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

5.1 Pre-application Consultation Report

Planning Act 2008

Infrastructure Planning

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

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1 Key Summary

1.1 Introduction

- 1.1.1 Norfolk County Council proposes to construct the Norwich Northern Distributor Road (NDR). The NDR is a project of national significance which requires a Development Consent Order (DCO) under the Planning Act 2008.
- 1.1.2 The planning process for dealing with infrastructure projects which require a DCO was established by the Planning Act 2008, later amended by the Localism Act 2011. As a project which requires a DCO, pre-application consultations for the NDR have been undertaken in accordance with the Planning Act 2008.
- 1.1.3 This report details the pre-application consultations undertaken, the responses received during the consultations, the regard Norfolk County Council (in its capacity as promoter of the NDR) has given to these responses and the resulting changes that have been made to the NDR proposals. For the purposes of this report, Norfolk County Council, as promoter of the NDR, is referred to as "the applicant."
- 1.1.4 A reference guide summarising the pre-application consultation activity in chronological order is listed in Appendix C of this report. However the following tables provide the key activities undertaken and key dates for this consultation activity:

Date	Activity
19 April 2013	Commencement of Consultation with local authorities on draft SOCC.
18 May 2013	Deadline for responses to local authority consultation on SOCC.
21 June 2013	Notice of the SOCC published in the Eastern Daily Press and the Norwich Advertiser (both local newspapers) for a first time in accordance with Section

	47(6)(a).
28 June 2013	Notice of the SOCC published in the Eastern Daily Press and the Norwich Advertiser (both local newspapers) for a second time.
8 July 2013	Commencement of formal consultations under Section 47 of the 2008 Planning Act.
8 July to 12 August 2013	17 public exhibitions undertaken at various locations.
12 July 2013	Commencement of formal consultations under Section 48 of the 2008 Planning Act.
12 July 2013	Section 48 Notice placed in the Eastern Daily Press and the Norwich Advertiser (both local newspapers), the Times (a national newspaper) and the London Gazette in accordance with Regulation 4(2) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure Regulations 2009).
12 July 2013	Notice placed in the Eastern Daily Press and the Norwich Advertiser (both local newspapers) advising of the release of the PEIR and where it could be viewed.
19 July 2013	Section 48 Notice placed in the Eastern Daily Press and the Norwich Advertiser (both local newspapers), the Times (a national newspaper) and the London Gazette in accordance with Regulation 4(2) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure Regulations 2009).
19 July 2013	Notice placed in the Eastern Daily Press and the Norwich Advertiser (both local newspapers) advising of the release of the PEIR and where it could be viewed.
30 July 2013	Commencement of formal consultations under Section 42 of the Planning Act 2008.
30 July 2013	Section 42 consultation documents issued to local authorities, prescribed consultees and those with an interest in land.
20 September 2013	Consultation deadline for responses to Section 42,

	Section 47 and Section 48 consultations.
11 October 2013	Extended consultation deadline for additional Section 42 consultees.
11 October 2013	Commencement of further consultations with certain Section 42 consultees on refinements made to proposals.
13 November 2013	Consultation deadline for responses to the further consultation on refinements made to proposals.
18 November 2013	Extended consultation deadline for responses to consultation on refinements to the proposals and for additional consultees.

Table 1/1: Key Dates for Consultation Activity

Consultation	Key Activity
Section 47	<ul style="list-style-type: none"> • 17 public exhibitions held on varying dates between 8 July and 12 August 2013, and at various venues; • over 57,000 invitations and scheme information letters sent out to: <ul style="list-style-type: none"> ⇒ county/city/district councillors/MPs and MEPs whose constituencies were located within the area defined by the SOCC, ⇒ residential and business addresses located within the area defined by the SOCC, ⇒ stakeholders and interest groups; • details of exhibition boards placed on the applicant's web site; • scheme information documents (including the PEIR) placed on deposit at 17 local authority main offices and libraries; • publicity on radio and in newspapers of the exhibitions; • opportunity to provide comments by letter, e-mail, telephone, paper questionnaire and on-line

	questionnaire.
Section 48	<ul style="list-style-type: none"> • notices placed in 2 local newspapers, the Times and the London Gazette on 2 separate occasions; • notification of consultation and copy of notice sent to local authorities and prescribed consultees; • scheme information documents (including the PEIR) placed on the applicant's web site and deposited at 17 local authority main offices and libraries; • opportunity to provide comments by letter and e-mail.
Section 42	<ul style="list-style-type: none"> • information packages issued to 12 local authorities, 128 prescribed consultees and 1067 parties with an interest in land; • scheme information documents (including the PEIR) placed on the applicant's web site and deposited at 17 local authority main offices and libraries; • opportunity to provide comments by letter and e-mail.

Table 1/2: Key Consultation Activities

1.2 Section 47 and Section 48 Consultation Outcomes

1.2.1 The Section 47 and 48 consultations received 1492 responses, which is considered a good response rate and has allowed the local communities' main issues and views on the NDR to be identified. The key issues identified were as follows:

- (a) questions regarding the need for the NDR;
- (b) concern about the volume of development associated with the NDR;
- (c) suggestions on alternatives to the NDR such as improved public transport and cycle facilities;
- (d) suggestions on need for the NDR to provide a link between the A1067 and A47 to the west of Norwich;

- (e) suggestions on alternative routes for the NDR, including that it should be closer to the city;
- (f) support for the NDR being dual carriageway, rather than single carriageway, between Fir Covert Road and Fakenham Road;
- (g) comment that the Postwick Hub Junction is over complicated;
- (h) comment regarding the number of local road closures, including those on Holt Road, Church Street and Green Lane East/Broad Lane;
- (i) comment regarding the provision of the Middle Road Bridge, and the resulting affects to Middle Road;
- (j) comment regarding the number of roundabouts on the NDR;
- (k) comment regarding the new Drayton Lane link, and the closure of Drayton Lane at its junction with Reepham Road;
- (l) suggestions that the North Walsham Road/Crostwick Lane junction proposals are not appropriate and a roundabout/traffic signals are required;
- (m) suggestions for more NMU facilities and that the NDR may be a barrier to these users;
- (n) comment regarding the affects of the NDR on landscape, wildlife and agricultural land and also regarding the emissions/noise that it will be generated;
- (o) suggestions for specific routes that may experience increased traffic as a result of the NDR.

1.3 Section 42 Consultation Outcomes

1.3.1 A total of 103 responses were received from local authorities, prescribed statutory consultees and those with an interest in land as a result of the consultations.

1.3.2 The Section 42 consultations generally identified the key issues as being similar to those identified by the Section 47 and Section 48 consultations. However, the Section 42 consultations also identified the following key issues relating to the proposals:

- (a) the impact of the drainage proposals, and in particular the shape/position of drainage lagoons and concern the contaminants will leak into the ground water;
- (b) comment about the effects of the proposals on specific land interests.

1.4 Scheme Refinements Following Consultation

1.4.1 The applicant has given regard to the responses received from the Section 42, Section 47 and Section 48 consultations and has made a number of minor refinements to the scheme proposals. It has undertaken further localised consultations on these refinements (those persons that may be affected by the refinements) and given regard to the responses received before finalising the application proposals.

1.5 Conclusions

- 1.5.1 The applicant considers that the DCO pre-application consultation has been carried out in accordance with the requirements of the Planning Act 2008. This consultation process has ensured that the key issues associated with the proposals have been identified.
- 1.5.2 The applicant does not consider that the pre-application consultation is the end of public engagement, and will continue to engage with local authorities, statutory organisations, those with land interests and the local community during the remainder of the scheme development and construction.

2 Background

2.1 Introduction

2.1.1 This Section 37 Consultation Report has been prepared by the applicant. It has been prepared to accompany the application for a Development Consent Order (DCO) to be submitted to the Secretary of State for Transport. The application for a DCO is to authorise the development and operation of a dual carriageway all-purpose strategic distributor road known as the Northern Distributor Road (NDR).

2.1.2 This report has been developed in accordance with Part 5, Chapter 1, Section 37(3)(c) of the Planning Act 2008. As such, this report provides:

- (a) an account of the statutory consultation, publicity and community consultation activities undertaken by the applicant at the pre-application stage and details of deadlines set for consultation responses in accordance with Section 42, Section 47 and Section 48 of the Planning Act 2008;
- (b) a summary of the relevant responses to the separate strands of consultation;
- (c) the account taken of responses in developing the application for the NDR from proposed to final form, as required by Section 49(2) of the Planning Act 2008.

2.1.3 This chapter provides a brief summary of the NDR proposals presented for pre-application consultation. It also sets out Norfolk County Council's role as the applicant, highway authority and prescribed consultee under the Planning Act 2008, and its location relative to neighbouring authorities (who are relevant to the proposals). The applicant has to consult with certain authorities under the Planning Act 2008.

2.2 Structure of this Report

2.2.1 The following table details the structure of this report and provides a brief outline of the contents of each chapter.

Chapter	Description
1 Key Summary	This chapter provides an overview of this report and summarises the key issues identified as a result of the pre-application consultations.
2 Background	This chapter provides a brief summary of the NDR proposals presented for pre-application consultation and its location relative to the local authorities.
3 Previous Consultations Prior to Planning Act 2008 Pre-Application Consultations	This chapter details the consultations undertaken prior to the Planning Act 2008 pre-application consultations and how they have influenced the scheme proposals.
4 Pre-Application Consultation Strategy	This chapter details the statutory pre-application consultations undertaken and how these have met the requirements of the Planning Act 2008.
5 Section 47 and Section 48 Consultation Responses	This chapter details the results of the consultations undertaken under Section 47 and Section 48 of the Planning Act 2008.
6 Section 42 Consultation Responses	This chapter details the results of the consultations undertaken with local authorities, prescribed consultees and those with interest in land (as defined by Section 44 of the Planning Act 2008) under Section 42 of the Planning Act 2008.
7 Further Consultations	This chapter details the results of further consultation on refinements to the proposals.
8 Conclusion and Summary	This chapter details conclusions from the consultations, identifying the key issues, and summarising the refinements made as a result of the pre-application consultations.

Table 2/1: Structure of this Report

2.3 Background to NATS and the NDR

- 2.3.1 The Norwich Area Transportation Strategy (NATS) was originally developed in the 1970's and has been revised in 1991, 1998 and 2004. The original strategy recognised that car use could not continue unrestrained, and that public transport needed priority to be effective. At this time Norfolk County Council had reservations about the strategy and did not sign up to it.
- 2.3.2 Following extensive assessment work by consultants the revised NATS was published in 1991 and included Park and Ride and a number of road schemes. However, the NDR (as put forward by the consultants) was not included in the adopted strategy, with Norfolk County Council requesting that more work be undertaken on its viability.
- 2.3.3 In 1994 public consultation on the initial NDR options was carried out as part of the Norwich Area Review of the Norfolk Structure Plan. At this stage no commitment was made to pursue the NDR until the feasibility of alternatives had been assessed, including resolving issues at the eastern and western ends of the route.
- 2.3.4 During 1996 and 1997, NATS came under revision again. This was in light of changes to government policy and the funding situation since the previous strategy. During the 1990s 'green' issues had come much more to the fore and money was not being made available for large schemes. This review led to the adoption of the new strategy, which was published in 1998. The adopted strategy had many themes and strategies including a Park and Ride network, bus priorities and public transport improvements, traffic management schemes, parking restraint and pedestrian/cycle facilities. At this stage, and considering the then government policy guidance and lack of government funding for transport schemes, the NATS did not include an NDR.
- 2.3.5 NATS was reviewed again in 2002. The reasons for the review were the changes in government policy, but the revised NATS was also informed by:
- (a) housing and economic growth;

- (b) developments along the inner and outer ring roads;
- (c) growth at Norwich International Airport;
- (d) delivery of some of the Park and Ride sites;
- (e) traffic congestion and public criticism of local transport policies being anti-car.

- 2.3.6 Consultations on the revised NATS were undertaken in 2003 and asked whether the public supported the NDR. The consultation indicated strong local support for the NDR with 78% of respondents being in favour. It should be noted that this response was to a full NDR between the A47 at Postwick and the A47 to the west of Norwich.
- 2.3.7 The overall strategy for the revised NATS was agreed in 2004. It recognised the Norwich area as a centre where growth would be focussed and therefore the strategy looked to provide the essential infrastructure needed to accommodate this growth, including a Northern Distribution Road.
- 2.3.8 However, further work needed to be carried out on the proposals for an NDR, including an appraisal of the alternative routes suggested during the 2003 public consultations. Subsequent consultations in 2004 sought specific views on route options for the NDR to the east and west of the A140 Cromer Road. These included additional options further west of Norwich not included in the 2003 consultations. Regard was given to the consultation responses and also the response of statutory environmental bodies (at that time these were Environment Agency, English Nature and the Countryside Agency) regarding the impact of routes on the River Wensum Special Area of Conservation (SAC).
- 2.3.9 Further local consultations were undertaken in 2005 on the western most route options in the Western Longville area. Assessments were also undertaken on mitigation measures for all eastern and western route options and the impacts on the River Wensum SAC.

- 2.3.10 At its meeting on 19 September 2005 the applicant's Cabinet considered the responses to the consultations described and the assessment of the mitigation measures for the River Wensum and agreed an adopted route for the NDR. This route was between the A47 at Postwick and the A1067 near Attlebridge (i.e. no link between the A1067 and A47).
- 2.3.11 Between 2005 and 2008 the proposals for the adopted route were developed further and in July 2008 a Major Scheme Business Case submission was made for the NDR to the Department for Transport (DfT).
- 2.3.12 During 2008 work, including consultations, was undertaken on an Implementation Plan for NATS – it was adopted in November 2009. This work aimed to show what the strategy meant on the ground and was linked closely to the Joint Core Strategy (JCS) for the Greater Norwich Area that was being prepared at the time.
- 2.3.13 In September 2011 the applicant had to re-submit its business case for the NDR following the government's comprehensive spending review. The final bid was approved by the DfT with reconfirmation of Programme Entry in December 2011 for the NDR between the A47 at Postwick (including the Postwick Hub junction) and the A140 Cromer Road. At its meeting on 2 April 2012 the applicant's Cabinet agreed to underwrite the cost of providing the NDR to the A1067 Fakenham Road near Attlebridge
- 2.3.14 Subsequent consultations in April/May/June 2012 and February/March 2013 helped to refine the proposals prior to commencement of the statutory pre-application consultations detailed in this report.

2.4 The Scheme

- 2.4.1 The proposed development, the Norwich Northern Distributor Road (NDR), is a predominantly dual carriageway all-purpose strategic distributor road, which would link the A1067 Fakenham Road, near Attlebridge to the A47(T) at Postwick. This would be over a length of approximately 20.4km. Appendix A of this report contains a plan showing an outline of the route.

2.4.2 The detailed description of the scheme is contained in Volume 1 Chapter 2 of the Environmental Statement (Document Reference 6.1).

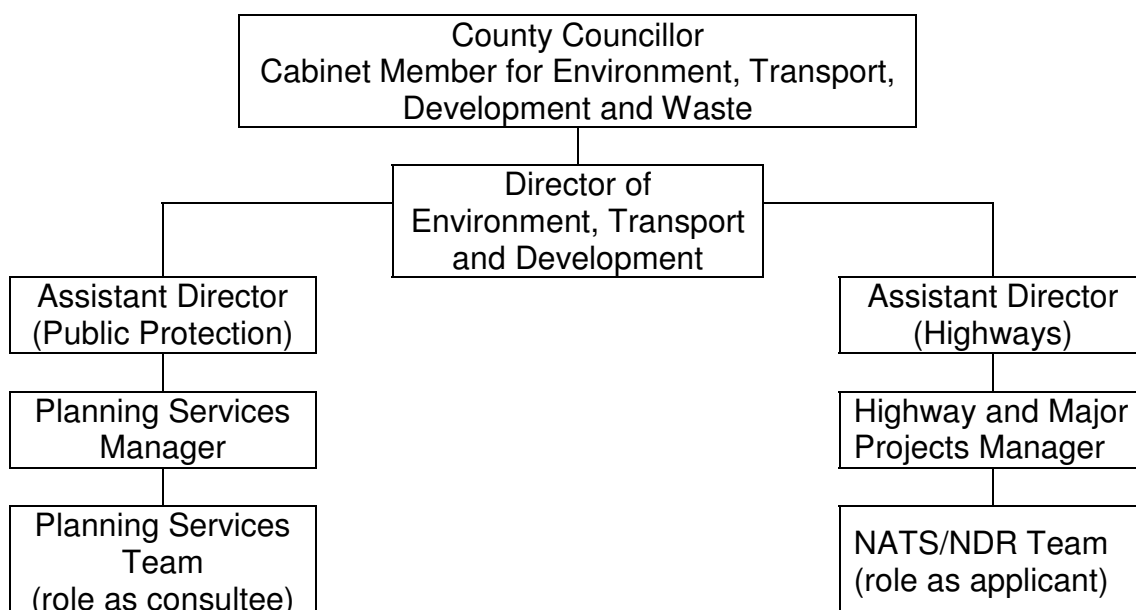
2.5 Development Consent Order Application and the Applicant

2.5.1 The DCO application is submitted by Norfolk County Council, in its capacity as highway authority.

2.5.2 If made, the DCO would authorise the construction, operation and maintenance of the NDR and the work associated with connecting it to the existing highway network. It would also authorise the compulsory acquisition of all the land and/or rights required to do this.

2.5.3 In addition to being the DCO applicant, Norfolk County Council is also a prescribed consultee as defined by Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009.

2.5.4 During the pre-application process, clear boundaries have been maintained between these two roles, which were helped by the establishment of internal structures defining two separate teams, one fulfilling the role of applicant and the other the role of consultee. The internal structure, within part of the Department of Environment, Transport and Development, is summarised by the following chart.



2.5.5 In order to distinguish between the two roles of Norfolk County Council, references in this report to "the applicant" means Norfolk County Council in its capacity as the local highway authority and promoter of the NDR.

2.6 Other Local Authorities

2.6.1 In summary, Section 43 of the Planning Act 2008 defines local authorities as being:

- (a) a category "B" authority is one in whose administrative area the application land is situated and the authority is a unitary or a lower-tier authority;
- (b) a category "A" authority is one where any part of the boundary of A's area is also a part of the boundary of B's area;
- (c) a category "C" authority is one in whose administrative area the application land is situated and the authority is an upper-tier authority;
- (d) a category "D" authority is an authority that is not a lower-tier authority and where any part of the boundary of D's area is also a part of the boundary of C's area.

2.6.2 There are further detailed criteria to be considered in relation to the status of the authority which determines whether it needs to be consulted by the applicant under the Planning Act 2008. Applying these criteria, the relevant local authorities for the NDR are detailed in the table below.

Category "B"	Local Authority
Category "B" authority is where the application land is in the authority's area and the authority is a unitary or a lower-tier authority.	<ul style="list-style-type: none"> • Broadland District • Norwich City Council
Category "A"	Local Authority
Category "A" authority is where any part of the boundary of A's area is	<ul style="list-style-type: none"> • Breckland District Council • North Norfolk District Council

also a part of the boundary of B's area.	<ul style="list-style-type: none"> • South Norfolk Council • Great Yarmouth Borough
Category "C"	Local Authority
Category "C" authority is where the land is in the area of an upper-tier county council.	<ul style="list-style-type: none"> • Norfolk County Council
Category "D"	Local Authority
Category "D" authority is an authority that is not a lower-tier authority and where any part of the boundary of D's area is also a part of the boundary of C's area.	<ul style="list-style-type: none"> • Cambridgeshire County Council • Lincolnshire County Council • Suffolk County Council
Category other than A-D	Local Authority
An authority which is not defined in Section 43(3) as a "lower-tier district council", a "unitary council" and an "upper-tier county council" and where the land is in the area of that authority.	Local Authority <ul style="list-style-type: none"> • Broads Authority

Table 2/2: Details of Neighbouring Local Authorities

2.6.3 In addition, the applicant also consulted Waveney District Council pursuant to Section 42. Although consultation with Waveney was not required (because whilst Waveney shares a boundary with both Norfolk County Council and with the Broads Authority, Waveney is not a Category "D" local authority for the purposes of Section 43(2A) of the Planning Act 2008 and the Broads Authority is not a "lower-tier district council" for the purposes of Section 43(2)(a) of the Planning Act 2008 the applicant decided to consult Waveney for completeness.

2.6.4 Although the relevant legislation only requires the applicant to consult parish councils in whose area the scheme will be located, the applicant has adopted similar principles as for local authorities and also consulted 'neighbouring' parish councils. The table below details these parish councils.

Category “B” parish council is where the application land is in the authority’s area.	Category “A” parish council is where any part of the boundary of A’s area is also a part of the boundary of B’s area.		
<ul style="list-style-type: none"> • Attlebridge • Taverham • Drayton • Horsford • Horsham and Newton St Faith • Spixworth • Beeston St Andrew • Sprowston • Rackheath • Gt and Lt Plumstead • Postwick with Witton • Crostwick • Norwich 	<ul style="list-style-type: none"> • Surlingham • Keswick and Intwood • Caistor St Edmund • Bawburgh • Colney • Cringleford • Bixley • Trowse with Newton • Kirby Bedon • Bramerton • Costessey • Felthorpe • Frettenham 	<ul style="list-style-type: none"> • Stratton Strawless • Salhouse • Blofield • Woodbastwick • Brundall • Ringland • Morton on the Hill • Hellesdon • Spixworth • Swannington with Alderford and Lt • Witchingham • Hainford 	<ul style="list-style-type: none"> • Sprowston • Wroxham • Horstead with Stanninghall • Old Catton • Norton Subcourse • Langley with Hardley • Cantley • Strumpshaw • Carleton St Peter • Claxton • Rockland St Mary

Table 2/3: Details of Parish Councils Consulted

2.6.5 The plans in Appendix G of this report show the locations of these authorities and how they fit into the above categories.

2.7 Compliance with Legislative Requirements

2.7.1 As explained in the Introduction to the Application (Document Reference 1.1), the NDR is an infrastructure project for which a DCO is required. On 9 August 2013, the Secretary of State for Transport made a Direction (the Direction) pursuant to the powers in Section 35 of the Planning Act 2008, which directed that the NDR is "to be treated as development for which development consent is required."

2.7.2 The Direction was made during the applicant's formal pre-application consultation under the Planning Act 2008. The Planning Inspectorate has requested that the applicant explain how the pre-application consultation complies with the Planning Act 2008 requirements and specifically the

relevance of the Direction and any impact on the lawfulness of the pre-application consultation carried out.

2.7.3 The applicant considers that the pre-application consultation was validly carried out and that it complied with the requirements of Part 2 of Chapter 5 of the Planning Act 2008. Attached as Appendix D to this report is a Legal Opinion from the applicant's Counsel, explaining why there are no issues in relation to the validity of the pre-application consultation that has been undertaken by the applicant simply because some of it preceded the making of the Direction.

2.7.4 A brief summary of this reasoning is set out below.

Brief chronology of events

2.7.5 In December 2012, the applicant decided to promote the NDR as a Nationally Significant Infrastructure Project (NSIP). At that time the NDR fell within the definition of a NSIP set out in Section 22(2) of the Planning Act 2008 (as it then was) because it included works to the Postwick junction of the A47(T) and was to be constructed for a purpose connected with the A47(T).

2.7.6 Publication of the notice stating where and when the SOCC could be inspected took place on 21 June 2013 and on 28 June 2013, with the first publication exhibition held on 8 July 2013. The Section 48 Notices were published on 12 July 2013 and 19 July 2013. The programme of public exhibitions ran until 12 August 2013. Section 42 consultation letters were issued on 30 July 2013 and representations under all three strands of consultation were invited until 20 September 2013. Further information on the consultation is set out in the rest of this Consultation Report.

2.7.7 On 24 July 2013 the Highway and Railway (Nationally Significant Infrastructure Project) Order 2013 (S.I. 2013/1883) (the Highways Order) was made and the Order came into force on 25 July 2013. This was some weeks after the start of the statutory consultation process referred to above. The Order amended Section 22 of the Planning Act 2008 so that a project such as

the NDR would not (from 25 July 2013 onwards) fall within the definition of a NSIP.

2.7.8 On 25 July 2013, the applicant submitted a qualifying request to the Secretary of State for a direction under Section 35(1) of the Planning Act 2008 that the NDR was a project of national significance and so should be treated as development for which development consent was required.

2.7.9 As noted above, on 9 August 2013 the Secretary of State made the Direction under Section 35 Planning Act 2008 that the NDR was a project of national significance and was to be treated as development for which development consent was required. In addition the Secretary of State directed that “any proposed application in relation to the NDR is to be treated as a proposed application for which development consent is required”.

Validity of pre-application consultation

2.7.10 It is undoubtedly the case that the effect of the Direction is to make the NDR a development project for which a DCO is required if it is to be authorised.

2.7.11 There are no issues in relation to the validity of the pre-application consultation that has been undertaken by the applicant under the Planning Act 2008 for the following reasons:

- (a) there is no practical distinction between a NSIP and a project that is the subject of a direction under Section 35(1) of the Planning Act 2008. The means by which development consent is granted is the same in both cases and is via a DCO: Section 37(1) of the Planning Act 2008;
- (b) a NSIP and a project that is the subject of a direction under Section 35(1) of the Planning Act 2008 have to progress by following the procedures in Part 5 (pre-application) and Part 6 (post-application) of the Planning Act 2008. The pre-application procedure in Part 5 of the Planning Act 2008 applies to both without distinction;
- (c) the Direction made in respect of the NDR includes a further direction under Section 35ZA(3)(b) of the Planning Act 2008, namely that “any

proposed application in relation to the [NDR] is to be treated as a proposed application for which development consent is required”;

- (d) the only “proposed application” that this further direction can relate to is the proposed application for a DCO that the applicant has been progressing since December 2012. That proposed application would only fall within Section 35ZA(3)(b) of the Planning Act 2008 if the Secretary of State was of the view that it was an application for a consent “mentioned” in Section 33(1) or Section 33(2) of the Planning Act 2008. Of the consents “mentioned” in those provisions, the only one that is applicable is a “development consent” itself;
- (e) the effect of this further direction is that the applicant’s proposed application for a DCO, which has been at the pre-application stage since early 2013, is “to be treated as a proposed application for development consent” for all of the purposes of the Planning Act 2008. This includes the provisions of the Planning Act 2008 which deal with pre-application consultation. Thus, all of the actions that have been taken by the applicant as part of its preparation of its “proposed application” (including, therefore, all of its pre-application consultation under Section 42, 47 and 48 of the Planning Act 2008) are to be treated as actions that relate to the proposed application that must now be made for development consent as a result of the Direction.

2.7.12 For these reasons, there are no issues in relation to the validity of the pre-application consultation that has been undertaken by the applicant simply because some of it preceded the making of the Direction. Furthermore, given the further direction that has been made under Section 35ZA(3) of the Planning Act 2008, there are no reasons why the applicant cannot rely on its pre-application consultation in support of the DCO application in respect of the NDR.

- 2.7.13 The applicant notes that the Direction makes reference to the NDR improving connections to/from the Norwich International Airport, Gt Yarmouth Enterprise Zone and the strategic road network. Whilst these are locations beyond the area of consultation defined by its SOCC, the applicant considers that the rationale for consultation was and is still appropriate. This rationale was that the consultation should be aimed at the NDR proposals that are to be the subject of the DCO and so should be kept to a manageable size, and should engage those most affected whilst ensuring that the main issues are embraced.
- 2.7.14 Whilst the NDR is expected to benefit wider areas, including improved connections between Norwich and the Great Yarmouth Enterprise Zone and between Norwich and the Strategic Road Network, no material impacts have been identified on either the Enterprise Zone or on the parts of the Strategic Road Network beyond the consultation area.
- 2.7.15 It is also worth noting that Broadland District Council has confirmed that the consultation carried out has been adequate for the proposed application. In addition, Norfolk County Council, Norwich City Council, the Broads Authority, Great Yarmouth Borough Council, Waveney District Council, and the New Anglia Local Enterprise Partnership (which is responsible for the Enterprise Zone) were also consulted. Great Yarmouth Borough Council did not submit any response. Norfolk County Council, Norwich City Council, and Waveney District Council (which includes Lowestoft where parts of the Enterprise Zone are situated) confirmed that they had no objections to the NDR. The Broads Authority welcomed the route of the proposed NDR and the New Anglia LEP responded that it supported the NDR. The details of the responses are set out in Appendix T of this report.
- 2.7.16 The planning process for dealing with infrastructure projects which require Development Consent Orders (DCO) was established by the Planning Act 2008, later amended by the Localism Act 2011.

2.7.17 As a project which requires a DCO, pre-application consultations for the NDR have been undertaken in accordance with the Planning Act 2008, the requirements of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 and the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009, together with guidance issued by the Planning Inspectorate and the Department for Communities and Local Government.

2.7.18 The Planning Inspectorate's "Advice Note 14: Compiling the consultation report" provides advice on how the applicant's pre-application consultation is reported. The table below summarises the key advice given in the note and where this advice has been incorporated into this report.

