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

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## Proposed Minor Change to the Application for Development Consent: Broad Lane / Plumstead Road PMA

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Planning Act 2008

Infrastructure Planning

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

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## **1 THE APPLICATION**

- 1.1. This document is submitted in relation to the application for a Development Consent Order by Norfolk County Council to the Secretary of State, under the Planning Act 2008.
- 1.2. 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 to east, to south, 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.
- 1.3. This document comprises part of Norfolk County Council's proposal to make minor amendments to the form of the Norwich Northern Distributor Road which it has applied for.

## 2 INTRODUCTION

- 2.1. On 7 of January 2014, Norfolk County Council (NCC) submitted an application for development consent (the 'application') to the Planning Inspectorate for the Norwich Northern Distributor Road (NDR). The application was accepted for examination on 4 February 2014.
- 2.2. As a result of on-going discussion and engagement with local landowners, NCC would like to make a minor change to the application in relation to the proposed Private Means of Access (PMA) track between Broad Lane and Plumstead Road.
- 2.3. The proposed change would remove the proposed PMA track as shown R1C093-R1-5160 included in Appendix A.
- 2.4. The Department for Communities and Local Government document *Planning Act 2008: Guidance for the examination of applications for development consent* (paras. 105 to 107, p. 21) recognises that applicants may need to change a proposal after an application has been accepted for examination. The proposed change is not considered to result in a materially different project, and this point is considered further in relevant sections of this report.
- 2.5. This proposed change would reflect local landowner concerns about potential security issues surrounding use of the PMA track.
- 2.6. This document demonstrates that the proposed change to the application is minor and not material and does not materially affect the scheme which is the subject of the DCO application. NCC has undertaken targeted engagement with the principal parties potentially affected by the changes and has taken their representations into account.
- 2.7. This document is structured as follows:
  - a) Section 3 introduces the proposed modification to the original application published Scheme
  - b) Section 4 summarises the need for the changes.
  - c) Section 5 explains the process of stakeholder engagement undertaken.
  - d) Section 6 assesses the engineering and buildability effects of the proposed changes.

- e) Section 7 assesses the environmental effects of the proposed changes.
- f) Section 8 assesses the traffic, safety and economics effects of the proposed changes.
- g) Section 9 provides the conclusion to this report

### **3 THE PROPOSED MODIFICATION TO THE SCHEME**

#### **3.1. Description of proposed changes**

- 3.1.1. As proposed in the application a new PMA track was to be provided from the improved C258 Broad Lane, where a turning head is to be provided opposite 'Leighton House' running south westerly and then south easterly to the C874 Plumstead Road. As the land required to provide this track was to be acquired from a fuel allotment charity, and as such is special category land, replacement land was to be acquired and transferred to the charity.
- 3.1.2. The proposed modification would remove the PMA track. The proposed stopping up of the Broad Lane and Plumstead Road junction is not affected by the proposed change and remains part of the application scheme.
- 3.1.3. The use of the land now to be acquired from the fuel allotment charity has implications on the need for provision of replacement land. The proposed modification includes the removal of the replacement land provision.
- 3.1.4. The proposed modification includes the provision of a new field access into the land which was previously identified to be acquired as replacement land.

#### **3.2. Proposed changes to the application documents**

- 3.2.1. The proposed modification would amend the following application documents as shown in the tables below. Following acceptance of the change by the Planning Inspectorate, NCC proposes to submit revised versions of any application documents which the Planning Inspectorate considers necessary, and in accordance with a timetable to be agreed. It may be, for instance, that other changes are required to the draft DCO early in the examination period, and it would be sensible for the below changes to be made at the same time as those, rather than submitting two versions of the draft DCO in relatively quick succession.
- 3.2.2. The proposed change would involve minor amendments to the Draft DCO (Application Document 3.1) as indicated in the tables below.



**Table 3.1** Preamble (page 7 of application draft DCO):

Application text	Proposed change
<i>The Secretary of State is satisfied, in accordance with section 131(3)(a) and section 131(4) of the 2008 Act, that the fuel allotment first replacement land and fuel allotment second replacement land will be given for the fuel allotment land and that such replacement land will vest in the prospective seller and subject to the same rights, trusts and incidents as attach to the fuel allotment land.</i>	The Secretary of State is satisfied, in accordance with section 131(5) of the 2008 Act, that the fuel allotment land is required for the widening or drainage of an existing highway and that the giving of exchange land is unnecessary, whether in the interests of persons, if any, entitled to rights of common or in the interest of the public.

