

TEXT_ISH2_Session1_A47NorthTud_0411202

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00:27

Good morning, everybody. Can I just check the Mr. Hanson the live stream the recording of his event has now commenced so that you can see and clearly hear me.

00:37

I can see and clearly hear you I cannot see in live captions has started, but that might be due to my system. I'm just going to see if it's working on the live stream.

00:53

I'm starting to I can confirm that the live stream captions are running.

00:58

Priscilla, can you confirm that the recording has started?

01:02

Yes. Really, thank you both, appreciate that. The time is not just after 10 o'clock. And the second issue specific hearing for the A 47 north Tuddenham to Easton project is now open. My name is Adrian Hunter and I'm a chartered town planner and are employed by the planning Inspectorate and have been appointed by the Secretary of State to examine this application, and I constitute the examining authority for the application. There are three colleagues with me this morning from the planning Inspectorate. You have already spoken to Mr. Hansen, who's the case manager for today's hearing. I would like to introduce you to Mr. Steven Parker, and Mr. Joe Safa, who are also from the case team. If you have any questions regarding the application process in general, could I ask in the first instance, please direct any questions to them, who'd be more than happy to help? Firstly, I just like to ask those who are present at previous hearings. Just bear with me for a few minutes while I run through a few housekeeping matters in introductory things that I just need to want to go through. Please Can all audible notifications for background devices be switched off. Carrie also asked to help reduce background noise and disturbance that unless you're speaking, that both your microphone and your camera turned off. As this is a virtual hearing, I structured today's session in such a way that any questions or points that you may wish to raise can be done so at the relevant point in the proceedings. When we get to those points. If you want to speak please use the raise hand function. And then please wait to be invited to speak or speak at the appropriate time. Please speak loudly and clearly. For the purpose of identification and ease of reference, can I ask that at every point you speak? Could you please give you a name and if you're representing an organisation or an individual state to that is Furthermore, the first time you use an acronym or abbreviation, can you please get the full title because there may be people here today or listening on the audio that may not be familiar with the application documents. Also remind you that the chat function in Microsoft Teams will not work. So please don't try to use this to pose any questions or to make any comments. If you don't manage to ask your questions or raise your points at the appropriate time, there will be an opportunity at the end of the agenda under

item 11 Any of the business, Peters or raise any comments or questions that you've not had the chance to do so. There's digital recording being made at this hearing. This will be available on the project page the national infrastructure website as soon as possible after this hearing is closed. If you take part in the hearing today, it's important that you understand that your comments will be recorded and that the digital recording were published and retained usually for a period of five years from the Secretary of State's decision. As search the planning inspectorate is subject to the general data protection regulations, it's very unlikely that you'll be asked to put sensitive personal information such as email addresses, and economic financial, cultural or health related matters into the public domain. And I would actively encourage you not to do so. However, if you feel that it is necessary for you to refer to sensitive information, I will encourage you to speak to the case team in the first instance, we can then explore with you how the information could be provided perhaps in a written format, which could then be properly redacted before being published. Please bear in mind that the only official recording of the proceedings is the digital recording that will be placed on the project page. The National Infrastructure website, tweets, blogs and similar communications arising out of this meeting will not be accepted as evidence in the examination. Just before I move on to a few other bits and pieces of housekeeping Zinner and have any particular questions with regards to those matters that I've just gone through. Okay, I'm not seeing any hands or any comments. That's great. Thank you very much. As we are conducting this event virtually rather than as Physical face to face event the dynamics will be different for those participating and observing. By this, I mean, you said you may see me looking away from this camera and appearing not to engage with speakers. This is because I may be writing or taking notes or looking at material on screens, I do have a second screen to my side with documents on as well. I can assure you have a that I'll be paying close attention to what is happening. And to avoid disturbance. I will also mute my microphone while you're speaking. With regards to timings, I'm particularly concerned to make sure that everybody remains engaged today, as it can be more demanding communicating via video link and it can in person. Therefore I intend to sit for no more than around an hour and a half a time with breaks. And if anybody feels or needs the new German it will be useful to at any other time please do let me know. My intention is to have short mid morning break around 1130 and break for lunch about one and if required will also have a mid afternoon break as well.

05:59

We also have a further day set aside tomorrow should it be needed. And I will keep the need for this additional day under review. And I'm sure we'll have a clearer picture towards the end of the afternoon as to whether this will be required. When we adjourn, I will leave the meeting completely so that I cannot see or hear anything. If you wish you can stay in the meeting room and power please do not discuss detailed matters with each other during this time as you will remain visible and audible to other participants, unless your microphones are muted and your cameras are turned off. The purpose of this examination is for me to examine the information submitted by the applicant interested parties and affected persons. I'd like to reassure you that I am familiar with all the documents that have been submitted to the examination. Therefore, when answering questions, you don't need to repeat at length something that has already been submitted. If you want to refer to the information that has been submitted, I'd be grateful if you could give the appropriate pins examination reference when you do. This is a public examination. And therefore if you haven't indicated that you wish to speak if there is a point that you do wish to make, please feel free to indicate to the relevant time that you wish to contribute. And you can do this using the hands up function. The hearing today will be a structured

