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

4.1 Statement of Reasons

Planning Act 2008

Infrastructure Planning

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

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1.0 Summary

1.1.1 This Statement of Reasons ('Statement') relates to an application made by Norfolk County Council ('NCC') to the Secretary of State for Transport under the Planning Act 2008 ('PA 2008'). The application is for the Norfolk County Council (Norwich Northern Distributor Road (A1067 to A47(T))) Order ('the DCO'). The Statement explains why it is necessary, proportionate and justifiable for the DCO to contain compulsory acquisition powers, and why there is a compelling case in the public interest for NCC to be granted these powers. The matters addressed in this Statement are summarised in this section. References to numbered sections or paragraphs are to sections or paragraphs of this Statement.

1.2 Scheme Details (Section 3.0)

1.2.1 The Northern Distributor Road (NDR) is a dual carriageway all-purpose strategic distributor road of approximately 20.4km linking the A1067 Fakenham Road to the A47(T) at Postwick.

1.2.2 In August 2013, the Secretary of State for Transport directed, under section 35 of the PA 2008, that the NDR Scheme is a project of national significance and is to be treated as development for which development consent is required on the basis that it:

- provides a direct connection to/from an international airport to the Trans European Network and the Strategic Road Network;
- supports national growth potential by directly supporting over 135ha of proposed employment growth; and
- improves connection to/from the Great Yarmouth Enterprise Zone which supports the offshore energy industry and supply chain.

1.3 The Need for the Scheme and Alternatives considered (Section 4.0)

1.3.1 One of the key issues affecting the City of Norwich and its surroundings relates to the transport network. Problems include congestion, high volumes of traffic using inappropriate routes and poor access to the strategic road network, Norwich International Airport and north and north-east Norfolk. These problems have adverse implications for businesses and services, for the growth and development of Norwich, for the effective operation of public transport, walking and cycling and for the environment and quality of life.

1.3.2 The overall strategy set out in the Norwich Area Transportation Strategy (NATS) is that a package of transport measures is required, including an NDR.

1.3.3 The NDR will:

- reduce traffic flows on the northern sections of the Outer Ring Road, on key northern radial routes and on unsuitable residential and rural roads;
- reduce City Centre through traffic;
- reduce congestion;
- significantly improve access for north Norwich and north and north east Norfolk to the strategic road network and to Norwich International Airport;
- provide the transport infrastructure needed to allow planned and proposed growth to come forward; and
- increase the opportunities for improving public transport and the provision for pedestrians and cyclists.

Consideration of other approaches leading to the development of the proposals

1.3.4 Following an initial assessment of possible transport interventions, the following six strategies were assessed:

- Option 1 – A ‘full length’ NDR linking the A47(T) on both east and west sides of the city and complementary measures;
- Option 2 – A ‘half length’ NDR between the A47(T) at Postwick and the A140 Cromer Road and complementary measures;
- Option 3 – A ‘three quarter length’ NDR from the A47(T) at Postwick to the A1067 Fakenham Road and complementary measures;
- Option 4 – A new orbital bus service around Norwich; major improvements to existing radial bus services; improvements to junctions on Inner and Outer Ring Roads, and a ‘Ring and Loop’ system to prevent car drivers making through trips within the Inner Ring Road.

- Option 5 – A Light Rapid Transit service; improvements to junctions on the Inner and Outer Ring Roads; road user charging or workplace parking charging within the Inner Ring Road; a Ring and Loop system plus additional physical restrictions on car access to the City Centre.
- Option 6 – Planning new development so as to reduce the distance between home, work and services; financial incentives to implement workplace travel plans; improvements to walking and cycling networks and the promotion of alternative modes of transport and fuels.

1.3.5 The assessment concluded that a northern distributor road was required in order to address the transport problems. The full NDR was considered to give rise to impacts that could not be mitigated however a ‘three-quarter length’ NDR would still achieve the objectives set by the NATS review. Public transport options would not have sufficient impact across the NATS area to be considered as strategic alternatives in their own right or in combination, but they could play an important role in complementing the NDR options.

1.3.6 Before deciding on the application proposals, the conclusions of previous analyses were reviewed.

Measures to enhance the existing highway network as an alternative to the NDR

1.3.7 Measures to enhance the existing network would only partially meet the traffic need at the expense of widespread impact on urban and residential environments. Traffic would continue to be drawn into the urban area and many cross-city journeys would not be facilitated or would be less well served, resulting in continued urban and rural rat-running. It would also be less effective in supporting urban expansion to the north east of the City and less effective in stimulating and serving economic growth generally.

Improvement to public transport provision as an alternative to the NDR

1.3.8 Public transport initiatives are an essential complement to the NDR but, even in combination, they do not constitute an alternative to it. By relieving the radial routes of traffic, the NDR would help to facilitate improvements in bus services. Freeing the internal road networks of new developments from the need to cater for extraneous through traffic would result in better residential environments, which would be more easily penetrated by local bus services, pedestrians and cyclists.

Alternatives to the application proposals

- 1.3.9 The alignment and form of the NDR are the result of iterative design, informed by the output of land-use/transportation modelling and the preliminary conclusions of the studies carried out for the environmental impact assessment.
- 1.3.10 To confirm that the preferred option (the subject of the Application) is the one that best meets the need, the application proposals have been compared with the following:
- Alternative 1 - Single carriageway on the same route as the preferred Scheme.
 - Alternative 2 - Dual carriageway from the A47(T) at Postwick on a route the same as that of the preferred Scheme but terminating at the A140.
 - Alternative 3 – As Alternative 2 but with the addition of a single carriageway from the A140 to the A1067.
 - Alternative 4 – The preferred Scheme except for a single carriageway stretch between Fir Covert Road and the A1067.
 - Alternative 5 – Developer-funded link roads between the north east radials (in the segment between the A47(T) at Postwick and the A140) in conjunction with the development of planned growth areas.
- 1.3.11 Alternative 1's fulfilment of the scheme objectives is limited by the traffic capacity and attractiveness of its single carriageway to traffic. It has therefore been assessed as not performing as well as the Scheme and has not been pursued.
- 1.3.12 Alternative 2 fails to address problems west of the A140, and this limits its fulfilment of Scheme objectives. It has therefore been assessed as not performing as well as the Scheme and has not been pursued.
- 1.3.13 Alternative 3's fulfilment of the Scheme objectives is limited by the capacity and attractiveness of its single carriageway west of the A140. It has therefore been assessed as not performing as well as the Scheme and has not been pursued.
- 1.3.14 Alternative 4 would not provide a consistent standard for the NDR, it would not provide continuity of road type with the A47(T) Norwich Southern Bypass for

the entire length of the NDR and would provide an inferior performance in terms of link accidents and user costs. Feedback from consultation indicated that among those that responded there was a majority support for the dual carriageway between Fir Covert Road and the A1067. Alternative 4 has therefore been assessed as not performing as well as the Scheme and has not been pursued.

- 1.3.15 Alternative 5's fulfilment of Scheme objectives is very limited as it would serve as a direct access to development, would cater for large traffic flows, and also would make no provision west of the A140. It has therefore been assessed as not performing as well as the Scheme and has not been pursued.

1.4 Scope of Acquisition (Section 5.0)

- 1.4.1 Regulation 5(2)(h) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the 'APFP Regulations') requires a statement of reasons for seeking a Development Consent Order ('DCO') which authorises "*the compulsory acquisition of land or an interest in land or right over land*". In addition to authorising the compulsory acquisition of land or interests or rights over land (Part 5, Powers of Acquisition, in the DCO), the DCO contains further powers, including:

- Article 8 – Power to alter layout, etc., of streets and Article 9 – Street works.
- Article 12 – Stopping up of streets and private access and Article 14 – Temporary prohibition or restriction of use of streets.
- Article 18 – Protective works to buildings.
- Article 19 – Authority to survey and investigate land.
- Article 29 – Rights under or over streets
- Article 30 – Temporary use of land for carrying out the authorised development and Article 31 – Temporary use of land for maintaining authorised development.
- Article 33 – Statutory undertakers, Article 34 – Apparatus and rights of statutory undertakers in land acquired or used and Article 35 – Recovery of costs of new connections.

- 1.4.2 For the purposes of this Statement, the expression 'compulsory acquisition powers' includes these additional powers.

1.5 Description of Land subject to Compulsory Acquisition (Section 6.0)

- 1.5.1 The majority of the land required is currently in agricultural use. Other land required includes land which is already part of the highway network, land

within Norwich International Airport, part of the grounds of the Norwich Aviation Museum, Marriott's Way recreational path, woodland, paddocks, bridleways, private access tracks, a water course, parts of the grounds of individual properties, an industrial storage area, a sewage pumping station, part of the railway line, the forecourt of business premises and derelict farm buildings.

1.6 Purpose in seeking Acquisition Powers (Section 7.0)

- 1.6.1 In broad terms, the purpose of the acquisition powers being sought is to enable NCC to construct and operate the NDR within the Order limits. The specific purposes for which each parcel of land is required are set out in Appendix 1.
- 1.6.2 An explanation of the additional acquisition powers described in paragraph 1.4.1 of this summary is included in Section 7.0 of this Statement.

1.7 The Justification for seeking Powers of Compulsory Acquisition (Section 8.0)

- 1.7.1 Section 4.0 of this document and Chapter 3 of the Environmental Statement explain the need for the NDR. NCC believes there is a compelling case in the public interest which justifies the proposed compulsory acquisition of land and rights necessary to facilitate its delivery.
- 1.7.2 NCC will continue to liaise, discuss and negotiate with landowners to ensure that where the opportunity arises, it can purchase interests by agreement.
- 1.7.3 NCC has sought to mitigate the direct impacts of the acquisition of land interests through discussions with the affected landowners. Interference with private rights being sought is considered to be necessary, proportionate and legitimate.
- 1.7.4 The NDR will be jointly funded by the Department for Transport (DfT) and NCC.

1.8 National Policy: The view of the Government (Section 9.0)

- 1.8.1 The National Infrastructure Plan 2011 ('the NIP 2011') set out a strategy for meeting the infrastructure needs of the UK economy, recognising that infrastructure networks form the backbone of a modern economy and are a major determinant of growth and productivity. It identified 40 key areas of infrastructure investment. Local authority major transport schemes development pool projects are referred to in the NIP 2011 as 'priority infrastructure investment'. When the NIP was published in November 2011 the NDR was included as one of a number of 'development pool projects' but

its status as a funded project was announced by DfT in December 2011. In the National Infrastructure Plan 2013 ('the NIP 2013') (published on 4 December 2013) the NDR is identified as a 'key project' and one of the Government's Top 40 priority infrastructure investments.

- 1.8.2 Section 104 of the Planning Act 2008 highlights the importance of National Policy Statements (NPS) in the determination of applications for development consent. The consultation draft of a NPS for National Road and Rail Networks (the draft NPS) was published by the DfT on 4 December 2013. The draft NPS is not project specific. The underlying substance of the draft NPS has been addressed in the NDR Application documentation.

1.9 Special Considerations Affecting the Land (Section 10.0)

- 1.9.1 The draft DCO includes provision for the compulsory acquisition of the Marriott's Way public amenity path (plots 2/26, 2/27, 2/28 and 2/29) which is considered to be open space land and therefore special category land.
- 1.9.2 Acquisition powers are being sought for a new right upon plots 2/26, 2/28 and 2/29. The freehold ownership of these plots would remain with Broadland District Council and the open space status of these plots would remain.
- 1.9.3 Powers are being sought to acquire plot 2/27 and replacement land is proposed to be provided on either side of Marriott's Way on the approaches to the proposed Marriott's Way Overbridge of the NDR. The land carried upon the Overbridge deck level will also be provided as part of the replacement land, providing a continuous open space corridor of the Marriott's Way public amenity path across the NDR. This replacement land would vest in Broadland District Council. For the period of the bridge construction, NCC will provide an alternative route for use by the public.
- 1.9.4 The draft DCO includes provision 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.

1.10 Impacts on Statutory Undertakers (Section 11.0)

1.10.1 The draft DCO includes the provision for the compulsory acquisition of statutory undertakers' land, specifically Eastern Power Networks, Anglian Water Services Ltd, Network Rail Infrastructure Ltd, Norwich Airport Ltd and National Grid Gas plc. Details are provided in Section 11 of this Statement.

1.11 Obstacles and other Consents (Section 12.0)

1.11.1 NCC has obtained the consent of the Highways Agency to include Crown land in the DCO in respect of land at Postwick. NCC is currently seeking the consent of the Highways Agency to include Crown land in the DCO in respect of both land at Marriott's Way (where rights previously owned by the former BRB (Residuary) Ltd have recently been transferred to the Highways Agency Historical Railways Estate, for and on behalf of the Secretary of State for Transport) and further land at Postwick (plot 12/55, where there is the potential for the Crown to retain an interest following the de-trunking of the former A47 road).

1.11.2 Consent for discharge of water to the aquifer may be required. Any discharge consents required will be sought from the Environment Agency.

1.11.3 Protected Species Licences will be sought from Natural England. A draft application has been submitted already.

1.11.4 Consent to obstruct watercourses may be sought from the Broads Internal Drainage Board.

1.11.5 Prior consent for works on construction sites may be sought from the relevant local authority under section 61 of the Control of Pollution Act 1974.

1.11.6 Temporary road traffic regulation orders will be sought, as necessary.

1.12 Human Rights (Section 13.0)

1.12.1 The DCO has the potential to infringe the human rights of persons who own property or have rights in the land proposed to be acquired pursuant to the DCO.

1.12.2 NCC considers that there would be very significant public benefit arising from the grant of development consent for the NDR Scheme. That benefit can only be realised if the development consent is accompanied by the grant of powers of compulsory acquisition.

1.12.3 The significant public benefits of the NDR Scheme are considered to outweigh the effects of the Scheme upon persons with an interest in the land required for the Scheme. NCC believes that there would not be a disproportionate interference with the rights of such persons under Article 8 and Article 1 of the

First Protocol of the European Convention on Human Rights. In addition, those affected by compulsory acquisition powers will be entitled to compensation.

2.0 Introduction

- 2.1.1 This Statement of Reasons ('this Statement') relates to an application for development consent ('the Application') made by Norfolk County Council ('NCC') to the Secretary of State under the Planning Act 2008 ('PA 2008')¹. The Application is for 'The Norfolk County Council (Norwich Northern Distributor Road (A1067 to A47(T))) Order' ('the DCO'). The DCO would, amongst other things, grant powers to construct, operate and maintain a new highway around the east and north of Norwich (the Northern Distributor Road ('NDR')) together with consent for any matters associated with the NDR. (The NDR and those associated matters are collectively referred to in this Statement as either 'the NDR', 'the NDR Scheme' or 'the Scheme').
- 2.1.2 This Statement has been prepared to comply with the requirements of Regulation 5(2)(h) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the 'APFP Regulations')². It has been prepared in accordance with the relevant parts of the Department for Communities and Local Government September 2013 guidance, 'Planning Act 2008: Guidance related to procedures for the compulsory acquisition of land' (the 'Guidance')³.
- 2.1.3 This Statement is required as an Application document in accordance with Regulation 5(2)(h) of the APFP Regulations, because the proposed DCO would authorise the compulsory acquisition of land or an interest in land or right over land.
- 2.1.4 The Application consists of a suite of documents, and this Statement should be read alongside and is informed by those other documents. In particular, regard should be had to:
- i. The Land Plans (document reference 2.2) – plans which (in accordance with APFP Regulation 5(2)(i)) show –
 - the land over which it is proposed to exercise powers of compulsory acquisition or any right to use the land;
 - any land in relation to which it is proposed to extinguish easements, servitudes and other private rights;
 - the special category land which is to be compulsorily acquired, or over which a right to use the land is to be acquired, and the replacement land which is proposed to be given for the special category land which is to be acquired.

- ii. The Book of Reference (document reference 4.3) – a document which (in accordance with APFP Regulations 5(2)(d) and Regulation 7) contains the names and addresses of persons who have certain interests in the land to be acquired or directly affected; specifies the owner of any Crown interest in the land which is proposed to be used for the purposes of the DCO; and specifies such land included for compulsory acquisition which is special category land and replacement land;
- iii. The Statement of Funding (document reference 4.2) – a document which (in accordance with APFP Regulation 5(2)(h)) indicates how the works which would be authorised by the DCO, including any compulsory acquisition costs, are to be funded;
- iv. The draft proposed Order (document reference 3.1) and accompanying explanatory memorandum (document reference 3.2); and
- v. Chapter 3 of Volume 1 of the Environmental Statement (document reference 6.1).

2.1.5 The remainder of this Statement,

- i. provides details of the NDR Scheme that results in the need for compulsory acquisition powers to be sought (Section 3.0);
- ii. outlines the need for the NDR Scheme and alternatives considered (Section 4.0);
- iii. explains the scope of compulsory acquisition powers being applied for (Section 5.0);
- iv. describes the land over which compulsory acquisition powers are being sought (Section 6.0);
- v. sets out NCC's purpose in seeking compulsory acquisition powers (Section 7.0);
- vi. provides the justification for seeking the compulsory acquisition powers sought and explains the compelling case in the public interest for the exercise of such powers to acquire land and create new rights compulsorily (Section 8.0);
- vii. sets out any known views of Government about the NDR Scheme (Section 9.0);
- viii. explains the special considerations affecting the land to be compulsorily acquired (Section 10.0);

- ix. explains the position in respect of statutory undertakers' land and interests (Section 11.0);
- x. explains the position in respect of other obstacles or consents necessary to enable implementation of the NDR Scheme (Section 12.0);
- xi. considers the proposed compulsory acquisition powers in the context of the Human Rights Act 1998 (Section 13.0). and
- xii. explains further the purpose in seeking acquisition powers (Appendix 1), the details of negotiations with owners of interests in land and other information relating to land interests (Appendix 2), and details certain access and highway related matters (Appendix 3).

3.0 Scheme Details

3.1 The NDR Scheme

- 3.1.1 The Scheme (the Norwich Northern Distributor Road, known as the NDR) is a dual carriageway all-purpose strategic distributor road, which would run west to east around the north side of Norwich, linking the A1067 Fakenham Road, near Attlebridge to the A47 Trunk Road at Postwick. The NDR will be approximately 20.4km in length. A detailed description of the route is set out in Chapter 2 of Volume 1 of the Environmental Statement (document reference 6.1).
- 3.1.2 The route of the Scheme is, for the most part, within Broadland District. It does, however, for a short stretch close to Norwich International Airport, fall within the administrative area of Norwich City Council. A very small part of the works at Postwick falls within The Broads Authority.
- 3.1.3 In order for the new dual carriageway NDR mainline route to link into the existing highway network the Scheme includes the construction of a number of new highway features. These include six (6) overbridges, four (4) underbridges, two (2) grade separated junctions, eight (8) at-grade roundabout junctions, two (2) on-line access roundabouts, three (3) off-line roundabouts and one (1) major / minor priority junction. The works will necessitate the diversion of a number of utility pipelines and services, a series of road closures and the stopping up, diversion and closure of a number of tracks and public and private rights of way.
- 3.1.4 In addition to the construction of the NDR itself, the Scheme also includes the creation of approximately 25km of new links suitable for use by pedestrians, cyclists and equestrians, plus the provision of seven (7) bat gantries. A number of complementary works are also proposed, including the provision of a shared footway/cycleway, the relocation, closure and widening of a number of junctions and certain highway improvements to parts of the existing network.

3.2 Status of the Scheme under the Planning Act 2008

- 3.2.1 At the time NCC declared its intention to the Secretary of State for Transport that it proposed to make an application to him for the NDR Scheme in February 2013, the NDR was a Nationally Significant Infrastructure Project (NSIP).

- 3.2.2 As a result of changes to certain NSIP definitions made by the Highway and Railway (Nationally Significant Infrastructure Project) Order 2013⁴, from 25 July 2013 the NDR Scheme ceased to be an NSIP. As a result, a qualifying request was made by NCC in July 2013 to the Secretary of State for Transport, seeking that he direct under section 35 of the PA 2008 that the NDR Scheme be treated as development for which development consent is required.
- 3.2.3 On 9 August 2013, the Secretary of State for Transport directed, under section 35 of the PA 2008, that the NDR Scheme by itself is a project of national significance and is to be treated as development for which development consent is required. His reasons were given as –
- ‘it provides a direct connection to/from an international airport to the Trans European Network-Transport (TEN-T) and the Strategic Road Network. The TEN-T link is to the A47, one of only a limited number of Roads in the East of England which is recognised as such; and
 - in addition the scheme:
 - supports national growth potential by directly supporting over 135ha of proposed employment growth; and
 - improves connection to/from the Great Yarmouth Enterprise Zone which supports the offshore energy industry and supply chain.’
- 3.2.4 As the NDR Scheme is the subject of a Section 35 direction, a DCO is required.

3.3 The A47(T) Postwick Junction

- 3.3.1 At its eastern end, the NDR would link with the strategic road network via the A47(T) at Postwick. This link would require the closure of the existing eastbound merge and diverge A47(T) slip roads and the construction of new eastbound merge and diverge slip roads, forming part of an improved grade separated junction at Postwick.
- 3.3.2 Separately from the current proposals for the NDR to join the A47 at Postwick, which form part of NCC's application for development consent for the NDR under the Planning Act 2008, NCC has the benefit of extant planning permission granted by Broadland District Council in 2011 for works to improve the existing Postwick Junction. That planning permission is a hybrid permission consisting of outline consent for the development of a business park at Broadland Gate (the Broadland Gate Business Park, being promoted by a developer) and full consent for highway improvements to the Postwick Junction. The junction improvement works are designed to address capacity and congestion problems which are predicted to persist and worsen as a result of increasing traffic demand.

- 3.3.3 The planning permission (Reference: 20081773) includes all of the junction improvement works which relate to the highway within NCC's control, but excludes the parts of the Postwick junction which are part of the A47(T). This is because the Highways Agency, on behalf of the Secretary of State for Transport, has permitted development rights in relation to improvement works within the existing highway, and it is proposed that works on such land will be carried out by NCC pursuant to an agreement between NCC and the Highways Agency, on behalf of the Secretary of State for Transport, under section 6 of the Highways Act 1980⁵.
- 3.3.4 In addition, the implementation of parts of the junction improvement works is subject to the making, by the Secretary of State, of a Side Roads Order and a Slip Roads Order under the Highways Act 1980. These Orders were made in draft by the Highways Agency in 2009 and were the subject of a public inquiry in July 2013. The Secretary of State's decision as to whether or not the Orders shall be made is currently awaited. If the Secretary of State decides to make the Orders, NCC will have all the necessary statutory consents in place to enable implementation of the improvement works at the Postwick Junction and would commence those works as soon as practicable.
- 3.3.5 In developing the design of the proposed improvements to the existing Postwick Junction, NCC considered the linkage between the NDR and the A47(T) in physical and operational terms. Therefore, if the existing Postwick Junction is improved pursuant to the planning permission and approved Side Roads Order and Slip Roads Order, it would accommodate the linkage between the NDR and the A47(T).

