

A47 DUALLING – NORTH TUDDENHAM TO EASTON

Scheme no. TR010038

COMMENTS ON APPLICANT'S CAH3

Written submissions (REP7-016)

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

IP reference 2002/8353



ACM 21

26 January 2022

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]

Comments on Applicant's CAH3 Written submissions (REP7-
016)

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

Application reference: TR 010038

Interested Party reference: 2002/8353

Document reference: ACM 21

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REP7-016 Applicant's Written Summary of Oral Submissions at CAH3

Item 5. Third paragraph on page 7 (pdf page 10)

Applicant's response	ACM comment
<p>The reduction of ... permanent land take will form part of the process undertaken at the detailed design stage. This is a standard approach for the delivery of major highways schemes. As part of this process the Applicant will seek to minimise land take, on the basis of more up-to-date information and detailed design. Once the Applicant has analysed the further geotechnical information this too will assist in scaling back the land take and the Applicant is committed to following this process. The Applicant cannot say what that will be at this stage without the detailed design process being undertaken. The Applicant is committed to delivering this as the Project moves forward.</p>	<p>ACM welcomes the commitment to minimise permanent land take in the detailed design stage if the DCO is granted.</p> <p>In this connection ACM, without prejudice to his beliefs as to the merits of the Alternative options, invites the Applicant to commit and by legal agreement with ACM agree that in the course of the detailed design of the Wood Lane Junction (WLJ) south dumbbell roundabout and the roads entering it if the DCO were otherwise to be approved, to seek to reduce its adverse impact on the Estate by</p> <ol style="list-style-type: none"> 1) minimising the inscribed circle diameter (ICD) of the WLJ south dumbbell roundabout by appropriate adjustment of the three most significant variables relating to each entry as recommended in CD116¹, to achieve, if feasible, an ICD not more than or not significantly more than, 70m and 2) minimising the land to be taken up by the curve leading to the roundabout of the proposed spur road taking the detrunked A47 to the WLJ south dumbbell, through agreement with Norfolk County Council as the Overseeing Organisation for the detrunked A47 that Manual for Streets or Designing Streets may be used in its design in accordance with the recommendation in GG101 para 2.1.1, or 3) in each case, by other design means, <p>with a view, using all reasonable endeavours, to procuring that the highway boundary of the WLJ south dumbbell roundabout and its detrunked A47 approach road from the east will, while adhering to the principal objectives set out in the introduction to CD116² remain, while on land acquired from the Estate, within woodland groups G232 and G159.</p>

¹ Fig 3.11 note 4, Appendix B and Informative reference TRL RR142, section 4

² page 6, second paragraph