discussion which will be led by myself based on the agenda that has always been published. The purpose of the hearing is for me to seek answers than any questions I may happen to ensure that I have all the information that I need in order to make a recommendation to the Secretary of State. Today's issue specific hearing is being held to help explore a number of matters orally in respect to various environmental issues. The agenda for the hearing was published on the project page of the website at the National Infrastructure websites on the 20th of October and it will be useful if you do have a copy of this to hand as we go through this guide. This agenda is however for guidance only and I may add other issues for consideration as we progress, and I will seek to allocate sufficient time to each issue to allow for its proper consideration. Look to conclude the hearing as soon as all relevant considerations have been made and all questions responded to. If the discussions can't be completed like to take longer than anticipated, it may be necessary to prioritise matters and refer others to further written questions or further issues specific hearings. It is important that I get the right answers to the questions I'm going to ask. However, I will remind you that the examination process is predominately a written one. Therefore, if you can't answer the questions or require time to get the information needed, rather than giving a restricted or potentially wrong answer, in the interest of the smooth running of the examination, please indicate that you would need to respond in writing and I can then defer the questions the next round of written questions or lead to hearing if needed. Finally, what I'd just like to do is just run through some of the documents that we're likely to refer to today. This isn't a comprehensive list, as I suspect there may be others but these are the key ones that I suspect we'll be looking to, to pick up on and in no particular order. The first one, the S chapter six on cultural heritage, which is a revision one, which was submitted at deadline three, and its references are EP 3013. He has chapter seven, which deals with landscape and visual, which is the reference a PP 046 as chapter eight, which is biodiversity and that reference is a PP 047 ies chapter 12 which deals with population and human health. And that reference is at DP 051. He has chapter 14, which is climate, and that's the revised version that was submitted at deadlines three, the reference that is our EP 3015 And then ies chapter 15 which deals with cumulative assessment and impacts which is a PP 05 for a couple of years. The documents I suspect we will we will refer to as well, which is applicants document 9.6, which is the applicants response to the examination authorities first written questions, which was submitted at deadline to, and that's our EP 2014. And then the applications response to the written representations, which is document 9.8, which was submitted at deadline three, and that's our EP three, zero to two. And then finally, the application to the applicants comments on the response to the essays first questions, and that's document 9.9. submitted it there, line three, and that was our EP 3023. Like I said, that's quite a list of documents, there may be others. But as we're going through, and if you do refer to documents, if you could give that pins number as well, that will be will be helpful as well.

10:56

Before I move on to the next items on the agenda, can I just see if anybody has any particular questions on the procedural matters and how we're going to run things over the next day?

11:11

Greg, not seeing any hands. So thank you very much for that. And what I'd now like to do is take the names of those people who wish to speak at the hearing. So when I ask if you could please state your name, and if you represent somebody who you represent. So if I could start with the applicants, please.

11:34

So good morning, my name is Michael fry of counsel, I act for the applicant. So I propose to invite each of the applicant speakers to introduce themselves to the examination at the start of each relevant agenda item if that meets with your approval. I see nodding first, I'm hoping that that does meet your brain. That's fine. Yes, thank

11:52

you.

11:53

So at this introduction, so all I'll say is, as I'm not physically located with many of my rent environmental team, there may be some slight delay in some of the handovers for which I'll apologise now, once and in advance. The one person that I will introduce to the examination now is Mrs. Gail curry, who will assist with any cross cutting issues of asked Miss curry to say hello now.

12:17

Thank you. Good morning, sir. Ducati for the applicant. Good morning.

12:28

So that's all I propose to say in introduction.

12:31

That's great. Thank you very much Mr. Frey. Okay, if I could now move on to the local authorities if I could, if I could start and I would just go down the order of my list that I've got actually Mr. Wood from Breckland. Council.

12:50

Yes, good morning, sir. Simon wood from Breckland. Council. I don't intend to make any statement but I may have questions at the relevant to times.

12:59

That's fine. Thank you. Thank you, Mr. Wood. Back again to Norfolk County Council. Mr. Cummings.

13:10

Yes, good morning. It's COVID Coming Norfolk County Council. I'm joined today by three colleagues, Dominic Catlin, Catherine jus and John Percival, who I don't think intend to speak but will be on hand to answer any specific questions.

13:28

That's fine. Thank you for that. So if I do have any questions, Mr. Coming, perhaps I'll come to you and then you can direct me accordingly to any of your colleagues. Thank you very much. If I could now go to Mr. Johnson from bruiser again got two councils today Braudel district in South Norfolk Council.

13:48

Good morning, sir. Yes, Charles Johnson, principal planner at Bond Council and South Norfolk Council. I'm joined by three colleagues today. David Humphries, Environmental Management Officer Robin Taylor, landscape architect, and Chris Bennett, senior heritage and design officer. I don't think we intend to raise any issues, but here to answer any questions.

14:08

That's great. And as with Mr. Coming, if I come through you if I do have any particular questions, and you can direct me accordingly. That's great, then. Absolutely. Thank you. Thank you. For I could move on to the statutory parties. I think we've got two representatives from the environmental agency with us today as well. I've got a Kate Warwick and Martin barrel as well.

14:35

Yes, good morning. I'm Martin barrel Planning Specialist with the Environment Agency. We don't have any particular points that we want to raise today, but we're here on hand to answer questions primarily in respect of biodiversity. And Kate Park is our biodiversity lead. And would you like to introduce ourselves?

14:55

That will be helpful? Yes, please. Yeah, just yeah. Thank you.

15:03

Good morning. My name is Kate work. I'm a biodiversity officer and I sit in the environment agency's fisheries, biodiversity and geomorphology team.

15:13

That's great. Thank you very much. Appreciate that. Thank you. Okay, I can now run through the interested parties if I could please. Starting with Mr. Rook from Brown Cow. Good morning.

15:42

Good morning. There's a party on this today, his colleagues speaking and various interested landowners. So yeah, Matthew, from Brown and CO, with my colleague, Paul Clark, head of planning. And then separately, we have Charles and Jonathan rush. I believe they've got separate land interests, and they'll make their own introductions to you, sir.

16:10

Yeah, that's fine. Well, perhaps given given you're all on camera because you like perhaps I can. I can jump to their introductions. Now. If I could, then it sort of helps. So if I could start with Mr. Rush if I could.

16:24

Well, it's Jonathan rush radico. I will be acting as agent for Mr. Neil Alston, and Al Alston in Company Limited, and Mr. James Alston effective party has multiple ownership and business interests at the eastern end of the property, and I wished all all matters relating to impact on local road.

16:47

Networks. Great, thank you very much. And then Mr. Mr. Burch.

16:56

Melissa, representing noise duplicating here will be careful with that work. Representing the Eastern estate owners on local roads and mitigation measures.

17:21

Okay, thank you very much. Mr. Hawker.

17:37

Good morning, sir. My name is Richard Hawker. I live in Hong Kong. And I'm representing the Wensum Valley Alliance.

17:47

Good morning. And then if Miss Clutton I think is representing Mr. Manal and a very whole estate.

