

A47 North Tuddenham to Easton Dualling

Scheme Number: TR010038

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9.29 Applicant's Written Summary of Oral Submissions at ISH3

The Infrastructure Planning (Examination Procedure) Rules 2010
Rule 8(1)(c)

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January 2022

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Planning Act 2008

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

The A47 North Tuddenham to Easton
Development Consent Order 202[x]

**APPLICANT'S WRITTEN SUMMARY OF ORAL SUBMISSIONS
AT ISH3**

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1 INTRODUCTION

- 1.1.1 The Development Consent Order (DCO) application for the A47 North Tuddenham to Easton scheme (Scheme) was submitted on 15 March 2021 and accepted for examination on 12 April 2021.
- 1.1.2 The third Issue Specific Hearing (ISH3) for the Scheme was held virtually on Microsoft Teams on Thursday 6 January 2022 at 10.00am.
- 1.1.3 ISH3 covered both the Draft Development Consent Order and Environmental Matters.
- 1.1.4 The Examining Authority (ExA) invited the Applicant to respond to the matters raised and the Applicant confirmed it would respond in writing after the hearing.
- 1.1.5 This document seeks to also address the representations made by the Interested Parties at ISH3.
- 1.1.6 The Applicant has responded to the issues raised by each attending party and provided cross-references to the relevant application or examination documents in the text below.

2 THE APPLICANT'S SUBMISSIONS IN RESPONSE TO MATTERS RAISED AT ISH3

Ref	Questions / Issues Raised at ISH3 and Hearing Action Points	Summary of Applicant's Response at ISH3	Applicant's Written Response
AGENDA ITEM 2 – Change request			
1.	<p>The ExA asked the Applicant to briefly outline its request for a change to the application and the implications in relation to the dDCO and Environmental Matters.</p>	<p>The Applicant acknowledged that matters were addressed the day before at CAH3 and so some points would be repeated.</p> <p>The Applicant drew the ExA's attention to the Non-Material DCO Change Request (AS-038). In essence the change request is a set of minor amendments amalgamated to ensure transparency. Materiality is addressed at page 14. Taken individually or as a group, the changes are non-material and incur no significant environmental effects and no additional land take. The Applicant also noted that, at page 16 of the Request, the Applicant had carried out targeted consultation, which was not necessary but undertaken out of caution. No substantive comments had yet been the received but the window is open until 24 January 2022. The Applicant then outlined the relevant changes.</p> <p>The first two changes were inclusion of ghost islands. These were included following consultation with Norfolk County Council.</p> <p>Changes were made to allow access to a detention basin following consultation. This was covered under DCO powers but was included in the change request for transparency.</p> <p>An area of dry land has been changed to wetland in respect of a county wildlife area. This was following a change in its</p>	<p>The Applicant has no further submissions to make.</p>

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		<p>allocation. It does not impact the conclusions in the Environmental Statement.</p> <p>Changes were also made to review the drainage to the east of Berrys Lane. This was covered in CAH3.</p>	
2.	<p>The ExA asked the Applicant to briefly highlight changes which have been made to the dDCO as a result of the change request.</p>	<p>The DCO submitted following the change request is document Additional Submission - Change Request - 3.1 Draft Development Consent Order (Clean) (AS-035).</p> <p>The Applicant advised that the inclusions of the new ghost islands required updates to the description of works under Schedule 1. Work No. 10 and Work No. 32, so these have been updated.</p> <p>In relation to the limits of deviation on Berrys Lane, no changes to the dDCO were required.</p> <p>In relation to the change to the detention basin on Sheet 2 of the Works Plans (AS-028), The description for the new access at C3 to C4 in Schedule 4 of the dDCO has been updated. The Applicant considers this is a correction rather than a change.</p> <p>In relation to the changes to the Taverham Road detention basin to create a wetland area, this required an update to the description of Work No.41 in Schedule 1 of the dDCO.</p>	<p>The Applicant has no further submissions to make.</p>
AGENDA ITEM 3 – Provisions of the dDCO			
3.	<p>The ExA asked the Applicant to briefly highlight changes which have been made to the dDCO</p>	<p>Revised dDCOs were submitted at Deadline 5 and Deadline 6. There were some small corrections made that the Applicant</p>	<p>The Applicant has no further submissions to make.</p>

