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

5.1 Pre-application Consultation Report Appendix R2

Planning Act 2008

Infrastructure Planning

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

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Author: Norfolk County Council

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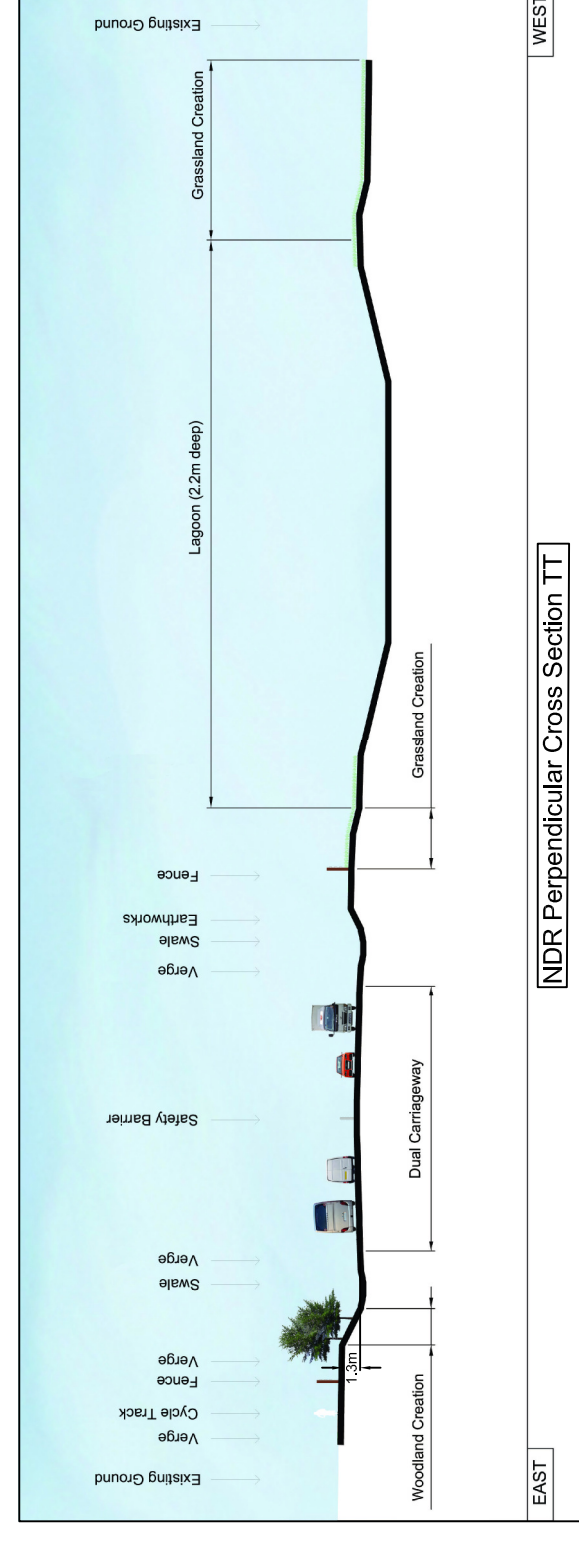