18:01

Yes. Good morning, sir. Rebecca Platen off counsel representing Mr. Metal off the variable estates, as you say. And I'm joined by a number of others today, but I'll also introduce them at the relevant moment if that suits you.

18:16

Yeah, that would be fine. That'd be great. Thank you very much. And I have a Ruth got all from Western Longville parish council as well.

18:33

Hello, Ruth. Good all, from Western no longer parish council. i There's a statement that I wish to make in connection with side road strategy. And also have some questions. Thank you.

18:45

Okay, thank you very much. And then I have a Mr. Andrew Caudron from the west or sorry, the Wensum Valley Alliance.

19:06

Have unmuted things, but I don't seem to be making connection. Well, I can I can certainly. Well, I could see you and I could hear you until that moment. So I can certainly see you and hear you now.

19:14

Right. Oh,

19:16

excellent. I'm,

19:18

I think my comments are just going to be generally environmental ones.

19:23

And relatively short. So thank you very much. Okay, thank you very much. And then I also have finally on my list that a mare Bane as well.

19:37

Hi, I'm just a member of the public and I just have some queries about the carbon emissions.

19:43

Okay, thank you very much. Is there anybody else on the call who I've not mentioned so far? who is looking to speak today?

19:55

Hello. parish council.

20:01

Sorry you broke up just just just, you broke up just after the word hello. So I lost. I lost everything that you said after Hello, sorry.

20:09

So I'm Richard Kirkham representing honom parish council. And I guess, obviously, we've got comments. We've got questions, particularly on side road strategy, and the, you know, the overall environment, especially around landscape and visual effect.

20:27

Okay, thank you very much, Mr. Kirk.

20:29

Thank you.

20:36

And is there anybody else who's looking to speak? I have not taken the details of or mentioned so far?

20:48

Okay, excellent. I'm not seeing any hands up. So that's great. Thank you very much. So what I'd now like to do is move on to the second item on the agenda, which deals with design. And what you'll see from the agenda is that there's a series of topics that I've identified with a series of questions posed underneath each one, I have a series of questions that I'd like to ask the applicants and as we go through those, but if there are comments, questions and issues that people would like to raise, again, as I mentioned, in my introduction, if you use the raise hand function, then I can come to you at the appropriate points. So perhaps, if I could start with the first item that I say, which is which is designed there. And what I'd like to do, Mr. Frey, if I could is just pose just a couple of questions to sort of get sort

of a bit more information for from my perspective on the design side of things. And document that I'm going to refer to is your wrist, the wrist, your wrist, but the actions response to the first written questions, which is an RVP, 2014.

22:07

And it's the first response to the first question, actually, there's 101. And within that, you refer me to the road to good design. And just having a look through this document, the State Division says that it has put people at the heart of our work by designing an inclusive, resilient and sustainable road network, appreciated for its usefulness, but also its elegance reflected in its design, the beauty of the natural, natural built in historic environment through which it passes and enhancing it were possible. So that's the vision of that document. And really, what I what I'm trying to do is sort of get some examples from the applicant as to sort of how that vision has been put into practice in terms of the scheme that's, that's before me, if I could.

22:53

So I'm very grateful for the question. It won't surprise you to know that I'm going to hand you over to Mr. Barry Arthur, who will answer questions on design for user.

23:02

Thank you.

23:06

Good morning, sir. By the offer on behalf of the applicant, I had looked at your agenda item and I had prepared a summary introduction to cover the design approach undertaken and I wonder if it'd be helpful to start with that? Because I want to answer your questions if that's okay. That's

23:23

absolutely fine. Yes, thank

23:24

you. Okay. So the main documents I will reference in my response are as follows the general arrangement plans which is EPP 005 engineering drawings and sections, which is EPP zero 10 the case for the scheme, which document a PP one for zero national policy statement, a PP one for one scheme design report, Rev. One which is document a s 008. And the applicants response to the examiners frustrating questions, which is RDP 2014. So in summary, the scheme design report outlines a development timeline for the scheme and options considered within Chapter Two. The scheme design was developed by a professional independent engineering design consultancy, experienced in the delivery of major highways projects unemployed by the applicant. The design applied industry approved standards and good design principles throughout. Chapter Two of the case for this scheme describes a scheme development and the options considered. This summarises the scheme development history through the stages of feasibility study, options, identification and assessment options consultation on the preferred route the announcement that was made in August 2017. The single college resection of the E 47 between the North toddler minister and experiences congestion and is currently operating over capacity within to longer and unreliable journey times. Growth and

knowledge under these than is expected to exacerbate the situation. Safety is also currently compromised and a high accident rate has been an unfortunate effect the effect 87 is ranked second nationally for fatalities on the roads and the accident severity ratio is above average. During the period 2014 2014 to 2018, a total of two fatal 15 serious and 76 Slight accidents have been recorded along an 11 kilometre length of existing a 47. From north north eastern 14 potential route options were initially identified and assessed competitively in terms of their engineering, environmental, transportation and economic suitability. Further information on the assessment is contained within section 2.2. And the scheme assessment report which was one of the consultation documents made available which is also available on the highways England website. For shortlisted options were taken forward and presented at the non statutory options consultation between March and April 2017. A modified version of option two was taken forward and announced as a preferred route in August 2017. This is covered within section 2.4. During of the section of the 47 offers a solution to the above issues and follow will unlock economic growth and development in the area, which is considered essential at a regional level and is promoted strongly by the 47 alliances. Over a 60 year timeframe, the scheme's improvement will save a total of 291 accidents 47 killed or seriously injured. The applicant has developed the scheme in line with the scheme objectives listed within section two point to the skin design report. Those being supporting economic growth, a safer and reliable network, a more free flowing network, improved environment, an accessible and integrated network and value for money. Chapter Three of the skin design report describes how the scheme considers each of the design principles and how each principle has been applied within the design of the scheme along with additional consideration of how the schemes sought to reduce carbon emissions. This chapter explains the 10 principles of good design, which should be implemented by a scheme as identified with the highways England strategic design panel progress report, the good road design and addition, the hierarchical approach to carbon management has been applied, which applies the principles of build nothing, build less, build clever and build efficiently as described in past 2018 Carbon Management and infrastructure. Further information is provided within sections 3.1 to three point 12 of the scheme designed for the applicant also notes a detailed response was provided in rap three, zero to three the applicants response so that's incorrect. document reference should be lep 201 for applicants response to examine authorities frustrating questions. Therefore, the scheme has been developed in accordance with the 10 principles of good design, and the UK dmrB GT one of the good road design. These cover the principal objectives identified in the NPS. Further information on accordance with the NPS is contained within App 141. The scheme has been designed in accordance with the UK design manual for roads and bridges and has been subject to consultation with the technical advisor who are Atkins on the scheme, the safety engineering and standards team which is the government assurance agency within highways England, the operations department and the local highway authority.