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	<p>since ISH1.</p>	<p>did not run through, but the substantive changes are as follows:</p> <p>The name of the Applicant was updated to reflect the recent name change from Highways England Limited to National Highways Limited lodged with Companies House.</p> <p>An amendment to article 10 was made in response to discussions at ISH1. The amendment ensures that liability for compensation will remain with the Applicant where any benefit of the Order is transferred to a third party.</p> <p>Amendments were made to article 13(7) at the request of Norfolk County Council (NCC). These relate to Work No. 26a where a small portion of cycle track is contingent on the delivery of the Norwich Western Link (NWL) project. The amendment requires NCC to approve the construction and opening of this particular Work No.</p> <p>Following ISH1 it was brought to the Applicant's attention that it is sometimes preferable to use standards that exceed British Standards and so the wording of Requirement 5 has been amended to facilitate this where appropriate.</p> <p>Schedule 7, which relates to temporary possession, has been updated to reflect the fact that plot 9/1a has been altered and a small parcel of land has been removed leading to the plot being split into two on the latest set of land plans (REP5-002). A new plot 9/1n has been created and added to Schedule 7 of the dDCO. The Applicant confirmed that there is no new land being acquired, an existing plot has just been split in two.</p>	

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4.	<p>ORSTED flagged that Orsted require some minor amendments, including edits to the description of works at Work No. 94 and wider Schedule 5 wording.</p> <p>These are to ensure wording is consistent with their overlapping Order and to avoid discrepancies.</p>	<p>The Applicant stated that it is in the process of reviewing the proposed amendments and intends to include them provided that they are acceptable.</p>	<p>The Applicant has now reviewed the changes and these will be included in the dDCO submitted at Deadline 7.</p>
5.	<p>George Josselyn representing Mr MEYNELL asked for clarification in relation to Work No. 26a.</p> <p>They asked the Applicant whether, if the NWL were to be delivered, this bridge would be built or not.</p>	<p>The Applicant advised that this work does not incorporate a bridge, it will be a flat cycle path. As it stands Work No. 26a and the NWL are not compatible. Therefore, if the NWL comes forward, then this work will not be delivered. The additional cycle track link will only be provided if the delivery of the NWL is significantly delayed or does not happen. The drafting in the dDCO leaves it open to the Applicant and NCC to agree on the delivery of Work No.26a at a later date.</p>	<p>The Applicant has no further submissions to make.</p>
6.	<p>The ExA made three queries about Requirements:</p> <p>Requirement 9 – at the final line of (1), should this read "matters"?</p> <p>Requirement 10 – at the final line of (1), should this be the Local Highway Authority rather than just "relevant highway authority"?</p> <p>Requirement 12 – in relation to (1), should Natural England be</p>	<p>In relation to Requirement 9, the Applicant advised that it would correct this and update the dDCO.</p> <p>In relation to Requirement 10, the Applicant advised that it would review and respond in writing.</p> <p>In relation to Requirement 12, the Applicant advised that it would review and respond in writing.</p>	<p>The Applicant has corrected the drafting in Requirement 10 in the dDCO submitted at Deadline 7.</p> <p>The "relevant highway authority" is defined in Article 2 of the dDCO as "the local highway for the land in question", therefore the Applicant is not proposing a change to the drafting in Requirement 10.</p> <p>Requirement 12 has been updated to include Natural England as a consultee in the dDCO</p>

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	consulted?		submitted at Deadline 7.
AGENDA ITEM 4 – Schedule 9 – Protective Provisions			
7.	<p>The ExA asked the Applicant to provide an update on progress between parties regarding protective provisions, explain any important differences of view and a timescale for resolution.</p>	<p>The Applicant provided the following updates:</p> <p>UK Power Networks Limited (UKPN) – meetings have been held and no bespoke protective provisions have been requested, UKPN will rely on the standard protective provisions.</p> <p>Anglian Water Services Limited (AWSL) – AWSL have asked for bespoke protective provisions; three issues remain and they are minor but important and will be outlined in a Statement of Common Ground; the signed SoCG is being returned by AWSL and will be submitted; the Applicant does not consider that these issues will be resolved by the end of the Examination.</p> <p>National Grid – protective provisions are in the process of being negotiated as well as a side agreement; the Applicant directed the ExA to Schedule 9 Part 3 of the dDCO.</p> <p>Vodafone – an agreement has been reached and finalised; there is no objection on the part of Vodafone and it will rely on the standard protective provisions.</p> <p>Virgin Media – discussions are ongoing but it is expected that it will rely on the standard protective provisions; no relevant representation was submitted and no bespoke provisions have been requested.</p>	<p>The Applicant has no further submissions to make.</p>