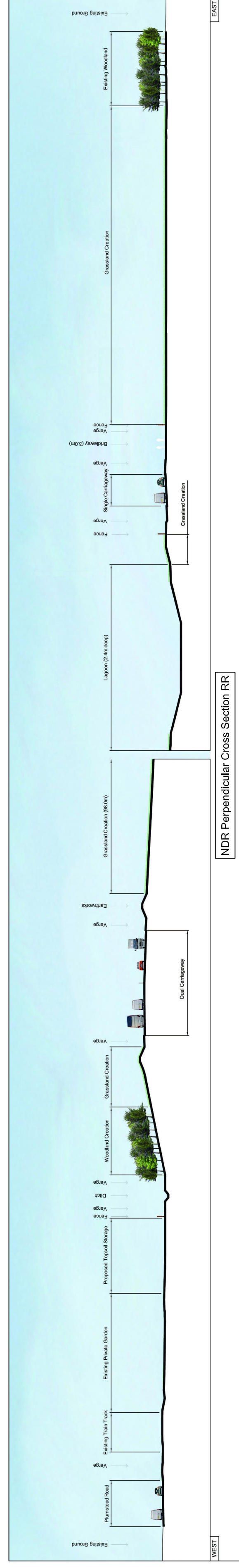
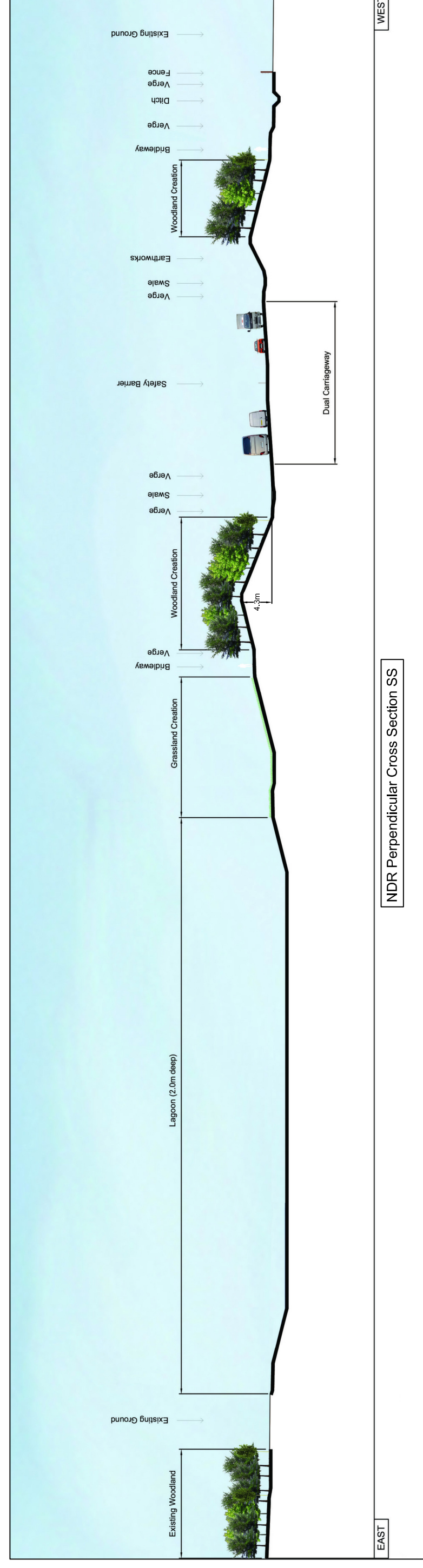
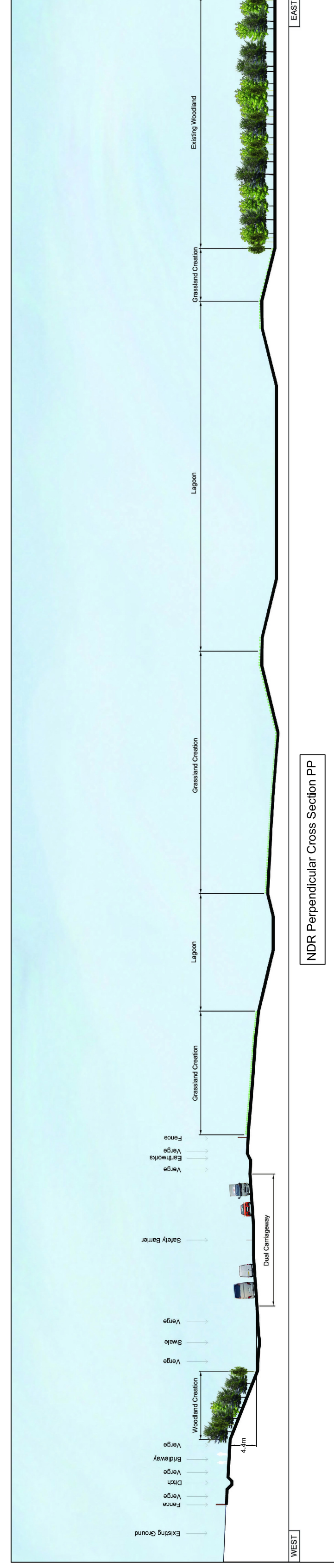
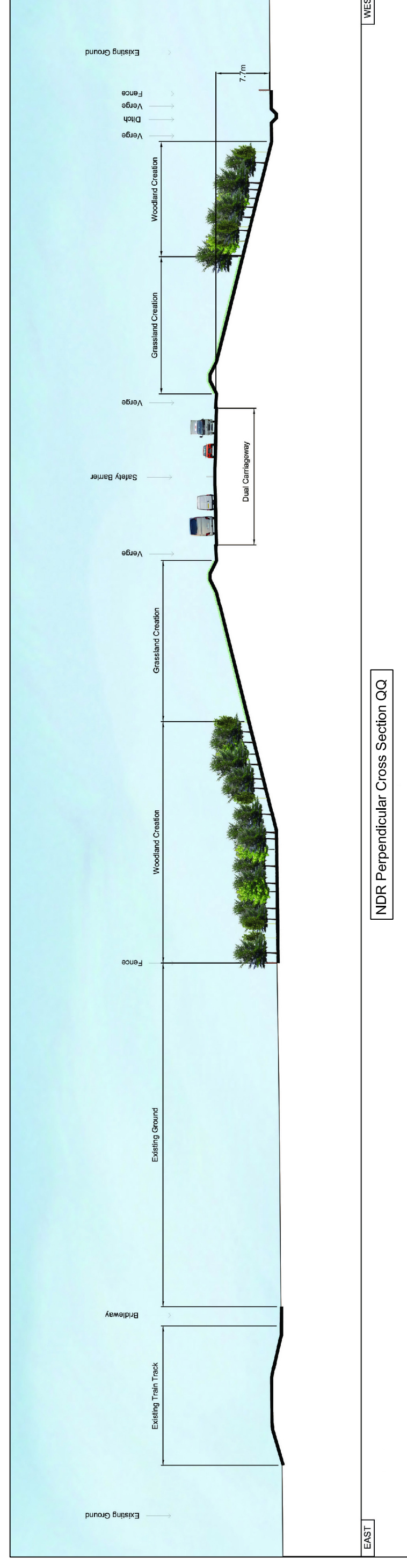
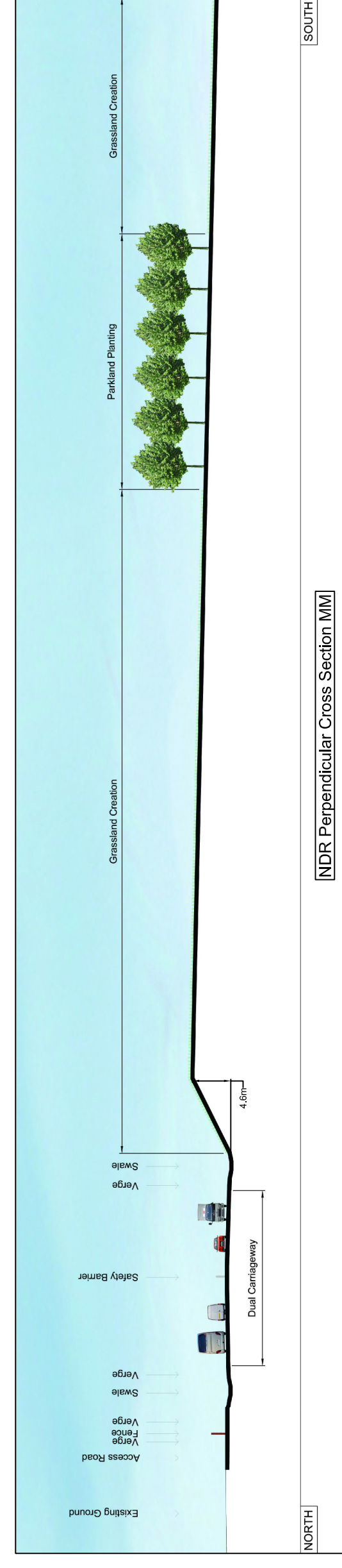