**Table 3.2** Article 2 Interpretation (page 8 of application draft DCO):

Application text	Proposed change
<i>"fuel allotment first replacement land" means that land numbered as plot 10/41 in the book of reference and which is so numbered and shown delineated, and coloured green and stippled black on the land plans;</i>	Text deleted entirely
<i>"fuel allotment second replacement land" means that land numbered as plot 10/42 in the book of reference and which is so numbered and shown delineated, and hatched orange and green and stippled black on the land plans;</i>	Text deleted entirely

**Table 3.3** Article 32 Special Category Land (page 31 of application draft DCO):

Application text	Proposed change
<b>32.</b> —(1) <i>On the giving of notice by the undertaker to the relevant planning authority pursuant to this paragraph and subject to the undertaker having first complied with paragraph (1) of requirement 24 (Alternative Route for Marriott's Way), the Marriott's Way open space land shall vest in the undertaker and shall be discharged from all rights, trusts and incidents to which it was</i>	<b>32.</b> —(1) On the giving of notice by the undertaker to the relevant planning authority pursuant to this paragraph and subject to the undertaker having first complied with paragraph (1) of requirement 24 (Alternative Route for Marriott's Way), the Marriott's Way open space land shall vest in the undertaker and shall be discharged from all rights, trusts and incidents to which it was

<p><i>previously subject.</i></p> <p><i>(2) Prior to the opening of the NDR classified road for public use the undertaker must obtain certification from the relevant planning authority that a scheme for the provision of the Marriott's Way replacement open space land as open space has been implemented to its satisfaction, and on the provision of such certificate the Marriott's Way replacement open space land shall vest in the persons in whom the Marriott's Way open space land was vested immediately before it was vested in the undertaker and shall be subject to the same rights, trusts and incidents as attached to the Marriott's Way open space land.</i></p> <p><i>(3) The fuel allotment land shall not vest in the undertaker until the undertaker has acquired the fuel allotment first replacement land and the relevant planning authority has certified that a scheme for the provision of the fuel allotment first replacement land as fuel allotment land has been implemented to its satisfaction.</i></p> <p><i>(4) On the requirement of paragraph (3) being satisfied, the fuel allotment first replacement land shall vest in the persons in whom the fuel allotment land was vested immediately before it was vested in the undertaker and shall be subject to the same rights, trusts and incidents as attached to the fuel allotment land, and the fuel allotment land shall be discharged from all rights, trusts and incidents to which it was previously subject.</i></p> <p><i>(5) On the giving of notice by the undertaker to the relevant planning authority pursuant to this paragraph, such notice to be given no later than the date that is three months after the date of the opening of the NDR classified road for</i></p>	<p><i>previously subject.</i></p> <p><i>(2) Prior to the opening of the NDR classified road for public use the undertaker must obtain certification from the relevant planning authority that a scheme for the provision of the Marriott's Way replacement open space land as open space has been implemented to its satisfaction, and on the provision of such certificate the Marriott's Way replacement open space land shall vest in the persons in whom the Marriott's Way open space land was vested immediately before it was vested in the undertaker and shall be subject to the same rights, trusts and incidents as attached to the Marriott's Way open space land.</i></p> <p><i>(3) As from the date on which this Order becomes operative or the date on which the fuel allotment land, or any part of it, is acquired by or vested in the undertaker, whichever is the later, the fuel allotment land shall be discharged from all rights, trusts and incidents to which it was previously subject.</i></p>
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<i>public use, the fuel allotment second replacement land shall vest in the persons in whom the fuel allotment land was vested immediately before it was vested in the undertaker and shall be subject to the same rights, trusts and incidents as attached to the fuel allotment land.</i>	
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**Table 3.4** Schedule 1 Authorised Development - Work No. 18(viii) (page 52 of application draft DCO):

Application text	Proposed change
<i>the construction of a private means of access track, from the improved C258 Broad Lane, where a turning head is to be provided opposite 'Leighton House', running in a south westerly, then south easterly, direction to junction with the C874 Plumstead Road;</i>	Text deleted entirely – subsequent numbering and cross references in Work No. 18 to be updated accordingly.