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		<p>Orsted – draft protective provisions have been received and are being reviewed.</p> <p>The Applicant also took this opportunity to update on Crown Consent progress. The Applicant advised that it continues to liaise with the Government Legal Department and there is no indication that any issues should hinder the implementation of the scheme.</p>	
8.	<p>ORSTED advised that Orsted has submitted draft protective provisions at Deadline 4 and noted that the Applicant is reviewing them and awaits their response. The importance of the protective provisions was emphasised.</p> <p>Orsted's representatives also stated that the parties had been in discussion for some time, that a co-operation agreement was not yet agreed, that a number of points outstanding, and that given the short time available that Orsted requests that its protective provisions be included. Orsted await the Applicant's comments.</p> <p>Orsted's representatives also stated that Orsted believe that the schemes can coexist from a</p>	<p>The Applicant provided no comments at ISH3.</p>	<p>Negotiations relating to the co-operation agreement are progressing and the Applicant has had two meetings with Orsted since ISH3.</p> <p>The Applicant is hopeful the co-operation agreement will be agreed before the close of the examination, which would negate the need for any protective provisions.</p> <p>The Applicant will provide an update and final submissions in relation to this matter at Deadline 9.</p>

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	<p>technical perspective but that they need to ensure that protections are in place for Orsted's scheme.</p>		
<p>AGENDA ITEM 5 – Environmental Matters</p>			
<p>Biodiversity, including protected species and views of the applicant and IPs on information submitted since ISH2</p>			
<p>9.</p>	<p>The ExA stated that they had reviewed the Applicant's Additional Environmental Information (REP6-019) and asked the Applicant to explain the submission, outlining the new information and how it may impact the revised Environmental Statement Chapter 15 - Cumulative Effects Assessment (REP6-030).</p>	<p>The Applicant advised that the submission provided an update following new ecological information that was obtained during the Examination period. Updated records searches revealed newly designated wildlife sites from July 2021. The new submission was provided so these new sites were included in the wider assessment. Concluded that the scheme would have a neutral effect on the sites outside of the boundary.</p> <p>Chapter 3 also provides an update on biodiversity, clarifying how ES Chapter 8 had considered barbastelle bats and what data was used. An updated ES Chapter 15 also updates the NWL road and the cumulative impacts between what was identified in relation to bats within our scheme. The outcome is that the overall magnitude of the large adverse effect has not changed.</p> <p>A drawing was provided in the submission showing the broad habitat types for the entire area. This was done using data from the UK Centre for Ecology and Hydrology land cover data. It contrasted habitats between the colony and corridor for the scheme. It was concluded that it is unlikely that given</p>	<p>The Applicant has no further submissions to make.</p>

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		good quality habitat in the vicinity of the Wensum barbestelle colony, that bats from that known colony would regularly travel to the edge of their core sustenance zone, across these large tracts of arable land, just to cross the A47.	
10.	The ExA asked for clarification that the additional information referenced above does not change any conclusions made in Environmental Statement Chapter 8 – Biodiversity (APP-047).	The Applicant confirmed that this is the case. The additional information provides clarification that the approach that was taken was robust. Having taken all the information and reviewed what was known from the NWL project, it was concluded that the previously decided large adverse impact for the Scheme alone does not need to be elevated when considering cumulative effects.	The Applicant has no further submissions to make.
11.	The ExA asked for the Applicant's view on the Wild Wings Ecology submission (REP6-029) received at Deadline 6.	<p>Chapter 3 of Additional Environmental Information (REP6-019) provides clarification of our approach. The colony identified is of national importance. The main residual large impact is due to the uncertainty of using hop overs as bat mitigation at the existing crossing points. Alternative mitigation measures were also considered. That position is not changed since the submission of the Applicant's Response to the Examining Authority's First Written Questions (ExQ1) (REP2-014).</p> <p>In response to the points about the Wensum Valley bats' exceptional importance and protecting them from future threats by a SAC and SSSI status, the Applicant considers this issue was dealt with in the Report on the Implications for European Sites (RIES) (PD-014).</p> <p>The potential colony is not designated as a European Site, nor has it been proposed as a candidate for European Site</p>	The Applicant has no further submissions to make.