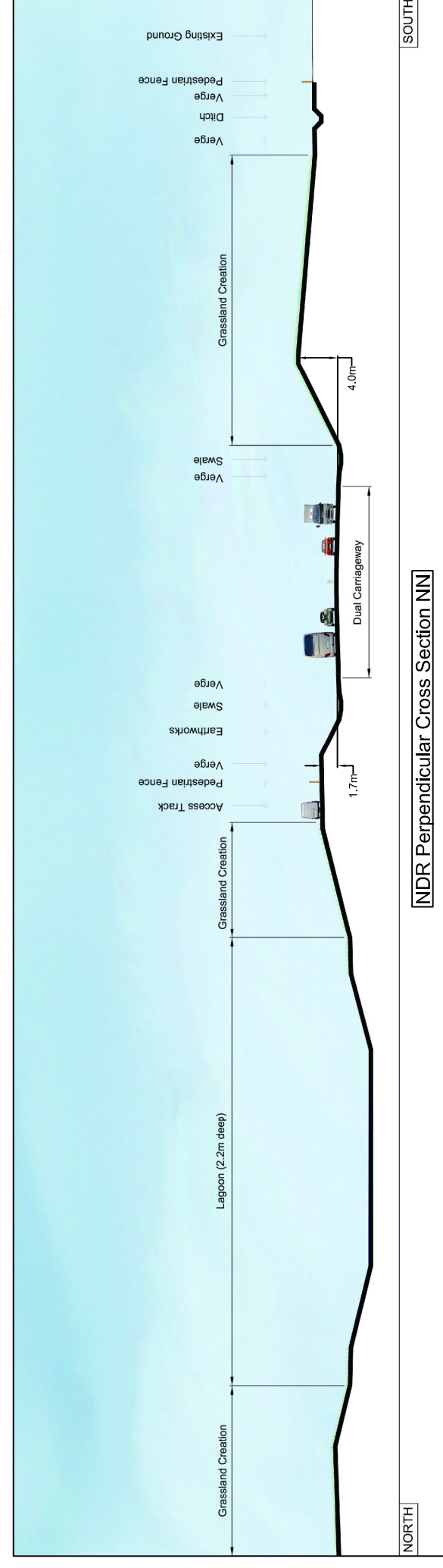
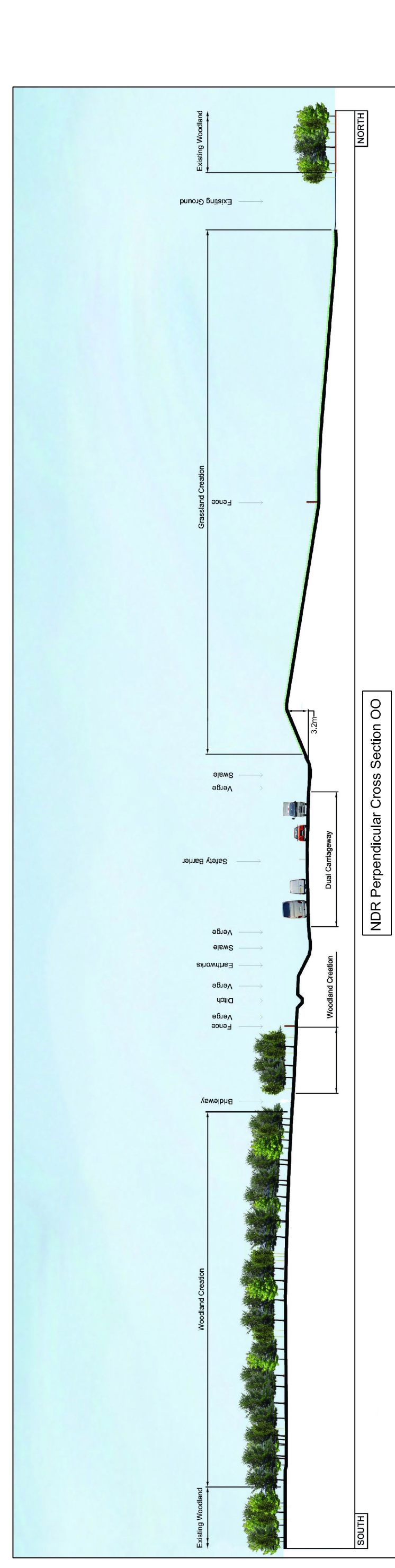
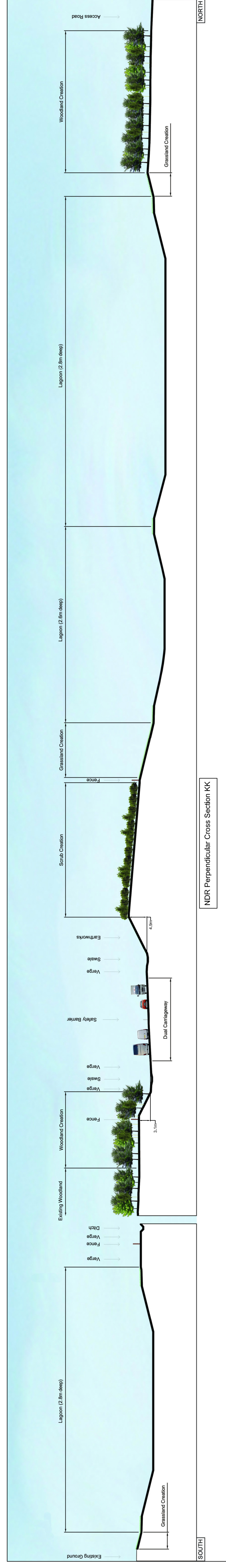
Section 47 Consultations – Exhibition Boards Part 2

