PRELIMINARY APPRAISAL SUMMARY TABLES			
Consultation Eastern Pink Construction of the 10km long eastern half of a new dual carriageway with 6 at grade £62	C to Public: ,246,160	Problems: - Congestion & slow journey times in	
Route and 1 grade separated junctions. From the A47 at Postwick, northwards from Broadland Way to Middle Road; westwards between Thorpe End and Dussindale Road; north-westwards to the C246; then north-westwards around the north of the airport.	e to Plumstead	Reliability and availability of bus ser Problems caused by traffic - nuisan- poor air quality Population growth and new housing Increasing economic growth and pre Access to Norwich International Air	ce to residents, busy roads, development osperity
Noise Qualitative Impact: Approximately 227 properties lie within 300m of the route option. At this stage the traffic information is unavailable determining how many properties lie within 300m of existing roads experiencing an increase or decrease in traffic levels of	Quantitative I	,	Assessment: 227 properties within 300m of route
more than 25%. Air Quality Qualitative Impact:	Quantitative I	mnact	Assessment:
The route passes within 200m of 53 properties, 3 of which fall within 50m. Impacts of traffic emissions on local air quality are experienced up to 200m from the roadside. It is anticipated that the air quality limits and objectives for PM10 and NO2 will not be breached. The scheme does not pass through an Air Quality Management Zone.		quantities of PM10 and NO2 is	53 properties within 200m of route
Greenhouse Gases Qualitative Impact: With the do-minimum scenario CO2 emissions can be expected to increase. With this route option they will also be expected to increase. The assessment of the size of these increases is still to be carried out.	Quantitative Information on this stage	mpact: the quantity of CO2 is unavailable at	Assessment: Adverse impact
Landscape Qualitative Impact: Landscape character varies along the route. Where, it remains within the urban fringes of Norwich, it is characterised by partially enclosed open arable farmland, and in localised areas is characterised by extensive woodland areas. The historic parkland associated with Sprowston Manor would be adversely affected. Visual intrusion would be experienced by properties in Thorpe St Andrew and Thorpe End and isolated properties close to road.	Quantitative I	mpact:	Assessment: Moderate adverse
Townscape Qualitative Impact: No townscape affected.	Quantitative I	mpact:	Assessment: Neutral
Heritage of Historic Resources Qualitative Impact: Sprowston Manor and parkland have more recently been converted into a hotel and golf course with areas of the historic parkland converted to arable production, although a large number of ancient trees remain. The church of St Mary and St Margaret (grade 1) is the only listed building close to the road. It is likely to experience a level of visual intrusion but its character and setting would remain on the whole unaffected. Quaker Farm is important in terms of its historic landscape. This property would be significantly affected by the proposals. No Ancient Monuments are affected.	Quantitative I	mpact:	Assessment: Moderate Adverse
Biodiversity Qualitative Impact: Racecourse plantation, a County Wildlife site, would be affected although the site is fairly degraded at present. A significant number of hedges would be lost and ancient trees removed, affecting local biodiversity. Protected species are also likely to be present, particularly bats and great crested newts.	Quantitative I N/A	mpact:	Assessment: Moderate Adverse
Water Environment Qualitative Impact: Part of the route overlies the chalk aquifer supplying Norwich with its source of water. With adequate mitigation measures in place there should be no affect on groundwater. No watercourses, open water or floodplains affected.	Quantitative I	mpact:	Assessment: Neutral
Physical Fitness Qualitative Impact: A footpath/cycleway will be provided along the length of the road which may encourage walking/cycling. This route severs a cycleway which may discourage pedestrians/equestrians/cyclists unless suitable crossing points are provided.		mpact: numbers of pedestrians, equestrians unavailable at this stage	Assessment: Slight beneficial impact
Journey Ambience Qualitative Impact: Uninterrupted travel on a modern dual carriageway through the countryside provides improved journey ambience. The provision of 8 at grade roundabouts along the route may impact on driver stress.	Quantitative II N/A	mpact:	Assessment: Large beneficial impact
Accidents Qualitative Impact: By transferring traffic from congested roads within the northern suburbs and surrounding rural lanes and villages onto a modern purpose-built road, it is estimated this option would bring about an annual saving of up to 60 casualties a year.		the number of Personal Injury the 30 year assessment period is	Assessment: Large beneficial
Security Qualitative Impact: There will be a number of lay-bys at locations minimising security risks. At this stage it is not proposed to provide emergency telephones or lighting in the lay-bys. A footway/cycleway will be provided along the length of the new road but it will not be lit and may be separated from the road by landscaping. Bridges and underpasses will be designed for pedestrian and cyclist use where appropriate.	Quantitative II N/A	mpact:	Assessment: Neutral
Public Accounts Qualitative Impact:	Quantitative I	mpact:	Assessment: PVC = £234.5M (estimate)
Transport Economic Efficiency: Business Users and Transport Providers Qualitative Impact:	Quantitative I	mpact:	Assessment: PVB = £434.3M (estimate)
Transport Economic Efficiency: Consumers Qualitative Impact:	Quantitative I	mpact:	Assessment: PVB = £341.2M (estimate)
Reliability Qualitative Impact:	Quantitative I	mpact:	Assessment:
Wider Economic Impacts Qualitative Impact:	Quantitative I	mpact:	Large beneficial impact Assessment:
The scheme would enhance access to Norwich International Airport, and also aid development around the Norwich Area. Option Value Qualitative Impact:	N/A Quantitative I	mpact:	Slight beneficial impact Assessment:
No new transport options created by this scheme Severance Qualitative Impact:	N/A Quantitative I	mpact:	Neutral Assessment:
This route separates Thorpe End from the Norwich urban area. It severs a cycleway but no PROWs.	N/A	•	Moderate adverse impact
Access to Transport System Qualitative Impact: May improve public transport through reduced congestion in the northern suburbs. Longer distance bus services may use the NDR to access the best corridor into the city.	Quantitative I		Assessment: Slight beneficial impact
Transport Interchange Qualitative Impact: This option would facilitate passenger and freight interchange at Norwich International Airport. It would also enhance access to the Park and Ride sites at the airport, Postwick and Sprowston	Quantitative I		Assessment: Slight beneficial impacts
Landuse Policies Qualitative Impact: The route will have a positive impact on policies for the development of Norwich airport, environmental improvements to urban areas and the enhancement of public highways. The route will have a negative impact on policies for the protection of landscape, countryside and the environment, areas of employment and mineral resources.	Quantitative I	mpact:	Assessment: Neutral
Other Policies Qualitative Impact: Would support policy objectives by facilitating inter-regional movement, economic growth, reducing peripherality and higher road safety standards. The agricultural land take and loss of trees and natural habitats would conflict with certain objectives.	Quantitative I	mpact:	Assessment: Slight beneficial impacts

PRELIMINARY APPRAIS	AL SUMMARY TABLES				
Option: Consultation Eastern	Description: Construction of the 10km long eastern half of a new dual carriageway with 4 at grade	PVC to £52,580		Problems: - Congestion & slow journey times in	built up areas
Yellow Route	and 1 grade separated junctions.		•	Reliability and availability of bus ser Problems caused by traffic - nuisance	vices
	northwards from Broadland Way to Plumstead Road; westwards north of Thorpe End to Sa en north-westwards around the north of the airport.	alhouse Ro	ad; north-	poor air quality - Population growth and new housing	•
				Increasing economic growth and pre- Access to Norwich International Airp	osperity
Noise Qualitative Impact	:		Quantitative I	mpact:	Assessment:
	ties lie within 300m of the route option. At this stage the traffic information is unavailable operties lie within 300m of existing roads experiencing an increase or decrease in traffic level		Information on stage	levels of noise is unavailable at this	101 properties within 300m of route
Air Quality Qualitative Im			Quantitative I	•	Assessment:
are experienced up to 200	00m of 54 properties, 3 of which fall within 50m. Impacts of traffic emissions on local air quam from the roadside. It is anticipated that the air quality limits and objectives for PM10 and scheme does not pass through an Air Quality Management Zone.		Information on unavailable at	quantities of PM10 and NO2 is this stage	54 properties within 200m of route
	itative Impact: nario CO2 emissions can be expected to increase. With this route option they will also be a assessment of the size of these increases is still to be carried out.		Quantitative I Information on this stage	mpact: the quantity of CO2 is unavailable at	Assessment: Adverse impact
Landscape Qualitative In	npact: ainly partially enclosed open arable farmland with pockets of more enclosed well wooded		Quantitative I	mpact:	Assessment: Moderate adverse
farmland, resulting from the good landscape quality that	e presence of former estates such as Beeston Park and Rackheath Hall, giving rise to area at would be adversely affected by the road. Isolated properties and residents of Thorpe St Spixworth would experience substantial visual intrusion.		IVA		iviouerate auverse
Townscape Qualitative In No townscape affected.	mpact:		Quantitative I	mpact:	Assessment: Neutral
•	ources Qualitative Impact:		Quantitative I	mpact:	Assessment:
road would divide the area	kland would be significantly affected, most notably Red Hall Farm and Beeston Park where is of parkland from its property. Rackheath Hall is a grade two listed building, although its so No ancient monuments or conservation areas are affected.		N/A		Severe Adverse
Biodiversity Qualitative I	mpact:		Quantitative I	mpact:	Assessment:
of ancient woodland are ad	dgerows would be severed, parkland divided and a large number of mature trees lost. Two djacent to the road. Although not directly affected, the link with other areas of woodland wo cal biodiversity. Protected species are also likely to be present including bats and great cre	ould be	N/A		Moderate adverse
Water Environment Qual Part of the route overlies the	itative Impact: he chalk aquifer supplying Norwich with its source of water. With adequate mitigation meas		Quantitative I	mpact:	Assessment: Moderate Adverse
place there should be no a	affect on groundwater. No watercourses, open water or floodplains affected. The route cross sk of contaminating groundwater.				
