



Planning Officer  
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Your Ref: FUL/2024/0022  
Date: 15 August 2024

My Ref: 0/FUL/24/0022  
Tel No.: 01603 [REDACTED]  
Email: [REDACTED]@norfolk.gov.uk

Dear [REDACTED],

**Land between the A1270 Broadland Northway near Ringland and the A47 near Honningham: Development of approximately 6km of the Norwich Western Link Road connecting the A1067 (Fakenham Road) with the new A47 North Tuddenham to Easton scheme (being developed by National Highways), including the construction of a new roundabout junction with the A1067 Fakenham Road, improvements to the A1067 Fakenham Road and the roundabout junction with the A1270 Broadland Northway. Structures include a new viaduct carrying the Norwich Western Link over the River Wensum, a new underpass at Ringland Lane, the provision of a green bridge carrying the Broadway over the Norwich Western Link, three further green bridges, wildlife crossings, and culverting of a tributary to the River Tud. Related works include the stopping up, diversion, improvement and provision of side roads, new walking cycling and horse-riding provision, the stopping up, replacement and provision of new private means of access, and ancillary landscaping, ecological mitigation, surface water drainage system, flood compensation, bunds, other environmental mitigation, diversion and protection of apparatus and temporary works to facilitate construction, and the change of use of the premises known as Low Farm as offices (class E), and other ancillary works.**

Thank you for consulting Norfolk County Council as the local highway authority in respect of the above application.

The local Highway Authority has reviewed the Transport Assessment and supports the principle of the proposed road but is unable to provide a substantive response at this stage as there is a number of concerns which need to be addressed.

The local highway authority offers the following holding response and requests further information:

### **Base Traffic Data**

It is noted that traffic counts were undertaken in 2019. Typically the data would be regarded as mature, but it is not considered there have been material network changes that would affect traffic distribution in the intervening period. The COVID-19 pandemic suppressed background traffic growth and resulted in flatter peak period profiles. Base traffic has been growthed for assessment scenarios using TEMPRO that is informed by data provided by DfT. TEMPRO is an industry standard tool, routinely used to derive traffic

adjustment factors. Accordingly, traffic impact assessment based on the 2019 traffic surveys likely to be robust.

However, Appendix 7 of the Transport Assessment presents the 2019 traffic surveys. All junctions are shown as roundabouts and whilst it is appreciated that is intended simply to indicate a junction, it does not help clarity. More significantly, it appears traffic flows have been transposed and some junctions are incorrectly labelled.

This has been discussed with the applicant and the local Highway authority understands corrected data will be provided.

Whilst the local Highway Authority believes correct traffic flows have been used to inform junction modelling supporting the application, it would be appreciated if the applicant could confirm how the traffic data was utilised and evidence its correct use.

### **Network Description**

Within Section 4, some of the road names are omitted, or erroneous but the narrative seems appropriate.

The Transport Assessment does not seem to acknowledge that Taverham Lane / Costessey Lane is subject to a 7.5t environmental weight restriction, including the river crossing at Taverham.

The suggestion that Taverham Mill bridge has tight bends at both approaches is questionable. There is however a width constraint immediately to the north, verge erosion is particularly evident at the east side of the road, adjacent to the church boundary wall.

Section 1.10.3 seems to include a typographical error, it is assumed the intention was for it to say *“With the A47 North Tuddenham to Easton dualling scheme in place, impacts on local communities will be exacerbated as the number of available routes will be reduced, so impacts will be more focussed on the remaining routes. This effect is not expected to be mitigated sustainably in the longer term, **without** a new strategic road such as he proposed scheme.”*

### **Junction Impact Assessments**

It is noted that junction impact assessments have been undertaken for three scenarios at 2039, being 10 years after proposed opening.

The following results were noted in particular:

#### **A1067 / School Road / Drayton**

The ‘do something’ results for the AM peak period indicate very different results to the ‘do minimum’ scenario. Significant queues were indicated. The estimated queues are likely to be a result of how the junction has been modelled and this should be revisited.

#### **A1270 Broadland Northway / B1149 Holt Road roundabout**

The results clearly indicate that the junction would be stressed in 2039 following implementation of the proposed road.

A mitigation scheme is proposed and, in the absence of any evidence to the contrary, needs to be conditioned for implementation to coincide with opening of the proposed road.