28:27

I'd now like to touch on the preferred route decision briefly so because it's pertinent to discussions, the minutes accompanying the preferred route decision state there is currently no side road or junction strategy, and this will be considered during PCF stage three for pricing purposes to roundabouts and indicative connections to local road network has been assumed. The minutes are provided an appendix or of the scheme assessment report, which summarises the scheme development through PCF stages one and two hours included within the applicant statutory consultation material. The junction and sidewalk design summary is documented within sections four and five respectively of the skin design

report, which were developed from the applicants junction and Cedro strategy presented at statutory consultation and from subsequent consultation, feedback and stakeholder engagement. The applicant has engaged through the design development process with the local highway authority, Norfolk County Council, the south of the 47 taskforce led by George Freeman MP, the local Liaison Group, which consists of Norfolk County Council and affected parish councils north and south of the 47 and along the 47 corridor, affected residents and landowners and individual parish councils. As a result of this collaborative engagement, several changes to the proposed scheme have been incorporated. The consultation report document EPP zero to four explains how the applicant has complied with the Consultation requirements set out in the Planning Act 2008 and associated regulations and guidance the design Changes arising from consultation feedback are reported in Table 412 of the consultation report. I'd also like to draw the examiners attention to supplementary information within the consultation report contained with an annex G, which is at p 034. which lists the consultation materials provided under Section 47. Annex en which is document a PP 038 which provides the statutory consultation responses received an applicant's response to those and annex or a PP 039 that lists the target consultation and project update responses alongside the applicant responses. The scheme design is presented graphically within the general arrangement plans EPP 005 and the engineering drawings and sections EPP zero 10 So that takes me on to your first question. So sorry, do you have any questions on that statement?

30:59

Thank you just one if I could refer to a consultation document which was on your websites. As that is actually formally part of the examination is that has that been formally submitted to me? Do you know

31:15

that the schema assessment report has not been formally submitted as a as a DCO documents or is referenced within the historic timeline. So within the scheme design report, it makes reference to the historical timeline, which summarises the development of the scheme through what is called PCF stages one and two. So PCF stands for the highways England Project Control Framework, which is the governance used to deliver major highways project schemes. So stage one is option identification. And stage two, as the options consultation ends with the announcement, the preferred route, stage three leads on to preliminary design and stage four, which are development consent order submission.

31:50

Okay. Okay, that's helpful. Thank you.

31:53

No problem. So with regards to your first question on how we have taken into account the design of the scheme and the sort of correct misnomers or the landscape elements, so

32:07

yeah, it was really just an example. So examples. Go through that question. Again, it's that there are two good design document and just the vision of that, which is a whole host of sort of designed to be inclusive, resilient, sustainable road network, useful for its elegance, reflecting its design, and the beauty of the natural built in historic environment through which it passes, and enhancing where

possible. So it's really just to get an example, or an understanding of how the scheme has looked to deliver that and achieve that vision

32:39

for moto. So obviously, the the scheme is sifted from the 14 options. And then the four options and those were those were assessed on the various factors which are outlined in the documents, so they take into account landscape heritage, impact and such, like the preferred route announcement announced the corridor that was to be developed. And since that announcement, the the applicants team has been working on that process. With regard to the 47, mainline, the scheme traverses through predominantly side long ground. So the applicant has taken the decision to maintain the 47 art or just above grade. So there's not to have significant environments that would then impact on the local landscape from that process, and as a result of the the site long ground, the junctions were then situated below the 47. So by situating junctions below the 47, we have managed to mitigate the landscape impact and also light spill from the artificial lighting that is required for the safety factors for the junction design. Again, all that information is contained within the scheme design report. So in terms of impact on heritage assets, the heritage assessment will obviously be covered in in greater detail later this afternoon or this morning. But the scheme obviously has taken that into account and has engaged throughout the process with the statutory environment or bodies. So in this case would be Historic England for heritage, Natural England for the environment, and obviously they invite agency with regards to flood modelling. So for those discussions, those have led to changes in the design. I'll touch on a couple of those quickly if that's okay, so engagement with the Environment Agency, for example, has led to the the agreement on the development of the river crossing, so several options were presented to the Environment Agency with regard to structural forum and span of the river crossing. Through engagement, an agreement was reached to provide a soccer 40 metre span structure, which would mitigate for future flood levels inclusive of climate change. With regards to Historic England, questions were raised off the back of statutory consultation around holding them judge. As a result of that the applicant came in for feedback and has moved the proposed knowledge short junction 150 metres to the east to limit the impact of the scheme on the church. By doing so that meant we were able to provide further mitigation around the landscape element of that To satisfy the concerns raised by Historic England. Would you like any further examples? soleras? Up? Is that adequate at this point?

35:10

I think that's that's adequate at this point. And we may we'll come back to some of those when we talk about some of the landscape side of things in particular, the structures themselves and how they've been designed in terms of the landscape side of things, I think, really this stage, it was just that sort of overarching comments, if you like, did that stem from the whole scheme, and then maybe, like, say, a few more specifics that we can get into when we're actually discussing those individual elements. So that's great, thank you very much that that's helpful in terms of answering that question. In terms of the actual design process, was there any sort of internal design review panel that the scheme was passed through? So do what were their comments? And how has that that sort of comments been sort of taken on board to influence the design?