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		status, and so it does not feature under the Report on the Implications for European Sites (RIES)	
12.	<p>Dr Andrew Boswell representing CLIMATE EMERGENCY POLICY AND PLANNING (CEPP) drew the ExA's attention to a press release published by Norfolk Wildlife Trust on 6 December 2021 wherein it stated that they were actively pursuing SAC and SSSI status in relation to the barbastelle bats. Dr Boswell also referenced a recent episode of Countryfile.</p> <p>Dr Boswell also raised queries about Environmental Statement Chapter 8 – Biodiversity (APP-047). Dr Boswell drew attention to Tables 8-6 and 8-7 (relating to birds) and questioned why a similar table was not provided for bats. Highlighted that birds had their various RUCN designations outlined while bats did not have a similar table</p> <p>Dr Boswell queried why bats and birds are treated differently and raised concerns on consistency</p>	<p>The Applicant explained that birds are not protected in the same way as bats. There are different methods of survey and there has not been an inconsistency in how the birds and bats have been assessed. Surveys had been conducted in line with best practice. Different levels of protection exist for birds, hence the table for birds and not bats. All bats are fully protected under all aspects of habitats and species legislation in the UK. Where we picked up significant activity for all bats as a result of the transect and static monitoring surveys, we showed where and this quantitative data was used to identify crossing points where bats of all species were crossing the A47, which assisted in the selection of the crossing points selected for the crossing point surveys.</p> <p>The Applicant stated that it was unclear on Dr Boswell's subsequent points relating to paragraphs 8.7.60 and 8.7.63. A written question from the ExA, if required, would be preferred in order to give a full response. The Applicant reiterated where they picked up barbastelle bat activity they pointed it out and then that finding impacted on the crossing point surveys undertaken.</p> <p>After some further clarification from Dr Boswell the Applicant asserted that it is for the Applicant to ensure the Secretary of State is confident of their assessments, they are not required to show data to everyone. Dr Boswell's evidence is a series of assertions; a proper submission is needed in order to give an appropriate response. Press releases and television shows</p>	<p>The Applicant notes that the asserted press release nor Countryfile episode are not before the Examination. In any event, it confirms that the area in question does not have protected status.</p> <p>The DfT Tag Unit A3 document referenced by Dr Boswell relates to Environmental Impact Appraisal. Guidance within this unit addresses Environmental Impact Appraisal, not Environmental Impact Assessment.</p> <p>Section 1.3.3.states: "The appraisal recommended in this TAG Unit is not intended to be an alternative to, or replacement for the Environmental Impact Assessment."</p> <p>The Applicant has submitted an ES in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p>

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	<p>of the ES Chapter on Biodiversity.</p> <p>Dr Boswell also made queries in relation to paragraph 8.7.60 of Chapter 8, stating that the information was vague and that he would like to see the actual crossing points of the Scheme outlined.</p> <p>Dr Boswell also made queries about the survey data in paragraph 8.7.63 of Chapter 8, stating there had been an understatement in labelling the barbastelle bats as only "nationally" important rather than "internationally".</p> <p>Dr Boswell referenced Department for Transport (DfT) document (TAG Unit A3) referencing Table 9 which describes the assessment value of different sites and species.</p>	<p>are not evidence. If there is a belief that the assessment is wrong or has been carried out incorrectly then they should point to that issue.</p> <p>The Applicant also directed Dr Boswell and the ExA to Environmental Statement Appendix 8.12 - Bat Survey Report (APP-107) and Environmental Statement Appendix 8.13 - Bat Crossing Point Report (APP-108). These documents present the rationale for selection of the areas and that the assessment was carried out in accordance with the methodology outlined in the document, so is in accordance with best practice principles.</p>	
13.	<p>George Josselyn representing Mr MEYNELL recalled from a previous hearing that the bat surveys may be redone. He referred to their Comments on</p>	<p>The Applicant confirmed that it intended to update the bat surveys but not because they were "deficient".</p> <p>They will be updated for Stage 5 this summer, in accordance with normal best practice.</p>	<p>The Applicant has no further submissions to make.</p>

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	<p>Applicant's replies to ExA's First Written Questions (REP3-044) and recalled that the survey at crossing 6 (Berrys Lane) had been "cut short" and that it had been agreed that further surveys would be carried out as the existing surveys were deficient.</p>		
14.	<p>The ExA queried whether the subsequent bat surveys were required for licensing.</p>	<p>The Applicant clarified that general augmentation of habitat bats use for foraging and commuting is not an activity that is licensable. This work would not affect the bats in a way that would require the granting of a licence. So the crossing point surveys are not required for licensing.</p> <p>Where roosts will be damaged, destroyed or bats using roosts will be disturbed, this would be a licensable activity. Further emergence/re-entry surveys are required for the licence and this survey work will be carried out to ensure the licence is granted using data from the most recent survey season. The Applicant is currently liaising with Natural England to gain a letter of no-impediment (LoNI) for licence applications.</p>	<p>The Applicant has no further submissions to make.</p>
15.	<p>The ExA asked for an update in relation to the proposed mitigation for Barn Owls.</p>	<p>The Applicant stated that it would respond in writing.</p>	<p>The Applicant has nothing further to add to their response to Q3.0.12 in the 'Applicant's Response to the Examining Authority's First Written Questions (ExQ1)' (REP2-014), as follows:</p> <p><i>Highways England are currently in the process of completing acquisition of the land</i></p>