4.0 The Need for the Scheme and Alternatives considered

4.1 Introduction

- 4.1.1 This section provides a summary of the need for the Scheme and the alternatives considered. A more detailed explanation is provided in Chapter 3 of Volume 1 the Environmental Statement (document reference 6.1).
- 4.1.2 The NDR is needed to improve connectivity and accessibility across both the northern part of the Norwich urban area and areas of the county in an arc from the north west to the east of this main urban area. It will also provide the basis of the transport infrastructure required to both address existing and future problems and achieve the growth objectives which have been identified for Norwich and its surrounding area.
- 4.1.3 The possibility that the need could be met in some other way, for example by a different standard NDR, by an NDR following a different route, or without road construction has been addressed in principle and in detail over a lengthy period. The studies undertaken confirm that the NDR is an essential component of the package of transport measures required. Analysis of other approaches has confirmed that it is not possible to meet the need without the NDR, and that the application proposals are the most appropriate response.

4.2 Context for the Need

- 4.2.1 Located within a largely rural county, Norwich has historically been a focal point on which the road network converges. The most significant transport legacy of the past is a road network which is structured around a series of routes which radiate out from the centre of the City. These routes provide links between the City and an extensive area that includes most of the county of Norfolk and substantial areas of north Suffolk.
- 4.2.2 Various measures have been taken historically in response to the issues associated with an increasing amount of traffic within the City. These have included the provision of an inner and outer ring road within the urban area, the provision of a strategic A47(T) Norwich Southern Bypass to the south of the City, the implementation of works and strategies to restrict the use of the private car within the City and the implementation of works and strategies to support alternatives to the use of the private car.
- 4.2.3 For obvious reasons of geography, Norfolk is on the periphery of the national road and rail networks. There are no motorways in the county and only three trunk roads providing access to other towns and cities and the wider strategic road network of the country. Norwich International Airport, which is not on the strategic road network, plays, amongst other things, a nationally significant role in the offshore energy industry, as a base for four of the leading offshore helicopter transport services and the location for offshore survival training.

- 4.2.4 The rail network that serves Norwich and the surrounding county is similarly at the periphery of the national system. It plays a much smaller role in providing local transport opportunities than the road network.
- 4.2.5 Norwich is one of the largest urban areas in the East of England, and a significant centre for employment, tourism and culture. The city exerts a powerful economic, social and cultural influence well beyond its administrative boundaries.
- 4.2.6 A number of objectives and aspirations which centre on substantial population growth and economic development have been identified and determined for the City of Norwich and its surrounding area. These objectives and aspirations, which have been identified by those charged with undertaking functions relating to the management and future development of the area, recognise and reflect:
- i. the overarching national growth agenda;
 - ii. the need, identified at national level, for every part of the UK (and not just London and the south-east) to fulfil its potential and thereby drive strong and lasting growth and create a balanced economy;
 - iii. the fact that Norwich is one of the largest and most important urban centres in the East of England and has the potential to contribute significantly to the country's growth and economic development needs; and
 - iv. the fact that Norwich and its surrounding area is a suitable location to provide for development that will contribute to growth and economic development needs.
- 4.2.7 The Joint Core Strategy⁶ (JCS) prepared by the Greater Norwich Development Partnership (GNDP) sets out an overall spatial vision for the future of the area. It highlights Norwich as a main focus for growth for new homes and jobs, leisure, cultural and educational development. A target of at least 27,000 additional jobs and at least 36,820 new homes are to be delivered within the period 2008 to 2026. A large proportion (33,000 dwellings) is to be focused within the 'Norwich Policy Area' (NPA), the 50 parishes within and around Norwich.
- 4.2.8 The North East Growth Triangle (NEGT) located within the NPA is considered by the GNDP to be a sustainable location for significant growth. The soon to be adopted parts of JCS Policy 9 seek to deliver a minimum of 7,000 dwellings by 2026 growing to around 10,000 dwellings in the NEGТ.

4.2.9 Within the JCS, new employment locations include a new business park of around 30ha associated with Norwich International Airport and focussed on uses benefiting from an Airport location and an extension to the Broadland Business Park of around 25ha. The soon to be adopted JCS Policy 9 proposes a further 25ha of employment land at Rackheath as part of the proposed NEG. These proposals form part of the 135ha of employment growth referred to in the Section 35 Direction earlier referred to.

4.2.10 Although set at the local or sub-regional level, the objectives and aspirations for Norwich and its surrounding area are supported by and consistent with objectives set at the national level.

4.3 The Identified Problems

4.3.1 One of the key issues affecting the City and its surroundings relates to the transport network. Fundamentally, the problems are caused by the limitations of the road network in and around the urban area, and its incapacity to deal with the demands placed on it. This issue will get worse as Norwich grows, which is what the growth objectives and aspirations outlined for the area seek to achieve.

4.3.2 In summary, the transport and related problems caused include:

- i. High volumes of traffic on routes such as the Outer Ring Road and the radial routes, which in combination with the physical characteristics of these routes leads to congestion and associated issues.
- ii. High volumes of traffic using inappropriate routes. This includes traffic travelling through the historic City Centre, traffic 'rat running' along urban residential streets and routes to move between the main radial routes and traffic using rural routes in an attempt to get around the north of Norwich.
- iii. Poor access to the strategic road network to and from areas and facilities located to the north of Norwich such as Norwich International Airport and areas of north and north-east Norfolk.
- iv. Adverse implications for existing businesses and services in terms of access to workplaces for staff, the importing and exporting of goods and the ability of customers to access businesses and services.
- v. Adverse implications for the growth and development of both Norwich and its surrounding area, and other locations further afield, which result from an effective restriction on the extent to which planned and proposed development can be brought forward and growth aspirations achieved.

- vi. Adverse implications on the effective operation and attractiveness of public transport within the City and its surroundings, and a limitation on the ability to provide further public transport, walking and cycling improvements.
- vii. Adverse environmental and quality of life implications.

4.4 Resolving the Identified Problems

- 4.4.1 Transport and related problems within and around the City of Norwich have been the subject of analysis, discussion and consultation over the course of many years. A cross-local authority boundary approach to planning for the future development of the transport system has been taken. This has taken the form of the Norwich Area Transportation Strategy (NATS).
- 4.4.2 The overall strategy set out in NATS is that a package of transport measures, interventions and improvements are required, including a Norwich Northern Distributor Road.
- 4.4.3 Taking account of the identified problems and having regard to the considerations and analysis undertaken, the specific objectives of the NDR are to:
 - i. reduce traffic levels and congestion on the existing road network both within the urban area and beyond to the north;
 - ii. facilitate journeys that are currently difficult and require traffic to use roads that are unsuitable for the type and volume of traffic that is currently accommodated;
 - iii. provide access to and help to deliver, planned and potential areas of growth, and enable those areas to be free of the need to incorporate provision for extraneous traffic;
 - iv. provide improved transport connectivity, including with the national strategic road network, for existing and future areas of residential and employment development, Norwich International Airport and the wider area of north and north-east Norfolk;
 - v. increase the opportunities for improving provision for public transport and other sustainable forms of transport and for improving traffic management within the City Centre, thereby encouraging modal shift, and
 - vi. improve traffic related environmental conditions for residents in the northern suburbs of Norwich and outlying villages, whilst minimising the adverse environmental impacts of the NDR.

- 4.4.4 Through the achievement of these objectives, the NDR will facilitate the step change in transport infrastructure that is required to address existing deficiencies and serve the full scale of population and economic expansion identified in the objectives and aspirations for the area.
- 4.4.5 The JCS notes that achieving the full economic potential of the area is dependent on improved connectivity (paragraph 5.38). JCS policy 6 highlights the need to implement NATS, including construction of the NDR, and Appendix 7 of the JCS identifies the NDR as a 'Priority 1 Infrastructure' requirement which is needed for the overall scale of growth identified.
- 4.4.6 The NDR is also identified in Norfolk County Council's Local Transport Plan⁷ as an element of the framework that will facilitate growth in the Greater Norwich area and provide strategic access to north-east Norfolk and Norwich International Airport. Norfolk County Council's economic growth strategy⁸ (at its section 5.2) highlights the NDR as being vital to the continued economic success of the Greater Norwich area, and also of benefit to north Norfolk and Great Yarmouth.
- 4.4.7 The Norfolk Infrastructure Plan was produced with the objective of delivering economic growth in Norfolk⁹. It identifies the NDR as a key infrastructure project. It notes that the NDR will address existing traffic issues to the north and east of Norwich and the City Centre and deliver economic benefits for Norwich and North Norfolk. The benefits of the NDR providing easy and reliable access to the national trunk road network and to Norwich International Airport are identified as considerable.
- 4.4.8 The Government in its National infrastructure Plan¹⁰ (2011) made it clear that to remain globally competitive the UK needs to address issues with its existing transport system and develop infrastructure capable of supporting a dynamic, modern economy. The NDR as a Local Authority Major Scheme is identified as one of the Government's key areas of infrastructure investment. The National Infrastructure Plan 2013¹¹ (published on 4 December 2013) identifies the NDR as a 'key project' and as one of the Government's Top 40 priority infrastructure investments.
- 4.4.9 The traffic impact of the NDR is detailed within the Transport Assessment (document reference 5.5) and associated documentation that supports the NDR DCO Application. The information provided in those documents demonstrates that, in summary, the NDR will:
- reduce traffic flows on the northern sections of the Outer Ring Road;
 - reduce traffic flows on key northern radial routes;
 - reduce City Centre through traffic;
 - reduce congestion;

- reduce traffic flows on unsuitable residential routes and on rural routes to the north of the urban area;
- significantly improve access for north Norwich and north and north east Norfolk to the strategic road network;
- provide direct dual carriageway access from all of the key northern radials to the national strategic road network;
- improve access to Norwich International Airport;
- provide the transport infrastructure needed to allow planned and proposed growth to come forward;
- increase the opportunities for improving the provision for pedestrians and cyclists; and
- increase the opportunities for improving public transport provision.

4.5 Consideration of other approaches leading to the development of the proposals

- 4.5.1 The need for a distributor road around the north of the City of Norwich emerged in 1992 as a conclusion of the review of the transport strategy for the Norwich area (NATS). The initial proposal was for a 'full length' NDR, i.e., one which would terminate in junctions with the A47(T) on both the western and the eastern flanks of the City.
- 4.5.2 The 1992 NATS review acknowledged that the construction of an NDR would inevitably have an impact on the environment of the area through which it passed. Studies showed that adverse effects were particularly likely on the most westerly section of the route, between the A1067 Fakenham Road and the A47(T)(west), where all possible alignments would have to cross the valley of the River Wensum, which is designated as a Special Area of Conservation (SAC).
- 4.5.3 Transport strategy for the Norwich area was next comprehensively reviewed over the period 2002 – 2005. A wide-ranging 'long list' of over 30 possible transportation interventions for inclusion in the review of possible strategies was identified. Possibilities included road-based and public transport interventions and the application of land use policies and other measures to reduce the demand for travel and encourage modal shift. Following a qualitative assessment of the performance of each intervention in addressing the problems and issues of the area, those possibilities that performed inadequately were not taken forward.

- 4.5.4 Possibilities not taken forward included a short NDR to the north-west of the City, between the A140 or the A1067 and the A47(T)(west). It would be much less effective than other versions of the NDR, the traffic benefits would be limited and it would not facilitate growth, which is largely planned to the north-east of the City. The section between the A1067 and the A47(T)(west) would also be likely give rise to significant adverse environmental effects, which studies showed and consultation at the time confirmed could not easily be mitigated.
- 4.5.5 Improvements to the Outer Ring Road were also considered. Even if they could be implemented acceptably within the urban environment, such improvements would be much less successful than the NDR options in improving accessibility and meeting the economic objectives. They would also fail to address the growth issues on the north-east edge of the city. Notwithstanding this conclusion, however, the principle of improvements to the existing road network as an alternative to the NDR was retained for re-examination.
- 4.5.6 The following range of public transport interventions were also considered:
- a light rapid transit (LRT) system;
 - a guided bus route along the Marriott's Way corridor;
 - orbital bus routes;
 - cross-city bus routes linking existing Park and Ride sites;
 - a new Park and Ride site at Taverham/Drayton;
 - interchange facilities at key nodes within Norwich;
 - additional rail stations to the east of Norwich, and
 - revenue support for additional bus services.
- 4.5.7 A qualitative assessment of the performance of these options in resolving the transport problems and issues and the NATS aims and objectives concluded that whilst neither individual public transport interventions or a combination of them would meet the need, public transport improvements were key elements of the solution.
- 4.5.8 Following the initial assessment outlined above, the following six possible strategies were assessed using an approach based on the Department for Transport's WebTAG methodology.

- Option 1 – A ‘full length’ NDR linking the northern radial routes with the A47(T) on both the east and west sides of the City; complementary measures to reduce the impact of traffic on minor roads and residential streets around the north of Norwich; improvements to junctions on the Inner and Outer Ring Roads; improvements to radial bus services, and measures to reduce through traffic in the City Centre.
- Option 2 – As Option 1 but a ‘half length’ NDR between the A47(T) at Postwick and the A140 Cromer Road, adjacent to Norwich International Airport.
- Option 3 – As Option 1, but a ‘three quarter length’ NDR from the A47(T) at Postwick, past Norwich International Airport to the A1067 Fakenham Road.
- Option 4 – A new orbital bus service around Norwich; major improvements to existing radial bus services; improvements to junctions on the Inner and Outer Ring Roads, and a ‘Ring and Loop’ system to prevent car drivers making through trips within the Inner Ring Road.
- Option 5 – A Light Rapid Transit service on a route linking Thickthorn Park and Ride, Norfolk & Norwich Hospital, the University of East Anglia (UEA), the City Centre and railway station, Postwick Park and Ride, Broadland Business Park and residential development in the north east fringe of Norwich; improvements to junctions on the Inner and Outer Ring Roads; road user charging or workplace parking charging within the Inner Ring Road; a Ring and Loop system to prevent car drivers making through trips within the Inner Ring Road, plus additional physical restrictions on car access to the City Centre as a consequence of LRT alignment through the City Centre.
- Option 6 – Planning new development so as to reduce the distance between home, work and services; financial incentives to implement workplace travel plans (including targets for reduced car use by existing businesses as well as those expanding or relocating); improvements to walking and cycling networks, including measures to support safer and healthier journeys to school; the promotion of alternative modes of transport and alternative fuels; and delivery of individualised marketing campaigns in support of travel plans.

4.5.9 The assessment in 2005 concluded that a northern distributor road was required in order to address the transport problems. The full NDR would have to cross the Wensum Special Area of Conservation (SAC) and pass through a landscape containing historic parkland and it was considered that this would give rise to impacts that could not be mitigated. The review concluded that even if the link between the A1067 and the A47(T) was not built, a ‘three-quarter length’ NDR would still achieve the objectives set by the NATS review.

- 4.5.10 In respect of the public transport options, the assessment concluded that cross-city bus routes linking existing Park and Ride sites, the development of interchange facilities at key nodes within Norwich and additional rail stations on the Cromer line to the east of Norwich would not have sufficient impact across the NATS area to be considered as strategic alternatives in their own right or in combination, but they could play an important role in complementing the NDR options.
- 4.5.11 In 2009, following the submission by NCC of a Major Scheme Business Case, the Department for Transport (DfT) granted funding for the NDR from the A140 to the A47(T) at Postwick, subject to progression by NCC of the NATS public transport measures which were complementary to the NDR.
- 4.5.12 A public transport model was developed to test public transport options in preparing the Major Scheme Business Case (MSBC) for the NDR. A combination of Bus Rapid Transit (BRT) with the best performing bus improvements was adopted as the preferred public transport option for modelling and a WebTAG appraisal for the MSBC. The option comprised improvements to the frequency of radial services on existing routes; a new bus service on a part of the Outer Ring Road, which would provide service to areas similar to that of the NDR; and a BRT corridor linking Sprowston, the City Centre, the University of East Anglia (UEA), Norfolk and Norwich Hospital and the Norwich Research Park.
- 4.5.13 Following the submission of the MSBC, the DfT asked NCC to investigate the sensitivity of the Benefit/Cost Ratio (BCR) for the Public Transport (PT) Option presented in the MSBC to higher levels of patronage on the new and enhanced services, thus generating additional revenue and reducing the level of subsidy required.
- 4.5.14 The results of these tests suggested that additional bus services included in the PT Option would have to operate without subsidy to achieve a BCR of 1.5 or above. In addition, patronage on the existing core bus routes enhanced under the PT Option (either through the introduction of a more frequent bus service or a new BRT service) would need to increase by 25% to achieve a BCR of circa 1.5 and by 32% to achieve a BCR of circa 2.0. These scenarios were considered to be implausible as they meant that the orbital bus service would have to generate sufficient patronage and revenue to operate without subsidy.

4.6 Overall review of options and alternatives 2013

- 4.6.1 Before deciding on the application proposals, the conclusion of previous analyses were reviewed in the light of traffic surveys undertaken in 2012, the results of the environmental studies, feedback from stakeholder and public consultation, and the progress of the Joint Core Strategy to adoption.

Measures to enhance the existing highway network as an alternative to the NDR

- 4.6.2 The 2002 - 2005 NATS review had considered whether forecast traffic growth in and around the north of Norwich could be accommodated on the existing network without an NDR. It concluded that this would require widespread major works to widen and reconfigure many carriageways and junctions, including several with frontage properties necessitating extensive property purchase and/or demolition.
- 4.6.3 The interconnected nature of the radial and orbital road system serving the City means that piecemeal improvements to sections where schemes might be feasible in isolation would not resolve the current traffic issues since other parts of the network, where improvement was impractical, would remain congested. This would leave overall route capacity and journey time reliability little changed and the propensity and opportunity for continued rat-running undiminished.
- 4.6.4 A comprehensive scheme of improvements to the existing road network between the A47(T) and the A1067 Fakenham Road would unavoidably have a direct and/or indirect impact on many residential and commercial properties, and would require demolition. It would be likely to face considerable opposition, especially from affected land owners and occupiers.
- 4.6.5 For the reasons summarised above, such a scheme would only partially meet the traffic need at the expense of widespread impacts on urban and residential environments. Traffic would continue to be drawn into the urban area and many cross-city journeys that would be facilitated by the NDR would not be facilitated or would be less well served by such a scheme, resulting in continued urban and rural rat-running. Such a scheme would also be less effective than an NDR in supporting urban expansion to the north east of the City and less effective in stimulating and serving economic growth generally.

Improvement to public transport provision as an alternative to the NDR

- 4.6.6 Extensive and detailed analyses of the potential for public transport improvements formed part of the reviews of NATS and supported the MSBC submission to the DfT. Each previous iteration of the analysis has reached the conclusion that public transport initiatives are an essential complement to the NDR but, even in combination, they do not constitute an alternative to it. By relieving the radials of traffic, the NDR would help to facilitate improvements in bus services. Freeing the internal road networks of new developments from the need to cater for extraneous through traffic would result in better residential environments, which would be more easily penetrated by local bus services, pedestrians and cyclists.

4.7 Alternatives to the application proposals

- 4.7.1 The analyses undertaken and summarised above conclude that the need can only be met by the construction of a NDR alongside the implementation of measures to improve public transport. The possibility of a 'full length' NDR having been discarded because of the likely significant impact on the environment of the Wensum Valley SAC, the remaining feasible alternatives were thus seen to be variations of the standard and alignment of the NDR between the A1067 and the A47(T) to the east of the City.
- 4.7.2 Environmental considerations figured largely in the judgements made about the most appropriate route. Once identified, these were matched against highway engineering considerations and likely effects on the human environment (advised by the results of public consultation) and a judgement reached as to the most appropriate alignment and design.
- 4.7.3 In summary, the alignment and form of the NDR are the result of iteration of options, informed by the output of land-use/transportation modelling and the preliminary conclusions of the studies carried out for the environmental impact assessment.
- 4.7.4 At the time of the 2002-2005 NATS review five possible route corridors were identified and considered between the A140 and the A1067, and three route corridor options were identified and considered east of the A140: an inner route immediately north of the then existing urban edge; an outer corridor to the south of Rackheath, Spixworth and Horsham St Faith and a central route between the two.
- 4.7.5 Between the A1067 and the A140, a direct route to the north of Taverham, Drayton and Thorpe Marriot was chosen in preference to an option which retained the use of the A1067 through those settlements. Such an option would do nothing to relieve those settlements or the built-up section of the A1067 which passes through them.
- 4.7.6 East of the A140 the outer corridor, although not free of impacts on the natural environment but having less impact than the other routes on the human environment and being best located to serve new development, was used as the basis for working up the application proposals.
- 4.7.7 Several variations within a corridor between the Airport and Horsham St Faith were investigated. The selected route passes as far as possible from dwellings in Horsham St Faith and Spixworth without interfering with the operation of the Airport. Between Thorpe End and the junction with the A47(T) at Postwick, the selected route was part of the arrangement of the junction with the A47(T) and the development of the Broadland Gate Business Park.

4.7.8 To confirm that the preferred option was the best option, the application proposals have been compared with five variations, which constitute the potential alternatives to the application proposals. The five variations are:

- Alternative 1 - Single carriageway on the same route as the preferred Scheme.
- Alternative 2 - Dual carriageway from the A47(T) at Postwick on a route the same as that of the preferred Scheme but terminating at the A140.
- Alternative 3 – As Alternative 2 but with the addition of a single carriageway from the A140 to the A1067.
- Alternative 4 – As the preferred Scheme except as a single carriageway between Fir Covert Road and the A1067.
- Alternative 5 – Developer-funded link roads between the north east radials (in the segment between the A47(T) at Postwick and the A140) in conjunction with the development of planned growth areas.

4.7.9 Alternative 1's fulfilment of the Scheme objectives is limited by the traffic capacity and attractiveness of its single carriageway to traffic. Its lower cost has resulted in a better assessment for effects on Public Accounts. However, this is outweighed by its assessments for other aspects. It has therefore been assessed as not performing as well as the Scheme, and has not been pursued.

4.7.10 Alternative 2 fails to address problems west of the A140, and this limits its fulfilment of Scheme objectives. Its lower cost has resulted in a better assessment for effects on Public Accounts. However, this is outweighed by its assessments for other aspects. It has therefore been assessed as not performing as well as the Scheme, and has not been pursued.

4.7.11 Alternative 3's fulfilment of the Scheme objectives is limited by the capacity and attractiveness of its single carriageway west of the A140. This is not outweighed by other aspects. It has therefore been assessed as not performing as well as the Scheme, and has not been pursued.

4.7.12 Alternative 4 would not provide a consistent standard for the NDR, it would not provide continuity of road type with the A47(T) Norwich Southern Bypass for the entire length of the NDR and would provide an inferior performance in terms of link accidents and user costs. Alternative 4 was included as an alternative to the Scheme within both the Section 47 and Section 42 statutory consultation under the Planning Act 2008. Feedback from the consultation indicated that of those that responded there was a majority support for the dual carriageway between Fir Covert Road and the A1067. It has therefore been assessed as not performing as well as the Scheme, and has not been pursued.

4.7.13 Alternative 5's fulfilment of Scheme objectives is very limited as it would serve as a direct access to development, would cater for large traffic flows and due to the lack of provision west of the A140. This is not outweighed by its significantly better assessment for its effects on Public Accounts due to its much lower cost. It has therefore been assessed as not performing as well as the Scheme, and has not been pursued.