35:58

Thank you, sir. Buddy offer on behalf of the applicant? Thank you for the question. So we have responded to your examiner's fostering question and question 1.02 With regard to highways England strategic design panel and the requirement that's not required for the scheme because it is not deemed to be complex in that nature. That being said, the the project team have worked closely with the partners within this scheme. So we have the client, we have the contractor, we have the lead local highway authority in Norfolk, the district councils and the parish councils. We've also engaged for with the the internal safety engineering and standards team within highways and gone across multiple facets from technical covering road design, drainage environment, landscape noise, all the specialists. So as I'm sure you can imagine, on top of that, we've got the statutory environmental body engagement. So as the design was issued for consultation, comments were received, they were reviewed by the project team, and they were assessed whether they should be implemented or not, depending on the the overall picture of the consultation, obviously, we can't simply implement every comment that we receive, we need to take the picture as a whole. As I'm sure you understand.

37:12

Okay, that's fine. Yes, thank you, I've seen the answer that you gave to one of my written questions. So thank you very much for that. In terms of my questions to convert, that's probably it actually, at this stage on design. But what I did want to do, and if I could just throw this generally open to any of the local authorities and Norfolk Council who were listening, whether you had any particular comments with regards to the actual sort of design and the structures that are proposed. You may not have, but if I could just sort of throw that up into any of the local authorities, if you've got any comments to make, sort of raise your hand that I will I will come to you.

38:00

Okay, well, I'm not seeing any sort of comments in particular from any of the local authorities. So I'm assuming from a design perspective, that there's no particular issues that that they wish to raise at this stage. Okay. Thank you very much. Are there any comments on design for any of the interested parties before I move on to the next item? Mr. Hawker.

38:28

Thank you. So I just want to raise the point that was mentioned by Mr. Arthur, that after 14 options were looked at only four were brought to the public for engagement in the statutory consultation session in April 2017. I'm surprised it was so few, but maybe that that's part of the process. But then I was astonished to realise that the the preferred route wasn't actually precisely the same as any of those four, but it was option two, that as Mr. Alford said, was modified. And that seemed to me not the right thing to do to be honest. Like the comments, you're possibly Mr. Arthur's comments on that.

39:21

Thank you so much. Yes, Miss Ross. Helpful. Yeah.

39:31

jumping the gun body offer on behalf of the applicant. With regards to the Mr. hawkers comment. The preferred route announcement is obviously covered in great detail within the scheme assessment report. But also that information has been summarised and provided within the case for the scheme

under Section 2.4. Upon the applicant upon assessing feedback from the non statutory options, consultation, identified option two as a preferred group. However, there were some constraints were fought too and it was decided at that point to investigate how those constraints could be somewhat mitigated. That again is covered in section two point 4.4 of the case for the scheme. I'll touch on some of those points here. The preferred option dv is locally from the existing a 47. To provide the following benefits, reduce the impact at the western end of the scheme on Oak farm. minimise the impact on existing properties or motto lane? Minimise, where possible the impact on the properties on close to the existing a 47 Hawking reduce the impact of the road on the road Todd, keep the route to the north side of the corridor as it passes holding on to achieve noise and air quality benefits and keep the route to the north or the existing Eastern junction to maximise the chance of the local Rhodri connection being alongside and to the north of the church Eastern. So those were factors that were raised at the nonstatutory options consultation that the applicant took into account with the announcement of the preferred route. So does that answer the question

41:04

from from my perspective, does those references are helpful, so thank you.

41:09

Sorry, if I can just follow on enhance that. So with Mr. hawkers comment on the the options assessment process, again, that is covered within the case for the scheme under Section 2.2, which outlines how the 14 potential routes were assessed against the key factors which were environmental assessment, transportation, assessment, engineering, economic assessment and assessment results. In within the figure 2.1 of the case for scheme. There is a comparative qualitative option assessment matrix provided for the 14 options, which demonstrates why the four options were taken forward to the non statutory options consultation. From a highways experience point of view, it's unusual to to ever take more than between four or five options forward to the options consultation process for obvious reasons.

41:58

Thank you, sir. Thank you very much for that. Thank you. Miss clutton, although you're coming up with a separate name on my sheet, but I've just been informed by my case team. There's a reason for that. So Miss Bosman if I could come to you.

42:14

Yes, sorry about that. It's our receptionists a rather than mine. So yes, just a short point on this. And in terms of design and compliance with the relevant policies in the MPs. That was obviously a matter that you asked about in your first round of questions has been noted. And it's a matter in respect of which comments were made on behalf of Mr. Mendel, in our comments on the replies to the examining authorities first round of questions that document read three are EP 3044, and specifically comments, numbered comments one to seven, I'm not going to go through those. Now. I commend them to you but but what I do particularly want to emphasise is just one point in relation to the impact on the heritage landscape, the variable estate, and the corresponding failure in respect of the policy at paragraph 4.34 of the MPs. Now, sir, that policy refers to uptaking, the applicant taking opportunities to demonstrate good design, in terms of siting and design, relative to existing landscape and historical character. That's the way it's expressed in the policy. And so, as we'll come on, to no doubt in the cultural heritage

section of today, part of the essential basis for designation of the states under the HTA. But the Inheritance Tax Act, is the intact nature of the state, and the fact that it's largely been unchanged in terms of its boundaries, and things like the field pattern over the course of more than a century. And so So in those circumstances, the applicant's lack of awareness of that designation, or its failure to take it into account, to the extent that it was aware, meant that it failed to treat the presence of that asset as a constraint on development, with the result that we have a design, which through both the permanent and temporary acquisition compromises the landscape, and its historical character, and so in so in that respect, in particular, I want to emphasise the non compliance with that part of the policy. Thank you.

44:45

Thank you very much. Mr. Arthur. If I could come back to you. I think probably. What would be helpful to me is that we will come on to discuss the specifics around the estate in itself. I think really, it's that The point has been raised in terms of the compliance with 4.34 of the policy statement will be will be really helpful to me, I think

45:09

wanting soft body offer on behalf of the applicant. As you've touched on, obviously, we will deal with this. We are aware of the comment raised by Mr. Mania on his representatives, and we will deal with it at length and there the heritage Assessment section later today. With regard to the the assessment principles in the NPS, obviously, the assessment principles have to be taken on a corridor basis on not on on a single element. And the assessment has addressed that the heritage impact on the estate. And again, we will get into that in greater detail later. So thank you.

