
The Norfolk County Council (Norwich Northern Distributor Road (A1067 to A47(T))) Order

Applicant's comment on Written Representations by Building Partnerships Limited

Planning Act 2008

Infrastructure Planning

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

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Introduction

This document provides the Applicant's responses in respect of the issues raised by Building Partnerships in their Written Representation to the Examining Authority dated 27 June 2014.

The points have been responded to in the order they were raised. A summary of each issue is shown in italics.

This document should also be read in conjunction with the Statement of Common Ground contained with NCC/EX/6

Applicant's comment on Written Representations

Representation

- 1.1. *Building Partnerships (BP) are concerned that there is insufficient capacity in the NDR junction to accommodate development traffic, via an upgraded farm access, from a potential development site to the northeast of the junction.*

Applicant's comment

- 1.1.1. The JCS has identified a requirement for 30ha of employment development focussed on uses benefitting from an airport location in the vicinity of Norwich Airport. The site specific process to determine precisely where this might be has yet to be concluded. The role of the NDR is to provide strategic access for the growth planned for the area, not to provide site specific access, For the purposes of assessing the NDR this growth has been assumed to connect to the highway network at the NDR/A140 junction north roundabout. The level of growth input into the strategic model was 30ha of B1, B2 and B8 in the ratio 40, 30 and 30% also assuming a building plot to total site area ratio of 0.35 and using typical trip rate data for these use classes from the TRICS programme. NCC considers these to be reasonable assumptions for strategic modelling purposes. As part of the Transport Assessment of the NDR, output from the strategic modelling has been used to carry out detailed junction modelling to determine the operational performance of the NDR junctions. This has shown that the NDR/A140 junction roundabouts would operate satisfactorily based on these development assumptions in 2032.
- 1.1.2. It is likely that if development proposals are put forward over and above these levels the traffic impact may require improvements or modifications to the proposed NDR/A140 junction north roundabout.

Representation

- 1.2. *As part of the NDR/A140 north junction NCC should provide the design solution to access the JCS 30Ha employment allocation to ensure a ransom is not created that will frustrate delivery of the proposed JCS allocation. Always excepting the developer to provide any enhancement needing to be met and obtaining any necessary planning consent.*

Applicant's comment

- 1.2.1. As part of the NDR scheme an additional arm is proposed from the northern roundabout to maintain access to fields affected by the scheme but this unlikely to be sufficient for large scale development. If a developer wished this to be upgraded, to suit a development proposal, NCC would consider this in conjunction with the development proposal and an associated transport assessment. Subject to the proposal's satisfactory design and forecast operation, it could be accepted. The cost of any enhancement would need to be met by the developer. The developer would also need to obtain any necessary planning consent.
- 1.2.2. A plan is attached to the Statement of Common Ground that both Building Partnerships Ltd and NCC consider would provide for an enhanced access arrangement. NCC understands that this arrangement would require land from landowners both north and south of New Home Lane. It is NCC's view that it would be necessary for the developers of the potential development sites both north and south of New Home Lane to work together to bring forward a joint access that could be utilised to service both their respective sites. This would be a matter for the developers to resolve between themselves.