**Table 3.5** Schedule 2 Requirements – List of Works Plans within Table in Requirement no. 4 (page 58 of application draft DCO):

Application text	Proposed change
<i>R1C093-R1-5002, R1C093-R1-5003, R1C093-R1-5004, R1C093-R1-5005, R1C093-R1-5006, R1C093-R1-5007, R1C093-R1-5008, R1C093-R1-5009, R1C093-R1-50010, R1C093-R1-50011, R1C093-R1-50012, R1C093-R1-50013</i>	R1C093-R1-5002, R1C093-R1-5003, R1C093-R1-5004, R1C093-R1-5005, R1C093-R1-5006, R1C093-R1-5007, R1C093-R1-5008, R1C093-R1-5009, R1C093-R1-5010, R1C093-R1-5011A, R1C093-R1-5012A, R1C093-R1-5013

**Table 3.6** Schedule 2 Requirements – List of General Arrangement Plans within Table in Requirement no. 4 (page 58 of application draft DCO):

Application text	Proposed change
<i>R1C093-R1-5015, R1C093-R1-5016, R1C093-R1-5017, R1C093-R1-5018, R1C093-R1-5019, R1C093-R1-5020, R1C093-R1-5021, R1C093-R1-5022, R1C093-R1-5023, R1C093-R1-5024,</i>	R1C093-R1-5015, R1C093-R1-5016, R1C093-R1-5017, R1C093-R1-5018, R1C093-R1-5019, R1C093-R1-5020, R1C093-R1-5021, R1C093-R1-5022, R1C093-R1-5023, R1C093-R1-

R1C093-R1-5025, R1C093-R1-5026	5024A, R1C093-R1-5025A, R1C093-R1-5026
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**Table 3.7** Schedule 3 Streets Subject to Permanent Alternation of Layout (page 74 of application draft DCO):

Application text		Proposed change	
C258 Broad Lane	(i) <i>An increase in width, together with associated carriageway tie-in works, on its south west side, from a point some 90 metres north west of its junction with the C874 Plumstead Road, north westwards for 26 metres, so as to provide a turning head situated some 12 metres to the north west of the north western and rear curtilage boundary of the property 'Braemar';</i>	C258 Broad Lane	(ii) <i>An increase in width, together with associated carriageway tie-in works, on its south west side, from a point some 86 metres north west of its junction with the C874 Plumstead Road, north westwards for 30 metres, so as to provide a turning head to the north west of the north western and rear curtilage boundary of the property 'Braemar';</i>

**Table 3.8** Schedule 6 Streets to be Stopped Up: Part 2 Private access for which a substitute is to be provided (page 107 of application draft DCO):

Application text			Proposed change
<i>None – New Text to be Inserted (below the line included for X50 and above the line included for PMA 60)</i>			<div>PMA 58</div> <div>Field access to farmland of Dairy Farm, from the C874 Plumstead Road, at a point 15 metres north east of the existing railway crossing on the C874 Plumstead Road, north westwards for 2 meters.</div> <div>X51</div>
<i>PMA 59</i>	<i>Field access to Fuel Allotment land, from the C874 Plumstead Road, at a point 280 metres south west of its junction with the C258 Broad Lane, north westwards for a distance of 2 metres.</i>	<i>X51</i>	Text deleted entirely

**Table 3.9** Schedule 6 Streets to be Stopped Up: Part 3 Private access for which no substitute is to be provided (page 114 of application draft DCO):

Application text		Proposed change
<i>PMA 58</i>	<i>Field access to farmland of Dairy Farm, from the C874 Plumstead Road, at a point 15 metres north east of the existing railway crossing on the C874 Plumstead Road, north westwards for 2 meters.</i>	Text deleted entirely
<i>None – New Text to be Inserted (below the line included for X57)</i>		<div>PMA 59</div> <div>Field access to Fuel Allotment land, from the C874 Plumstead Road, at a point 280 metres south west of its junction with the C258 Broad Lane, north westwards for a distance of 2 metres.</div>