45:43

Thank you very much. Just in terms of that compliance with the 4.3 and 4.4. From an applicant's point of view. What you're telling me then is that, from your perspective, it complies with that section, is there any is there documents within the application that explains that?

46:07

Monitor by phone on behalf of the applicant? Yes, sir. application documents 7.2 outlines the national policy statement for national networks accordance tables, which outlines the approach to each element within this scheme. Apologies, I will just get you the formal reference have not written that one down. It's documents 7.2. And our submission which is?

46:38

It is a PP. 141. Sir. It's also sorry, it's also covered within section seven of the case for the scheme document, which I touched on earlier. And my response, which is a pp 140. Just like the parcel with the medical freistaat, if that's okay.

47:03

So Michael brought that up. And just very briefly in respect to the MPP S, sorry, the MPs you have you have our comments in writing. But it's also important to note, you've got to read on to paragraph 4.35 of the relevant section in terms of good design. And that explains that the applicant needs to demonstrate how their application has evolved throughout the design process and how the proposed design

evolved. And as Mr. Arthur's just explained at length, that's exactly what the applicant has done within the applicant application documents which you've been virtusa. Is that sufficient from for Mr. authorizer? To deal with those points? Of course, there's anything else that we need to deal with in writing, we will do so.

47:45

No, that's that. That's sufficient. Thank you very much. And I was going to go on to 4.35. So you presented this as your next follow up question. So thank you very much for that. I appreciate that. So in terms of that first item on the agenda design, I have no further questions. I see Mr. Hawker. How can I

48:06

we should hook up from hopper. And thank you, sir. I just want to reiterate following Miss Clinton said that the NNPS paragraph 4.34 can also be taken to refer to landscape situation. And in altering the option to from the the preferred to form the preferred route. The road was put near the river toad and an opportunity to avoid landscape deterioration was was missed. In fact, the the road makes a greater impact on the landscape rather than less.

48:51

Thank you. Thank you, Mr. Okay, Mr. fryer.

49:03

So I'll do it very briefly, Michael fry for the African. As has been explained, these are all issues that were taken to account. I'll note here though, that for three four of the MPs, it's not expressed as a directive, it's expressed in terms of may provide opportunities for the applicant to demonstrate good design and for all the reasons Mr. Arthur has set out the scheme does demonstrate good design. And as we've already discussed, the actual directive is in 435. And we will address that point already, sir, but as I say, to the extent that anything else is required, we will deal with those specific points in terms of compliance with the MPs in writing to you sir.

49:47

Okay, thank you very much. Mr. Walker. I see you've still got your hand up is that it is a further follow up.

49:59

Thank you very much. So I know that that's fine. It's it's the world we're in at the moment, unfortunately. Thank you. And I'm sure in terms that this comments on landscaping. Sure we'll come back to those Mr. Harker. So keep keep those those in mind when we come to the discussion on landscape side of things. So in terms of design that deals with all the questions that I had, and what I'd now like to do is move on to Item three on the agenda, which is traffic and transport. There are a number of bullet points that I've listed on there under this item here. And what it would be helpful to me is well, actually, before I do that, I'm aware that there have been some alternative proposals. And we have this some brief discussions around these yesterday at the hearing and compulsory acquisition from Mr. Manana and his team, just as a flag, what I'm looking to do is pick up those under bullet point four and specifically, and have those discussed there. So if that just helps Mr. Minnelli's team sort of be aware of sort of

when we're looking to sort of start to sort of have those discussions. And so if I could just sort of start with the opening sort of question point there. And what will be helpful would be if I can just ask the applicant to sort of just set up the overall case for the proposed development and its overall benefits. only briefly, because I know these are in the in the documents, but I think this might be a useful place just to kickstart the discussions and just sort of put everything into a context.

51:36

So Michael prime for the applicant. Thank you. I'll introduce Mr. David basophil to the examination now, and He will answer most of the questions on transport and traffic. Mr. Arthur, who has already been introduced also contribute sir, Mr. Bassel could come forward now, please.

51:57

Hello, Sir David, batters show on behalf of the applicant. Yes. So in terms of your initial bullet points, which was on the applicant to present the case or the proposed development and to outline its overall benefits. So our initial sort of primary inputs into the traffic impact assessment is the strategic transport model. So we have the knowledge area transport strategy model, nats model for short, and this has been developed in line with transport appraisal guidance DFTs tag guidance. So you've got to forecast years 2025 The opening year and 2014 the design year and we have this for the core scenario. So the core scenario developed based upon tag Guidance means that we create a scenario based upon the most unbiased and realistic set of assumptions. These assumptions will breed with Norfolk County Council and form the basis of our uncertainty log, which provides the inputs to our network and demand scenarios. So from the core scenario, we then have a do minimum, which takes all the assumptions in our uncertainty log. And we have a do something scenario, which additionally includes the title and scheme. So it's the comparison of the DO SOMETHING scenario to the minimum scenario, which highlights the traffic impacts. We look at the traffic impacts based upon the do something to do minimum scenario. Overall, if we look at the entire network, look at the speeds that are people travelling across the entire network because this is all movements. holistic analysis of the model, model Wide Area results we look at benefits of around 1.5 to 3%. In terms of improvements over average speeds. If we look at journey time results across the corridor from Fox Lane junction to our long water junction, we're looking at improvements journey time of around 3.5 to 5.5 minutes and 2025 four to 7.5 minutes in 2040 traffic model also provides the NATs traffic multiple also pines basis or sort of cobalt assessment of safety where we take a cordon off the NATs model and that's put into the cobalt DFT covert software which assesses safety benefits the scheme from that we see benefits of proof prevent around 291 accidents and 47 killed or seriously injured over a 60 year time frame. This crates to approximately 11 point 5 million economic benefits. Again, yes, that's Bordeaux is also used to the impact to the economic assessments or parts of the economic assessments are this is highlighted in case the scheme section 5.5 a PP on 40. Whereas the total benefits of the scheme at level one, we have a BCR of 1.7 million, which is based upon Defty guidance considered median value for money. This is considering impacts such as travel time savings, accidents, vehicle operating costs, amongst other issues highlighted there, on level two, then consider supplementary additional members measures which include journey time reliability benefits, and wider economic impacts on these benefits considered Additionally, we get a PCR of 2.2 which is considered as high value for money. So, in summary, we have a natural transport modelling our assessment which clients our future assessment scheme, this has taken into our various our other impact assessments where we show a benefit in

terms of network performance, and we see benefits in terms of safety and economic measures. I just answer your question, sir.