Explanatory Text	
Planning Inspectorate Advice Note 14	Location in this Report
Explanatory text should set the scene and provide an overview and narrative of the whole pre-application stage as it relates to the particular project.	Explanatory text is contained in Sections 2.3, 2.7, 3 and 4.1.2 of this report.
It would assist if a quick reference guide in bullet form, summarising the consultation activity in chronological order, is included near the start of the report.	This list of full consultation activity is contained in Appendix C of this report. A quick reference guide is contained in Section 1.4 of this report.
Consultation with the Prescribed Consultees (Section 42, Planning Act 2008)	
Planning Inspectorate Advice Note 14	Location in this Report
This includes prescribed statutory bodies, local authorities consulted under Section 43 of the Planning Act 2008 and those with an interest in the land consulted under Section 44 of the Planning Act 2008. Three separate strands of	Consultation with these bodies is described in Section 4.2-4.8, 4.9 and 4.12-4.13 of this report.

prescribed consultees should be clearly identified.	
The applicant should provide a full list of Section 42 (Planning Act 2008) prescribed consultees as part of the consultation report.	Appendix F-2 of this report contains a list of Section 42 prescribed consultees.
A short description of how Section 43 of the Planning Act 2008 has been applied should be provided in order to identify the relevant local authorities included in the consultation. This should be supported by a map.	Section 2.6 of this report describes how local authorities have been identified. Maps showing the administrative boundaries are contained in Appendix G of this report.
It is important that those with an interest in land consulted under Section 44 of the Planning Act 2008 are identified as a distinct element of the Section 42 consultation.	Appendix H-2 of this report contains a list of the Section 44 consultees.
Statement of Community Consultation Process (Section 47 of the Planning Act 2008)	
Planning Inspectorate Advice Note 14	Location in this Report
It would be helpful to provide a summary of the rationale behind the SOCC methodology.	Section 4.4 of this report details the rationale behind the SOCC.
Evidence should be submitted which shows the local authorities consulted on the SOCC, what the local authority comments were, confirmation that they were given 28 days to provide their comments and a description about how the applicant had regard given to the comments received.	Appendix I-1 of this report details the local authorities consulted on the SOCC. Appendix I-2 of this report details the responses received. Section 4.3.4 of this report details the local authority comments on the draft SOCC and the regard given to them.

<p>Copies of the published SOCC as it appeared in the press should be provided along with which local newspapers it was published in and when.</p>	<p>Section 4.3.5 of this report details the dates and newspapers that notice of the SOCC was published in.</p> <p>Appendix L of this report contains copies of the notices as they appeared in the newspapers and on-line.</p>
<p>Where there are any inconsistencies with the SOCC, then these should be clearly explained and justified.</p>	<p>Section 4.6 of this report details the inconsistencies with the SOCC.</p>
<p>Statutory Publicity (Section 48 of the Planning Act 2008)</p>	
<p>Planning Inspectorate Advice Note 14</p>	<p>Location in this Report</p>
<p>A copy of the Section 48 Notice as it appeared in the local newspapers, together with a description of when and where it was published and confirmation of the time period given for responses should be included in the report.</p>	<p>Section 4.9 of this report details the dates and newspapers that the Section 48 Notice was published in.</p> <p>Appendix M of this report contains copies of the notices as they appeared in the newspapers and on-line.</p>
<p>Applicants should provide confirmation that the Section 48 Notice was sent to the prescribed consultees at the same time that the notice was published.</p>	<p>Appendix N of this report details the notification of the Section 48 Notice.</p>
<p>Non Statutory ‘informal consultation’</p>	
<p>Planning Inspectorate Advice Note 14</p>	<p>Location in this Report</p>
<p>Any consultation not carried out under the provisions of the Planning Act 2008 should be indicated and identified separately in the report</p>	<p>Section 3.0 of this report details the non statutory consultations undertaken prior to the consultations carried out under the provisions of the Planning Act 2008. Section 4.10 also</p>

	outlines other non statutory consultations undertaken.
EIA Regulations Consultation	
Planning Inspectorate Advice Note 14	Location in this Report
Applicants may wish to draw attention to the consultation responses received under the EIA process.	Details of consultations and discussions under the EIA process are contained in each of the relevant chapters of the Environmental Statement (Document Ref 6.1).
Issues led approach	
Planning Inspectorate Advice Note 14	Location in this Report
If the level of response is significant it may be appropriate to group responses under headline issues.	This approach has been adopted for the presentation of responses. Section 5.2.3 of this report details how responses have been grouped.
Summary of Responses	
Planning Inspectorate Advice Note 14	Location in this report
A list of individual responses received should be provided and categorised in an appropriate way.	Given the volume of Section 47 and 48 responses received, they have been grouped into categories of similar issues and detailed in Appendix S of this report. Individual comments to the Section 42 consultations are contained in Appendix T and Appendix U of this report.

Table 2/4: Compliance with PINS advice

2.7.19 The Department for Communities and Local Government Guidance “Planning Act 2008 – Guidance on the pre-application consultation process” also

includes guidance on the consultation report. The table below summarises the key advice given and where this advice has been incorporated into this report.

Explanatory Text	
DCLG Guidance	Location in this Report
The consultation report should provide a general description of the consultation process undertaken.	Tables 1/1 and 1/2 in Section 1.1.4 contain a summary of the consultation activity.
Compliance with Planning Act 2008	
DCLG Guidance	Location in this Report
The consultation report should set out specifically what the applicant has done in compliance with the requirements of the Planning Act, relevant secondary legislation, this guidance, and any relevant policies, guidance or advice published by Government or the Inspectorate.	Sections 2.7 and 4 detail the compliance with the requirements of the Planning Act 2008.
SOCC Consultation	
DCLG Guidance	Location in this Report
The consultation report should set out how the applicant has taken account of any response to consultation with local authorities on what should be in the applicant's statement of community consultation.	Section 4.3 details the local authority responses to consultation on the SOCC and the regard given to them by the applicant. Copies of the actual responses received are contained in Appendix I-2 of this report.
Summary of Responses	
DCLG Guidance	Location in this Report
The consultation report should set out a summary of relevant responses to	Summaries of the relevant responses are contained in

consultation (but not a complete list of responses).	Appendix S, T, U and X of this report. Sections 5 and 6 identify the key issues raised.
Regard Given to Responses	
DCLG Guidance	Location in this Report
The consultation report should provide a description of how the application was influenced by those responses, outlining any changes made as a result and showing how significant relevant responses will be addressed.	The regard given the responses received are contained in Appendices S, T, U and X of this report.
The consultation report should provide an explanation as to why responses advising on major changes to a project were not followed, including advice from statutory consultees on impacts which the applicant has not followed	The regard given the responses received are contained in Appendices S, T, U and X of this report and explain why suggested changes to the project have not been followed.
Allowing Secretary to State to Understand Consultation Process	
DCLG Guidance	Location in this Report
The consultation report should be expressed in terms sufficient to enable the Secretary of State to fully understand how the consultation process has been undertaken and significant effects addressed. However, it need not include full technical explanations of these matters.	The overall consultation activity is described, in chronological order, in Appendix C of this report. The separate consultation activity under Sections 42, 47 and 48 of the Planning Act 2008 are described separately in Section 4 of this report.

Table 2/4: Compliance with DCLG Guidance

3 Previous Consultations Prior to Planning Act 2008 Pre-Application Consultations

3.1 Introduction

3.1.1 Extensive consultations on the Norwich Area Transportation Strategy (NATS), including the NDR, have been undertaken since 2003. The most recent rounds of consultation were in April/May/June 2012 and February/March 2013. During these consultations the applicant has listened to what local residents and other interested parties had to say, and changed the emerging NDR proposals as a result of responses received. This chapter outlines the consultations on the NDR, and how these have resulted in changes to the proposals. A summary of this activity is contained in Appendix B of this report.

3.1.2 All consultations detailed in this chapter (i.e. described in Sections 3.2, 3.3 and 3.4) were non-statutory consultations but were used to develop the final scheme proposals that were presented for the Section 42, 47 and 48 statutory consultations.

3.2 Consultations Prior to 2012

3.2.1 An outline of the consultations prior to 2012 and the main decisions taken as a result of the responses is given below:

Year	Description	Main Action in relation to Issue
2003	Consultations within the Norwich area (which included parts of the consultation area outlined in the SOCC) on the Norwich Area Transportation Strategy (NATS) and route options for the NDR between the A47 to the east of Norwich and the A47 to the west of Norwich. This included	Over 21,000 responses were received to this consultation. It helped to identify the concerns of environmental organisations about the potential impact of an NDR on the Tud and Wensum Valleys (i.e. the link to the A47 west of Norwich). The applicant concluded that route options should be subject

	<p>leaflets to over 130,000 households/businesses, consultation materials sent to stakeholders/interest groups and exhibitions in locations across the Norwich area.</p>	<p>to further consultation.</p>
2004	<p>Further consultations within the Norwich area (which included parts of the consultation area outlined in the SOCC) on route options for the NDR between the A47 to the east of Norwich and the A47 to the west of Norwich. This included the circulation of a brochure/questionnaire to over 130,000 households/businesses in the Greater Norwich Area as well as Norfolk parish/town councils, statutory bodies, utility companies and stakeholder groups. 6 staffed public exhibitions were held in areas around Norwich.</p>	<p>A total of 10,092 responses were received to this consultation. Following consideration of the responses received the applicant concluded to undertake further work to examine mitigation measures for all eastern and western route options and the impact on the River Wensum Special Area of Conservation (i.e. the link to the A47 west of Norwich). The applicant also concluded to undertake further local consultations on the westernmost route options.</p>
2005	<p>Consultations in the area of Weston Longville on the two western most route options. Over 400 residents in the Hockering/Weston Longville/Attlebridge area and were consulted together with local parish councils. It included a single public exhibition.</p>	<p>198 responses to this consultation were received of which the main comments were objecting to the routes or commenting that the routes were too far west.</p> <p>The responses received during this and previous consultations, together with other route assessment work were considered when the applicant decided that the route for the NDR should be from the A47 at</p>

		Postwick to the A1067 Fakenham Road (i.e. with no NDR link between the A47 to the west of Norwich and the A1067). The decision not to include an A1067 to A47(w) link was due to the potential ecological impacts of crossing the River Wensum Special Area of Conservation.
2006 – 2008	On going meetings with parish councils along the corridor of the proposed NDR route to give an opportunity to raise issues or concerns.	None.
2007 - 2008	Further exhibitions in parishes along the corridor of the proposed NDR route giving information on the project's development, including an exhibition in Postwick regarding the plans for the Broadland Gate Development (a new business park on land to the east of the existing Broadland Business Park).	None.
2009	Consultations between October and November 2009 in the Norwich area (which included parts of the consultations area outlined in the SOCC) on the Implementation Plan for NATS. This set out the interventions (including the NDR) to improve access within the Norwich area and to encourage a modal shift onto more sustainable transport	The consultation received over 11,500 responses with over 1,000 people attending the exhibitions.

	<p>systems. The consultations included over 160,000 booklets to households/businesses and 17 exhibitions.</p>	
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Table 3/1: Summary of Consultation Prior to 2012

3.3 Public Consultations – April/May/June 2012

- 3.3.1 A Major Scheme Business Case submission for the NDR to the Department for Transport (DfT) was submitted in July 2008. In December 2009 the part of the NDR between the A47 east of Norwich and the A140 Cromer Road was formally granted Programme Entry and thereby included in the DfT's programme for future funding.
- 3.3.2 However, the government's comprehensive spending review resulted in an examination of funding commitments by the DfT, which resulted in the NDR being placed within a pool of schemes requiring a new funding bid.
- 3.3.3 In September 2011 the applicant resubmitted a bid for funding from the DfT's Development Pool bid. The final bid was approved by the DfT with reconfirmation of Programme Entry in December 2011 for the NDR between the A47 at Postwick (including the Postwick Hub junction) and the A140 Cromer Road. At its meeting of 2 April 2012, the applicant's Cabinet agreed to underwrite the cost of providing the NDR to the A1067 Fakenham Road near Attlebridge.
- 3.3.4 Following this reconfirmation a series of 14 public exhibitions were held in parishes along the corridor of the NDR to enable people living close to the NDR to see the latest proposals and give feedback. In order to publicise the public exhibitions a flyer was sent out to all individuals and stakeholders listed on the existing NDR consultation list, (comprising of over 1,400 consultees). It was also sent to all Norfolk parish councils. Meetings were held with parish councils and various stakeholders.

3.3.5 Over 1228 people attended the exhibitions and a total of 510 responses to the consultation were received. The key findings from these consultations and how they influenced the ongoing development of the NDR proposals (at that time) is detailed in the table below:

Key Issue Raised	Applicant's Action in Relation to Issue
150 responses indicated that the NDR should link all the way to the A47 to the west of Norwich.	This had been considered during the earlier consultations. The applicant had decided not to include a link between the A1067 and A47 due to the potential for ecological impacts of crossing the River Wensum Special Area of Conservation.
52 responses commented that there was not enough provision for walkers, cyclists and horse riders.	As a result of the consultations, further examination of the provision made for non motorised users (NMUs) was undertaken. This resulted in additional facilities such as new sections of bridleway adjacent to the route of the NDR being added to the proposals.
44 responses expressed concern over the closure of the A1067 Fakenham Road where it joined the NDR and the resulting effects on Reepham Road through Hellesdon (the proposals presented for consultation in 2012 did not include the now proposed A1067 Fakenham Road Roundabout but had Fakenham Road leading directly onto the NDR). 2 responses were in favour of the closure.	Following further consideration the NDR proposals were amended at this stage through the provision of a roundabout where the NDR meets the A1067 Fakenham Road, and the removal of the proposed roundabout providing a connection between the NDR and Fir Covert Road.
24 responses provided suggestions to discourage traffic from using Reepham Road as a result of the	Following further consideration the NDR proposals were amended at this stage through the provision of a roundabout where the NDR meets

<p>NDR, particularly through Hellesdon.</p>	<p>the A1067 Fakenham Road, and the removal of the proposed roundabout providing a connection between the NDR and Fir Covert Road.</p>
<p>10 responses did not support the closure to general traffic of Middle Road, Low Road and Smee Lane (the proposals presented for this consultation in 2012 included closures of Smee Lane and Middle Road where they meet the NDR, and a NMU and agricultural vehicle bridge over the NDR at Low Road). 9 responses were in favour of the closure.</p>	<p>As a result of the consultations the proposals were amended to provide closures to Smee Lane and Low Road, with an all user bridge being provided over the NDR at Middle Road. Middle Road was identified as the most appropriate road out of these three roads for an all user bridge because it was a better standard than Low Road and Smee Lane.</p>
<p>16 responses expressed concern over the closure of Church Street between Horsford and Horsham St Faith (the proposals presented for this consultation in 2012 included the closure of Church Street at its junction with the A140 Cromer Road). 2 responses were in favour of the closure.</p>	<p>As a result of the comments received, the applicant decided to remove this closure and monitor the road after implementation of the NDR with consideration to implementing the closure if appropriate.</p>
<p>13 responses made comments regarding the volume of traffic using the A1067 Fakenham Road/Beech Avenue/Fir Covert Road junction.</p>	<p>These concerns generally related to the closure of the A1067 Fakenham Road where it meets the NDR with the result that vehicles wishing to access Fakenham Road through Taverham/Drayton would have to do so via the NDR and Fir Covert Road. The provision of the roundabout at Fakenham Road, where it joins the NDR, addressed these concerns.</p>
<p>10 responses expressed concern regarding the effect to businesses of the closure of Fir Covert Road at its junction with Reepham Road. 2</p>	<p>The removal of the Fir Covert Road Roundabout and its replacement with the roundabout where the NDR meets Fakenham Road removed</p>

responses were in favour of the closure.	this closure. This change effectively relocated the position of this closure from the junction with Reepham Road to a point where the NDR crossed Fir Covert Road.
12 responses expressed concern regarding the lack of a pedestrian footbridge over the NDR linking Bullock Hill and the Petans Training facility.	These requests were a result of visitors to Petans tending to stay over night in Horsham St Faiths and then walking to the training facility via Bullock Hill. Having considered the volume of visitors to Petans and the cost of a new pedestrian footbridge, this proposal was not taken forward.
10 responses expressed concern over the volume of traffic using the B1150 North Walsham Road and the effects on its junction with Crostwick Lane/Rackheath Lane.	The applicant agreed to undertake an assessment of the junction and investigate any junction improvements as appropriate.
9 responses expressed concern regarding the new east bound merge and diverge slip roads with the A47 at the Postwick Junction, commenting that these would make the junction over complicated.	Given the constraints at the junction and having previously assessed a number of options the applicant concluded that the option proposed was the most appropriate.
There were 2 comments in favour of the removal of the Plumstead Road junction with the NDR, and 4 comments against the removal. There was concern about the increase in traffic along Plumstead Road through Thorpe End.	Having tested the removal of this junction using the traffic model it was found that vehicles would be diverted onto less suitable routes. The applicant decided to investigate alternative improvements that could be provided on Plumstead Road through Thorpe End.
6 responses expressed concern over the volume of traffic using the A1151 Wroxham Road and the effects on its	The applicant agreed to undertake an assessment of the junction and investigate any junction

junction with Green Lane West.	improvements as appropriate.
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Table 3/2: Summary of Main Responses from March/April/May 2012 Consultations

3.4 Public Consultations – February/March 2013

- 3.4.1 A further series of 14 exhibitions were held in February/March 2013 at similar venues to the previous 2012 exhibitions. They were also publicised in a similar manner to the previous 2012 consultations. The purpose of these exhibitions was to provide feedback on the results of the 2012 consultations and show how the NDR proposals had changed as a result of these comments.
- 3.4.2 The exhibitions were attended by over 550 people and 291 responses to this consultation were received.
- 3.4.3 Consultees were able to comment on any aspect of the NDR but they were also asked specifically to respond to the key changes to the NDR resulting from the April/May/June 2012 consultations, namely:
- (a) the provision of a roundabout junction where the A1067 Fakenham Road meets the NDR, and the removal of the previously proposed Fir Covert Road Roundabout resulting in a closure of this road where it crossed the NDR;
 - (b) removal of the Church Street closure at its junction with the A140 Cromer Road;
 - (c) relocation of the closure on Green Lane East/Broad Lane from the Norwich to Sheringham railway line to the junction with the Plumstead Road;
 - (d) provision of an all user bridge over the NDR at Middle Road and closure of Low Road and Smee Lane where they meet the NDR.
- 3.4.4 The responses received were similar to those outlined in Section 3.3.5 with 62 responses relating to the NDR not linking to the A47 to the west of Norwich.

3.4.5 Responses tended to be split when considering the main changes made since the previous consultations, as detailed below:

Key Issue Raised	Applicant's Action in Relation to Issue
129 responses were in favour of the relocation of the Fir Covert Roundabout to Fakenham Road with 60 responses not in favour. Those not in favour generally cited the resulting closure of Fir Covert Road as a concern.	As a result of the comments received and following further investigation, the NDR proposal was further amended so that it included an additional roundabout at the NDR junction with Fir Covert Road. This was in addition to the roundabout at the NDR junction with the A1067 Fakenham Road.
63 responses were in favour of the bridge at Middle Road. 52 responses did not support this bridge.	Whilst overall there was a majority in favour of the Middle Road Bridge, responses from just Gt and Lt Plumstead parish identified 18 responses in favour of the bridge and 22 responses not in favour. Having considered the consultation response and also the parish council support for this, the applicant decided not to amend the proposal.
47 responses were in favour of removing the Church Street closure and monitoring the road after the implementation of the NDR. 57 responses were not in favour of the proposal.	Having considered the consultation results the applicant decided to retain the proposal – i.e. to not close Church Street but monitor it after implementation of the NDR with a view to providing the closure if considered appropriate.
60 responses were in favour of the relocation of the Green Lane East/Broad Lane closure to the junction with Plumstead Road. 50 responses were not in favour of the proposal.	In view of the consultation results the applicant decided not to amend the proposal and retain the closure of Green Lane East/Broad Lane at its junction with Plumstead Road.

Table 3/3: Summary of Main Responses to Design Changes shown in February/March 2013 Consultations

4 Pre-Application Consultation Strategy

4.1 Introduction

- 4.1.1 This chapter describes the requirements for pre-application consultation as set out in the Planning Act 2008, and confirms how the applicant has met these requirements. Section 4.2 of this report provides a summary of how the requirements have been met. The subsequent sections describe this in more detail. The NDR scheme is linear in nature, and Section 4.4 of this report details how this influenced the consultations undertaken.
- 4.1.2 Section 2.3 of this report provides a narrative of how the proposals for an NDR were developed. Consultations in 2003, 2004 and 2005 (outlined in Section 3.2 of this report) helped to inform decisions on the preferred route for an NDR. At its meeting on 19 September 2005, the applicant's Cabinet adopted a route for the NDR between the A47 at Postwick and the A1067 near Attlebridge (i.e. with no link between the A1067 and A47). This proposed route alignment has not significantly changed up to the statutory pre-application consultations described in this chapter.
- 4.1.3 Subsequent consultations in April/May/June 2012 and February/March 2013 (described in Sections 3.3 and 3.4 of this report) helped to refine the proposals to a point where the applicant considered the proposals sufficiently developed to commence the statutory pre-application consultations detailed in this chapter.
- 4.1.4 The applicant's strategy for consultation with the local community (under Section 47 of the Planning Act 2008) was to:
- (a) advise people of the intention to submit a DCO application for the NDR;
 - (b) provide information on the latest proposals for the NDR;
 - (c) give an opportunity to give an opinion on the overall proposals;

- (d) give an opportunity to comment on any aspect of the design of the proposals;
 - (e) use the feedback to develop the proposals.
- 4.1.5 The February/March 2013 consultations had shown a change that relocated the Fir Covert Road Roundabout to the Fakenham Road junction with the NDR. Comments had been received during this consultation for the Fir Covert Road Roundabout to be re-introduced. These comments included suggestions that, to mitigate the cost of the additional roundabout, the NDR could be single carriageway between Fir Covert Road and Fakenham Road. The applicant was interested in views on this suggestion and therefore it was included as an alternative option in the statutory pre-application consultations.
- 4.1.6 There were some parameters associated with the proposals that were fixed, although the applicant still wanted to receive opinions/comments on these and any aspects of the proposals.
- 4.1.7 For example the route of the NDR was a fixed parameter for the statutory pre-application consultations as it had been agreed by the applicant's Cabinet in September 2005 following assessment and consultation work. However, the applicant was still interested to hear views on the route.
- 4.1.8 The design of the NDR has been undertaken to comply with the Design Manual for Roads and Bridges (DMRB) with the exception of those issues outlined in the Design and Departures Report (Document Ref 10.2). Other guidance and advice notes have also been considered. When giving regard to consultation comments on the design of the NDR the applicant has had to give consideration to compliance with DMRB and other guidance and this has affected the applicant's ability to make suggested changes.
- 4.1.9 The applicant has been holding on-going meetings and discussions since 2008 with directly affected landowners and their representatives, the purpose of which has been to advise them of the developing proposals and identify issues. The consultation with directly affected landowners, under Section 42

of the Planning Act 2008, allowed an opportunity for them to see the detailed proposals and formally comment upon them. Through out consultations the discussions with landowners have continued.

4.2 Section 47 - Consultation with the Local Community

4.2.1 The following tables outline the main consultation requirements of the Planning Act 2008 with regard to the consultation with people living in the vicinity of the land for the NDR, and how the applicant has met these requirements.

Section 47(1) Requirement
The applicant must prepare a statement setting out how the applicant proposes to consult, about the proposed application, with people living in the vicinity of the land.
What the Applicant Did
A Statement of Community Consultation (SOCC) was produced for the Section 47 consultations. A supporting document to the SOCC was also developed which outlined the rationale for the proposed consultation processes detailed in the SOCC. Appendix J of this report contains a copy of the final SOCC and its supporting document.

Table 4/1: Section 47(1) Requirements and What the Applicant Did

Section 47(2)and (3) Requirement
Before preparing the statement, the applicant must consult each local authority that is within Section 43(1) about what is to be in the statement. The deadline for the receipt by the applicant of a local authority's response to the consultation is the end of the period of 28 days that begins with the day after the day on which the local authority receives the consultation documents.
What the Applicant Did
Local authorities were consulted on the draft SOCC and supporting document – the documents were delivered to them on 19 April 2013. The deadline for responses was set as 18 May 2013. The local authorities

consulted were:

- Norfolk County Council (Category "C" authority);
- Broadland District Council (Category "B" authority);
- Norwich City Council (Category "B" authority);
- Broads Authority (Category Other than "A-D");
- South Norfolk Council (Category "A" authority).

A category "B" authority is one where the application land is in the authority's area and the authority is either a unitary authority or a lower-tier district council.

A category "C" authority is one where the application land is in the authority's area and the authority is an upper-tier county council.

The Broads Authority is not a "B" or "C" authority but the NDR does fall partly within the Broads Authority's area. Accordingly, the applicant consulted the Broads Authority on its draft SOCC.

South Norfolk Council is a category "A" authority. A category "A" authority is one that shares its boundary with a category "B" authority. South Norfolk Council was invited to comment on the SOCC because previous consultations had highlighted significant comments regarding the effects of the NDR on routes between the A1067 and A47 to the west of Norwich. Part of this area is within the authority of South Norfolk Council and the SOCC proposed public exhibitions here.

Appendix I-1 of this report contains copies of the letters sent to the above named authorities enclosing the draft SOCC for comment under Sections 47(2) and (3) of the Planning Act 2008.

Table 4/2: Section 47(2) and (3) Requirements and What the Applicant Did

Section 47(5) Requirement
In preparing the statement, the applicant must have regard to any response to consultation that is received by the applicant before the deadline imposed.
What the Applicant Did
Responses were received from all local authorities, with the exception of South Norfolk Council. A summary showing the regard given to the responses is detailed in Section 4.3.4.
Appendix I-2 of this report contains copies of the responses received

from the local authorities consulted on the draft SOCC.

Table 4/3: Section 47(5) Requirements and What the Applicant Did

Section 47(6) Requirement
<p>The applicant must:</p> <ul style="list-style-type: none"> • make the SOCC available to the public in a way that is reasonably convenient for people living in the vicinity, • publish a notice in a newspaper circulating in the vicinity of the land stating where and when the SOCC can be viewed, • publish the SOCC in such other manner as may be prescribed.
What the Applicant Did
<p>Notice of the SOCC and where it could be viewed was published in the Eastern Daily Press and the Norwich Advertiser (both local newspapers) on 21 June 2013 and 28 June 2013.</p> <p>Appendix L of this report contains copies of the Section 47 Notices.</p>

Table 4/4: Section 47(6) Requirements and What the Applicant Did

Section 47(7) Requirement
<p>The applicant must carry out consultation in accordance with the proposals set out in the statement.</p>
What the Applicant Did
<p>Section 4.5 of this report details what the SOCC stated the applicant would do, and how the applicant complied with this.</p>

Table 4/5: Section 47(7) Requirements and What the Applicant Did

4.3 Section 47 - Statement of Community Consultation

- 4.3.1 In accordance with Section 47 of the Planning Act 2008, the applicant produced a Statement of Community Consultation which defined how the applicant would undertake consultation with the local community.
- 4.3.2 Consultation on the content of the SOCC with local authorities was begun on 19 April 2013 and the deadline for their response was 18 May 2013. When consulting on the draft SOCC, the applicant also provided the local authorities with a supporting document to help inform their response. The supporting

document contained background information on the NDR and the methodology behind the proposed consultation. It also contained the preliminary environmental information that was available at the time of this consultation (in accordance with advice from the Planning Inspectorate).

- 4.3.3 A further letter dated 7 May 2013 was sent to local authorities and is contained in Appendix I-1 of this report. This explained that whilst the SOCC clearly identified the project as including the Postwick Hub Junction, this may not have been made as clear as possible in the Scoping Report that was sent with the draft SOCC. Therefore the letter was sent to ensure that they clearly understood that the project included the Postwick Hub Junction.
- 4.3.4 The responses from the local authorities on the draft SOCC and how the applicant had regard to the comments made are summarised in the following tables. Full copies of the responses from local authorities are contained in Appendix I-2 of this report.

Summary of Comments from Norfolk County Council
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<p><u>Text from response received, 9 May 2013.</u></p>
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<p>I refer to your formal consultation, on the draft Norwich Northern Distributor Road Statement of Community Consultation (SOCC), as outlined in your letter of 19 April 2013. I can confirm that the consultation is in accordance with S47 of the Planning Act 2008, as amended.</p>

<p>In our previous discussion we suggested that consideration should be given on how to involve the 'difficult to reach groups'. Having perused the list of Identified Stakeholder and Local Interest Groups in Appendix E, I cannot see evidence of the 'difficult to reach groups' being considered, for example:</p>

- | |
|--|
| <ul style="list-style-type: none"> • Education and Youth Groups • Faith Groups • Minority Ethnic Groups • Equal Opportunity Groups |
|--|

<p>I have therefore obtained information from the Greater Norwich Development Partnership regarding the organisations they consulted when preparing the Joint Core Strategy and this information is attached to the email copy of this letter. You will also need to ensure that your list is</p>

up to date, for example Age Concern Norfolk joined Help the Aged to form Age UK Norfolk in April 2010.

The rationale of who will be consulted is understandably area based, however there are groups based outside the defined consultation area, but regularly pass through it (major retailers' national and local distribution vehicles for example). Has sufficient effort been taken to identify these groups?

Turning to the SOCC leaflet; this explains that the proposal is EIA development, and that an Environmental Impact Assessment will be carried out and where the environmental information will be available. I would suggest that there is further scope to make reference to the reasoned justification for the proposal and the positive benefits that it will bring to the local community; this could also include the mitigation measures.

To avoid confusing the public you should also be mindful of other major consultation exercises that are being undertaken in the area at the same time:

- Norfolk Mineral Site Specific Allocations Development Plan Document and Norfolk Waste Site Specific Allocations. The County Council will commence consultation on the main modifications to these documents on 15 May 2013 and the consultation period will end 26 June 2013,
- hearing on 21 May into the Joint Core Strategy for Broadland, Norwich and South Norfolk: Submission Content addressing the Judgement of Mr Justice Ouseley in *Heard v Broadland District Council*, South Norfolk District Council and Norwich City Council,
- Postwick Hub Public Inquiry which is due to start on 3 July 2013,
- consultation by Norfolk County Council on the future use of the former RAF Coltishall site.

