

The examination of the DCOs for three A47 projects are being held in almost the same period. In addition, NCC's Norwich Western Link project, which is intimately connected with the A47, is also in progress. This puts great pressure on parties involved, such as NCC themselves, and independent interested parties and landowners, who mostly have interests in all four projects, (and also others being pursued by NCC, such as Long Stratton by-pass and two Yarmouth projects). Please could consideration be given to delaying at least the Thickthorn project (whilst still assessing its cumulative effect) to ease that pressure.

- 1) I note that Item 2 on Agenda for PM2 (12 August) is ExA's remarks about written submissions received to Deadline B (Aug 9). Where can one view remarks from the ExA about written submissions to deadline A (i.e. those raised for PM1)?
- 2) I request an Issue Specific Hearing on the River Tud, and effects of the A47 dualling and cumulative effects of other road schemes on it (referred to in submission from Dr A Boswell and others).
- 3) I endorse NCC's request for clarification over ownership and responsibility (between NCC and HE) for roads once scheme is complete; Hockering OC has had immense difficulty in getting safety-related and maintenance measures put in place on the existing A47, very often due to responsibility being denied by both parties.
- 4) At what stage will the restrictive effect on cyclists, in particular, of the scheme's design be assessed? Specific area of concern are Sandy Lane/Church Lane East Tuddenham, and Church Lane/ Dog Lane Lower Easton, where a cycle/path currently crosses the A47, and would be re-routed via a long and 'hilly' detour. I recommend these places for a site inspection; I note that ExA has listed 'Church Lane' as already visited, but it is not clear which of the two this is. (I will submit these recommendations again later, in the appointed place. )