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

Corrections to Documents

Planning Act 2008

Infrastructure Planning

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


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This document is submitted in relation to the application for a proposed development by Norfolk County Council to the Planning Inspectorate, under the Planning Act 2008.

The application is for the Norfolk County Council (Norwich Northern Distributor Road (A1067 to A47(T))) Order, to grant development consent for the construction of a new highway running west-east between the A1067 Fakenham Road and the A47 Trunk Road at Postwick, including improvements to the existing highway network to the north and north east of Norwich.

This document comprises part of the application documents and relates to Regulation 5(2)(q) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.

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5.6 Traffic Forecasting Report (Doc Ref 5.6)

The Document Reference 5.6 has items missing from the list of Do Minimum schemes in the uncertainty log in Table 4.2 and shown in Figure A.1. The key missing items were two of the developer link roads (items 31 and 32) and the Postwick P&R extension (item 14). These are categorized as near certain or more than likely and they *were* included in the modelling undertaken and so there are no changes to any of the model outputs. The other items that have been added (items 27 to 30) are additional schemes that are categorized as hypothetical so were not included (nor should have been included) in the modelling. The revised Table 4.2 and Figure A.1 are shown below (with the additions shown in italics for ease of identification).

Table 4.2: Uncertainty Log – Factors Affecting Highway Supply

SI number	Input	Uncertainty	Year	Comment	Status
1	Dereham Road/ Old Palace Road and Heigham Road junction improvement	Near certain (under construction)	2017	Improvements to facilitate bus rapid transit on Dereham Road bus corridor	Local authority scheme: programmed under construction
2	A11 Fiveways to Thetford improvement scheme	Near certain (under construction)	2017	Dualling of the last section of the trunk road route between the M11 and Norwich	Highways Agency scheme: under construction
3	Southbound bus lane Grapes Hill	Near Certain	2017	Improvements to facilitate bus rapid transit on Dereham Road bus corridor	Local authority scheme
4	Two way on Cleveland Road and a new junction arrangement at Cleveland Road/Chaplefield North	Near Certain	2017	New Junction arrangements to facilitate Chaplefield North scheme	Local Authority scheme: budgeted and Programmed

5	Bus only on Theatre Street and Chapelfield North and removal of general traffic except buses, taxis and cyclists from Rampant Horse Street	Near Certain	2017	Part of city centre measures to reduce through traffic	Local Authority scheme: budgeted and Programmed
6	Little Bethel Street closure	Near Certain	2017	Part of Chapelfield North scheme and city centre measures	Local authority scheme: budgeted and programmed
7	St Stephens Street and Surrey Street bus only	Near Certain	2017	Part of city centre measures	Local authority scheme: budgeted and programmed
8	Traffic signal priority for buses for signals on radial routes outside of Inner Ring Road	Near Certain	2017	General Signal timing upgrades across Norwich's road network	Local authority scheme: being built
9	Development Link Broadland Business Park to Plumstead Road	Near Certain	2017	Link Road to bypass narrow country road and Thorpe End connecting to Plumstead Road	Developer scheme: Planning Approval subject to S106
10	Salhouse Road - Wroxham Road Link Road	Near Certain	2017	New Road through new housing estate Connecting Wroxham Road to Salhouse Road	Developer scheme: approved planning permission
11	Tuckswood Roundabout Improvements, Norwich (Harford Place)	Near Certain	2017	Improvements to the approach of the roundabout and improved crossing facilities (Barrett Road)	Developer scheme: approved planning permission
12	Norwich Research Park Transport Infrastructure	Near Certain	2017	Junction Improvement on B1108/Hethersett Lane junction including signalisation	Developer scheme: approved planning permission

13	Westlegate - removal of straight ahead movement	Near certain	2017	Part of city centre measures to reduce through traffic	Local authority scheme: budgeted and programmed
14	<i>Extension of Postwick Park and Ride site</i>	<i>Near certain</i>	<i>2017</i>	<i>Capacity Improvements</i>	<i>Local authority scheme: has planning permission</i>
15	Lenwade to Honingham – Improvement scheme to widen carriageway	More than likely	2017	Improvement scheme to widen carriageway for HGV's	Local authority scheme: phased programme agreed and construction
16	Bus only on All Saints Green	More than likely	2017	Closure of All Saints Green to all general traffic except buses	Local authority scheme: feasible, but not programmed
17	Longwater Interchange Improvements – To mitigate impact of Lodge Farm 2 residential development	More than likely	2017	Free flow slip from A1074 westbound onto A47 eastbound and part signalisation of the south dumbbell roundabout	Developer scheme: planning application being assessed
18	Westbound bus lane on approach to Larkman Road, Costessey	Reasonably foreseeable		Improvements to facilitate bus rapid transit on Dereham Road bus corridor	Local authority scheme: investigation instigated without conclusion
19	Westbound bus lane on approach to Norwich Road , Costessey	Reasonably foreseeable		Improvements to facilitate bus rapid transit on Dereham Road bus corridor	Local authority scheme: investigation instigated without conclusion
20	John Lewis car park right turn in and out	Reasonably foreseeable		Car Park entrance changes allowing all movements	Local authority scheme: feasible, but not programmed
21	Thickthorn Roundabout Improvements	Reasonably foreseeable		Feasibility work currently under way	Highways Agency scheme: feasible, but not programmed
22	Eastbound bus lane on Dereham Road bypassing Bowthorpe Roundabout	Reasonably foreseeable		Improvements to facilitate bus rapid transit on Dereham Road bus corridor	Local authority scheme: feasible, but not programmed

