the new Wood Lane junction.

20. All the alternative schemes (with both option variants) are expected to meet the key objectives set out in the Applicant's introduction to the Application (APP-003 at para 2.2.1). For Mr Foster's Alternative 2 above [adjusted in location to form the refined Alternative 2 in REP3-045], with the single roundabout, the additional cost of the second underbridge would be balanced against a more efficient layout and reduced environmental impacts.

21. ACM's suggested alternatives would all allow greater retention of the current A47 and in the event of constructing the Lady's Grove underpass [Option variant A to each of them] they would allow a much improved and less convoluted access route for local traffic, pedestrians and cyclists between Hockering and Honingham, rather than the one currently proposed. The added cost of the option 'A' variant to each Alternative retaining

the existing A47 west of Hillcrest with an underpass built under the new dualled A47 at Lady's Grove would be offset by the benefits to local traffic and non-car modes of travel.

22. The retention of the existing A47 in all the Alternatives, where it passes through the location of the Applicant's south dumbbell, would also create benefits by requiring fewer/reduced utility diversions, improved construction methodology and better A47 traffic management during construction, as well as the other environmental benefits specifically identified in the Presentation of Alternatives (REP3-045, [12]-[13]), which benefits have not been challenged by the Applicant or even considered. A decision on the scheme is a balanced judgment based on a range of considerations and these wider considerations do not appear to have been taken into account.
23. With the Sandy Lane new Link Road removed, as proposed by the Option A variant to each Alternative, the area to the north of the new mainline would also be readily available for use as temporary construction compounds and subsequently returned to its landowner either for renewed agricultural use or as a potential future service area. There is also no consideration of differences in temporary land take in the Applicant's appraisal.
24. In terms of permanent land take, even on the Applicant's own assessment (with which ACM does not necessarily agree), the option variant A to the two refined alternatives at REP3-045 would have a net reduction in land take overall. It was indicated that ACM will seek to provide the Examining Authority with a fuller response concerning land take in due course.
25. Discussions and responses to date do not give confidence that the alternatives presented on behalf of ACM are being given genuine consideration. Instead technical responses to date simply critique the options proposed (inaccurately²). They do not address ACM's principal complaint that no other options to the currently proposed 100m diameter twin dumbbell layout at its location proposed in the DCO application, once a fully grade-separated junction at Wood Lane had been decided upon, have been properly considered by the body with responsibility for doing so – which is the Applicant and not ACM.

² As will be explained in ACM's full Response to the Applicant's Appraisal of the alternatives, to be submitted at Deadline 5.

Initial Technical Response to the Applicant's Appraisal of Alternatives (AS-022)

26. Joe Ellis of RPS³ gave an initial high-level response to the Applicant's appraisal (at AS-022) of ACM's Presentation of the two refined alternatives (REP3-045). A Technical Note by Mr Ellis setting out his comments is to be submitted at Deadline 4 (now appended to this Summary at Appendix A), with ACM's full response to the Applicant's Appraisal of Alternatives to follow at Deadline 5 as mentioned at footnote 2 on the previous page.
27. Mr Ellis' starting point was to point out that the designs taken forward by him to comprise the two proposed alternatives at REP3-045 are feasibility designs, and they are by their nature less detailed than the Applicant's scheme.
28. The Applicant's definition of 'good design' appears to be whether or not it accords with DMRB. Whilst safety is paramount, good design is more than just the DMRB. It is not agreed that sticking to a design of free-flowing traffic with no queues in 2040 represents good design.
29. Whilst the Applicant's appraisal of the proposed alternatives focusses on departures from the DMRB, it should be noted that these relate more to the side roads than to the mainline, and that there are departures in the Applicant's scheme as well. The significance of these departures (or the lack of significance, as the case is) will be amplified in ACM's written response to the Applicant's Appraisal to be submitted at Deadline 5.
30. Moreover, although DMRB is the correct document for motorway and trunk road design, it is not the best document for designing local roads and side roads. If DMRB is followed too closely for that purpose then the road network around the junction will be out of context with the local environment. Roads would be wider than necessary and stagger distances would be greater than required for no reason. The appropriate document for local and side roads is the Manual for Streets (MfS).
31. It was emphasised that the Applicant's appraisal of the proposed alternatives does not discount the alternatives but raises three areas of concern. There are answers to each of them, which will be fully articulated in the written response to be submitted at Deadline 5. However, in summary:

³ Full names Joseph John Ellis. Mr Ellis' qualifications and experience are set out at Schedule 2 to this Summary.

- a. First, with regards to the mainline:
- i. The Applicant states that it will require raising to accommodate the Lady's Grove underpass proposed. This is not true, however, as the existing A47 to the west of the proposed underpass is at a lower level. It is technically possible to get under the A47 at the crossing point without raising the mainline levels from those currently proposed by the Applicant.
 - ii. The second point with regards to the mainline is the possibility of the need to widen the mainline to accommodate driver sightlines. Any such widening would be very minor, about 0.5m to 1m, and would all be within the existing red line (DCO) boundary.
 - iii. The third point with the mainline is that the slip roads would have to be lengthened, but if needed this could be done very easily, whilst remaining within the red line boundary.
- b. The second main issue raised in the Applicant's appraisal was side roads. Our response to this critique is that the alternatives proposed by ACM accommodate the Applicant's approach to Berry's Lane (i.e. its closure [in the alternatives, south of its junction with the then retained Dereham Road]).
- c. The final main issue raised in the Applicant's appraisal was vertical alignment. It is not accepted that ACM as an objector is required to provide a design incorporating vertical alignments at this stage. ACM does not have the resources of the Applicant and is only presenting alternatives which should be considered.

32. The alternatives proposed by ACM are feasible, and they should be properly considered going forward.

Review by NCC

33. It was suggested that Norfolk County Council should wait until they had received Mr Ellis's written response to the Applicant's appraisal⁴ before commenting on the proposed alternatives themselves.

⁴ See [26] above - Mr Ellis' Technical Note on the Applicant's Appraisal is at Appendix A to this Summary

Agricultural Access

34. Mr Meynell addressed the Examining Authority on agricultural traffic. His submissions are included as Schedule 1 to this summary.

Biodiversity

35. ACM has previously raised in ACM03 (REP1-045 at [35]) the presence of bats in the Berry Hall roof. There has been no specific survey of those bats, and it is not clear if the Applicant's surveys would capture the possibility of disturbance owing to the proximity of compounds and construction activity.

36. With regards to biodiversity net gain, in the context of other NSIP applications, notwithstanding the absence of mandated requirements at this stage for biodiversity net gain assessments to be prepared, it is commonplace for such assessments to be prepared. For example, in the Sizewell C Project NNB Generation prepared biodiversity net gain calculations. The suggestion by the Applicant that biodiversity net gain cannot be quantified is not correct.

Population and Human Health

37. In the context of walkers, cyclists and horse riders, there is a particular benefit of the alternatives proposed on behalf of ACM. In the Applicant's proposals a cyclist coming from the south attempting to access the north or the west would face an extremely convoluted route.

38. This can be seen on the Applicant's Environmental Management Plan (REP3-016) on Sheet 8. A cyclist heading north or west from Berry's Lane would first have to turn east on the new segregated cycle path to the north of Merrywood. The cyclist would then have to travel north along the newly created link road from Dereham Road to the de-trunked A47 before heading east on that and then turning north again to go under the Hall Park Farm underpass. After the underpass, the cyclist would then have to travel west along the new

pathway up to and around the NWL Spur and then carry on west on the northern side of the new link road between Wood Lane and Sandy Lane.

