

Scheme Reference: TR010038

Purpose of representation:

Comments on additional information/submissions received after Issue Specific Hearings

1. The Proposal

Proposals have been tabled by Mr Mark Kenny:

- to create a local vehicular traffic route through the underpass west of Honingham Church
- to remove the Grade Separated Junction (GSJ) at the south end of Taverham Lane.
- to site a new, smaller junction eastward of the proposed GSJ
- to create a new local traffic only route between Easton Village and the Food Enterprise Park
- to connect the junction of Ringland Road and Weston Road to Lower Easton via new bridge

2. Comments on behalf of Alston Farms Ltd

2.1 Issues with Proposal Concept

The wider impact of the proposed A47 dualling on the local road network appears to have been underestimated by both the Applicant and those seeking to shape the Scheme to their benefit, seemingly with limited appreciation of the detriment such changes may cause to other property owners and users of the local Highway Network.

Alston Farms Ltd has already made detailed submissions on the following matters:

- Risk of increased traffic around Easton and the junction onto the old A47 as link to the GSJ
- Risk of increased traffic and interaction with agricultural vehicles on Church Lane
- Risk of increased traffic and interaction with agricultural vehicles arising from the closure of Blind Lane
- Disruption to effective operation of agricultural operations arising from the closure of Blind Lane
- Disruption to effective operation of agricultural operations arising from the closure, temporary or permanent, of Honingham Lane.

The GJS at the current crossing point of Blind Lane, the A47 and Taverham Lane is vital for the following reasons:

- It facilitates quick and effective transit between properties at Honingham Thorpe and Ringland Estate
- It facilitates a safe and effective transit point for traffic for the ever-expanding Food Enterprise Park
- If constructed to allow access via the FEP to the GSJ it will facilitate the removal of farm traffic from Church Lane and Easton
- It allows the effective distribution of traffic moving from the areas north of the A47 onto the main highways network.

2.2 Issues with Proposal Design

Alston Farms Ltd understand the concerns of the residents at the southern end of Taverham Road where the GSJ will be located. However, it is understood that the Scheme and the Norwich Western Link will make the existing connection to the A47 much safer and should reduce the volume of traffic utilising these more constrained elements of the local highways network.

The position of Alston Farms Ltd is stated above and in its simplest form, the issue at hand is the need to manage the potential disruption that is undesirable at best, and with the proposals for revision, extremely disruptive.

Further comments on the proposal are as follows:

- 132KV overhead pylon lines are over the proposed junction – the relocation of these (by UKPN) would be expensive and disruptive to the Food Enterprise Park and Easton Estate.
- The proposed alternative routes will push traffic through Lower Easton and Honingham
- The proposed access for the FEP is drawn in the DCO area that is marked to be protected because it is part of the Orsted Hornsea 3 DCO corridor. A road and junction cannot be built on this site.
- The proposal is a very significant departure from the existing DCO scheme and will require a complete refresh of the process causing delays and incurring cost.

Summary

Alston Farms Ltd understand reason for the proposals and sympathise with those who, like themselves, are significantly impacted by the scheme. However, Alston Farms must mitigate the disruption to its business and landholdings as best it can in the face of the A47 scheme, and the proposals from Mr Kenney are detrimental to their interests and cannot be supported.

Brown & Co
21-12-21