**Table 3.10** Schedule 12 Land of Which Temporary Possession May be Taken  
(pages 140 and 141 of application draft DCO):

Application text	Proposed change			
<i>None – New Text to be Inserted (below the line included for Plot 10/39 and above the line included for Plot 10/42)</i>	To the north west of the C874 Plumstead Road and to the south east of the Norwich to Cromer & Sheringham Railway line.	Plot 10/41	Bridge compound.	Part of Work No. 18

### 3.3. Plans/drawings/sections

3.3.1. The proposed change would involve minor amendments to the plans/drawings/sections submitted as part of the DCO application as indicated in Table 3.7 below.

**Table 3.11** Plans/drawing/sections

Title	Sheet	Drawing number	Status
Reference: 2.2 Land Plans			
<p>'Plan Number DCO-LP-04 Plan Revision: 0' is replaced with 'Plan Number DCO-LP-04A Plan Revision: A' and which –</p> <ul style="list-style-type: none"> <li>- Amends the plot symbol for Plot 10/41 to orange (from green stippled black).</li> <li>- Amends the plot symbol for Plot 10/42 to orange (from green hatched orange stippled black).</li> <li>- Shows the reduced area for Plot 10/45, as included in the amended description above.</li> <li>- Has <i>deleted</i> the green hatched orange symbol and the wording 'Land to be used temporarily and subsequently given in exchange' alongside the symbol, from the Key on the Plan.</li> </ul>			
Reference: 2.3 Work Plans			
<p>'Plan number R1C093-R1-5011 and R1C093-R1-5012' replaced with 'Plan number R1C093-R1-50011A and R1C093-R1-5012A' to reflect the amended DCO Boundary.</p>			

**Reference: 2.4 Street Plans**

'Plan Number DCO-SP-10 Plan Revision: 0' is replaced with 'Plan Number DCO-SP-10A Plan Revision: A' and which shows the amended Street and Access provisions identified in the above amendments.

**Reference: 2.6 General Arrangement Plans**

'Plan number R1C093-R1-5024 and R1C093-R1-5025' replaced with 'Plan number R1C093-R1-5034A and R1C093-R1-5025A' which shows the amended provisions identified in the above amendments.

### 3.4. Book of Reference

3.4.1. The proposed change would involve the minor amendments to the Book of Reference (Application Document 4.3) as listed below:

	Proposed change
<i>Part 1</i> <i>Plot 10/41</i> <i>Page 99</i>	In the 'Number on Plan Sheet/Plot' column, in Part 1, the words 'Temporary Use' are inserted under the plot number.
<i>Part 1</i> <i>Plot 10/45</i> <i>Page 101 and 102</i>	The area measurement included in the description included in the 'Extent, description and situation of the land or right' column is reduced from '3,101 square metres' to '298 square metres'
<i>Part 5</i> <i>Plot 10/42</i> <i>Page 223</i>	The plot in its entirety is deleted from Part 5
<i>Part 5</i> <i>Plot 10/42</i> <i>Pages 223</i>	The plot in its entirety is deleted from Part 5
<i>Part 5</i> <i>Plot 10/45</i> <i>Pages 223 and 224</i>	The area measurement included in the description included in the 'Extent, description and situation of the land or right' column is reduced from '3,101 square metres' to '298 square metres'



### 3.5. Statement of Reasons

3.5.1. The proposed changes would involve amendments to the Statement of Reasons (Application Document 4.1), as shown in the table below:

**Table 3.10** Statement of Reason

	Application text	Proposed change
<i>Paragraph 1.9.4 (page 8)</i>	<i>"The draft DCO includes for the compulsory acquisition of part of a fuel allotment (plot 10/45), which is also special category land. Replacement land is proposed to be provided"</i>	"The draft DCO includes for the compulsory acquisition of part of a fuel allotment (plot 10/45), which is also special category land. No replacement land is proposed to be provided"
<i>Paragraph 10.2.2 (page 46)</i>	<i>"Plot 10/45 (which covers some 3117 square metres) forms part of a fuel allotment and would be acquired to create a new Private Means of Access."</i>	"Plot 10/45 (which covers 298 square metres) forms part of a fuel allotment and would be acquired to create a new turning head."
<i>Paragraph 10.2.3 (page 46)</i>	<i>"Replacement land is proposed to be provided for plot 10/45. This replacement land consists of two areas of land, plot 10/41, which covers some 3117 square metres, and plot 10/42, which covers some 9209 square metres. Plot 10/41 will be provided at the same time as plot 10/45 and is acquired for the scheme. Plot 10/42 will be provided once its temporary use as a Bridge Compound has finished. This replacement land would vest in the Trustees of the Great Plumstead Fuel Allotment Charity and be subject to the same rights, trusts and incidents as attached to the use of the land which it replaces. In view of this NCC is content that its proposals accord with section 131(4) of the</i>	"No replacement land is proposed to be provided for plot 10/45. The land to be acquired is required for the widening of an existing highway. The agent for the Trustees of the Great Plumstead Fuel Allotment Charity (who control the special category fuel allotment land) has confirmed that he is satisfied that replacement land is not necessary given the small area of land to be lost. In view of this NCC is content that its proposals accord with section 131(5) of the PA 2008 (a matter upon which the Secretary of State is required to be satisfied).



	<i>PA 2008 (a matter upon which the Secretary of State is required to be satisfied. “</i>	
<i>Appendix 1: Table 1  Page 61</i>		Delete plots 10/41 and 10/42 from Work No 18
<i>Appendix 1: Table 1A  Page 64</i>		Insert plot 10/45 within “Required for new highway (Non-NDR)”
<i>Appendix 1: Table 1A  Page 65</i>		Delete plot 10/45 from “Required for provision of new Private Means of Access”
<i>Appendix 1: Table 1A  Page 65</i>		Delete plots 10/41 and 10/42 from “Required as replacement land”
<i>Appendix 1  Table 3  Page 67</i>		Insert plots 10/41 and 10/42 within “Work No. 18”
<i>Appendix 1  Table 3A  Page 67</i>		Insert plots 10/41 and 10/42 within “Required for bridge compound”
<i>Appendix 2  Paragraph 76.3  Page 96</i>	<i>“The land is required for the Scheme to be developed as part of the new NDR highway alignment, including the NDR Bridge (Over Railway Line), the Plumstead Road Roundabouts link road and for improvements to the C874 Plumstead Road. This will also include provision of land for environmental mitigation measures and temporary land to</i>	<i>“The land is required for the Scheme to be developed as part of the new NDR highway alignment, including the NDR Bridge (Over Railway Line), the Plumstead Road Roundabouts link road and for improvements to the C874 Plumstead Road. This will also include provision of land for environmental mitigation measures and temporary land to</i>

	<i>facilitate construction activities. Land is also being acquired to provide replacement land for Special Category Land."</i>	facilitate construction activities."
Appendix 2 Paragraph 78.3 Page 96	<i>"The land is required to provide a new Private Means of Access. As the land comprises Special Category Land replacement land is being provided immediately to the west."</i>	"The land is required to provide a new turning head on the C258 Broad Lane. It is Special Category Land, but no replacement land is to be provided."

## **4 NEED FOR PROPOSED CHANGES**

### **4.1. Ongoing affected landowner discussions**

- 4.1.1. Initial discussions with local landowners had raised concerns about the impact of the proposed Broad Lane / Plumstead Road junction closure on their agricultural operations. In particular the field immediately north of the railway line was severed by the NDR and access between the two areas would involve a significant journey including travelling along part of the NDR. To mitigate this impact a PMA link was included in the application which would enable the landowner and their tenant farmer only to gain access between Broad Lane and Plumstead Road. This would significantly reduce the journey distance between the two severed land areas.
- 4.1.2. Following submission of the application, and ongoing land acquisition discussions with the parties' representative, concerns were raised with NCC about safety and security issues from the potential misuse of the PMA track by the general public. This ultimately resulted in a request from the landowner and their tenant that the PMA track be removed.
- 4.1.3. The removal of the PMA link would reduce the land acquisition requirements from the fuel allotment charity to just that required to provide the new turning head.
- 4.1.4. One of the parties who would have used the proposed PMA link is also the owner of the proposed replacement land.
- 4.1.5. Discussions with the representatives of both the fuel allotment charity and owner of the replacement land landowner have considered the issue of whether replacement land is still appropriate.
- 4.1.6. The representative for the fuel allotment charity has confirmed that they do not need to receive replacement land. The other landowner is content to retain ownership of the previously identified replacement land, following its temporary use as a bridge compound, provided that a new field access to the land is created.