In addition you will need to consider consultations being undertaken by other Councils on major planning applications in the area and particularly those that may be along or adjacent to the proposed route of the NDR. I therefore suggest that you contact Norwich City Council, Broadland District Council and South Norfolk District Council for such information.

Finally, it is important that the public are made aware that the SOCC is part of the pre-application process and that there will also be opportunities for the public to make their views known once the application has been accepted by the Secretary of State. The Planning Inspectorate Advice Note 8.1 provides further information on how the process works and you

<p>should make reference to this within the SOCC.</p>
<p>What the Applicant Did</p>
<p>List provided was cross referenced with the Identified Stakeholder and Local Interest Groups and the Supporting Document. This resulted in additional stakeholders being added to the list of those to be consulted.</p> <p>SOCC text was amended from 'Media – Press release will be issued</p> <p>to 'Media – Press release and relevant advertising will be issued</p> <p>This would allow the use of additional promotion and advertising of the exhibitions to be undertaken outside of the main consultation area.</p> <p>The comments regarding the provision of further justification for the NDR were noted. The applicant considered that the SOCC did already identify the key benefits of the NDR; namely:</p> <ul style="list-style-type: none"> • it will free road space for transport improvements in Norwich; • it will provide improved access from north Norfolk to the national trunk network; • it will bring traffic relief for communities to the north and east of Norwich; • it is a piece of transport infrastructure that is required to implement NATS, deliver growth and support the economy. <p>In this instance the applicant did not amend the SOCC.</p> <p>The original consultation letter of 19 April 2013 did ask the local authorities to provide information on any other consultations that they were aware of. The only consultations identified were those noted above. The applicant noted the dates of these other consultations.</p> <p>The actual date for the start of the Section 47 consultations and for the first public exhibition was moved from the 18 June 2013 (as outlined in the draft SOCC for consultation) to the 8 July 2013 to allow more time to prepare the consultation materials. This also resulted in it not conflicting with some of the consultations identified above.</p> <p>The SOCC text was amended to make reference to the Planning Inspectorate's Advice Note 8.1.</p>

Table 4/6: Norfolk County Council's Response to SOCC Consultation and What the Applicant Did

Summary of Comments from Broadland District Council

Text from response received, 20 May 2013.

(This was received after the consultation deadline of 18 May 2013 but the applicant had regard to the consultation response in preparing the final SOCC).

The draft Statement of Community Consultation prepared by Norfolk County Council, in relation to the Norwich Northern Distributor Road proposal is a relatively clear and concise document that gives a good summary of the proposals and provides useful information on who will be consulted, what they will be consulted on, how they will be consulted, and what will happen following the exercise. The process outlined in the SOCC generally follows the key principles of effective community involvement that are outlined in Broadland District Council's Community Involvement Protocol for Significant Development, these being:

Adopt an inclusive approach to community and stakeholder involvement ensuring that anyone who has interest is given the opportunity to contribute ideas from an early stage.

The combination of different forms of engagement and publicity outlined in the SOCC e.g. via exhibitions, meetings, documents at libraries, websites, posters, media etc will enable a wide variety of interested individuals to take part in the consultation.

Demonstrate, by reporting back on results of community and stakeholder involvement, that all views are listened to and considered.

The SOCC includes a statement on consultation feedback (which Broadland District Council has previously recommended), stating that a consultation report will be published alongside the planning application, setting out the account that has been taken of the relevant responses received. This is in keeping with the above principle. The Council recommends that this report is made available to those that have taken part in prior consultations.

Provide sufficient time for stakeholders and communities to contribute their views on proposals.

The consultation period lasts for 10 weeks, which should provide ample

time for individuals and stakeholder groups to formulate their responses.

Provide accessible, clear and relevant information relating to proposals and community involvement opportunities.

The SOCC is generally a very clear and concise document that should allow any reader to understand how they can get involved in the consultation and make a response.

However, there are one or two terms in the 'Summary of Proposals' which could perhaps be clearer. In particular, the reference in this section to 'at grade junctions', 'radial routes' and 'grade separated interchanges' may serve to confuse members of the public. In addition, technical terms such as 'earthwork bunds' and 'Bus Rapid Transit' may need explaining.

Subject to the amendments referred to above, Broadland District Council considers the draft SOCC as being a document that is fit for purpose.

What the Applicant Did

Text in SOCC was amended to explain terms such as 'radial routes', 'grade separated junctions', 'earthwork bunds' and 'Bus Rapid Transit'.

Table 4/7: Broadland District Council's Response to SOCC Consultation and What the Applicant Did

Summary of Comments from Norwich City

Text from response received, 17 May 2013.

I refer to your letters of 19 April 2013 and 07 May 2013 in relation to the above. The consultation area boundary now proposed is considered to be reasonable and now includes those areas of Norwich which are likely to be most affected by the proposals.

The content of the consultation also appears reasonable and I assume the proposed leaflet will be equality tested. Other than this I have no further comments to add at this stage on behalf of the City Council.

What the Applicant Did

The applicant wrote to residents/businesses, the letter was compliant with the applicant's equality guidelines.

Table 4/8: Norwich City Council's Response to SOCC Consultation and What the Applicant Did

Summary of Comments from Broads Authority

Text from response received, 25 April 2013

Many thanks for consulting the Broads Authority on the SOCC for the NDR. The approach seems a logical one and the timings of the consultation as a whole as well as the exhibitions give the community ample opportunity to get involved.

I would suggest considering adding the consultation to the Norwich City Council and Norfolk County Council newsletters, if the timing allows it. This could give more coverage. Unfortunately, there is no Broads Authority publication set for that time period, but if you provide us with relevant information we can add it to our website. Please let me know if you wish for us to do that.

I note in the SOCC there is nothing that refers to the format of response accepted or the questions that are intended to be asked.

To conclude, if this SOCC is followed (notwithstanding the comments above), the community will have ample opportunity to have their say.

What the Applicant Did

Text for Norfolk County Council’s “Your Norfolk” magazine June edition had already been arranged at the time of the SOCC consultation with local authorities. On 14 May 2013 the editors of known parish magazines/newsletters in the consultation area were e-mailed text advising of the proposed exhibitions together with a request that they place this text in their next publication.

With regard to the Broads Authority comment that the SOCC did not contain any reference to the format of providing comments - the draft SOCC did include this. Under the section entitled “How to find out More and Provide Comments” the draft SOCC outlined how to provide comments by e-mail, letter, telephone and on-line survey form. As a result no amendments were proposed to the SOCC as a result of this comment.

Table 4/9: Broads Authority Response to SOCC Consultation and What the Applicant Did

4.3.5 Notice of the SOCC and where it could be viewed was published in The Eastern Daily Press and the Norwich Advertiser (both local newspapers) on

21 June 2013 and 28 June 2013. Between 24 June 2013 and 20 September the SOCC was available to view at the following locations:

- Norfolk County Council's main office at County Hall, Martineau Lane, Norwich, NR1 2DH;
- Broadland District Council's main office at Thorpe Lodge, 1 Yarmouth Road, Norwich, NR7 0DU;
- South Norfolk District Council's main office at South Norfolk House, Swan Lane, Long Stratton, NR15 2XE;
- Norwich City Council's main office at City Hall, St Peters Street, Norwich, NR2 1NH;
- Broads Authority main office at Yare House, 62-64 Thorpe Road, Norwich, NR1 1RY;
- Norwich Millennium Library, The Forum, Millennium Plain, Norwich, NR2 1AW;
- Norwich Plumstead Road Library, Plumstead Road, Norwich, NR1 4JS;
- Norwich St Williams Way Library, Williams Loke, St Williams Way, Norwich, NR7 0AJ;
- Blofield Library, The Reading Room, Blofield, NR13 4RQ;
- Brundall Library, 90 The Street, Brundall, NR13 5LH;
- Costessey Library, Breckland Road, Costessey, Norwich, NR5 0RW;
- Earlham Library, Colman Road, Norwich, NR4 7HG;
- Hellesdon Library, Woodview Road, Hellesdon, Norwich, NR6 5SR;
- Mile Cross Library, Aylsham Road, Norwich, NR3 2RJ;
- Sprowston Library, Recreation Ground Road, Sprowston, Norwich, NR7 8EW;
- Taverham Library, Sandy Lane, Taverham, Norwich, NR8 6JR;
- West Earlham Library, 17/18 Earlham West Centre, Norwich, NR5 8AD.

4.3.6 Copies of the SOCC publication notices are contained in Appendix L of this report.

4.4 Section 47 - Rationale for the SOCC

4.4.1 The NDR scheme is linear in nature and this needed to be taken into consideration when determining the form of consultation with the local community.

4.4.2 The use of exhibitions was considered a good means of consulting because they allowed the opportunity to consult a larger number of residents and

stakeholders, without posting large paper documents to each consultee.

Unlike meetings, consultees could visit exhibitions at a day and time convenient for themselves. As the exhibitions would be staffed, they would also allow the opportunity to have face-to-face discussions and questioning.

4.4.3 At the time of developing the SOCC it was considered that those areas and roads most affected by the proposals would be:

- (a) parishes through which the NDR passed;
- (b) sections of main the radial routes close to the NDR, as traffic may be drawn to these sections in order to use the NDR;
- (c) existing roads around the north of Norwich;
- (d) the Norwich Outer Ring Road as the NDR would represent an alternative to this;
- (e) routes between the A1067 and A47 in the Taverham/Drayton and Costessey/Easton area.

4.4.4 As a result, the consultation area identified within the SOCC was defined on the following basis:

- (a) it included all parishes through which the NDR passes (including the proposed off line improvements);
- (b) its northern and eastern boundary was defined so that it includes the parishes that are adjacent to those through which the NDR passed;
- (c) the western boundary was defined so that it included the 3 parishes where concerns had been raised regarding the effects of the NDR on existing routes between the A1067 at Taverham/Drayton and the A47 at Easton/Costessey (i.e. Costessey, Easton and Ringland);

(d) its southern boundary was defined by a line being a 200m offset south of the A1074 Dereham Road, A140/A1042 Outer Ring Road and A1042 Yarmouth Road.

4.4.5 This area was where the main letter drop to individual residents and business addresses, informing them of the proposed exhibitions was undertaken. A copy of the letter and information sent is contained in Appendix K-2 of this report.

4.4.6 The applicant could have extended the consultation area further so that it covered the whole of Norwich, the whole of the Broadland and North Norfolk District Councils and even the whole of Norfolk (as has been suggested in some of the consultation responses). In particular the areas further north of Norwich are areas likely to benefit from the improved accessibility provided by the NDR. Similarly, Norwich residents are those likely to benefit from the NATS proposals.

4.4.7 However, this was not a consultation on NATS, it was a consultation on the NDR proposals and the applicant wanted to keep the consultation manageable, cost effective and to engage those persons most affected by the proposals.

4.4.8 Further publicity and promotion of the consultation and exhibitions, was undertaken both within in the consultation area defined by the SOCC and areas beyond this. This supplementary promotion and advertising is detailed in Section 4.7.

4.4.9 The rationale for selecting the exhibition venues was as follows:

(a) an exhibition venue was proposed in the majority of parishes through which the mainline of the NDR passes, the exceptions to this being Attlebridge and Beeston St Andrew. No exhibitions were proposed in Attlebridge and Beeston St Andrew as they are much smaller communities having less than 100 property addresses. However,

residents of any parish were able to attend any of the proposed exhibitions;

- (b) an exhibition was proposed in each parish located between the NDR and the boundary of Norwich City Council;
- (c) previous consultations had highlighted concerns regarding the effects of the NDR on existing routes between the A1067 at Taverham/Drayton and the A47 at Easton/Costessey. As a result exhibitions were proposed within the parishes of Easton and Costessey;
- (d) two exhibitions were proposed within Norwich. These were located at The Forum in the centre of the city and at the Norman Centre in the north of the city.

4.4.10 Village halls and community centres were used for the exhibitions as they were usually centrally located within a community and generally had the most suitable access for those walking, cycling and travelling by public transport or motor vehicle.

4.5 Section 47 - Compliance with the SOCC

4.5.1 The table below summarises what the SOCC stated regarding **how** the applicant would consult and what it did to achieve this.

What the SOCC Stated on How the Applicant Would Consult
The applicant would arrange and attend public exhibitions at the dates and venues detailed in the SOCC.
What the Applicant Did
The public exhibitions were arranged as detailed by the SOCC. The format of the exhibitions is outlined further in Section 4.8 of this report.

Table 4/10: SOCC Statement on Public Exhibitions and What the Applicant Did

What the SOCC Stated on How the Applicant Would Consult
The applicant would provide on its website the latest information on the

scheme including that displayed at the exhibitions.

What the Applicant Did

Electronic copies of the exhibition boards were posted on the applicant's website on 8 July 2013. The scheme information document was placed on deposit at the local authority offices and public libraries detailed in the SOCC on 8 July 2013. They were maintained there until 20 September 2013. Copies of the exhibition boards are contained in Appendix R-1 to R-4 of this report.

Table 4/11: SOCC Statement on Displaying Public Exhibition Information and What the Applicant Did

What the SOCC Stated on How the Applicant Would Consult

The applicant's website would also provide opportunity for comments to be submitted.

What the Applicant Did

An on-line survey form was available for responses to be provided electronically from 8 July 2013 until 20 September 2013.

Table 4/12: SOCC Statement on Providing Comments via Website and What the Applicant Did

What the SOCC Stated on How the Applicant Would Consult

Press releases and relevant advertising would be issued to include details of the consultation process and the public exhibitions.

What the Applicant Did

Other relevant advertising of the consultation was undertaken. Details of this are provided in Section 4.7.

Table 4/13: SOCC Statement on Relevant Advertising and What the Applicant Did

What the SOCC Stated on How the Applicant Would Consult

The SOCC would be made available for inspection, and the locations it can be viewed would be published in a local newspaper.

What the Applicant Did

Copies of the SOCC and its supporting document were placed on deposit

at the local authority offices and public libraries detailed in the SOCC on 24 June 2013. They were maintained there until 20 September 2013.

Table 4/14: SOCC Statement on Advertising SOCC and What the Applicant Did

What the SOCC Stated on How the Applicant Would Consult
The applicant would endeavour to continue holding meetings when requested before, during and after the consultation period.
What the Applicant Did
Section 4.10 of this report details the meetings that were held.

Table 4/15: SOCC Statement on Meetings and What the Applicant Did

What the SOCC Stated on How the Applicant Would Consult
Briefing meetings would be provided for local politicians (district/county/city councillors and MPs).
What the Applicant Did
District/county/city councillors were invited to a drop-in briefing session at County Hall between 3pm and 8pm on 3 July 2013. One city councillor attended this session.

Table 4/16: SOCC Statement on Briefing Local Politicians and What the Applicant Did

What the SOCC Stated on How the Applicant Would Consult
For those unable to attend an exhibition between 8 July and 20 September 2013, a project information document containing details of the proposals will be available at the venues detailed in the SOCC.
What the Applicant Did
The scheme information document was placed on deposit at the local authority offices and public libraries detailed in the SOCC on 8 July 2013. They were maintained there until 20 September 2013.

Table 4/17: SOCC Statement on Providing Information Other than Exhibitions and What the Applicant Did

4.5.2 The table below summarises what the SOCC stated regarding **who** the applicant would consult and what it did to achieve this.

What the SOCC Stated on Who the Applicant Would Consult
The applicant would send details of the exhibitions and consultation document locations to residential/business addresses within the consultation area using its latest available address information.
What the Applicant Did
Letters detailing the proposed exhibitions and deposit locations for the scheme information documents (including a short description of the scheme) were sent to 57,000 property/business addresses within the consultation area defined by the SOCC during the week beginning 1 July 2013. A copy of this letter is contained in Appendix K-2 of this report.

Table 4/18: SOCC Statement on Advising Residents of Exhibitions and What the Applicant Did

What the SOCC Stated on Who the Applicant Would Consult
The applicant would send details of the exhibitions and consultation document locations to county/city/district councillors and MPs/MEPs whose constituencies are either wholly or partly within the consultation area.
What the Applicant Did
Details of these were e-mailed to county/city/district councillors on 28 June 2013. Letters to MPs/MEPs were sent on 26 June 2013. Copies of these letters are contained in Appendix K-1 and K-4 of this report.

Table 4/19: SOCC Statement on Advising Local Politicians of the Public Exhibitions and What the Applicant Did

What the SOCC Stated on Who the Applicant Would Consult
The applicant would send details of the exhibitions and consultation document locations to parish councils within the consultation area.
What the Applicant Did
Letters to parish councils, advising of these details, were sent on 24 June 2013. A copy of this letter is contained in Appendix K-3 of this report.

Table 4/20: SOCC Statement on Advising Parish Councils of the Public Exhibitions and What the Applicant Did

What the SOCC Stated on Who the Applicant Would Consult
The applicant would send details of the exhibitions and consultation document locations to stakeholder and local interest groups.
What the Applicant Did
Letters to the stakeholders listed in the supporting document to the SOCC were issued during the week beginning 1 July 2013. A copy of this letter is contained in Appendix K-2 of this report.

Table 4/21: SOCC Statement on Advising Stakeholders and Local Interest Groups of the Public Exhibitions and What the Applicant Did

What the SOCC Stated on Who the Applicant Would Consult
The applicant would erect posters and advertising banners detailing the exhibitions in public libraries and other key venues within the consultation area and within Norwich City.
What the Applicant Did
The erection of posters and banners was undertaken as detailed in Section 4.7.

Table 4/22: SOCC Statement on Other Advertising of the Public Exhibitions and What the Applicant Did

What the SOCC Stated on Who the Applicant Would Consult
The applicant would ask parish councils within the consultation area to advertise the exhibitions in their newsletters and on their notice boards.
What the Applicant Did
On 14 May 2013 the editors of known parish magazines/newsletters in the consultation area were e-mailed text advising of the proposed exhibitions with a request that they place this text in their next publication. A copy of this e-mail is contained in Appendix K-3 of this report.

Table 4/23: SOCC Statement on Using Parish Councils to Advertise the Public Exhibitions and What the Applicant Did

4.5.3 The table below summarises what the SOCC stated the applicant would do regarding consultations on the Preliminary Environmental Information Report (PEIR) and what the applicant did to achieve this.

What the SOCC Stated the Applicant Would do Regarding Consultations on the PEIR
Preliminary environmental information would be available to view on the applicant's website and in hard copy at the library locations listed in the SOCC.
What the Applicant Did
<p>The PEIR was placed on the applicant's website on 13 July 2013. It was also deposited in the locations listed in the SOCC on 16 July 2013.</p> <p>It was originally intended that copies would remain in the deposit locations until 20 September. However, because a deadline extension to 18 October 2013 was provided to certain Section 42 consultees, the documents remained in these locations until this date.</p>

Table 4/24: SOCC Statement on Where the PEIR Would be Available and What the Applicant Did

What the SOCC Stated the Applicant Would do Regarding Consultations on the PEIR
Release of the preliminary environmental information would coincide with the start of consultation under Section 42 and Section 48 of the Planning Act 2008 as set out in this SOCC.
What the Applicant Did
The PEIR formed part of the Section 42 consultation packages. Section 48 Notices were placed in two local newspapers (the Eastern Daily Press and the Norwich Advertiser), the Times and the London Gazette on 12 and 19 July 2013. On the same days, a separate notice was placed in the Eastern Daily Press and the Norwich Advertiser advising where the PEIR was available to view. Copies of these notices are contained in Appendix M and Appendix O of this report.

Table 4/25: SOCC Statement on When the PEIR Would be Available and What the Applicant Did

What the SOCC Stated the Applicant Would do Regarding Consultations on the PEIR
Release of the preliminary environmental information may be after some of the public exhibitions referred to below. Its release will be advertised in

local newspapers and on the applicant’s website.
What the Applicant Did
A draft copy of the PEIR was available for the first exhibition on 8 July 2013. Notices advising of the final PEIR's release and where it could be viewed were placed in two local newspapers (the Eastern Daily Press and the Norwich Advertiser) on 12 and 19 July 2013. Copies of these notices are contained in Appendix O of this report.

Table 4/26: SOCC Statement on Advertising PEIR Availability and What the Applicant Did

4.6 Section 47 - Inconsistencies with the SOCC

4.6.1 The following tables list the inconsistencies from the SOCC.

What the SOCC Stated on Who the Applicant Would Consult
The applicant would send details of the exhibitions and consultation document locations to residential/business addresses within the consultation area using its latest available address information.
Inconsistency
<p>The consultation letters were sent to over 57,000 resident/business addresses, including a number of parishes that were not specifically hosting an exhibition. The letters invited them to attend any of the events listed. Comments received at the start of the exhibition highlighted that some residents had received letters on the day of or just after the first exhibition in Rackheath. Comments mainly came from residents of Rackheath who had missed the exhibition in their village.</p> <p>Whilst Rackheath residents were able to attend any of the other exhibitions, in light of the comments received the applicant decided to schedule an additional exhibition on 12 August 2013 (between 13:00 to 20:00) at the Holy Trinity Church in Rackheath. Letters notifying people of this new exhibition were sent to addresses within Rackheath Parish (see Appendix K-5 of this report).</p>

Table 4/27: Derivation from SOCC – Additional Rackheath Exhibition

What the SOCC Stated on How the Applicant Would Consult
Briefing meetings would be provided for local politicians

(district/county/city councillors and MPs/MEPs).
Inconsistency
Whilst district/county/city councillors were invited to a drop-in briefing session at County Hall between 3pm and 8pm on 3 July 2013, the invitation to this session for MPs/ MEPs was omitted. However, on 9 August 2013 the applicant wrote to MPs/MEPs offering to meet them individually should they wish to do so. One MP accepted this offer.

Table 4/28: Derivation from SOCC – MPs/MEPs Briefing Meeting

4.7 Section 47 - Other Promotion and Advertising of the Public Exhibitions

4.7.1 The SOCC stated that ‘press releases and relevant advertising would be issued to include details of the consultation process and the public exhibitions.’ The table below outlines the additional promotion/advertising of the consultations that was undertaken.

Activity	When
10 second advertisement slots on a local radio station (Heart FM).	6 slots per day between Monday 8 July 2013 and Friday 12 July 2013.
Advertisement poster on plasma screens in library screens within Norfolk.	Between Friday 28 June 2013 and Friday 9 August 2013.
A4 paper copy of poster placed in 11 libraries within the consultation area.	Between Monday 1 July 2013 and Friday 9 August 2013.
Advertisement poster on plasma screens at bus stops and park and ride sites.	Between Friday 28 June 2013 and Friday 9 August 2013.
Single ¼ page advert in the Eastern Daily Press (local newspaper).	Saturday 6 July 2013.
3 No front page strip ads in the Norwich Advertiser (local	Friday 5, 12 and 19 July 2013.

newspaper).	
Advertisement poster on plasma screens in The Forum in Norwich.	Between Friday 28 June 2013 and Friday 9 August 2013.
Advert in the June 2013 edition of "Norfolk Matters" Magazine and e-bulletin that is issued to all parish councils in Norfolk.	Between Friday 5 July 2013 and Friday 9 August.
3 advertisement banners erected in the receptions of Norfolk County Council, Norwich City Council and Broadland District Council.	Between Friday 5 July 2013 and Friday 9 August.

Table 4/29: Summary of Supplementary Promotion/Advertising

4.7.2 Examples of the additional publicity produced are contained in Appendix P of this report.

4.8 Section 47 - Public Exhibitions

4.8.1 In accordance with the SOCC, public exhibitions were provided as detailed below:

Public Exhibitions Outlined in the SOCC	
Date	Venue
Mon 8 July 1pm to 8pm	Rackheath Holy Trinity Church, Salhouse Road, Rackheath, NR13 6PD.
Fri 12 July 1pm to 8pm	The Dussindale Community Centre, Pound Lane, Thorpe St Andrew, Norwich, NR7 0SR.
Sat 13 July 1pm to 8pm	Old Catton Village Hall, Church Street, Hall Drive, Old Catton, NR6 7DW.
Mon 15 July 1pm to 8pm	Postwick Village Hall, Ferry Lane, Postwick, NR13 5HL.
Tue 16 July 1pm to 8pm	Spixworth Village Hall, Crostwick Lane, Spixworth, NR10 3NQ.
Thu 18 July 1pm to 8pm	Easton Village Hall, Marlingford Road, Easton, NR9 5AD.
Sat 20 July 1pm to 8pm	Drayton Village Hall, Pond Lane, Drayton, NR8 6PP.

Mon 22 July 1pm to 8pm	Hellesdon Community Centre, Middletons Lane, Norwich NR6 5SR.
Wed 24 July 1pm to 8pm	Sprowston Diamond Centre, School Lane, Sprowston, NR7 8TR.
Thu 25 July 1pm to 8pm	Horsford Village Hall, Holt Road, Horsford, NR10 3DN.
Sat 27 July 1pm to 8pm	Breckland Hall, Breckland Road, New Costessey NR5 0RW.
Tue 30 July 1pm to 8pm	St Faiths Centre, Manor Road, Horsham, Norwich, NR10 3LF.
Fri 2 August 1pm to 8pm	Taverham Village Hall, Sandy Lane, Norwich, NR8 6JR.
Sat 3 August 1pm to 8pm	Gt Plumstead Village Hall, Church Road, Gt Plumstead, NR13 5AB.
Tue 6 August 9am to 4pm	The Forum, Millennium Plain, Norwich, NR2 1TF.
Fri 9 August 1pm to 8pm	Norman Centre, Bignold Road, Norwich, NR3 2QZ.
Additional Public Exhibition not Outlined in the SOCC	
Date	Venue
Mon 12 August 1pm to 8pm	Rackheath Holy Trinity Church Hall, Salhouse Road, Rackheath, NR13 6PD.

Table 4/30: Public Exhibition Dates and Venues

4.9 Section 48 - Statutory Publicity

4.9.1 The following sections outline the main consultation requirements of the Planning Act 2008 with regard to the statutory publicity, and how the applicant has met these requirements.

Section 48 Requirement
The applicant must publicise the proposed application in the prescribed manner. Publicity should include a deadline for receipt of responses, as well as the matters set out in Regulation 4(3) of the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009.
What the Applicant Did
Notices publicising the proposed DCO application were placed (on 12 and 19 July 2013) in the following publications: <ul style="list-style-type: none"> • Eastern Daily Press (local newspaper),

- Norwich Advertiser (local newspaper),
- The Times (national newspaper),
- London Gazette.

The notices complied with the requirements of Section 48 and Regulation 4(3), and confirmed that responses should be received by 20 September 2013. Appendix M of this report contains copies of the Section 48 Notices.

Table 4/31: Section 48 Requirements and What the Applicant Did

- 4.9.2 The local authorities and prescribed consultees were notified of the commencement of this consultation via correspondence dated 11 July 2013 (see Appendix Q of this report). This correspondence included a copy of the Section 48 Notice as it would appear in the newspapers for the first time the following day. Where available, copies of the notices as displayed on the newspapers' websites have also been included in Appendix M of this report.
- 4.9.3 At the time of the Section 48 consultation the applicant's records showed that there was no clerk for Crostwick Parish Meeting and an oversight meant that it was not included in the notification. However, at the commencement of the Section 42 consultations the parish chairman had been identified and included in the subsequent formal Section 42 consultations
- 4.9.4 The Section 48 Notice identified the consultation material used in the consultation, being documents, plans and maps showing the nature and location of the NDR, including the Preliminary Environmental Information Report.
- 4.9.5 The notice also identified the times and locations where the materials could be inspected and these are detailed below.