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			<p><i>holding the active barn owl nesting site which will be removed. The land purchase has been agreed and the matter is close to final legal completion. There is enough suitable habitat within the area around the acquired site to place compensatory boxes, and which provides an opportunity to implement habitat improvements to the area for barn owls. Suitable mitigation for this species will be designed in Stage 5 through the landscaping design to be secured under Requirement 5 of the dDCO (REP1-004).</i></p> <p>Further barn owl surveys by a qualified ecologist are planned for 2022 and the results will inform the barn owl mitigation details in Annex B5 'Landscape and Ecology Management Plan (LEMP)' of the Environmental Management Plan (APP-143), thus secured through the dDCO Requirements 4 (REP6-012).</p>
16.	Richard Hawker representing WENSUM VALLEY ALLIANCE (WVA) queried what the outcome would be should the further bat surveys show more adverse impacts, whether any mitigation would be imposed, and if results would be available before any	The Applicant confirmed that the crossing point survey and indeed all survey data that informed the Environmental Statement was all in date and suitable to use at the time of submission. The updated bat surveys for Stage 5 are required for the detailed design to ensure the scheme has the most up to date baseline. This is normal practice. It will also be an opportunity to augment mitigation if required and that mitigation would be included in the 'Landscape and Ecology	The Applicant has no further submissions to make.

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	decision was made on the road.	Management Plan' in the Environmental Management Plan (EMP) (APP-143) secured through dDCO Requirement 4.	
17.	Richard Hawker representing WVA stated that he had read that mitigation measure for bat crossings had been unsuccessful.	The Applicant reasserted that it is best practice to update surveys to make sure they have best evidence base possible. The Applicant agreed with Mr Hawker's point that there is not an evidence base to draw upon that shows mitigation can be successful, but it is a primary reason why the Applicant has assessed the impact on barbastelle bats as being "large adverse". Part of the reason for updating the survey data this year and onwards and why post-development monitoring is recommended is to add and contribute to that evidence base nationally.	The Applicant has no further submissions to make.
18.	<p>Dr Andrew Boswell represent CEPP expressed that he was concerned that the evidence base is still being collected. He expressed understanding that certain information is needed to make a decision on the DCO, but he queried what would happen should information come out that deems mitigation is inadequate in light of the new information.</p> <p>The ExA also asked for clarity in the light of Dr Boswell's comments but also Richard</p>	<p>The Applicant explained the evidence base for the effectiveness of the mitigation simply is not available and that this is an industry-wide issue, not specific to this scheme. However, the Applicant explained that the evidence for bats actually crossing the roads is different and that there is enough evidence to be sure on those points (and to carry out the assessment).</p> <p>The Applicant reasserted that the recent survey data is sufficiently robust for informing the DCO application. It was done in line with the best practice guidelines and the Applicant has consulted with the person developing methodology for bats crossing roads and is confident in it. The updated surveys will inform the detailed design which will include survey data and will be set out in the Environmental Management Plan (EMP) (APP-143).</p>	The Applicant has no further submissions to make.

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	<p>Hawker's above. He queried whether the answer was found through the EMP.</p>	<p>The Applicant explained that the EMP was currently in draft but that there would be subsequent second and third drafts which are secured by the Requirements in the DCO. The Secretary of State and relevant local parties would be consulted in the drafting. This and the Record of Environmental Actions and Commitments (REAC), within the EMP, provide clear obligations for the Applicant to comply with.</p>	
19.	<p>Andrew Crawdon representing WVA explained that he understood that during construction the primary contractor takes over in ensuring provisions around biodiversity. He expressed concerns that this often happened behind closed doors. He queried whether there is a way in which interested parties can be invited to inspect construction.</p>	<p>The Applicant explained that a qualified Ecological Clerk of Works (ECoW) would be in attendance at all stages of the works to ensure that all Environmental Management Plan (EMP) actions are implemented. That in itself will be a requirement of the EMP.</p> <p>A suitably qualified person will be on site to take notes, record and inspect construction works and provide toolbox talks in relation to sensitive aspect of the works.</p>	<p>The Applicant has no further submissions to make.</p>
20.	<p>The ExA asked whether this monitoring was done by the local authority.</p>	<p>The Applicant clarified that it would be undertaken by a qualified Ecological Clerk of Works (ECoW) that would be appointed by the Contractor.</p> <p>The Applicant further clarified that they would be unable to invite an interested party onto a live construction site but that monitoring would be in compliance with the requirements which are for the Local Planning Authority to monitor.</p>	<p>The Applicant has no further submissions to make.</p>