## **5 STAKEHOLDER ENGAGEMENT**

- 5.1. NCC has undertaken a targeted consultation on the potential change to ensure that relevant stakeholders were given an opportunity to consider and comment.
- 5.2. A letter, dated 25 March 2014, setting out the potential change was sent to those parties with a legal interest in either the directly affected or proposed replacement land, as well as their professional advisers, together with the three residential properties adjacent to the proposed PMA link. A total of 21 letters were sent. The letter requested responses by Friday 25 April 2014. A copy of the letter is included in Appendix B.
- 5.3. 3 responses have been received.
- 5.4. The Secretary to the Fuel Allotment Charity advised that he had no comment to make on the proposals at this stage.
- 5.5. A further response was received on behalf of the Fuel Allotment Charity confirming that they had no objection to the PMA removal and seeking confirmation that there was a field access from their land onto Plumstead Road.
- 5.6. The third response was from an agent on behalf of his two clients, namely the tenant of the land severed by the NDR, who would have used the proposed PMA link, and the owner of the proposed replacement land (who is also the owner of the severed field). He confirmed on behalf of both clients that they wholly support the removal of the PMA on safety grounds. His clients also acknowledge that they will have to take a longer route to access all parts of their property.
- 5.7. The agent also confirmed on behalf of the previously proposed replacement landowner that he is content to retain ownership of the previously identified replacement land, following its temporary use as a bridge compound, provided that a new field access to the land is created.
- 5.8. Given the supportive responses to the consultation exercise NCC has decided to progress the proposed modification to the NDR scheme.

## **6 ENGINEERING AND BUILDABILITY EFFECTS**

### **6.1. Design and Geometry**

6.1.1. The proposed change would require a minor change to the Scheme design at the location of the turning head on Broad Lane and the provision of a new field access on Plumstead Road.

### **6.2. Structures**

6.2.1 The proposed change would have no impact on existing or proposed structures.

### **6.3. Non Motorised Users**

6.3.1. The NMU provision would remain unchanged as a result of the proposed change.

### **6.4. Drainage**

6.4.1. The proposed change would have no impact on the drainage design.

### **6.5. Public Utilities**

6.5.1. There is no impact on the existing public utilities as a result of the proposed change.

### **6.6. Private Means of Access**

6.6.1. The proposed change would remove the PMA track between Broad Lane and Plumstead Road. Access between the two severed land areas would be solely via the public highway.

6.6.2. A new field access would be provided into the land which was previously identified to be acquired as replacement land.

### **6.7. Construction**

6.7.1 The proposed change would have a minimal impact on the construction works.

## **7 ENVIRONMENTAL EFFECTS**

- 7.1. There are no envisaged environmental impacts predicted if the PMA track is removed with no anticipated additional or different effects of significance with regard to water, landscape, ecology or social and economic impacts.
- 7.2. The proposed change will however impact on the area of land to be acquired from Great Plumstead Fuel Allotment Charity. Fuel and Field Garden Allotments consist of land that was allotted for public or semi-public purposes under the Enclosure Acts. It is not technically common land but is held in trust by its owner and generally falls within the jurisdiction of the Charity Commissioners.
- 7.3. Under the NDR scheme as applied for, a 3,101m<sup>2</sup> area was to be acquired from the Great Plumstead Fuel Allotment Charity land to provide a PMA for agricultural vehicles to bypass the local road that is closed by the NDR. An adjoining, larger, area of agricultural land was to be given in exchange to the Charity.
- 7.4. As a consequence there was no predicted loss of amenity or use associated with this land take.
- 7.5. With the PMA link removed (as now proposed) a significantly smaller area of land will be required for the NDR scheme (298m<sup>2</sup>). No replacement land from the adjoining field is proposed to be given as exchange land to the Charity. Whilst this will result in a small loss of land area fuel allotment charity, it is not considered to be a significant adverse impact.