39. In ACM's alternative proposal options incorporating the Lady's Grove underpass (REP3-045, page 9, Option variant A) the same cyclist would face a much easier route. They would go up Berry's Lane, turn left onto the existing (de-trunked) A47 road with lower levels of traffic, before going under the Lady's Grove underpass. This is a considerable improvement for cycle accessibility.
40. The alternative schemes would also save the urbanising effects that changing the Honingham Footpath 3 to a segregated cycle path would have. The alternative schemes would in particular all avoid the need for any loss of trees or hedges associated with changing Honingham Footpath 3 to a segregated cycle path, by keeping the northern section of Berry's Lane open for cyclists and other NMUs.

Heritage

41. ACM was unable to respond to the new information provided by the Applicant concerning heritage at the hearing. ACM will respond in writing to the Applicant's new information once ACM has received and considered a written representation setting out the Applicant's position (which it is understood will be submitted at Deadline 4).

Landscape and Visual Effect

Impact on trees and hedgerows

42. There are a number of errors in the Arboricultural Impact Assessment ("AIA", APP-094) that mean that the Applicant has failed to account for a number of lengths of hedgerow.
- a. In Plan 4 of 7 (page 26 in APP-094), there are hedgerows marked as G158, G167, and G189 when the letter 'G' denotes groups of trees and not hedgerows. ACM is aware that these are actually hedgerows from his own personal knowledge of them and also because they are set out as hedgerows in the Applicant's own

material in the table at Appendix 3 to the AIA (see entries H158, H167 and H189 – there are no equivalent numbers with a ‘G’ suffix).

- b. Furthermore, the crosshatching next to these hedgerows on the plan means they are to be partially removed, when in the AIA table at Appendix 7 (items for removal) the entries for H158, H167, and H189 all say unaffected and not to be removed.
- c. The total number of hedgerows to be removed given in the AIA is based on what is in the tables and is therefore wrong. Consequently the Applicant has (based on rough scaling from the plans) omitted about 830m of hedgerows shown on plan 4 of 7 from the assessment.

43. Second, a beech tree in Merrywood field near to the tree marked as T228 has not been identified in the Applicant’s AIA. This is on the location of the present footpath and future cycleway, and the unidentified tree would be in the middle of the cycleway (to be excavated at this point in a cutting). There is also a hedge further east along the southern boundary of the proposed cycleway that has not been identified.

Impact on identified receptors

Visual receptor P12

44. ACM has serious concerns about the Applicant’s assessment of visual receptor P12. This is located on the east-west footpath running to the south of Berry Hall on the south side of the river. It is very well used and was created to provide a walking connection between Honingham and East Tuddenham. In the Applicant’s Environmental Statement, P12 is marked as green, which means that there will be a non-significant impact on this visual receptor during both construction and operation (REP2-012, page 11).

45. The opinion that views from this visual receptor will not be disturbed during construction is repeated in the Applicant’s appendix to the Environmental Statement on Visual Receptors (APP-092, page 22). This assessment is considered to be inaccurate. There might be short stretches along the 0.6km route where the scheme will not be visible, but for the most part there will be clear views of the compound areas on ACM’s arable fields to the north. ACM invited the Examining Authority to judge the accuracy of the Applicant’s assessment of P12 on the accompanied site inspection.