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		The Applicant would have no intention not to comply with the requirements and to do so would be an offence.	
Climate, including clarification around embedded carbon, cumulative assessment and views of the applicant and IPs on information submitted since ISH2			
21.	<p>The ExA asked the Applicant to provide an update on work undertaken since ISH2, particularly in relation to greenhouse gases, methodologies used, and compliance with EIA regulations. The ExA also asked for references to other approved projects at local and national level.</p>	<p><u>Clarification on Embedded (embodied) Carbon</u></p> <p>Embodied carbon emissions are associated with the construction of an asset. They incorporate emissions from extraction, refinement and processing of materials, as well as their transportation to site and emissions associated with fabricating or constructing the asset.</p> <p>APP-131 ES Appendix 14.1 Embodied Carbon Assessment provides more detail of the assessment undertaken.</p> <p>The assessment was based on the preliminary design at Stage 3, and includes emissions associated with materials, construction and transportation. The assessment used quantity data from bill of quantities provided by Discipline leads and the Highways England Carbon Tool (v2.3) to quantify emissions from this. This primarily uses carbon factors from the Inventory of Carbon and Energy (v3.0) to multiply the material quantities.</p> <p>The boundary of the assessment for emissions during construction has been taken as “the physical infrastructure asset associated with the Scheme” in accordance with DMRB LA 114 (Paragraphs 3.8 and 3.9).</p> <p>The total emissions from Construction are estimated to be 87,727 tCO₂e. The majority of emissions were associated with</p>	The Applicant has no further submissions.

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		<p>Earthworks (approx. 60%) and Bulk Materials (approx. 30%).</p> <p>As highlighted in ES Chapter 14 – Climate, Rev.1, (REP3-014) Section 14.9, opportunities to reduce embodied emissions during the design process will be undertaken in Stage 5. This will include value engineering opportunities. A carbon working group has also been set up across the A47 Schemes to consider how and where innovation can be incorporated to minimise emissions during construction.</p> <p><u>Cumulative Assessment</u></p> <p>The approach taken for cumulative assessment has been described in Q4.0.11 and Q4.0.12 of REP2-014 (Responses to the ExAs First Written Questions), REP4-015 (The Applicant's Written Summary of the Oral submission of ISH2) and REP6-018 (Applicant's Response to the Examining Authority's Third Written Questions (ExQ3)).</p> <p>To summarise, a cumulative assessment has been undertaken in the following ways:</p> <p>DMRB LA 104 sets out the expectation that "Environmental assessments shall assess cumulative effects which include those from: 1) a single project (e.g. numerous different effects impacting a single receptor); and 2) different projects (together with the project being assessed)."</p> <p>The assessment of this and other projects on GHG should recognise that the spatial boundary of this receptor / resource is global but that our assessment should be considered at the national level as this is the basis of UK Government carbon budgets, which is what NN NPS requires an assessment be</p>	

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		<p>made against.</p> <p>To address this the following approach was applied to assess the impact of the project on Climate:</p> <ul style="list-style-type: none"> i) the point that the 'single project' cumulative assessment is intrinsic within the LA 114 climate methodology as it considers embedded construction and maintenance, and user tailpipe emissions ii) that the cumulative assessment of 'different projects (together with the project being assessed)' is inherently within the climate methodology through: <ul style="list-style-type: none"> - inclusion of the project and other locally committed developments within the traffic model - consideration of the project against the UK carbon budgets, which are inherently cumulative as they consider and report on the carbon contributions across all sectors <p>End user emissions are not just quantified for the Scheme but for all end user emissions from the broader boundary area of the Schemes traffic model (described in the Transport Assessment (APP-140)). Other schemes (e.g. Other A47 schemes and the Norwich Western Link) are included within this traffic model as they are considered 'near certain' or 'more than likely' within the uncertainly log so have been included within the core scenario used.</p> <p>As discussed in REP6-018, there is currently no assessment methodology or policy for how emissions associated with the construction of other schemes would be included, or what schemes should or should not be included, or how likely</p>	