Library Details	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Norwich Millennium Library - The Forum, Millennium Plain, Norwich, NR2 1AW	9am - 8pm	9am - 8pm	9am - 8pm	9am - 8pm	9am - 8pm	9am - 5pm	Closed
Norwich Plumstead Road Library - Plumstead Road, Norwich, NR1 4JS	Closed	1pm - 7pm	10am - 1pm 2pm - 5pm	1pm - 7pm	10am - 1pm 2pm - 5pm	10am - 3:30pm	Closed
Norwich St Williams Way	10am - 1pm	2pm - 8pm	Closed	10am - 1pm	10am - 1pm	10am -	Closed

Library - Williams Loke, St Williams Way, Norwich, NR7 0AJ	2pm - 5pm			2pm - 5pm	2pm - 5pm	1pm	
Blofield Library - The Reading Room, Blofield, NR13 4RQ	2pm - 5pm	Closed	9am - 1pm 2pm - 5pm	Closed	9am - 1pm	9am - 1pm	Closed
Brundall Library - 90 The Street, Brundall, NR13 5LH	10am - 1pm	2pm - 7pm	Closed	10am - 1pm	2pm - 5pm	10am - 1pm	Closed
Costessey Library - Breckland Road, Costessey, Norwich, NR5 0RW	9am - 1pm 2pm - 5pm	2pm - 7:30pm	9am - 1pm 2pm - 5pm	Closed	9am - 1pm 2pm - 5pm	9am - 1pm	Closed
Earlham Library - Colman Road, Norwich, NR4 7HG	1pm - 5pm	10am - 5pm	10am - 5pm	10am - 7pm	10am - 5pm	10am - 5pm	Closed
Hellesdon Library - Woodview Road, Hellesdon, Norwich, NR6 5SR	10am - 1pm	10am - 1pm 2pm - 5pm	10am - 1pm 2pm - 5pm	10am - 1pm 2pm - 8pm	10am - 1pm 2pm - 5pm	10am - 1pm	Closed
Mile Cross Library - Aylsham Road, Norwich, NR3 2RJ	Closed	2pm - 7:30pm	10am - 5:30pm	10am - 5:30pm	10am - 5:30pm	10am - 1pm	Closed
Sprowston Library - Recreation Ground Road, Sprowston, Norwich, NR7 8EW	Closed	9am - 1pm 2pm - 8pm	9am - 1pm 2pm - 5pm	9am - 1pm 2pm - 5pm	9am - 1pm 2pm - 5pm	10am - 4pm	Closed
Taverham Library - Sandy Lane, Taverham, Norwich, NR8 6JR	9am - 1pm 2pm - 5pm	9am - 1pm	2pm - 5pm	2pm - 8pm	9am - 1pm 2pm - 5pm	9am - 1pm	Closed
West Earlham Library - 17/18 Earlham West Centre, Norwich, NR5 8AD	Closed	9am - 1pm 2pm - 6pm	Closed	9am - 1pm 2pm - 6pm	Closed	9am - 1pm	Closed
Local Authority Offices	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Norfolk County Council - County Hall, Martineau Lane, Norwich, NR1 2DH	8:45am - 5:30pm	8:45am - 5:30pm	8:45am - 5:30pm	8:45am - 5:30pm	8:45am - 5pm	Closed	Closed
Broadland District Council - Thorpe Lodge, 1 Yarmouth Road, Norwich, NR7 0DU	8:30am - 5pm	8:30am - 5pm	8:30am - 5pm	8:30am - 5pm	8:30am - 5pm	Closed	Closed
Broads Authority - Yare House, 62-64 Thorpe Road, Norwich, NR1 1RY	9am - 5pm	9am - 5pm	9am - 5pm	9am - 5pm	9am - 5pm	Closed	Closed
Norwich City Council - City Hall, St Peters Street, Norwich, NR2 1NH	8:45am - 5pm	8:45am - 5pm	1pm - 5pm	8:45am - 5pm	8:45am - 5pm	Closed	Closed

Table 4/32: Consultation Document Deposit Location

4.10 Non-Statutory Consultations

4.10.1 The SOCC stated that the applicant would endeavour to continue holding meetings when requested before, during and after the consultation period. During the period from commencement of consultations on 8 July to 18 November (the last deadline for responses to the design change consultations outlined in Section 7.0 of this report) the following meetings were attended by the applicant's representatives (all meetings that were requested were attended):

Date	Consultee	Venue	Issues Discussed
5 August 2013	Taverham Parish Councils Traffic and Transportation Sub Committee	Taverham Village Hall	Volume of vehicles using routes between the A1067 at Taverham and the A47
21 August 2013 4 October 2013 7 November 2013	Resident representatives of Hall Lane, Drayton	Site meeting Drayton Hall Lane, Drayton	Proposal to close Drayton Lane south and resulting effects on Reepham Road and Hall Lane
24 Sept 2013	Chloe Smith MP	Norfolk County Council's main offices, Norwich	General update from the applicant on progress of the project
24 Sept 2013	Resident representatives of, Middle Road, Gt Plumstead	On site Middle Road Gt Plumstead	Proposal to provide Middle Road Bridge, the resulting effects on Middle Road and the current standard of Middle Road
25 Sept 2013	District Councillor, County Councillor and representative for Horstead Parish Council	Norfolk County Council's main offices, Norwich	Effects of NDR on B1150 through Horstead
30 Sept 2013	Horsham and St Faiths St Faiths Parish Council	St Faiths Centre, Manor Road	Impact of smoke from airfield on NDR and proposal not to provide bridge/underpass

			between Bullock Hill and Petans training facility
15 November 2013	Resident of Green Lane West, Rackheath	On site at Green Lane West junction with Wroxham Road	Effects of proposals on nearby property regarding noise, emissions and visual intrusion

Table 4/33: Additional Meetings Dates and Venues

4.10.2 The meetings were arranged to allow informal discussion on the proposals.

For each meeting the applicant encouraged the consultee(s) to submit a consultation response so that the points raised could be formally logged.

4.10.3 The applicant was also invited to give a presentation on the project at a number of business events during the consultation, which gave an opportunity to raise questions.

4.11 EIA Regulations Consultations

4.11.1 The NDR is a scheme that requires an Environmental Impact Assessment (EIA). The results of the EIA have been reported in an Environmental Statement that forms part of the application documents. A notification under Regulation 6 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 was issued to the Secretary of State (sent to the Planning Inspectorate) on 23 January 2013 confirming that the applicant would provide an environmental statement in respect of the NDR Scheme. The notification was provided prior to the consultation under section 42 commencing, as is required by Regulation 6(1). A copy of the notification is provided as Appendix Y to this report.

4.11.2 A Preliminary Environmental Information Report (PEIR) was produced as part of the pre-application consultations. This gave a preliminary understanding of the potential environmental effects of the scheme and of the measures proposed to reduce these effects.

4.11.3 The PIER formed part of the scheme information sent to Section 42 consultees. As described in the SOCC, the PEIR was also available to view at the following locations:

- (a) the applicant's website;
- (b) at the public exhibitions outlined in the SOCC;
- (c) at the main local authority receptions and public libraries outlined in the SOCC.

4.11.4 Notices advertising the release of the PEIR and how it could be viewed were placed in the Eastern Daily Press and Norwich Advertiser (both local newspapers) on 12 and 19 July 2013. Copies of these notices are contained in Appendix O of this report.

4.12 Section 42 - Consultation with Local Authorities, Prescribed Consultees and Those with Interest in Land

4.12.1 The following sections outline the main consultation requirements of the Planning Act 2008 with regard to the consultation with local authorities and prescribed consultees and those with in interest in land, and how the applicant has met these requirements.

Section 42 Requirement
<p>The applicant must consult the following about the proposed DCO application:</p> <ul style="list-style-type: none"> • such persons as may be prescribed; • the Marine Management Organisation if certain marine areas may be affected (not relevant in this case); • each local authority that is within Section 43; • the Greater London Authority if the land is in Greater London (not relevant in this case); • each person who is within one or more of the categories set out in Section 44.
What the Applicant Did - prescribed consultees and local authorities
<p>Prescribed consultees and local authorities were sent, by Royal Mail</p>

Recorded Delivery, a consultation package consisting of:

- a covering letter;
- the scheme information document;
- the Preliminary Environmental Information Report (PEIR);
- the Non Technical Summary of the PEIR;
- the Non Technical Note on Transport Modelling;
- a CD containing electronic copies of all the above documents plus the appendices to the scheme information document (which included scheme drawings and provisional modelled traffic flow predictions).

A copy of the letter sent to prescribed consultees and local authorities is contained in Appendix F-1 of this report. Appendix F-2 of this report contains a schedule of the local authorities and prescribed consultees that were consulted, including the dates they received the documents and the deadline stated for a response.

Section 2.6 describes how a local authority was identified for the purposes of Section 43 of the Planning Act 2008.

What the Applicant Did – those with interest in land

Those with an interest in land (as defined under Section 44 of the Planning Act 2008) were sent a consultation package consisting of:

- a covering letter;
- the scheme information document;
- the Non Technical Summary of the PEIR;
- the Non Technical Note on Transport Modelling;
- a CD containing electronic copies of all the above documents plus the appendices to the scheme information document (which included scheme drawings and provisional modelled traffic flow predictions) and the Preliminary Environmental Information Report (PEIR).

Consultation packages to addresses in the local area (i.e. parishes through which the NDR passes or adjacent to the NDR) were generally hand delivered through property letter boxes between 10 August and 14 August 2013. The other addresses were sent by courier on 12 August 2013.

As additional information came to light regarding land ownership and interests, further consultation packages were issued and these new consultees were advised of an extended deadline to the consultation in

order that they were allowed the minimum 28 day period to respond.

A copy of the letter sent to those consultees with an interest in land is contained in Appendix H-1 of this report. Appendix H-2 of this report contains a full schedule of those consulted, when they received the documents and the stated deadline for a response.

Table 4/34: Section 42 Requirements and What the Applicant Did

Section 45 Requirement

The applicant must, when consulting a person under Section 42 of the Planning Act 2008, notify the person of the deadline for the receipt by the applicant of the person's response to the consultation. The deadline for receipt of responses must not be earlier than the end of the period of 28 days that begins with the day after the day on which the person receives the consultation documents.

What the Applicant Did

The deadline for receipt of responses was set as 20 September 2013. This was detailed in the covering letter set to all consultees, and was more than 28 days after the day of receipt in all cases.

As additional information came to light regarding land ownership and interests, further consultation packages were issued and these new consultees were advised of an extended deadline to the consultation in order that they were allowed the minimum 28 day period to respond. Appendix H-2 of this report contains a full schedule of those consulted, when they received the documents and the stated deadline for a response.

Table 4/35: Section 45 Requirements and What the Applicant Did

Section 46 Requirement

The applicant must supply the Secretary of State with such information in relation to the proposed application as the applicant would supply to comply with Section 42 of the Planning Act 2008. This must be done before commencing the consultation under Section 42.

What the Applicant Did

The applicant's letter dated 26 July 2013, notified PINS (on behalf of the Secretary of State) of its intention to submit a DCO for the scheme and included copies of the Section 42 consultation documents. This is

contained in Appendix N of this report. The letter was sent prior to the commencement of the Section 42 consultation and the applicant can confirm that the documents issued with this letter were the same as those issued to the Section 42 consultees.

Table 4/36: Section 46 Requirements and What the Applicant Did

4.13 Section 42 - Additional Consultees/Extended Consultation Deadlines

4.13.1 During the process of undertaking the Section 42 consultations, there was occasionally a need to re-send the consultation packages. The reasons for this included:

- (a) a change in parish clerk, requiring new consultation documents being sent to the new clerk;
- (b) no delivery confirmation being received and resending new consultation documents to the consultee again;
- (c) requests from consultees to include other organisations/bodies to be included in the consultation;
- (d) new information regarding land interests becoming available.

4.13.2 Where documents had to be resent, the consultees were given an extended deadline to ensure that they had the minimum statutory period of 28 days to provide a response. They were advised of the new deadline for responses on the documents they received.

4.13.3 The list of consultees in Appendix F-2 and H-2 of this report details the deadline given to the consultees and details the reasons for needing to resend the consultation documents.

4.14 Section 42 - On-Going Diligent Inquiry

4.14.1 Throughout the pre-application process, the applicant has continually carried out diligent inquiry to identify those within the three categories defined in Section 44 of the Planning Act 2008 (effectively owners, tenants, occupiers,

other persons with interests in land, and persons whose land might be injuriously affected). That included research through the Land Registry, information requests issued to relevant addresses, appropriate use of the applicant's prior knowledge of owners and occupiers (including the most appropriate address to which letters should be issued, which could be different to addresses identified at the Land Registry), use of publicly available information lists (such as directories), and consideration of the potential effects of the Scheme (in particular having regard to persons potentially within 'Category 3' as defined in section 44(4) of the Planning Act 2008).

- 4.14.2 The applicant used the results of that diligent inquiry in order to carry out the pre-application consultations pursuant to Section 42 of the Planning Act 2008 that are described in this report.
- 4.14.3 Where land was in unknown ownership at the time of the consultation, the applicant used consultation letters addressed to "The owner/occupier" or site notices (as appropriate considering the land in question), in order to seek to ensure that the relevant persons would be provided with notice of the proposed application.
- 4.14.4 As a separate exercise to the consultations undertaken under Section 42 of the Planning Act 2008 the applicant has been carrying out land referencing for the compilation of the Book of Reference. In a limited number of cases this exercise has produced some discrepancies with the information used to identify the Section 42 consultees. These discrepancies are identified in Appendix Z of this report together with the applicant's comments. Having regard to those comments the applicant remains satisfied that after making diligent inquiries it has notified all those persons with a relevant interest known to it. In addition, the applicant is satisfied that the discrepancies are minor and that no person who should have been consulted under Section 42 has been deprived of the opportunity to make representations.

4.14.5 If the applicant's continuing diligent inquiry reveals that land has been sold in between the pre-application consultations, submission of the application and the issue of the notification pursuant to Section 56 of the Planning Act 2008, then it will issue the latter notification to the 'new' owner. In addition, if the continuing diligent inquiry results in an 'additional' person being noted as relevant (such as a spouse who is not recorded on a registered title), then they will also be included in the Section 56 notification process. Measures such as these will ensure that, to the extent that the new owner is not aware of the scheme from the extensive local consultation and publicity generally, that they will be aware of the application and will have an opportunity to make representations to the Secretary of State.

4.15 Traffic Modelling Presented for Consultation

4.15.1 To help inform responses the consultation information included modelled traffic flow information for the 2012 base year and for the years 2017 and 2032, for situations with and without the NDR. In addition to the information being available on the internet, it was also available as follows:

- (a) for the Section 47 consultations this information was presented on the displays at the public exhibitions;
- (b) for the Section 48 consultations this information was contained in the documents deposited at the locations detailed in the Section 48 Notice;
- (c) for the Section 42 consultations this information was contained in the information documents sent to consultees.

4.15.2 The modelled traffic flows presented were based upon the NATS transport model that was originally developed in 2002 and which has been updated a number of times since then. In 2013 the model was refined using fresh data collected in 2012 and this latter model was used to develop the traffic forecasts presented at consultation. However, at the time of the consultation the refinement process was still underway and hence the flows presented at

consultation were preliminary data based upon a partially calibrated and validated model.

- 4.15.3 Since consultation the calibration/validation has been completed and the model has been refined further. The refinements have included minor changes to the NDR scheme design, and updates to the model to take on board new information in relation to the internalisation of trips within developments, new developer links and travel plans associated with developments. The data now presented therefore takes on board all of the aforementioned changes.
- 4.15.4 Notwithstanding this, analysis has been undertaken to understand the impact of the changes made and this has concluded that the majority of flow differences between the consultation data and the data now presented is slight. In no case was a material traffic impact identified in the final modelling in a location where the preliminary data had suggested that there would be no traffic impacts arising from the NDR. In addition the analysis indicates that, whilst absolute flows have changed, the forecast impact and trends associated with the provision of the NDR remain similar.
- 4.15.5 The adoption of the JCS was subject to a legal challenge in May 2011, which resulted in part of the JCS being remitted to the pre-submission stage (i.e. this part should be consulted upon again before examination by an independent inspector). The remitted part of the JCS had not yet been adopted at the time of the statutory pre-application consultations on the NDR.
- 4.15.6 The applicant therefore presented traffic data for two scenarios detailed below:
- (a) traffic modelling data with JCS growth allocation – which showed forecast traffic flows assuming the level of development detailed in the JCS and allocated in the locations identified by the JCS;

- (b) traffic modelling data with dispersed growth – which showed forecast traffic flows assuming the level of development detailed in the JCS but dispersed equally across the highway network.

4.15.7 Since consultation, the remitted JCS has been found sound and is in the process of being adopted. Accordingly, the more realistic scenario is the traffic modelling data with JCS growth allocated. It is this scenario that is therefore carried forward in all of the assessment material presented in the DCO application. However, because data for both scenarios were provided the applicant considers that a robust consultation was carried out that presented the potential scenarios as they stood at the time consultation was carried out.

5 Section 47 and Section 48 Consultation Responses

5.1 Section 47 and 48 Consultations - Introduction

- 5.1.1 This chapter explains the applicant's analysis of responses from the consultations undertaken under Sections 47 and 48 of the Planning Act 2008. Publication of the notice stating where and when the SOCC could be inspected took place on 21 June 2013 and on 28 June 2013, with the first exhibition held on 8 July 2013. The Section 48 Notices were published on 12 July 2013 and 19 July 2013, resulting in the Section 47 consultation and the Section 48 consultation running concurrently.
- 5.1.2 With both these consultations being undertaken at the same time it has not been possible to distinguish between responses from the two different consultations. Since the applicant gave equal consideration to all of the responses, the applicant does not consider it is necessary to distinguish between those from persons responding to the Section 47 consultation and those from persons responding to the Section 48 consultation. Responses to the consultations could be made by a number of methods as outlined below:
- (a) on-line questionnaire;
 - (b) paper copy questionnaire (handed in at an exhibition or posted to Norwich Northern Distributor Road, Norfolk County Council, Department of Environment, Transport and Development, County Hall, Martineau Lane, Norwich, NR1 2DH);
 - (c) telephone call to the applicant's call centre;
 - (d) e-mailing norwich.transport@norfolk.gov.uk;
 - (e) letter posted to Norwich Northern Distributor Road, Norfolk County Council, Department of Environment, Transport and Development, County Hall, Martineau Lane, Norwich, NR1 2DH.

5.1.3 Irrespective of the method of response, each comment was logged and analysed using the same process. Analysis has been undertaken on the basis of issues raised. Responses have been initially divided into the following main topics, which the applicant devised using knowledge gained from the extensive previous consultation on NATS and the NDR:

- comments regarding the need for the NDR;
- comments regarding alternatives to the NDR;
- comments regarding the route of the NDR;
- comments regarding the on-line proposals;
- comments regarding the off-line proposals;
- comments regarding walking/cycling/horse rider issues;
- comments regarding landscaping/planting issues;
- comments regarding wildlife issues;
- comments regarding noise/emission issues;
- comments regarding effects to specific roads;
- comments regarding land/property issues;
- comments regarding suggested changes;
- comments on the quality of consultation/exhibitions;
- other comments.

5.1.4 Within each of the main categories above the responses were then divided into subcategories, which are detailed in Appendix S of this report.

5.2 Section 47 and 48 Consultations - Summary of Responses

5.2.1 At each exhibition visitors were asked to sign-in (a record was also taken of the number of visitors unwilling to sign-in) so that the number of visitors at each venue could be documented. The number of recorded visitors to the exhibitions was as follows:

Date	Venue	Number of Visitors
Mon 8 July 1pm to 8pm	Rackheath Holy Trinity Church Hall, Salhouse Road, Rackheath, NR13 6PD.	166

Fri 12 July 1pm to 8pm	The Dussindale Community Centre, Pound Lane, Thorpe St Andrew, Norwich, NR7 0SR.	125
Sat 13 July 1pm to 8pm	Old Catton Village Hall, Church Street, Hall Drive, Old Catton, NR6 7DW.	146
Mon 15 July 1pm to 8pm	Postwick Village Hall, Ferry Lane, Postwick, NR13 5HL.	74
Tue 16 July 1pm to 8pm	Spixworth Village Hall, Crostwick Lane, Spixworth, NR10 3NQ.	216
Thu 18 July 1pm to 8pm	Easton Village Hall, Marlingford Road, Easton, NR9 5AD.	37
Sat 20 July 1pm to 8pm	Drayton Village Hall, Pond Lane, Drayton, NR8 6PP.	121
Mon 22 July 1pm to 8pm	Hellesdon Community Centre, Middletons Lane, Norwich NR6 5SR.	163
Wed 24 July 1pm to 8pm	Sprowston Diamond Centre, School Lane, Sprowston, NR7 8TR.	78
Thu 25 July 1pm to 8pm	Horsford Village Hall, Holt Road, Horsford, NR10 3DN.	149
Sat 27 July 1pm to 8pm	Breckland Hall, Breckland Road, New Costessey NR5 0RW.	40
Tue 30 July 1pm to 8pm	St Faiths Centre, Manor Road, Horsham, Norwich, NR10 3LF.	88
Fri 2 August 1pm to 8pm	Taverham Village Hall, Sandy Lane, Norwich, NR8 6JR.	225
Sat 3 August 1pm to 8pm	Gt Plumstead Village Hall, Church Road, Gt Plumstead, NR13 5AB.	125
Tue 6 August 9am to 4pm*	The Forum, Millennium Plain, Norwich, NR2 1TF.	285
Fri 9 August 1pm	Norman Centre, Bignold Road,	32

to 8pm	Norwich, NR3 2QZ.	
Mon 12 August 1pm to 8pm	Rackheath Holy Trinity Church Hall, Salhouse Road, Rackheath, NR13 6PD.	62

Table 5/1: Recorded Visitor Numbers at Public Exhibitions

* Note the open plan style of The Forum exhibition meant that it was not feasible to ask visitors to 'sign-in' on arrival. However, an approximate tally of those examining the display boards was recorded and is the figure detailed in this table.

5.2.2 Consultees were able to provide comments on the NDR via a number of methods. A total of 1492 responses to the Section 47 consultations were received as outlined below:

Method of Response	Number of Responses
On-line Questionnaire	497
Paper Copy Questionnaire	563
Telephone Call/PEM Enquiry	28
E-mail	328
Letter	76
Total	1492

Table 5/2: Summary of Section 47 Responses

5.2.3 Appendix S of this report contains details of all the responses received as part of the Section 47 consultation. These have been divided into a number of main categories. The number of comments for each category is outlined below.

Category	Number of Comments
Need for NDR	801
Alternatives to NDR	25

Route of NDR	423
On-Line Proposals	265
Off Line Proposals	98
Walking/Cycling/Horse Rider Issues	67
Landscaping/Planting Issues	206
Wildlife Issues	25
Emission/Noise Issues	178
Specific Road Effects	163
Land/Property Issues	36
Suggested Changes	23
Consultation/Exhibitions	96
Other Comments (of which 105 responses were provided that did not include any comment)	168
Requests for information	40

Table 5/3: Main Category of Section 47 Responses

5.3 Section 47 and 48 Consultations – Key Issues

5.3.1 Given the volume of comments received, the main categories above have been further sub-divided into groups of similar comment. Appendix S of this report details the groups of comments and the regard the applicant has given to these comments. The main issues identified from the Section 47 and Section 48 consultation responses are identified in the following sections.

Issue	Consultation result
<u>Need for NDR</u> General support for the project and comments that the NDR is needed	171 comments indicated that they thought the NDR was needed. They considered that the NDR would: <ul style="list-style-type: none"> • ease congestion; • provide access for growth of business and Norfolk's economy; • provide better access to the main road network; • help discourage rat running on inappropriate routes; • be an important part of NATS.
<p>Regard Given to Response: These responses have been considered by the applicant and regard has been given to them in putting together the need and alternatives case for the NDR, which is detailed in Volume 1 Chapter 3 of the Environmental Statement (Document Ref 6.1)</p> <p>Design Change: No</p>	
Issue	Consultation result
<u>Need for NDR</u> General comments not in favour of the project and that the NDR is not needed	460 comments were made that commented they did not support the NDR or that it was not needed. The reasons that they thought the NDR was not needed included: <ul style="list-style-type: none"> • the money could be spent elsewhere. Suggested examples were the A47 single carriageway sections, the Long Stratton bypass, the Norwich Outer Ring Road, the existing road network, public transport sustainable transport measures, other local authority services and other infrastructure to support development; • the NDR will generate more traffic that will increase congestion; • the NDR will not achieve anything; • there is no existing problem; • the A47 is adequate; • the NDR will create more rat runs on inappropriate roads; • the NDR will increase accidents;

	<ul style="list-style-type: none"> Norfolk County Council cannot afford maintenance of the NDR.
<p>Regard Given to Response: These responses have been considered by the applicant and regard has been given to them in putting together the need and alternatives case for the NDR, which is detailed in Volume 1 Chapter 3 of the Environmental Statement (Document Ref 6.1)</p>	
<p>Design Change: No</p>	
Issue	Consultation result
<p><u>Need for NDR</u> NDR will create associated development which is not supported</p>	<p>170 comments were made on the association of the NDR with development outlined in the Joint Core Strategy. There were general comments not in favour of the proposed development. In addition comments also considered that:</p> <ul style="list-style-type: none"> there will be insufficient other infrastructure/employment opportunities to support development; the NDR will only benefit developers; the development will have an adverse effect on the environment; mass development is more suitable elsewhere; the NDR will mean that nearby villages will become urbanised; the developments are not dependant on the NDR.

Regard Given to Response: The NDR was developed to resolve existing problems of congestion and rat-running to the north and east of Norwich and to improve access to business, the strategic road network, Norwich Airport and the wider area of North Norfolk. It has been a key element of NATS before the development of the JCS. However, the NDR would also provide supporting infrastructure for the housing growth identified in the JCS. The Transport Assessment for the NDR (Document Ref 5.5) demonstrates that without the NDR the planned growth would have unacceptable impacts on movements across a wide area of Norwich and the associated rural area. The relationship between the NDR and planned growth in the JCS is detailed in Volume 1 Chapters 2 and 3 of the Environmental Statement (Document Ref 6.1).

Development serves people's needs for homes, jobs and services. Infrastructure capacity for growth, and the requirement and deliverability of enhanced infrastructure has been tested through the development plan process, in this case the JCS for Broadland, Norwich and South Norfolk. Similarly the JCS is supported by a range of economic evidence demonstrating the job growth potential of the area. The Greater Norwich partners continue to work together to facilitate the timely delivery of infrastructure and jobs.

The JCS is supported by evidence and has been the subject of statutory consultation and public examination by the independent Planning Inspectorate. Individual applications for development in villages as elsewhere will be determined by the district councils in accordance with the plan unless there are material considerations that indicate otherwise.

Design Change: No

Table 5/4: Section 47 and 48 Consultations - Need for NDR Comments

Issue	Consultation result
<p><u>Alternatives to NDR</u> Suggested alternatives to the NDR</p>	<p>25 comments identified a number of different alternatives (not including alternative routes which are described in Table 5/6 below). These included:</p> <ul style="list-style-type: none"> • invest in sustainable transport measures such as public transport and walking/cycling; • improve the A47 (particularly single carriageway sections) and/or the A17; • improve existing roads (usually not specified); • introduce a congestion charge in Norwich; • improve the radial routes into and out of Norwich; • improve the Norwich Outer Ring Road; • invest in rail transport as well as roads.
<p>Regard Given to Response: These responses have been considered by the applicant and regard has been given to them in putting together the assessment of alternatives, which is detailed in Volume 1 Chapter 3 of the Environmental Statement (Document Ref 6.1).</p> <p>Individual regard to the suggestions is contained in Appendix S of this report.</p> <p>Design Change: No</p>	

Table 5/5: Section 47 and 48 Consultations - Alternatives to NDR Comments

Issue	Consultation result
<p><u>Route of NDR</u> A link is needed between the A1067 and A47 to the west of Norwich</p>	<p>349 comments were made on the need for a link between the A1067 and A47 to the west of Norwich. The main reasons for having this view were:</p> <ul style="list-style-type: none"> • having no link will increase traffic on the minor roads between Drayton/Taverham and Costessey/Easton; • concern that no access to the A47(w) or A11 will be provided from the A140 to the north side of Norwich; • the environmental issues associated with the Wensum Valley Special Area of Conservation could be overcome; • without the link traffic will increase on the A1067 Fakenham Road; • without the link traffic will increase in the Hockering to Lenwade area, and that the existing routes here are unsuitable; • without the link traffic will not reduce on the Norwich Outer Ring Road; • without the link traffic will increase through the Postwick Hub Junction; • a route without the A1067 to A47(w) link was never consulted upon. <p>11 comments were made that the A1067 to A47(w) link was not needed or expressed concern regarding the adverse affect a new link road would have on the Wensum Valley.</p> <p>6 comments suggested alternative route options to provide the A1067 to A47(w) link. Although each suggestion varied slightly they all suggested routes further west utilising the existing crossing of the River Wensum on the A1067 near Attlebridge.</p>
<p>Regard Given to Response: A road linking the A1067 and the A47(w) would have to cross the Wensum Valley, which is designated a Special Area of Conservation (SAC) under the European Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora - often referred to as the Habitats Directive. An assessment of options across the Wensum Valley concluded, in 2005, that significant impacts on the SAC would be likely, and there was doubt as to whether, under the terms of the Habitats Directive, it would be possible to design an acceptable scheme. This in turn raised the prospect that consent for a</p>	

wider scheme including such a link might not be granted. On 19 September 2005, the applicant’s Cabinet resolved to have no NDR link between the A47(w) and the A1067. It therefore did not form part of the adopted route.

At its meeting of 16 September 2013 the meeting of the Norfolk County Council resolved to recommend to Cabinet that they submit an application for a DCO in respect of the NDR as proposed (i.e. between the A47 at Postwick and the A1067 near Attlebridge) and to also commission a report on a feasibility study of providing a link across the Wensum Valley from the A1067 to the A47(w). Whilst at its meeting of 7 October 2013 the applicant’s Cabinet resolved that a “scoping report on the feasibility of providing a link across the Wensum Valley from the A1067 – A47 be written once consultation work was completed”, this study has not been carried out and there is therefore currently no proposal establishing the form any link between the A1067 and A47(w) would take, or indeed whether any such link is feasible. The Transport Assessment for the NDR (Document Ref 5.5.) shows that the NDR can provide substantial benefits without a further link between the A1067 and A47(w) and that the NDR will reduce daily traffic on existing routes between the A1067 and the A47(w) between Drayton/Taverham and Costessey. The feasibility and environmental acceptability of a link to the A47(w) have not been established and the previous assessment in 2005 discarded this option. Accordingly, it is the position of the applicant that the NDR can and should be considered on its own merits without such a link.