The Estate as a landscape resource in its own right

46. Further, the Applicant has failed to identify the Estate as a landscape resource requiring assessment in its own right. The NPS at 5.149 notes that *'Projects need to be designed carefully, taking account of the potential impact on the landscape. Having regard to siting, operational and other relevant constraints, the aim should be to avoid or minimise harm to the landscape, providing reasonable mitigation where possible and appropriate'*. Areas designated for their national landscape quality are subject to specific restrictive policies. ACM acknowledges that the IHTA designation is not one of these areas (i.e. not within the category of landscapes described as designated in the NPS) and so the policies on designated landscapes in the NPS do not apply, but these policies do give some indication of the weight to be given to impacts where there is a nationally significant component to landscape quality, as is the case here.
47. The NPS at [5.156] deals with developments in other areas and notes the existence of landscapes that are highly valued locally. While the existence of a highly valued landscape locally should not in and of itself be used to refuse development, the plain implication is that weight should be attributed to them.
48. It might be said that the landscape in this case falls between two stools. The Estate is not nationally designated as, for example, an AONB (one of the landscape types designated in the NPS) because it is not of sufficient scale. It is, however, more than locally valued, having been recognised and designated under the IHTA as having outstanding interest at a national level. The key point is that it will be important for the Secretary of State to have taken into account, and afforded appropriate weight to, impacts upon the landscape.
49. The NPS at [5.157] makes clear that *'In taking decisions, the Secretary of State should consider whether the project has been designed carefully, taking account of environmental effects on the landscape and siting, operational and other relevant constraints, to avoid adverse effects on landscape or to minimise harm to the landscape, including by reasonable mitigation'*.
50. On the 'falling between two stools' point, some assistance may be derived from the approach in the NPPF. [174a] recognises the need to protect 'valued landscapes' in a manner commensurate with their statutory status or identified quality in the

development plan. ACM has flagged the point that the Estate is a valued landscape in ACM 02 (REP-0144 at [56]), but this has not been responded to.

51. The interest of the site as a landscape resource in its own right is identified in the reports relating to its IHTA designation. The Popham Report 2001 (ACM 03.2, REP1-047) identifies Berry Hall as epitomising the landscape of the area. As per paragraph 5.2, its significance stems from the following factors:

- a. It possesses all the key features of the CA/EN character area;
- b. It is not a normal agricultural estate but has been formed out of an area of land associated with the former vicarage. Thus it is of a smaller, almost miniature, scale which gives its landscape an added attractiveness;
- c. It is remarkably complete in landscape terms being effectively unchanged over the last century;
- d. The principal landscape features it possesses are those of the traditional landscape: small scale fields, hedges, pasture, pollard trees and woodlands. There are no enlarged fields resulting from post WWII farming practice.

52. Any point about landscape interest being mainly to the south of Berry Hall, away from the area where works are, is incorrect. Even a cursory review of the documents will make clear that is not the case.

53. The Examining Authority was invited to read the Heritage Management Plan (REP1-048) and the letter from Natural England confirming the Estate's IHTA status (REP1-051) in full in order to appreciate the landscape value of the Estate.

54. Of particular importance is section 3.3 in the letter from Natural England which states, *'The landscape is incapable of substitutability (the replacement of features lost with an acceptable and appropriate substitute that provides the same benefits)'* (REP-051 at 3.3.4). Effectively, NE has identified the landscape (some 3ha of which is being permanently taken for the Applicant's project) as 'irreplaceable'.

55. In its Environmental Statement Chapter 7 on Landscape and Environmental Effects (APP-046), the Applicant in table 7.1 identifies topics to be scoped in and out. It has scoped out effects on any designated landscapes.

56. The Applicant did consider the Estate as part of the LCA A5 River Tud Landscape Character Area, to which it ascribes high sensitivity (APP-091). As shown in Fig 7.3, however, LCA A5 is a much larger area than the Estate, and the landscape effects are much less pronounced than they would be on a smaller scale landscape. Effects on the LCA A5 as a whole cannot be treated as a proxy for effects on Berry Hall.
57. ACM illustrated the difference in the nature of the effects by reference to impacts on a football pitch from a project seeking to permanently acquire 1 acre of land.
58. A standard football pitch is about 2 acres. Taking one acre from this would amount to about half the pitch and have a significant adverse effect. If there were a training complex with 10 pitches then the effect of taking one acre would not be the same.
59. Equally, if the single football pitch has a particular significance (in the example Anfield was used – it could be Wembley or any other such ground), then the effect is likely to be yet more significant still. Using the Anfield analogy, it would not be possible to say that the effect was not significant because there are many football pitches in Liverpool – it is the specific pitch that is important.
60. There are fewer than 350 estates designated under the IHTA; it is incredibly rare and special. It therefore falls to be compared with Anfield in the analogy. In failing to consider the Estate itself as comprising a landscape resource, and focussing on the character area as a whole, the Applicant has significantly underplayed the adverse landscape effects of its proposal.