23	Westbound bus lane on approach to Outer Ring Road/Dereham Road and junction improvement	Reasonably foreseeable		Improvements to facilitate bus rapid transit on Dereham Road bus corridor	Local authority scheme: feasible, but not programmed
24	Longwater Interchange – large scale improvement	Reasonably foreseeable		Feasibility work currently under way	Local authority scheme: feasible, but not programmed
25	Improvements to the A47 trunk road including junctions and dualling	Reasonably foreseeable		Road infrastructure improvements	Highways Agency schemes: feasible, but not programmed
26	Eastbound bus lane on Dereham Road on approach to Longwater Lane junction, Costessey	Reasonably foreseeable		Improvements to facilitate bus rapid transit on Dereham Road bus corridor	Local authority scheme: feasible, but not programmed
27	<i>Aylsham Road / Boundary Road traffic signal staging update</i>	<i>Hypothetical</i>		<i>Reallocation of right turn onto ring road from Aylsham road</i>	<i>Local authority scheme: feasible</i>
28	<i>Removal of through traffic from Thorn Lane</i>	<i>Hypothetical</i>		<i>Not required when Golden Ball Street is made two way</i>	<i>Local authority scheme</i>
29	<i>Barrack Street / Kett's Hill Roundabout; Heartsease Roundabout, junction and road improvements</i>	<i>Hypothetical</i>		<i>Reshaping of irregular roundabout (Heartsease)</i>	<i>Local authority scheme: investigation instigated without conclusion</i>
30	<i>Bowthorpe Road, Norwich Farrow Road to Dereham Road safety and speed management</i>	<i>Hypothetical</i>		<i>Introduction of traffic calming measures such as speed cushions and tables</i>	<i>Local authority scheme: investigation instigated without conclusion</i>
31	<i>Link roads between Buxton Road, North Walsham Road and Wroxham Road with traffic signal junctions</i>	<i>Near Certain</i>	<i>2017</i>	<i>Part of the Beyond Green development in North Sprowston and Old Catton</i>	<i>Infrastructure provided by development: Resolution to grant planning application by Broadland</i>

32	<i>Link road between Salhouse Road and Plumstead Road with roundabout junctions</i>	<i>More than likely</i>	2032	<i>Provided as part of the NE growth triangle urban quarter centred on Salhouse Road</i>	<i>Infrastructure provided by development: Seen as desirable for the emerging NE growth triangle and so more than likely</i>
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10.3 Land Use and Economic Development Report (Doc Ref 10.3)

The low GVA job figure used was £29,200. In addition the figures in Table A.3 of Document Reference 10.3 are in 2010 and 2011 price bases. The correction and a clearer definition of the price base used is provided by replacing the title for the table with:

Table A.3 Analysis of Jobs between High-GVA (£45,000) and Low-GVA (£29,200) jobs at 2010 Prices (see Note 2)

In addition the title of the fourth row should be : 'Average GVA per job at 2011 prices, £'; and the fifth row title should be 'Average GVA per job at 2010 prices, £' (this row was incorrectly stated as 2011 prices).

In addition Note 2 needs to be modified to quote the correct low GVA figure as follows:

Note 2: The 2011 GVA per job figures of £45,000 for high-GVA jobs and £29,200 for low-GVA jobs are consistent with the figures used in the Postwick Hub Scheme Economic Appraisal Report; 2010 figures have been assumed to be 2% lower than in 2011. The proportion of high-GVA jobs at each site is based upon NCC's expectations of the type of occupier to be expected at the various sites. The remaining jobs (i.e. those that are not 'high-GVA') are taken to be low-GVA jobs.

5.11 Summary Results of Sensitivity Tests (Doc Ref 5.11)

In paragraph 1.1.7 of Document Reference 5.11 on the fourth line in parentheses the threshold for High Value for Money is indicated as 3, but should be 2. Therefore the text 'BCR above 3/4' should read 'BCR above 2/4'

Section 3.4 and paragraph 3.4.1 explains the sensitivity test for Postwick Scheme in the Do Minimum. However in section 7 the results for the testing with Postwick in the Do Minimum have different meanings in Section 7.2 and 7.4. In Section 7.2 the operational assessment results for the DCO Scheme Do Minimum junctions in the Postwick area (without the Postwick improvement) are compared with the results for the Do Minimum network with the Postwick improvement included. However in Section 7.4 the results shown for 'Postwick in the Do Minimum' refer to an economic assessment of the NDR compared with a network that includes Postwick Hub Improvement in the Do Minimum. The following changes make this clear.

Table in paragraph 1.1.7: on the 8th line under sensitivity tests replace 'Postwick in DM' with 'NDR with Postwick in DM'

Paragraph 7.4.1, second line, replace 'Postwick in DM' with 'NDR with Postwick in DM'.

Table 7.5 replace subheading of last column 'Postwick in DM' with 'NDR with Postwick in DM'.

Paragraph 7.4.4, second line, replace 'Postwick in DM' with 'NDR with Postwick in DM'.

Table 7.6 replace subheading of last column 'Postwick in DM' with 'NDR with Postwick in DM'.

The results shown in section 7.3 for the safety analysis are clear and require no adjustment as they are shown separately for the Do Minimum and Do Something networks rather than just showing differences .