Cross sections along the NDR are shown below. The locations of these can be seen on the Main Exhibition Plan. If you need assistance understanding the locations of these please ask the exhibition staff.



Cross Sections KK to TT

The locations of these can be seen on the Main Exhibition Plan. If you need assistance understanding the locations of these please ask the exhibition staff.



Environmental Assessment Guidance for NSIPs

The chart below summarises the routes that must be followed in terms of the Environmental Assessment process, depending on whether the project is an NSIP or not:

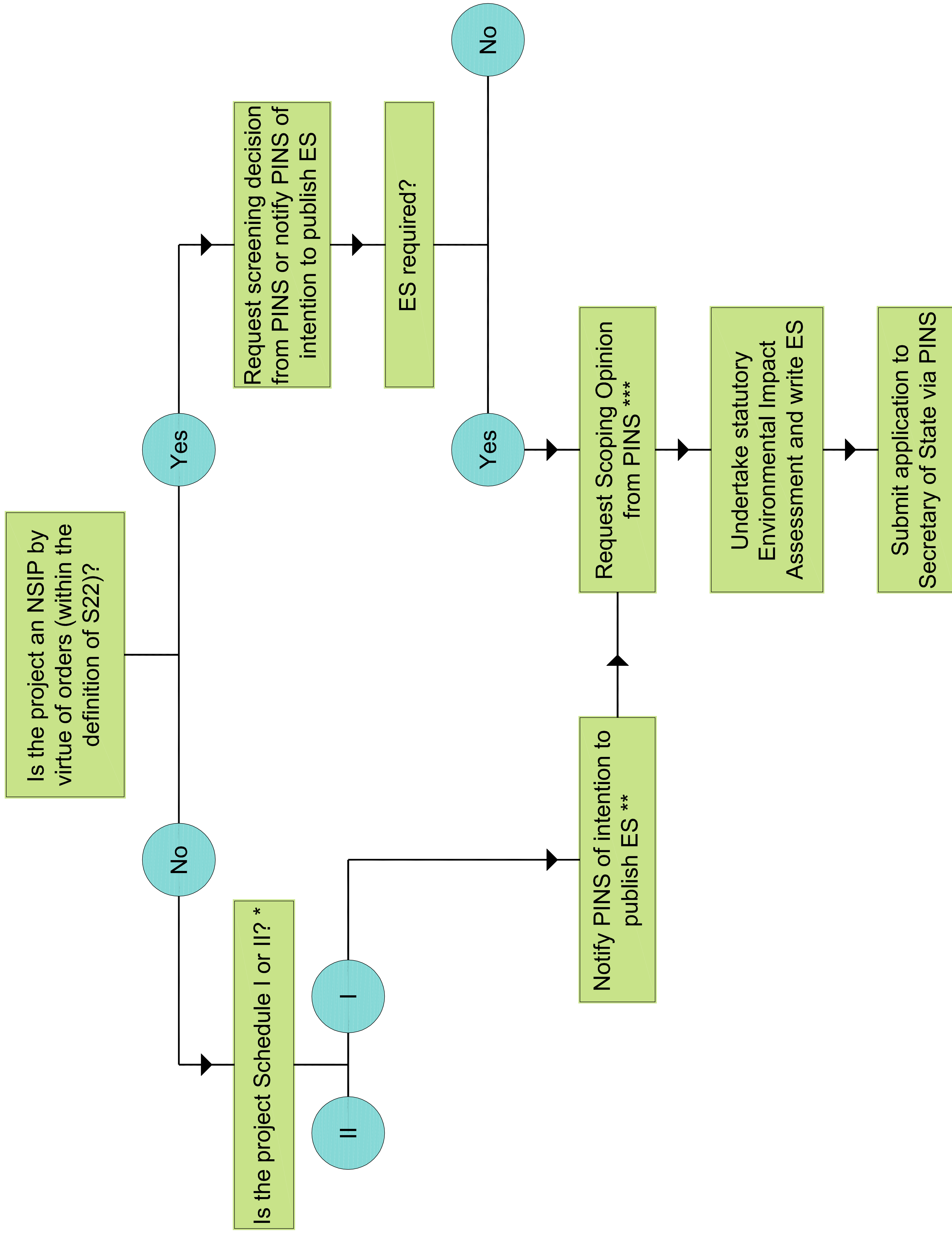
* The Environmental Impact Assessment (EIA) Regulations impose procedural requirements for carrying out EIA for Nationally Significant Infrastructure Projects (NSIPs) which are considered as 'EIA development' under the EIA Regulations. Findings of the EIA are presented within the Environmental Statement (ES) submitted with the Development Consent Order application.

The schedules to the EIA Regulations contain the following categories of projects:
Schedule 1 projects - these are always EIA development
Schedule 2 projects - these are only EIA development if the individual project is likely to have significant effects on the environment eg. wind farms and overhead cables.
The NDR fall under Schedule 1 and therefore requires EIA.

** NCC have told the Secretary of State that an ES will accompany their application for Development Consent Order (DCO), in which case the NSIP is automatically deemed to be EIA development (this is known as a Regulation 6 Notification).