Physical Fitness Qualitat			Quantitative Impact:		Assessment:
a cycleway which may disc	e provided along the length of the road which may encourage walking/cycling. This route s courage pedestrians/equestrians/cyclists unless suitable crossing points are provided.		Information on numbers of pedestrians, equestrians and cyclists is unavailable at this stage		Slight beneficial impact
	tative Impact: nodern dual carriageway through the countryside provides improved journey ambience. Th ndabouts along the route may impact on driver stress.		Quantitative Impact: N/A		Assessment: Large beneficial impact
	pact: congested roads within the northern suburbs and surrounding rural lanes and villages onto I, it is estimated this option would bring about an annual saving of up to 60 casualties a year	a ar.	Quantitative Impact: Information on the number of Personal Injury Accidents over the 30 year assessment period is unavailable at this stage		Assessment: Large beneficial
	act: lay-bys at locations minimising security risks. At this stage it is not proposed to provide lighting in the lay-bys. A footway/cycleway will be provided along the length of the new road		Quantitative I N/A	mpact:	Assessment: Neutral
	eparated from the road by landscaping. Bridges and underpasses will be designed for ped				
Public Accounts Qualitat	tive Impact:		Quantitative I	mpact:	Assessment: PVC = £173.9M (estimate)
Transport Economic Effi	ciency: Business Users and Transport Providers Qualitative Impact:		Quantitative I	mpact:	Assessment: PVB = £369.3M (estimate)
Transport Economic Effi	ciency: Consumers Qualitative Impact:		Quantitative I	mpact:	Assessment: PVB = £290.1M (estimate)
Reliability Qualitative Imp	pact:		Quantitative I	mpact:	Assessment: Large beneficial impact
Wider Economic Impacts The scheme would enhand	s Qualitative Impact: ce access to Norwich International Airport, and also aid development around the Norwich A		Quantitative I N/A	mpact:	Assessment: Slight beneficial impact
Option Value Qualitative No new transport options of	·		Quantitative I N/A	mpact:	Assessment: Neutral
Severance Qualitative Im	•		Quantitative I	mpact:	Assessment:
No communities are sever	ed by this route. It severs 0 PROWs and a cycleway.		N/A		Slight adverse impact
the NDR to access the bes	ort through reduced congestion in the northern suburbs. Longer distance bus services may st corridor into the city.	y use	Quantitative Impact: N/A		Assessment: Slight beneficial impact
	ualitative Impact: passenger and freight interchange at Norwich International Airport. It would also enhance de sites at the airport, Postwick and Sprowston		Quantitative I N/A	mpact:	Assessment: Slight beneficial impacts
Landuse Policies Qualita The route will have a posit	ntive Impact: ive impact on policies for the development of Norwich airport, environmental improvements		Quantitative I	mpact:	Assessment: Neutral
urban areas and the enhar	ncement of public highways. The route will have a negative impact on policies for the prote d the environment, areas for employment and mineral resources.		. 4/7 (Hodda
Other Policies Qualitative	·		Quantitative I	mpact:	Assessment:
	ctives by facilitating inter-regional movement, economic growth, reducing peripherality and l e agricultural land take and loss of trees and natural habitats would conflict with certain obje		N/A		Slight beneficial impacts

PRELIMINARY APPRAISAL SUMMARY TABLES			
Consultation Eastern Blue Construction of the 11km long eastern half of a new dual carriageway with 4 at grade £	PVC to Public: 253,215,499	Problems: - Congestion & slow journey times in	
Route and 1 grade separated junctions. From the A47 at Postwick, northwards from Broadland Way to Plumstead Road; north-westwards south of Rackheath to the westwards to the C246; then north-westwards around the north of the airport.	he B1150; south-	Reliability and availability of bus ser Problems caused by traffic - nuisan poor air quality Population growth and new housing - Increasing economic growth and pro- Access to Norwich International Air	ce to residents, busy roads, g development osperity
Noise Qualitative Impact: Approximately 168 properties lie within 300m of the route option. At this stage the traffic information is unavailable determining how many properties lie within 300m of existing roads experiencing an increase or decrease in traffic levels or more than 25%.		Impact: n levels of noise is unavailable at this	Assessment: 168 properties within 300m of route
Air Quality Qualitative Impact: The route passes within 200m of 88 properties, 8 of which fall within 50m. Impacts of traffic emissions on local air quality are experienced up to 200m from the roadside. It is anticipated that the air quality limits and objectives for PM10 and NO2 will not be breached. The scheme does not pass through an Air Quality Management Zone.		n quantities of PM10 and NO2 is	Assessment: 88 properties within 200m of route
Greenhouse Gases Qualitative Impact: With the do-minimum scenario CO2 emissions can be expected to increase. With this route option they will also be expected to increase. The assessment of the size of these increases is still to be carried out.	Quantitative Information or this stage	Impact: n the quantity of CO2 is unavailable at	Assessment: Adverse impact
Landscape Qualitative Impact: The landscape is predominately open arable farmland except from a small area surrounding the tributary of the River Bure which is of attractive landscape quality. Isolated properties and residents of Spixworth, Rackheath, Thorpe End and Thorp St Andrew would experience substantial visual intrusion.		Impact:	Assessment: Moderate adverse
Townscape Qualitative Impact: No townscape affected.	Quantitative N/A	Impact:	Assessment: Neutral
Heritage of Historic Resources Qualitative Impact: Rackheath Hall and its historic parkland run adjacent to the road alignment. Beeston Hall's historic parkland would be splir by the road. However, the parkland that would be severed is now in agricultural production although a significant number mature trees remain. Both areas of parkland would be adversely impacted upon. The setting of Rackheath Hall, a grade to listed building, would be adversely affected. No ancient monuments or conservation areas affected.	of	Impact:	Assessment: Moderate Adverse
Biodiversity Qualitative Impact: A significant number of mature trees and hedgerows would lost or severed, affecting local biodiversity. Protected species such as bats and great crested newts would be affected.	Quantitative N/A	Impact:	Assessment: Moderate Adverse
Water Environment Qualitative Impact: Part of the route overlies the chalk aquifer supplying Norwich with its source of water. With adequate mitigation measures place there should be no affect on ground water. No watercourses, open water or flood plains affected. However, the road is immediately adjacent to a spring which forms a tributary of the River Bure.		Impact:	Assessment: Moderate adverse
Physical Fitness Qualitative Impact: A footpath/cycleway will be provided along the length of the road which may encourage walking/cycling. This route severs cycleway which may discourage pedestrians/equestrians/cyclists unless suitable crossing points are provided.		Impact: n numbers of pedestrians, equestrians unavailable at this stage	Assessment: Slight beneficial impact
Journey Ambience Qualitative Impact: Uninterrupted travel on a modern dual carriageway through the countryside provides improved journey ambience. The provision of 6 at grade roundabouts along the route may impact on driver stress.	Quantitative N/A	Impact:	Assessment: Large beneficial impact
Accidents Qualitative Impact: By transferring traffic from congested roads within the northern suburbs and surrounding rural lanes and villages onto a modern purpose-built road, it is estimated this option would bring about an annual saving of up to 60 casualties a year.		n the number of Personal Injury er the 30 year assessment period is	Assessment: Large beneficial
Security Qualitative Impact: There will be a number of lay-bys at locations minimising security risks. At this stage it is not proposed to provide emergency telephones or lighting in the lay-bys. A footway/cycleway will be provided along the length of the new road but will not be lit and may be separated from the road by landscaping. Bridges and underpasses will be designed for pedestriand cyclist use where appropriate.		Impact:	Assessment: Neutral
Public Accounts Qualitative Impact:	Quantitative	Impact:	Assessment: PVC = £166.0M (estimate)
Transport Economic Efficiency: Business Users and Transport Providers Qualitative Impact:	Quantitative	Impact:	Assessment: PVB = £348.8M (estimate)
Transport Economic Efficiency: Consumers Qualitative Impact:	Quantitative	Impact:	Assessment: PVB = £274.1M (estimate)
Reliability Qualitative Impact:	Quantitative	Impact:	Assessment: Large beneficial impact
Wider Economic Impacts Qualitative Impact: The scheme would enhance access to Norwich International Airport, and also aid development around the Norwich Area.	Quantitative N/A	Impact:	Assessment: Slight beneficial impact
Option Value Qualitative Impact: No new transport options created by this scheme	Quantitative N/A	Impact:	Assessment: Neutral
Severance Qualitative Impact: No communities are severed by this route. It severs 0 PROWs and a cycleway.	Quantitative N/A	Impact:	Assessment: Slight adverse impact
Access to Transport System Qualitative Impact: May improve public transport through reduced congestion in the northern suburbs. Longer distance bus services may use the NDR to access the best corridor into the city.	Quantitative N/A	Impact:	Assessment: Slight beneficial impact
Transport Interchange Qualitative Impact: This option would facilitate passenger and freight interchange at Norwich International Airport. It would also enhance access to the Park and Ride sites at the airport, Postwick and Sprowston	Quantitative N/A	•	Assessment: Slight beneficial impacts
Landuse Policies Qualitative Impact: The route will have a positive impact on policies for the development of Norwich airport, environmental improvements to urban areas and the enhancement of public highways. The route will have a negative impact on policies for the protection landscape, countryside and the environment, areas of employment and mineral resources.	Quantitative N/A	Impact:	Assessment: Neutral
Other Policies Qualitative Impact: Would support policy objectives by facilitating inter-regional movement, economic growth, reducing peripherality and higher road safety standards. The agricultural land take and loss of trees and natural habitats would conflict with certain objective.		Impact:	Assessment: Slight beneficial impacts

PRELIMINARY APPRAISAL		DVC to	Dublia	Problems:			
Option: Alternative Eastern Pink	Description: Construction of the 11km long eastern half of a new dual carriageway with 5 at grade	PVC to £60,858	- Congestion & slow journey times in				