5.0 Scope of Acquisition

- 5.1.1 Section 122 of the PA 2008 provides that “*An order granting development consent may include provision authorising the compulsory acquisition of land*”. Section 122 of the PA 2008 goes on to set out certain conditions, which must be met before powers of compulsory acquisition can be authorised by the Secretary of State - these are considered in section 8 of this Statement.
- 5.1.2 Regulation 5(2)(h) of the APFP Regulations requires a statement of reasons for seeking a DCO which authorises “*the compulsory acquisition of land or an interest in land or right over land*”.
- 5.1.3 The powers authorising the compulsory acquisition of land or interests in rights over land are contained in Articles 20, 22, 24 and 25 of the draft proposed DCO.
- 5.1.4 In addition, section 120 of the PA 2008 enables a DCO to contain provisions relating to, or to matters ancillary to, the development for which development consent is sought. The ancillary matters, which may be provided for in a DCO, include (but are not expressly limited to) those matters listed in Part 1 of Schedule 5 to the PA 2008, and in relation to the compulsory acquisition of land or interests in or rights over land include the following:
- i. the acquisition of land, compulsorily or by agreement (Schedule 5 paragraph 1);
 - ii. the creation, suspension or extinguishment of, or interference with, interests in or rights over land, compulsorily or by agreement (Schedule 5 paragraph 2);
 - iii. the abrogation or modification of agreements relating to land (Schedule 5 paragraph 3); and
 - iv. the payment of compensation (Schedule 5 paragraph 36).
- 5.1.5 The reference in Regulation 5(2)(h) to ‘acquisition’ of land or interests in or rights over land extends (by virtue of section 159 of the PA 2008) beyond merely the bare acquisition of land. It also includes the acquisition of an existing right over land or the creation of a new right over land. There are also various other powers sought in the draft proposed DCO which relate to land and which will, or may, interfere with property rights and interests.

5.1.6 The scope of the powers included in the draft proposed DCO, other than the 'main' compulsory acquisition powers, is briefly set out below. These powers are further outlined and explained in the DCO Explanatory Memorandum (document reference 3.2) that forms part of the Application, and in section 7 of this Statement.

- Article 8 – Power to alter layout, etc., of streets and Article 9 – Street works.
- Article 12 – Stopping up of streets and private access and Article 14 – Temporary prohibition or restriction of use of streets.
- Article 18 – Protective works to buildings.
- Article 19 – Authority to survey and investigate land.
- Article 29 – Rights under or over streets
- Article 30 – Temporary use of land for carrying out the authorised development and Article 31 – Temporary use of land for maintaining authorised development.
- Article 33 – Statutory undertakers, Article 34 – Apparatus and rights of statutory undertakers in land acquired or used and Article 35 – Recovery of costs of new connections.

5.1.7 All these additional powers relate to the ownership, occupation and use of land and will or may interfere with property rights and interests. As the justification for seeking these additional powers raises the same issues as apply to the acquisition of land and rights, this Statement also relates to them. Accordingly, the expression 'compulsory acquisition powers' includes these additional powers.

6.0 Description of Land subject to Compulsory Acquisition

6.1 Introduction

- 6.1.1 This section describes the land which is to be subject to the compulsory acquisition powers. The land is shown on the Land Plans (document reference 2.2) and the works proposed are represented on the Works Plans (document reference 2.3). In addition to the information in this Statement, descriptions of each numbered plot and details of ownership and other interests are provided in the Book of Reference (document reference 4.3). Land which is proposed to be acquired is shown in pink on the Land Plans, and land over which new rights are to be acquired is shown blue on the Land Plans. Land which is proposed to be temporarily used for or in connection with the carrying out of the authorised development is shown orange on the Land Plans, whilst replacement land ('exchange land') which is to be provided for special category land which is to be compulsorily acquired, is shown green on the Land Plans. Land which is shown striped pink and green on the Land Plans is land which is to be acquired and subsequently transferred as exchange land; and land which is shown striped orange and green on the Land Plans is land which is to be used temporarily and subsequently transferred as exchange land.
- 6.1.2 A full description of the land affected by the NDR Scheme, together with the key features and characteristics of its surroundings, is provided in Volume 1 of the Environmental Statement, Chapter 2 (document reference 6.1).

6.2 Location and Description of Works

- 6.2.1 The NDR would comprise a dual carriageway all-purpose strategic distributor road of approximately 20.4km running around the north side of Norwich. It would run from the A1067 Fakenham Road near Attlebridge in the west to the A47 Trunk Road at Postwick in the east.

Work Nos. 1 – 3

- 6.2.2 These works are located to the north-west and north of Taverham, which forms part of the north western urban fringe of Norwich. These works are located on or over existing parts of the public highway (the A1067 Fakenham Road, the C262 Fir Covert Road and the combined private access track and public highway known as Attlebridge Restricted Byway number 3), farmland, woodland, a private access track and small parts of the grounds of individual properties.
- 6.2.3 Land surrounding these works includes areas of woodland, farmland, and residential and business premises (including those located along Fir Covert Road).

Work Nos. 4 – 5

- 6.2.4 These works are located to the north of Taverham. They are located on or over existing parts of the public highway (the C261 Reepham Road, the U57168 Furze Lane / Breck Farm Lane and the combined private access track and public highway known as Drayton Restricted Byway number 6) farmland and a small part of the grounds of an individual property. These works are also located on or over parts of the recreational path known as Marriott's Way.
- 6.2.5 Land surrounding these works includes areas of farmland and individual properties located off Breck Farm Lane / Furze Lane and Reepham Road.

Work Nos. 6 – 8

- 6.2.6 Work numbers 6 to 8 are located to the north-east / north of Thorpe Marriott and to the south / south-east of Horsford. Thorpe Marriott is a settlement constructed from new in the 1990's as an extension to the urban area of Norwich. The village of Horsford has steadily expanded since the 1930's along the B1149 Holt Road and now encompasses several farm buildings and cottages of older date along its margins.
- 6.2.7 These works are located on or over existing parts of the public highway (the C261 Reepham Road, the C282 Drayton Lane, the B1149 Holt Road, the C253 Church Street, the combined private access track and public highway known as Drayton Restricted Byway number 6, the public highway known as Horsford Restricted Byway number 4/Dog Lane U57176, the combined private access track and public highway known as Horsford Restricted Byway number 5 and the Horsford Restricted Byway number 7), farmland, woodland, paddocks, private access tracks and small parts of the grounds of individual properties.
- 6.2.8 Land surrounding these works includes areas of farmland, woodland, individual properties and the settlements of Thorpe Marriott and Horsford.

Work No. 9

- 6.2.9 This work is located south-west of the settlement of Horsham St Faith in the vicinity of the existing junction of the B1149 Holt Road and the A140 Cromer Road. The work is located on or over existing parts of the public highway (the A140 Cromer Road/Holt Road, the B1149 Holt Road, the U57142 Holly Lane, the unnamed stretch of the U51625 public highway between the A140 Cromer Road and the B1149 Holt Road and a section of the unnamed stretch of the U57647 public highway running between the A140 Cromer Road and West Lane). The work is also located on or over farmland, woodland and land within Norwich International Airport.
- 6.2.10 Land surrounding this work includes farmland, woodland, residential properties, agricultural buildings, Manor Park Sports Club and Norwich International Airport.

Work Nos. 10 – 11

- 6.2.11 These works are located to the north of Norwich International Airport and to the south / south-east of the settlement of Horsham St Faith – a village with a historic core that has developed in a piecemeal fashion.
- 6.2.12 These works are located on or over parts of the existing public highway (the C251 Bullock Hill), land within Norwich International Airport, a private access track used for airport purposes, part of the grounds of the Norwich Aviation Museum, farmland, grassland and woodland.
- 6.2.13 Land surrounding these works includes Norwich International Airport, the City of Norwich Aviation Museum and the Petans Training Centre.

Work Nos. 12 – 13

- 6.2.14 These works are located to the north-east of Norwich International Airport and south of the settlement of Spixworth. This was originally a small village centred on the parish church, with Spixworth Hall and associated parkland lying adjacent to the west. Since the 1930's a large amount of residential development has occurred at the south eastern part of the settlement.
- 6.2.15 These works are located on or over parts of the existing public highway (the B1150 North Walsham Road, the C251 St Faiths Road, the C246 Buxton Road, the U57188 Quaker Lane, the U51200 Arthurton Road, the Horsham St Faith & Newton St Faith Bridleway number 6/Spixworth restricted byway number 1). These works are also located on or over farmland, woodland, a private access, grounds of an individual property and The Eastern Power Networks Spixworth Switching Station.
- 6.2.16 Surrounding land uses to the area covered by these works include Norwich International Airport, farmland, woodland, residential properties and agricultural buildings.

Work Nos. 14 – 15

- 6.2.17 These works are located to the south-east of Spixworth and to the west of Rackheath. Rackheath contains housing of different styles and ages and an industrial estate on land that was formerly used as a Second World War airfield. The route of these works runs through the northern part of Beeston Park.
- 6.2.18 These works are located on or over parts of the existing public highway (the A1151 Wroxham Road), farmland, woodland, a water course, private access tracks and grounds of individual properties.
- 6.2.19 Land surrounding these works includes farmland, a sewage works and residential properties.

Work Nos. 16 – 18

6.2.20 These works are generally located to the south-west of both Rackheath and west / south-west / south of New Rackheath.

6.2.21 These works are located on or over parts of the existing public highway (the C283 Salhouse Road, the C258 Broad Lane, the C874 Plumstead Road, a private access track with potential public highway rights known as Newman Road U57490 and an unnamed combined private access track with potential highway rights). These works are also located on or over farmland, farmland that forms part of a fuel allotment, woodland, private access tracks, disused private access tracks, an industrial storage area, a sewage pumping station, the forecourt of business premises, two properties (west of New Rackheath) known as 'The Barn' and 'Gazebo Farm' respectively, and the derelict Hall Farm buildings.

Work No. 19

6.2.22 This work is located to the south / south-west of New Rackheath at the point where the proposed NDR scheme crosses the Norwich to Cromer & Sheringham Railway. This work is located on or over parts of the railway line and farmland.

Work Nos. 20 – 21

6.2.23 These works are generally located to the east / south-east of Thorpe End and the Thorpe St Andrew area of Norwich. The small settlement of Great Plumstead is located further to the east of the works.

6.2.24 These works are located on or over parts of the existing public highway (A47 Trunk Road Norwich Southern Bypass, A47 Trunk Road Slip Roads, A1042 Yarmouth Road, C289 Broadland Way, C442 Middle Road, Low Road U59392, Smee Lane U59400, a combined private access track and the Great and Little Plumstead Footpath Number 5 and Postwick Footpath Number 2), farmland and a private access track.

6.2.25 Land surrounding these works includes farmland, Business Park, residential properties and agricultural buildings.

Work Nos. 22 – 24

6.2.26 These works are located to the north-west of Rackheath (work number 22), in Thorpe End (work number 23) and to the east of Spixworth (work number 24) respectively. These works are located on or over parts of the existing public highway (the A1151 Wroxham Road and the C258 Green Lane West in respect of work number 22, the C874 Plumstead Road in respect of work 23 and the B1150 North Walsham Road and the C249 Crostwick Lane / Rackheath Lane in respect of work number 24) and in respect of work number 22 an area of farmland.

7.0 Purpose in seeking Acquisition Powers

7.1 Introduction

- 7.1.1 The purpose of the acquisition powers being sought is to enable NCC to construct and operate the NDR within the limits of the land included in the DCO ('the Order limits'). The need for the NDR is explained in Chapter 3 of Volume 1 of the Environmental Statement (document reference 6.1) and summarised in section 4.0 of this Statement.
- 7.1.2 The purposes for which each parcel of land subject to compulsory acquisition powers is required are set out in Appendix 1 to this Statement. Appendix 2 to this Statement sets out further information relating to the ownership, the specific purposes for which land is required, other impacts on the land holding (such as severance and/or impacts on access) and the status of negotiations relating to the proposed acquisition of the land and / or new rights. The purposes for which the land is required are described having regard to the works as detailed in the description of the authorised development in Schedule 1 of the draft proposed DCO (document reference 3.1) and the plot / parcel numbers are as shown on the Land Plans (document reference 2.2) and as noted in the Book of Reference (document reference 4.3). Appendices 1 and 2 to this statement should be read in conjunction with and by reference to those documents.
- 7.1.3 Appendices 1 and 2 detail the land in which the freehold interest (and any other interests) are proposed to be acquired (i.e. outright acquisition of the land). This land is within the limits of deviation for the NDR works that are shown on the Works Plans (document reference 2.3). The purpose of acquiring outright the land detailed in Appendix 1 is to enable NCC to construct on that land the permanent works and to undertake the other specific activities detailed in Appendix 2 to this Statement.
- 7.1.4 Details of the land over which existing rights are to be acquired (i.e. extinguished) or over which new rights are to be created in favour of NCC are set out within Appendix 2. These rights are required in order to construct and carry out maintenance of the works.
- 7.1.5 Appendix 1 also contains details of the land of which NCC requires temporary possession. The purpose of using the land detailed as being required temporarily is to provide essential work sites and access, compounds, storage areas and working space to construct the NDR. These uses of the land are required temporarily as essential aspects of the construction process.
- 7.1.6 An explanation of the additional acquisition powers described in paragraph 5.1.6 is given below.

7.2 Article 8 - Power to alter layout, etc., of streets and Article 9 – Street works

- 7.2.1 The purpose of Article 8 is to allow the Applicant to alter the layout of and carry out works within certain streets, being both those identified in Parts 1 and 2 of Schedule 3 and those within the Order limits generally. The purpose of Article 9 is to allow the Applicant to carry out street works in accordance with the statutory rights under the New Roads and Street Works Act 1991. It is a model provision intended to permit the laying of utilities in streets for the purposes of the authorised project.

7.3 Article 12 – Stopping up of streets and private accesses and Article 14 – Temporary prohibition or restriction of use of streets.

- 7.3.1 The purpose of Article 12 is to give authority to the stopping up of the streets and private accesses which are identified in Schedule 6 of the draft DCO. It is based on the model provision, with the addition of private accesses utilising the same power. Schedule 6 sets out where a substitute street or access is to be provided, as an alternative for a street or access which is being stopped up, and identifies other streets and accesses which are to be provided as a consequence of the construction of the NDR. In general, the streets or accesses are required to be stopped up either where they are crossed by the NDR and will be replaced by a component of it, such as where a length of the C262 Fir Covert Road will be stopped up to be replaced by the NDR Fir Covert Road Roundabout, or because their continued existence would be incompatible with the Scheme. Appendix 3 of this Statement provides further explanation regarding the stopping up of streets and private means of access and of the provision of substitute, and other, streets, and of other alternative routes for stopped up streets, and accesses.
- 7.3.2 Article 14 is a model provision the purpose of which is to provide for the temporary prohibition or restriction of use of streets for the purposes of carrying out the authorised development. As per the model provision it applies generally, and also applies specifically to certain streets – those that are set out in Schedule 8 to the DCO. Paragraph (2) of Article 14 confers a power on the undertaker that where the use of a street has been temporarily prohibited or restricted it may use it as a temporary working site.

7.4 Article 18 - Protective works to buildings

- 7.4.1 Article 18 is a model provision, the purpose of which is to allow the Applicant to carry out protective works to buildings within the Order limits, subject to a number of conditions including the service of 14 days' notice (except in the case of emergency) and the payment of compensation.

7.5 Article 19 – Authority to survey and investigate land

- 7.5.1 Article 19 is a model provision, the purpose of which is to allow the Applicant to survey and/or investigate land including bringing equipment onto the land and making trial holes. The power is subject to a number of conditions including a requirement for 14 days' notice to be given, and is subject to the payment of compensation.

7.6 Article 29 – Rights under or over streets

- 7.6.1 Article 29 is a model provision, the purpose of which is to allow the undertaker to enter on and appropriate interests within streets where required for the purposes of the authorised development without being required to acquire that land. Provision is made for the payment of compensation in certain circumstances.

7.7 Article 30 – Temporary use of land for carrying out the authorised development and Article 31 – Temporary use of land for maintaining authorised development

- 7.7.1 The purpose of Article 30 is to allow the land specified in Schedule 11 to be temporarily used for the carrying out of the authorised development. Article 31 is similar to Article 30 but permits the temporary use of land for maintenance of the authorised project.

7.8 Article 33 – Statutory undertakers, Article 34 – Apparatus and rights of statutory undertakers in land acquired or used and Article 35 – Recovery of costs of new connection

- 7.8.1 The purpose of Article 33 is to provide for the acquisition of land of statutory undertakers which is identified in the Book of Reference (document reference 4.3). This Article includes a power to move the apparatus of those statutory undertakers and to extinguish rights. It is a model provision, except it is made subject to the protective provisions in Schedule 12, which are to apply to certain statutory undertakers as set out in that Schedule.
- 7.8.2 The purpose of Article 34 is to make provision in respect of the apparatus and rights of statutory undertakers in streets which are stopped up, including provision as to the relocation of apparatus. It is a model provision.
- 7.8.3 The purpose of Article 35 is to provide that persons who have to create a new connection following the removal of apparatus from stopped up streets may recover the costs of new connections from the Applicant. It is a model provision.

8.0 The Justification for seeking Powers of Compulsory Acquisition

8.1 Matters to which the decision maker must have regard

- 8.1.1 Section 122(1) of the PA 2008 provides that a DCO may only include compulsory acquisition powers if the conditions in section 122(2) and 122(3) are met. The conditions are:
- that the land is either: (a) required for the development to which the DCO relates, (b) required to facilitate or is incidental to that development, or (c) is replacement land which is to be given in exchange for the order land under section 131 or 132 of the PA 2008 (PA 2008 section 122(2)); and
 - that there is a compelling case in the public interest for the land to be acquired compulsorily (PA 2008 Section 122(3)).
- 8.1.2 The Guidance (at paragraph 11) provides advice in respect of the section 122(2) criteria.
- 8.1.3 In respect of criterion (a) of section 122(2), the Guidance highlights that the applicant should be able to demonstrate that the land in question is needed for the development for which consent is sought. It is further made clear that the Secretary of State will need to be satisfied that the land to be acquired is no more than is reasonably required for the purposes of the development.
- 8.1.4 In respect of criterion (b) of section 122(2), the Secretary of State must be satisfied that the land is required to facilitate, or is incidental to, the proposed development.
- 8.1.5 In respect of criterion (c) of section 122(2), the Guidance highlights that the Secretary of State will need to be satisfied that the compulsory acquisition is needed to provide replacement land to be given in exchange for certain types of special category land which are proposed to be acquired pursuant to the draft DCO, and that no more land is being taken than is reasonably necessary for that purpose, and than is proportionate. Issues relating to land to which sections 131 and 132 of the PA 2008 apply are considered further in section 10.0 of this Statement.
- 8.1.6 The Guidance also confirms (at paragraph 12) that in addition, section 122 requires the Secretary of State to be satisfied that there is a compelling case in the public interest for the land to be acquired compulsorily. Paragraph 13 of the Guidance goes on to make clear that for this condition to be met, the Secretary of State needs to be persuaded that the public benefits that would be derived from the compulsory acquisition (i.e. public benefits arising from the scheme facilitated by the compulsory acquisition) will outweigh the private loss that would be suffered by those affected by compulsory acquisition.

8.1.7 In addition to advice on the specific conditions and criteria within section 122, the Guidance (at paragraphs 8 to 10) sets out a number of general considerations that the promoter of a scheme requiring development consent under the PA 2008 should be able to demonstrate to the satisfaction of the Secretary of State, in respect of justifying an order authorising compulsory acquisition. These are:

- i. that all reasonable alternatives to compulsory acquisition (including modifications to the scheme) have been explored (paragraph 8);
- ii. that the proposed interference with the rights of those with an interest in the land is for a legitimate purpose and is necessary and proportionate (paragraph 8);
- iii. that the applicant has a clear idea of how it intends to use the land proposed to be acquired (paragraph 9);
- iv. that the applicant can demonstrate that there is a reasonable prospect of the requisite funds for acquisition becoming available (paragraph 9);
- v. that the purposes for which such powers are included in the draft DCO are legitimate and sufficiently justify interfering with the human rights of those with an interest in the land affected (paragraph 10).

8.1.8 The following sections of this Statement explain why NCC considers that the conditions in section 122 of the PA 2008 and the considerations set out in Guidance outlined in the preceding paragraphs are satisfied in respect of the NDR.

8.2 Section 122(2) – Requirement for the Order Land

8.2.1 Appendices 1 and 2 set out the details of the land required under the DCO and explain why the land is needed to enable both the construction and subsequent operation and maintenance of the NDR Scheme.

8.3 Section 122(3) – Compelling case in the public interest

8.3.1 NCC believes that there is a compelling case in the public interest which justifies the proposed compulsory acquisition of land and rights necessary to facilitate the delivery of the NDR Scheme. Chapter 3 of the Environmental Statement (document reference 6.1) and the summary of that which is provided in section 4.0 of this Statement explain the need for the NDR Scheme. To avoid repetition that detail is not repeated here. The NDR Scheme would:

- a. be in accordance with national and local planning and transport policy;

- b. meet the need which has been identified, as demonstrated in Chapter 3 of Volume 1 of the Environmental Statement and Section 4.0 of this Statement;
- c. contribute towards the achievement of the Government's objectives which underlie the reasons for which the Section 35 Direction was made;
- d. mitigate environmental impacts during the Scheme's construction, operation and maintenance phases;
- e. not be constructed without the exercise of powers of compulsory acquisition to acquire the land and rights necessary for the delivery of the Scheme.

8.3.2 NCC therefore considers that together, this Statement of Reasons and the related Application documentation demonstrate that there is a compelling case in the public interest for granting development consent, including authorisation of the use of powers of compulsory purchase for the NDR Scheme. NCC considers that the exercise of such powers would be necessary, justified and proportionate on the basis that the detrimental effects arising from any interference with private land and rights would be outweighed by the public benefits which would be brought about if the NDR Scheme were to be implemented pursuant to any grant of development consent.

8.4 Consideration of reasonable alternatives to compulsory acquisition

- 8.4.1 Appendix 2 of this Statement provides details of the position, at the time of the submission of the Application, on the state of negotiations and discussions with landowners affected by the NDR Scheme.
- 8.4.2 NCC will continue to liaise, discuss and negotiate with landowners to ensure that where the opportunity arises it can purchase interests by agreement. Continuing to negotiate with landowners to acquire land by agreement throughout the DCO process will help to ensure that parties at the examination are only dealing with the minimum number of compulsory acquisition issues.
- 8.4.3 Potential alternatives, including modifications to the Scheme, are discussed in Chapter 3 of Volume 1 of the Environmental Statement (document reference 6.1) and the summary provided in section 4.0 of this Statement.

8.5 Interference is necessary, proportionate and legitimate

- 8.5.1 Explanation is provided in Appendix 2 of this Statement as to why the identified land is required to be acquired compulsorily. This explanation demonstrates that the interference with private rights that would result from the acquisition of land in furtherance of the NDR Scheme is necessary, proportionate and legitimate.
- 8.5.2 NCC has sought to mitigate the direct impacts of the acquisition of land interests through a series of discussions with the affected landowners. Wherever possible the concerns of landowners have been taken on board and mitigation measures aimed at addressing those concerns have been incorporated into the Scheme design. Severance issues have been minimised by ensuring that access to retained land continues to be provided, and in order to address concerns about noise and visual impacts arising from the Scheme, earth bunds and areas of landscaping are being provided to screen properties.
- 8.5.3 The design of the Scheme has also been informed by a general approach which seeks to minimise the direct impact of land acquisition by, wherever possible, avoiding residential properties and ensuring that the Scheme is distanced from larger residential areas.