56:33

It goes, if I could just clarify when you refer to network, how far and wide Are we looking in terms of that?

56:39

There is a figure are it's difficult to describe graphically, but broadly covering Brooklands ortlund and South Yorkshire there is a fix to be specific, there is a figure in app 140. I can provide you a reference to which shows a shaded area. But it's the wider area across the scheme and further abounds. If you look at figure 1.4, sorry, 4.1 in app from 40.

57:21

Okay, that's great. Thank you very much for that. Thank you.

57:24

So just one thing to add on your first point, I wasn't sure how wider you were going in respect of benefits or just narrowly confined traffic and transport. So just very briefly, perhaps for the assistance of some of the people listening in, I just wanted to draw the examinations attention to the case for the scheme, again, which application document 7.1 and at paragraph 351 of that document, you have the scheme objectives. And the following table. Overleaf table 3.1 sets out the scheme objectives in tabular format and consideration of the scheme against those objectives outlining the various benefits. You've heard a lot about that this morning in terms of design for Mr. Arthur. And that then is summarised in Paris 7.3 of the case for the scheme which summarises the scheme in its its benefits, but you've had the wider view and you've had the narrow traffic Do you sir

58:27

thank you that that's helpful just in terms of setting out that sort of overall overall case. And, and I wasn't Mr. Frey to help you looking for sort of reams and reams of sort of the benefits, they're there. And that's fine. So I think that that's just helpful to SET set that in a context one just sort of more overarching sort of general question perhaps which is given the overall need for the scheme, however, given the government policy of encouraging sort of modal shift away from car use to public transport, cycling and walking, and then also within that the overriding desire to reduce carbon emissions how does the proposal fit within all those barriers sort of other facets of sort of government policy and government aims

59:14

um, so the model does include a elements modal shift included at it, I don't know if Barry you want to jump in there. But I guess the model includes modal shift within it. So it does include a calculation which balances the traffic demand and a modal shift in the our variable demand model. So the consideration is included there and the forecasts include the impact on modal shift.

59:45

Good monitor sorry if I if I can image it by the offer on behalf of the applicant. We will also touch on this within the population and health section later today where we will outline the the overall enhancements and improvements that we are providing as part of the scheme in relation to the walking cycling and oscillating network. Just to touch on some high level numbers, we have soccer six and a half kilometres of new improved food recycled beyond the scheme, providing a corridor running east to west to east throw the route of the 47 with four segregated crossing points provided as well. So currently, there are no segregated crossing points provided of the 47. But again, I would like to touch on that in greater detail when we get to the relevant section. So

1:00:28

that's fine. I'm happy to do that. And I think perhaps we can hold that question in mind in terms of sort of that compliance with the different aspects of policy. And I'm pretty sure we'll come on to the carbon emissions and whatever when we deal with climate change as well. So so that that's fine. I'm happy to sort of move on. But keep that question in our mind as we go sort of go through some of the other sort of elements to discuss as well. From methane.

1:01:01

I have a question, when was the model made because the traffic model was taking into account modal shift because there was a decarbonizing transport paper in July 2021. And then the netzero strategy build by cleaner in October 2021, which had key transport commitments to increasing the share of transport away from private car use to active travel and public transport. So does it take into account those latest and those who don't take into account the carbon commitments from those, so they need to make sure that the model will be in line with the latest government commitments? So that's just a query.

1:01:46

Okay, thank you. Thank you. For those suddenly, I got some questions when we do the climate change elements around some of those sort of more recent documents that have been produced, but it would just be helpful in terms of the dates, times and the models and how that how that fits. And if it doesn't fit timewise, what are the limitations as a result of that?

1:02:10

Sorry, so by the offer on behalf of the applicant, I'll just very quickly point out before David goes into any great detail, but if you refer to the applicant response, the relevant representations document 9.2, common response B addresses queries in regard to the modelling and the impacts of COVID and such like and the steps that have been taken by the applicant to to include that within the assessments, but Mr. Botha, so we'll be able to find a greater level of detail. So

1:02:37

can you check what that reference was? Sorry, I think

1:02:41

it is sorry, I will just need to grab it from the examination. scribbled down correctly, that was document 9.2. Love the country sponsor within deadline to

1:02:53

get Thank you.

1:03:04

It's rep 1013, sir.

1:03:07

Okay, thank you very much.

1:03:09

Thank you. So, yes, David, batters show on behalf the applicants. So yes, the modelling does include DFT parameters based upon value time growth, vehicle occupants, the vehicle operating costs, and these parameters are derived from tagged data book sources. And these will include parameters that impact the general economy and our impacts that the impact on vehicle types such as electric vehicles and other forms of travel, say yes, and these parameters are included in as part of the forecasting assessment. In terms of how that aligns with the date, it's mentioned recently, I don't think I can provide that information off the top of my head. But in the case of ischemia, a PP 140 does highlight are the version of tag guidance. That's been the version of tag data book set that's been used for parts these forecasts are then I believe, subsequent assessments are then taken for can be produced with later tag guidance. databook sets. I just that. What's your question, sir.

1:04:37

Yes, yes, he does, in terms of what I was just looking to think about that is in terms of that sort of information that you're not sure about the date, perhaps that's something we could put down as an action to sort of come back to, to me on because I think that that's the point. It's an important point. It's been raised, and it'll be useful to understand how the dates compare with recent government announcements and government policies and what indications are of that. So perhaps that's something we can put down as a question that I can pose at a later point. Mr. Frey.