## **8 TRAFFIC, SAFETY AND ECONOMIC EFFECTS**

- 8.1. The proposed changes are not considered to have any traffic, safety or economic effects on the proposed scheme and therefore an operational, safety and economic appraisal on the change has not been undertaken.

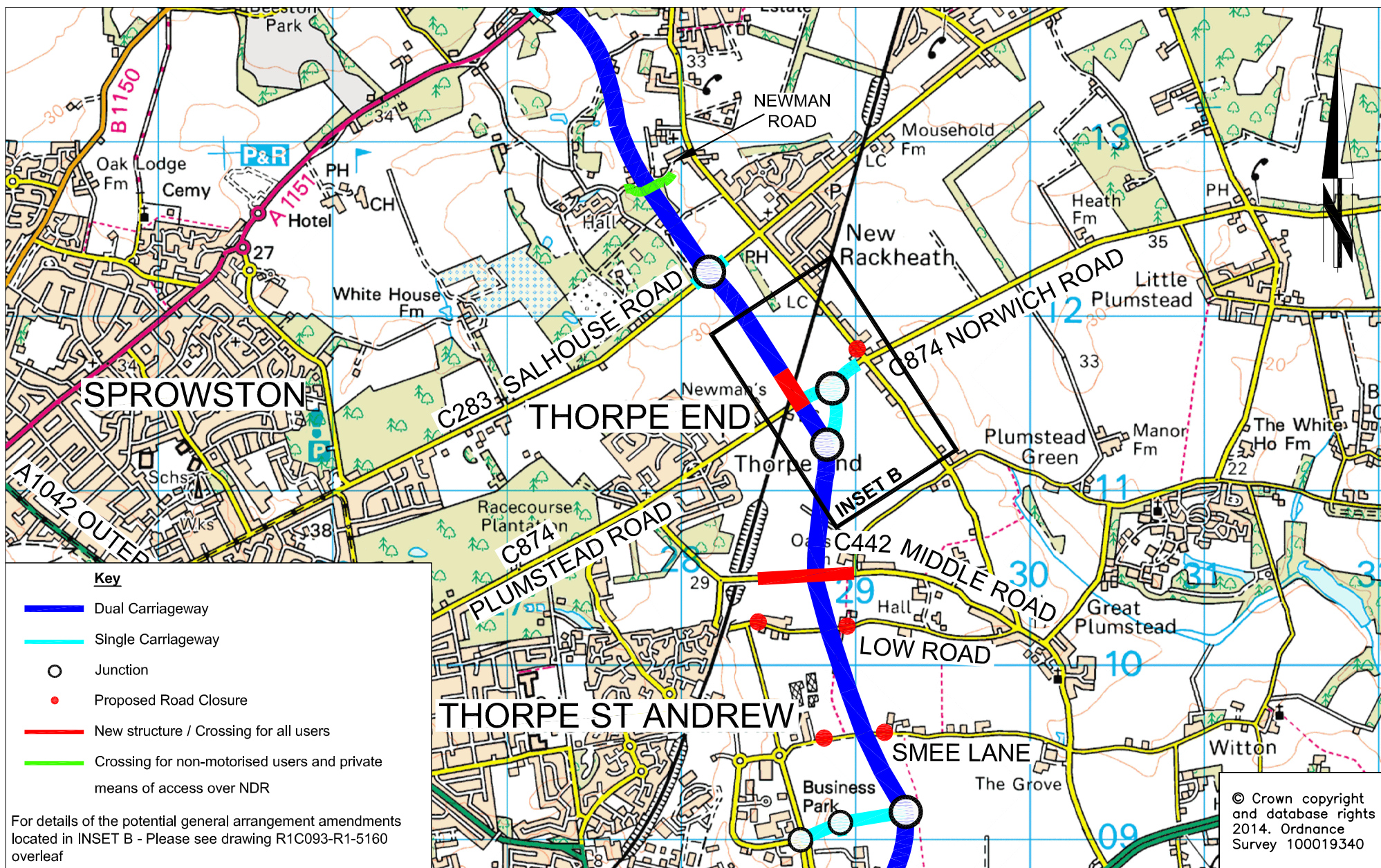
## **9 CONCLUSIONS**

- 9.1. The PMA was included in the DCO application at the request of the landowner and tenant farmer who were concerned about the distance to be travelled between two severed areas of their landholding.
- 9.2. The landowner and tenant have now indicated that they no longer want this PMA provided.
- 9.3. The consultation on the proposed change has not raised any objection to the proposed change to the scheme.
- 9.4. NCC therefore considers that the PMA link should therefore be removed from the DCO application.
- 9.5. The requirement for replacement land for the fuel allotment charity is also no longer required and should be removed from the DCO application.



## **APPENDIX A: The proposed change**





DRAWING TITLE

Norwich Northern Distributor Road  
Potential minor modifications - Removal of Broad Lane  
Plumstead Road Private means of access, Location plan

REV.	DESCRIPTION	CHECKED	DATE

	INIT.	DATE	DRAWING No.
	OS	2014	R1C093-R1-5159
	DESIGNED BY	RH 03/14	PROJECT TITLE
	DRAWN BY	RH 03/14	Norwich Northern Distributor Road
	CHECKED BY	MH 03/14	SCALE
			1:20000
			FILE No.
			R1C093





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REV.	DESCRIPTION	CHECKED	DATE

	INIT.	DATE	DRAWING No.
	OS	2014	R1C093-R1-5160
SURVEYED BY	RH	03/14	PROJECT TITLE
DESIGNED BY	RH	03/14	Norwich Northern Distributor Road
DRAWN BY	MH	03/14	SCALE
CHECKED BY			FILE No.
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## **APPENDIX B: Example consultation letter**



Your Ref:  
Date: 25/03/2014

My Ref: HI/R1C093/GB/PR  
Email: [norwich.transport@norfolk.gov.uk](mailto:norwich.transport@norfolk.gov.uk)

Dear

**Norwich Northern Distributor Road (NDR), Application for  
Development Consent for Nationally Significant Infrastructure under the Planning  
Act 2008**

**Removal of Private Means of Access link between Broad Lane and Plumstead Road**

Norfolk County Council is consulting on a potential minor alteration to our plans for the Norwich Northern Distributor Road (NDR), which we believe may affect you.