Route and 1 grade separated junctions. From the A47 at Postwick, northwards from Broadland Way to Plumstead Road; westwards north of Thorpe End to the A1151, westwards to the C246; then north-westwards around the north of the airport.				- Reliability and availability of bus services - Problems caused by traffic - nuisance to residents, busy roads, poor air quality - Population growth and new housing development - Increasing economic growth and prosperity - Access to Norwich International Airport			
	es lie within 300m of the route option. At this stage the traffic information is unavailable erties lie within 300m of existing roads experiencing an increase or decrease in traffic leve		Quantitative I Information on stage	mpact: levels of noise is unavailable at this	Assessment: 119 properties within 300m of route		
Air Quality Qualitative Imp			Quantitative I	•	Assessment:		
are experienced up to 200m will not be breached. The so	Im of 47 properties, 3 of which fall within 50m. Impacts of traffic emissions on local air qualiform the roadside. It is anticipated that the air quality limits and objectives for PM10 and cheme does not pass through an Air Quality Management Zone.	I NÓ2	unavailable at		47 properties within 200m of route		
expected to increase. The a	rio CO2 emissions can be expected to increase. With this route option they will also be assessment of the size of these increases is still to be carried out.	1	this stage	the quantity of CO2 is unavailable at	Assessment: Adverse impact		
partially enclosed open arab parkland associated with Sp	along the route. Where, it remains within the urban fringes of Norwich, it is characterised along the farmland, and in localised areas is characterised by extensive woodland areas. The his rowston Manor would be adversely affected. Visual intrusion would be experienced by the rew and Thorpe End and isolated properties close to the road.	d by	Quantitative I N/A	mpact:	Assessment: Moderate adverse		
Townscape Qualitative Imp	pact:		Quantitative I N/A	mpact:	Assessment: Neutral		
parkland converted to arable Rackheath Hall parkland. The likely to experience a level of	and have more recently been converted into a hotel and golf course with areas of the history production although a large number of ancient trees remain. The route also skirts the expreduction although a large number of ancient trees remain. The route also skirts the expression of St Mary and St Margaret (grade 1) is the only listed building close to the road of visual intrusion but its character and setting would remain on the whole unaffected. Quafit the historic landscape. This property would be significantly affected by the proposals. N	oric dge of d. It is aker	Quantitative I N/A	mpact:	Assessment: Moderate Adverse		
ancient woodland is adjacen	pact: ts a significant number of hedges and ancient trees, affecting local biodiversity. An area of to the road. Although not directly affected, the link with other areas of woodland would be diversity. Protected species are also likely to be present, particularly bats and great crest	of I be lost	Quantitative I N/A	mpact:	Assessment: Moderate Adverse		
place there should be no affe	ative Impact: c chalk aquifer supplying Norwich with its source of water. With adequate mitigation meas ect on groundwater. No watercourses, open water or floodplains affected. The route crost of contaminating groundwater.	sures in	Quantitative I N/A	mpact:	Assessment: Moderate Adverse		
	re Impact: provided along the length of the road which may encourage walking/cycling. This route set age pedestrians/equestrians/cyclists unless suitable crossing points are provided.	evers a		mpact: numbers of pedestrians, equestrians unavailable at this stage	Assessment: Slight beneficial impact		
	ntive Impact: odern dual carriageway through the countryside provides improved journey ambience. The dabouts along the route may impact on driver stress.		Quantitative I N/A	mpact:	Assessment: Large beneficial impact		
	act: ongested roads within the northern suburbs and surrounding rural lanes and villages onto it is estimated this option would bring about an annual saving of up to 60 casualties a yea	ar.		the number of Personal Injury r the 30 year assessment period is	Assessment: Large beneficial		
emergency telephones or lig	y-bys at locations minimising security risks. At this stage it is not proposed to provide phting in the lay-bys. A footway/cycleway will be provided along the length of the new roac parated from the road by landscaping. Bridges and underpasses will be designed for ped	d but it	Quantitative I N/A	mpact:	Assessment: Neutral		
Public Accounts Qualitativ	ve Impact:	(Quantitative I	mpact:	Assessment:		
Transport Economic Effici	ency: Business Users and Transport Providers Qualitative Impact:	(Quantitative I	mpact:	PVC = £232.0M (estimate) Assessment: PVB = £434.3M (estimate)		
Transport Economic Effici	ency: Consumers Qualitative Impact:	(Quantitative I	mpact:	Assessment:		
Reliability Qualitative Impa	act:		Quantitative I	mpact:	PVB = £341.2M (estimate) Assessment: Large beneficial impact		
Wider Economic Impacts (Qualitative Impact: access to Norwich International Airport, and also aid development around the Norwich A		Quantitative I	mpact:	Assessment:		
Option Value Qualitative Ir	npact:	(Quantitative I	mpact:	Slight beneficial impact Assessment:		
No new transport options cre Severance Qualitative Imp			N/A Quantitative I	mpact:	Neutral Assessment:		
This route severs a cycleway			N/A	•	Slight adverse impact		
the NDR to access the best	rt through reduced congestion in the northern suburbs. Longer distance bus services may corridor into the city.	y use I	Quantitative Impact: N/A		Assessment: Slight beneficial impact		
	alitative Impact: bassenger and freight interchange at Norwich International Airport. It would also enhance sites at the airport, Postwick and Sprowston		Quantitative I N/A	mpact:	Assessment: Slight beneficial impacts		
urban areas and the enhance	ve Impact: e impact on policies for the development of Norwich airport, environmental improvements sement of public highways. The route will have a negative impact on policies for the protesthe environment, areas of employment and mineral resources.	s to	Quantitative I N/A	mpact:	Assessment: Neutral		
	Impact: ves by facilitating inter-regional movement, economic growth, reducing peripherality and hagricultural land take and loss of trees and natural habitats would conflict with certain obje	higher	Quantitative I N/A	mpact:	Assessment: Slight beneficial impacts		

PRELIMINARY APPRAISAL SUMMARY TABLES					
Option: Alternative Eastern Yellow Route Description: Construction of the 10km long eastern half of a new dual carriageway with 4 at grade and 1 grade separated junctions.	PVC to £55,84	Public: 5,727	Problems: - Congestion & slow journey times in b - Reliability and availability of bus serv	vices	
From the A47 at Postwick, northwards from Broadland Way to Plumstead Road; westwards north of Thorpe End to Salh westwards to the A1151, westwards to the C246; then north-westwards around the north of the airport.	ouse Ro	- Problems caused by traffic - nuisance to residents, busy road poor air quality - Population growth and new housing development - Increasing economic growth and prosperity - Access to Norwich International Airport			
Noise Qualitative Impact: Approximately 92 properties lie within 300m of the route option. At this stage the traffic information is unavailable determining how many properties lie within 300m of existing roads experiencing an increase or decrease in traffic levels more than 25%.	of	Quantitative In Information on stage	npact: levels of noise is unavailable at this	Assessment: 92within 300m of route	
Air Quality Qualitative Impact: The route passes within 200m of 49 properties, 2 of which fall within 50m. Impacts of traffic emissions on local air qualitare experienced up to 200m from the roadside. It is anticipated that the air quality limits and objectives for PM10 and N will not be breached. The scheme does not pass through an Air Quality Management Zone.		Quantitative In Information on unavailable at t	quantities of PM10 and NO2 is	Assessment: 49 properties within 200m of route	
Greenhouse Gases Qualitative Impact: With the do-minimum scenario CO2 emissions can be expected to increase. With this route option they will also be expected to increase. The assessment of the size of these increases is still to be carried out.		Quantitative In Information on this stage	npact: the quantity of CO2 is unavailable at	Assessment: Adverse impact	
Landscape Qualitative Impact: Landscape character is mainly partially enclosed open arable farmland with pockets of more enclosed well wooded farmland, resulting from the presence of former estates such as Beeston Park and Rackheath Hall, giving rise to areas good landscape quality that would be adversely affected by the road. Isolated properties and residents of Thorpe St An and Thorpe End would experience substantial visual intrusion.		Quantitative In N/A	npact:	Assessment: Moderate adverse	
Townscape Qualitative Impact: No townscape affected.		Quantitative In	npact:	Assessment: Neutral	
Heritage of Historic Resources Qualitative Impact:		Quantitative In	npact:	Assessment:	
Three areas of historic parkland would be significantly affected, most notably Beeston Park where the road would divide some areas of parkland from its property. Rackheath Hall is a grade two listed building, although its setting is unlikely to affected. The route passes to the south of Red Hall Farm parkland. No ancient monuments or conservation areas are affected.				Severe Adverse	
Biodiversity Qualitative Impact: A significant number of hedgerows would be severed, parkland divided and a large number of mature trees lost. Two a of ancient woodland are adjacent to the road. Although not directly affected, the link with other areas of woodland would lost impacting upon the local biodiversity. Protected species are also likely to be present including bats and great creste newts.	d be	Quantitative In N/A	npact:	Assessment: Moderate adverse	
Water Environment Qualitative Impact: Part of the route overlies the chalk aquifer supplying Norwich with its source of water. With adequate mitigation measur place there should be no affect on groundwater. No watercourses, open water or floodplains affected. The route crosse closed landfill site with a risk of contaminating groundwater.		Quantitative In N/A	npact:	Assessment: Moderate Adverse	
Physical Fitness Qualitative Impact: A footpath/cycleway will be provided along the length of the road which may encourage walking/cycling. This route seve cycleway which may discourage pedestrians/equestrians/cyclists unless suitable crossing points are provided.	ers a	Quantitative Impact: Information on numbers of pedestrians, equestrians and cyclists is unavailable at this stage		Assessment: Slight beneficial impact	