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		<p>significance could be assessed. However, these emissions are minimal compared to end-user emissions thus the majority of emissions are captured within a cumulative assessment.</p>	
22.	<p>The ExA commented that in relation to embedded carbon it was clear from submissions that there was still a lot of design work to do. The ExA asked where the carbon working group was referenced and whether there had been any benchmarking done in relation to other schemes. The ExA also queried whether opportunities would arise in design to further reduce carbon.</p>	<p>The Applicant explained that the working group will not have been referenced previously but will be part of the mitigation strategy. The starting point would be that outlined in the Environmental Statement chapter and during stage 5 the Applicant would work alongside designers to look at opportunities on top of those already described.</p> <p>An example would be only replacing surface course rather than full pavement replacement, reducing earthworks where possible. At Stage 5, the Applicant will look at opportunities to reduce carbon and reduce cost, but also highlight further carbon reduction but which may have additional costs.</p> <p>The ideas from the working group itself are yet to be decided. Ideas such as using alternative fuels have been looked at amongst other ideas. More will be looked upon in Stage 5 design. This will follow industry best practice.</p>	<p>The Applicant has no further submissions.</p>
23.	<p>The ExA asked how commitments were secured.</p>	<p>The Applicant stated that it would respond in writing.</p>	<p>All Contractors working on National Highways, Regional Delivery Partner contracts are required to minimise carbon as part of their design scope (Energy Efficiency Drive & Sustainable Development Requirements) and KPI reporting. These are standard clauses across all of the RDP contracts Nationally.</p>

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24.	<p>Dr Andrew Boswell representing CEPP stated that nothing in the Applicant's statements were new and pointed to his submission at Deadline 6 - Responses to the ExA's further Written Questions - ExQ3/4.3.1, REP4-016, REP4-015, EV-024a - explanation of non-compliance with EIA Regs (REP6-020). He stated that the use of the UK carbon budget was not meaningful and that it focuses assessment into the lowest category. He also repeated points made in that submission relating to traffic models.</p>	<p>The Applicant stated that they had seen the submission and does not agree with Dr Boswell's points in relation to carbon budgets. The Applicant is required to assess against the carbon budgets. The Applicant will respond to Dr Boswell's Deadline 6 comments in writing at Deadline 7.</p>	<p>Please see the Applicant's Comments on Third Party Comments at Deadline 6 (TR010038/EXAM/9.27).</p>
25.	<p>The ExA clarified whether the Applicant would also be responding in writing to Dr Boswell's traffic modelling in writing.</p>	<p>The Applicant confirmed that it would respond in writing</p>	<p>Please see the Applicant's Comments on Third Party Comments at Deadline 6 (TR010038/EXAM/9.27).</p>
26.	<p>The ExA noted that the Applicant had not responded to the parts of his first question about local and national comparisons and EIA regulation compliance.</p>	<p>The Applicant explained that it would respond in writing and that this response would include explanations on how the carbon budget works and where targets do and do not exist at regional and national level.</p> <p>The Applicant was clear that they have complied with EIA regulations and would outline this in the written response.</p>	<p>CEPP assert that a cumulative assessment of carbon emissions should be undertaken of the Scheme with other projects. However, there is no adopted carbon budget or emissions reductions target against which the significance of the cumulation of the carbon emissions from projects suggested by CEPP</p>

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			<p>could be undertaken. CEPP has not identified other local or regional receptors on which the tangible effects of carbon emissions from the Scheme and any of the projects that CEPP suggests could be measured and the significance of the effect assessed. Further, CEPP has not identified a planning policy framework in which the significance of any such cumulation would be material in the decision-making process. The Applicant notes that:</p> <ul style="list-style-type: none"> • There is no national carbon budget for the transport sector against which emissions from the Scheme could be assessed. • Norfolk County Council does not have a carbon budget. The County Council has not objected to the Scheme on climate or carbon grounds. • Breckland Council does not have a carbon budget. The District Council has not objected to the Scheme on climate or carbon grounds. • Broadland District Council does not have a carbon budget. The District Council has not objected to the Scheme on climate or carbon grounds.