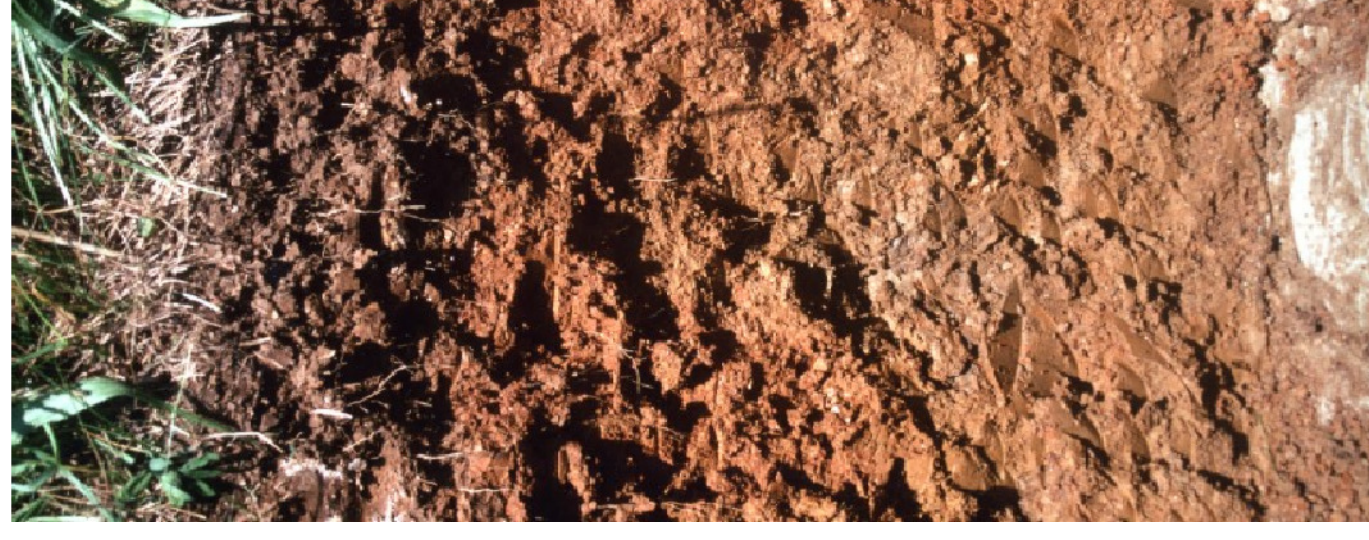
PINS is the Planning Inspectorate and they handle applications for Development Consent Orders on behalf of the Secretary of State.

*** Before submitting an application for a DCO, the developer has the opportunity to ask the Secretary of State for a formal written opinion on the information to be included in the ES. This is known as a scoping opinion. Before adopting a scoping opinion the Secretary of State must consult the prescribed consultation bodies, who have 28 days to respond. NCC received a scoping opinion from the Planning Inspectorate in April 2013, this has determined the Environmental Assessment. Copies of these reports are available at the exhibition.



Some of the Topics Assessed in the Forthcoming Environmental Statement

Air Quality	Noise & Vibration	Landscape	Ecology	Cultural Heritage	Water & Drainage	Geology & Soils
This relates closely to traffic volumes, patterns and changes. As such it is assessed across the whole city area and beyond, covering all areas where the scheme has implications for changes in traffic levels.	As with Air Quality, this discipline relates to traffic patterns and distribution, as well as type (eg. % of HGVs). It is also assessed across the whole city and beyond.	This includes a detailed appraisal of all the landscapes that may be affected by the scheme. It assesses the visual intrusion that the scheme may cause, and how it affects people and properties. It also includes the landscaping design of the proposed scheme.	Work involves the surveying and assessment of all protected wildlife that may be affected by the scheme. This includes species, habitats and protected areas such as Sites of Special Scientific Interest. The area of the scheme and surrounding areas are being considered.	This considers the archaeology and existing heritage features like Listed Buildings, Historic Landscapes and Parkland. Those features within and beyond the scheme footprint are assessed.	This considers the water quality from the proposed road, and water quality in terms of flood risk and the potential effects on existing watercourses and groundwater.	Assesses the valuable soils and underlying geology that the road construction may cause. Contaminated Land and Unexploded Ordnance are also explored and assessed.



Other aspects that are being assessed include the loss of valuable farmland, impacts on all travellers (motorists, pedestrians, cyclists, equestrians), severance and other community impacts, and many more.

As well as being described and assessed in the Environmental Statement, all of the above disciplines are considered throughout the design process, to try to minimise impacts and include mitigation features within the scheme design.

The ever-changing nature of some of the above disciplines means that further surveying and monitoring will continue after production of the Environmental Statement, which is produced to accompany and support the NSIP application. These could continue up to, during and in some cases beyond construction.

Structures

There are 9 new highway structures, which consist of 6 overbridges (carrying existing roads over the NDR) and 3 underbridges (carrying the NDR over existing routes). The structures are as follows:

Overbridges - carrying the following routes over the NDR:

- Marriott's Way - permissive path providing a pedestrian, cycling and horse riding facility along the route of a disused railway,
- Bell Farm Track - Horsford Restricted Byway No 5 and a private means of access,
- A140 Cromer Road,
- C246 Buxton Road,
- Newman Road - a new bridleway and new private means of access, leading from Newman Road,
- C442 Middle Road.

In addition there are 7 bat gantries proposed along the route, a combined culvert; a bat underpass (to the west of Rackheath); and modifications to the existing bridge over the A47 at Postwick. Drawings of the proposed structures are available to view at this exhibition - **please ask a member of the exhibition staff if you would like to view these drawings.**

Illumination

The vast majority of the proposed scheme will not be lit, (the exception being the Postwick Hub area of the scheme which will be lit).