8.6 Fair compensation and certainty of funding

- 8.6.1 Compulsory acquisition powers and the related 'compensation code' (comprising a body of statutes and case law) serve an important function in ensuring that the compensation paid to landowners and others affected by compulsory acquisition represents a fair open market value. This benefits both those to whom compensation may be payable and NCC as the acquiring authority.
- 8.6.2 In the event of compensation not being agreed a judicial process applies. Compensation disputes will be decided, upon reference to it, by the Upper Tribunal (Lands Chamber). Decisions made by the Upper Tribunal may be appealed to the Court of Appeal.

8.6.3 The compulsory purchase procedure, therefore, provides certainty of outcome (the land and / or rights will be acquired), certainty of liability to compensation (fair open market price) and fairness of outcome (recourse to arbitrary / judicial process if necessary in case of a dispute on land value). The procedure, therefore, provides fair treatment for all parties involved in it.

8.6.4 As detailed in the separate Funding Statement application document (document reference 4.2) the NDR will be jointly funded by the Department for Transport (DfT) and NCC. The current total cost estimate for the NDR Scheme is £148.55 million, which includes an amount to cover the compulsory acquisition costs. DfT's funding grant is capped at £86.5m, meaning the remaining funding will be underwritten by NCC.

8.7 Human Rights

8.7.1 Issues relating to the consideration of the interference with Human Rights are addressed separately in section 13.0 of this Statement.

9.0 National Policy: The view of the Government

- 9.1.1 The section 35 Direction was given without prejudice to the Secretary of State's consideration of the Application, but the Government has expressed other views which are relevant to and support the proposed NDR.
- 9.1.2 The National Infrastructure Plan 2011 ('the NIP 2011') set out a strategy for meeting the infrastructure needs of the UK economy. It recognised that infrastructure networks form the backbone of a modern economy and are a major determinant of growth and productivity. The Government considers that historically, UK infrastructure has suffered from under-investment and a lack of coherent strategic forward planning. The Government makes it clear in the NIP that, *"To remain globally competitive, the UK needs to address these failures and develop an infrastructure capable of supporting a dynamic, modern economy"* (National Infrastructure Plan 2011 – Executive Summary).
- 9.1.3 As part of the Government's strategy for meeting the infrastructure needs of the UK economy, the NIP identified 40 key areas of infrastructure investment. Referred to as 'Priority infrastructure investment' these areas include "Local authority major transport schemes – development pool projects" (NIP 2011 Table 2.B). Local Authority schemes considered by the Government to fall within this priority infrastructure investment area were initially announced in stages in late 2011. The NDR was given programme entry status into the 'development pool project' investment area in December 2011 (Local Authority Major Transport Scheme – Development Pool Schemes – Scheme Decisions – December 2011). In the National Infrastructure Plan 2013 ('the NIP 2013') (published on 4 December 2013) the NDR is identified as a 'key project' and one of the Government's Top 40 priority infrastructure investments.
- 9.1.4 Section 104 of the Planning Act 2008 highlights the importance of National Policy Statements (NPS) in the determination of applications for development consent. The consultation draft of a NPS for National Road and Rail Networks (the draft NPS) was published by the Department for Transport on 4 December 2013. The draft NPS is not project specific. The underlying substance of the draft NPS has been addressed in the NDR Application documentation.

10.0 Special Considerations Affecting the Land

10.1 Special Category Land – Open Space

- 10.1.1 The draft DCO includes the provision for the compulsory acquisition of land (plots 2/26, 2/27, 2/28 and 2/29) which forms a length of the Marriott's Way recreational public amenity path, and which is considered to be open space land. This land comes within the definition of special category land as defined in the APFP Regulations (Regulation 2(1)).
- 10.1.2 Plots 2/26, 2/28 and 2/29 (which cover 1592, 4864 and 118 square metres, respectively) are required for the creation of a new right to enable construction of the Marriott's Way Overbridge. The freehold ownership of these plots would remain with Broadland District Council (the current freehold owner) and the open space status of these plots would be maintained. As such, NCC considers that the land in these plots (when burdened with the new right which NCC proposes to acquire pursuant to the DCO) would be no less advantageous to Broadland District Council, to any persons entitled to any rights of common, and to the public than it was before (in accordance with section 132(3) of the PA 2008, and being a matter upon which the Secretary of State is required to be satisfied). No replacement land is therefore to be provided for these plots.
- 10.1.3 Plot 2/27 (which covers some 1246 square metres) is required for the new NDR alignment. As indicated in the Appendices to this Statement, powers are being sought to acquire this plot of land.
- 10.1.4 Replacement land is proposed to be provided for plot 2/27. This replacement land consists of four land areas (plots 2/23, 2/25, 2/34 and 2/37) on either side of Marriott's Way on the approaches to the proposed Marriott's Way Overbridge of the NDR. Additionally, a further plot of land (plot 2/27a), comprising only the land carried upon the Overbridge deck level of the Marriott's Way Overbridge (once it is constructed), will also be provided as part of the replacement land, providing a continuous open space corridor of the Marriott's Way recreational public amenity path across the NDR. The land and air space below the Marriott's Way Overbridge would, if and when acquired under the DCO, remain in the ownership of NCC as land necessary for the construction, operation and maintenance of the NDR.

10.1.5 The overall area that is covered by the proposed replacement land amounts to 1987 square metres, consisting of:

Plot 2/23	588 square metres
Plot 2/25	429 square metres
Plot 2/34	369 square metres
Plot 2/37	127 square metres
Plot 2/27a	474 square metres

10.1.6 This replacement land would vest in Broadland District Council, under the terms of the DCO, and be subject to the same rights, trusts and incidents as are attached to the open space land which it replaces. In view of this, NCC is content that its proposals accord with section 131(4) of the PA 2008 (a matter upon which the Secretary of State is required to be satisfied).

10.1.7 The replacement land will not, however, be available for a period of time (envisaged to be nine months) whilst the Marriott's Way Overbridge is being constructed. Prior to the closure of Marriott's Way and for the period of the bridge construction, NCC will provide an alternative route for use by the public across the route of the NDR Scheme.

10.2 Special Category Land – Fuel Allotment

10.2.1 The draft DCO also includes provision for the compulsory acquisition of part of a fuel allotment, situated to the south west of the C258 Broad Lane and to the north west of the C874 Plumstead Road. The fuel allotment land also comes within the definition of special category land, as defined in the APFP Regulations (Regulation 2(1)).

10.2.2 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.

10.2.3 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 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 fuel allotment land which it replaces. In view of this NCC is content that its proposals accord with section 131(4) of the PA 2008 (a matter upon which the Secretary of State is required to be satisfied).

11.0 Impacts on Statutory Undertakers

- 11.1.1 The draft DCO includes the provision for the compulsory acquisition of statutory undertakers' land as detailed in the following paragraphs.
- 11.1.2 Plot 7/7 is to be acquired from Eastern Power Networks plc. The land comprises an electricity substation. The substation does not need to be replaced and the existing cable network will be amended accordingly. The precise details of the works and how they will be undertaken will be agreed with the Statutory Undertaker.
- 11.1.3 Plot 9/28 is land owned by Anglian Water Services Limited. The land comprises a foul sewage pumping station. It is envisaged that the pumping station will be able to remain operational in its current location after the works. If this is the case, despite being shown to be acquired, then only temporary use of the land will be required to enable the works to be completed. However, permanent acquisition is currently shown to enable the Applicant to ensure that any required works can be completed. The precise details of the works, and level of acquisition requirement, will be agreed with the Statutory Undertaker.
- 11.1.4 Plot 10/40 is owned by Network Rail Infrastructure Limited. Rights for construction of the NDR Bridge (Over Railway Line) are required. Access to carry out the works over the railway line will be secured under a Basic Asset Protection Agreement and a Bridge Agreement with the Company. The precise details of the works will be agreed with the Statutory Undertaker.
- 11.1.5 Plot 6/4 is owned by Norwich Airport Limited. The land is required for the new NDR highway alignment. The Airport is also tenant of other Plots required for the Scheme, although these do not form part of their operational site. Negotiations have been ongoing with the Airport over the impact of the Scheme on its operational activities. Agreement has been reached over the repositioning of the Airport's radar.
- 11.1.6 At approximate chainage 1100 a National Grid Gas plc high pressure gas main crosses the new NDR highway alignment. The main will require re-routing so that it crosses the new highway at 90 degrees. Negotiations are ongoing with National Grid Gas plc to agree the precise new route for the main. The company's existing agreements with the affected landowners will be amended to reflect the final route. Temporary working areas are included within the DCO to facilitate the necessary diversion works.
- 11.1.7 A number of other existing pipes, cables, wires etc will be affected by the Scheme. Discussions are continuing with all relevant companies to ensure the appropriate diversion of such pipes, cables and wires etc, to ensure the continuation of the statutory undertakers' service delivery

12.0 Obstacles and other Consents

12.1 Consent under section 135 of the PA 2008

- 12.1.1 Part of the land on which the NDR Scheme is to be constructed is Crown land, by virtue of the fact that it comes within the definition of Crown land in section 135 of the PA 2008 in that it is held by a Government department – the Department for Transport.
- 12.1.2 Section 135(1) of the PA 2008 enables development consent orders to authorise the compulsory acquisition of an interest in Crown land where that interest is held by a party other than the Crown. If provisions to compulsorily acquire such interests are to be included in a development consent order, then the consent of the appropriate Crown authority is needed before the development consent order can be made by the Secretary of State.
- 12.1.3 The Crown land which is required to be included in the DCO for the NDR Scheme is held by the Department for Transport. The Highways Agency, as the executive agency of that Department, is authorised to grant consent to the inclusion of Crown land in the DCO on the basis prescribed by section 135 of the PA 2008.
- 12.1.4 The DCO includes Crown land at Postwick, where the NDR would link with the A47(T) (see paragraphs 12.1.5 to 12.1.6 below) and at Marriott's Way public recreational amenity path, on which a crossing for non-motorised users will be provided over the NDR (see paragraph 12.1.7 below). There is also the potential for a Crown interest in plot 12/55 (see paragraph 12.1.8 below). The Crown land is shown on the Crown Land Plan (document reference 2.12)
- 12.1.5 NCC has obtained the consent of the Highways Agency, on behalf of the Secretary of State for Transport, to include Crown land at Postwick in the DCO for the NDR, and the Highways Agency's letter of consent forms part of the Application documentation (document reference 10.4). The Highways Agency's consent acknowledges that the works which NCC proposes to carry out on Crown land pursuant to the DCO, if it is made, are to be carried out pursuant to an agreement between NCC and the Highways Agency, on behalf of the Secretary of State for Transport, under section 6 of the Highways Act 1980 ('the Section 6 Agreement').
- 12.1.6 The Section 6 Agreement will authorise:
- a. construction and maintenance of the proposed new Postwick bridge over the A47(T), such bridge to run from the proposed new Postwick North East Roundabout (on the north side of the A47(T)) to the existing Postwick Park and Ride Junction (which will be signalised as part of the works to which the DCO relates);

- b. proposed improvements to be made to the existing Postwick bridge which currently crosses the A47(T) (and which runs from the existing Postwick North West Roundabout on the north side of the A47(T) to the existing Park and Ride Junction on the south side of the A47(T)); and
- c. proposed signalisation and improvements to be made to the existing Postwick Park and Ride Junction on the south side of the A47(T);
- d. carrying out works to close the existing eastbound merge and diverge A47(T) slip roads and subsequently re-opening part of the eastbound diverge slip road to provide access for non-motorised users between the A47(T) and the A1042 Yarmouth Road where it joins the Postwick North West Roundabout; and
- e. proposed construction of new merge and diverge eastbound slip roads running from the proposed new Postwick North East Roundabout to the A47(T).

12.1.7 Marriott's Way is a recreational public amenity path, providing public open space in the form of a footpath, bridleway and cycle track along the routes of two disused railway lines running between Aylsham and Norwich. British Rail Board (Residuary) Ltd (BRBR) formerly owned rights over the land known as Marriott's Way. With effect from 30 September 2013, BRBR was abolished and its interests in the historical railways estate (formerly known as the Burdensome Estate, which includes legacy bridges, abutments, tunnels, cuttings, viaducts and similar properties associated with closed railway lines and sales) have been transferred to the Highways Agency Historical Railways Estate. As the Highways Agency is an executive agency of the Department for Transport, and as the definition of 'land' in sections 235 and 159 of the PA 2008 includes any existing interest in or right over land, the former BRBR rights over land at Marriott's Way have become Crown land, for the purposes of section 135 of the PA 2008. The Highways Agency is authorised to grant consent to the inclusion of Crown land in the DCO on the basis prescribed by section 135 of the PA 2008 and accordingly NCC is in the process of seeking the Highways Agency's consent to the inclusion in the DCO of the Crown's interests in the land at Marriott's Way.

12.1.8 Plot 12/55 is made up of part of the A1042 Yarmouth Road and its verge on the northern side. Norfolk County Council is the highway authority in respect of this section of highway – it was formerly part of a trunk road (the previous route of the A47(T)), for which the Secretary of State for Transport was the highway authority. NCC became the highway authority following the construction of the new (as is now in place) A47(T), and by virtue of The A47 Leicester-Great Yarmouth Trunk Road (Easton-Poswick), A11 London-Norwich Trunk Road (Cringleford-Mile End Road), A140 Ipswich-Norwich Trunk Road (South of Norwich Road-Daniels Road) (Norwich Southern

Bypass) Detrunking Order 1989 (SI 1989/2264). The registered owner of plot 12/55 is a non-Crown person, but the registered title includes reference to a Shortened Procedure Agreement (SPA) involving the (then) Minister of Transport. The Minister (part of the Crown) was the beneficiary of the dedication for highway purposes of the SPA land. The land remains used for that dedicated highway purpose, albeit the highway is of a different status through detrunking (with NCC as highway authority). NCC is continuing to investigate the complex historical title position in relation to plot 12/55 and to seek any necessary consent from the Highways Agency to the inclusion of the land in the DCO. Given the continuing investigation it has included it as land in which there is a Crown interest, and considers that such interest is currently most likely to be owned by NCC.

12.2 Discharge Consents

12.2.1 Consent for discharge of water to the aquifer may be required under the Environmental Permitting (England and Wales) Regulations 2010¹².

12.2.2 Piling work will take place at bridge locations and the piles may penetrate the water table. If so, some water may have to be pumped out and placed back in the aquifer. Before it is returned to the aquifer it would be treated in a settlement system.

12.2.3 Any discharge consents will be sought from the Environment Agency prior to any such works being carried out. The potential requirement to obtain discharge consents is a relatively standard implementation matter regularly addressed for schemes such as the NDR.

12.3 Protected Species Licences

12.3.1 Protected Species Licences will be required under The Conservation of Habitats and Species Regulations 2010¹³.

12.3.2 A breeding pond and an associated area of terrestrial habitat for great crested newts is being removed as part of the construction works. This pond is one of a series and the other ponds in the series are not being removed. Four new ponds are being created in the immediate vicinity and areas of remaining terrestrial habitat will be maintained along with the new ponds. Newt fencing will be erected before construction works begin and trapping and relocation of newts will be carried out.

12.3.3 The construction works will result in the removal of a number of bat roosts in buildings and in trees. The NDR will intersect flight paths and other features of bat activity. New roosts will be provided (two bat houses and a number of bat boxes). Severance of significant flight paths will be addressed by the installation of crossing points of various types, such as bat gantries, green bridges, underpasses and modified highway bridges to provide dark corridors.

12.3.4 Protected species licenses will be sought from Natural England following the making of the development consent order that is being sought. Mitigation measures have been discussed with the Natural England case officer during the consultation that has been on-going throughout the design and evolution of the Scheme. Draft licence applications were submitted to Natural England in November 2013, with a view to a letter of comfort being obtained confirming that Natural England consider that it is likely that it would be in a position to grant licences when formally sought.

12.4 Land Drainage Consent

12.4.1 Consent to obstruct watercourses may be sought from the relevant local drainage board under section 23 of the Land Drainage Act 1991¹⁴.

12.4.2 Any necessary consent will be sought from the Broads Internal Drainage Board. Discussions regarding this and other relevant matters have already taken place with the Environment Agency and the Internal Drainage Board.

12.5 Noise controls

12.5.1 Prior consent for works on construction sites may be sought from the relevant local authority under section 61 of the Control of Pollution Act 1974¹⁵.

12.5.2 Certain construction activities will be noisy and although measures will be put in place to reduce noise and its effects there may be some disturbance.

12.5.3 Any such consents will be sought from the relevant local authority by the contractor. The potential requirement to obtain such consents is a relatively standard implementation matter regularly addressed for schemes such as the NDR.

12.6 Traffic controls

12.6.1 The draft DCO provides powers for specific temporary restrictions as well as general powers for NCC to control traffic for the purposes of the construction of the NDR. In the event that any temporary or permanent traffic controls are required that are outside the scope of the DCO then they would be applied for by the contractor / NCC at the appropriate time.

13.0 Human Rights

13.1 The Human Rights Act 1998

13.1.1 The Human Rights Act 1998¹⁶ incorporated into UK law the European Convention on Human Rights ("the Convention"). The Convention includes provisions in the form of Articles, the aim of which is to protect the rights of the individual.

13.1.2 The following Articles of the Convention are relevant to the Secretary of State's decision as to whether the DCO should be made so as to include powers of compulsory acquisition:

- Article 6 entitles those affected by the powers sought in a DCO to a fair and public hearing by an independent and impartial tribunal.
- Article 8 protects the right of the individual to respect for his or her private and family life, home and correspondence. A public authority cannot interfere with these interests unless such interference is in accordance with the law and is necessary in the interests of, amongst other things, national security, public safety or the economic well-being of the country.
- Article 1 of the First Protocol protects the right of everyone to peaceful enjoyment of possessions. No one can be deprived of their possessions except in the public interest and subject to the relevant national and international laws. As with Article 8, any interference with possessions must be proportionate and, in determining whether a particular measure is proportionate, a fair balance must be struck between the public benefit sought and the interference with the rights in question.

13.1.3 The DCO has the potential to infringe the human rights of persons who own property or have rights in the land proposed to be acquired pursuant to the DCO. Such infringement can be authorised by law provided that:

- the statutory procedures for obtaining the DCO are followed and there is a compelling case in the public interest for the inclusion of powers of compulsory acquisition in the DCO; and
- any interference with the Convention right is proportionate to the legitimate aim served.

13.2 Compliance with the Convention and the Human Rights Act 1998

- 13.2.1 NCC has considered the potential infringement of Convention rights in consequence of the exercise of the compulsory acquisition powers included within the DCO. The land to be acquired for the NDR Scheme has been kept to the minimum necessary to enable proper delivery of the Scheme, and the NDR Scheme is designed to minimise interference with the peaceful enjoyment of a person's possessions under Article 1 of the First Protocol of the Convention.
- 13.2.2 NCC considers that there would be very significant public benefit arising from the grant of development consent for the NDR Scheme. That benefit can only be realised if the development consent is accompanied by the grant of powers of compulsory acquisition. The public interest can only be safeguarded by the acquisition of this land and such acquisition would not place a disproportionate burden on the affected land owners.
- 13.2.3 The significant public benefits of the NDR Scheme outweigh the effects of the DCO upon persons with property rights in the land and would not be a disproportionate interference with their rights under Article 8 and Article 1 of the First Protocol. In addition, those affected by compulsory acquisition powers will be entitled to compensation.
- 13.2.4 In relation to Article 6, there will have been an opportunity for members of the public to make representations on the Application. In accordance with Part 5 of the PA 2008, NCC consulted the persons prescribed in section 44 of the PA 2008. This included known owners and occupiers of the land to be acquired pursuant to the DCO, those with rights in the land to be acquired pursuant to the DCO and those who might make claims either under section 10 of the Compulsory Purchase Act 1965 in respect of injurious affection, or under Part 1 of the Land Compensation Act 1973. Those with the benefit of restrictive covenants, easements and other rights overridden by the exercise of powers in the DCO would be entitled to make claims under section 10 of the Compulsory Purchase Act 1965.
- 13.2.5 Furthermore, representations/objections to the Application can be made in response to any notice given under section 56 of the PA 2008, for consideration at the examination of the Application by the examining authority, and in any written representations procedure which the Examining Authority decides to hold, or at any compulsory acquisition hearing held under section 92 of the PA 2008.

- 13.2.6 Should the DCO be made, and be published as made, a 6 week period within which a claim for judicial review to the High Court, questioning the order or its decision or proceedings, will be afforded pursuant to section 118 of the PA 2008.
- 13.2.7 In relation to matters of compensation for land to be acquired, affected persons have the right to apply to the Upper Tribunal (Lands Chamber), an independent tribunal, in the case of any dispute on the value of land to be acquired pursuant to the DCO.
- 13.2.8 For the above reasons, any infringement of the Convention rights of those whose interests are affected by the inclusion in the DCO of powers of compulsory acquisition, is proportionate and legitimate and is in accordance with national and European law. For the reasons set out in Section 8.0 of this Statement, NCC believes that there is a compelling case in the public interest for the exercise of such powers of compulsory acquisition. NCC considers that it would, therefore, be appropriate and proportionate for the Secretary of State to make the DCO, including the grant of compulsory acquisition powers.