It must be ensured the mitigation scheme provides sufficient capacity to accommodate traffic following implementation of measures to discourage use of inappropriate routes.

### **A1270 Broadland Northway / A140 Cromer Road & Holt Road interchange**

The interchange shows signs of stress in all scenarios. Conditions at the A140 north of the interchange and the westbound off-slip in particular are estimated to worsen with implementation of measures to discourage use of inappropriate routes.

It is considered that capacity improvements at the interchange should be conditioned in conjunction with any measures to discourage use of inappropriate routes through residential areas.

### **Taverham Road / The Street / Mill Road, Felthorpe**

It was noted that the results suggested the junction would experience stress prior to implementation of measures to discourage through traffic. The local Highway Authority expects performance of this junction to be addressed following implementation of appropriate traffic control measures.

### **Reepham Road / Drayton Lane roundabout junction**

Although increased stress at the A1270 Broadland Northway / B1149 Holt Road roundabout could be a result of increased flows at the A1270, it should be demonstrated that the Reepham Road roundabout would not be adversely impacted by the proposal.

### **Network impact and potential mitigation**

It is noted that the applicant proposes a Monitor and Manage regime to address inappropriate use of minor and village roads by traffic accessing the proposed road. A clear plan needs to be secured by condition. It will need to be highly reactive to quantifiable concerns and also be flexible in considering mitigation locations and options in consultation with affected communities.

### **Honingham Lane Closure**

Honingham Lane is proposed to be temporarily closed to enable delivery of the A47 improvement scheme. The Transport Assessment highlights potential for Honingham Lane to remain closed on a permanent basis pending results of monitoring following opening of the proposed Norwich Western Link road.

It is a concern that alternative routes between Ringland and the A47 will be reduced following implementation of the National Highways A47 scheme. Notwithstanding, the local Highway Authority is satisfied that with Honingham Lane closed, access to Ringland would be sufficiently resilient. The closure however, must only be made permanent following significant consultation with the affected community.

### **NMU provision**

The Transport Assessment sets out a number of objectives and outcomes. These include S3:

- Encourage and support walking, cycling and public transport use.

With the following outcomes:

- i) Increase in number of trips taken by walking, cycling and public transport
- ii) Increased access to public transport, walking and cycling facilities

The Norfolk Walking, Wheeling & Cycling Strategy seeks to align NCC work with the DfT Gear Change vision. Gear Change theme 1 includes key design principles. One of those is that '*Routes must join together; isolated stretches of good provision are of little value.*'

At the existing A1067 / A1270 roundabout, an existing cycleway at the south side of the roundabout and crossing of the west arm of the junction are proposed to be removed. An alternative facility does not appear to be included in the proposal.

The local Highway Authority requests that the proposed removal of existing cycle infrastructure is reconsidered in context of Strategic Objective S3.

The proposals include a surfaced cycleway (Route 11) that provides a continuation from the existing Broadland Northway cycleway (BR6), westward to Attlebridge Restricted Bridleway 4 (RB4).

The proposed cycleway at Marl Hill Road (Route 12) is welcomed but it is not clear what type of surface is proposed. This information is required.

The cycle route from the north end of the proposed road, toward the quiet roads south of the river would be via: Route 11, RB4, Attlebridge Restricted Bridleway 3 (RB3), Felthorpe Road, The Street and Marl Hill Road.

RB4 has a steep gradient and in places a loose surface, it is unlikely to be considered as a suitable route by many cyclists. RB3 is an unsurfaced route but is less challenging than RB4 to circumnavigate. RB3 passes through a cropped field, it is not clear whether the route would be passable at times of agricultural activity.

It is questionable whether the proposal provides a continuous route that is suitable for the majority of cyclists from the north end of the proposed scheme to the area south of the Wensum.

A walking route across the Wensum is available via Ringland FP2, but the Transport Assessment acknowledges this crosses the floodplain and may be unavailable during wetter periods.

The General Arrangement drawing Sheet 1 of 7 number: PK1002-RAM-HGN-MLE-DR-CH-0002 C01 (GA), seems to contradict Non-Motorised User & Side Road Provision General Arrangement Layout drawing number: NCCT41793-03-M-0001 P23 (STS).