Relevance of the IHTA designation

61. The Applicant sought to downplay the relevance of the IHTA designation on the basis that it relates to private taxation. This misunderstands the basis for the award of that designation. Properly understood, the IHTA designation has a strong public interest component and is not just a private taxation benefit.
62. Any consideration relating to the use of land is capable of being a material consideration in planning terms (Stringer v MHLG [1971] 1 All ER 65). The designation under the IHTA is a designation based on the condition and use of land and thus is inherently capable of

satisfying the test. Whilst the designation conditionally confers a private benefit (loss of which is not relevant to planning but would be in a compulsory acquisition context), it is one made in the public interest, i.e. in order to preserve the integrity of these assets, with public access, for the benefit of the nation. This is set out in a 2017 HMRC memorandum, 'Capital Taxation and the National Heritage'.⁵ HMRC would not give the conditional exemption if they did not consider it was in the public interest to do so. The IHTA designation exists in order that the assets might be maintained in private hands with access to the public, for the benefit of the nation.

FOR AND ON BEHALF OF MR ANTHONY MEYNELL

12 November 2021

⁵ [Assets.publishing.service.gov.uk](https://assets.publishing.service.gov.uk) Previously published by the Inland Revenue as IR67 in 1986, and by HM Treasury beforehand in 1983, 1980 and 1977 – see Chapter 1, Introduction.

SCHEDULE 1 – SUBMISSIONS OF MR MEYNELL ON AGRICULTURAL TRAFFIC

Anthony Meynell of the [REDACTED].

Following on from what Jonathan Rush of Brown & Co said this morning, I would like to speak about agricultural traffic in the area, with particular reference to [REDACTED].

Sir, agriculture is the lifeblood of the rural economy, and tractors are its veins.

As Jonathan Rush said, it so happens that there is a large amount of land in this vicinity to the north of the A47 which is farmed by farmers whose bases are well to the south of the A47.

There are large numbers of tractor movements up and down [REDACTED]: cultivation machines; seed drilling machinery; fertiliser trailers; farmyard [cattle], chicken and turkey manure trailers; self propelled sprayers; combine harvesters; many grain trailers; forage harvesters and maize trailers.

These machines are large and can be very noisy, but [REDACTED] is unusual because there are no dwellings beside it.

Sir, I think it would be very bad from an environmental point of view for all these fuel guzzling, polluting machines to have to do long detours through possibly unsuitable roads, and most probably through the village of Honingham, where there are many houses adjacent to the road, because of the Applicant's scheme which closes Berry's Lane to all traffic.

With any of the alternatives [put forward on my behalf], Berry's Lane could be closed to all traffic except tractors [and horses and cyclists], with the carriageway left intact and two large concrete barriers installed, over which only tractors can pass. One would be located just north of our New Back Drive and one just south of the junction between Berry's Lane and Dereham Road.

These tractors could then seamlessly join the old A47 at the existing junction with Berry's Lane and a lot of them would turn west along the old A47, through our proposed Lady's Grove underpass and on to Sandy Lane, up which a lot of the agricultural land is accessed.

In this way they would not have to clog up the main roundabouts and endanger other traffic.

This solution could not be achieved with the Applicant's scheme because they wouldn't want tractors to enter directly on to the southern dumbbell for safety reasons and in any case the gradient of the embanked roundabout might be too steep.

ACM - 4 November 2021

SCHEDULE 2 – Qualifications and experience of Mr Joseph John (Joe) Ellis of RPS Consulting

Joseph John Ellis is a Chartered Engineer, a Member of the Institution of Civil Engineers and a Member of the Chartered Institution of Highways and Transportation. He is the Operations Director for Transport and a Senior Director of RPS Consulting, with over 32 years' experience in civil engineering and transport planning. In addition to 22 years within the private sector, his experience includes seven years in the employment of agents for a local highway authority and two local water authorities. Prior to this, he was employed in the engineering contracting industry for a period of three years.

