

Scheme Reference: TRO10038
Unique Reference: 2002 8284

Purpose of representation:

Comments on additional information/submissions received after Issue Specific Hearings

1. The Proposal

Proposals have been tabled by Mr Mark Kenny:

- i. to extend and expand the footway underpass west of Honingham Church to provide access for local traffic rather than on foot only
- ii. to omit the dumbbell Norwich Road junction and relocate a reduced scale Norwich Road junction eastwards solely to provide a new local road link between Easton Village and the Food Hub and connecting across a bridge with a new link to the junction of Ringland Road and Weston Road which would indirectly connect with Lower Easton and other local traffic from the north as shown approximately on the plan attached. The proposal omits traffic leaving the A47 between Wood Lane and the Bowthorpe roundabout and enables only access to A47 westwards.

2. Comments on behalf of Honingham Aktieselskab

2.1 General

The side roads issues have been widely discussed and the family are very concerned that the solutions proposed for the Taverham Road and Lower Easton access are unsatisfactory.

However, while the proposals suggested by Mr Kenney might address some concerns, they also cause more significant concerns.

The family is conscious that their property is already badly affected by the scheme but are unable to agree to be even more detrimentally affected by alterations that require more land, cause more visual and noise intrusion and lead to an even greater impact on value and amenity.

2.2 Underpass near Honingham Church

The concern about the underpass near the church is the increase in scale.

While the family would not wish to preclude local people having reasonable local journeys where possible, it may be worth noting that roads cannot easily be isolated for local journeys only and often become cut throughs for other non-local traffic.

The main concern is that the carriageway is to be constructed at an elevated level over the River Tud which will have significant impact on, or from:

- i. the view south from Hall Farmhouse, the farm buildings and 1, 2, 3 & 4 Hall Farm Cottages
- ii. the noise arising from the carriageway.

Upgrading the footway to a highway link, albeit for single lane or local traffic only, would require a significant increase in the height of the carriageway and an increase in the scope and width of the works to accommodate the change.

These two impacts are most unwelcome to the Easton Estate.

2.3 Omit Norwich Road junction in favour of a new junction further east and a new link road to Weston Road/Ringland Road

The family have sympathy for the concerns of all the residents at the southern end of Taverham Road as the Norwich Road junction is massive and the changes in traffic flows and the impact are not to be underestimated, especially if the NWL is not completed.

In the same vein, the Easton Estate are most concerned that they will be forced to use Weston Road and then Ringland Road northwards to access their land at Taverham when Honingham Lane is closed. At the same time we envisage significantly increased local traffic from the north using Weston Road and Taverham Road to meet the new Norwich Road junction.

We are concerned that the proposal to vary the Norwich Road junction by relocating it as far east as is suggested has a massive detrimental impact on the estate which as mentioned before is already beset by this and other schemes; A47, NWL, Orsted and Equinor.

The family do not wish to lose more land nor have even more interference from works and infrastructure.

In practical terms:

- i. The revised junction proposal is under the National Grid power lines, which means presumably they would need to be relocated.
- ii. The link road is approximately 1,100m long, so would be very expensive with a significant crossing required over the River Tud, taking yet more land, and interfering with an area otherwise destined to be only relatively marginally affected by the view of the works
- iii. Access to Lower Easton would only be possible from the north or from the direction of Easton village which precludes access for traffic from A47, without having to travel through either Easton or Honingham village, which doesn't seem very logical.
- iv. The proposed work would conflict with the established corridors of work for the schemes for Orsted and Equinor which are both Nationally Significant Infrastructure Projects.
- v. The works compounds are not being acquired, only used temporarily so a significant amount of extra land would be required from the Easton Estate.
- vi. The road would cross directly towards a cluster of attractive dwellings and be in full view with dramatic consequences for the value and amenity for each of them.
- vii. The proposed link road would cross the River Tud and adjacent marshy grassland and woodland which the family would prefer to leave unaffected. The River Tud is a designated as County Wildlife Site.
- viii. The current scheme runs along the southern edge of the estate and the family are keen for it not to intrude more than is entirely necessary.
- ix. There may be insufficient room north of Easton Church for the Easton village link road depending upon the alignment of the scheme, although no doubt that can be made to work if the alignment remains as at present.
- x. The works are in large part outside the development red line boundary so the DCO would have to be set aside and the scheme commence again.