14.0 Glossary

Term	Meaning/Definition
<i>The APFP Regulations</i>	<i>The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (SI 2009/2264)</i>
<i>The Application</i>	<i>The Application for the DCO for the NDR Scheme</i>
<i>Compulsory acquisition powers</i>	<i>Powers to authorise the compulsory acquisition of land and of new or existing rights over land (set out in the Planning Act 2008 sections 122-126 and other sections) and additional powers to create new rights over or in land, to extinguish private rights, to exercise rights in relation to streets, to make temporary use of land for construction and maintenance, and to permanently and temporarily alter the layout of streets or stop up streets and private accesses.</i>
<i>The Convention</i>	<i>The European Convention on Human Rights</i>
<i>DCO</i>	<i>‘The Norfolk County Council (Norwich Northern Distributor Road (A1067 to A47(T))) Order’, being a Development Consent Order required for the NDR Scheme (pursuant to the Planning Act 2008, Part 4)</i>
<i>ES</i>	<i>The Environmental Statement produced in connection with the NDR Scheme</i>
<i>First Protocol</i>	<i>The First Protocol of the Convention</i>

<i>The Guidance</i>	<i>The Department for Communities and Local Government guidance, 'Planning Act 2008: Guidance related to procedures for the compulsory acquisition of land', September 2013</i>
<i>NCC</i>	<i>Norfolk County Council</i>
<i>NDR</i>	<i>Norwich Northern Distributor Road</i>
<i>NIP</i>	<i>National Infrastructure Plan, published in November 2011 or December 2013 by HM Treasury and Infrastructure UK</i>
<i>NSIP</i>	<i>Nationally Significant Infrastructure Project, for which development consent is required under the Planning Act 2008</i>
<i>PA 2008</i>	<i>Planning Act 2008</i>
<i>This Statement</i>	<i>This Statement of Reasons</i>
<i>WebTAG</i>	<i>The Department for Transport's website for guidance on the conduct of transport studies and advice on the modelling and appraisal appropriate for major highway and public transport schemes.</i>

15.0 Bibliography

1. Planning Act 2008
 2. The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (SI 2009/2264)
 3. Planning Act 2008 – Guidance related to procedures for the compulsory acquisition of land (DCLG)(September 2013)
 4. The Highway and Railway (Nationally Significant Infrastructure Project) Order 2013 (SI 2013/1883)
 5. Highways Act 1980
 6. Joint Core Strategy for Broadland, Norwich and South Norfolk (Greater Norwich Development Partnership)(Adopted March 2011)
 7. Norfolk's Local Transport Plan 3: Connecting Norfolk (Norfolk County Council)(April 2011)
 8. Delivering Economic Growth in Norfolk 2012 – 2017 (Norfolk County Council)
 9. Norfolk Infrastructure Plan 2012 (Norfolk County Council)
 10. National Infrastructure Plan 2011 (HM Treasury and Infrastructure UK)(November 2011)
 11. National Infrastructure Plan 2013 (HM Treasury)(December 2013)
 12. Environmental Permitting (England and Wales) Regulations 2010
 13. The Conservation of Habitats and Species Regulations 2010 (SI 2010/490)
 14. Land Drainage Act 1991
 15. Control of Pollution Act 1974
 16. Human Rights Act 1998
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Appendix 1

Details of the purpose in seeking acquisition powers

Appendix 1: Details of the purpose in seeking acquisition powers

1. The specific purposes for which each plot of land subject to compulsory purchase powers is required are set out in Tables 1, 2 and 3 below. The first column of these tables uses the plot numbers shown in the Book of Reference (Application Document Reference 4.3) and on the Land Plans (Application Document Reference 2.2). The second column of the tables refers to the works as described in Schedule 1 of the DCO (Application Document Reference 3.1) and as shown on the Works Plans (Application Document Reference 2.3). Tables 1, 1A, 2, 2A, 3 and 3A below should therefore be read in conjunction with and by reference to those documents.
2. Tables 1 and 1A detail the land that is to be acquired freehold by the Applicant. This land is within the DCO boundary shown on the Works Plans. The purpose of acquiring the land referred to in Table 1 is to enable the Applicant to construct on that land the permanent works, described in Schedule 1 of the DCO. The two tables list the same plot numbers: Table 1 lists them by Work Number and Table 1A by the use to which they will be put. The terms used in the second column of Table 1A are explained at the end of Table 1A.
3. Tables 2 and 2A list the land over which specific permanent new rights are to be acquired by the Applicant. These rights are necessary for the purpose of constructing the works, carrying out maintenance thereafter or to protect the works. The Applicant has decided that, for the Scheme, it is not necessary to acquire the land outright. The two tables list the same plot numbers: Table 2 lists them by Work Number and Table 2A by the use to which they will be put.
4. Tables 3 and 3A set out the land which the Applicant only requires temporary possession of for the purpose of constructing the Scheme. Uses include temporary areas for highway diversions, site compounds, storage areas and land for utility diversion works. The two tables list the same plot numbers: Table 3 lists them by Work Number and Table 3A by the use to which they will be put.

TABLE 1

Acquisition of Land	
No on Land Plans	Purpose for which land is required
1/1, 1/2, 1/3, 1/4, 1/5, 1/6, 1/7(part), 1/8(part) and 1/10(part)	Work No.1
1/7(part), 1/8(part), 1/9, 1/10(part), 1/12, 1/13, 1/14, 1/16, 1/17, 1/18, 1/20, 1/21, 1/22, 1/23, 1/24, 1/25, 2/1, 2/2, 2/5(part), 2/7, 2/9, 2/11 and 2/13(part)	Work No.2
2/5(part), 2/13(part), 2/14, 2/15, 2/16, 2/17, 2/18, 2/19(part), 2/20(part) and 2/21	Work No.3
2/19(part), 2/20(part), 2/22, 2/23, 2/24, 2/25, 2/27, 2/30, 2/31, 2/32, 2/33, 2/34, 2/36, 2/37, 2/38, 2/39, 2/40, 2/41, 2/42, 3/1(part) and 3/3	Work No.4
3/1(part), 3/5, 3/6, 3/7, 3/8, 3/9, 3/10(part), 3/12(part), 3/13(part), 3/14(part) and 3/15	Work No.5
3/10(part), 3/11, 3/12(part), 3/13(part), 3/14(part), 3/16, 3/17, 3/18, 3/19, 3/20, 3/21, 3/22, 3/23, 3/24, 3/25, 3/26, 3/27, 3/28, 3/29, 3/30, 3/31, 3/32, 3/34, 3/35, 4/1, 4/2, 4/3, 4/4 and 4/5(part)	Work No.6
4/5(part), 4/6, 4/7, 4/8, 4/10, 4/12, 4/13, 4/14, 4/15, 4/16, 4/17, 4/18, 4/19, 4/20, 4/21, 4/22, 4/23(part), 4/25, 4/26, 4/27, 4/28, 4/29, 4/30, 4/31, 4/32, 4/33, 4/34, 4/35 and 4/36	Work No.7
4/23(part), 4/37 and 4/38	Work No.8
5/1, 5/3, 5/4, 5/5, 5/6, 5/7, 5/8, 5/9, 5/10, 5/11, 5/12, 5/13, 5/14, 5/15, 5/16, 5/17, 5/18, 5/19, 5/20, 5/21, 5/22, 5/23, 5/24, 5/25, 5/26, 5/27, 5/28, 5/29, 5/30, 5/31, 5/32, 5/35, 5/36, 5/37, 5/38, 5/39, 5/40, 5/41, 5/42 and 5/44(part)	Work No.9

5/44(part), 5/45, 5/46, 5/47, 5/48, 5/49, 6/1, 6/2, 6/3, 6/4, 6/5, 6/6, 6/7, 6/8(part) and 6/11(part)	Work No.10
6/8(part), 6/9, 6/10, 6/11(part), 6/12, 6/13 and 6/15(part)	Work No.11
6/15(part), 6/17, 6/18, 6/19, 6/20, 6/21, 7/1, 7/2, 7/3, 7/4, 7/5, 7/6, 7/7, 7/8, 7/9, 7/10, 7/11, 7/12, 7/13, 7/14, 7/15, 7/16, 7/18, 7/19, 7/20, 7/21, 7/22, 7/23, 7/24, 7/25, 7/26, 7/27, 7/28, 7/29, 7/30, 7/31, 7/32 and 8/1(part)	Work No.12
8/1(part), 8/2, 8/3, 8/4, 8/5, 8/6, 8/8, 8/9 and 8/10(part)	Work No.13
8/10(part), 8/11, 8/12, 8/13, 8/14, 9/1, 9/2, 9/3, 9/4, 9/6(part), 9/7(part) and 9/8(part)	Work No.14
9/6(part), 9/7(part), 9/8(part), 9/9, 9/10, 9/11, 9/12, 9/13, 9/14, 9/15, 9/16, 9/17, 9/18, 9/19, 9/20, 9/21(part), 9/22(part), 9/23(part), 9/24 and 9/25	Work No.15
9/21(part), 9/22(part), 9/23(part), 9/26, 9/27, 9/28, 9/29, 9/30, 9/31, 9/32, 9/33, 9/34, 9/35, 9/36, 9/37, 9/39, 10/1, 10/2, 10/3, 10/4, 10/5, 10/6, 10/8, 10/9, 10/10, 10/11, 10/12, 10/13, 10/14, 10/15, 10/16, 10/17, 10/18, 10/19, 10/20, 10/21, 10/22, 10/23, 10/24 and 10/27(part)	Work No.16
10/27(part), 10/29, 10/30, 10/31, 10/32, 10/33, 10/34, 10/35(part) and 10/36(part)	Work No.17
10/35(part), 10/36(part), 10/37(part), 10/41, 10/42, 10/43(part), 10/44(part), 10/45, 10/46, 10/47, 10/48, 10/49, 10/50, 10/51, 10/53, 11/1, 11/2, 11/3, 11/4, 11/5, 11/6 and 11/8(part)	Work No.18

10/37(part), 10/43(part) and 10/44(part)	Work No.19
11/8(part), 11/9, 11/10, 11/11, 11/12, 11/14, 11/15, 11/16, 11/17, 11/18, 11/19, 11/20, 11/21, 11/22, 11/23, 12/1, 12/2, 12/3, 12/4, 12/5, 12/6, 12/7, 12/8(part) and 12/10	Work No.20
12/8(part), 12/11, 12/12, 12/13, 12/14, 12/15, 12/16, 12/17, 12/18, 12/19, 12/20, 12/21, 12/22, 12/23, 12/24, 12/25, 12/26, 12/27, 12/28, 12/29, 12/30, 12/31, 12/32, 12/33, 12/34, 12/35, 12/36, 12/37, 12/38, 12/39, 12/40, 12/43, 12/44, 12/45, 12/46, 12/47, 12/48, 12/49, 12/50, 12/51, 12/52, 12/53, 12/54, 12/55, 12/56, 12/57, 12/58, 12/59 and 12/60	Work No.21
9/40, 9/41 and 9/42	Work No.22
11/24, 11/25 and 11/26	Work No.23
8/15	Work No.24

TABLE 1A

Acquisition of Land	
No on Land Plans	Purpose for which land is required
1/13, 1/17, 1/23, 2/1, 2/9, 2/27, 2/36, 3/16, 3/19, 3/23, 5/11, 5/19, 5/42, 5/44, 5/46, 5/47, 6/20, 7/9, 9/30, 10/1, 10/4, 10/6 and 10/21	Required for NDR alignment
1/24, 1/25, 2/2, 2/22, 3/9, 3/13, 3/22, 3/26, 3/27, 3/28, 3/34, 4/1, 4/4, 4/23, 4/37, 4/38, 5/13, 5/16, 5/29, 5/40, 5/41, 5/48, 6/1, 6/3, 6/4, 6/5, 6/6, 6/11, 6/15, 7/3, 7/12, 7/16, 7/31, 8/1, 8/10, 9/6, 9/36, 9/37, 10/23, 10/37, 10/44, 11/18, 11/20, 11/22 and 12/1	Required for a) NDR alignment b) Mitigation / landscaping works
1/21	Required for

	a) NDR alignment b) Mitigation / landscaping works c) Provision of New Private Means of Access
5/7	Required for a) NDR alignment b) Drainage Lagoon
2/15, 3/6, 5/9, 6/19, 7/24, 8/5, 9/13 and 10/32	Required for re-use of existing public highway for NDR alignment
1/8, 2/20, 2/24, 2/41, 3/1, 3/8, 5/1, 9/10, 10/51, 11/19, 12/8 and 12/51	Required for: a) NDR alignment b) New highway (Non - NDR)
11/1 and 11/8	Required for a) NDR alignment b) New highway (Non - NDR) c) Mitigation / landscaping works d) Drainage Lagoon
2/5, 3/25, 3/32, 4/5, 9/23, 10/27, 10/35 and 11/11	Required for a) NDR alignment b) New highway (Non - NDR) c) Mitigation / landscaping works
6/12, 10/16 and 10/19	Required for a) NDR alignment b) New highway (Non - NDR) c) Mitigation / landscaping works d) Provision of New Private Means of Access
4/13, 5/6, 5/12, 5/14, 5/15, 6/8, 7/4, 7/28, 8/3, 8/8, 9/12, 10/47, 11/10, 11/15 and 12/5	Required for re-use of existing public highway for a) NDR alignment b) Non-NDR alignment
12/13 and 12/15	Required for A47(T) alignment
12/19, 12/20, 12/21, 12/22, 12/23, 12/24, 12/26, 12/27, 12/38, 12/39, 12/40, 12/44, 12/45, 12/46 and 12/47	Required for re-use of existing public highway for Trunk Road
1/3, 2/17, 2/18, 2/21, 2/33, 3/30, 4/7,	Required for new highway (Non – NDR)

4/10, 4/12, 4/15, 4/16, 4/18, 4/20, 4/21, 4/22, 4/27, 4/29, 4/31, 4/34, 4/35, 4/36, 5/4, 5/21, 5/23, 5/25, 5/27, 5/36, 7/11, 7/14, 7/18, 7/20, 7/22, 8/9, 9/15, 9/16, 9/20, 9/24, 9/25, 10/12, 10/13, 10/14, 10/15, 10/29, 10/34, 10/48, 10/49, 10/53, 11/2, 11/16, 12/3, 12/7, 12/32 and 12/54	
5/38, 9/7 and 12/34	Required for a) New highway (Non-NDR) b) Mitigation / landscaping works
3/14	Required for a) New highway (Non - NDR) b) Drainage Lagoon
1/1, 1/2, 1/4, 1/5, 1/6, 2/14, 2/16, 2/31, 2/32, 2/39, 2/40, 3/5, 3/7, 3/35, 4/6, 4/8, 4/14, 4/17, 4/30, 4/32, 4/33, 5/3, 5/8, 5/26, 5/28, 5/30, 5/32, 5/35, 5/37, 5/39, 6/7, 6/9, 7/5, 7/6, 7/19, 7/21, 7/23, 7/25, 7/27, 7/29, 8/2, 8/4, 8/6, 9/11, 9/14, 9/17, 9/18, 10/31, 10/33, 10/46, 11/14, 11/17, 12/4, 12/6, 12/31, 12/33, 12/36, 12/37, 12/43, 12/48, 12/49, 12/53, 12/55, 12/56, 12/57, 12/58, 12/59 and 12/60	Required for re-use of existing public highway for Non – NDR alignment
1/7, 1/20, 2/7, 2/11, 2/19, 2/38, 3/12, 3/17, 3/18, 3/21, 3/29, 4/25, 4/28, 5/31, 5/45, 5/49, 6/2, 6/18, 7/2, 7/7, 7/8, 7/13, 7/15, 8/11, 8/14, 9/2, 9/4, 9/8, 9/9, 9/19, 9/21, 9/31, 9/32, 9/33, 9/34, 9/35, 9/39, 10/2, 10/3, 10/8, 10/20, 10/22, 10/24, 10/43, 11/4, 11/6, 12/11, 12/25, 12/28, 12/29, 12/35 and 12/50	Required for mitigation / landscaping works
1/9, 1/10, 1/12, 1/14, 1/16, 1/18, 2/13, 3/3, 4/2, 4/3, 4/19, 4/26, 5/5, 5/10, 5/17, 5/18, 5/20, 5/22, 5/24, 6/10, 6/17, 6/21, 7/1, 7/10, 7/30, 7/32, 8/12, 8/13, 9/1, 9/3, 9/22, 9/28, 9/29, 10/36, 10/50, 11/3, 11/5, 11/12, 11/21, 11/23, 12/2, 12/10, 12/12, 12/14, 12/16 and 12/52	Required for new drainage lagoon
3/10, 3/11, 3/20, 3/24 and 3/31	Required for improvements to Restricted

	By-way surface
1/22, 2/30, 2/42, 3/15, 6/13, 7/26, 9/26, 9/27, 10/5, 10/9, 10/10, 10/11, 10/17, 10/18, 10/30, 10/45, 12/17, 12/18 and 12/30	Required for provision of new Private Means of Access
2/23, 2/25, 2/34, 2/37, 10/41 and 10/42	Required as replacement land
9/40, 9/41 and 9/42	Required for the Wroxham Road / Green Lane West Junction Improvement
11/24, 11/25 and 11/26	Required for the Thorpe End (Highway Improvement Measures)
8/15	Required for the Rackheath Lane Closure

In Table 1A above:

- **“NDR Alignment”** means the NDR Classified Road carriageway and integral embankments and cuttings.
- **“Mitigation / Landscaping”** means areas of earth bunds and areas of existing woodland or woodland, grassland and scrubland creation.
- **“New highway (Non - NDR)”** means areas of new carriageway that do not form part of either the NDR Alignment or A47(T) Alignment. For example this includes improvements to side roads connecting into the NDR Alignment such as Fir Covert Road and Drayton Lane. It also includes the lengths of the A140 Cromer Road and the A1067 Fakenham Road which are being improved. The areas also include proposed new bridleways, cycle tracks, footways/cycleways and turning heads.
- **“Drainage Lagoon”** means areas included within the proposed new lagoons.
- **“Provision of new Private Means of Access”** means lengths of track being provided to give access to third party land.
- **“Re-use of existing public highway for NDR alignment”** means areas of existing public highway land, which will remain as public highway, but which will become part of the NDR Alignment.
- **“Required for A47(T) Alignment”** means the areas of land required for the new A47 Trunk Road Postwick Junction Slip Roads.

- **“Required as replacement land”** means the areas identified as replacement for the Special Category Land.
- **“Re-use of existing public highway for Trunk Road”** means areas of existing public highway land, which will remain as public highway, but which will become part of the A47(T) Alignment.
- **“Re-use of existing public highway for Non – NDR Alignment”** means areas of existing public highway land, which will remain as public highway, but will not be part of either the NDR Alignment or the A47(T) Alignment.
- **“Required for improvements to Restricted By-way surface”** means the lengths of existing Restricted By-ways, which will remain as such, but upon which the Applicant intends to carry out improvement works.

TABLE 2

Acquisition of Rights	
No on Land Plans	Purpose for which land is required
2/26, 2/28 and 2/29	Work No.4
9/5	Work No.14
10/40	Work No.19
12/41 and 12/42	Work No.21

TABLE 2A

Acquisition of Rights	
No on Land Plans	Purpose for which land is required
2/26, 2/28 and 2/29	Required for the connection of Marriott's Way with Marriott's Way Overbridge
9/5	Required for drainage rights
10/40	Required for the NDR Bridge (Over Railway Line)
12/41 and 12/42	Required for the existing Postwick Bridge and the New Postwick Bridge across the Norwich Southern Bypass (A47 Trunk Road)

TABLE 3

Temporary Possession of Land – By Work Number	
1/11, 1/15 and 1/19	Work No.1
2/3, 2/4, 2/6, 2/8, 2/10 and 2/12	Work No.2
2/35 and 3/2	Work No.4
3/4	Work No.5
3/33, 4/9(part) and 4/11(part)	Work No.6
4/9(part), 4/11(part) and 4/24	Work No.7
4/39,5/2, 5/33, 5/34 and 5/43(part)	Work No.9
5/43(part)	Work No.10
6/14, 6/16, 7/17 and 7/33	Work No.12
8/7	Work No.13
9/38, 10/7, 10/25, 10/26(part) and 10/28(part)	Work No.16
10/26(part) and 10/28(part)	Work No.17
10/38, 10/39, 10/52 and 11/7	Work No.18
11/13 and 12/9	Work No.20
12/61	Work No.21

TABLE 3A

Temporary Possession of Land – By Use	
2/35, 7/33(part) and 11/13(part)	Required for bridge compound
9/38	Required for ecological mitigation measures
2/3, 2/4, 2/6, 2/8 and 2/10	Required for a working space area for the Gas Main diversion

6/16	Required for removal of existing hedgerow and Airport fencing
5/43(part)	Required for main site compound , temporary storage, plant yard, crushing plant and recycling plant
3/33	Required for site compound
4/9(part), 4/11 and 10/7	Required for site compound with temporary mitigation measures
10/38 and 10/39(part)	Required for site compound with batching plant, bridge access and access to railway bridge north abutment with temporary mitigation measures
12/61	Required for Postwick site compound with temporary mitigation measures
2/12, 3/2, 4/9(part), 4/39, 5/2, 5/43(part), 6/14, 7/17, 7/33(part), 10/25, 10/26, 10/28, 10/39(part), 10/52, 11/7, 11/13(part) and 12/9	Required for temporary topsoil storage
1/11, 1/15, 1/19, 3/4, 5/33, 5/34 and 8/7	Required for temporary traffic diversion to complete tie-in
4/24	Required for temporary traffic management

Appendix 2

Negotiations with owners of interests in land and other information relating to land interests

1. Part 1: Overview

- 1.1 This Appendix provides a summary of the current position in the Applicant's negotiations with each of the affected land owners.
- 1.2 Although negotiations are ongoing with all persons with an interest in land affected by the Scheme, the Applicant has concluded that acquisition by agreement will not occur in all cases or within the necessary timescales to ensure that the programme for the construction of the Scheme is met. There are also some areas of the Land where it will not be possible to acquire the interest except by way of compulsory acquisition powers, for example where, despite diligent enquiry, it has not been possible to identify the owner of an interest in land.
- 1.3 The properties already acquired by the Applicant, and referred to below in paragraph 21 of Part 2 of this Appendix, are included within the DCO and the other Application documents as being required for compulsory acquisition to ensure that no known or unknown rights exist over such land that could impede the proper implementation of the Scheme.
- 1.4 The plots listed in paragraph 1.5 below cover areas of existing public highway land occupied by the Applicant in its capacity as local highway authority. These plots are either owned by the Applicant, owned by named or unknown parties or are presumed half-width sub-soil ownership by adjoining owners. All these areas will remain as public highway and are included within the DCO Application documents to ensure that any third party interests are acquired. To reduce duplication of entries within this Appendix these plots have been excluded from the Landowner Interest details given in Part 2 of this Appendix.
- 1.5 The existing highway land plots are: 1/1, 1/2, 1/4, 1/5, 1/6, 1/22, 2/14, 2/15, 2/16, 2/31, 2/32, 2/39, 2/40, 3/5, 3/6, 3/7, 3/9, 3/10, 3/20, 3/31, 3/35, 4/6, 4/8, 4/13, 4/14, 4/17, 4/30, 4/32, 4/33, 5/3, 5/6, 5/8, 5/9, 5/10, 5/11, 5/12, 5/14, 5/15, 5/20, 5/26, 5/28, 5/29, 5/30, 5/31, 5/32, 5/34, 5/35, 5/37, 5/39, 6/7, 6/8, 6/9, 6/19, 7/4, 7/5, 7/6, 7/19, 7/21, 7/23, 7/24, 7/25, 7/27, 7/28, 7/29, 8/2, 8/3, 8/4, 8/5, 8/6, 8/8, 8/15, 9/11, 9/12, 9/13, 9/14, 9/17, 9/18, 9/40, 9/41, 10/31, 10/32, 10/33, 10/46, 10/47, 11/10, 11/14, 11/15, 11/17, 11/24, 11/25, 11/26, 12/4, 12/5, 12/6, 12/31, 12/32, 12/33, 12/35, 12/43, 12/48, 12/49, 12/53, 12/55, 12/56, 12/57, 12/58, 12/59 and 12/60.
- 1.6 In addition to the owners, lessees, tenants and occupiers mentioned in Part 2 below, other parties such as mortgage companies, statutory undertakers with apparatus such as pipelines across the land, and those with known rights, whilst included in the consultation, have not been detailed in this Appendix. They are, however, identified in the Book of Reference.

- 1.7 The Applicant remains open to acquiring the required interests in the land by agreement and negotiations with this objective are ongoing.

Part 2: Landowner Interest Details

1. Plot 1/3

- 1.1 Comprises agricultural land to the north of the A1067 Fakenham Road.
- 1.2 The land is owned by Mr G Black, Mrs I E Black and the Denton & Co Trustees Ltd. The land is leased and occupied by Ebony Holdings Limited.
- 1.3 The land is required for the Scheme to be developed as part of the A1067 Fakenham Road improvement.
- 1.4 The existing field access points will remain off the A1067 Fakenham Road.
- 1.5 The owners have appointed a surveyor to act on their behalf and negotiations have commenced regarding the acquisition of the required land.