Ongoing stakeholder engagement has resulted in a request for the removal of the Private Means of Access link between Broad Lane and Plumstead Road and which is shown on the NDR plans submitted with the development consent order (DCO) application. The proposed stopping up of the Broad Lane and Plumstead Road junction is not affected by this potential change and remains part of the NDR scheme.

The private means of access currently proposed as part of the NDR scheme is on fuel allotment land, which we are currently seeking to replace with other land for the same purpose further south. A consequence of the removal of the private means of access from the scheme would be that it would be unlikely that we would need to provide replacement fuel allotment land.

In order to assist you with your consideration of this potential change we enclose a plan showing changes to the NDR scheme.

There are no anticipated additional or different traffic or other environmental impacts compared with the NDR scheme as submitted to the Planning Inspectorate as a result of this potential modification.

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We would very much welcome your comments on the potential proposal to remove the private means of access from the NDR scheme and that it would then be unlikely that we would need to provide replacement fuel allotment land. We are inviting comments in writing by **5pm on Friday 25 April 2014**.

**You can provide comments by:**

- emailing:- [norwich.transport@norfolk.gov.uk](mailto:norwich.transport@norfolk.gov.uk)
- writing to:- Norwich Northern Distributor Road, Norfolk County Council, Department of Environment, Transport and Development, County Hall, Martineau Lane, Norwich, NR1 2DH

We will review the consultation responses received and consider whether to seek to alter the NDR scheme that was applied for in the application for a development consent order (DCO).

If we do seek to change the DCO application scheme following this consultation, then we will ask the Planning Inspectorate to permit an amendment to the NDR proposals. We would provide the Planning Inspectorate with revised or amended application plans and documents where relevant, and these would be made available for inspection.

If the scheme change is accepted by the Planning Inspectorate we expect that there would be another opportunity to make representations on it directly to them in due course.

Yours Sincerely



Gavin Broad  
Project Engineer

Encl.