1:05:09

So, Michael fry for the applicant is just one intervention, which I hope will will help guide people in the later sessions as well. So it apologies. If I'm teaching you to suck eggs it is for that it's for the people watching around them males, obviously. So there is an extent MPs for this scheme, and that MPs paragraph 2.22 sets out the compelling need for development of the national road network and paragraph 2.23. It explains that improvements to trunk roads in particular duelling are one of the ways to increase capacity and improve performance. The examination is well aware that the NPS is is being looked at but currently that is the standard against which this application must be assessed to the extent that there are future government policies or changes in policies. Those are important relevant considerations. But section one a three directs the secretary of state to decide the application in accordance with the relevant national policy statement. So they're obviously relevant matters for us to discuss. But the critical point is that the MPs is exact.

1:06:20

Right, right. Thank you, Mr. Frey. Mr. Hawk. Chris, you got your hand up? Is that a new point?

1:06:31

It is Richard Hawker when Sun Valley Alliance regarding modal shift, what if the applicant can explain how predictive modal shift is accounted for in the model? And in what way this particular scheme enhances that possible modal shift?

1:06:56

Thank you. Just before that, sorry, I'm just checking my other questions for bits and pieces coming up? Because it may well be that's a question that I've already got. So whether that's something that will correlate it actually, if you can take that number about the show that would that would help because it is a point that I was going to flag up later. So by all means, deal with that now, that'd be helpful if you can

1:07:22

say, yes, the model includes the variable demand components, which includes our public transport as well as its mode choice aspects. This mode choice aspect is primarily focused on rail, our impacts of it so that assessment includes what impact the highways, effects will have on the future forecast demand, in terms of creating modal aspect from that choice in terms of walking, cycling.

1:07:59

Freight, those are included components a model that I think colleague can highlight the benefits that are provided for those might its

1:08:09

component since by the offer for the applicant. So I'd like to supplement David David's response in regard to miss Mr. Hawker's query. I would also like to point out that at the moment, the existing bus services that run within the local area, are somewhat poor. And as a result, that's a direct result of the congestion and the busyness of the A47 and the proximity directly to the policies of pocketing and owning them. It doesn't make them attractive routes for buses to safely stop, collect or to enter the strategic road corridor. The scheme proposed provides a parallel local network which will allow buses to safely operate on a local road, serving the policies of pocketing and owning them and Eastern before rejoining the strategic route network on the way into Norwich. It's obviously something that the applicant cannot promote in terms of bus routes as part of the scheme, but it is certainly a benefit that has to be realised as part of the scheme delivery. Thank you.

1:09:07

So thank you very much, Mr. Hawker.

1:09:19

Richard Hawker from Sun Valley Alliance, thank you for that. I do appreciate that the local road is kept open and that was mainly because of pressure from the local parishes. But of course, in providing a dual carriageway, uninterrupted all the way to the outskirts of Norwich, that effectively gives an advantage to private car usage over public transport. So I do not see how that could have been calculated and put into the model without accuracy

1:10:06

Thank you, Mr. Hawker. That will be, yeah, I'm sort of unsure what else I can sort of ASCII around, I can see the limitations around the model because of the reasons and everything that you explained to me. I think what I'd like to do is just move on there's there's a question there from Miss Clinton. So perhaps if I could just go to her, that'll be probably helpful.

1:10:32

And so yes, thank you. Thank you. Just a very brief one, I just want to point of clarification, and Mr. Arthur just talked to a girl about improvements potentially in bus services. And I just wanted to be clear, we didn't understand that there were any committed bus improvements as a result of this scheme. Obviously, if that's wrong, then then we stand to be corrected. But otherwise, it doesn't seem to me so that that's a benefit, which you can attach anyway.

1:11:00

Thank you. Miss Clinton. Yeah, my understanding and I'm sure Mr. Rafiqul current if I'm wrong is that the what you're saying is that the road, the the existing air 47 being in existence would still maintain that as a route for buses to use. But given you a not that promoter of bus services within the local area, therefore, you cannot deliver an improved bus service, because that's sort of beyond your gift

1:11:25

monitored by the offer on behalf of the applicant? That is correct. So the current a 47 effectively inhibits our public transport network in terms of the buses due to the capacity and the congestion on the road, and the difficulty to exit and reenter the strategic road due to that congestion. By unlocking that and releasing that congestion on the local network, it makes it more attractive for the bus companies to reinvestigate routes. And that that's something that the local council, which would obviously be promoting or investigating with their bus operators is not something that the applicant can promote or include. But our scheme unlocks that opportunity in the future. So was what the point I was trying to make. Thank you.

1:12:08

Thank you Miss Miss Clutton. You're still on mute unfortunately.

1:12:27

Sorry, sorry about that. Revoking stopped working. And so not wishing to prolong this unnecessarily. But just in terms of the statement that Mr. Arthur just made about the current capacity issues of the A 47 being what's present preventing bus services from operating regularly or at all. We just want to come meet provide the evidence of that statement. I don't suggest that needs to be done right this moment, but we're not aware of there being any evidential basis for that. Thank you.

1:13:04

Thank you for that. Miss Clinton. Again, Mr. Rodriguez. I'm reluctant to sort of get involved in in too much sort of, I think that's one that if we can leave visit and action to sort of provide that that would be

that'd be helpful and more informative to me. I think if that didn't allow people to see that information, see that evidence?

1:13:22

That's absolutely fine. So by on behalf of applicant, it was a point raised by the local parish councils through the Liaison Group, directly, verbally general call, I would have to go back through the minutes that undertaken by the local authority to check if it was mandated, but certainly raised as one of the reasons so apologies for grunter. But thank you. So thank you very much.

1:13:48

I think what I'd now like to do is, and I'm sure some of the issues that we've just been discussing, will will continue to be discussed, but sort of perhaps now move on to the second bullet point on on that agenda item there, which is the relationship of the development with a Norwich Western link. However, what I'm what I'm sort of conscious of is that this could be quite a session for repeating wanting to get involved in so I'm just looking at the time and perhaps thinking it might be worth a short break at this point. Perhaps rather than sort of jumping into the next session, and then sort of having to sort of pause in 15 minutes. It might be better to sort of tackle that after a break. If everybody's in agreement with that. I can see Mr. Frey nodding. So if that's okay, what I suggest then the time is 1115. If we take a 15 minute break, and then we come back at 1130 Okay, great. Thank you. So resume, adjourn until 1130