Mr Ellis advises private and public sector clients on the transport, environmental and engineering implications of infrastructure projects and land use development particularly in the UK but also within continental Europe, Russia, the Middle East and the Americas. His experience covers the planning, design and construction of new and improved road, rail, bus, cycle and pedestrian infrastructure, via DCO, CPO and more traditional town planning processes.

RPS Consulting is part of RPS Group plc (website rpsgroup.com), of 20 Western Avenue, Milton Park, Abingdon, Oxfordshire (Registered in England, Company 2087786), a multi-disciplinary consultancy based in the UK and working worldwide across the transport, energy, water, defence, property and Government services sectors.

APPENDIX A

Technical Note by Mr Joe Ellis of RPS Consulting, on the Applicant's Appraisal of Alternatives (AS-022)

TECHNICAL NOTE

Project Title: NTP A47 Preliminary Highway Design

Report Reference: JNY11154-01a

Date: 09 November 2021

Review of National Highways Alternative Wood Lane Junction Options Appraisal

1 SUMMARY

1.1 It is noted that the National Highways' (NH) appraisal of the RPS alternatives does not discount the alternatives but raises three areas of concern:

- Mainline – will require raising to accommodate the Lady's Grove underbridge, possibly the widening of the mainline to accommodate driver sight lines, and increased slip roads lengths to accommodate the two-bridge roundabout option.
- Side roads – NH has assumed that Berrys Lane will be fully open to through traffic. NH has also identified a number of Design Manual for Roads and Bridges (DMRB) relaxations and departures associated with driver sight lines and horizontal alignment.
- Vertical alignment – as this has not been provided other than indicative cuttings / embankments, NH believe there is significant potential that the alternatives will require significant changes to the designs.

1.2 RPS response to these areas of concern are:

- RPS disagrees that the mainline will need to be raised to accommodate the Lady's Grove underbridge. The existing A47 to the west of the new junction (east of Church Lane / Sandy Lan) is at a level which if maintained can pass under the new A47 with appropriate accommodation works.
- Any mainline widening which may be required to accommodate driver sightlines, will be relatively minor, circa 1m to 2m, and can be accommodated within the DCO Red Line.
- The slip roads for the two-bridge design can readily be lengthened if required within the DCO Red Line.
- NH's assumption that Berrys Lane will fully open to through traffic is incorrect. In this respect NH's preferred design for Dereham Road, which RPS considers unnecessary, can readily be accommodated within the alternative designs.
- RPS disagrees with NH use of DMRB, a design document for motorways and Trunk roads, for local roads. This approach runs counter to best practice in the design of local lightly trafficked roads (the appropriate document is Manual for Streets - MfS), NH's aspirations to minimise *'structures, costs and associated carbon emissions, and maintenance*

considerations', and NH's desire 'to improve conditions for non-motorised users, in particular pedestrians, cyclists and horse riders by removing high speed traffic from surrounding local roads'. DMRB designed local roads will create an 'alien' environment compared to the surrounding public highway with an unnecessary focus on maintaining fast free flowing motorised traffic to the disbenefit of other road users.

- RPS has based the alternative designs' indicative vertical alignment using NH's preferred design. There is no evidence to suggest that the alternatives cannot be accommodated in the vertical profile, which would be developed by NH's consultants if either was adopted.

1.3 RPS believes that there are no showstoppers with the alternatives provided NH applies a pragmatic approach to the design of the affected local roads in accordance with its own objectives rather than an unnecessary and a counter-productive strict adherence to DMRB in appraising the alternatives. In the respect it is noted and highlighted that NH's Scheme has a good number of relaxations and departures from DMRB.