Journey Ambience Qualitative Impact: Uninterrupted travel on a modern dual carriageway through the countryside provides improved journey ambience. The provision of 6 at grade roundabouts along the route may impact on driver stress.		Quantitative Impact: N/A		Assessment: Large beneficial impact	
Accidents Qualitative Impact: By transferring traffic from congested roads within the northern suburbs and surrounding rural lanes and villages onto a modern purpose-built road, it is estimated this option would bring about an annual saving of up to 60 casualties a year.			the number of Personal Injury the 30 year assessment period is	Assessment: Large beneficial	
Security Qualitative Impact: There will be a number of lay-bys at locations minimising security risks. At this stage it is not proposed to provide emergency telephones or lighting in the lay-bys. A footway/cycleway will be provided along the length of the new road be will not be lit and may be separated from the road by landscaping. Bridges and underpasses will be designed for pedes and cyclist use where appropriate.		Quantitative In N/A	npact:	Assessment: Neutral	
Public Accounts Qualitative Impact:		Quantitative In	npact:	Assessment: PVC = £178.6M (estimate)	
Transport Economic Efficiency: Business Users and Transport Providers Qualitative Impact:		Quantitative In		Assessment: PVB = £369.3M (estimate)	
Transport Economic Efficiency: Consumers Qualitative Impact:		Quantitative In	npact:	Assessment: PVB = £290.1M (estimate)	
Reliability Qualitative Impact:		Quantitative In	npact:	Assessment: Large beneficial impact	
Wider Economic Impacts Qualitative Impact: The scheme would enhance access to Norwich International Airport, and also aid development around the Norwich Area	a.	Quantitative In N/A	npact:	Assessment: Slight beneficial impact	
Option Value Qualitative Impact:		Quantitative In	npact:	Assessment:	
No new transport options created by this scheme Severance Qualitative Impact:		N/A Quantitative Impact:		Neutral Assessment:	
No communities are severed by this route. It severs 0 PROWs and a cycleway.		N/A	•	Slight adverse impact	
Access to Transport System Qualitative Impact: May improve public transport through reduced congestion in the northern suburbs. Longer distance bus services may us the NDR to access the best corridor into the city.	se	Quantitative In N/A		Assessment: Slight beneficial impact	
Transport Interchange Qualitative Impact: This option would facilitate passenger and freight interchange at Norwich International Airport. It would also enhance access to the Park and Ride sites at the airport, Postwick and Sprowston		Quantitative In N/A		Assessment: Slight beneficial impacts	
Landuse Policies Qualitative Impact: The route will have a positive impact on policies for the development of Norwich airport, environmental improvements to urban areas and the enhancement of public highways. The route will have a negative impact on policies for the protecti landscape, countryside and the environment, areas for employment and mineral resources.		Quantitative In N/A	npact:	Assessment: Neutral	
Other Policies Qualitative Impact: Would support policy objectives by facilitating inter-regional movement, economic growth, reducing peripherality and hig road safety standards. The agricultural land take and loss of trees and natural habitats would conflict with certain object		Quantitative In N/A	npact:	Assessment: Slight beneficial impacts	

PRELIMINARY APPRAISAL Option: Alternative Eastern Blue Route From the A47 at Postwick per	Description: Construction of the 11km long eastern half of a new dual carriageway with 4 at grade and 1 grade separated junctions.	PVC to Public: £54,309,325	Problems: - Congestion & slow journey times i - Reliability and availability of bus s - Problems caused by traffic - nuisa	ervices			
	orthwards from Broadland Way to Plumstead Road; north-westwards south of Rackheath to north-westwards around the north of the airport.	o me B1150;	poor air quality - Population growth and new housing development - Increasing economic growth and prosperity - Access to Norwich International Airport				
	s lie within 300m of the route option. At this stage the traffic information is unavailable rities lie within 300m of existing roads experiencing an increase or decrease in traffic levels	Informati	ative Impact: ion on levels of noise is unavailable at this	Assessment: 167 properties within 300m of route			
are experienced up to 200m to	nct: n of 80 properties, 8 of which fall within 50m. Impacts of traffic emissions on local air qualiform the roadside. It is anticipated that the air quality limits and objectives for PM10 and N heme does not pass through an Air Quality Management Zone.	ty Informat	ative Impact: ion on quantities of PM10 and NO2 is ble at this stage	Assessment: 80 properties within 200m of route			
expected to increase. The as	io CO2 emissions can be expected to increase. With this route option they will also be ssessment of the size of these increases is still to be carried out.	Informati this stag		'			
	ely open arable farmland except from a small area surrounding the tributary of the River B pe quality. Isolated properties and residents of Spixworth, Rackheath, Thorpe End and Tho	ure N/A	ative Impact:	Assessment: Moderate adverse			
Townscape Qualitative Imp No townscape affected.		N/A	ative Impact:	Assessment: Neutral			
by the road. However, the parameter trees remain. Both are	rces Qualitative Impact: ic parkland run adjacent to the road alignment. Beeston Hall's historic parkland would be s arkland that would be severed is now in agricultural production although a significant numb eas of parkland would be adversely impacted upon. The setting of Rackheath Hall, a grade ersely affected. No ancient monuments or conservation areas affected.	plit N/A er of	ative Impact:	Assessment: Moderate Adverse			
Biodiversity Qualitative Imp A significant number of matur such as bats and great creste	re trees and hedgerows would lost or severed, affecting local biodiversity. Protected speci		ative Impact:	Assessment: Moderate Adverse			
place there should be no affe	tive Impact: chalk aquifer supplying Norwich with its source of water. With adequate mitigation measurect on ground water. No watercourses, open water or flood plains affected. However, the respring which forms a tributary of the River Bure.	res in N/A	ative Impact:	Assessment: Moderate adverse			
	e Impact: rovided along the length of the road which may encourage walking/cycling. This route sevage pedestrians/equestrians/cyclists unless suitable crossing points are provided.	ers a Informat	ative Impact: ion on numbers of pedestrians, equestrians ists is unavailable at this stage	Assessment: Slight beneficial impact			
	ive Impact: dern dual carriageway through the countryside provides improved journey ambience. The abouts along the route may impact on driver stress.		ative Impact:	Assessment: Large beneficial impact			
	ct: ngested roads within the northern suburbs and surrounding rural lanes and villages onto a is estimated this option would bring about an annual saving of up to 60 casualties a year.	Informati Accident	ative Impact: ion on the number of Personal Injury is over the 30 year assessment period is ble at this stage	Assessment: Large beneficial			
emergency telephones or ligh	-bys at locations minimising security risks. At this stage it is not proposed to provide nting in the lay-bys. A footway/cycleway will be provided along the length of the new road barated from the road by landscaping. Bridges and underpasses will be designed for pedes	N/A	ative Impact:	Assessment: Neutral			
Public Accounts Qualitative	e Impact:	Quantita	ative Impact:	Assessment: PVC = £167.6M (estimate)			
Transport Economic Efficie	ency: Business Users and Transport Providers Qualitative Impact:	Quantita	ative Impact:	Assessment: PVB = £348.8M			
Transport Economic Efficie	ency: Consumers Qualitative Impact:	Quantita	ative Impact:	Assessment: PVB = £274.1M			
Reliability Qualitative Impac	ct:	Quantita	ative Impact:	Assessment: Large beneficial impact			
Wider Economic Impacts Q The scheme would enhance	tualitative Impact: access to Norwich International Airport, and also aid development around the Norwich Are		ative Impact:	Assessment: Slight beneficial impact			
Option Value Qualitative Im	pact:	Quantita	ative Impact:	Assessment:			
No new transport options created Severance Qualitative Impa No communities are severed		N/A Quantita N/A	ative Impact:	Assessment: Slight adverse impact			
Access to Transport System May improve public transport the NDR to access the best of	through reduced congestion in the northern suburbs. Longer distance bus services may u		ative Impact:	Assessment: Slight beneficial impact			
	litative Impact: assenger and freight interchange at Norwich International Airport. It would also enhance sites at the airport, Postwick and Sprowston	Quantita N/A	ative Impact:	Assessment: Slight beneficial impacts			
urban areas and the enhance	re Impact: impact on policies for the development of Norwich airport, environmental improvements to ement of public highways. The route will have a negative impact on policies for the protect he environment, areas of employment and mineral resources.	N/A	ative Impact:	Assessment: Neutral			
Other Policies Qualitative In Would support policy objective road safety standards. The a	mpact: ves by facilitating inter-regional movement, economic growth, reducing peripherality and higogricultural land take and loss of trees and natural habitats would conflict with certain object	gher N/A	ative Impact:	Assessment: Slight beneficial impacts			

PRELIMINARY APPRAISAL	SUMMARY TABLES				
Option: Eastern Consultation Route	Description: Construction of the 2.5km long eastern end of a new dual carriageway with 1 at grade and 1 grade separated junction.	PVC to Public £16,327,951	-	Problems: Congestion & slow journey times in be Reliability and availability of bus serven.	ices
From the A47 at Postwick, no	orthwards from Broadland Way to Middle Road; then northwards to Plumstead Road.		-	Problems caused by traffic - nuisance oor air quality Population growth and new housing Increasing economic growth and pro-Access to Norwich International Airp	development sperity
	ie within 300m of the route option. At this stage the traffic information is unavailable rties lie within 300m of existing roads experiencing an increase or decrease in traffic levels	Inform	titative Im	pact: evels of noise is unavailable at this	Assessment: 42 properties within 300m of route
are experienced up to 200m to	oct: n of 24 properties, 5 of which fall within 50m. Impacts of traffic emissions on local air qualit from the roadside. It is anticipated that the air quality limits and objectives for PM10 and Notherne does not pass through an Air Quality Management Zone.	y Inform	titative Impation on quilable at the	uantities of PM10 and NO2 is	Assessment: 24 properties within 200m of route