However much the family would like to be able to help, these solutions affect the estate badly and as such they would be unable to support them.

Option 2 Sketch indicative

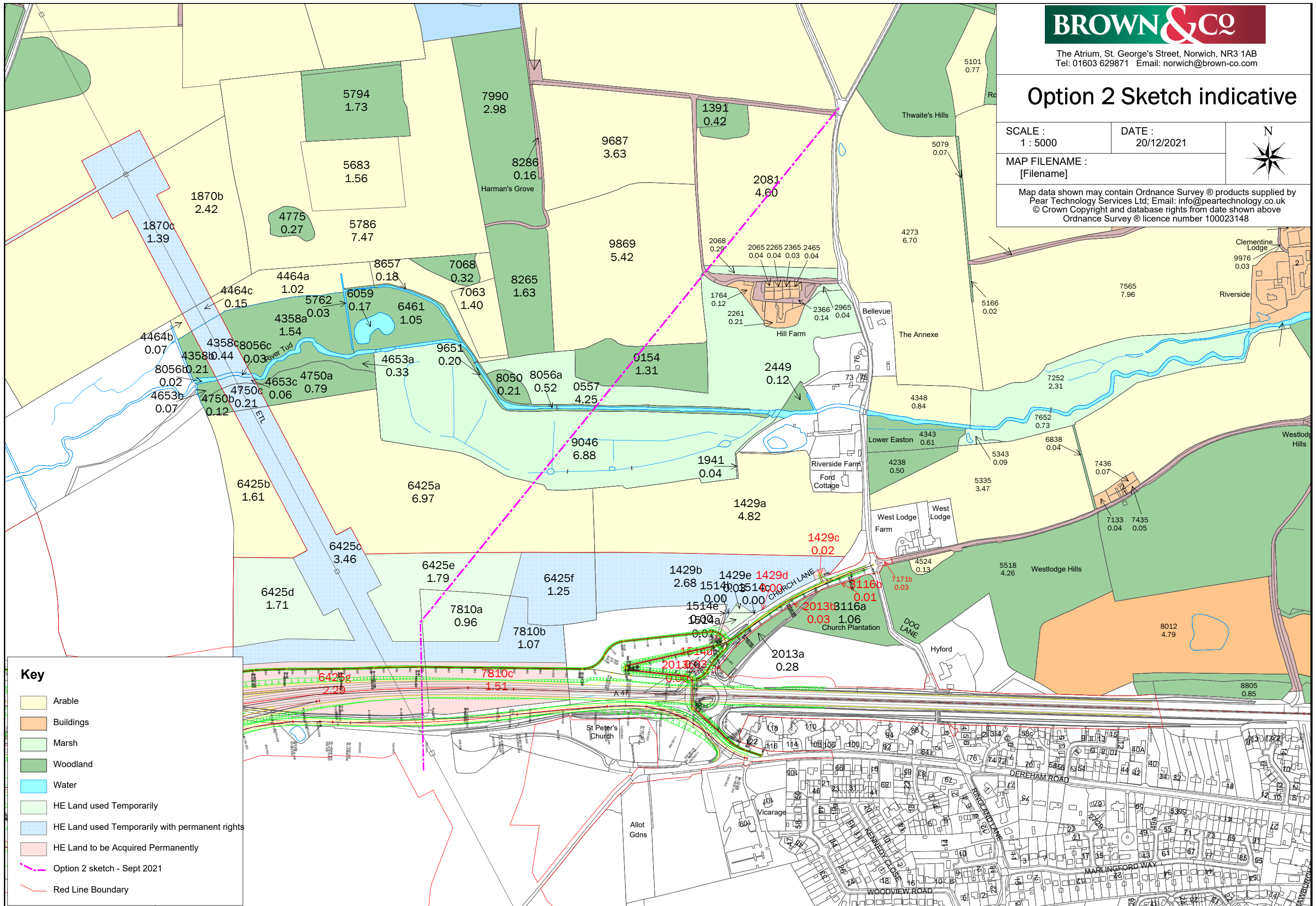
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Key

- Arable
- Buildings
- Marsh
- Woodland
- Water
- HE Land used Temporarily
- HE Land used Temporarily with permanent rights
- HE Land to be Acquired Permanently
- Option 2 sketch - Sept 2021
- Red Line Boundary



Layers

Google