2 DETAILED REVIEW OF NH'S APPRAISAL

2.1 Mainline

- a. Horizontal geometry – due to the mainline being shifted north the horizontal geometry of the alternatives is tighter closer to the junction than the NH scheme, and results in a one-step relaxation (from DMRB). The NH's appraisal at para. 3.2.6 states that this relaxation will require widening of the carriageways but their reference to DMRB CD109 clause 2.13 does not apply to relaxations in horizontal geometry. Even if the required Stopping Sight distances (SSD) cannot be achieved without widening, such widening will be limited and the design can still be delivered within the Red Line. It's noted that NH's Scheme design includes relaxations and departures (NH's appraisal para. 5.2.2).
- b. With respect to greater noise impacts at Hall Farm, the realignment is unlikely to have any material impact on what NH's refers to as (for their Scheme) 'a significant adverse residual noise effect'.
- c. With respect to the Lady's Grove underpass, the proposed partial re-alignment of the existing A47 is only slightly closer to Hillcrest Cottage than the NH Scheme, but if desirable the route of the existing A47 can be fully retained with an oblique underbridge alignment under the new A47.
- d. Vertical alignment – RPS' designs are indicative but informed by NH's Scheme design.
- e. The vertical designs for the Wood Lane underbridge (dumbbell arrangement) would be as NH's Scheme.
- f. The vertical design for the proposed Lady's Grove underpass should not require raising the Scheme mainline design levels, but rather maintaining the existing A47 levels 40mAOD (circa.) to the west of the junction (east of Church Lane / Sandy Lane), mindful that the existing A47 rises west to east on an embankment.
- g. The A47 mainline vertical design will need amending to accommodate the additional single roundabout alternative underbridge but not by adding another 5.5m as suggested by NH at para. 3.2.23. What would be required is the maintaining of the

single bridge 5.5m headroom over an increased mainline distance (circa. 50m) to accommodate the second bridge. This would affect the extents of the elevated sections of the A47 mainline by circa 25m in each direction which is not considered to have any significant effects beyond those caused by NH's Scheme.

2.2 Junctions

- a. NH state at para. 3.34 that the Scheme design has been selected based on junction hierarchy outlined in DMRB CD122 Appendix A (and operational modelling). To be clear Appendix A provides examples of typical full grade separated junction layouts and does not necessarily provide any hierarchy (in terms of increasing traffic flows) in junction design (see clause 2.1 of CD122).
- b. Although in general a dumbbell arrangement requires less land-take than a two bridge (single) roundabout, that depends on the sizes of the dumbbell roundabout. What is certain though is that the two bridge design is the most common arrangement, provides greater traffic flow capacity and is less complex from a road user perspective than a dumbbell arrangement (CD122 Appendix A4).
- c. Although NH's reasoning for dismissing the two bridge layout has some merit, there is no quantification of the benefits which to RPS seem very minor, and do not outweigh the DMRB stated benefits of a two bridge design (CD122 Appendix A4).
- d. NH's comments on Alternative 1, Option A are not valid, see 2.1f.
- e. NH's comments on Alternative 2, Option A are not wholly valid, see 2.1f and 2.1g.
- f. RPS' design for Alternative Option 2, Option B does have slip roads shorter than the Scheme design but if required can readily be lengthened to accord with the Scheme design within the Red Line and are not considered to have any significant effects beyond those caused by NH's Scheme.
- g. Existing A47 to southern dumbbell: NH has incorrectly assumed Berrys Lane will remain fully open to through traffic, but in the alternatives Berrys Lane will revert as NH's Scheme (in-part) as a private access road. NH's proposed realignment of Dereham Road seems unnecessary but if desired can readily be accommodated within the alternatives. The alternatives also have sufficient space to provide the DMRB junction stagger distance and an existing A47 deceleration lane (both of which RPS consider unnecessary for local roads) if traffic data requires their provision, including whether there will be a need to re-provide the ghosted right turn lane (if not then no deceleration lane is required).
- h. The proposed Wood Lane arrangement with the northern link road and dumbbell has sufficient flexibility to provide a ghosted right turn lane in a similar manner to NH Scheme. It should be noted that the northern link road will not be a major road.