expected to increase. The as	to CO2 emissions can be expected to increase. With this route option they will also be ssessment of the size of these increases is still to be carried out.	Informathis sta	age	ne quantity of CO2 is unavailable at	Assessment: Adverse impact
	act: nat of open farmland, its quality varies from ordinary to attractive. Properties such as Oaks d experience adverse visual intrusion.	Quant N/A	titative Im	pact:	Assessment: Slight adverse
Townscape Qualitative Imp No townscape affected.		N/A	titative Im		Assessment: Neutral
Heritage of Historic Resour No ancient monuments, listed	ces Qualitative Impact: d buildings or conservation areas would be affected.	Quant N/A	titative Im	pact:	Assessment: Neutral
Biodiversity Qualitative Imp A number of hedgerows would	pact: Id be severed contributing to the fragmentation of habitat affecting local biodiversity.	Quant N/A	titative Im	pact:	Assessment: Slight adverse
Water Environment Qualitation No watercourses, floodplains	tive Impact: affected although the route does pass over the major chalk aquifer below Norwich.	Quant N/A	titative Im	pact:	Assessment: Neutral
Physical Fitness Qualitative A footpath/cycleway will be presented to the present of the present	e Impact: rovided along the length of the road which may encourage walking/cycling.	Inform		pact: umbers of pedestrians, equestrians navailable at this stage	Assessment: Slight beneficial impact
	ive Impact: dern dual carriageway through the countryside provides improved journey ambience. The abouts along the route may impact on driver stress.	Quant N/A	titative Im	pact:	Assessment: Large beneficial impact
Accidents Qualitative Impact By transferring traffic from co modern purpose-built road, it	ct: ngested roads within the northern suburbs and surrounding rural lanes and villages onto a is estimated this option would bring about an annual saving of up to 60 casualties a year.	Informa Accide		ne number of Personal Injury the 30 year assessment period is	Assessment: Large beneficial
emergency telephones or ligh	-bys at locations minimising security risks. At this stage it is not proposed to provide nting in the lay-bys. A footway/cycleway will be provided along the length of the new road b arated from the road by landscaping. Bridges and underpasses will be designed for pedest	N/A ut it	titative Im	pact:	Assessment: Neutral
Public Accounts Qualitative	e Impact:	Quant	titative Im	pact:	Assessment: PVC = £166.0M (estimate)
	ency: Business Users and Transport Providers Qualitative Impact:		titative Im		Assessment: PVB = £348.8M (estimate)
Transport Economic Efficie Reliability Qualitative Impac	ency: Consumers Qualitative Impact:		titative Im		Assessment: PVB = £274.1M (estimate) Assessment:
Wider Economic Impacts Q	ualitative Impact: access to Norwich International Airport, and also aid development around the Norwich Area		titative Im	pact:	Large beneficial impact Assessment: Slight beneficial impact
Option Value Qualitative Im No new transport options crea	pact:		titative Im	pact:	Assessment: Neutral
Severance Qualitative Impa No communities are severed conflict between local and lor	by this route. It severs 0 PROWs. It would sever the Business Park to some extent, causin		titative Im	pact:	Assessment: Moderate adverse impact
the NDR to access the best of	through reduced congestion in the northern suburbs. Longer distance bus services may use corridor into the city.	se N/A	titative Im		Assessment: Slight beneficial impact
access to the Park and Ride	assenger and freight interchange at Norwich International Airport. It would also enhance sites at the airport, Postwick and Sprowston	N/A	titative Im		Assessment: Slight beneficial impacts
urban areas and the enhance	re Impact: impact on policies for the development of Norwich airport, environmental improvements to ement of public highways. The route will have a negative impact on policies for the protection environment and areas of employment.	N/A	titative Im	pact:	Assessment: Neutral
	mpact: res by facilitating inter-regional movement, economic growth, reducing peripherality and hig gricultural land take and loss of trees and natural habitats would conflict with certain object	her N/A	titative Im	pact:	Assessment: Slight beneficial impacts

PRELIMINARY APPRAISAL	SUMMARY TABLES					
Option:	Description:		Public:	Problems:		
Cucumber Lane Route 1	Construction of the 3.5km long eastern end of a new dual carriageway with 0 at grade and 1 grade separated junction.	£19,07	7,597	- Congestion & slow journey times in b - Reliability and availability of bus serv		
From the A47 at the Cucumb	per Lane junction, north-westwards to Plumstead Road.			- Problems caused by traffic - nuisance		
actio odounio	, and a second s			poor air quality - Population growth and new housing of the second secon		
				 Increasing economic growth and pros Access to Norwich International Airpo 		
Noise Cualitativa Imman			Ouentiteti !	maati	Accessment	
Noise Qualitative Impact: Approximately 43 properties	lie within 300m of the route option. At this stage the traffic information is unavailable		Quantitative Ir	npact: levels of noise is unavailable at this	Assessment: 43 properties within 300m of	
	rties lie within 300m of existing roads experiencing an increase or decrease in traffic levels	of	stage		route	
	and.		Ouentitetive Ir		Assessment:	
Air Quality Qualitative Impa The route passes within 200r	m of 15 properties, 3 of which fall within 50m. Impacts of traffic emissions on local air qualit	ty	Quantitative Information on	quantities of PM10 and NO2 is	15 properties within 200m of	
are experienced up to 200m	from the roadside. It is anticipated that the air quality limits and objectives for PM10 and Ni heme does not pass through an Air Quality Management Zone.		unavailable at t		route	
Greenhouse Gases Qualitat	, , , , ,		Quantitative Ir	nnact:	Assessment:	
With the do-minimum scenari	io CO2 emissions can be expected to increase. With this route option they will also be			the quantity of CO2 is unavailable at	Adverse impact	
•	ssessment of the size of these increases is still to be carried out.		this stage			
Landscape Qualitative Impa	act: route is high being more enclosed and intimate in character. Properties in Witton and Grea	\ +	Quantitative Ir	npact:	Assessment: Moderate adverse	
Plumstead would experience		11	IN/A		Woderate adverse	
Townscape Qualitative Imp No townscape affected.	pact:		Quantitative In N/A	mpact:	Assessment: Neutral	
Heritage of Historic Resour	rces Qualitative Impact:		Quantitative Ir	mpact:	Assessment:	
No ancient monuments or co	nservation areas would be affected. The setting of the Church of St Margaret (Grade II*) a	nd	N/A	• ***	Slight adverse	
the Old Lodge (Grade II) may	/ be attected.					
Biodiversity Qualitative Imp	pact:		Quantitative Ir	mpact:	Assessment:	
•	ld be severed contributing to the fragmentation of habitat affecting local biodiversity.		N/A		Slight adverse	
Water Environment Qualita	•		Quantitative Ir	npact:	Assessment:	
The route passes over the management of the management of the route passes over the management of the	ajor chalk aquifer below Norwich. Witton Run, a tributary of the River Yare is adversely watercourse coincide.		N/A		Slight adverse	
Physical Fitness Qualitative	e Impact:		Quantitative Ir	mpact:	Assessment:	
A footpath/cycleway will be p	rovided along the length of the road which may encourage walking/cycling. This route seve	ers 2	Information on	numbers of pedestrians, equestrians	Slight beneficial impact	
PROW which may discourage	e pedestrians/equestrians/cyclists unless suitable crossing points are provided.		and cyclists is	unavailable at this stage		
Journey Ambience Qualitat	tive Impact:		Quantitative Ir	mpact:	Assessment:	
	dern dual carriageway through the countryside provides improved journey ambience. Ther bouts along the route impacting on driver stress.	е	N/A		Large beneficial impact	
Accidents Qualitative Impa			Quantitative Ir	npact:	Assessment:	
	ingested roads within the northern suburbs and surrounding rural lanes and villages onto a is estimated this option would bring about an annual saving of up to 60 casualties a year.			the number of Personal Injury the 30 year assessment period is	Large beneficial	
modem purpose-built road, it	is estimated this option would bring about an annual saving of up to ob-casualities a year.		unavailable at t			
Security Qualitative Impact			Quantitative Ir	npact:	Assessment:	
There will be a number of lay emergency telephones or ligh	r-bys at locations minimising security risks. At this stage it is not proposed to provide nting in the lay-bys. A footway/cycleway will be provided along the length of the new road b	out it	N/A		Neutral	
will not be lit and may be sep and cyclist use where approp	arated from the road by landscaping. Bridges and underpasses will be designed for pedes	trian				
Public Accounts Qualitative			Quantitative Ir	nnact:	Assessment:	
T ubilo Addounts Quantum	o impass.		Quantitative ii	mpuot.	PVC = £168.2M	
Transport Economic Efficie	ency: Business Users and Transport Providers Qualitative Impact:		Quantitative Ir	mpact:	Assessment:	
Transport Economic Efficie	pney: Consumers Qualitative Impact.		Ouantitation !	mnaet:	PVB = £327.3M	
Transport Economic Efficie	ency: Consumers Qualitative Impact:		Quantitative Ir	npaGt.	Assessment: PVB = £257.1M	
Reliability Qualitative Impac	ct:		Quantitative Ir	mpact:	Assessment:	
					Large beneficial impact	
Wider Economic Impacts Q The scheme would enhance:	tualitative Impact: access to Norwich International Airport, and also aid development around the Norwich Are:	a.	Quantitative In N/A	mpact:	Assessment: Slight beneficial impact	
Option Value Qualitative Im	· · · · · · · · · · · · · · · · · · ·	.	Quantitative Ir	mpact:	Assessment:	
No new transport options cre			N/A	<u> </u>	Neutral	
Severance Qualitative Impa			Quantitative Ir	mpact:	Assessment:	
This route severs the Great F	Plumstead Hospital allocated housing from Great Plumstead village. It severs 1 PROW.		N/A		Moderate adverse impact	
Access to Transport Syster	m Qualitative Impact:		Quantitative Ir	mpact:	Assessment:	
• •	through reduced congestion in the northern suburbs. Longer distance bus services may u	ise	N/A		Slight beneficial impact	
Transport Interchange Qua			Quantitative Ir	mpact:	Assessment:	
This option would facilitate pa	assenger and freight interchange at Norwich International Airport. It would also enhance		N/A		Slight beneficial impacts	
	sites at the airport, Postwick and Sprowston		Outside it is		A	
Landuse Policies Qualitative The route will have a positive	re Impact: • impact on policies for the development of Norwich airport, environmental improvements to	,	Quantitative Ir	праст:	Assessment: Neutral	
	ement of public highways. The route will have a negative impact on policies for the protecti					
ianuscape, countryside and t	no Givironinent.					