2. Plot 1/7

- 2.1 Comprises agricultural land to the north of the A1067 Fakenham Road.
- 2.2 The land is owned by Mr C Bunn and Mrs J L Bunn. Mr M Copplestone and Mr I Copplestone have ownership responsibility in respect of the north-west boundary hedge. There are no known tenants.
- 2.3 The land is required for the Scheme for the provision of land for environmental mitigation measures. Part will also be used during the works for temporary topsoil storage.
- 2.4 Both owners have appointed surveyors to act on their behalf and negotiations have commenced regarding the acquisition of the required land.

3. Plots 1/8, 1/9, 1/10 and 1/11

- 3.1 Comprises agricultural land to the north of the A1067 Fakenham Road.
- 3.2 The land is owned by Mr C Bunn and Mrs J L Bunn. There are no known tenants.
- 3.3 The land is required for the Scheme to be developed as part of both the A1067 Fakenham Road improvement and the new NDR highway alignment. This will also include the provision of land for the construction of new drainage lagoons and environmental mitigation measures. Land is also required temporarily to facilitate construction activities.

- 3.4 The owners have appointed a surveyor to act on their behalf and negotiations have commenced regarding the acquisition of the required land.

4. Plots 1/12, 1/13, 1/14 and 1/15

- 4.1 Comprises part of a private access track leading north from the A1067 Fakenham Road.
- 4.2 The land is owned by Mr M Copplestone and Mr I Copplestone. It is subject to rights of access in favour of neighbouring owners and occupiers.
- 4.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment and the construction of new drainage lagoons. This will also include provision of temporary land to facilitate construction activities
- 4.4 Both the owner and access right holders have appointed surveyors to act on their behalf and negotiations are ongoing with regard to acquiring their interests.

5. Plots 1/16, 1/17, 1/18, 1/19, 1/20 and 1/24

- 5.1 Comprises agricultural land north of the A1067 Fakenham Road and west of 'Peacehaven'.
- 5.2 The land is owned by Mr M A Savage and Mrs J A Savage. There are no known tenants.
- 5.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment. This will also include the provision of land for the construction of new drainage lagoons and environmental mitigation measures. Land is also required temporarily to facilitate construction activities.
- 5.4 The owners have appointed a surveyor to act on their behalf and negotiations have commenced regarding the acquisition of the required land.

6. Plot 1/21

- 6.1 Comprises part of the combined private access track and public highway known as Attlebridge Restricted Byway No 3.
- 6.2 The land is owned by Mr M B Reynolds and Mrs L-J Reynolds. There are no known tenants. It is used as the access driveway to The Lodge and the Mid Norfolk Shooting School.
- 6.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment.

6.4 Access to the owner's retained land to the north, The Lodge and Mid - Norfolk Shooting School, will be re-provided by a new Private Means of Access.

6.5 The owners have not appointed a surveyor but discussions have been held with the landowners regarding the acquisition of their interests.

7. Plots 1/23 and 2/1

7.1 Comprises part of the combined private access track and public highway known as Attlebridge Restricted Byway No 3 and part of the grounds to the residential property known as Deighton Hills.

7.2 The land is owned by Mr D G Lord and Mrs P A Lord. There are no known tenants.

7.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment. This will also include provision of land for environmental mitigation measures.

7.4 Access to the owner's retained land to the north, Deighton Hills, will be re-provided by a new Private Means of Access.

7.5 The owners have appointed a surveyor to act on their behalf and negotiations have commenced regarding the acquisition of the required land.

8. Plots 1/25, 2/2, 2/3 and 2/4

8.1 Comprises agricultural land north of the A1067 Fakenham Road.

8.2 The land is owned by Mr J P Ketteringham. It is occupied by Paul Gunther Contracting Limited.

8.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment. This will also include provision of land for environmental mitigation measures and the provision of temporary land to facilitate construction activities related to the diversion of the National Grid gas transmission pipeline.

8.4 Access to the landowner's retained land to the north, after its temporary use, will be provided by a new Private Means of Access.

8.5 Both the owner and occupier have appointed surveyors to act on their behalf. Negotiations are ongoing with regard to acquiring their respective interests.

9. Plots 2/5, 2/6, 2/7, 2/10, 2/11, 2/12 and 2/13

9.1 Comprises agricultural land to the west of Fir Covert Road, forming part of Spring Farm.

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- 9.2 The land is owned and occupied by Mr O W Arnold and Mrs H R Arnold.
- 9.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment, extension of bridleway facilities on the C262 Fir Covert Road and construction of a new drainage lagoon. It will also include provision of land for environmental mitigation measures and the provision of temporary land to facilitate construction activities related to the diversion of the National Grid gas transmission pipeline.
- 9.4 Access to the owners' severed land to the south of the road will be provided by a new Private Means of Access.
- 9.5 The owners have appointed a surveyor to act on their behalf and negotiations are ongoing regarding the acquisition of the required land.
- 10. Plots 2/8 and 2/9**
- 10.1 Comprises part of the grounds to the residential property known as Heathwood.
- 10.2 The land is owned and occupied by Mr N H Brummage.
- 10.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment. This will also include the provision of temporary land to facilitate construction activities related to the diversion of the National Grid gas transmission pipeline.
- 10.4 The owner has appointed a surveyor to act on his behalf and negotiations are ongoing regarding the acquisition of the required land.
- 11. Plot 2/17**
- 11.1 Comprises amenity land adjoining the C262 Fir Covert Road
- 11.2 Ownership is uncertain despite diligent enquiry but potential owners are believed to be Mr P Gunther and Mrs L Gunther.
- 11.3 The land is required for the Scheme to be developed as part of the extension of bridleway facilities on the C262 Fir Covert Road.
- 11.4 With uncertainty over ownership investigations are ongoing to resolve matters before negotiations commence.
- 12. Plot 2/18**
- 12.1 Comprises part of the grounds to the residential property known as Chestnut House, located on the C262 Fir Covert Road.
- 12.2 The land is owned and occupied by Mr S Robertson and Mrs E Robertson.

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- 12.3 The land is required for the Scheme to be developed as part of the extension of bridleway facilities on the C262 Fir Covert Road.
- 12.4 A meeting has been held with the owners to discuss the implications of the Scheme on their property. They have now appointed a surveyor to act on their behalf.
- 13. Plots 2/19, 2/20, 2/30, 2/41, 2/42, 3/1, 3/2, 3/3 and 3/4**
- 13.1 Comprises two areas of agricultural land situated between C262 Fir Covert Road and C261 Reephams Road, separated by Breck Farm Lane and Furze Lane (U57168) and the Marriott's Way.
- 13.2 The land is owned by Mr D Acloque and Mr W D Barr, as Trustees of the Gurloque Settlement, who also occupy the land.
- 13.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment. This will also include land for improvements to the C262 Fir Covert Road and C261 Reephams Road, the construction of a new drainage lagoon and the provision of land for environmental mitigation measures. Temporary land is also needed to facilitate construction activities.
- 13.4 Access to the owners' retained land either side of the new road will be re-provided by new Private Means of Accesses.
- 13.5 The owners have appointed a surveyor to act on their behalf and negotiations have been ongoing for many years regarding the land requirements.
- 14. Plot 2/21**
- 14.1 Comprises part of the grounds to the residential property known as High Breck Farm Bungalow, situated on the C262 Fir Covert Road.
- 14.2 The land is owned and occupied by Ms K M Bowhill and Mr M J Williamson.
- 14.3 The land is required for the Scheme to be developed as part of the improvements to the C262 Fir Covert Road.
- 14.4 The owners have not appointed a surveyor but discussions have been held with the landowners over the land requirements.
- 15. Plots 2/22, 2/23, 2/24 and 2/25**
- 15.1 Comprises agricultural land situated to the east of the C262 Fir Covert Road and extending as far as the Marriott's Way.
- 15.2 The land is owned by Mr P Gunther and Mrs D L Gunther and occupied by their company, PLG Farm Supplies.

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- 15.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment and a new bridleway. This will also include provision of land for environmental mitigation measures. Land is also being acquired to provide replacement land for Special Category Land.
- 15.4 The owners have appointed a surveyor to act on their behalf and negotiations are ongoing regarding the acquisition of the required land.
- 16. Plots 2/26, 2/27, 2/28, 2/29 and 10/12**
- 16.1 Comprises part of the public recreational path known as Marriott's Way in Taverham and an area of woodland off Newman Road in Rackheath.
- 16.2 These plots are owned by Broadland District Council. The plots at Marriott's Way are Special Category Land.
- 16.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment at Taverham and for the realigned Newman Road track in Rackheath. Rights are required over lengths of the Marriott's Way to facilitate construction of the Marriott's Way Overbridge. The District Council will receive areas of replacement land, including the Overbridge Deck level, to compensate for the acquisition of the Special Category Land.
- 16.4 The Council have not appointed a surveyor but their officers have been made aware of the proposals and land requirements over a number of years.
- 17. Plot 2/33**
- 17.1 Comprises part of the grounds to the property known as Breck Farm Bungalow located on Breck Farm Lane (U57168).
- 17.2 The plot is owned by Mr D Q Gurney, Mrs J M Gurney and Mr D Acloque and Mr W D Barr, as Trustees of the Gurloque Settlement.
- 17.3 The land is required for the Scheme to provide a new turning head on Breck Farm Lane (U57168).
- 17.4 The owners have appointed a surveyor to act on their behalf and negotiations are ongoing regarding the acquisition of the required land.
- 18. Plots 2/34, 2/35, 2/36, 2/37 and 2/38**
- 18.1 Comprises agricultural land situated between the Marriott's Way and Furze Lane (U57168) to the east.
- 18.2 The land is owned by H G Blake (Holdings) Limited. There are no known tenants.

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- 18.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment. This will also include provision of land for environmental mitigation measures and the provision of temporary land to facilitate construction activities. Land is also being acquired to provide replacement land for Special Category Land.
- 18.4 The owners have appointed a surveyor to act on their behalf and negotiations are ongoing into acquiring the required land.
- 19. Plot 3/8**
- 19.1 Comprises agricultural land north of the C261 Reepham Road.
- 19.2 This plot is owned by Ms B Barrett. There are no known tenants.
- 19.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment and improvements to the C261 Reepham Road.
- 19.4 The owner has been made aware of the proposals. She has appointed a surveyor to act on her behalf and negotiations are to commence regarding the acquisition of the required land.
- 20. Plots 3/11, 3/16 and 3/18**
- 20.1 Comprises an area of woodland north of the C261 Reepham Road, known as Drayton Drewary.
- 20.2 These plots are owned by Mr S J Baker and Mr J B Mayhew as Trustees of the Thorpe & Felthorpe Trust. There are no known tenants.
- 20.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment. This will also include provision of land for environmental mitigation measures.
- 20.4 The owners are in the process of appointing a surveyor. They have met with the Applicant previously to discuss the impact of the Scheme on their property.
- 21. Plots 3/12, 3/13, 3/14, 3/15, 3/17, 5/24, 5/25, 9/16, 10/4, 10/13, 10/20, 10/21, 10/22, 10/26 and 10/29**
- 21.1 Comprises agricultural land north of the C261 Reepham Road, woodland adjacent to the A140 Cromer Road, land adjoining the A1151 Wroxham Road, land forming part of the grounds of Gazebo Barn, Rackheath and Hall Farm, Rackheath.
- 21.2 These areas of land are owned by the Applicant in its capacity as landowner, rather than Highway Authority.

- 21.3 The areas of land adjacent to the A140 Cromer Road and A1151 Wroxham Road were acquired as a result of historic highway improvements schemes but are not subject to existing highway rights.
- 21.4 The plots at Reepham and Rackheath are owned by the Applicant having been acquired either under a Blight Notice or by agreement in advance of the Scheme.
- 21.5 The land at Reepham is let on Farm Business Tenancies to Mr A Lloyd and R.M. Keeler & Sons. These agreements will be terminated before construction works commence. The areas at Rackheath are not occupied by third parties.
- 21.6 The land is to be used for the Scheme to be developed as part of the new NDR highway alignment, improvements to the C261 Reepham Road, Newman Track and improvements to the C283 Salhouse Road. This will also include provision of land for environmental mitigation measures and the construction of new drainage lagoons.
- 22. Plots 3/19 and 3/23**
- 22.1 Comprises agricultural land north of the C261 Reepham Road.
- 22.2 These plots are owned by Mrs S A Bransom. There are no known tenants.
- 22.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment.
- 22.4 The landowner's existing private track between the C261 Reepham Road and Dog Lane (U57176) is severed by the Scheme. An alternative route is provided along Bell Farm Track and Overbridge.
- 22.5 The owner has been made aware of the proposals and land requirements over a number of years. She has appointed a surveyor to act on her behalf and negotiations are to commence regarding the acquisition of the required land.
- 23. Plots 3/21 and 3/22**
- 23.1 Comprises agricultural land north of the C261 Reepham Road and used by the owners as part of their free range chicken farm.
- 23.2 The land is owned and occupied by Mr F Ampofo and Mrs E Ampofo.
- 23.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment. This will also include provision of land for environmental mitigation measures.

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- 23.4 The owners have appointed a surveyor to act on their behalf and negotiations are ongoing regarding the acquisition of the required land. Discussions have included the possibility of providing alternative adjoining land to replace that required for the Scheme.
- 24. Plots 3/24 and 3/29**
- 24.1 Comprises agricultural land north of the C261 Reepham Road and west of Bell Farm Track.
- 24.2 These plots are owned by Mr B Bransom. There are no known tenants.
- 24.3 The land is required for the Scheme to be developed as part of the improved Bell Farm Track alignment and for environmental mitigation measures.
- 24.4 The owner has been made aware of the proposals and land requirements over a number of years. He has appointed a surveyor to act on his behalf and negotiations are to commence regarding the acquisition of the required land.
- 25. Plots 3/25, 3/26 and 3/27**
- 25.1 Comprises agricultural land north of the C261 Reepham Road and west of Bell Farm Track. .
- 25.2 These plots are jointly owned by Mr B Bransom and Mrs S A Bransom. There are no known tenants.
- 25.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment. This will also include provision of land for environmental mitigation measures.
- 25.4 The owners have been made aware of the proposals and land requirements over a number of years. They have appointed a surveyor to act on their behalf and negotiations are to commence regarding the acquisition of the required land.
- 26. Plots 3/28 and 3/30**
- 26.1 Comprises agricultural land north of the C261 Reepham Road and west of Bell Farm Track.
- 26.2 These plots are owned by Roozen Flowerbulb Group BV (a Dutch company). They are occupied by Kieft & Sons, their UK company.
- 26.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment and the Bell Farm Overbridge. This will also include provision of land for environmental mitigation measures.

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- 26.4 Both the owner and occupier have appointed a surveyor to act on their behalf and negotiations are ongoing with regard to the acquisition of their interests.
- 27. Plots 3/32, 3/33, 3/34, 4/1, 4/2, 4/7, 4/19, 4/20, 5/16, 5/17, 5/22, 5/23 and 5/27**
- 27.1 Comprises various parcels of agricultural land north of the C261 Reepham Road and between the C282 Drayton Lane and B1149 Holt Road.
- 27.2 These plots are owned and occupied by RG Carter Farms Ltd.
- 27.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment, the new Drayton Lane link road, for the construction of two new drainage lagoons and for environmental mitigation measures. It will also include the provision of temporary land to facilitate construction activities.
- 27.4 Access to the landowner's severed land will be provided by new Private Means of Access. Existing field accesses points direct from the C261 Reepham Road are unaffected.
- 27.5 Negotiations regarding the acquisition of these interests are ongoing with the landowner's in-house representatives.
- 28. Plots 4/3 and 4/4**
- 28.1 Comprises agricultural land north of the C261 Reepham Road.
- 28.2 These plots are owned by Mr G Gay, Mr R Binney and Mrs J Burke as Trustees of RGR Carter No 5 Trust and are tenanted by Drayton Farms Ltd.
- 28.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment and construction of a new drainage lagoon. This will also include provision of land for environmental mitigation measures.
- 28.4 Access to the landowner's severed land to the north of the NDR will be provided by a new Private Means of Access. The existing field access point on the C261 Reepham Road is unaffected.
- 28.5 Negotiations are ongoing with both the owner, through their appointed surveyor, and tenant, through their in-house representative, with regard to the acquisition of their interests.
- 29. Plots 4/5, 4/9, 4/10 and 4/29**
- 29.1 Comprises agricultural land. west of the C282 Drayton Lane and north of the C261 Reepham Road.

29.2 These plots are owned by Norwich School and are tenanted by Drayton Farms Ltd.

29.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment, the new Drayton Lane link road and for environmental mitigation measures. Temporary rights will also be acquired for a construction compound and temporary topsoil storage area.

29.4 The owners are aware of the proposals and meetings have been held with them in the past. However no agent has been appointed to act on their behalf. Discussions with the tenant are ongoing with their in-house representative.

30. Plots 4/11 and 4/12

30.1 Comprises paddock land west of the C282 Drayton Lane.

30.2 These plots are owned and occupied by Mrs A K Ellis.

30.3 The land is required for the Scheme to be developed as part of the new Drayton Lane link road. Temporary rights will also be acquired for a construction compound.

30.4 The owner is aware of the proposals and discussions have been held with her regarding the impact of the Scheme on her landholding. However no agent has been appointed to act on her behalf.

31. Plot 4/15

31.1 Comprises an area of woodland adjacent to the B1149 Holt Road.

31.2 Ownership details are unknown despite diligent enquiry by the Applicant.

31.3 The land is required for the Scheme to be developed as part of the new Holt Road/Drayton Lane Roundabout alignment.

31.4 Investigations will continue in an attempt to try and determine ownership details.

32. Plot 4/16

32.1 Comprises an area of woodland within the grounds of the property known as West Wing Horsford Hall, Church Street, Horsford.

32.2 This plot is owned and occupied by Mr D G Pulling and Mr P M Clarke.

32.3 The land is required for the Scheme to be developed as part of the new Holt Road/Drayton Lane Roundabout alignment.

32.4 The owners have been made aware of the proposals. No agent has been appointed to act on their behalf.

33. Plot 4/18

33.1 Comprises an area of woodland within the grounds of the property known as Caiplie Church Street, Horsford.

33.2 This plot is owned and occupied by Mr C P Palmer and Mrs G A Palmer.

33.3 The land is required for the Scheme to be developed as part of the new Holt Road/Drayton Lane Roundabout alignment.

33.4 The owners have been made aware of the proposals. A meeting has been held to discuss the implications but no agent has been appointed to act on their behalf.

34. Plot 4/21

34.1 Comprises agricultural land east of the C282 Drayton Lane and north of the property known as The Homestead.

34.2 This plot is owned by Mr N A Waller-Barratt. There are no known tenants.

34.3 The land is required for the Scheme to be developed as part of the new Drayton Lane link road.

34.4 The owner has appointed a surveyor to act on his behalf and negotiations are ongoing regarding the acquisition of the required land.

35. Plot 4/22

35.1 Comprises part of the grounds of the property known as The Homestead located on Drayton Lane.

35.2 This plot is owned by Mr A Keely and Mrs M Keely. There are no known tenants.

35.3 The land is required for the Scheme to be developed as part of the new Drayton Lane link road.

35.4 The owners have been contacted but to date there have been no negotiations with the owner.

36. Plots 4/23, 4/24, 4/25, 4/26, 4/27, 4/28, 4/36, 4/37, 4/38, 4/39, 5/1, 5/2 and 5/5

36.1 Comprises agricultural land from Glebe Farm, Horsford enclosed between the C282 Drayton Lane, C261 Reepham Road, Holly Lane (U57142) and B1149 Holt Road.

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- 36.2 These plots are owned by Ms P Staines, Mr C Birch and Mills & Reeve Trust Corporation Limited as Executors of Anne Pollock dec'd. They are tenanted by D N C Farms Limited.
- 36.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment, the new Drayton Lane link road, the Drayton Lane link road / C261 Reepham Road junction alignment and construction of new drainage lagoons. This will also include provision of land for environmental mitigation measures. Land is also to be used on a temporary basis for traffic management and topsoil storage.
- 36.4 The owners' retained land to the north will continue to be accessed from Glebe Farm and its existing access points.
- 36.5 Access to the owners' retained land, including after its temporary use, to the south will be provided by from the C261 Reepham Road and Holly Lane (U57142).
- 36.6 Both the owner and occupier have appointed surveyors to act on their behalf and negotiations are ongoing with regard to acquiring their interests. Discussions have also been held with the beneficiary of the Estate.
- 37. Plots 4/31, 4/34, 5/4 and 5/7**
- 37.1 Comprises two areas of agricultural land, one south of the C261 Reepham Road, the other south of Holly Lane (U57142).
- 37.2 These plots are owned and occupied by Drayton Farms Ltd.
- 37.3 The land is required for the Scheme to be developed as part of the new NDR alignment, the Drayton Lane link road / C261 Reepham Road junction alignment and a new drainage lagoon.
- 37.4 Negotiations are ongoing through their in-house representative with regard to acquiring their interest.
- 38. Plot 4/35**
- 38.1 Comprises part of the grounds of the property known as Borderlands, Reepham Road.
- 38.2 This plot is owned and occupied by Mr M Roper and Mrs M Roper.
- 38.3 The land is required for the Scheme to be developed as part of the new Drayton Lane link road / C261 Reepham Road junction alignment.
- 38.4 The owners have been contacted but to date there have been no negotiations with the owners.

39. Plot 5/13

- 39.1 Comprises part of the grounds of the property known as New Holme Farm, Holt Road.
- 39.2 This plot is owned and occupied by Mr D Pallet and Ms S Johnston.
- 39.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment and for environmental mitigation measures.
- 39.4 The owners are aware of the proposals and meetings have been held with Ms Johnston in the past. However no agent has been appointed to act on their behalf.

40. Plots 5/18, 5/19 and 5/21

- 40.1 Comprises a drainage lagoon and landscaping area constructed for the existing A140 Cromer Road / B1149 Holt Road roundabout.
- 40.2 These plots are owned by Norwich City Council and are currently maintained by Norfolk County Council under licence.
- 40.3 The land is required for the Scheme to be developed as part of the Cromer Road Overbridge and an enlarged drainage lagoon. This will also include provision of land for environmental mitigation measures.
- 40.4 Negotiations are ongoing with the City Council's property advisors regarding the acquisition of their interest.

41. Plots 5/33, 5/36 and 5/38

- 41.1 Comprises agricultural land to the east of the A140 Cromer Road, north of the unnamed highway (Cromer Road to West Lane (U57647)).
- 41.2 These plots are owned and occupied by R & JM Place Ltd.
- 41.3 The land is required for the Scheme to be developed as part of the new A140 Cromer Road alignment. This will also include provision of temporary land to facilitate construction activities.
- 41.4 The owner has appointed a surveyor to act on their behalf and negotiations are ongoing with regard to acquiring their interest.

42. Plot 5/40

- 42.1 Comprises agricultural land to the east of the A140 Cromer Road south of the unnamed highway (Cromer Road to West Lane (U57647)).
- 42.2 This plot is owned by Mr M J Keeler and Mrs J Keeler. Building Partnerships Ltd has an option on the land.