Design Change: No

Issue	Consultation result
<u>Route of NDR</u> Suggested alternative routes for the NDR	28 comments suggested alternative routes for the NDR, of which the most frequent was for an inner orbital link road using routes linking proposed developments (mainly between Postwick and Norwich Airport). Other suggestions included: <ul style="list-style-type: none"> • the Pink Route identified in previous consultations; • a route closer to the city; • the Green Route identified in previous consultations; • the route of the NDR should be to the north of Spixworth;

	<ul style="list-style-type: none"> • the route of the NDR should be to the north of Horsford; • the NDR should not cut through Thorpe Woodlands; • the route of the NDR should cut straight across the airport rather than being aligned around it. <p>The Pink Route and suggestions for a route closer to the city are similar alternatives to the suggestions for an inner orbital link road.</p>
<p>Regard Given to Response: The Pink Route is similar to an inner orbital road closer to the city, and therefore has been considered as Alternative No 5 in the need and alternatives case (Volume 1 Chapter 3 of the Environmental Statement (Document Ref 6.1)).</p> <p>The proposed NDR route passes around the airport boundary, because of the long term plans for the airport. This alignment has not changed since the preferred route was adopted by the applicant in 2005. Whilst the northeast runway is closed, the applicant understands that the long term plans for the area is for aviation related activities. These plans, which would involve moving aircraft into and out of this area, would be jeopardised by a route across the airport. This would inevitably lead to a substantial claim for compensation against the applicant.</p> <p>Regard given to the individual responses suggesting that the NDR passes too close to specific areas is given in Appendix S of this report.</p> <p>Design Change: No</p>	

Table 5/6: Section 47 and 48 Consultations - Route of NDR Comments

Issue	Consultation result
<p><u>On-Line Proposals</u> Dual carriageway section of the NDR between Fir Covert Road and Fakenham Road</p>	<p>The consultation proposals included a dual carriageway section for the NDR between Fir Covert Road and Fakenham Road but also included an alternative option for a single carriageway. Views were sought on both options.</p> <p>Of the responses that commented on the options there was a clear majority of 49 comments in favour of a dual carriageway, against 8 comments in favour of a single carriageway. The reasons provided for this were:</p> <ul style="list-style-type: none"> • that sometime in the future a dual carriageway section will be needed anyway; • a dual carriageway section reduces the likelihood of accidents; • in the future this will provide for a better link should the NDR ever extend through to the A47 to the west of Norwich; • without a dual carriageway section there will be bottlenecks and congestion; • a dual carriageway will reduce the likelihood of rat running on other routes; • a dual carriageway will remove traffic from the A1067 Fakenham Road. <p>Of those in favour of a single carriageway, the reasons provided for this were:</p> <ul style="list-style-type: none"> • the NDR will link to a single carriageway when it meets the A1067 Fakenham Road; • a single carriageway is more cost effective and has less environmental impacts; • a dual carriageway section will just cause a bottleneck at its junction with the A1067 Fakenham Road.
<p>Regard Given to Response: Having had regard to these comments the proposals submitted for a DCO include a dual carriageway section of carriageway between Fir Covert Road and Fakenham Road.</p> <p>Design Change: No</p>	
Issue	Consultation result
<p><u>On-Line Proposals</u></p>	<p>46 comments were made relating to the Postwick Hub Junction and suggesting that it was too complicated</p>

<p>Postwick Hub Junction</p>	<p>and that this will result in:</p> <ul style="list-style-type: none"> • increased journey times and distances travelled through the junction; • drivers avoiding the junction; • increased queuing; • impacts on local residents. <p>These comments included suggestions to change the junction, such as:</p> <ul style="list-style-type: none"> • keep the eastbound diverge slip road open; • keep both the eastbound the merge and diverge slip roads open; • do not expand the park and ride; • provide a separate path on New Postwick Bridge for walkers and cyclists.
<p>Regard Given to Response: During design development a number of significant engineering constraints have influenced the scheme design. These include the River Yare/Railway Bridge, the existing Postwick Bridge, a high pressure gas main and the nearby property settlements at Heath Farm and Postwick village. Given the constraints and having assessed a number of options it was concluded that, if the existing capacity problems are to be addressed and the committed development at Broadland Gate Business Park is to be accommodated, then removal of the existing eastbound diverge slip road and the provision of a new diverge slip road running parallel with the existing A47, is the only feasible solution.</p> <p>Due to the configuration requirements to accommodate a new eastbound diverge slip road, a new separate Postwick bridge crossing the A47 provides a connection between the Postwick North East Roundabout and the Park and Ride Junction.</p> <p>Design Change: No</p>	
<p>Issue</p>	<p>Consultation result</p>
<p><u>On-Line Proposals</u> Fir Covert Road Roundabout</p>	<p>There was a slight majority of 12 responses expressing support for the re-introduction of the Fir Covert Road Roundabout with the NDR, against 10 responses not in favour of this proposal. Those in favour of the proposal suggested that a roundabout here would be beneficial to:</p> <ul style="list-style-type: none"> • businesses on Fir Covert Road; • residents of Thorpe Marriott by reducing traffic here.

	<p>Those not in favour suggested that there were already too many roundabouts on the NDR or that a roundabout here would:</p> <ul style="list-style-type: none"> • encourage rat running on the minor roads between the A1067 at Drayton/Taverham and the A47 at Costessey/Easton; • be difficult to access due to the volume of traffic on the NDR; • cause increased traffic through the Fakenham Road/Beech Avenue/Fir Covert Road junction, <p>There was also a suggestion that Fir Covert Road should be bridged over the NDR and not have direct access to it.</p>
<p>Regard Given to Response: There has been extensive consideration regarding the provision of the roundabout at the Fir Covert Road junction with the NDR. After the April/May/June 2012 consultations the roundabout was relocated to the junction with Fakenham Road. The February/March 2013 consultations identified support for the roundabout at the Fakenham Road/NDR junction. However, it also identified concerns regarding the closure of Fir Covert Road, particularly by businesses there. Having given regard to these concerns, the NDR proposal was further amended so that it included an additional roundabout at the NDR junction with Fir Covert Road. This was in addition to the roundabout at the Fakenham Road/NDR junction.</p> <p>The applicant considers the provision of a 4 arm roundabout here as the most appropriate solution, particularly as traffic flow on Fir Covert Road is predicted to be similar or lower with the NDR. See Appendix I to the Traffic Forecasting Report (Document Ref 5.6) for forecast traffic flows.</p> <p>Design Change: No</p>	
Issue	Consultation result
<p><u>On-Line Proposals</u> Holt Road Closure at A140 Cromer Road Junction</p>	<p>14 comments suggested that Holt Road should not be closed at its junction with the Cromer Road Junction. The reasons provided for this were:</p> <ul style="list-style-type: none"> • the re-aligned Drayton Lane and its roundabout junction with the NDR and the major/minor priority junction with Reepham Road would not be required; • it will result in increased traffic through Drayton/Hellesdon; • it will create more complicated and longer journeys between the B1149 and A140.

Regard Given to Response: Prior to 2009 the applicant intended to bring the Holt Road and Cromer Road together at the existing junction, modified to pass over the NDR. However, work at the time showed that the most effective solution would be to link the Holt Road directly to the NDR at Drayton Lane instead of at Cromer Road.

Design Change: No

Issue	Consultation result
<u>On-Line Proposals</u> Middle Road Bridge	46 comments were not in favour of the proposed bridge over the NDR at Middle Road. The main reasons for this view were: <ul style="list-style-type: none"> • the bridge will encourage more traffic to use Middle Road as a through route; • Middle Road is unsuitable for through traffic, including farm vehicles; • the additional cost of the Middle Road Bridge is not warranted. 2 responses suggested that Middle Road Bridge will improve access for the village of Gt Plumstead and avoids severance of the local community.

Regard Given to Response: There has been extensive consideration of Middle Road Bridge and whilst the concerns of residents of Middle Road are acknowledged the wider view of the highway network (including the alternative routes to Middle Road) need to be considered. There has also been extensive discussion with the parish council on this issue and they have expressed a similar view. On this basis the bridge is to be retained as part of the proposal, so there is no change to the scheme.

Design Change: No

Issue	Consultation result
<u>On-Line Proposals</u> Number of roundabouts on NDR	30 comments suggested that there are too many roundabouts on the NDR which will cause: <ul style="list-style-type: none"> • delays on the NDR; • safety issues at the junctions; • delays on the radial routes. 5 further comments identified the main junctions of concern being: <ul style="list-style-type: none"> • Cromer Road Junction;

	<ul style="list-style-type: none"> • Wroxham Road Roundabout; • Airport Roundabout, including concern about the noise of vehicles accelerating/decelerating here; • Plumstead Road Roundabout. <p>The comments suggested that the junctions should be grade separated like those on the Norwich Southern Bypass.</p>
<p>Regard Given to Response: The NDR is a distributor road and not a bypass and so not many users are expected to drive from one end to the other. In view of this the delay at the roundabouts is not expected to be a deterrent to the use of the route. Grade separated junctions would have a much greater environmental impact and be more difficult to justify.</p> <p>The Airport Roundabout is required to accommodate the 90° change in direction of the NDR around the north of the airfield, and to provide access to the Petans training facilities and secure access to Norwich International Airport.</p> <p>Design Change: No</p>	
Issue	Consultation result
<p><u>On-Line Proposals</u> Drayton Lane link between NDR and Reepham Road</p>	<p>8 comments on the Drayton Lane link tended to express concern about the closure of Drayton Lane, which would increase traffic using Hall Lane. The comments suggested that Hall Lane is a poorer standard than Drayton Lane. Other comments suggested that the link was not adequate enough for the volumes of traffic, it would increase journey times/distances or that it passed through the area know as Bugg’s Grave.</p> <p>9 further responses suggested alternatives, which included:</p> <ul style="list-style-type: none"> • do not close Drayton Lane south of its junction with Reepham Road; • that Drayton Lane should be bridged over the NDR and not have direct access to it; • provide a roundabout at the Holly Lane/Hall Lane junction with Reepham Road; • provide a roundabout at the Drayton Lane junction with Reepham Road.
<p>Regard Given to Response: Further tests have been undertaken in the model to look into the option of a roundabout at the Drayton Lane/Reepham Road junction and also a more conventional priority (‘T’) junction. The findings for all options tested, some of which also included traffic calming on the section of Hall Lane between Drayton Lane South and Drayton village, showed that the use of Drayton Lane South, either instead of, or as well as Hall Lane, was less effective at reducing traffic flows into</p>	

Drayton than the NDR scheme as proposed. In view of this, and the fact that the NDR scheme as proposed showed a benefit of reducing the amount of traffic on Hall Lane when compared to a non-NDR scenario, there was no evidence to support changing the NDR scheme as proposed.

One of the purposes of the NDR is to provide maximum connectivity for communities to distribute traffic movements. Holt Road, as a B road, is considered a key radial route and therefore the connectivity provide by Drayton Lane from the NDR is important.

The applicant anticipates that the existing situation at the Reepham Road junction with Holly Lane/Hall Lane junction will improve as Holly Lane is proposed to be stopped up for through traffic. Therefore one arm of the staggered junction will become an 'access only' road.

Design Change: No

Table 5/7: Section 47 and 48 Consultations - On-Line Proposals Comments

Issue	Consultation result
<u>Off-Line Proposals</u> Number of road closures	22 comments were made that there were too many closures within the proposed scheme. Some commented that the closures were unnecessary and will result in: <ul style="list-style-type: none"> • increased journey times and distances; • increased traffic on other roads.
<p>Regard Given to Response: The applicant has tried to keep the number of road closures to a minimum and they are generally only provided for reasons of highway safety where minor roads are severed by the NDR or to encourage traffic to use more appropriate routes.</p> <p>Design Change: No</p>	
Issue	Consultation result
<u>Off-Line Proposals</u> North Walsham Road/Crostwick Lane proposals	30 comments relating to the North Walsham Road/Crostwick Lane junction proposals tended to suggest alternative proposals here. The main suggestions were: <ul style="list-style-type: none"> • provide a roundabout junction; • do not close Rackheath Lane; • provide traffic signals; • keep Rackheath Lane open to NMUs. 2 responses supported the proposals suggesting that this would prevent rat running via Crostwick Lane and Rackheath Lane and that a roundabout/traffic signals was not needed.
<p>Regard Given to Response: Whilst the comments are noted, the reasons for the closure are primarily to improve highway safety at the junction. Closure of Rackheath Lane will simplify turning movements allowing drivers waiting at the Crostwick Lane arm to concentrate on the vehicle movements on the main road.</p>	

Design Change: No	
Issue	Consultation result
<u>Off-Line Proposals</u> Closure of Church Street	<p>6 comments were in favour of the proposal not to close Church Street. Of the 14 comments suggesting that the road should be closed, the reasons for this view tended to be because:</p> <ul style="list-style-type: none"> • it is a poor standard road; • otherwise it will be used as a rat run; • of its poor junctions with the B1149 and A140; • it would protect residents from the effects of through traffic. <p>Comments against a closure were concerned that this would increase journey times/distances.</p>
<p>Regard Given to Response: The applicant reconsidered the closure following the public consultations in April/May/June 2012 and decided not to close Church Street. The purpose of the NDR is to remove traffic from some of the less suitable roads, such as Church Street, around north Norwich. This is reflected in the traffic modelling results which show that with Church Street left open; only very localised traffic would use it. Whilst it has been decided not to close Church Street, the applicant will monitor traffic flows post introduction of the NDR and consider re-introducing the closure if flows are not found to reduce. This was the proposal presented for the pre-application consultations and the applicant's position regarding this closure remains unchanged.</p>	
Design Change: No	
Issue	Consultation result
<u>Off-Line Proposals</u> Closure of Green Lane East/Broad Lane at its junction with Plumstead	<p>Of the comments relating to the closure of Green Lane East/Broad Lane at its junction with Plumstead Road, 7 suggested that the road should be closed because:</p> <ul style="list-style-type: none"> • it is already a dangerous junction; • it will discourage rat running. <p>Of the 12 comments against a closure there was concern that this will increase journey times/distances, particularly between Rackheath and Gt Plumstead.</p>

Road	Suggested alternatives to the proposals for this junction were a mini roundabout or the creation of a slip road diverging from Broad Lane and joining Plumstead Road to the west of the existing junction.
<p>Regard Given to Response: The closure of Green Lane East/Broad Lane at its junction with Plumstead Road will remove the existing crossroads junction making it a more conventional and safer T-junction. This element of the scheme together with the provision of an all purpose road bridge over the NDR at Middle Road was developed in consultation with the parish council as the preferred access solution for the local communities.</p> <p>Design Change: No</p>	

Table 5/8: Section 47 and 48 Consultations - Off-Line Proposals

Issue	Consultation result
<p><u>Walking/Cycling/Horse Riding Issues</u> Need more NMU facilities</p>	<p>There were 16 comments that provided general suggestions that more NMU facilities should be proposed.</p> <p>A further 17 comments suggested more NMU facilities at specific locations. The most frequently suggested improvements were:</p> <ul style="list-style-type: none"> • along the A140 between Horsham and the city centre; • along the entire route of the NDR; • along the main radial routes into and out of Norwich; • along Reepham Road between Thorpe Marriott and Hellesdon; • between Horsford and the city centre; • between Postwick and Whitlingham Park; • along Plumstead Road between Thorpe End and the city centre; • facilities in the Drayton area; • in the Rackheath area; • linking to the Marriotts Way.
<p>Regard Given to Response: During the April/May/June 2012 public consultations the applicant had various requests for improved walking and cycling facilities. As a result a strategy was developed to consider and prioritise these consultation requests. The strategy published as part of the February/March 2013 public consultations identified a network of routes to link areas that generate NMUs (such as villages, employment areas, future development) with each other, the Norwich Cycle Network and the Marriotts Way. Part of these routes utilised narrow country lanes, roads closed to motor vehicles and existing public rights of way. The applicant has prioritised NMU improvements on this network, and these improvements have included new NMU facilities as part of the proposals.</p> <p>The regard given to suggestions for improvements at specific locations is detailed in Appendix S to this report.</p> <p>Design Change: No</p>	

Issue	Consultation result
<p><u>Walking/Cycling/Horse Riding Issues</u></p> <p>The NDR represents a barrier to NMUs</p>	<p>In addition to the requests for extra NMU facilities there were 22 comments that suggested the NDR represented a barrier to NMUs. Specific comments highlighted:</p> <ul style="list-style-type: none"> • severance by the NDR at Smee Lane; • severance by the NDR at St Faiths Road/Quaker Lane; • concern regarding the ability of NMUs to cross at the roundabout junctions with the NDR; • severance of the NDR between Bullock Hill and the Petans training facility, including requests for a bridge or underpass at this location; • severance by the NDR at Holly Lane; • concern regarding the ability of NMUs to cross the NDR when accessing Norwich from Spixworth.
<p>Regard Given to Response: The work described above identified key routes for NMUs. Where these key routes crossed the NDR, the applicant has provided segregated crossing facilities. These include NMU facilities on the Bell Farm Bridge, Buxton Road Bridge, Newman Road Bridge, Middle Road Bridge, New Postwick Bridge and under the Norwich to Sheringham railway line bridge.</p> <p>The regard given to concern about severance at specific locations is detailed in Appendix S to this report.</p> <p>Design Change: No</p>	

Table 5/9: Section 47 and 48 Consultations - Walking/Cycling Horse Riding

Issue	Consultation result
<p><u>Landscaping/Planting Issues</u> Effects of NDR on landscape and type of planting</p>	<p>190 comments were made regarding the effects of the NDR on the landscape and wildlife habitats or requested more planting.</p> <p>Additional comments suggested specific locations where additional landscaping and planting is required. These were:</p> <ul style="list-style-type: none"> • between the NDR and Rackheath; • to the area of Beeston Park; • to the north of Thorpe Marriott; • to the top of the embankments at the Plumstead Road/Norwich to Sheringham railway line bridge, • between the NDR and Spixworth. <p>6 further comments made suggestions on the types of planting to be used, and these included:</p> <ul style="list-style-type: none"> • mature trees rather than saplings to provide better early screening; • evergreen species to provide winter screening; • wild flower meadows in the landscaping areas and in the verges of roads where closures are proposed.
<p>Regard Given to Response: It is acknowledged that the proposed scheme will result in the loss of some 6,000 trees. However, the landscaping proposals propose a replacement ratio of, as a minimum, 2:1. An Environmental Impact Assessment (EIA) has been undertaken and the details of the planting can be found in the Volume 1 Chapter 7 of the Environmental Statement (Document Ref 6.1).</p> <p>Design Change: Yes – additional landscaping has been added to the proposals, particularly in the area around Beeston Park, Rackheath Park and The Springs. See Design Change Ref: 8.5, 9.2 and 9.6 in Appendix V to this report.</p>	

Table 5/10: Section 47 and 48 Consultations - Landscaping/Planting Comments

Issue	Consultation result
<p><u>Wildlife Issues</u> Effects of NDR on wildlife</p>	<p>11 comments were made on the general effect of the NDR on wildlife and 6 comments suggested the NDR would be a barrier to wildlife. These comments included:</p> <ul style="list-style-type: none"> • the proposals will not compensate for wildlife loss; • the impact on wildlife has not been provided and further studies are needed. <p>Further comments that identified specific locations noted that:</p> <ul style="list-style-type: none"> • the woodlands around Newman Road Rackheath would be adversely affected; • the NDR would be a barrier to wildlife in the area of Newman Road woodlands and between The Springs and the east side of the NDR. <p>The specific comments regarding the proposed mitigation measures included:</p> <ul style="list-style-type: none"> • the bat gantries will not work; • support for the proposed bat gantries; • need to consider species other than bats; • the proposed planting will aid wildlife.
<p>Regard Given to Response: Wildlife protection has been a crucial part of the NDR from a very early stage. As such, an extensive landscaping scheme has been prepared, that will tie up closely with the need to preserve ecological corridors throughout the wider landscape. It will comprise of native, locally present species of woodland, scrub and grassland habitats, hedgerows, and wetland areas. It will tie in with landscaping schemes of adjacent developments. Extensive mitigation to reduce the loss of habitats has been incorporated into the scheme. Where habitats are to be directly affected by the NDR, clearance will be undertaken outside of the breeding season and new habitats of equal or greater value will be put in their place and green bridges built into the scheme will preserve foraging in the area of disturbance.</p> <p>Adverse effects to the woodland at Newman Road, Rackheath, as with all habitats, have been minimised as far as possible. The Newman Road Bridge includes non-standard aspects to allow bats to cross the NDR. Some very basic bat gantries have been</p>	

proven not to be effective. However, the applicant has taken advice from the bat specialists, and would install a bat gantry design that it is confident will work. They would be installed early in the construction process and tie into the landscaping scheme to provide effective crossing points.

A number of surveys have been carried out for a variety of species to inform the Environmental Statement (Document Ref 6.1), these include, but are not limited too; badgers, bats, great crested newts, birds, invertebrates, reptiles, otters and water voles, brown hares and deer. This is in addition to surveys looking at habitats, trees and hedgerows.

Design Change: No

Table 5/11: Section 47 and 48 Consultations - Wildlife Comments

Issue	Consultation result
<p><u>Emission/Noise Issues</u> Effects of noise and emissions generate by the NDR</p>	<p>There were 123 comments on the effects of potential noise and emissions generated by the NDR. These included:</p> <ul style="list-style-type: none"> • the NDR will increase CO2 emissions and that this was contrary to government emission reduction targets; • emissions will be a health risk to those living close to the NDR; • the loss of vegetation resulting from the proposals will reduce air quality; • at the time of the consultations there was no information available regarding predicted noise/emissions generated by the NDR. <p>A further 55 responses identified specific areas of concern, which included:</p> <ul style="list-style-type: none"> • Thorpe End; • Rackheath; • Plumstead Road; • Spixworth; • Thorpe Marriott; • Reepham Road; • Horsford; • Drayton; • Buxton Road Bridge; • Taverham; • Postwick; • Old Catton; • Gt and Lt Plumstead; • Witton; • Hellesdon. <p>Suggestions to mitigate against the noise and pollution included:</p> <ul style="list-style-type: none"> • the NDR carriageway should utilise a low noise surface; • sound proof hoarding should be provided on top of verges/embankments.
<p>Regard Given to Response: Noise and Air Quality assessments are included within Volume 1 Chapters 4 and 11 of the Environmental Statement (Document Reference 6.1) and these consultation responses assisted in the assessment of both these topics.</p> <p>Climate change is one of the topics considered in the Environmental Impact Assessment (EIA) process. The assessments</p>	

included in the EIA give consideration to:

- changes in carbon emissions as a result of the scheme;
- impacts relevant to climate change adaptation including the potential influence of climate change on the project and the contribution of the project to wider resilience to changes in climate.

These assessments are included in the Environmental Statement (Document Ref 6.1).

The exact specification for surfacing will be considered at the detailed design stage, although at this current time the intention is to use a low noise carriageway surface.

Design Change: No

Table 5/12: Section 47 and 48 Consultations - Emissions/Noise Comments

Issue	Consultation result
<u>Specific Road Effects</u> NDR affects on Fakenham Road	22 comments expressed concern that the NDR will increase traffic on Fakenham Road and included a suggestion for traffic signals where it meets the NDR.
<u>Specific Road Effects</u> NDR affects on routes between Taverham/Drayton and Costessey/Easton	33 comments expressed concern that the proposals will increase traffic/rat running on routes between Taverham/Drayton and Costessey/Easton. The particular areas of concern were: <ul style="list-style-type: none"> • through Ringland Hills and affecting the environment here. There were requests for speed limits here; • Beech Avenue, Taverham which is a residential road containing a school. There were suggestions to make Beech Avenue access only; • on West End, The Street, Folgate Lane and Longwater Lane through Costessey. Comments include suggestion for more traffic calming to discourage this; • on the Fakenham Road/Beech Avenue/Fir Covert Road junction. There were suggestions for improvements here, such as a roundabout or traffic signals. <p>A further 8 responses expressed concern about the affects on the Fakenham Road/Beech Avenue/Fir Covert Road junction. There were suggestions for improvements here, such as a roundabout or traffic signals.</p>
<u>Specific Road Effects</u> NDR affects on Plumstead Road through Thorpe End	16 comments expressed concern that the proposals will increase traffic on Plumstead Road through Thorpe End. They included suggestions for: <ul style="list-style-type: none"> • traffic calming on Plumstead Road; • more pedestrian crossings on Plumstead Road.

<p><u>Specific Road Effects</u> NDR affects on Holt Road through Horsford</p>	<p>13 comments expressed concern that the proposals will increase traffic on Holt Road through Horsford. They included suggestions for:</p> <ul style="list-style-type: none"> • traffic calming on Holt Road through Horsford; • a weight restriction on Holt Road through Horsford.
<p><u>Specific Road Effects</u> NDR affects on Reepham Road through Hellesdon</p>	<p>11 comments expressed concern that the proposals will increase traffic on Reepham Road. They included suggestions for:</p> <ul style="list-style-type: none"> • traffic calming on Reepham Road through Hellesdon; • a pelican crossing across Reepham Road between Woodview Road and Gowing Road.
<p><u>Specific Road Effects</u> NDR affects on Wroxham Road</p>	<p>14 comments expressed concern that the proposals will increase traffic on Wroxham Road. This included concern on the effects to Wroxham/Hoveton and comment that it would discourage visitors to these villages. They included suggestions for:</p> <ul style="list-style-type: none"> • improving the Wroxham Road/Beeston Lane junction; • providing more footways on Wroxham Road between the park and ride site and Sprowston.
<p><u>Specific Road Effects</u> NDR affects on other radial routes</p>	<p>8 comments expressed concern that the proposals will increase traffic on radial routes and identified Cromer Road, North Walsham Road and Salhouse Road in particular.</p>
<p><u>Specific Road Effects</u> NDR affects on Drayton Wood Road and Middletons Road</p>	<p>13 responses expressed concern that the proposals will increase traffic on Drayton Wood Road and Middletons Road in Hellesdon. They included suggestions for:</p> <ul style="list-style-type: none"> • improvements to the Middletons Lane/A1067 Drayton High Road junction; • more pedestrian crossings on Middletons Lane.

in Hellesdon	
<p><u>Specific Road</u></p> <p><u>Effects</u></p> <p>Comments on the affect of the NDR on other roads</p>	<p>25 comments expressed concern about the affects of the NDR on other roads. These were:</p> <ul style="list-style-type: none"> • on routes through Thorpe Marriott; • on Green Lane West through Rackheath by HGVs; • through the Fifers Lane/St Faiths Road junction (including a suggestion that a separate access to the airport is needed from the NDR); • on the B1108 Watton Road through Colney; • on Brands Lane/Bilney Lane in the parish of Felthorpe (including a suggestion that this road be made access only); • on Broad Lane (between Hare Road and Water Lane) in the parish of Gt and Lt Plumstead, (including a suggestion that this road be made access only); • on Crostwick Lane through Spixworth; • on Fakenham Road through Lenwade and Morton on the Hill (including a suggestion for better enforcement of speed limits); • on The Street through Felthorpe; • on Felthorpe Road through Attlebridge; • through the Reepham Road/Fir Covert Road junction (including a suggestion for this to be improved); • on the route between the A47 at Hockering and the A1067 at Lenwade (including a suggestion that the route is unsuitable for HGVs).
<p>Regard Given to Response: The regard given to individual responses regarding the above roads is contained in Appendix S to this report.</p> <p>Design Change: No</p>	

Table 5/13: Section 47 and 48 Consultations - Effects on Specific Roads Comments

Issue	Consultation result
<u>Land/Property Issues</u> Loss of agricultural land and affects to property	Of the comments directly relating to the effects on land, 22 commented on the area of agricultural land lost to the scheme. 14 also commented: <ul style="list-style-type: none"> • that the prospect of the NDR has/will devalue their properties; • that the prospect of the NDR has meant that they have been unable to sell their properties; • that they want to/will be seeking compensation for the effects of the NDR.
<p>Regard Given to Response:</p> <p>The loss of productive agricultural land and commitments regarding the minimisation of impacts to soils are detailed in Volume 1 Chapter 13 and Volume 1 Chapter 9 of the Environmental Statement (Document Ref 6.1). Assessments of Noise and Air Quality are contained in Volume 1 Chapter 4 and 11 of the Environmental Statement (Document Ref 6.1).</p> <p>Under Part 1 of the Land Compensation Act 1973, at the appropriate time, compensation can be sought by people who own and also occupy certain property that has been reduced in value by physical factors caused by the use of a new or altered road but have not had any land acquired for the scheme itself.</p> <p>Design Change: No</p>	

Table 5/14: Section 47 and 48 Consultations - Land/Property Comments

Issue	Consultation result
<u>Consultation/Exhibitions</u> Area of consultation	25 comments were made that the consultation area was inadequate and should have been wider, including comments that it should have included the whole of Norwich, north Norfolk or the whole of Norfolk. 1 comment noted that the consultation area was satisfactory.
<u>Consultation/Exhibitions</u> Other Consultation Comments	<p>16 responses suggested that the consultation was inadequate. These included comments that:</p> <ul style="list-style-type: none"> • the NDR is not an NSIP project and no consultation was undertaken on whether it should be an NSIP; • the status of the NDR as an NSIP project changed during the consultation; • there was no publicity of the exhibitions; • there was no consultation on alternative routes; • the PEIR missed important areas of environmental impact. <p>24 comments were made that the exhibitions were good, whilst 8 comments noted that the exhibitions were not satisfactory.</p>
<u>Consultation/Exhibitions</u> Postal information	13 comments related to the fact that some residents of Rackheath had received the consultation letter on the day of the first exhibition.
<p>Regard Given to Response: Section 4.4 of this report defines the applicant's rationale for choosing the consultation area and the subsequent consultations undertaken.</p> <p>When the applicant commenced the statutory pre-application process, the NDR fell within the criteria for a NSIP under the Planning Act 2008. In order to obtain consent for the NDR, therefore, the applicant had to follow the Planning Act 2008 process. On 24 July 2013, the Highway and Railway (Nationally Significant Infrastructure Project) Order 2013 (S.I. 2013/1883) (the Highways Order) was made, coming into force on 25 July 2013. The Order amended Section 22 of the Planning Act 2008, so that a project such as the NDR would not (from 25 July 2013 onwards) fall within the definition of a NSIP.</p> <p>The applicant considered that the NDR was, nonetheless, of national significance. Accordingly, on 25 July 2013 the applicant</p>	

submitted a qualifying request to the Secretary of State for a direction under Section 35(1) of the Planning Act 2008 that the NDR was a project of national significance and so should be treated as development for which development consent was required. A Section 35 direction was made on 9 August 2013.