Other Policies Qualitative II	•		Quantitative Ir	npact:	Assessment:	
	res by facilitating inter-regional movement, economic growth, reducing peripherality and higagricultural land take and loss of trees and natural habitats would conflict with certain object		N/A		Slight beneficial impacts	
Juniourus. The c	James and the second of the second se				I .	

PRELIMINARY APPRAISAL	SUMMARY TABLES				
Option: Cucumber Lane Route 2	Description: Construction of the 4.5km long eastern end of a new dual carriageway with 1 at grade and 1 grade separated junction.	PVC to Pu £21,065,69		Problems: - Congestion & slow journey times in b Reliability and availability of bus served by traffic positions.	ices
From the A47 at the Cucumb	per Lane junction, north-westwards to Middle Road; northwards to Pumstead Road.			 Problems caused by traffic - nuisanc poor air quality Population growth and new housing Increasing economic growth and pro- Access to Norwich International Airpo 	development sperity
	s lie within 300m of the route option. At this stage the traffic information is unavailable erties lie within 300m of existing roads experiencing an increase or decrease in traffic levels	Inf	uantitative Im formation on leage	npact: evels of noise is unavailable at this	Assessment: 117 properties within 300m of route
are experienced up to 200m	act: n of 47 properties, 0 of which fall within 50m. Impacts of traffic emissions on local air qualit from the roadside. It is anticipated that the air quality limits and objectives for PM10 and Notherne does not pass through an Air Quality Management Zone.	y Inf	uantitative Im formation on cavailable at the	quantities of PM10 and NO2 is	Assessment: 47 properties within 200m of route
expected to increase. The as	io CO2 emissions can be expected to increase. With this route option they will also be ssessment of the size of these increases is still to be carried out.	Inf thi	s stage	he quantity of CO2 is unavailable at	Assessment: Adverse impact
Landscape Qualitative Impa The landscape quality of this Plumstead would experience	route is high being more enclosed and intimate in character. Properties in Witton and Grea		u antitative Im A	npact:	Assessment: Moderate adverse
Townscape Qualitative Imp No townscape affected.	pact:	Qu N/	u antitative Im A	npact:	Assessment: Neutral
Heritage of Historic Resour No ancient monuments or co (Grade II) may be affected in	nservation areas would be affected. Smee Farm House (Grade II) and Smee Farm Barn	Qu N/	u antitative Im A	npact:	Assessment: Slight adverse
Biodiversity Qualitative Imp A number of hedgerows would	Dact: Id be severed contributing to the fragmentation of habitat affecting local biodiversity.	Qu N/	u antitative Im A	npact:	Assessment: Slight adverse
Water Environment Qualita No watercourses, floodplains	tive Impact: affected although the route does pass over the major chalk aquifer below Norwich.	Qu N/	uantitative Im A	npact:	Assessment: Neutral
	e Impact: rovided along the length of the road which may encourage walking/cycling. This route seve ge pedestrians/equestrians/cyclists unless suitable crossing points are provided.	ers 2 Inf		npact: numbers of pedestrians, equestrians navailable at this stage	Assessment: Slight beneficial impact
	tive Impact: dern dual carriageway through the countryside provides improved journey ambience. There bouts along the route impacting on driver stress.		uantitative Im A	npact:	Assessment: Large beneficial impact
	ct: Ingested roads within the northern suburbs and surrounding rural lanes and villages onto a is estimated this option would bring about an annual saving of up to 60 casualties a year.	Inf Ac		he number of Personal Injury the 30 year assessment period is	Assessment: Large beneficial
emergency telephones or ligh	r-bys at locations minimising security risks. At this stage it is not proposed to provide nting in the lay-bys. A footway/cycleway will be provided along the length of the new road b parated from the road by landscaping. Bridges and underpasses will be designed for pedes	out it	uantitative Im A	npact:	Assessment: Neutral
Public Accounts Qualitative	e Impact:	Qı	uantitative Im	npact:	Assessment: PVC = £170.9M (estimate)
	ency: Business Users and Transport Providers Qualitative Impact:		uantitative Im	•	Assessment: PVB = £327.3M (estimate)
Transport Economic Efficients Reliability Qualitative Impac	ency: Consumers Qualitative Impact: ct:		uantitative Im	•	Assessment: PVB = £257.1M (estimate) Assessment:
Wider Economic Impacts Q	tualitative Impact: access to Norwich International Airport, and also aid development around the Norwich Area		uantitative Im	npact:	Large beneficial impact Assessment: Slight beneficial impact
Option Value Qualitative Im No new transport options cre	pact:		uantitative Im	npact:	Assessment: Neutral
Severance Qualitative Impa No communities are severed	by this route. It severs 2 PROWs.	Qu N/	u antitative Im A	npact:	Assessment: Slight adverse impact
the NDR to access the best of	through reduced congestion in the northern suburbs. Longer distance bus services may userridor into the city.	se N/			Assessment: Slight beneficial impact
access to the Park and Ride	assenger and freight interchange at Norwich International Airport. It would also enhance sites at the airport, Postwick and Sprowston	N/			Assessment: Slight beneficial impacts
	e impact on policies for the development of Norwich airport, environmental improvements to ement of public highways. The route will have a negative impact on policies for the protection	N/	u antitative Im A	npact:	Assessment: Neutral
Other Policies Qualitative In Would support policy objective road safety standards. The a	mpact: ves by facilitating inter-regional movement, economic growth, reducing peripherality and hig agricultural land take and loss of trees and natural habitats would conflict with certain object	her N/	uantitative Im A	npact:	Assessment: Slight beneficial impacts

PRELIMINARY APPRAISAL					
Option: Church Road Route	Description: Construction of the 3.5km long eastern end of a new dual carriageway with 1 at grade and 1 grade separated junction.	£25,21	Public: 3,037	Problems: - Congestion & slow journey times in backets Reliability and availability of bus servations Problems caused by traffic - nuisance.	rices
From the A47 at a junction m	idway between Church Road and Mill Road, north-westwards to Middle Road; northwards t	to Plums	stead Road.	poor air quality - Population growth and new housing - Increasing economic growth and pro - Access to Norwich International Airp	development sperity
	lie within 300m of the route option. At this stage the traffic information is unavailable rties lie within 300m of existing roads experiencing an increase or decrease in traffic levels	of	Quantitative In Information on stage	npact: levels of noise is unavailable at this	Assessment: 37 properties within 300m of route
are experienced up to 200m to	nct: In of 15 properties, 0 of which fall within 50m. Impacts of traffic emissions on local air quality from the roadside. It is anticipated that the air quality limits and objectives for PM10 and Number does not pass through an Air Quality Management Zone.		Quantitative Information on unavailable at t	quantities of PM10 and NO2 is	Assessment: 15 properties within 200m of route
	tive Impact: io CO2 emissions can be expected to increase. With this route option they will also be seessment of the size of these increases is still to be carried out.		Quantitative In Information on this stage	npact: the quantity of CO2 is unavailable at	Assessment: Adverse impact
	act: route is high being more enclosed and intimate in character. Properties such as Oaks Farn experience adverse visual intrusion.	m	Quantitative Ir N/A	npact:	Assessment: Slight adverse
Townscape Qualitative Imp No townscape affected.			Quantitative In N/A	•	Assessment: Neutral
Heritage of Historic Resour No ancient monuments, listed	ces Qualitative Impact: d buildings or conservation areas would be affected.		Quantitative In N/A	npact:	Assessment: Neutral
Biodiversity Qualitative Imp A number of hedgerows would	pact: d be severed contributing to the fragmentation of habitat affecting local biodiversity.		Quantitative Ir N/A	mpact:	Assessment: Slight adverse
Water Environment Qualitate No watercourses, floodplains	tive Impact: affected although the route does pass over the major chalk aquifer below Norwich.		Quantitative Ir N/A	mpact:	Assessment: Neutral
	e Impact: rovided along the length of the road which may encourage walking/cycling. This route seve ge pedestrians/equestrians/cyclists unless suitable crossing points are provided.	ers 2		mpact: numbers of pedestrians, equestrians unavailable at this stage	Assessment: Slight beneficial impact
	ive Impact: dern dual carriageway through the countryside provides improved journey ambience. There bouts along the route impacting on driver stress.	е	Quantitative In N/A	mpact:	Assessment: Large beneficial impact
	ct: ngested roads within the northern suburbs and surrounding rural lanes and villages onto a is estimated this option would bring about an annual saving of up to 60 casualties a year.			the number of Personal Injury the 30 year assessment period is	Assessment: Large beneficial
emergency telephones or ligh	-bys at locations minimising security risks. At this stage it is not proposed to provide nting in the lay-bys. A footway/cycleway will be provided along the length of the new road b arated from the road by landscaping. Bridges and underpasses will be designed for pedes		Quantitative In N/A	mpact:	Assessment: Neutral
Public Accounts Qualitative	e Impact:		Quantitative Ir	mpact:	Assessment: PVC = £176.5M (estimate)