The GA drawing shows Route 10 (including 10a and 10b) as cycleway linking Ringland Lane with Ringland FP1 & FP2. The STS drawing shows Route 10 as footpath. It should be confirmed whether the GA, or STS shows the proposal correctly. Whilst cycleway as shown on the GA is welcomed, it would effectively result in a dead-end for cycles where Route 10 meets Ringland FP1 / FP2.

As proposed, it is not clear how the proposals meet Strategic Objective S3, or accord with the Norfolk Wheeling, Walking & Cycling Strategy / Gear Change.

Notwithstanding, it is noted that maintenance tracks are proposed either side of the river. These potentially could connect cyclists to routes either side of the river with Route 11/BR6/A1067 (East) and Route 10a. Those routes combined with a light-weight pedestrian/cycle bridge over the Wensum provide potential to meet the Gear Change design principle and Strategic Objective S3.

The local Highway Authority requests the applicant reconsiders cycle provision at the north of the proposed scheme and seeks to provide a connection over the River Wensum, broadly in line with the proposed road. This would satisfy Strategic Objective S3, along

with the Gear Change design principles as included in Norfolk Wheeling, Walking & Cycling Strategy.

At Weston Road / Church Hill Lane, The General Arrangement drawing Sheet 3 of 7 number: PK1002-RAM-HGN-MLE-DR-CH-0004 C01 shows the road stopped up. A bridleway (Route 9) is proposed to the northwest with a 'green bridge' crossing the proposed road. The proposal results in a detour from the Weston Road desire-line, why is the proposed bridge off-line?

After Route 9 crosses the proposed road, the route to rejoin Weston Road is via Blackbreck Lane which is proposed to be downgraded to a bridleway. Blackbreck Lane as existing is unsurfaced and heavily encroached by vegetation. The proposals should include a surface treatment to at least equal the new sections of Route 9, along with significant hedge maintenance.

### **Construction management**

It was noted that the proposal includes closure of Ringland Lane potentially for a year during the construction period. The works should be phased so that an alternative route between Ringland and Weston Longville is available for that period.

The construction management proposals would need to be secured by condition

### **Summary**

The Local Highway Authority requests the following:

#### **Base Traffic Data**

- Resubmission of Transport Appendix 7 with corrected diagrams
- Confirmation of how the Appendix 7 data was utilised
- Evidence that correct traffic data was utilised to support traffic assessments

#### **Network Description**

Correction of errors

#### **Junction Impact Assessments**

- **A1067 / School Road, Drayton:** review of traffic modelling and results
- **A1270 Broadland Northway / B1149 roundabout:** Condition to require mitigation scheme that addresses estimated impact of new road plus network mitigation proposals.
- **A1270 Broadland Northway / A140 Cromer Road & Holt Road:** Condition to require mitigation scheme that addresses impact of the network mitigation proposals
- **Reepham Road / Drayton Hall Lane, Drayton:** Evidenced with formal traffic modelling to confirm that mitigation is not required

#### **Network Impact and Potential Mitigation**

A condition for approval of a plan to monitor and manage impact at unsuitable roads by traffic accessing the proposed western link.

#### **Honingham Lane Closure**

A condition for approval of a plan to secure monitoring of traffic associated with Honingham Lane following opening of the link road and consultation with the local

community/implementation if permanent closure of Honingham Lane is considered appropriate

### **NMU Provision**

- Further consideration of cycle proposals at the north end of the scheme, particularly in relation to crossing the Wensum
- Explanation why the green bridge that carries NMU Route 9 over the Western Link is off the line of Weston Road
- Improvements to the section of Blackbreck Lane between NMU Route 9 and Weston Road

### **Construction Management**

- A construction scheme that maintains a link between Ringland and Weston Longville at all times during construction of the proposed road
- A condition requiring approval and operation of a Construction Traffic Management Plan and all associated matters

The local Highway Authority requests that planning permission should not be granted until the applicant has provided satisfactory responses to the above concerns.

Please do contact me if I may be of further assistance.

Yours sincerely,



Major and Estate Development Team Manager  
for Lead Director – Infrastructure, Director of Highways, Transport & Waste

Please be aware it is the applicant's responsibility to clarify the boundary with the public highway. Private structures such as fences or walls will not be permitted on highway land. The highway boundary may not match the applicants title plan. Please contact the highway research team at [highway.boundaries@norfolk.gov.uk](mailto:highway.boundaries@norfolk.gov.uk) for further details.