2.3 Sideroads

- a. NH state that the side roads are required to meet DMRB. RPS considers that designing local roads to DMRB standards is not only unnecessary but undesirable mindful that

NH's own scheme objectives and it's dismissal of RPS two bridge option as an over-design etc

- b. With the Lady's Grove underbridge and no northern link road, Wood Lane can directly connect with the northern roundabout / roundabout with similar geometry if there was no Lady's Grove underbridge.
- c. Alternative B contains the northern link road within the DCO Red Line.
- d. The geometry of the northern link road at Wood Lane takes into account that drivers will be approaching the northern roundabout / roundabout and as such will be slowing to 30mph (50kph) as required in all roundabout design, with a 30mph speed limit if required. To be clear all UK roundabouts are designed to restrict vehicle entry speeds to a maximum of 30mph (e.g. a slow entry).

2.4 Safety Review

- a. NH at section 5 lists a number of departures within RPS' designs. It's important to note that none of the stated departures relate to the new A47 mainline or roundabouts but rather the re-aligned and downgraded existing A47 and side roads.
- b. Most of the departures are related to Stopping Sight Distances (SSD). For a road with an 85kph design speed the desirable SSD is 160m with one step below being 120m. For 50kph (which should be the case on approaches to all roundabouts in the study area) the corresponding distances are 70m and 50m. Although one step below desirable minimum SSD is a departure, provided vehicle flows are relatively light and that the resultant SSD are similar to be found elsewhere on the local road network, highway authorities find (in RPS' experience) such departures acceptable.
 - i. Visibility along the northern link road and Wood Lane: verges are available to accommodate the required SSD, with if necessary some simple adjustments to the alignments.
 - ii. Visibility along the existing A47 spur to the southern dumbbell roundabout / roundabout: this is a relatively short length of road (and can easily be widened to 2 lanes if traffic flows require), where vehicle speeds will be low and forward visibility to the two junctions and signage very good.
 - iii. The existing A47 and Berrys Lane 'stagger' and deceleration lane are covered at 2.2g.
- c. The other departures relate to horizontal alignment. RPS' view is that the realigned and new local roads should have horizontal alignments more in-line with the principles of MfS and the surrounding existing local road network. Provided that appropriate SSD can be provided (see 2.4b) then there should be no safety concerns, with the resultant geometry being no different from many other locations across the UK road network. If however the authorities require full compliance to DMRB albeit noting their dismissal of the alternative two-bridge design and their own departures, then this can be achieved as follows:
 - i. At the Lady's Grove underbridge by maintaining the alignment of the existing A47 which would take an oblique alignment under the new A47.

- ii. Connecting the northern link road to Wood Lane, and then Wood Lane directly to the norther dumbbell or roundabout.

2.5 Safety Related Concerns

- a. Horizontal geometry – see 2.4c.
- b. Stopping sight distance – see 2.4b.
- c. Junction stagger – see 2.2g.

2.6 Operational Safety

- a. It's noted that this is not an independent Road Safety Audit and as such RPS does not understand it's inclusion mindful of previous NH's comments. However, all the matters raised can be satisfactorily addressed as previously outlined.
- b. It's noted that NH intend to remove high speed traffic from surrounding local roads, but then adopts a fully compliant DMRB approach to its review of the alternatives. This is not an equitable position for NH to take. RPS though agrees with the need to design local roads to discourage high speeds and encourage sustainable travel, and there are traffic calming measures which can be adopted for the existing A47 after de-trunking to achieve this objective. However, using DMRB to design the local roads is contrary to such an objective.
- c. Comments 1-2 to 1-3 etc. are not valid. The 50m length of road is considered sufficient to accommodate the expectant traffic demand but can be widened if necessary, and the junctions at either end will be visible to drivers but can be reinforced by signage.

END