Transport Economic Efficie	ency: Business Users and Transport Providers Qualitative Impact:		Quantitative Ir	mpact:	Assessment: PVB = £340.9M (estimate)
Transport Economic Efficie	ncy: Consumers Qualitative Impact:		Quantitative Ir	npact:	Assessment: PVB = £267.9M (estimate)
Reliability Qualitative Impac			Quantitative Ir	•	Assessment: Large beneficial impact
	access to Norwich International Airport, and also aid development around the Norwich Area	a.	Quantitative Ir		Assessment: Slight beneficial impact
Option Value Qualitative Im No new transport options crea	ated by this scheme		Quantitative Ir N/A		Assessment: Neutral
Severance Qualitative Impa No communities are severed	by this route. It severs 2 PROWs.		Quantitative In N/A	mpact:	Assessment: Slight adverse impact
Access to Transport System May improve public transport the NDR to access the best of	through reduced congestion in the northern suburbs. Longer distance bus services may u	ıse	Quantitative In N/A	npact:	Assessment: Slight beneficial impact
	litative Impact: assenger and freight interchange at Norwich International Airport. It would also enhance sites at the airport, Postwick and Sprowston		Quantitative In N/A	mpact:	Assessment: Slight beneficial impacts
	impact on policies for the development of Norwich airport, environmental improvements to ement of public highways. The route will have a negative impact on policies for the protection		Quantitative In N/A	mpact:	Assessment: Neutral
Other Policies Qualitative Ir Would support policy objective road safety standards. The a	mpact: res by facilitating inter-regional movement, economic growth, reducing peripherality and hig res gricultural land take and loss of trees and natural habitats would conflict with certain object	jher tives.	Quantitative Ir N/A	mpact:	Assessment: Slight beneficial impacts

PRELIMINARY APPRAISAL	SUMMARY TABLES				
Option: The Grange Route	Description: Construction of the 3.5km long eastern end of a new dual carriageway with 1 at grade and 1 grade separated junction.	PVC to I £18,401		Problems: - Congestion & slow journey times in beautiful and availability of bus served.	ices
From the A47 at a junction m Plumstead Road.	nidway between Church Road and Brundall Low Road, north-westwards to Middle Road; no	orthwards	to	 Problems caused by traffic - nuisanc poor air quality Population growth and new housing Increasing economic growth and pro Access to Norwich International Airpo 	development sperity
	lie within 300m of the route option. At this stage the traffic information is unavailable rities lie within 300m of existing roads experiencing an increase or decrease in traffic levels	1	Quantitative In Information on I stage	npact: levels of noise is unavailable at this	Assessment: 38 properties within 300m of route
are experienced up to 200m	act: m of 15 properties, 0 of which fall within 50m. Impacts of traffic emissions on local air qualiform the roadside. It is anticipated that the air quality limits and objectives for PM10 and Nobeme does not pass through an Air Quality Management Zone.	ty I	Quantitative Im Information on out unavailable at the	quantities of PM10 and NO2 is	Assessment: 15 properties within 200m of route
expected to increase. The as	io CO2 emissions can be expected to increase. With this route option they will also be ssessment of the size of these increases is still to be carried out.	I t	this stage	the quantity of CO2 is unavailable at	Assessment: Adverse impact
	act: hat of open farmland, its quality varies from ordinary to attractive. Properties such as Oaks e Tree Farm would experience adverse visual intrusion.		Quantitative Im N/A	npact:	Assessment: Slight adverse
Townscape Qualitative Imp No townscape affected.		I	Quantitative Im	•	Assessment: Neutral
Heritage of Historic Resour No ancient monuments, lister	rces Qualitative Impact: d buildings or conservation areas would be affected.		Quantitative In N/A	npact:	Assessment: Neutral
Biodiversity Qualitative Imp A number of hedgerows wou	pact: Id be severed contributing to the fragmentation of habitat affecting local biodiversity.		Quantitative In N/A	npact:	Assessment: Slight adverse
Water Environment Qualita No watercourses, floodplains	tive Impact: s affected although the route does pass over the major chalk aquifer below Norwich.		Quantitative Im N/A	npact:	Assessment: Neutral
	e Impact: rovided along the length of the road which may encourage walking/cycling. This route seve ge pedestrians/equestrians/cyclists unless suitable crossing points are provided.	ers 2		npact: numbers of pedestrians, equestrians unavailable at this stage	Assessment: Slight beneficial impact
	tive Impact: dern dual carriageway through the countryside provides improved journey ambience. There bouts along the route impacting on driver stress.		Quantitative Im N/A	npact:	Assessment: Large beneficial impact
	ct: Ingested roads within the northern suburbs and surrounding rural lanes and villages onto a sis estimated this option would bring about an annual saving of up to 60 casualties a year.	1		the number of Personal Injury the 30 year assessment period is	Assessment: Large beneficial
emergency telephones or ligh	r-bys at locations minimising security risks. At this stage it is not proposed to provide hting in the lay-bys. A footway/cycleway will be provided along the length of the new road be parated from the road by landscaping. Bridges and underpasses will be designed for pedes	out it	Quantitative Im N/A	npact:	Assessment: Neutral
Public Accounts Qualitative	e Impact:	(Quantitative In	npact:	Assessment: PVC = £167.2M
	ency: Business Users and Transport Providers Qualitative Impact:		Quantitative In	•	Assessment: PVB = £340.9M
Transport Economic Efficients Reliability Qualitative Impar	ency: Consumers Qualitative Impact:		Quantitative Im		Assessment: PVB = £267.9M Assessment:
Wider Economic Impacts Q	Qualitative Impact: access to Norwich International Airport, and also aid development around the Norwich Area		Quantitative In	npact:	Large beneficial impact Assessment: Slight beneficial impact
Option Value Qualitative Im No new transport options cre	npact:	(Quantitative In N/A	npact:	Assessment: Neutral
Severance Qualitative Impa No communities are severed	by this route. It severs 2 PROWs.		Quantitative Im N/A	npact:	Assessment: Slight adverse impact
Access to Transport System May improve public transport the NDR to access the best of	t through reduced congestion in the northern suburbs. Longer distance bus services may u		Quantitative In N/A	npact:	Assessment: Slight beneficial impact
	Ilitative Impact: assenger and freight interchange at Norwich International Airport. It would also enhance sites at the airport, Postwick and Sprowston		Quantitative Im N/A	npact:	Assessment: Slight beneficial impacts
	e impact on policies for the development of Norwich airport, environmental improvements to ement of public highways. The route will have a negative impact on policies for the protecti) (Quantitative In N/A	npact:	Assessment: Neutral
Other Policies Qualitative In Would support policy objective road safety standards. The a	mpact: ves by facilitating inter-regional movement, economic growth, reducing peripherality and higagricultural land take and loss of trees and natural habitats would conflict with certain object	gher I	Quantitative Im N/A	npact:	Assessment: Slight beneficial impacts

PRELIMINARY APPRAISA Option: Heath Farm Route From the A47 at a junction of	L SUMMARY TABLES Description: Construction of the 3km long eastern end of a new dual carriageway with 1 at grade and 1 grade separated junction. on the Postwick slip road at Oaks Lane, northwards to Middle Road; northwards to Plumste	PVC to F £18,252,		Problems: - Congestion & slow journey times in - Reliability and availability of bus ser - Problems caused by traffic - nuisand	vices
				Population growth and new housing Increasing economic growth and pro Access to Norwich International Airp	psperity
	s lie within 300m of the route option. At this stage the traffic information is unavailable erties lie within 300m of existing roads experiencing an increase or decrease in traffic level	li li	Quantitative Information on stage	mpact: levels of noise is unavailable at this	Assessment: 32 properties within 300m of route
experienced up to 200m from	pact: Om of 8 properties, 1 of which fall within 50m. Impacts of traffic emissions on local air qualit me the roadside. It is anticipated that the air quality limits and objectives for PM10 and NO2 me does not pass through an Air Quality Management Zone.	ty are	Quantitative Information on unavailable at	quantities of PM10 and NO2 is	Assessment: 8 properties within 200m of route
	ative Impact: urio CO2 emissions can be expected to increase. With this route option they will also be assessment of the size of these increases is still to be carried out.	I	Quantitative Information on his stage	mpact: the quantity of CO2 is unavailable at	Assessment: Adverse impact
	pact: that of open farmland, its quality varies from ordinary to attractive. Properties such as Oaks ble Tree Farm would experience adverse visual intrusion.		Quantitative I N/A	mpact:	Assessment: Slight adverse
Townscape Qualitative Im No townscape affected.	pact:		Quantitative I	mpact:	Assessment: Neutral
Heritage of Historic Resou No ancient monuments, liste	urces Qualitative Impact: ed buildings or conservation areas would be affected.		Quantitative I N/A	mpact:	Assessment: Neutral
Biodiversity Qualitative Im A number of hedgerows woo	npact: uld be severed contributing to the fragmentation of habitat affecting local biodiversity.		Quantitative I N/A	mpact:	Assessment: Slight adverse