The issue of some residents of Rackheath receiving a consultation letter on the day of the first exhibition is discussed in Section 4.6 of this report (the applicant's response was to provide for an additional exhibition on 12 August 2013 (between 13:00 to 20:00) at the Holy Trinity Church on Salhouse Road. Letters notifying people of this new exhibition were sent to addresses within Rackheath Parish (Appendix K-5 to this report).

Design Change: No

Table 5/15: Section 47 and 48 Consultations - Consultations/Exhibition Comments

5.4 Section 47 and 48 Consultations - Conclusions

- 5.4.1 The Section 47 and Section 48 consultations have generated 1492 responses. This is considered a good response rate and has allowed the local communities' main issues and views on the NDR to be identified. In view of the volume of comments received, these were grouped into similar category subjects and detailed in Appendix S of this report. The key issues relating to the scheme proposals are summarised below:
- 5.4.2 Need for the NDR - Of the responses received the most frequent comment was associated with the need for the NDR. Of those that suggested the NDR was not needed (460 comments) the main reason for this view was that the money could be better spent elsewhere. Of those that thought the NDR was needed (171 comments), the majority did not give a reason for this view or suggested that the NDR would ease congestion.
- 5.4.3 NDR will create associated development – 170 comments were made regarding the development that has been associated with the NDR. Comments suggested that the NDR only benefited developers. They expressed concern about the impact development would have on the existing infrastructure, village environment and rural environment.
- 5.4.4 Alternatives to the NDR – 25 comments identified a number of suggested alternatives to the NDR. The main alternative identified was the investment in sustainable transport or improvements to the A47/A17.
- 5.4.5 Need A1067 to A47 link – 349 comments were made regarding the NDR not having a link between the A1067 and the A47 to the west of Norwich. Of these comments most did not give a reason for this view or considered that it would result in vehicles using less suitable routes between Taverham/Drayton and Costessey/Easton. 11 comments were not in favour of providing this link and 6 suggested routes for this link. The most frequently suggested alternative was a link between the A1067 and A47(w) that was further west

and utilised the existing crossing of the River Wensum via the A1067 near Attlebridge.

- 5.4.6 Suggested alternative routes – 28 comments suggested alternative routes for the NDR. The most frequently suggested alternative route was an inner orbital link which would be closer to Norwich. This would link with or utilise routes through proposed developments.
- 5.4.7 Dual carriageway between Fir Covert Road and Fakenham Road - Whilst the consultation proposals showed a dual carriageway section between the Fir Covert Road Roundabout and the Fakenham Road Roundabout, the applicant also consulted on an alternative option of a single carriageway. Of those that commented on these options there was a majority in favour of dual carriageway (49 comments) when compared to those in favour of the single carriageway option (8 comments).
- 5.4.8 Postwick Hub Junction – Comments on the Postwick Hub Junction tended to express concern that it is over complicated (46 comments) and will result in increased journey times and queuing. The most frequently suggested change was to keep open the eastbound diverge slip road from the A47 or keep both the eastbound diverge and eastbound merge slip roads open.
- 5.4.9 Fir Covert Road Roundabout – Of those that commented on this junction there was a slight majority in favour of this roundabout being re-introduced (12 comments) when compared to those against it being re-introduced (10 comments).
- 5.4.10 Holt Road closure – There were 14 comments suggesting that Holt Road should not be closed at its junction with the A140 Cromer Road Junction.
- 5.4.11 Middle Road Bridge – Of the 48 comments about the provision of a bridge over the NDR at Middle Road, the majority (46 comments) did not support the proposal. A number of these responses came from residents of Middle Road, and they expressed concern that the road would experience increased through traffic and not be able to accommodate this. The most frequent suggestion was the removal of this bridge.

- 5.4.12 Roundabout junctions on the NDR – 30 comments considered that there were too many roundabout junctions on the NDR. They suggested that these would cause delays and more safety risks. Grade separated junctions, similar to those on the A47 Southern Bypass, was the most frequent alternative suggestion. A further 5 comments identified specific roundabouts as a concern.
- 5.4.13 Drayton Lane link – The 17 comments directly relating to the Drayton Lane link tended to express concern that the closure of Drayton Lane would increase traffic using Hall Lane, which they considered it to be the poorer standard road. Suggestions were made that a roundabout should be provided at the Reepham Road/Drayton Lane junction.
- 5.4.14 Number of road closures – 22 comments expressed concern regarding the number of local road closures, suggesting that these will increase journey times and distances.
- 5.4.15 North Walsham Road/Crostwick Lane junction – Of the 32 comments regarding this junction the majority expressed concern about the proposals and there were requests not to close Rackheath Lane. The most frequent alternative suggestion was traffic signals or a roundabout at this junction.
- 5.4.16 Church Street closure – Of those making comment on the closure there was a slight majority in favour of providing a closure (14 comments) when compared to the proposal for it to remain open but to monitor its usage (6 comments).
- 5.4.17 Green Lane East/Broad Lane closure – Of those making comment on the closure there was a slight majority in favour of keeping this road open (12 comments) when compared to the proposal for a closure (7 comments).
- 5.4.18 Need more NMU facilities – 33 comments were made that more NMU facilities should be provided as part of the NDR proposals, with some suggesting specific locations where facilities could be provided.
- 5.4.19 NDR represents a barrier to NMUs – 22 comments expressed concern that the NDR would present a barrier to NMU movements. Between St Faiths

Lane/Quaker Lane, Bullock Hill/Petans and at Smee Lane were the main areas of concern. Requests for bridges or underpasses here were made.

5.4.20 NDR will affect the landscape – Of the comments regarding landscaping there was a general concern regarding the effects of the NDR (190 comments) on the landscape and a request for more planting. Specific areas of concern were at Rackheath, including the embankment areas where the NDR rises to cross Plumstead Road and the Norwich to Sheringham railway line. 6 further responses suggested changes to the types of planting.

5.4.21 NDR will affect wildlife – There was general comment expressing concern that the NDR would affect wildlife and its habitats (11 comments) or would create a barrier to wildlife (6 comments).

5.4.22 Concern about noise and pollution – Of the comments regarding noise and pollution was a general concern regarding the affects of the NDR (178 comments), including the suggested increase in CO2 that could occur. Specific areas of concern were at Thorpe, Rackheath, Spixworth and Thorpe Marriott.

5.4.23 NDR affects specific roads – There were 155 comments on the effects of the NDR on specific roads. The routes between the A1067 at Taverham/Drayton and the A47 at Costessey/Easton were the most frequently identified areas where concern was expressed. Secondary areas were Plumstead Road through Thorpe End, Holt Road through Horsford and radial routes such as Reepham Road and Wroxham Road.

5.4.24 Loss of agricultural Land - There was comment (22 comments) expressing concern that the NDR would result in the loss of agricultural land and also concern about the effects to specific property (14 comments).

5.5 Section 47 and 48 Consultations - Refinements Made to Proposals

5.5.1 The majority of the Section 47 and Section 48 comments are similar to those received during previous consultations. A number of these have been

previously considered and the proposals amended prior to the pre-application consultations.

- 5.5.2 Having given regard to the responses resulting from the Section 47 and Section 48 consultations the applicant's refinements to the proposals are detailed in Appendix V of this report. Locations of these can be seen on the General Arrangement Drawing Sheets 1 to 12, Drawing No's R1C093-R1-5015 to 5026 (Application Document No 2.6).

Change Ref	Chainage	General Arrangement Sheet No.	Location	Change	Reason for change
4.11	Off Line	No 4	Holt Road/Drayton Lane Roundabout.	The roundabout was moved within the DCO boundary limits to avoid impact on residual property.	As a result of verbal comments received at exhibition (Section 47 and Section 48 consultations).
8.5	12500 to 13700	No 8	South side of NDR	Additional landscaping and woodland creation added.	As a result of Section 47 and Section 48 consultations. Also see: <ul style="list-style-type: none"> • Response Ref LA005 and LA009 in Appendix T of this report; • Response Ref IT001 in Appendix U of this report.
9.2	13800 to 14200	No 9	North of NDR - bunding south of The Springs Lake	New woodland added instead of grass planting.	As a result of Section 47 and Section 48 consultations. Also see: <ul style="list-style-type: none"> • Ref LA005 and LA009 in Appendix T of this report; • Ref IT023 and IT030 in Appendix U of this report.
9.6	14500 to 14950	No 9	North side of NDR - area around Lagoon 18 and 18B.	New hedgerow added north side of grassland creation to provide greater	As a result of Section 47 and Section 48 consultations.

				screening for properties in Rackheath. Note – this change shown on detailed landscape plans.	
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Table 5/16: Summary of Refinements to Proposals as a Result of Section 47 and Section 48 Consultations

6 Section 42 Consultation Responses

6.1 Section 42 Consultations - Introduction

6.1.1 This chapter explains the analysis of the responses received from the consultations undertaken under Section 42 of the Planning Act 2008. Summaries of each response to this consultation are contained in Appendix T and U of this report.

6.1.2 Responses to the consultation could be made by:

- (a) e-mailing norwich.transport@norfolk.gov.uk;
- (b) letter posted to Norwich Northern Distributor Road, Norfolk County Council, Department of Environment, Transport and Development, County Hall, Martineau Lane, Norwich, NR1 2DH.

6.1.3 Irrespective of the method of response, each comment was logged and analysed using the same process. Responses have been initially divided into the following main response topics:

- (a) responses from local authorities;
- (b) responses from prescribed consultees;
- (c) responses from those with interest in land (as defined under Section 44 of the Planning Act 2008).

6.2 Section 42 Consultations - Summary of Responses

6.2.1 The table below summaries the number of Section 42 consultation responses received.

Consultee	Documents Issued	Number of responses
Local Authorities	12	9
Prescribed Statutory Consultees	124	38
Those with Interest in Land (as defined under Section 44 of the Planning Act 2008)	1164	56

Total	1210	103
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Table 6/1: Summary of Section 42 Responses

6.3 Section 42 Consultations – Key Issues from Local Authorities

6.3.1 Responses were received from the following local authorities:

- Norfolk County Council (Ref LA001);
- Cambridgeshire County Council (Ref LA002);
- Suffolk County Council (Ref LA003);
- Breckland District Council (Ref LA004);
- Broadland District Council (Ref LA005);
- Norwich City Council (Ref LA006);
- South Norfolk Council (Ref LA007)
- Waveney District Council (Ref LA008);
- Broads Authority (Ref LA009).

6.3.2 Details of the responses received from local authorities are contained in Appendix T of this report. The following tables provide a summary of their response grouped by the type of comments made and issues raised.

Issue	Consultation result
<u>Need for NDR</u>	<ul style="list-style-type: none"> • Norfolk County Council stated that it had no objections to raise to the NDR but requested that the Preliminary Environmental Information Report (PEIR) needs to reflect the comments received from the internal consultees within the Environment, Transport and Development Directorate. • Cambridgeshire County Council commented that the proposed project should greatly benefit the distribution of traffic around Norwich and bring environmental benefits within Norwich, although it will be too remote to have a material impact on Cambridgeshire interest. • Broadland District Council indicated strong support for the NDR as it is a pre-requisite for development of housing and employment to the north east of Norwich (as identified in the Joint Core Strategy (JCS)), and will enable significantly enhanced public transport, cycling and walking networks. • Norwich City Council stated it had no objections to the proposals subject to the delivery of a programme of measures identified within the Norwich Area Transportation Strategy. • South Norfolk Council commented that the NDR is an important piece of infrastructure to enable the scale of growth envisaged in the Joint Core Strategy to be delivered, and as such it is supported in principle. • The Broads Authority welcomed the route of the proposed Northern Distributor Road as improving access to the Broads and thereby benefitting the tourist economy of the Broads. • Suffolk County Council, Breckland District Council and Waveney District Council commented that they had no objection to the proposal or no comment to make.
<p>Regard Given to Response: These responses have been considered by the applicant and regard has been given to them in putting together the need case for the NDR, which is detailed in Volume 1 Chapter 3 of the Environmental Statement (Document Reference 6.1).</p> <p>Design Change: No</p>	

Table 6/2: Section 42 Consultations - Local Authority Need for NDR Responses

Issue	Consultation result
<u>Route of NDR</u> Link between the A1067 and A47 to the west of Norwich	<ul style="list-style-type: none"> • South Norfolk Council encouraged the applicant to consider the benefits of completing the final ‘missing’ section of the NDR between the A1067 and A47(w) across the River Wensum at the earliest possible date.
<p>Regard Given to Response: A road linking the A1067 and the A47(w) would have to cross the Wensum Valley, which is designated a Special Area of Conservation (SAC) under the European Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora - often referred to as the Habitats Directive. An assessment of options across the Wensum Valley concluded, in 2005, that significant impacts on the SAC would be likely, and there was doubt as to whether, under the terms of the Habitats Directive, it would be possible to design an acceptable scheme. This in turn raised the prospect that consent for a wider scheme including such a link might not be granted. On 19 September 2005, the applicant’s Cabinet resolved to have no NDR link between the A47(w) and the A1067. It therefore did not form part of the adopted route.</p> <p>At its meeting of 16 September 2013 the meeting of the Norfolk County Council resolved to recommend to Cabinet that they submit an application for a DCO in respect of the NDR as proposed (i.e. between the A47 at Postwick and the A1067 near Attlebridge) and to also commission a report on a feasibility study of providing a link across the Wensum Valley from the A1067 to the A47(w). Whilst at its meeting of 7 October 2013 the applicant’s Cabinet resolved that a “scoping report on the feasibility of providing a link across the Wensum Valley from the A1067 – A47 be written once consultation work was completed”, this study has not been carried out and there is therefore currently no proposal establishing the form any link between the A1067 and A47(w) would take, or indeed whether any such link is feasible. The Transport Assessment for the NDR (Document Ref 5.5.) shows that the NDR can provide substantial benefits without a further link between the A1067 and A47(w) and that the NDR will reduce daily traffic on existing routes between the A1067 and the A47(w) between Drayton/Taverham and Costessey. The feasibility and environmental acceptability of a link to the A47(w) have not been established and the previous assessment in 2005 discarded this option. Accordingly, it is the position of the applicant that the NDR can and should be considered on its own merits without such a link.</p> <p>Design Change: No</p>	

Table 6/3: Section 42 Consultations - Local Authority Route of NDR Responses

Issue	Consultation result
<u>On-Line Proposals</u> Fir Covert Road Roundabout	<ul style="list-style-type: none"> Broadland District Council welcomed the reinstatement of the Fir Covert Road Roundabout as this will ensure the continued access to the successful business community along it.
Regard Given to Response: Comment noted. Design Change: No	

Table 6/4: Section 42 Consultations - Local Authority On-Line Proposals Responses

Issue	Consultation result
<p><u>Walking/Cycling/Horse Riding Proposals</u> The NDR represents a barrier to NMUs</p>	<ul style="list-style-type: none"> Norwich City Council requested that the proposals ensure that the NDR enhances the potential for walking, cycling and public transport use between the expanding communities to the north and east of the city to ensure that any potential severance effects are fully mitigated.
<p>Regard Given to Response: During the April/May/June 2012 public consultations the applicant had various requests for improved walking and cycling facilities. As a result a strategy was developed to consider and prioritise these consultation requests. The strategy, published as part of the February/March 2013 public consultations, identified a network of routes to link areas that generate NMUs (such as villages, employment areas, future development) with each other, the Norwich Cycle Network and the Marriotts Way. Part of these routes utilised narrow country lanes, roads closed to motor vehicles and existing public rights of way. The applicant has prioritised NMU improvements on this network, and these improvements have included new NMU facilities as part of the proposals.</p> <p>Design Change: No</p>	

Table 6/5: Section 42 Consultations - Local Authority Walking/Cycling Horse Riding Responses

Issue	Consultation result
<p><u>Landscaping/Planting Issues</u> Landscaping proposals in area of Beeston St Andrew/Rackheath Park and further afield</p>	<ul style="list-style-type: none"> • Broadland District Council requested effective landscaping along the southern edge of the NDR in the area of Beeston St Andrew and Rackheath Park which maintains a sense of definition to these parkland areas. • The Broads Authority noted the potential for significant indirect impact on the Broads and requested that the green infrastructure and landscaping be strengthened and enhanced biodiversity measures incorporated.
<p>Regard Given to Response: Landscaping has been carefully designed, particularly in sensitive areas such as Beeston Park and Rackheath Park. There has been a degree of collaboration with ecologists representing the Beyond Green development, to ensure a coherent, functioning landscape-wide mitigation plan. However it is recognised that there is a need to provide further landscaping and biodiversity features in and around Beeston Park and Rackheath. As such, further planting and landscaping to screen the NDR and promote further diversification of biodiversity has been incorporated into the landscaping proposals.</p> <p>Design Change: Yes – additional landscaping has been added to the proposals in the area around Beeston Park, Rackheath Park and The Springs. See Design Change Refs: 8.5 and 9.2 in Appendix V to this report.</p>	

Table 6/6: Section 42 Consultations - Local Authority Landscaping/Planting Issues Responses

Issue	Consultation result
<u>Specific Road Effects</u> NDR affects on routes between the A1067 and A47(W)	<ul style="list-style-type: none"> South Norfolk Council urged the applicant to include adequate and appropriate mitigation measures to address the impacts the NDR will have on the roads connecting the A1067 to the A47 at Longwater/Easton (roads such as West End and Longwater Lane, for example). It would be happy to discuss any proposal, in particular, the imposition of average speed cameras along West End and Longwater Lane.
<p>Regard Given to Response: Traffic flows are generally predicted to decrease on these roads with an NDR. Refer to the Traffic Forecasting Report, Appendix I (Document Ref 5.6) for forecast traffic flows.</p> <p>Design Change: No</p>	

Table 6/7: Section 42 Consultations - Local Authority Effects on Specific Roads Responses

Issue	Consultation result
<u>Consultation/Exhibitions</u> Adequacy of Consultation	<ul style="list-style-type: none"> • Broadland District Council noted the consultation work that has been done to date, considering it to have been appropriate and well run in accordance with the Statement of Community Consultation. • South Norfolk Council noted that the information in the supporting documentation appeared generally adequate in enabling an accurate assessment of the likely environmental impacts of the NDR to be made.
<p>Response: Comments noted.</p> <p>Design Change: No</p>	

Table 6/8: Section 42 Consultations - Local Authority Consultations/Exhibition Responses

Issue	Consultation result
<u>Other Comments</u> NDR and NATS	<ul style="list-style-type: none"> • Norwich City Council requested that the applicant supports the application for the NDR by demonstrating its place within the overall NATS Strategy and giving a commitment to deliver the whole of the NATS implementation Programme by 2026.
<p>Response: The NDR is a key element of NATS. The applicant has an implementation plan for NATS, developed following consultations in 2009, which outlines the programme of proposed measures.</p> <p>Design Change: No</p>	

Table 6/9: Section 42 Consultations - Local Authority Other Responses

6.4 Section 42 Consultations – Key Issues from Prescribed Consultees

6.4.1 Responses were received from the following prescribed statutory consultees:

- Anglian Water (Ref: PC001);
- Canal Trust (Ref: PC002);
- Civil Aviation Authority (Ref: PC003);
- Energetics Electricity Limited (Ref: PC004);
- English Heritage (Ref PC005);
- Environment Agency (Ref PC PC006);
- Fisher German Pipelines (Ref PC007);
- Health and Safety Executive (Ref PC008);
- Highways Agency (Ref PC009);
- KLM Engineering (Ref PC 010);
- MOD - Defence Infrastructure Organisation (Ref PC011);
- Natural England (Ref PC012);
- New Anglia Local Enterprise Partnership (Ref PC013);
- Norfolk Constabulary (Ref PC014);
- Norfolk NHS Primary Care Trust (Ref PC015);
- North Norfolk Clinical Commissioning Group (Ref PC016);
- Norwich International Airport (Ref PC017);
- Police and Crime Commissioner (Ref PC 018);
- Public Health England (Ref PC019);
- Bawburgh Parish Council (Ref PC020);
- Blofield Parish Council (Ref PC021);
- Caister St Edmund Parish Council (Ref PC022);
- Colney Parish Council (Ref PC023);
- Felthorpe Parish Council (Ref PC024);
- Gt and Lt Plumstead Parish Council (Ref PC025);
- Hainford Parish Council (Ref PC026);
- Hellesdon Parish Council (Ref PC027);
- Horsford Parish Council (Ref PC028);
- Horsham and Newton St Faiths Parish Council (Ref PC029);
- Norton Sub Course Parish Council (Ref PC030);
- Rackheath Parish Council (Ref PC031);
- Salhouse Parish Council (Ref PC032);
- Spixworth Parish Council (Ref PC033);
- Sprowston Town Council (Ref PC034);
- Swannington Parish Council (Ref PC035);
- Wroxham Parish Council (Ref PC036)
- Greater Anglia (Ref PC036)
- Fulcrum Pipelines (Ref PC037)
- NATS En-Route (NERL) Safeguarding (Ref PC038)

6.4.2 Details of the responses received from prescribed statutory consultees are contained in Appendix T of this report. The following tables provide a summary of their responses grouped by the type of comments made and the issues raised.

Issue	Consultation result
<p><u>Need for NDR</u> Need for NDR</p>	<ul style="list-style-type: none"> • Highways Agency, New Anglia Local Enterprise Partnership, North Norfolk Clinical Commissioning Group, the Police and Crime Commissioner and Spixworth Parish Council expressed support for the scheme or noted benefits it would bring. The reasons given included: <ul style="list-style-type: none"> ⇒ it will assist in bringing forward anticipated growth in both housing and jobs in areas both in and around Norwich; ⇒ a successful economy requires an efficient transport system; ⇒ it will address the existing transport problems in northern Norwich; ⇒ the existing links to the airport and tourist areas to the north are inadequate. • Colney Parish Council, Gt and Lt Plumstead Parish Council, Rackheath Parish Council, Salhouse Parish Council, Swannington Parish Council and Wroxham Parish Council questioned the need for the NDR. The reasons given included: <ul style="list-style-type: none"> ⇒ the cost of the road, when local councils already face a shortfall in their budgets and the money could be better spent on other services; ⇒ the evidence does not support the case that the NDR is needed to create space for sustainable transport measures in Norwich; ⇒ the NDR will have little benefit in reducing traffic in the city and the Outer Ring Road; ⇒ it is wrong that the NDR has been inextricably linked to planned development; ⇒ the alleged generation of CO2 emissions per year by the NDR and the adverse effects to landscape/wildlife.
<p>Regard Given to Response: These responses have been considered by the applicant and regard has been given to them in putting together the need case for the NDR, which is detailed in Volume 1 Chapter 3 of the Environmental Statement (Document Reference 6.1).</p>	

Design Change: No

Table 6/10: Section 42 Consultations - Prescribed Consultee Need for NDR Responses

Issue	Consultation result
<p><u>Alternatives to NDR</u> Other alternatives not tested</p>	<ul style="list-style-type: none"> • Gt and Lt Plumstead Parish Council and Rackheath Parish Council commented that the NDR has not been tested against alternative routes and alternative transport strategies such as improved public transport, including light railway. Gt and Lt Plumstead Parish Council considered that the plan for the three quarter NDR route has never been properly tested against alternatives. • Rackheath Parish Council suggested that the money would be better spent on improving public transport and introducing free transport for children.
<p>Regard Given to Response: These responses have been considered by the applicant and regard has been given to them in putting together the assessment of alternatives, which is detailed in Volume 1 Chapter 3 of the Environmental Statement (Document Reference 6.1).</p> <p>Design Change: No</p>	

Table 6/11: Section 42 Consultations - Prescribed Consultee Alternatives to NDR Responses

Issue	Consultation result
<p><u>Route of NDR</u> Link between the A1067 and A47(w) of Norwich</p>	<ul style="list-style-type: none"> • North Norfolk Clinical Commissioning Group, Police and Crime Commissioner, Bawburgh Parish Council, Hellesdon Parish Council, Horsham and Newton St Faith Parish Council, Norton Subcourse Parish Council, Salhouse Parish Council and Swannington Parish Council commented that the NDR should link with the A47 to the west of Norwich, otherwise the benefits of the NDR are diminished. • The Environment Agency noted that Norfolk County Council had announced that it is commissioning a feasibility study for the section of the NDR, which would cross over the River Wensum SAC. It suggests that due consideration is given as to how this affects the current assessment of impacts that the Council is undertaking in relation to the present scheme.
<p>Regard Given to Response: A road linking the A1067 and the A47(w) would have to cross the Wensum Valley, which is designated a Special Area of Conservation (SAC) under the European Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora - often referred to as the Habitats Directive. An assessment of options across the Wensum Valley concluded, in 2005, that significant impacts on the SAC would be likely, and there was doubt as to whether, under the terms of the Habitats Directive, it would be possible to design an acceptable scheme. This in turn raised the prospect that consent for a wider scheme including such a link might not be granted. On 19 September 2005, the applicant’s Cabinet resolved to have no NDR link between the A47(w) and the A1067. It therefore did not form part of the adopted route.</p> <p>At its meeting of 16 September 2013 the meeting of the Norfolk County Council resolved to recommend to Cabinet that they submit an application for a DCO in respect of the NDR as proposed (i.e. between the A47 at Postwick and the A1067 near Attlebridge) and to also commission a report on a feasibility study of providing a link across the Wensum Valley from the A1067 to the A47(w). Whilst at its meeting of 7 October 2013 the applicant’s Cabinet resolved that a “scoping report on the feasibility of providing a link across the Wensum Valley from the A1067 – A47 be written once consultation work was completed”, this study has not been carried out and there is therefore currently no proposal establishing the form any link between the A1067 and A47(w) would take, or indeed whether any such link is feasible. The Transport Assessment for the NDR (Document Ref 5.5.) shows that the NDR can</p>	

<p>provide substantial benefits without a further link between the A1067 and A47(w) and that the NDR will reduce daily traffic on existing routes between the A1067 and the A47(w) between Drayton/Taverham and Costessey. The feasibility and environmental acceptability of a link to the A47(w) have not been established and the previous assessment in 2005 discarded this option. Accordingly, it is the position of the applicant that the NDR can and should be considered on its own merits without such a link.</p> <p>Design Change: No</p>	
Issue	Consultation result
<p><u>Route of NDR</u> Suggested alternative routes for the NDR</p>	<ul style="list-style-type: none"> • Gt and Lt Plumstead Parish Council, Rackheath Parish Council and Salhouse Parish Council suggested that the route of the NDR should be closer to the city, forming an inner orbital link road. The reasons for this include: <ul style="list-style-type: none"> ⇒ it would link the proposed development areas; ⇒ it could be delivered in a more cost effective and timely manner; ⇒ it is less environmentally damaging.
<p>Regard Given to Response: The alternative of an inner orbital link road using routes through proposed development is considered as Alternative No 5 in the need and alternatives case. See Volume 1 Chapter 3 of the Environmental Statement (Document Reference 6.1).</p> <p>Design Change: No</p>	

Table 6/12: Section 42 Consultations - Prescribed Consultee Route of NDR Responses

Issue	Consultation result
<u>On-Line Proposals</u> Dualling of the NDR between Fir Covert Road and Fakenham Road.	<ul style="list-style-type: none"> • Felthorpe Parish Council and Hellesdon Parish Council supported dualling of the NDR between Fir Covert Road and Fakenham Road.
<p>Regard Given to Response: Comments noted. Design Change: No</p>	
Issue	Consultation result
<u>On-Line Proposals</u> Drainage proposals	<ul style="list-style-type: none"> • The Environment Agency accepted in principle the drainage proposals for the majority of the scheme and that suitable drainage methods are proposed to prevent adverse impacts to the likely affected surface water bodies. It also provided other comments on drainage that included: <ul style="list-style-type: none"> ⇒ it should be ensured that the culverts are designed to contain the 1% chance (1 in 100) flow; ⇒ as ditches are going to be used to allow overland flows to infiltrate rather than pass underneath the road it should be ensured that they will also be sized to contain this 1% chance event. • Norwich International Airport expressed concern that the planned drainage lagoons and temporary topsoil storage areas are potential bird attractants. It requested that the applicant, in consultation with Norwich International Airport develop a Bird Control Management Plan (BCMP) the aim of which would be to deter birds from flying in the vicinity of the airport.
<p>Regard Given to Response: Through continued correspondence the Environment Agency previously advised that in accordance with BRE365 a minimum infiltration rate in the area of the lagoons was used rather than an average. It also advised that lagoons with longer drain down times exceeding 7 days should be able to accommodate a 1 in 100 follow on storm.</p>	

<p>Design Change: Yes – changes to lagoon size and position have been made as a result of on-going discussions with the Environment Agency. See Appendix V of this report.</p> <p>The assessment of the bird strike hazard was undertaken for the scheme. Following the risk assessment and recommendations of specialists, the NDR was developed to eliminate any source of bird attracting features and activity on or in the vicinity (13km) of the airport.</p> <p>The landscaping has been designed to minimise nesting activity near the airport.</p> <p>Design Change: Yes – an additional area of grassland creation has been incorporated into the proposals to prevent issues arising from bird and wildlife management concerns. See Design Change Ref: 6.6 in Appendix V of this report.</p>	
<p><u>On-Line Proposals</u> Postwick Hub Junction</p>	<ul style="list-style-type: none"> Salhouse Parish Council commented that the Postwick Hub Junction is over complicated and the extra mileage will actually deter traffic from using the NDR with drivers seeking alternative routes through Gt Plumstead and Salhouse.
<p>Regard Given to Response: During design development a number of significant engineering constraints have influenced the scheme design. These include the River Yare/Railway Bridge, the existing Postwick Bridge, a high pressure gas main and the nearby property settlements at Heath Farm and Postwick village. Given the constraints and having assessed a number of options it was concluded that, if the existing capacity problems are to be addressed and the committed development at Broadland Gate Business Park is to be accommodated, then removal of the existing eastbound diverge slip road and the provision of a new diverge slip road running parallel with the existing A47, is the only feasible solution.</p> <p>Due to the configuration requirements to accommodate a new eastbound diverge slip road, a new separate Postwick bridge crossing the A47 provides a connection between the Postwick North East Roundabout and the Park and Ride Junction.</p> <p>Design Change: No</p>	
Issue	Consultation result
<p><u>On-Line Proposals</u> Fir Covert Road</p>	<p>Felthorpe Parish Council and Hellesdon Parish Council supported the re-introduction of the Fir Covert Road</p>

Roundabout	roundabout at its junction with the NDR.
<p>Regard Given to Response: Comments noted. Design Change: No</p>	
Issue	Consultation result
<p><u>On-Line Proposals</u> Plumstead Road and the Norwich to Sheringham Railway Line Bridge</p>	<ul style="list-style-type: none"> Salhouse Parish Council expressed concern regarding the elevated section of the NDR as it crosses Plumstead Road and the Norwich to Sheringham railway line, which will cause significant visual intrusion. It was suggested that the NDR should pass underneath Plumstead Road and the railway line.
<p>Regard Given to Response: The applicant has previously examined routeing the NDR below Plumstead Road and the railway line and it is technically difficult due to groundwater conditions. There would be a high risk of flooding of any tunnel and a need for a permanent pumping system. This would have resulted in high maintenance costs. Design Change: No</p>	
Issue	Consultation result
<p><u>On-Line Proposals</u> Number of roundabouts on NDR</p>	<ul style="list-style-type: none"> Wroxham Parish Council commented on the number of roundabouts proposed over the length of the NDR, which it considers will create a slow moving traffic jam during busy periods. Of particular concern is the A1151 junction with the NDR, and it suggested that a grade separated junction should be provided here.
<p>Regard Given to Response: The NDR is a distributor road and not a bypass and so not many users are expected to drive from one end to the other. In view of this the delay at the roundabouts is not expected to be a deterrent to the use of the route. Grade separated junctions would have a much greater environmental impact and be more difficult to justify. The A1151 Wroxham Road</p>	

junction operates below its theoretical capacity for the predicted traffic levels. Whilst it exceeds its desirable capacity in 2032 the delay is considered reasonable and the queues can be accommodated safely. See Chapter 8 of the Transport Assessment (Document Ref 5.5).