- 42.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment.
- 42.4 Access to the retained land is being provided by a new Private Means of Access.
- 42.5 The owners have appointed a surveyor to act on their behalf and negotiations are ongoing regarding the acquisition of the required land. Discussions have also been held with the option holder.
- 43. Plots 5/41, 5/42, 5/43, 5/44, 5/45, 5/46, 6/3 and 6/12**
- 43.1 Comprises agricultural land to the east of the A140 Cromer Road together with areas of former Airport land and the grounds of the City of Norwich Aviation Museum.
- 43.2 The land is owned by Legislator 1657 Ltd, (a company jointly owned by Norfolk County Council and Norwich City Council). Parts are currently leased to Mr G Harwin, Norwich Airport Ltd and the City of Norwich Aviation Museum.
- 43.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment and the link road south from the Airport Roundabout. This will also include provision of land for environmental mitigation measures. Part will also be used temporarily as the main site compound, including areas for topsoil storage.
- 43.4 Part of the acquisition is for the replacement access to the Aeropark development. This development, by Norwich Airport Limited, currently has planning permission for access off the existing A140 Cromer Road Roundabout but this will not be available after the Scheme.
- 43.5 Negotiations regarding the acquisition of this plot are ongoing with all affected parties.
- 44. Plots 5/47**
- 44.1 Comprises part of the private access to Norwich Airport Limited's Control Tower.
- 44.2 The owner is unknown despite diligent enquiry by the Applicant. It is believed that the land was former public highway which was stopped up when the Airport was first constructed as a World War II aerodrome.
- 44.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment.
- 44.4 All neighbouring landowners, who are the most likely potential owners, have been consulted and investigations to resolve the ownership details will continue.

45. Plots 5/48, 5/49, 6/1 and 6/2

- 45.1 Comprises agricultural land to the east of the C250 Old Norwich Road, Horsham St Faiths.
- 45.2 These plots are owned by Mr R T Pointer, Ms A E Burrows and Ms S A Pointer. They are occupied by Mr R T Pointer.
- 45.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment. This will also include provision of land for environmental mitigation measures.
- 45.4 An agent has been appointed to act on their behalf and negotiations are to commence.

46. Plot 6/4

- 46.1 Comprises part of the grounds of Norwich International Airport.
- 46.2 This plot is owned by Norwich Airport Ltd. There are no known tenants.
- 46.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment. This will also include provision of land for environmental mitigation measures.
- 46.4 Negotiations regarding the acquisition of this plot, and other issues affecting the impact of the Scheme on the operational activities of the Airport, are ongoing with the Airport's in-house representatives.

47. Plot 6/5

- 47.1 Comprises agricultural land east of the C250 Old Norwich Road and immediately west of the Petans Training Centre in Horsham St Faiths.
- 47.2 This plot is owned and occupied by Mr L J Howe.
- 47.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment. This will also include provision of land for environmental mitigation measures.
- 47.4 The owners have appointed a surveyor to act on their behalf and negotiations are ongoing regarding the acquisition of the required land.

48. Plots 6/6

- 48.1 Comprises agricultural land east of the C250 Old Norwich Road and immediately west of the Petans Training Centre.
- 48.2 This plot is owned by the Mr J F Parker and Ms P Parkerbrown. It is tenanted by Mr L J Howe.

48.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment. This will also include provision of land for environmental mitigation measures.

48.4 Both the owner and tenant have appointed surveyors to act on their behalf and negotiations are ongoing.

49. Plots 6/10 and 6/11

49.1 Comprises agricultural land north-east of the C251 Bullock Hill and east of Calf Lane (U57229).

49.2 These plots are owned by MA & HV Medlar (Haulage) Limited. There are no known tenants.

49.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment and construction of a new drainage lagoon. This will also include provision of land for environmental mitigation measures.

49.4 The owners have appointed a surveyor to act on their behalf and negotiations are ongoing regarding the acquisition of the required land.

50. Plots: 6/13, 6/14, 6/15, 6/16, 6/17, 6/18, 6/20, 6/21, 7/1, 7/2, 7/3, 7/8, 7/9, 7/10, 7/11, 7/12, 7/13, 7/14, 7/15, 7/20 and 7/22

50.1 Comprises various parcels of agricultural land. north-east and east of Norwich International Airport.

50.2 These plots are owned and occupied by Mr P D Cook and Mr A P Cook. Part of the land is leased to Lafarge Aggregates Limited.

50.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment, C251 St Faiths Road turning head, Quaker Lane (U57188) turning head and new C246 Buxton Road / Quaker Lane (U57188) junction alignment . This will also include construction of new drainage lagoons, provision of land for environmental mitigation measures and private access to the Aeropark. Temporary use of land will also be made for topsoil storage and removal of the current Airport Security fence.

50.4 Access to the landowners' retained land is being provided by the creation of new Private Means of Access.

50.5 The owners have appointed a surveyor to act on their behalf and negotiations are ongoing.

51. Plot 7/7

51.1 Comprises an electricity sub station.

51.2 This plot is owned by Eastern Power Networks Ltd.

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- 51.3 The land is required for the Scheme to be developed for the provision of environmental mitigation measures.
- 51.4 The substation structure itself does not need to be replaced and the existing cable network will be amended accordingly. The precise details of the works will be agreed with the Statutory Undertaker as part of the detailed design.
- 52. Plots 7/16, 7/17, 7/18 and 7/26**
- 52.1 Comprises agricultural land to the west of the C246 Buxton Road, south of Quaker Lane (U57188)..
- 52.2 These plots are owned by Mr M A Dewing and Mr R T Bramley. They are occupied by Mr M A Dewing.
- 52.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment, the new C246 Buxton Road / Quaker Lane (U57188) junction alignment and for a new Private Means of Access. This will also include provision of land for environmental mitigation measures and temporary land to facilitate construction activities.
- 52.4 Access to the retained land is being provided by the new Private Means of Access.
- 52.5 The owners have appointed a surveyor to act on their behalf and negotiations are ongoing regarding the acquisition of the required land.
- 53. Plots 7/30, 7/31, 7/32, 7/33, 8/1, 8/7, 8/9, 8/10, 8/11, 8/12, 8/13, 8/14, 9/1, 9/2, 9/3 and 9/5**
- 53.1 Comprises agricultural land extending from the east of the C246 Buxton Road to the B1150 North Walsham Road and then further eastwards to north of Beeston Lane (U57186), all forming part of the Beeston Estate.
- 53.2 These plots are owned by Mr M A Dewing and Ms H A Barrett as Trustees of the Beeston Estate. They are occupied by Mr M A Dewing. Land to the south comprises land within the proposed Beyond Green development. The developers have Restrictions on the Title.
- 53.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment, improvements to the B1150 North Walsham Road and the construction of four new drainage lagoons. This will also include provision of land for environmental mitigation measures, the acquisition of drainage rights and the temporary use of land to facilitate construction activities.
- 53.4 Access to retained land is being provided by new Private Means of Access.

53.5 The owners have appointed a surveyor to act on their behalf and negotiations are ongoing regarding the acquisition of the required land. Contact has also been made with the developers.

54. Plots 9/4, 9/6 and 9/7

54.1 Comprises agricultural land to the north of the A1151 Wroxham Road.

54.2 These plots are owned by Mrs J R Brooks and are tenanted by Mr C Durrant.

54.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment, improvements to the B1151 Wroxham Road and a new bridleway. This will also include provision of land for environmental mitigation measures.

54.4 The owner has appointed a surveyor to act on her behalf and negotiations are ongoing regarding the acquisition of the required land. The Applicant has been informed that the tenancy is due to expire before works commence.

55. Plots 9/8 and 9/9

55.1 Comprises agricultural land to the north of the A1151 Wroxham Road.

55.2 The ownership of these plots is uncertain as Land Registry plans do not abut and the conveyance history has some anomalies. The adjoining landowners have been assumed to be potential owners of these plots. Mr C Durrant is assumed to be the tenant.

55.3 The land is required for environmental mitigation measures.

55.4 The various potential landowners have been consulted about the Scheme and investigations to try and resolve the ownership issues will continue.

56. Plot 9/10

56.1 Comprises woodland and part watercourse, known as The Springs, north of the A1151 Wroxham Road.

56.2 This plot is owned by Mr M F Trafford.

56.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment, improvements to the B1151 Wroxham Road and to provide a new alignment for the access serving, amongst others, the Sewage Works.

56.4 The owners have appointed a surveyor to act on their behalf and negotiations are ongoing regarding the acquisition of the required land.

57. Plot 9/15

- 57.1 Comprises part of the private access to Hill Farm House, Wroxham Road and is also used as access to Hill Farm Lodge, Wroxham Road.
- 57.2 This plot is owned by Mr G Taylor and Mr P R Taylor.
- 57.3 The land is required for the Scheme to be developed as part of the improvements to the B1151 Wroxham Road.
- 57.4 The owners have been consulted about the Scheme and further contact is being made to open negotiations.

58. Plots 9/19, 9/22, 9/23, 9/27, 9/31, 9/32, 9/42, 10/35, 10/36 and 11/8

- 58.1 Comprises three separate areas of agricultural land. One is located immediately south of the A1151 Wroxham Road, another south of the C283 Salhouse Road, both in Rackheath, and the other north of the C442 Middle Road in Great Plumstead.
- 58.2 These plots are owned jointly by Mr P R Key and Mr G B Nicholls and Mr R G Nicholls as Executors of Moira Irene Nicholls dec'd. They are occupied by Mr P R Key.
- 58.3 The land south of the A1151 Wroxham Road is required for the Scheme to be developed as part of the new NDR highway alignment, improvements to the B1151 Wroxham Road, the construction of three new drainage lagoons, for provision of a new Private Means of Access and for environmental mitigation measures. Land is also to be acquired for the new A1151 Wroxham Road / C258 Green Lane West junction alignment.
- 58.4 The land south of the C283 Salhouse Road is required for the Scheme to be developed as part of the new NDR highway alignment, improvements to the C283 Salhouse Road, the construction of three new drainage lagoons, and for environmental mitigation measures.
- 58.5 The land north of the C442 Middle Road is required for the Scheme to be developed as part of the new NDR highway alignment, the Plumstead Road Roundabouts link road, improvements to the C442 Middle Road, the construction of a new drainage lagoon, and for environmental mitigation measures.
- 58.6 A combination of continued usage of existing field access points and new Private Means of Access will ensure access to the owners' retained land.
- 58.7 Separate agents have been appointed by the parties. Negotiations regarding the acquisition of this plot are ongoing with all of them.

59. Plots 9/20 and 9/21

- 59.1 These plots were previously understood to be owned by Mr A.Thornton. However further investigations have recently proved this not to be the case, rather that he worked for a company promoting the land through a planning process.
- 59.2 The land is required for the Scheme to be developed as improvements to the B1151 Wroxham Road and for the provision of land for environmental mitigation measures.
- 59.3 Given the ownership issues no discussions have taken place with the owner but investigations into its ownership are continuing.

60. Plots 9/24 and 9/25

- 60.1 Comprises land within the grounds of the residential property known as Oakwood, to the east of the A1151 Wroxham Road.
- 60.2 These plots are owned and occupied by Mr K A Basey.
- 60.3 The land is required for the Scheme to be developed as part of the improvements to the B1151 Wroxham Road and to extend bridleway facilities on the A1151 Wroxham Road.
- 60.4 The owner has not appointed a surveyor but discussions have been held with him regarding the acquisition of his interests.

61. Plot 9/26

- 61.1 Comprises parts of a private access track leading from the C258 Green Lane West
- 61.2 The owner is unknown despite diligent enquiry by the Applicant. Ownership had been assumed to rest with adjoining landowners although all is unregistered.
- 61.3 The land is required for the Scheme to be developed for a new Private Means of Access.
- 61.4 All adjoining owners and known users of the track have been consulted about the proposals. Investigations to try and resolve the ownership issues are continuing.

62. Plot 9/28

- 62.1 Comprises a sewage pumping station east of the A1151 Wroxham Road.
- 62.2 This plot is owned by Anglian Water Services Ltd.

- 62.3 The land is identified within the area of environmental mitigation measures. It is envisaged that the pumping station will be able to remain operational in its current location after the works.
- 62.4 The precise details of the works, and eventual level of acquisition requirement, will be agreed with the owner as part of the detailed design of the Scheme.
- 63. Plots 9/29, 9/30 and 9/37**
- 63.1 Comprises two areas of agricultural land west of the C258 Green Lane West.
- 63.2 These plots are owned by SCR Limited, whose directors are Mr S E Cowell and Ms L S Ying. Part is occupied by Mr C P Cole and the rest by Mr I Curl.
- 63.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment. This will also include provision of land for environmental mitigation measures.
- 63.4 In addition to the land acquired from the company they also own land to the west of Gazebo Farm, which is not directly affected by the Scheme. The existing access route to the land, from the C258 Green Lane West, is severed by the Scheme so new rights of access are to be provided over the Newman Track Overbridge and along the Private Means of Access.
- 63.5 The owner has appointed a surveyor to act on its behalf and negotiations are ongoing regarding the acquisition of the required land. No negotiations have been had with the occupiers as the owner has indicated that it will have terminated their agreements before the land is required for the Scheme.
- 64. Plot 9/33**
- 64.1 Comprises parts of a private access track leading from the C258 Green Lane West
- 64.2 The owner is unknown despite diligent enquiry by the Applicant. Ownership had been assumed to rest with adjoining landowners although all is unregistered.
- 64.3 The land is required for the Scheme to be developed for the provision of environmental mitigation measures.
- 64.4 All adjoining owners and known users of the track have been consulted about the proposals. Investigations to try and resolve the ownership issues are continuing.

65. Plots 9/34, 9/35, 9/36, 9/38, 9/39, 10/1, 10/2, 10/3, 10/5 and 10/16

- 65.1 Comprises grassland areas to the west of the C258 Green Lane West, north of Gazebo Farm.
- 65.2 These plots are owned and occupied by Blanmar1 LLP. Blanmar2 LLP is the owner of the Mines and Minerals in the land.
- 65.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment and provision of a new Private Means of Access. This will also include provision of land for environmental mitigation measures.
- 65.4 The owner has appointed a surveyor to act on its behalf and negotiations are ongoing regarding the acquisition of the required land.

66. Plots 10/6, 10/7 and 10/8

- 66.1 Comprises woodland, amenity land and garden land forming part of the property known as Gazebo Farm, Rackheath.
- 66.2 These plots are owned by Birse Civils Limited, who are the contractors for the Scheme and are using Gazebo Farm as a pre-Scheme site office. Norfolk County Council has an option to acquire those parts required for the Scheme.
- 66.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment. This will also include provision of land for environmental mitigation measures. It will continue to be used as a site compound during the works.
- 66.4 Discussions are ongoing with the owner over the timing and mechanism for the transfer of the areas required for the Scheme.

67. Plots 10/9, 10/11, 10/17 and 10/18

- 67.1 Comprises parts of a private access track leading from Newman Road (U57490) which is to be re-routed over the Newman Track Overbridge.
- 67.2 Ownership had been assumed to rest with adjoining landowners although all is unregistered. Some adjoining owners do claim ownership of various stretches of the track.
- 67.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment and provision of a new Private Means of Access. This will also include provision of land for environmental mitigation measures.
- 67.4 All adjoining owners and known users of the track have been consulted about the proposals. Investigations to try and resolve the ownership issues are continuing.

68. Plot 10/10

- 68.1 Comprises an area of woodland and disused access track west of the C258 Green Lane West.
- 68.2 This plot is owned and occupied by Mr C V Ondhia.
- 68.3 The land is required for the Scheme to provide a new access to land east of the NDR from the new Newman Track alignment.
- 68.4 The owners have been contacted but to date there have been no negotiations with the owner.

69. Plot 10/14

- 69.1 Comprises part of the forecourt to business premises north of the existing Newman Track west of the C258 Green Lane West.
- 69.2 This plot is owned Mr C.T. Brown but is currently unoccupied.
- 69.3 The land is required for the realigned Newman Track.
- 69.4 The owner has been made aware of the proposals but to date there have been no negotiations and no agent has yet been appointed.

70. Plot 10/15

- 70.1 Comprises part of the forecourt to business premises north of the existing Newman Track west of the C258 Green Lane West.
- 70.2 The owner is unknown despite diligent enquiry by the Applicant. The plot is occupied by Classic Car Restorations.
- 70.3 The land is required for the realigned Newman Track.
- 70.4 The investigations into ownership are continuing. The occupier has been made aware of the proposals.

71. Plot 10/19

- 71.1 Comprises woodland west of the C258 Green Lane West and south of the existing Newman Track.
- 71.2 This plot is owned by the Warren House Woodland Syndicate.
- 71.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment, the new Newman Track Overbridge, provision of a new Private Means of Access and land for environmental mitigation measures.
- 71.4 The representative for the Syndicate is aware of the proposals and discussions regarding the Scheme have been taking place over a number of years.

72. Plots 10/23, 10/24 and 10/25

- 72.1 Comprises land west of the C258 Green Lane West used as a paddock.
- 72.2 These plots are owned and occupied by Mrs C E Humphrey.
- 72.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment. This will also include provision of land for environmental mitigation measures and as a temporary topsoil storage area.
- 72.4 The owner is aware of the proposals and discussions regarding the Scheme have taken place over a number of years. No agent has yet been appointed.

73. Plots 10/27 and 10/28

- 73.1 Comprises agricultural land north of the C283 Salhouse Road and west of the C258 Green Lane West.
- 73.2 These plots are owned by Frontbench Limited and occupied by Place UK Ltd.
- 73.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment, improvements to the C283 Salhouse Road and for environmental mitigation measures. It also includes an area for the provision of land for temporary topsoil storage purposes.
- 73.4 The owner and occupier (who are linked companies) have appointed a surveyor to act on their behalf and negotiations are ongoing regarding the acquisition of the required land.

74. Plot 10/30

- 74.1 Comprises an area of woodland north of the C283 Salhouse Road known as March Covert.
- 74.2 This plot is owned by Ms P F Dewing, Ms A F Guyton, Ms A S Purling and Ms S M Purling.
- 74.3 The land is required for the Scheme to provide a new Private Means of Access to land west of the NDR off the C283 Salhouse Road.
- 74.4 The owners are aware of the proposals and discussions have been held with them. No agent has been appointed to act on their behalf.

75. Plot 10/34

- 75.1 Comprises a strip of agricultural land to the south of the C283 Salhouse Road and west of the C258 Green Lane West.

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- 75.2 This plot is owned by the successors to Robert Charles Caston. His two children have registered cautions against the title as it is understood that there are no title deeds.
- 75.3 The land is required for the Scheme to be developed as part of the improvements to the C283 Salhouse Road.
- 75.4 The two Proprietors of Registered Cautions are aware of the proposals and discussions have been held with one of them. No agent has been appointed to act on their behalf.
- 76. Plots 10/37, 10/38, 10/39, 10/41, 10/42, 10/43, 10/44, 10/48, 10/51, 10/52, 11/1, 11/5, 11/6 and 11/7**
- 76.1 Comprises parcels of agricultural land both north and south of the C874 Plumstead Road.
- 76.2 These plots are owned by Mr A H Barker. Part is occupied by MA Roper & Sons and part is occupied by Mr Barker himself.
- 76.3 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 facilitate construction activities. Land is also being acquired to provide replacement land for Special Category Land.
- 76.4 The owner and occupier have appointed a surveyor to act on their behalf and negotiations are ongoing regarding the acquisition of the required land.
- 77. Plot 10/40**
- 77.1 Comprises land above the Norwich to Cromer & Sheringham Railway Line, north of the C874 Plumstead Road.
- 77.2 This plot is owned by Network Rail Infrastructure Ltd.
- 77.3 The rights are required for the Scheme to enable construction of the NDR Railway Overbridge.
- 77.4 There has been no contact with the owner specifically regarding land compensation issues as all discussions have been as part of the Bridge Agreement and Basic Asset Protection Agreement negotiations.
- 78. Plot 10/45**
- 78.1 Comprises agricultural land north of the C874 Plumstead Road and west of the C258 Broad Lane.

78.2 This plot is owned by Mr I N Forder, Rev C Garrod, Mrs S Jacobs and Ms A M Fox as Trustees of the Great Plumstead Fuel Allotment Charity. It is occupied by Mr R Baines.

78.3 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.

78.4 The Trustees and occupier have appointed a surveyor to act on their behalf and negotiations are ongoing regarding the acquisition of the required land.

79. Plots 10/49, 10/50, 11/2, 11/3 and 11/4

79.1 Comprises agricultural land south of the C874 Plumstead Road and west of the C258 Broad Lane.

79.2 The owner is unknown despite diligent enquiry by the Applicant.

79.3 The land is required for the Scheme to be developed as part of the improvements to the C874 Plumstead Road and the construction of a new drainage lagoon. This will also include provision of land for environmental mitigation measures.

79.4 Recent investigations have identified a possible tenant and these are being explored further to try and establish ownership details.

80. Plot 10/53

80.1 Comprises part of access driveway to the residential property known as The Railway Crossing, Plumstead Road, Thorpe End.

80.2 This plot is owned and occupied by Mr C R Scott and Mrs L R Scott.

80.3 The land is required for the Scheme to be developed as part of the C874 Plumstead Road realignment works arising from the new NDR Bridge (Over Plumstead Road).

80.4 The owners have appointed a surveyor to act on their behalf. Discussions with the owner have indicated that a Blight Notice may be served on the Applicant given the proximity of the Scheme to their property. The Applicant has indicated that, in principle, it would be agreeable to the acquisition of the property.

81. Plot 11/9

81.1 Comprises part of the grounds and private access track to the property known as Oaks Farm, Middle Road, Great Plumstead.

81.2 This plot is owned by Mr G.B Nicholls and Mr R.G Nicholls as Executors of Moira Irene Nicholls dec'd.

81.3 The land is required for the Scheme to be developed as part improvements to the C442 Middle Road highway alignment. This will also include provision of land for environmental mitigation measures.

81.4 The Executors have appointed a surveyor to act on their behalf and negotiations are ongoing regarding the acquisition of the required land.

82. Plots 11/11, 11/12, 11/13, 11/16 and 11/18

82.1 Comprises two parcels of agricultural land. One is south of the C442 Middle Road and the other south of Low Road (U59392).

82.2 These plots are owned and occupied by Mr P R Key.

82.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment, improvements to the C442 Middle Road and provision of a turning head on Low Road (U59392). This will also include land for the construction of a new drainage lagoon, provision of land for environmental mitigation measures, a compound and temporary topsoil storage area.

82.4 The owner has appointed a surveyor to act on his behalf and negotiations are ongoing regarding the acquisition of the required land.

83. Plots 11/19, 11/20, 11/21 and 12/3

83.1 Comprises agricultural land east of Green Lane (U59278) and south of Low Road (U59392).

83.2 These plots are owned by Mr D W Jacobs and Mrs S A Jacobs. They are occupied by R Jones & Son.

83.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment and a new bridleway. This will also include land for the construction of a new drainage lagoon and provision of land for environmental mitigation measures.

83.4 Both the owner and occupier have appointed surveyors to act on their behalf and negotiations are ongoing regarding the acquisition of the required land.