Water Environment Qualit No watercourses, floodplain	ative Impact: s affected although the route does pass over the major chalk aquifer below Norwich.		Quantitative I	mpact:	Assessment: Neutral
	ve Impact: provided along the length of the road which may encourage walking/cycling. This route sex ge pedestrians/equestrians/cyclists unless suitable crossing points are provided.	vers a		mpact: numbers of pedestrians, equestrians unavailable at this stage	Assessment: Slight beneficial impact
	ative Impact: odern dual carriageway through the countryside provides improved journey ambience. The abouts along the route impacting on driver stress.		Quantitative I N/A	mpact:	Assessment: Large beneficial impact
	act: ongested roads within the northern suburbs and surrounding rural lanes and villages onto a it is estimated this option would bring about an annual saving of up to 60 casualties a year	a II		the number of Personal Injury the 30 year assessment period is	Assessment: Large beneficial
emergency telephones or lig	y-bys at locations minimising security risks. At this stage it is not proposed to provide ghting in the lay-bys. A footway/cycleway will be provided along the length of the new road parated from the road by landscaping. Bridges and underpasses will be designed for pede	but it	Quantitative I N/A	mpact:	Assessment: Neutral
Public Accounts Qualitativ	ve Impact:	C	Quantitative I	mpact:	Assessment: PVC = £168.7M
Transport Economic Effici	iency: Business Users and Transport Providers Qualitative Impact:	C	Quantitative I	mpact:	Assessment: PVB = £348.8M
Transport Economic Effici	iency: Consumers Qualitative Impact:		Quantitative I	•	Assessment: PVB = £274.1M Assessment:
Wider Economic Impacts			Quantitative I		Assessment: Large beneficial impact Assessment:
The scheme would enhance Option Value Qualitative II	e access to Norwich International Airport, and also aid development around the Norwich Arempact:		N/A Quantitative I	mpact:	Slight beneficial impact Assessment:
No new transport options cr Severance Qualitative Imp	•	0	N/A Quantitative I	mpact:	Neutral Assessment: Slight adverse impact
	, and the second				
the NDR to access the best	rt through reduced congestion in the northern suburbs. Longer distance bus services may corridor into the city.	use N	Quantitative I		Assessment: Slight beneficial impact
	alitative Impact: passenger and freight interchange at Norwich International Airport. It would also enhance a sites at the airport, Postwick and Sprowston		Quantitative I	mpact:	Assessment: Slight beneficial impacts
	re impact on policies for the development of Norwich airport, environmental improvements to cement of public highways. The route will have a negative impact on policies for the protection.	to N	Quantitative I N/A	mpact:	Assessment: Neutral
	Impact: ives by facilitating inter-regional movement, economic growth, reducing peripherality and hi agricultural land take and loss of trees and natural habitats would conflict with certain object	igher N	Quantitative I	mpact:	Assessment: Slight beneficial impacts

PRELIMINARY APPRAISAL	SUMMARY TABLES				
Option: The Nursery Route	Description: Construction of the 2.5km long eastern end of a new dual carriageway with 1 at grade and 1 grade separated junction.	PVC to F £14,646,		Problems: - Congestion & slow journey times in backets. - Reliability and availability of bus served by traffice anglese.	ices
From the A47 at Postwick, north-eastwards from Broadland Way to Smee Lane; northwards to Middle Road; northwards to Plumstead Road. - Problems caused by traffic - nuisance to residents, busy roads, poor air quality - Population growth and new housing development - Increasing economic growth and prosperity - Access to Norwich International Airport					
Noise Qualitative Impact: Approximately 34 properties lie within 300m of the route option. At this stage the traffic information is unavailable determining how many properties lie within 300m of existing roads experiencing an increase or decrease in traffic levels of more than 25%.			Quantitative Impact: Information on levels of noise is unavailable at this stage		Assessment: 34 properties within 300m of route
Air Quality Qualitative Impact: The route passes within 200m of 8 properties, 0 of which fall within 50m. Impacts of traffic emissions on local air quality are experienced up to 200m from the roadside. It is anticipated that the air quality limits and objectives for PM10 and NO2 will not be breached. The scheme does not pass through an Air Quality Management Zone.			Quantitative Impact: Information on quantities of PM10 and NO2 is unavailable at this stage		Assessment: 8 properties within 200m of route
Greenhouse Gases Qualitative Impact: With the do-minimum scenario CO2 emissions can be expected to increase. With this route option they will also be expected to increase. The assessment of the size of these increases is still to be carried out.			Quantitative Impact: Information on the quantity of CO2 is unavailable at this stage		Assessment: Adverse impact
Landscape Qualitative Impact: The landscape character is that of open farmland, its quality varies from ordinary to attractive. Properties such as Oaks Farm and Smee House would experience adverse visual intrusion.			Quantitative Impact: N/A		Assessment: Slight adverse
Townscape Qualitative Impact: No townscape affected.			Quantitative Impact: N/A		Assessment: Neutral
Heritage of Historic Resources Qualitative Impact: No ancient monuments, listed buildings or conservation areas would be affected.			Quantitative Impact: N/A		Assessment: Neutral
Biodiversity Qualitative Impact: A number of hedgerows would be severed contributing to the fragmentation of habitat affecting local biodiversity.			Quantitative Impact: N/A		Assessment: Slight adverse
Water Environment Qualitative Impact: No watercourses, floodplains affected although the route does pass over the major chalk aquifer below Norwich.			Quantitative Impact: N/A		Assessment: Neutral
Physical Fitness Qualitative Impact: A footpath/cycleway will be provided along the length of the road which may encourage walking/cycling. This route severs a PROW which may discourage pedestrians/equestrians/cyclists unless suitable crossing points are provided.			Quantitative Impact: Information on numbers of pedestrians, equestrians and cyclists is unavailable at this stage		Assessment: Slight beneficial impact
Journey Ambience Qualitative Impact: Uninterrupted travel on a modern dual carriageway through the countryside provides improved journey ambience. The provision of 1 at grade roundabout along the route may impact on driver stress.			Quantitative Impact: N/A		Assessment: Large beneficial impact
Accidents Qualitative Impacts By transferring traffic from comodern purpose-built road, it	ct: Ingested roads within the northern suburbs and surrounding rural lanes and villages onto a set is estimated this option would bring about an annual saving of up to 60 casualties a year.	lı A		the number of Personal Injury the 30 year assessment period is	Assessment: Large beneficial
emergency telephones or ligh	r-bys at locations minimising security risks. At this stage it is not proposed to provide hting in the lay-bys. A footway/cycleway will be provided along the length of the new road be parated from the road by landscaping. Bridges and underpasses will be designed for pedes	but it	Quantitative Ir I/A	npact:	Assessment: Neutral
Public Accounts Qualitative	e Impact:	C	Quantitative Ir	npact:	Assessment: PVC = £163.7M (estimate)
	port Economic Efficiency: Business Users and Transport Providers Qualitative Impact:			npact:	Assessment: PVB = £348.8M (estimate)
	ransport Economic Efficiency: Consumers Qualitative Impact: eliability Qualitative Impact:			npact: npact:	Assessment: PVB = £274.1M (estimate) Assessment:
Wider Economic Impacts Qualitative Impact: The scheme would enhance access to Norwich International Airport, and also aid development around the Norwich Area.			Quantitative Impact: N/A		Large beneficial impact Assessment: Slight beneficial impact
Option Value Qualitative Im	on Value Qualitative Impact: ew transport options created by this scheme		Quantitative Impact: N/A		Assessment: Neutral
	Qualitative Impact: nities are severed by this route. It severs 1 PROW. It would sever the Business Park to some extent, causing a ween local and longer distance traffic.		Quantitative Impact: N/A		Assessment: Moderate adverse impact
Access to Transport System Qualitative Impact: May improve public transport through reduced congestion in the northern suburbs. Longer distance bus services may use the NDR to access the best corridor into the city.			Quantitative Impact: N/A		Assessment: Slight beneficial impact
Transport Interchange Qualitative Impact: This option would facilitate passenger and freight interchange at Norwich International Airport. It would also enhance access to the Park and Ride sites at the airport, Postwick and Sprowston			Quantitative Impact: N/A		Assessment: Slight beneficial impacts
Landuse Policies Qualitative Impact: The route will have a positive impact on policies for the development of Norwich airport, environmental improvements to urban areas and the enhancement of public highways. The route will have a negative impact on policies for the protection of landscape, countryside and the environment and areas of employment.			Quantitative Ir I/A	npact:	Assessment: Neutral
	mpact: ves by facilitating inter-regional movement, economic growth, reducing peripherality and hig agricultural land take and loss of trees and natural habitats would conflict with certain objec	gher N	Quantitative Ir I/A	npact:	Assessment: Slight beneficial impacts