Design Change: No

Table 6/13: Section 42 Consultations - Prescribed Consultee On-Line Proposals Responses

The Issue	Consultation result
<u>Off-Line Proposals</u> Number of roads closures	<ul style="list-style-type: none"> • Rackheath Parish Council commented that the road closures will create problems in many parishes leading to longer journeys and increased congestion. • Salhouse Parish Council does not support local arguments in favour of the closure of local roads. It considered that these roads should remain open to allow use by slow moving agricultural vehicles as an alternative to the NDR.
<p>Regard Given to Response: The applicant has tried to keep the number of road closures to a minimum and they are generally only provided for reasons of highway safety where minor roads are severed by the NDR or to encourage traffic to use more appropriate routes.</p> <p>Design Change: No</p>	
Issue	Consultation result
<u>Off-Line Proposals</u> North Walsham Road/Crostwick Lane proposals	<ul style="list-style-type: none"> • Spixworth Parish Council, by a narrow majority, voted to support the proposals at this junction. However, another junction layout was put forward which the councillors felt had some merit.
<p>Regard Given to Response: The alternative suggested involves diverting the Rackheath Lane arm of the junction so that it joins North Walsham Road to the south of Crostwick Lane (thereby reversing the stagger of the side road arms of this junction) and restricting traffic exiting Rackheath Lane to left turn only.</p> <p>This alternative has been considered and is not appropriate for the following reasons:</p> <ul style="list-style-type: none"> • it is unlikely that physical measures alone could prevent the right turn out of Rackheath Lane making the restriction difficult to enforce; • the additional distance to travel to the North Walsham Road Roundabout and back could encourage vehicles to turn right out of 	

<p>Rackheath Lane thereby introducing an illegal movement and additional vehicles at the junction;</p> <ul style="list-style-type: none"> vehicles from Crostwick Lane wishing to access Rackheath Lane would have a difficult manoeuvre to make unless the left turn into Rackheath Lane from North Walsham Road was also restricted; it does not fulfil the objective to simplify the junction. <p>Design Change: No</p>	
Issue	Consultation result
<p><u>Off-Line Proposals</u> Closure of Green Lane East/Broad Lane at its junction with Plumstead Road</p>	<ul style="list-style-type: none"> Rackheath Parish Council commented that the proposals will cut the parish off from the Plumstead area, resulting in vehicles having to take a detour via the NDR. As a result they do not support the closing off of roads to through traffic, particularly the closure of Green Lane East/Broad Lane at its junction with Plumstead Road.
<p>Regard Given to Response: Whilst the comments are noted, the reasons for closure of Green Lane East/Broad Lane at its junction with Plumstead Road are primarily to improve highway safety at this junction. The closure of Green Lane East/Broad Lane at its junction with Plumstead Road will remove the existing crossroads junction making it a more conventional and safer T-junction.</p> <p>Design Change: No</p>	

Table 6/14: Section 42 Consultations - Prescribed Consultee Off-Line Proposals Responses

Issue	Consultation result
<p><u>Walking/Cycling/Horse Riding Issues</u> The NDR represents a barrier to NMUs</p>	<ul style="list-style-type: none"> • Horsham and Newton St Faiths Parish Council objected to the plans for an at-grade informal crossing of the NDR between Bullock Hill and Petans. It commented that having a crossing with no traffic lights would be highly dangerous and completely inappropriate. It suggested an underpass at this location. • Salhouse Parish Council expressed concern that the roundabouts on Salhouse Road and other radial routes will be impossible to cross by walkers, cyclists and horse riders. It requested better provision is made to cross the NDR.
<p>Regard Given to Response: During the April/May/June 2012 public consultations the applicant had various requests for improved walking and cycling facilities. As a result a strategy was developed to consider and prioritise these consultation requests. The strategy published as part of the February/March 2013 public consultations identified a network of routes to link areas that generate NMUs (such as villages, employment areas, future development) with each other, the Norwich Cycle Network and the Marriotts Way. Part of these routes utilised narrow country lanes, roads closed to motor vehicles and existing public rights of way. The applicant has prioritised NMU improvements on this network, and these improvements have included new NMU facilities as part of the proposals</p> <p>It is proposed to maintain connectivity between Bullock Hill and Petans with the provision of a segregated shared use footway/cycleway around the perimeter of the junction with uncontrolled crossing points. This is considered appropriate provision to cater for the anticipated level of usage.</p> <p>Design Change: No</p>	

Table 6/15: Section 42 Consultations - Prescribed Consultee Walking/Cycling Horse Riding Responses

Issue	Consultation result
<p><u>Landscaping/Planting Issues</u> Effects of NDR on landscape and type of planting</p>	<ul style="list-style-type: none"> Horsham and Newton St Faiths Parish Council objected to the proposed plans due to the loss of areas of countryside and that the NDR will lead the way for increased development that will encroach on the village.
<p>Regard Given to Response: The strategy for the scale and location of development is determined through the development plan process, in this case the Joint Core Strategy for Broadland, Norwich and South Norfolk. Individual sites for growth are set out in more detailed local plan documents that are currently in production and have been subject to consultation. The JCS is supported by evidence and has been the subject of statutory consultation and public examination by the independent Planning Inspectorate. Individual applications for development in villages as elsewhere will be determined by the district councils in accordance with the plan unless there are material considerations that indicate otherwise.</p> <p>Design Change: No</p>	

Table 6/16: Section 42 Consultations - Prescribed Consultee Landscaping/Planting Responses

Issue	Consultation result
<p><u>Wildlife Effects</u> Rackheath Park and The Springs</p>	<ul style="list-style-type: none"> • The Environment Agency commented that it will be essential to ensure that deterioration in water quality and habitat does not occur as a result of the proposed scheme, in particular the tributaries of the Bure (Spixworth and Dobbs Beck) and the Wensum are particularly sensitive to deterioration in water quality. In addition the quality of water discharged to The Springs should be at least as good as the known existing water quality. • Salhouse Parish Council expressed concern regarding effects to the historic Rackheath Park, the wet land habitat of Dobb's Beck, The Springs to the north west of the A1151, and the area around Beeston St Andrew. It commented on concerns that the NDR will cause increased surface drainage runoff into local water courses and that it will contain pollutants from the road.
<p>Regard Given to Response: The Environment Agency and Natural England have been consulted on the habitat and water quality of these areas. Measures have been incorporated into the scheme design to mitigate for any impacts. A Habitats Regulations Assessment has been undertaken to ensure there are no impacts on the Wensum. There are no anticipated impacts on Spixworth and Dobbs Beck.</p> <p>Design Change: No</p>	

Table 6/17: Section 42 Consultations - Prescribed Consultee Wildlife Responses

Issue	Consultation result
<p><u>Emission/Noise Issues</u> Concern over noise/emissions</p>	<ul style="list-style-type: none"> • Natural England commented that the proposals for the road need to clearly demonstrate how climate change over the longer term has been taken into account, including flood risk, increased runoff and changes to biodiversity and landscape. • Public Health England noted that the NDR is likely to cause a deterioration of air quality at certain locations, and requests the applicant clearly identifies the locations and number of households affected. • Horsham and Newton St Faiths Parish Council commented on concerns regarding the impact of the increased noise and pollution on the village. • Gt and Lt Plumstead Parish Council commented that the road would generate 25,000 extra tonnes of CO2 emissions per year, which is not consistent with national government policies.
<p>Regard Given to Response: Noise and Air Quality assessments are included within Volume 1 Chapters 4 and 11 of the Environmental Statement (Document Reference 6.1).</p> <p>Carbon emissions is one of the topics considered in the Environmental Impact Assessment (EIA) process. These assessments are included in Volume 1 Chapter 5 of the Environmental Statement (Document Ref 6.1). The assessment shows a slight increase in carbon emissions with the NDR, but this needs to be considered within the wider context of NATS which will enable other sustainable travel modes to be introduced.</p> <p>These responses have informed the assessments of these environmental topics.</p> <p>Design Change: No</p>	

Table 6/18: Section 42 Consultations - Prescribed Consultee Emission/Noise Responses

Issue	Consultation result
<u>Specific Road Effects</u> NDR affects on Plumstead Road	<ul style="list-style-type: none"> Gt and Lt Plumstead Parish Council commented that the route cuts the parish in two and has proposed closures of Smee Lane and Low Road. It considered that this and the proposed increase in housing in the North East Triangle will funnel traffic along Plumstead Road and cause a projected traffic increase of 100% on a very busy C class road.
<p>Regard Given to Response: One of the reasons for introducing a bridge over the NDR at Middle Road was to improve access options to Gt and Lt Plumstead and help mitigate concerns that the NDR cut the parish in two. The bridge was located here, rather than at Low Road or Smee Lane, because Middle Road was considered the better standard road.</p> <p>Design Change: No</p>	
<u>Specific Road Effects</u> NDR affects on routes between the A1067 and A47(w)	<ul style="list-style-type: none"> Swannington Parish Council commented that the proposed NDR will cause huge congestion and rat runs through small parishes and villages, particularly Swannington, Attlebridge, Taverham, Ringland and Costessey.
<p>Regard Given to Response: From the traffic modelling work that has been carried out, over time traffic levels are likely to increase over River Wensum. However, the traffic modelling shows that these flows are about the same or slightly less with the NDR in place compared to the scenario without the NDR, that is to say, the NDR doesn't encourage additional trips between Taverham and Costessey on these routes. Refer to the Traffic Forecasting Report, Appendix I (Document Ref 5.6) for forecast traffic flows.</p> <p>Design Change: No</p>	

<p><u>Specific Road Effects</u> NDR affects A1151 and B1140</p>	<ul style="list-style-type: none"> Salhouse Parish Council and Wroxham Parish Council commented on the predicted increase in traffic along the A1151 which would result in further tailbacks and delays on an already popular and crowded tourist route. Salhouse Parish Council suggested that this would increase traffic on the B1140 through the village. Wroxham Parish Council commented that a steady flow of traffic on the A1151 cannot be maintained when crossed by the two lane dual carriageway (NDR). It suggested a bridge arrangement for the A1151 to pass either over or under the NDR.
<p>Regard Given to Response: Traffic flows are predicted to increase on Wroxham Road close to the NDR and this is to be expected as it reflects traffic using Wroxham Road to access the NDR. See Appendix I to the Forecasting Report (Document Reference 5.6) for actual traffic flows.</p> <p>Traffic flows are predicted to increase on Salhouse Road north and south of the NDR and this is to be expected as it reflects traffic using it to access the NDR. However, on Salhouse Road in the built up area traffic flows are predicted to decrease. This reflects traffic wishing to access external destinations changing behaviour by travelling out to the NDR rather than travelling through the built up area. Refer to the Traffic Forecasting Report, Appendix I (Document Ref 5.6) for forecast traffic flows.</p> <p>Design Change: No</p>	

Table 6/19: Section 42 Consultations - Prescribed Consultee Effects on Specific Roads Responses

Issue	Consultation result
<u>Land/ Property issues</u> Airport issues	<ul style="list-style-type: none"> • KLM Engineering commented that it is inappropriate that part of the current airfield will be removed from the airport to use for part of an alternative infrastructure project. It believes it is short term thinking to reduce the size of the airfield.
<p>Regard Given to Response: The future development proposals of the airport are not a matter for this application. In any event, the applicant has held discussions with Norwich International Airport, who are content with the NDR alignment around the north of airport.</p> <p>Design Change: No</p>	
<u>Land/ Property Issues</u> Loss of agricultural land and	<ul style="list-style-type: none"> • Colney Parish Council expressed concern at the loss of productive agricultural land that will be permanently lost and the adverse affect to the landscape as a result of the NDR.
<p>Regard Given to Response: The loss of productive agricultural land and commitments regarding the minimisation of impacts to soils are detailed in Volume 1 Chapter 13 and Volume 1 Chapter 9 of the Environmental Statement (Document Reference 6.1).</p> <p>Design Change: No</p>	

Table 6/20: Section 42 Consultations - Prescribed Consultee Land/Property Responses

Issue	Consultation result
<u>Suggested Changes</u> Remove HGVs from Salhouse	<ul style="list-style-type: none"> Salhouse Parish Council commented that the B1140 through Salhouse is a designated sugar beet route and requested that with the NDR in place, HGV traffic should be taken away from the B1140 through enforceable restrictions and signing. It also requested that the designated HGV route to Rackheath Industrial Estate and its associated restrictions be removed.
<p>Regard Given to Response: Norfolk County Council has a Route Hierarchy network which classifies roads according to their function and level of use. This was developed following assessments of roads and public consultations during the 1990s and early 2000s. Within this Route Hierarchy roads designated as a Main Distributor Route and classified a B road are identified as being a distributor of local through traffic. The applicant would not normally provide a weight restriction on such routes.</p> <p>Design Change: No</p>	

Table 6/21: Section 42 Consultations - Prescribed Consultee Suggested Changes Responses

Issue	Consultation result
<u>Consultation/Exhibitions</u> Previous route consultations	<ul style="list-style-type: none"> • Gt and Lt Plumstead Parish Council and Rackheath Parish Council commented that the NDR proposed in the 2003 consultations was for a full route between the A47 at Postwick and the A47 to west of Norwich and did not include the Postwick Hub Junction. It was suggested support for the NDR can only be based on the full route and there should be a consultation on the support for a road between the A47 and A1067. Suggestion was made that the originally proposed route options should be re-examined.
<p>Regard Given to Response: All consultations on the NDR since 2005 showed the NDR being proposed between the A47 at Postwick and the A1067 near Attlebridge including the more recent consultations in April/May/June 2012 (described in Section 3.3) and in February/March 2013 (described in Section 3.4). During these consultations there was the opportunity to comment on the route. In addition there has been opportunity to comment on the route as part of the statutory pre-application consultations.</p> <p>Design Change: No</p>	
<u>Consultation/Exhibitions</u> Pre-application consultation	<ul style="list-style-type: none"> • Colney Parish Council commented that the NDR consultation was not effective and omitted the necessary information for the wider community to make an informed decision. • Salhouse Parish Council commented that there was no public exhibition at Salhouse. • Rackheath Parish Council commented that some letters to Rackheath residents were received on the day of the first exhibition, meaning that residents were unable to attend or had very little time to prepare for a consultation there.
<p>Regard Given to Response: The consultation pack consisted of a cover letter, scheme information document, non-technical summary to the PEIR, a full copy of the PEIR, non-technical note on transport modelling and a CD containing these documents and appendices. This is considered a full pack of information to enable the consultees to provide informed responses on the NDR. The rationale for selection of exhibition venues is outlined in Section 4.4 of this report. Whilst Rackheath residents were able to attend any of the other exhibitions, in light of the comments the applicant decided to</p>	

schedule an additional exhibition on 12 August 2013 (between 13:00 to 20:00) at the Holy Trinity Church in Rackheath. Letters notifying people of this new exhibition were sent to addresses within Rackheath Parish (Appendix K-5 of this report).

Design Change: No

Table 6/22: Section 42 Consultations - Prescribed Consultee Consultations/Exhibition Responses

Issue	Consultation result
<u>Other comments</u> NDR and NATS	<ul style="list-style-type: none"> • New Anglia Local Enterprise Partnership commented that it is critical that the NDR is part of a wider package of public transport measures including improved bus services and an increase in cycling routes. • Gt and Lt Plumstead Parish Council commented on the Norwich Area Transportation Strategy (NATS) and considered that an NDR centred transport policy leads to greater vehicle use, longer journeys and increased congestion.
<p>Regard Given to Response: The NDR is a key element of NATS. The applicant has an implementation plan for NATS, developed following consultations in 2009, which outlines the programme of proposed measures.</p> <p>Design Change: No</p>	

Table 6/23: Section 42 Consultations - Prescribed Consultee Other Comments Responses

6.5 Section 42 – Key Issues from Those with Interest in Land

- 6.5.1 The consultation with those with interest in land (as defined in Section 44 of the Planning Act 2008) received 54 responses. A summary of these are contained in Appendix U of this report.
- 6.5.2 A majority of comments received related to requests for amendments to accommodation works. These included gating arrangements, boundary fencing and hedgerow detail, which will be considered during the detailed design and in discussion with land owners/tenants. The regard given to these responses is detailed in Appendix U of this report.
- 6.5.3 There were also responses relating to the specific effects of the proposals on individual land plots, including requests for additional landscaping and planting to provide protection adjacent to specific areas. Rather than document these specific issues in this section of the report, these comments and the regard given to them are also contained in Appendix U of this report.
- 6.5.4 The following tables provide a summary of the key issues identified by the consultation with those affected by land.

Issue	Consultation result
<u>Need for NDR</u>	<p>4 responses (IT008, IT035, IT038, IT039) questioned the need for the NDR. These included:</p> <ul style="list-style-type: none"> • the NDR will give license to commercial and domestic building, both of which will result in the loss of agricultural land; • the money could be better spent on improving public transport and cycle facilities; • the NDR will generate additional traffic which will cause environmental damage; • question why the NDR has to be key to the delivery of NATS.
<p>Regard Given to Response: These responses have been considered by the applicant and regard has been given to them in putting together the need case for the NDR, which is detailed in Volume 1 Chapter 3 of the Environmental Statement (Document Reference 6.1).</p> <p>Design Change: No</p>	

Table 6/24: Section 42 Consultations – Those with Interest in Land Need for NDR Responses

Issue	Consultation result
<p><u>Route of NDR</u> A link is needed between the A1067 and A47(w)</p>	<p>5 responses (IT010, IT012, IT013, IT018, IT036) suggested that the NDR should link to the A47 to the west of Norwich. Comments included:</p> <ul style="list-style-type: none"> • maximum benefit can only be achieved with this link; • providing this link would greatly benefit Taverham and Drayton.
<p>Regard Given to Response: A road linking the A1067 and the A47(w) would have to cross the Wensum Valley, which is designated a Special Area of Conservation (SAC) under the European Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora - often referred to as the Habitats Directive. An assessment of options across the Wensum Valley concluded, in 2005, that significant impacts on the SAC would be likely, and there was doubt as to whether, under the terms of the Habitats Directive, it would be possible to design an acceptable scheme. This in turn raised the prospect that consent for a wider scheme including such a link might not be granted. On 19 September 2005, the applicant’s Cabinet resolved to have no NDR link between the A47(w) and the A1067. It therefore did not form part of the adopted route.</p> <p>At its meeting of 16 September 2013 the meeting of the Norfolk County Council resolved to recommend to Cabinet that they submit an application for a DCO in respect of the NDR as proposed (i.e. between the A47 at Postwick and the A1067 near Attlebridge) and to also commission a report on a feasibility study of providing a link across the Wensum Valley from the A1067 to the A47(w). Whilst at its meeting of 7 October 2013 the applicant’s Cabinet resolved that a “scoping report on the feasibility of providing a link across the Wensum Valley from the A1067 – A47 be written once consultation work was completed”, this study has not been carried out and there is therefore currently no proposal establishing the form any link between the A1067 and A47(w) would take, or indeed whether any such link is feasible. The Transport Assessment for the NDR (Document Ref 5.5.) shows that the NDR can provide substantial benefits without a further link between the A1067 and A47(w) and that the NDR will reduce daily traffic on existing routes between the A1067 and the A47(w) between Drayton/Taverham and Costessey. The feasibility and environmental acceptability of a link to the A47(w) have not been established and the previous assessment in 2005 discarded this option.</p>	

Accordingly, it is the position of the applicant that the NDR can and should be considered on its own merits without such a link.	
Design Change: No	
Issue	Consultation result
<u>Route of NDR</u> Alternative routes for the NDR	<p>3 responses (IT012, IT013, IT040) suggested that the NDR should stop at the A140 and/or beyond this to utilise existing roads. The reasons for this view included:</p> <ul style="list-style-type: none"> • areas of countryside should be protected; • the speed of traffic joining Fakenham Road would be excessive; • Reepham Road, between Hall Lane and Fir Covert Road, is a good quality road that could be used for an NDR; • the road would not go anywhere other than Fakenham Road and those wishing to access the A47 would use unsuitable routes between the A1067 and Taverham/Drayton and the A47 at Costessey/Easton.
<p>Regard Given to Response: The alternative of a dual carriageway NDR between the A47 at Postwick and the A140 Cromer Road is considered as Alternative No 2 in the needs and alternative case (Volume 1 Chapter 3 of the Environmental Statement (Document Ref 6.1)).</p> <p>The alternative of using Reepham Road, between Hall Lane and Fir Covert Road, as part of an NDR was one of the options considered in the Stage 1 Environmental Assessment undertaken prior to developing a manageable number of route alternatives to take forward to the 2003 public consultations. It was rejected at this stage as a result of this assessment.</p>	
Design Change: No	

Table 6/25: Section 42 Consultations – Those with Interest in Land Route of NDR Responses

Issue	Consultation result
<u>On-Line Proposals</u> Dual carriageway section of the NDR between Fir Covert Road and Fakenham Road	1 response (IT010) expressed support for the NDR to be dual carriageway between Fir Covert Road and Fakenham Road.
<p>Regard Given to Response: Having had regard to these comments the proposals submitted for a DCO include a dual carriageway section of carriageway between Fir Covert Road and Fakenham Road.</p> <p>Design Change: No</p>	
Issue	Consultation result
<u>On-Line Proposals</u> Fir Covert Road Roundabout	7 responses (IT003, IT003A, IT004, IT004A, IT009, IT010, IT011) expressed support for the re-introduction of the Fir Covert Road Roundabout. 1 response (IT037) suggested that traffic should be excluded from the southern half of Fir Covert Road by constructing a three-exit roundabout at this junction.
<p>Regard Given to Response: There has been extensive consideration regarding the provision of the roundabout at the Fir Covert Road junction with the NDR. After the April/May/June 2012 consultations the roundabout was relocated to the junction with Fakenham Road. The February/March 2013 consultations identified support for the roundabout at the Fakenham Road/NDR junction. However, it also identified concerns regarding the closure of Fir Covert Road, particularly by businesses here. Having given regard to these concerns, the NDR proposal was further amended so that it included an additional roundabout at the NDR junction with Fir Covert Road. This was in addition to the roundabout at the Fakenham Road/NDR junction.</p>	

<p>The applicant considers the provision of a 4 arm roundabout here as the most appropriate solution, particularly as traffic flow on Fir Covert Road is predicted to be similar or lower with the NDR. See Appendix I to the Forecasting Report (Document Reference 5.6) for actual traffic flows.</p> <p>Design Change: No</p>	
Issue	Consultation result
<p><u>On-Line Proposals</u> Drainage</p>	<p>9 responses (IT012, IT013, IT019, IT020, IT024, IT034, IT035, IT042, IT044) made comment on the drainage proposals and the effects to individual land interests. These generally requested the relocation or the resizing of the lagoons. There were also concerns expressed that the drainage mitigation proposals were not adequate enough to protect ground water resources.</p>
<p>Regard Given to Response: The NDR drainage was designed in accordance with SUDS techniques to ensure that the water quality is appropriately managed. (See Volume 1 Chapter 14 of the Environmental Assessment (Document Ref 6.1)).</p> <p>Design Change: Yes – having given regard to the location of lagoons amendments have been made to the location of Lagoon No. 25. See Design Change Ref 12.5 in Appendix V to this report.</p>	
Issue	Consultation result
<p><u>On-Line Proposals</u> Middle Road Bridge</p>	<p>4 responses (IT036, IT041, IT042, IT045) objected to the proposal for a bridge over the NDR at Middle Road. The reasons for this view included:</p> <ul style="list-style-type: none"> • it will funnel Broadland Business Park and other nearby development traffic along Middle Road; • Middle Road cannot handle the additional traffic safely; • it adds additional cost to the overall scheme; • Plumstead Road is a more suitable road to accommodate traffic than Middle Road; • it conflicts with land that has already planning permissions granted.
<p>Regard Given to Response: There has been extensive consideration of Middle Road Bridge and whilst the concerns of residents of Middle Road are acknowledged the wider view of the highway network (including the alternative routes to Middle Road) need to</p>	

be considered. There has also been extensive discussion with the parish council on this issue and they have expressed a similar view. On this basis the bridge is to be retained as part of the proposal, so there is no change to the scheme.

Design Change: No

Issue	Consultation result
<p><u>On-Line Proposals</u> Plumstead Road and the Norwich to Sheringham Railway Line Bridge</p>	<p>1 response (IT035) expressed concern regarding the elevated section of the NDR as it crosses Plumstead Road and the Norwich to Sheringham railway line, which will cause significant visual intrusion. It suggested that the NDR should pass underneath Plumstead Road and the railway line.</p>

Regard Given to Response: The applicant has previously examined routeing the NDR below Plumstead Road and the railway line and it is technically difficult due to groundwater conditions. There would be a high risk of flooding of any tunnel and a need for a permanent pumping system. This would have resulted in high maintenance costs.