84. Plots 11/22, 11/23, 12/1 and 12/2

84.1 Comprises agricultural land east of Green Lane (U59278) and north of Smea Lane (U59400).

84.2 These plots are owned by Mr F D Feilden and Mrs J M Feilden and occupied by R Jones & Son.

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- 84.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment. This will also include land for the construction of a new drainage lagoon and provision of land for environmental mitigation measures.
- 84.4 Both the owner and occupier have appointed surveyors to act on their behalf and negotiations are ongoing regarding the acquisition of the required land.
- 85. Plots 12/7, 12/8, 12/9, 12/10, 12/11, 12/12, 12/13, 12/14, 12/15, 12/16, 12/30, 12/50, 12/51, 12/52 and 12/54**
- 85.1 Comprises two blocks of agricultural land. The first is east of the C830 Broadland Way, south of Smea Lane (U59400) and north of the A47(T) Norwich Southern Bypass. The second is the area enclosed south of the A47(T) Norwich Southern Bypass and north of its Westbound Diverge Slip Road (the A1042 Yarmouth Road), north east of the Postwick Park & Ride Site.
- 85.2 These plots are owned and occupied by WR & PJ Tann Ltd. Ifield Estates Ltd have options on the land and a consented planning permission for the development of a new business park - the Broadland Gate Development.
- 85.3 The land is required for the Scheme to be developed as part of the new NDR highway alignment, the Broadland Gate Link Road (leading from the Peachman Way Roundabout to the Business Park Roundabout), the new A47(T) Trunk Road Eastbound Diverge and Merge Slip Roads and the construction of 3 new drainage lagoons. This will also include provision of land for environmental mitigation measures and temporary land to facilitate construction activities.
- 85.4 The Applicant has an existing Conditional Contract with the owner and option holder in respect of the acquisition of the highway land required for the Broadland Gate Development. The owner has appointed a surveyor to act on his behalf and negotiations are ongoing with regard to the acquisition of any land falling outside of the Conditional Contract.
- 86. Plots 12/17**
- 86.1 Comprises agricultural land north of the A47(T) Norwich Southern Bypass, south of The Grange.
- 86.2 The plot is owned and occupied by Mr P P Walker.
- 86.3 The land is required for the Scheme to be developed as part of the new Private Means of Access to The Grange.

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- 86.4 The Applicant has an existing Conditional Contract with the Landowner in respect of the acquisition of the land required for the new Private Means of Access. The owner has appointed a surveyor to act on his behalf.
- 87. Plot 12/18**
- 87.1 Comprises part of the existing private driveway to the property known as The Grange, Yarmouth Road, Postwick.
- 87.2 The plot is owned by Mrs E J M Cuppens-Ebus.
- 87.3 The land is required for the Scheme to be developed to enable the new Private Means of Access to The Grange to be tied in to the existing driveway.
- 87.4 The Applicant has an existing Conditional Contract with the owner covering the development and transfer of the new Private Means of Access.
- 88. Plots 12/19, 12/20, 12/21, 12/22, 12/23, 12/24, 12/25, 12/26, 12/27, 12/28, 12/29, 12/34, 12/37, 12/38, 12/39, 12/41, 12/42, 12/44, 12/46 and 12/47**
- 88.1 Comprises existing A47(T) Norwich Southern Bypass highway land.
- 88.2 These plots are owned and occupied by the Secretary of State for Transport, in his capacity as Highway Authority.
- 88.3 The land is required for the Scheme to be developed as part of the new A47 Trunk Road highway alignment. This will also include the provision of land for environmental mitigation measures.
- 88.4 The Applicant and the Highways Agency, on behalf of the Secretary of State for Transport, have agreed that the works on these areas of land will be carried out pursuant to the terms of an Agreement under Section 6 of the Highways Act 1980.
- 89. Plots 12/36, 12/40 and 12/45**
- 89.1 Comprises existing A47(T) Norwich Southern Bypass highway land.
- 89.2 These ownership of these plots are unknown but they are occupied by the Secretary of State for Transport, in his capacity as Highway Authority.
- 89.3 The land is required for the Scheme to be developed as part of the new A47 Trunk Road highway alignment.

89.4 The Applicant and the Highways Agency, on behalf of the Secretary of State for Transport, have agreed that the works on these areas of land will be carried out pursuant to the terms of an Agreement under Section 6 of the Highways Act 1980.

90. Plot 12/61

90.1 Comprises land south of the A1042 Yarmouth Road (A47(T) Westbound Diverge Slip Road).

90.2 The plot is owned by Mr H M Coghill and Mr J P Heal. The Applicant has an option on the land in connection with the Postwick Park & Ride extension scheme.

90.3 The land is required temporarily for the Scheme to be used as a Site Compound.

90.4 The Applicant has an existing Conditional Contract with the owners covering the land.

Appendix 3

Explanations relating to alternative routes for Stopped Up Streets, Streets subject to prohibition of use through Traffic Regulation Measures and Private Accesses to be stopped up

Introduction: Schedule 6 to the DCO – Streets and private access to be stopped up for which a substitute is to be provided and other new streets and access to be provided; and private access to be stopped up for which no substitute is to be provided.

Streets to be stopped up and new streets to be substituted and other new streets to be provided

1. Part 1 of Schedule 6 to the DCO sets out the streets which are to be stopped up and for which a substitute is to be provided, and details other new streets which are to be provided as a consequence of the NDR. Column (5) of Part 1 of the Schedule gives the reference letter of the substitute, or other new, street which is being provided and that street will be an all-purpose street, i.e. a street subject to motorised vehicular use, other than where another status, e.g. 'bridleway', appears in brackets beneath its reference letter. The reference letter which appears in column (5), for substitute and other streets, appears on the Street Plans against the particular new street concerned. Where the substitute street is the NDR, or a component of it, then that description for the substitute street appears in column (5).
2. In all cases of where a street is being stopped up, a substitute street, or streets, is being provided for *some*, or *all*, types of user of the original street. In a small number of cases, a length of all-purpose street is being stopped up and its remaining part(s) will not connect with, or cross over or under, the NDR, but a substitute street for those of its pedestrian, equestrian and/or cyclist users is still to be provided, by way of a new bridleway, or cycle track, to connect with and/or cross over/under the NDR, as an alternative route for those particular users.

Private access to be stopped up for which a substitute is to be provided and other new means of access to be provided; and private access to be stopped up for which no substitute is to be provided

3. Part 2 of Schedule 6 to the DCO sets out the private access which are to be stopped up and for which a substitute is to be provided, and details other new means of access which are to be provided as a consequence of the NDR. Column (3) of Part 2 of the Schedule gives the reference of the access to be stopped up and which is identified on the Street Plans by that same reference, and column (5) of that part gives the reference number of the substitute, or other, new means of access and which is also identified on the Street Plans with that same reference number. Part 3 of Schedule 6 describes the private access to be stopped up and for which no substitute is to be provided, and identifies those access on the Street Plans by the reference given to them in column (3) of that part of Schedule 6.

General description of the street and private access stopping ups and of substitute and other streets and new means of access

4. The general affect of the NDR upon streets and private access, and of substitute proposals, working from the westerly commencement point of the NDR on the A1067 Fakenham Road eastwards, then southwards, to the A47 Trunk Road at Postwick, is set out below, by reference to the Street Plans, with an explanation and reasons given where no substitute street, or access, is being provided for a one which is to be stopped up.

5. Street Plans (Sheet 1 of 12) Fakenham Road

- Attlebridge Restricted Byway No.3 will be diverted, for its south easterly length, from its current connection with the A1067 Fakenham Road, to connect with the northern arc of the A1067 Fakenham Road Roundabout, proposed under the NDR Scheme. This will result in a shorter route for users travelling to and from the north west along the A1067 Fakenham Road, from and to the diverted restricted byway route, and add some 250 metres to the journey of those travelling to and from the south east along the A1067 Fakenham Road, who otherwise choose not to travel along the NDR from junction connections to the east.

- Private access tracks to be stopped up in this vicinity, to the north of the NDR, will be substituted by a new means of access track, to be co-existent with diverted Attlebridge Restricted Byway No.3, to access premises to the north of the NDR. Other field access stopped up to agricultural land on the north of the A1067 Fakenham Road, will be substituted with a new means of access (X0 on the Street Plans), set back at the same point on the new northern boundary of the A1067 Fakenham Road. The south easterly access on the private service road to Old Hall Farm to be stopped up (PMA 1 on the Street Plans) will not be substituted, as alternative means of access exists via the main access track to Old Hall Farm.

6. Street Plans (Sheet 2 of 12) Fir Covert Road to Breck Farm Lane and Marriott's Way

- A length of the C262 Fir Covert Road will be stopped up, where crossed by the NDR Fir Covert Road Roundabout. Remaining C262 Fir Covert Road will be connected from the north and south with the NDR Fir Covert Road Roundabout, providing an all-movement entry/exit roundabout junction with the NDR and maintaining cross-NDR community connections.
- A length of Breck Farm Lane/Furze Lane (U57168) will be stopped up, from just north east of Breck Farm Bungalow to a point on the north side of the NDR. Pedestrian, equestrian and cyclist crossing of the NDR will be provided by new bridleway routes to be provided along the south and north sides of the NDR (C, D, E, F and H on the Street Plans) leading to crossing points to the west, at the NDR Fir Covert Roundabout, and to the east, at the NDR Reepham Road Roundabout, as well as in the new Marriott's Way (recreational public amenity path) overbridge crossing of the NDR. Alternative vehicular traffic routes, for the length of remaining Breck Farm Lane (U57168) south of the NDR, are provided by way of use of the A1067 Fakenham Road to the south and access across and to connect with the NDR at the Fir Covert Road Roundabout to the west, as well as by means of the private means of access track to be provided along stopped up Breck Farm Lane (U57168) (X8 on the Street Plans) and running along the south side of the NDR to junction with the C261 Reepham Road. For the length of remaining Furze Lane (U57168) to the north of the NDR, alternative vehicular routes are provided by way of use of the C261 Reepham Road to the north and access across and to connect with the NDR at the Fir Covert Road Roundabout.
- Private access stopped up to premises south and north of the NDR will be substituted in all cases.

7. Street Plans (Sheet 3 of 12) Reepham Road to Bell Farm Track

- A length of the C261 Reepham Road will be stopped up, where crossed, and will be substituted by, the NDR Reepham Road Roundabout. Remaining C261 Reepham Road will be connected from the south east and north west with the NDR Reepham Road Roundabout, providing all-movement access to and from the NDR and maintaining local community connections.
- Drayton Restricted Byway No.6 will be diverted, for its south westerly length, from its current connection with the C261 Reepham Road, to connect with the north side of the NDR Reepham Road Roundabout (J on the Street Plans), resulting in a slightly shortened route and journey distance for users of the diverted restricted byway. The diverted route for the restricted byway will be co-existent with a new means of access (X11 and X12 on the Street Plans), which will substitute the private access to be stopped up which currently co-exists along the length of the restricted byway which will be diverted.
- Other private access stopped up to premises will be substituted with new private access, with the exception of the westerly access track to Bell Farm (PMA 16 on the Street Plans), which is severed by the NDR, and which premises benefits from another access over the NDR, by means of the realigned Bell Farm Track access (X15 on the Street Plans).
- Horsford Restricted Byway No.5 and private access track Bell Farm Track will be maintained over the NDR, on a slightly diverted and similar length route (K and X15 on the Street Plans), but returning to their same connection points with Dog Lane (U57176) and the C261 Reepham Road.

8. Street Plans (Sheet 4 of 12) East of Bell Farm Track to Drayton Lane

- C262 Drayton Lane (North) will be stopped up between its junction with the C261 Reepham Road and, in the north east, at the southern curtilage of the property 'Rookery North'. New Link Roads (N and P on the Street Plans) will be provided between the B1149 Holt Road and the NDR Drayton Lane Roundabout, and between that roundabout and the C261 Reepham Road, providing access to and from the NDR and maintaining local community connections.
- A length of Horsford Restricted Byway No.7 will be stopped up from its connection with the existing C282 Drayton Lane, but will maintain a connection with the new Drayton Lane Link Road, north of the NDR Drayton Lane Roundabout, which will provide continuity for that restricted byway, together with other new bridleways and cycle tracks on both the north and south sides of the NDR for those particular types of user.

- The C262 Drayton Lane (South) will be stopped up at its junction with the C261 Reepham Road, with the remaining lane providing use for agricultural access to land either side of, and which are the only premises along its remaining length. A new cycle track (S on the Street Plans) will maintain a route for cyclists and pedestrians to connect remaining C262 Drayton Lane (South) with the C261 Reepham Road.
- Private access stopped up to premises will be replaced with new private access, other than for a field access (PMA 23 on the Street Plans) and a length of access track (PMA 26 on the Street Plans), both being accesses to land of Glebe Farm, and which farm holding retains other access to its severed parts north and south of the NDR and which will be connected via the new Drayton Lane Link Roads and the NDR Drayton Lane Roundabout.

9. Street Plans (Sheet 5 of 12) Cromer Road Interchange to Old Norwich Road

- Lengths of the A140 Cromer Road and the B1149 Holt Road will be stopped up at the NDR Cromer Road grade separated interchange. The A140 Cromer Road will maintain its connection north to south across the NDR via a new length of street (new street W on the Street Plans) which will provide its connection with northerly and southerly roundabouts which will have slip road connections to the eastbound and westbound carriageways of the NDR and which, together, will form the grade separated junction at that location. The B1149 Holt Road will terminate on the north side of the NDR at New Holme Farm, with the alternative route for vehicular traffic being provided via the NDR Drayton Lane Link Roads and Roundabout to the west, providing access to and from the NDR and maintaining local community connections.
- Holly Lane (U57142) will be stopped up south west of the NDR in the vicinity of Manor Farm, with the remaining lane providing use for access to agricultural land either side of its remaining length. For the length of remaining Holly Lane (U57142) to the south of the NDR, alternative vehicular routes are provided by way of use of the C261 Reepham Road to the south west and which will provide connections with the new Drayton Lane Link Roads and NDR Drayton Lane Roundabout to the west, and with the A140 Holt Road and its connection with the NDR Cromer Road grade separated junction to the east, both of which junctions will provide access to and from the NDR and maintain local community connections across it.
- Private access to be stopped up are to be substituted with new means of access, other than where the fields which they serve (PMA 28, PMA 29 and PMA 30 on the Street Plans) are to be acquired for the NDR, or where (PMA 28 and PMA 33 on the Street Plans) other means of access already exist to the land concerned.

10. Street Plans (Sheet 6 of 12) Access to Norwich International Airport and St. Faiths Road, and (Sheet 7 of 12) Buxton Road

- The south easterly length of the C251 Bullock Hill will be stopped up on the north side of the NDR. New streets (Y and Z on the Street Plans) will be provided from the south side of the NDR Airport Roundabout, leading to Petans the Training Centre and to the Airport Mast and curtilage road of Norwich International Airport, providing the alternative route and continuing access to those facilities, previously served by the C251 Bullock Hill.
- Horsham St. Faith and Newton St. Faith Bridleway No.6 and Spixworth Bridleway No.1, which lead north westwards off the corner of the C251 St. Faiths Road and Quaker Lane(U57188), will be stopped up. A new cycle track (AA on the Street Plans), on the south side of the NDR, and a new bridleway (X on the Street Plans), on the north side of the NDR, leading to and from the NDR Airport Roundabout to the north west, and a new bridleway (BB on the Street Plans), on the south side of the NDR, leading to the C246 Buxton Road to the east, will provide alternative route connections for equestrian, pedestrian, and cyclist, users of the former bridleways.
- A length of the C246 Buxton Road, where to be crossed by the NDR corridor, will be stopped up. A new length of street (DD on the Street Plans), to the east of its present location, will be provided, together with the realignment eastwards of lengths of the C246 Buxton Road, which will provide continuity of the C246 Buxton Road over the NDR on a new overbridge, retaining the same route connections as it had before.
- A length of Quaker Lane (U57188) will be stopped up at its junction with the C246 Buxton Road and will be substituted by a new length of street (CC on the Street Plans), just to the south of the stopped up length, which will provide its new substitute connection with the C246 Buxton Road.
- Private access to be stopped up will be substituted by new means of access, with the exception of the access to be stopped up to Red Hall Farm (PMA 38 on the Street Plans) and which benefits from existing access to its lands south of the NDR.

11. Street Plans (Sheet 8 of 12) North Walsham Road to Beeston Lane and North Walsham Road/Rackheath Lane/Crostwick Lane Junction Improvement

- A length of the B1150 North Walsham Road will be stopped up, where crossed by the NDR North Walsham Roundabout. Remaining B1150 North Walsham Road will be connected from the north and south with the NDR North Walsham Road Roundabout, providing an all-movement entry/exit roundabout junction with the NDR and maintaining cross-NDR community connections.

- The C249 Rackheath Lane will be closed (by traffic regulation) at its junction with B1150 North Walsham Road. The remaining length of lane largely serves the agricultural community in the area. Alternative routes to connect with the NDR, and to connect with the local street network, exist to the east.
- Private access stopped up to premises south and north of the NDR will be substituted with new means of access, other than for the access track to Red Hall Farm (PMA 39 on the Street Plans), to the north side of the NDR, and which farm holding benefits from existing access to the north side of the NDR, off the B1150 North Walsham Road.

12 Street Plans (Sheet 9 of 12) Wroxham Road and Wroxham Road/Green Lane West Junction Improvement

- A length of the A1151 Wroxham Road will be stopped up, where crossed by the NDR Wroxham Roundabout. Remaining A1151 Wroxham Road will be connected from the north and south with the NDR Wroxham Road Roundabout, providing an all-movement entry/exit roundabout junction with the NDR and maintaining cross-NDR community connections.
- Private access stopped up to premises north and east and west of the NDR will be substituted in all cases.
- The C258 Green Lane West will be closed, by traffic regulation, at its junction with the A1151 Wroxham Road. A new Link Road (GG on the Street Plans) will provide the new connection of the C258 Green Lane West with the A1151 Wroxham Road.

13 Street Plans (Sheet 10 of 12) Newman Road, Salhouse Road and Railway Crossing

- Newman Road (U57490) will be stopped up south westwards from its junction with Long's Crescent, both as a street and as a private access track. A substitute bridleway (II on the Street Plans), and new private access track (X47, X47a – X47i series on the Street Plans), will be provided along that route, to cross over the NDR on a new Newman Track overbridge, providing access to premises on both the east and west side of the NDR and, for equestrian, pedestrian and cyclist users, to connect with the new bridleway leading north westwards (HH on the Street Plans) and the new cycle track leading south eastwards (JJ on the Street Plans), alongside the west side of the NDR from the west side of the overbridge.
- A length of the C283 Salhouse Road will be stopped up, where crossed by the NDR Salhouse Road Roundabout. Remaining C283 Salhouse Road will be connected from the south west and north east with the NDR Salhouse Road Roundabout, providing an all-movement entry/exit roundabout junction with the NDR and maintaining cross-NDR community connections.

- The C258 Broad Lane is to be subject of closure, by traffic regulation, at its north westerly junction with the C874 Plumstead Road. Local connections to the NDR to the south of the closed junction will be via the Plumstead Road connections with the NDR and, to the north of the junction, via the Salhouse Road Roundabout connection with the NDR.
- Private accesses to be stopped up are to be substituted with new means of access, other than where existing means of access to the relevant land exists.

14 Street Plans (Sheet 11 of 12) Plumstead Road, Middle Road and Low Road and Thorpe End Highway Improvement Measures

- Low Road (U59392) will be stopped up from just east of Green Lane (U59278), just to the west of the Laurel Farm group of properties, to a point on the east side of the NDR. Remaining Low Road (U59392) to the east of the NDR will continue to serve residential properties and agricultural land off that street, to the east of the NDR, whilst the Laurel Farm group of properties and agricultural land to the west of the NDR will be served by a new private means of access to be provided along stopped up Low Road (U59393). The substitute vehicular route for cross-NDR community connections, will be to the north, via the new C442 Middle Road overbridge of the NDR. For connections with the NDR, vehicular traffic from Low Road (U59392) will proceed via the C874 Plumstead Road Roundabout North and the proposed Link Road to the NDR Plumstead Road Roundabout South, to join or leave the NDR and for traffic from the Laurel Farm group of properties on the west of the NDR, will have the opportunity to proceed via Green Lane (U59278) and the C830 Broadland Way, to join the Broadland Gate Link Road and the NDR at the Business Park Roundabout.
- Cross-NDR connections for non-vehicular traffic will be provided, by means of a new bridleway (PP on the Street Plans), along stopped up Low Road (U59392) on the west side of the NDR, connecting with a new bridleway running along the west side of the NDR (OO on the Street Plans), northwards to the C442 Middle Road overbridge crossing of the NDR, to return southwards via a new bridleway (NN on the Street Plans) on the east side of the NDR, to rejoin Low Road (U59392) on the east side of the NDR.

15 Street Plans (Sheet 12 of 12) Smee Lane and Postwick Interchange

- A length of Great and Little Plumstead Footpath No.5 will be stopped up (part shown on Street Plans (Sheet 11 of 12)) from the east side of the NDR to its junction with Smee Lane (U59400). A new bridleway route (OO on the Street Plans), along the west side of the NDR between the C442 Middle Road overbridge in the north and Smee Lane (U59400) in the south; and a new bridleway route (NN on the Street Plans), along the east side of the NDR between the C442 Middle Road overbridge in the north and Smee Lane (U59400), together with a new cycle track (RR on the Street Plans) from that point down to the NDR Business Park Roundabout, and beyond, will provide for cross-NDR connections via that overbridge crossing and roundabout, for pedestrian users of the former footpath, as well as equestrians and cyclists.
- A length of Smee Lane (U59400) will be stopped up from just east of the Nursery on the north side of the lane, to a point on the east side of the NDR. Remaining Smee Lane (U59400) to the east of the NDR will continue to serve a small number of residential and agricultural properties and land along its length, whilst its remaining length on the west of the NDR will continue to serve the Nursery and 'Fairview House' and agricultural land lying off its length. Vehicular alternative routes to connect with the NDR will be, to the north, at the Plumstead Road junctions and, to the south, with the NDR Business Park Roundabout, from that length of remaining Smee Lane (U59400) on the west side of the NDR.
- A length of Postwick Footpath No.2, from its junction with the NDR Business Park Roundabout, southwards to its junction with the A1042 Yarmouth Road on the south side of the NDR will be stopped up. The remaining length of the footpath will be connected to the new cycle track (RR on the Street Plans) running along the east side of the NDR, at the NDR Business Park Roundabout, and which will provide a continuous route for pedestrian users of the former footpath, as well as cyclists, down to and across the new NDR bridge crossing of the A47 Trunk Road, to join the new footway/cycleway within the northern side of the A1042 Yarmouth Road to its junction with the C440 Church Road, thereby providing a grade-separated route crossing of the A47 Trunk Road, as opposed to the former at-grade crossing of the A47 Trunk Road of the former footpath.
- The A47(T) eastbound diverge slip road, leading from the eastbound carriageway of the A47(T) to the Postwick North West Roundabout on the A1042 Yarmouth Road, will be stopped up. A new A47(T) eastbound diverge slip road, to the NDR Postwick North East Roundabout, will provide the substitute route. A new cycle track (TT on the Street Plans) will be provided along the stopped up A47(T) eastbound diverge slip road, providing a segregated cyclist facility to join the existing footway/cycleways at the Postwick North West Roundabout and with a new footway/cycleway which is to be provided across the south west arc of that roundabout across the junction of the former stopped up slip road.

- The A47(T) eastbound merge slip road, from the Postwick North West Roundabout on the A1042 Yarmouth Road to the eastbound carriageway of the A47(T), will be stopped up. A new A47(T) eastbound merge slip road, from the NDR Postwick North East Roundabout to the eastbound carriageway of the A47(T), will provide the substitute route.