Proposed Traffic Regulation Orders

As part of the proposals a number of restrictions are proposed for the road. These are called Traffic Regulation Orders and the proposals are summarised below:

- clearway (prohibiting parking/waiting) for entire length of NDR between and including the A1067 Fakenham Road Roundabout and A47 Trunk Road at Postwick and roads forming the Postwick Hub junction and Broadland Gate Link,
- amendment to speed limits on existing routes where these are bisected by the NDR,
- extension of the existing 30 mph speed limit on Middle Road westward to a point immediately west of the proposed bridge over the NDR, to include the built up extents of Toad Lane closest to Middle Road,
- 60 mph speed limit on the NDR between the proposed roundabout junction of Salhouse Road and Plumstead Road,
- 40 mph speed limit to roads forming the Postwick Hub junction, south of and including, the proposed Broadland Gate link.

The changes to speed limits are shown on the main scheme layout plan.

Underbridges - carrying the NDR over the following routes:

- Norwich to Sheringham railway line,
- C874 Plumstead Road,
- A47 Trunk Road at Postwick.

Four photo visualisations of the NDR are shown below. The locations of these can be seen on the Main Exhibition Plan. If you need assistance understanding the locations of these please ask the exhibition staff.



View 1 - Existing



View 1 - 1 year following scheme



View 1 - 15 years following scheme



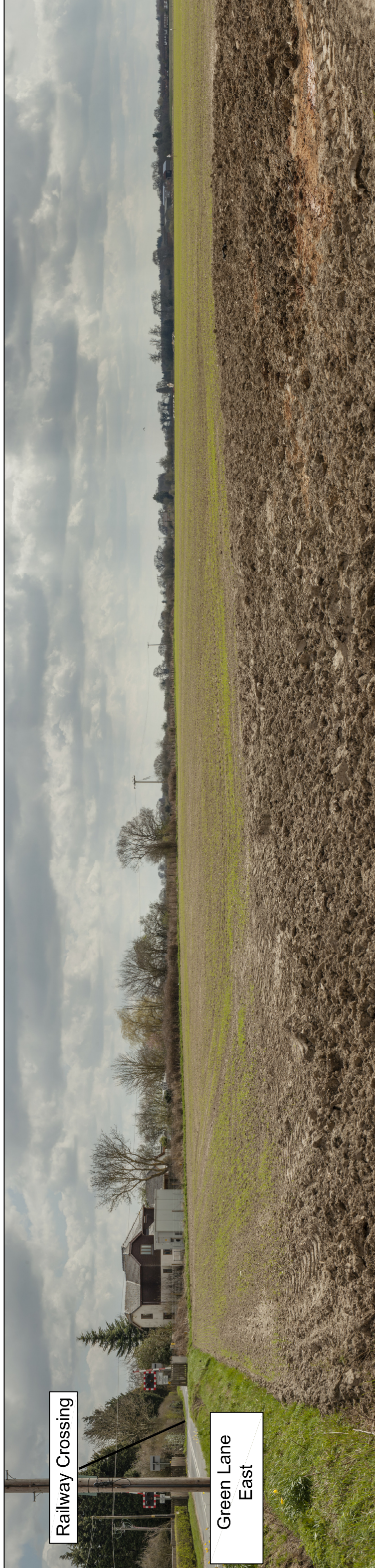
View 2 - Existing



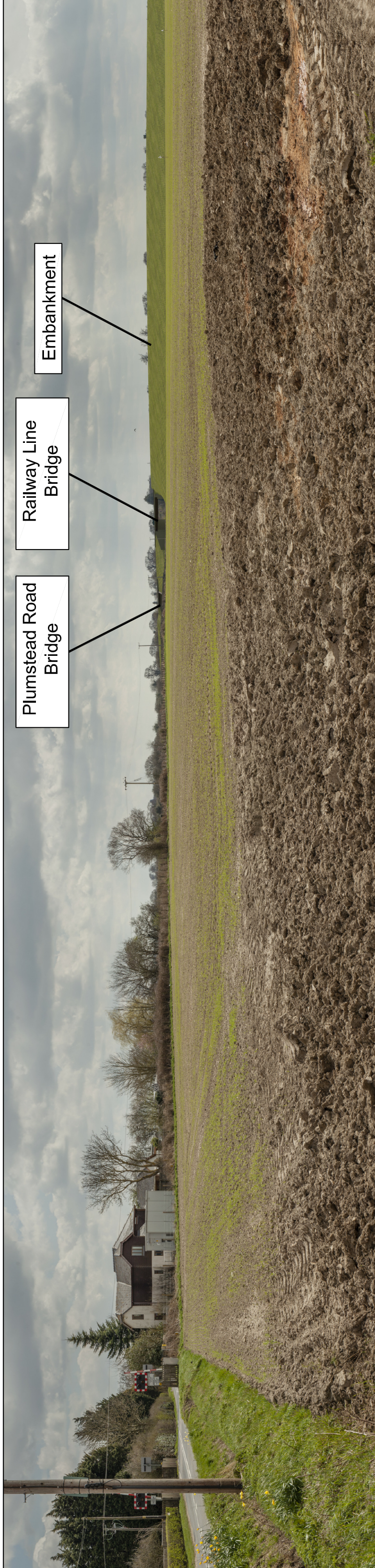
View 2 - 1 year following scheme



View 2 - 15 years following scheme



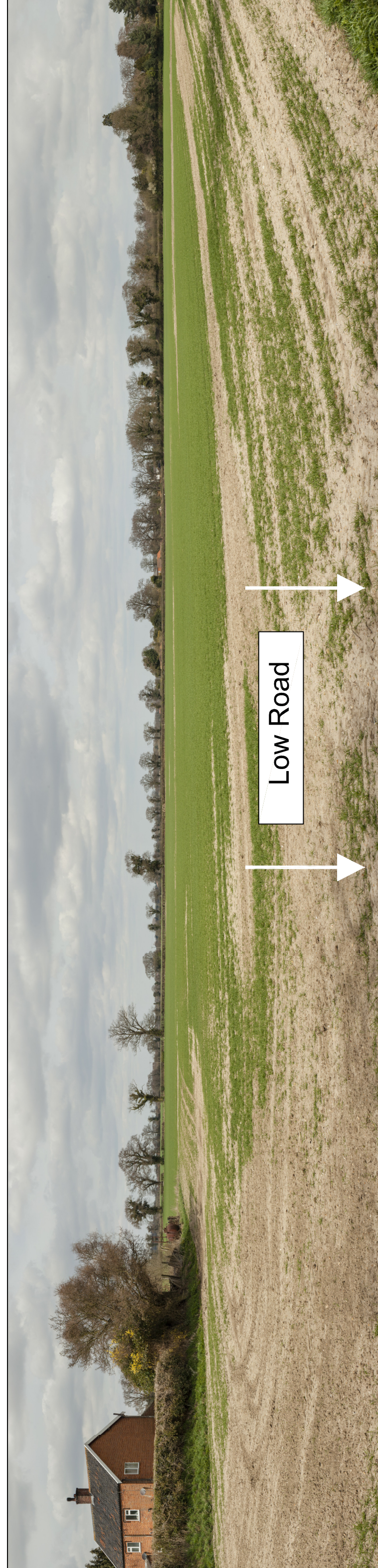
View 3 - Existing



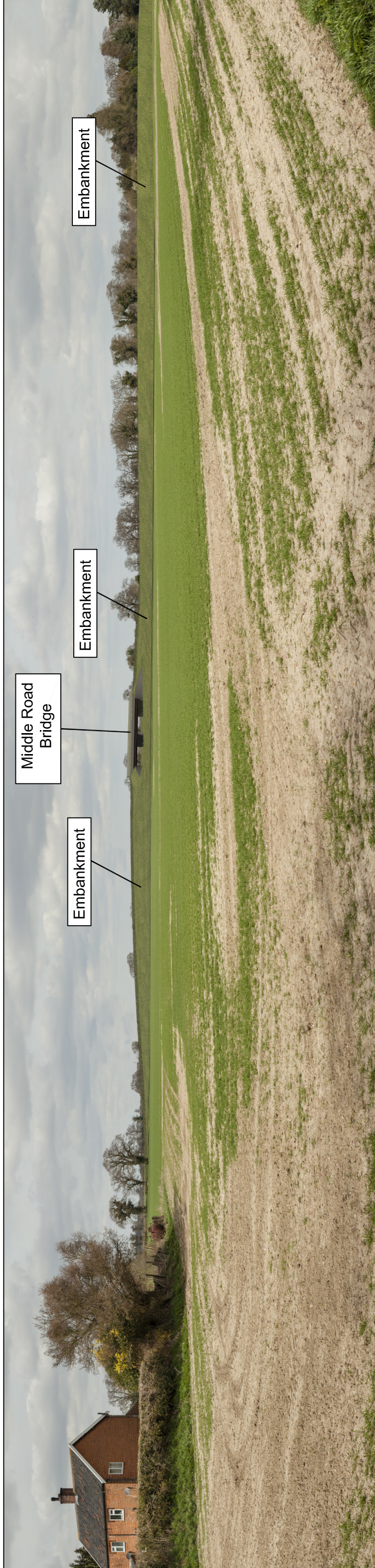
View 3 - 1 year following scheme



View 3 - 15 years following scheme



View 4 - Existing



View 4 - 1 year following scheme



View 4 - 15 years following scheme