Design Change: No

Issue	Consultation result
<p><u>On-Line Proposals</u> Drayton Lane link</p>	<p>2 responses (IT002, IT051) expressed concern regarding the closure of Drayton Lane, south of its junction with Reepham Road and the resulting affect of diverting traffic via Hall Lane. Issues identified included:</p> <ul style="list-style-type: none"> • Hall Lane has a dangerous bend and is not wide enough to allow large vehicles to pass each other; • Hall Lane is used by residents to walk to Drayton; • there would be negative effects to Reepham Road (between Drayton Lane and Hall Lane) and the junction of Reepham Road/Hall Lane; • Drayton Lane is the more suitable alternative to accommodate traffic; <p>Alternative suggestions included that a roundabout should be provided at the Reepham Road/Drayton Lane</p>

	<p>junction, the Drayton Lane closure should be removed and traffic calming should be provided on Hall Lane south of Drayton Lane.</p>
<p>Regard Given to Response: Further tests have been undertaken in the model to look into the option of a roundabout at the Drayton Lane/Reepham Road junction and also a more conventional priority ('T') junction. The findings for all options tested, some of which also included traffic calming on the section of Hall Lane between Drayton Lane South and Drayton village, showed that the use of Drayton Lane South, either instead of, or as well as Hall Lane, was less effective at reducing traffic flows into Drayton than the NDR scheme as proposed. In view of this, and the fact that the NDR scheme as proposed showed a benefit of reducing the amount of traffic on Hall Lane when compared to a non-NDR scenario, there was no evidence to support changing the NDR scheme as proposed.</p> <p>Design Change: No</p>	

Table 6/26: Section 42 Consultations – Those with Interest in Land On-Line Proposal Responses

Issue	Consultation result
<u>Off-Line Proposals</u> North Walsham Road/Crostwick Lane proposals	1 response (IT030) expressed concern that the closure of Rackheath Lane will result in increased journey distances for agricultural vehicles, making the farming of land either side of North Walsham Road untenable and potentially creating a rat run via Dow Lane. Suggestion was made that if a closure was needed it should be re-aligned as a private access or relocated east of the cottages on Rackheath Lane.
<p>Regard Given to Response: Whilst the comments are noted, the reasons for the closure are primarily to improve highway safety at the junction. Closure of Rackheath Lane will simplify turning movements allowing drivers waiting at the Crostwick Lane arm to concentrate on the vehicle movements on the main road.</p> <p>Design Change: No</p>	
Issue	Consultation result
<u>Off-Line Proposals</u> Closure of Green Lane East/Broad Lane at its junction with Plumstead Road	1 response (IT005) expressed concern regarding the closure of Green Lane East/Broad Lane at Plumstead Road and that this will have a significant inconvenience to farming operations (with a suggestion that an agricultural access is needed to link with land to the west of the railway line). 1 response (IT018) was in favour of the closure.
<p>Regard Given to Response: Consultation proposals already included a private means of access from Plumstead Road to the land west of the railway line.</p> <p>Design Change: Yes –. See Design Change Ref: 10.2 in Appendix V to this report.</p>	
<u>Off-Line Proposals</u> Concern regarding other closures of	2 responses (IT012, IT013) expressed concern that the closure of Holly Lane will result in rat running on other roads.

local roads	
<p>Regard Given to Response: This junction is closed for reasons of highway safety. Junctions are not permitted on slip roads. See Forecasting Report (Document Ref 5.6) for the traffic effects of the severance.</p>	
<p>Design Change: No</p>	

Table 6/27: Section 42 Consultations – Those with Interest in Land Off-Line Proposal Responses

Issue	Consultation result
<u>Landscaping/Planting Issues</u> Effects of NDR on landscape and type of planting	10 responses (IT001, IT020, IT023, IT025, IT026, IT030, IT033, IT039, IT050, IT052) made comments regarding landscaping and planting issues, of which most generally requested additional landscaping to specific land interests. The areas around Beeston Park, Rackheath Park and The Springs were particular areas of concern.
<p>Regard Given to Response: Extensive planting and landscaping is planned along the route of the NDR. Planting will comprise of native, locally present species of woodland, scrub and grassland habitats, hedgerows, and wetland areas. It will tie in with landscaping schemes of adjacent developments. Further planting and landscaping to screen the NDR and promote further diversification of biodiversity has been incorporated into the schemes landscaping proposals since the pre-application consultations.</p> <p>Design Change: Yes – additional landscaping has been added to the proposals, particularly in the area around Beeston Park, Rackheath Park and The Springs. See Design Change Refs: 8.5, 9.2 and 9.11 in Appendix V to this report.</p>	

Table 6/28: Section 42 Consultations – Those with Interest in Land Landscaping/Planting Issues Responses

Issue	Consultation result
<p><u>Emission/Noise Issues</u> Concern over noise/emissions</p>	<p>6 responses (IT020, IT030, IT033, IT035, IT050, IT052) commented on noise and emissions, which generally related to the effects on specific land interests and requested discussions to consider the best mitigation measures. Comments also included.</p> <ul style="list-style-type: none"> • requests for low noise surfacing; • the emissions generated by NDR would be inconsistent with national policy.
<p>Regard Given to Response: Assessments of Noise and Air Quality are contained in Volume 1 Chapter 4 and 11 of the Environmental Statement (Document Reference 6.1) and these comments have assisted in the assessment of noise and emissions.</p> <p>Exact specification of carriageway surfacing will be determined at the detailed design stage although a low noise surface is proposed.</p> <p>Design Change: No</p>	

Table 6/29: Section 42 Consultations – Those with Interest in Land Noise/Emission Issues Responses

Issue	Consultation result
<p><u>Specific Road Effects</u> Plumstead Road through Thorpe End and North Walsham Road/Beeston Lane Junction</p>	<p>1 response (IT035) expressed concern regarding the effects of the NDR on Plumstead Road through Thorpe End. This included comment that:</p> <ul style="list-style-type: none"> • the village is likely to experience increased noise and pollution impacts; • no accurate noise calculations were available during the consultations; • traffic increases will be experienced on Plumstead Road. <p>1 response (IT052) expressed concern regarding the safety of the North Walsham Road/Beeston Lane Junction, which included a suggestion that it should be re-aligned.</p>
<p>Regard Given to Response: Traffic modelling indicates that flows will reduce on Plumstead Road with an NDR. See Appendix I to the Traffic Forecasting Report (Document Reference 5.6) for forecast traffic flows.</p> <p>The registered planning application for development at North Sprowston and Old Catton by Beyond Green Developments Ltd includes proposals to re-align this junction.</p> <p>Design Change: No</p>	

Table 6/30: Section 42 Consultations – Those with Interest in Land Specific Road Effects Responses

Issue	Consultation result
<p><u>Land/Property Issues</u></p>	<p>34 responses made comments regarding the specific effect of the NDR on land interests. These included comments on:</p> <ul style="list-style-type: none"> • plot boundary and severance line treatments, such as fencing, hedgerow planting; • the locations of gates to individual plots; • the need for specific access to fields or amendments to proposed private means of access; • the proposed reinstatement of land to be handed back after the works; • the disruption to farming and loss of crop production as a result of the scheme.
<p>Regard Given to Response: The regard given to each issue is detailed in Appendix U of this report.</p> <p>Issues regarding fencing, hedgerow planting and gating will be considered as part of the detailed design and include discussions with land owners and tenants. Matters relating to the disruption to farming and loss of crop production will be addressed through compensation negotiations.</p> <p>Design Change: Yes – particular changes resulting from these comments are detailed in Appendix V to this report.</p>	

Table 6/31: Section 42 Consultations – Those with Interest in Land – Land/Property Issues Responses

6.6 Section 42 - Conclusions

6.6.1 Comments from those with an interest in land largely related to the impact of the scheme on specific land issues. The regard given to these is contained in Appendix U of this report and the applicant will continue on-going discussions regarding these issues.

6.6.2 The key issues relating to the proposals identified during the Section 42 consultations were as follows:

6.6.3 Need for NDR – There were a total of 24 responses commenting on the need for the NDR as follows:

- (a) 6 local authorities stated they had no objection to the proposals or had no comments to make. 3 local authorities expressed support for the proposals;
- (b) 5 prescribed consultees expressed support for the NDR, 6 questioned whether the NDR was needed;
- (c) 4 responses from those with an interest in land questioned the need for the NDR.

6.6.4 Alternatives to NDR – 2 responses suggested alternatives to the NDR as follows:

- (a) 2 prescribed consultees suggested that alternatives to the NDR, such as improving public transport, had not been tested.

6.6.5 Need A1067 to A47 link – 15 responses made comment on a link between the A1067 and A47 to the west of Norwich as follows:

- (a) 1 local authority wished the link be provided at the earliest opportunity;
- (b) 8 prescribed consultees commented that there should be a link between the A1067 and A47 to the west of Norwich, 1 commented on the potential feasibility study for such a link;
- (c) 5 responses from those with an interest in land commented that there should be a link between the A1067 and A47 to the west of Norwich.

- 6.6.6 Suggested alternative routes – 6 responses suggested alternative routes for the NDR as follows:
- (a) 3 prescribed consultees suggested the NDR should be closer to Norwich, forming an inner orbital route linking the proposed developments;
 - (b) 3 responses from those with an interest in land commented that the NDR should stop at the A140.
- 6.6.7 Dual carriageway between Fir Covert Road and Fakenham Road – 3 responses made comment on the dual carriageway section between Fir Covert Road and Fakenham Road as follows:
- (a) 2 prescribed consultees supported the dualling of the NDR at this location;
 - (b) 1 response from those with an interest in land supported the dualling of the NDR at this location.
- 6.6.8 Drainage proposals - 11 responses commented on the drainage proposals as follows:
- (a) 2 prescribed consultees made specific comment on the detail of the drainage proposals;
 - (b) 9 responses from those with an interest in land commented on the drainage proposals and how these affected specific land interests;
- 6.6.9 Postwick Hub Junction - 1 response commented on the Postwick Hub Junction as follows:
- (a) 1 prescribed consultee considered the junction was over complicated.
- 6.6.10 Fir Covert Road Roundabout – 11 responses commented on the Fir Covert Road Roundabout as follows:
- (a) 1 local authority supported the re-introduction of this roundabout;
 - (b) 2 prescribed consultees supported the re-introduction of this roundabout;
 - (c) 7 responses from those with an interest in land supported the re-introduction of this roundabout. 1 response did not support the roundabout and suggested that traffic be excluded from the southern half

of Fir Covert Road by constructing a three exit roundabout at this junction.

6.6.11 Middle Road Bridge – 4 responses regarding Middle Road Bridge were received as follows:

- (a) 4 responses from those with an interest in land were not in favour of the bridge because Middle Road would experience increased through traffic and is not suitable to accommodate this.

6.6.12 Plumstead Road and Norwich to Sheringham railway line bridge – 2 responses regarding this bridge were received as follows:

- (a) 1 prescribed consultee commented on the visual intrusion of the elevated NDR at this location and suggested that the NDR should pass underneath Plumstead Road and the Norwich to Sheringham railway line;
- (b) 1 response from those with an interest in land commented on the visual intrusion of the elevated NDR at this location and suggested that the NDR should pass underneath Plumstead Road and the Norwich to Sheringham railway line.

6.6.13 Drayton Lane link – 2 responses made comment on the Drayton Lane link as follows:

- (a) 2 responses from those with an interest in land expressed concern about the closure of Drayton Lane, south of its junction with Reepham Road and the resulting effect of diverting traffic via Hall Lane. Suggestions were made that a roundabout should be provided at the Reepham Road/Drayton Lane junction.

6.6.14 Number of roundabouts on NDR– 1 response regarding the number of roundabouts on the NDR was received as follows;

- (a) 1 prescribed consultee commented that the number of roundabouts will create slow moving traffic at busy periods.

6.6.15 Number of road closures – 4 responses regarding the number of road closures were received as follows:

- (a) 2 prescribed consultees commented that local roads should remain open;

- (b) 2 responses from those with an interest in land expressed concern regarding the closure of Holly Lane.

6.6.16 North Walsham Road/Crostwick Lane proposals – 2 responses commented on the proposals for this junction as follows:

- (a) 1 prescribed consultee supported the proposals for this junction;
- (b) 1 response from those with an interest in land expressed concern that the closure of Rackheath Lane would result in increased journey distances for agricultural vehicles and make farming certain fields unviable.

6.6.17 Closure of Green Lane East/Broad Lane – 3 responses regarding this closure were received as follows:

- (a) 1 prescribed consultee did not support the closure as it would cut the parish off from other parishes;
- (b) 1 response from those with an interest in land supported this closure, 1 expressed concern that it would have a significant inconvenience to farming operation.

6.6.18 NDR represents a barrier to NMUs – 3 responses commented on the effects of the NDR on NMUs as follows:

- (a) 1 local authority commented that the potential severance effects of the NDR on NMUs needed to be mitigated;
- (b) 2 prescribed consultees expressed concern at the crossing between Bullock Hill and Petans, and at the NDR roundabouts.

6.6.19 NDR will affect the landscape – 13 responses made comment on the landscaping proposals as follows:

- (a) 2 local authorities requested that the landscaping be strengthened;
- (b) 1 prescribed consultee made comment on the impact of the NDR on the landscape;
- (c) 10 responses from those with an interest in land commented on landscaping and planting, which generally related to requests for more protection for specific land interests.

6.6.20 NDR will affect wildlife – 2 responses made comment on the effects to wildlife of the proposals as follows:

- (a) 2 prescribed consultees identified the areas of Rackheath Park and The Springs as particular areas of concern.

6.6.21 Concern about noise and emissions - 10 responses made comment on the noise and emission effects of the NDR as follows:

- (a) 4 prescribed consultees commented on noise/emission issues, including the effect to villages and the overall CO2 emissions generated by the road;
- (b) 6 responses from those with an interest in land commented on noise and emissions, which generally related to the effects on specific land interests.

6.6.22 NDR will affect specific routes – 7 responses commented on the effects of the NDR on specific routes as follows:

- (a) 1 local authority requested adequate mitigation on routes connecting the A1067 and A47 to the west of Norwich;
- (b) 4 prescribed consultees commented on the effects to specific roads, including Plumstead Road, the A1151 Wroxham Road, the B1140 through Salhouse and routes connecting the A1067 and A47 to the west of Norwich;
- (c) 1 response from those with an interest in land expressed concern regarding the effects on Plumstead Road through Thorpe End. 1 response expressed concern regarding the safety of the North Walsham Road/Beeston Lane Junction.

6.6.23 Land Property Issues - 36 responses made comment on land/property issues as follows:

- (a) 1 prescribed consultee commented on the loss of airport land, 1 commented on the loss of agricultural land;
- (b) 34 responses from those with interest in land made comments relating to specific land interests.

6.7 Section 42 - Refinements Made to Proposals

- 6.7.1 In addition to the Section 42 consultations, discussions with landowners, occupiers and their agents have been on-going before and the during the Section 42 consultations. These discussions have resulted in changes to the proposals not necessarily documented in the formal Section 42 consultation response from consultees.
- 6.7.2 The changes resulting from the Section 42 consultations, together with those from ongoing discussion with land owners/tenants, are detailed in Appendix V to this report. Locations of these can be seen on the General Arrangement Drawing Sheets 1 to 12, Drawing No's R1C093-R1-5015 to 5026 (Application Document No 2.6). The refinements to the scheme as a result of the formal Section 42 consultations are also summarised the following table.

Change Ref	Chainage	General Arrangement Sheet No.	Location	Change	Reason for change
3.2	2400 to 2910	No 3	Private means of access between Breck Farm Lane and Reepham Road Roundabout – south side of NDR.	Width of private means of access widened to 4m with 2m verges either side.	As a result of consultations. See Response Ref IT020 in Appendix U of this report.
6.6	8000	No 6	South side of NDR.	Additional grassland creation.	To prevent issues arising from bird and wildlife management concerns. As a result of consultations. See Response Ref PC017 in Appendix T of this report.
8.3	12100	No 8	North east of North Walsham Road Roundabout.	Width of private means of access widened to 4m with 2m verges either side.	As a result of consultations. See Response Ref IT020 in Appendix U of this report.
8.5	12500 to 13700	No 8	South side of NDR	Additional landscaping and woodland creation added.	As a result of Section 47 consultations. Also see: <ul style="list-style-type: none"> • Response Ref LA005 and LA009 in Appendix T of this report; • Response Ref IT001 in Appendix U of this report.

9.2	13800 to 14200	No 9	North of NDR - bunding south of The Springs Lake	New woodland added instead of grass planting.	As a result of Section 47 consultations. Also see: <ul style="list-style-type: none"> • Response Ref LA005 and LA009 in Appendix T of this report; • Response Ref IT023 and IT030 in Appendix U of this report.
9.9	14240	No 9	Wroxham Road Roundabout – between western and southern arms.	Field access provided from Wroxham Road Roundabout rather than Wroxham Road.	To provide access to land. As a result of consultations see Response Ref IT042 in Appendix U of this report.
9.11	13450	No 9	North east side of NDR around Lagoon 17.	Additional landscaping and woodland creation added to area of top soiling.	As a result of consultations see Response Ref IT023 in Appendix U of this report.
10.2	17000 to 16750	No 10	Private means of access from Plumstead Road – to west of NDR.	Width of private means of access widened to 4m with 2m verges either side.	As a result of consultations see Response Ref IT005 in Appendix U of this report.
12.5	19200	No 12	Lagoon 25 – east side of NDR.	Lagoon moved from west side of the NDR to the east side.	As a result of consultation. See Response Ref IT019 and IT044 in Appendix U of this report.

12.9	Off Line	No 12	Broadland Gate Roundabout.	New field access added from roundabout.	As a result of consultations. See Response Ref IT019 in Appendix U of this report.
12.11	20050	No 12	East of Postwick North East Roundabout.	New field access added from private means of access.	Access omitted from consultation now added. As a result of consultations. See Response Ref IT019 and IT044 in Appendix U of this report.

Table 6/32: Summary of Refinements to Proposals as a Result of Section 42 Consultations

7 Further Consultations

7.1 Further Consultations - Introduction

- 7.1.1 Further consultation was undertaken regarding the design changes summarised in Appendix V of this report. These changes were considered minor in nature and would only affect the immediate surrounding area. As a result a small scale consultation with landowners and directly affected persons was undertaken.
- 7.1.2 Consultation letters (128 letters) were sent out between 11 October and 17 October. Appendix W-1 of this report contains copies of the consultation letter and lists of the consultees. It also includes details of the dates these were delivered/received by the consultees and deadline provided for their response.

7.2 Further Consultations – Summary of Responses

- 7.2.1 Details of the responses received to the further consultations are contained in Appendix W-2 of this report. The key responses relating to the design changes are as follows.

Issue	Consultation result
Design Change 2.8	2 responses (DC002, DC002A) objected to the new access proposed to a parcel of land that previously had no access because of increased security concerns, usage/maintenance of the access and the area of land is small and could be used for landscaping.
<p>Regard Given to Response: The applicant had not previously provided an access because it had assumed its purchase by a neighbouring landowner. Once it was noticed that the land had no access it considered it appropriate to provide one. Negotiations with the landowner over post scheme ownership of land and maintenance responsibility will continue as part of detailed design and compensation discussions.</p> <p>Boundary fencing to mitigate security risks will be considered as part of the detailed design and will include discussions with land owners.</p> <p>Further Design Change: No</p>	
Design Change 2.9	1 response (DC009) objected to the reinstatement of the Fir Covert Road Roundabout and the proposed relocation of the equestrian crossing further from the junction. Commented that Fir Covert Road was already very busy, exiting their premises is very difficult and the provision of the roundabout will make this situation worse.
<p>Regard Given to Response: There has been extensive consideration regarding the provision of the roundabout at the Fir Covert Road junction with the NDR. After the April/May/June 2012 consultations the roundabout was relocated to the junction with Fakenham Road. The February/March 2013 consultations identified support for the roundabout at the Fakenham Road/NDR junction. However, it also identified concerns regarding the closure of Fir Covert Road, particularly by businesses here. Having given regard to these concerns, the NDR proposal was further amended so that it included an additional roundabout at the NDR junction with Fir Covert Road. This was in addition to the roundabout at the Fakenham Road/NDR junction.</p> <p>The applicant considers the provision of a 4 arm roundabout here as the most appropriate solution, particularly as traffic flow on Fir</p>	

<p>Covert Road is predicted to be similar or lower with the NDR. See Appendix I to the Traffic Forecasting Report (Document Reference 5.6) for forecast traffic flows.</p> <p>Further Design Change: No</p>	
<p>Design Change Ref: 4.11</p>	<p>1 response (DC008) objected to the proposal for temporary widening of a 200m length of the existing highway on the north side of the Holt Road/ Drayton Lane Roundabout due to the effects on mature trees and the privacy/security of Horsford Hall.</p>
<p>Regard Given to Response: Having considered this consultation response with the applicant's contractor, it was determined that a tie-in could be completed by alternative means.</p> <p>Further Design Change: Yes - See design Change Ref: 4.12 in Appendix V to this report.</p>	
<p>Design Change Ref 5.4</p>	<p>1 response (DC005) objected the creation of the new drainage Lagoon (8A) to the west of the Cromer Road Junction and noted that this would result in the removal the farm's slurry pit, which is part of operations of a working farm.</p>
<p>Regard Given to Response: Lagoon 8A was positioned in the natural low spot to minimise the flood risk. Other options were explored, but proved not feasible due to topography of the site.</p> <p>Further Design Change: No</p>	
<p>Design Change Ref 6.6</p>	<p>1 response (DC006) objected to the use of land to create an additional grassland area and considered that this was an underhand way of obtaining industrial land for an agricultural price.</p>
<p>Regard Given to Response: The additional area of grassland creation has been incorporated into the proposals to prevent issues arising from bird strike hazards associated with Norwich Airport.</p> <p>Further Design Change: No</p>	

Design Change Ref 7.1	2 responses (DC001, DC004) expressed concern regarding the provision of a bridleway in front of the properties on Buxton Road.
<p>Regard Given to Response: Further details of the proposed bridleway will be considered as part of detailed design and will include discussions with land owner.</p> <p>Further Design Change: No</p>	
Design Change 9.9	1 response (DC003) suggested that the new field access off Wroxham Road Roundabout could be continued southwards to provide an alternative access to a property.
<p>Regard Given to Response: The property already has an access from Wroxham Road. However, this suggestion will be considered as part of detailed design and will include discussions with land owners.</p> <p>Further Design Change: No</p>	
Design Change 12.5 and 12.8	1 response (DC007) objected to the relocation of Lagoon 25 and the temporary top soil storage area to the east side of the NDR because of the effects to a nearby property. An alternative location further south was suggested. 1 response expressed support for the relocation of Lagoon 25 and the temporary top soil storage area.
<p>Regard Given to Response: The lagoon was relocated following discussions with the directly affected landowner, who owns the fields on either side of the NDR. The suggested location south of the Business Park Roundabout between the NDR and the Postwick Footpath No 2 cannot be utilised due to its distance from the proposed drainage system outfall.</p> <p>Further Design Change: No</p>	

Table 7/1: Design Change Consultation Responses

7.3 Further Consultations – Conclusions

7.3.1 Whilst 34 responses were received to the design change consultations, the majority of these re-iterated the comments made during the previous consultations. 11 responses, as summarised above made comment on the proposed design changes.

7.4 Further Consultations – Refinements Made to Proposals

7.4.1 One additional change resulting from the further consultations is detailed in Appendix V to this report. The location of this can be seen on the General Arrangement Drawing Sheets 1 to 12, Drawing No’s R1C093-R1-5015 to 5026 (Application Document No 2.6). It is also summarised below.

Change Ref	Chainage	General Arrangement Sheet No.	Location	Change	Reason for change
4.12	Off Line	No 4	North east of Holt Road/Drayton Lane Roundabout.	Removal of area designed for temporary traffic management, which removes need to effect mature trees and stable block.	Contractor advice that tie-in could be completely by alternative means. As a result design change consultations – see Ref: DC008.

Table 7/2: Summary of Refinements to Proposals as a Result of Further Consultations

8 Conclusion and Summary

8.1 Introduction

- 8.1.1 This consultation report has outlined the non statutory and statutory consultations undertaken on the NDR proposals since 2003.
- 8.1.2 The Planning Act 2008 requires consultation on a scheme proposal before the submission of the application for a Development Consent Order, and these consultations have been undertaken in accordance with Section 42, Section 47 and Section 48 of the Planning Act 2008.
- 8.1.3 The preferred scheme presented for application has been developed by taking into account the feedback from all these consultations.
- 8.1.4 Section 2.7 of this report provides a summary of the compliance to the legislative requirements.

8.2 Conclusion from Section 47 Consultations

- 8.2.1 Section 47 of the Planning Act 2008 outlines the requirements for consultation with the local community and the following sections detail how these requirements have been fulfilled:
- (a) Section 4.2 of this report details how the applicant produced the SOCC, following consultations with local authorities and having given regard to their comments;
 - (b) Section 4.4. of this report details the rationale for developing the SOCC;
 - (c) Section 4.5 and 4.6 of this report details how the consultations the applicant undertook have complied with the SOCC.
- 8.2.2 The applicant received a total of 1492 responses to this consultation and regard has been given to these when considering whether to make the DCO application in the same form as it was consulted upon or whether to make refinements to the scheme.

8.3 Conclusion from Section 48 Consultations

8.3.1 Section 4.9 of this report outlines how the applicant fulfilled the requirements for consultation under Section 48 of the Planning Act 2008.

8.3.2 With both the Section 47 and Section 48 consultations being undertaken at the same time it has not been possible to distinguish between responses from the two different consultations. Therefore responses received from the Section 48 consultation have been addressed together with those received from the Section 47 consultation.

8.4 Conclusion from Section 42 Consultations

8.4.1 Section 42 of the Planning Act 2008 outlines the requirements to consult:

- (a) local authorities, which were identified in accordance with Section 43 of the Planning Act 2008;
- (b) prescribed consultees, which were identified in accordance with Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009;
- (c) those with interest in land, which were identified in accordance with Section 44 of the Planning Act 2008.

8.4.2 Section 4.12 and 4.13 of this report details how the applicant has fulfilled the Section 42 requirements.

8.4.3 The applicant received a total of 103 responses to this consultation and regard has been given to these when considering whether to make the DCO application in the same form as it was consulted upon or whether to make refinements to the scheme.

8.5 Summary of Key Issues

8.5.1 The applicant, having given regard to the responses received from consultations under Section 47, Section 48 and Section 42 of the Planning Act 2008, has identified the key issues associated with the proposals.

8.5.2 The table below summaries the key issues, the number of comments received regarding those issues and the tables in this report where a greater explanation of them can be found.

Key Issue	Section 47 and 48	Section 42 Local Authorities	Section 42 Prescribed Consultees	Section 42 Those with Interest in land
Need for NDR (including development associated with NDR)	801 comments (Table 5/4)	9 responses (Table 6/2)	11 responses (Table 6/10)	4 responses (Table 6/24)
Suggested alternatives to the NDR	25 comments (Table 5/5)		2 responses (Table 6/11)	
Link between the A1067 and A47	366 comments (Table 5/6)	1 response (Table 6/3)	9 responses (Table 6/12)	5 responses (Table 6/25)
Alternative routes for the NDR	28 comments (Table 5/6)		3 responses (Table 6/12)	3 responses (Table 6/25)
Dual carriageway between Fir Covert Road and Fakenham Road	57 comments (Table 5/7)		2 responses (Table 6/13)	1 response (Table 6/26)
Drainage proposals			2 responses (Table 6/13)	9 responses (Table 6/26)
Postwick Hub Junction	46 comments (Table 5/7)		1 response (Table 6/13)	
Fir Covert Road Roundabout	22 comments (Table 5/7)	1 response (Table 6/4)	2 responses (Table 6/13)	8 responses (Table 6/26)
Holt Road Closure at A140 Cromer	14 comments (Table 5/7)			

Road Junction				
Middle Road Bridge	48 comments (Table 5/7)			4 responses (Table 6/26)
Plumstead Road and the Norwich to Sheringham Railway Line Bridge			1 response (Table 6/13)	1 response (Table 6/26)
Number of roundabouts on NDR	35 comments (Table 5/7)		1 response (Table 6/13)	
Drayton Lane link between NDR and Reepham Road (including Drayton lane Closure)	17 comments (Table 5/7)			2 responses (Table 6/26)
Number of roads closures	22 comments (Table 5/8)		2 responses (Table 6/14)	2 responses (Table 6/27)
North Walsham Road/Crostwick Lane proposals	32 comments (Table 5/8)		1 response (Table 6/14)	1 response (Table 6/27)
No closure of Church Street	20 comments (Table 5/8)			
Closure of Green Lane East/Broad Lane at its junction with Plumstead Road	19 comments (Table 5/8)		1 response (Table 6/14)	2 responses (Table 6/27)

Need more NMU facilities	33 comments (Table 5/9)			
The NDR represents a barrier to NMUs	22 comments (Table 5/9)	1 response (Table 6/5)	2 responses (Table 6/15)	
Effects of NDR on landscape and type of planting	196 comments (Table 5/10)	2 responses (Table 6/6)	1 response (Table 6/16)	10 responses (Table 6/28)
Effects of NDR on wildlife	17 comments (Table 5/11)		2 responses (Table 6/17)	
Effects of noise and emissions generate by the NDR	178 comments (Table 5/12)		4 responses (Table 6/18)	6 responses (Table 6/29)
Effects of NDR of specific routes	155 comments (Table 5/13)	1 response (Table 6/7)	4 responses (Table 6/19)	1 response (Table 6/30)
Loss of agricultural land and affects to property	36 comments (Table 5/14)		2 responses (Table 6/20)	34 responses (Table 6/31)

Table 8/1: Summary of Key Issues (note table references are for the tables shown in this report)

8.5.3 On completion of the statutory consultations, and having given regard to the responses received, the applicant made refinements to the scheme proposals. These refinements identified against the key issues in the table above are described in more detail in Appendix V of this report.

8.6 Further Consultations

- 8.6.1 These changes were considered minor in nature and would only affect the immediate surrounding area. As a result a small scale consultation with landowners and directly affected persons was undertaken.
- 8.6.2 11 responses made comment on the design changes, of which one resulted in a further change to the proposals.

8.7 Scheme Refinements and Conclusion

- 8.7.1 The applicant considers that it has fulfilled its requirements for consultation under the Planning Act 2008 and having given regard to the responses received has made changes to the scheme proposals that are outlined in Appendix V of this report. This appendix also details changes to the proposals that are not directly related to the proposals but are as a result of refinements to the scheme.
- 8.7.2 The applicant will continue consultation/discussions with prescribed consultees, affected land owners and the local community as the NDR scheme progresses.

Glossary

The Applicant	Norfolk County Council, as promoter of the NDR
DCO	Development Consent Order
DfT	Department for Transport
EIA	Environmental Impact Assessment
ES	Environmental Statement
GNDP	Greater Norwich Development Partnership
IRR	Inner Ring Road (for Norwich)
JCS	Joint Core Strategy
KSI	Killed or Seriously Injured (Accidents)
LEP	Local Enterprise Partnership
Marriotts Way	A long distance permissive path linking Taverham/Drayton area to the Norwich Inner Ring Road
MEP	Member of the European Parliament
MP	Member of Parliament
NATS	Norwich Area Transportation Strategy
NCC	Norfolk County Council
NDR	Norwich Northern Distributor Road
NMU	Non Motorised User
Norwich Cycle Network	A network of routes for cyclists developed as part of NATS
NSIP	Nationally Significant Infrastructure Project
Off-Line	Located away from the main corridor of the NDR
On-Line	Located on or adjacent to the main corridor of the NDR
ORR	Outer Ring Road (for Norwich)

PEIR	Preliminary Environmental Information Report
PINS	The Planning Inspectorate
PMA	Private Means of Access
SAC	Special Area of Conservation
SOCC	Statement of Community Consultation
SUDS	Sustainable Urban Drainage System
TR	Trunk Road
TRL	Transport Research Laboratory