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			<ul style="list-style-type: none"> • South Norfolk Council does not have a carbon budget. The Council has not objected to the Scheme on climate or carbon grounds. <p>In the absence of a framework within which the aggregation of carbon emissions from a particular grouping of projects can be assessed, the "bundling" (the term used in the CEPP REP6-020 representations) of any particular group of projects will only give an aggregation of predicted emissions from those projects without a context that is relevant in decision-making. In contrast, the carbon budgets that are the mechanisms through which the 2050 target to achieve net zero relative to 1990 carbon emissions have an economy-wide basis. This enable policy making that is informed by the progress towards the carbon budgets, the work of the Climate Change Committee and others, and the application of an array of tools (not just within the planning system) to achieve the carbon budgets.</p> <p>The Applicant has set out at Appendix D to the Applicant's Oral Submissions at ISH2 (REP4-015) the approach that the Secretary of State is required to take in the determination of the DCO application. The Applicant notes that the duty to attain carbon</p>

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			<p>budget targets and net zero is one arising at the national level. There are no sectoral targets for road transport at any of the carbon budget periods. There is no duty upon the road transport sector to attain net zero itself. Emissions in one sector, or in part of one sector, may be balanced against better performance in others. A net increase in emissions from a particular policy or project is managed within the government's overall strategy for meeting carbon budgets and the net zero target as part of "an economy-wide transition". The Applicant explained in Annex D that the information that the Applicant has provided is that reasonably required by the Secretary of State to assess the environmental effects of the Proposed Scheme in accordance with the EIA Regulations.</p>
27.	<p>Dr Andrew Boswell representing CEPP stated that he would be submitting a further submission at Deadline 7. The Deadline 6 submission was only about carbon quantification whereas Deadline 7 will be carbon assessment. Dr Boswell also noted the "complaint" he raised. Dr Boswell then outlined</p>	<p>The Applicant stated that it would take Dr Boswell's points away to respond in writing. The Applicant did also clarify that it assesses in accordance with the Planning Act 2008, the NPS guidelines, and the TAG guidance.</p>	<p>The applicant will provide a response to CEPP's submission at Deadline 8 after reviewing this document.</p>

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	<p>sections of the submission to be provided at Deadline 7 which included points about carbon pricing, construction emissions, and cumulative emissions.</p>		
28.	<p>The ExA asked the Applicant if they had any comments on the issues raised by Dr Boswell in relation to comments made by the Applicant in ISH2 in relation to a court case.</p>	<p>The Applicant made clear that Dr Boswell may have unintentionally made very serious allegations of misleading the Examination which were unwarranted and wrong.</p> <p>Although the Applicant noted that there was no mechanism for a "complaint" in the Examination, the complaint was based on a misunderstanding of the relevant legal terminology. There are two elements of a claim for judicial review – an application for permission, and an application for judicial review should permission be granted.</p> <p>It followed that the hearing before Mr Justice Holgate was an application, and this was explicit in the case title, and in the text of the judgment.</p> <p>In the case, the application for judicial review was refused, and permission to appeal was refused by the Judge. The Applicant understands that an application for permission to appeal has now been made directly to the Court of Appeal.</p> <p>Once that position was understood, it was plain that the Applicant's statements in ISH2 which had been impugned were an accurate reflection of the legal position.</p>	<p>The Applicant welcomes the retraction by Dr Boswell of his complaint and subsequent apology (AS-039).</p>
<p>Cultural Heritage views of the applicant and IPs on information submitted since ISH2</p>			

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29.	<p>The ExA asked the Applicant to update as to whether anything had changed since ISH2.</p>	<p>The Applicant explained that it had reviewed the views submitted, specifically those of Historic England in Responses to the ExA's further Written Questions (REP6-022) as well as those of Mr Meynell in their Response to Issue Specific Hearing 2 Written Summary on heritage (REP6-033). The Applicant noted that many of the points have been addressed previously or are now moot following Historic England's response.</p> <p>The Applicant's overarching point is that talking about setting can be nebulous, it can be very hard to put a boundary around and that there is always more that could be done to fully and completely understand any asset in an academic sense.</p> <p>However, this process is not an academic exercise but a practical one - the point is one of proportionality. The Applicant used the example of a Grade II* church on a separate scheme.</p> <p>The Applicant pointed out that the Historic England regional inspector had agreed with the Applicant's assessment in their submission (REP6-033). The submission states that duties have been carried out accordingly in assessing the importance of the landscape, not the listed buildings on the estate, reflected in the undertakings that relate to the land and not the buildings.</p> <p>The Local Planning Authorities (Breckland Council and Broadland District Council) has also agreed with the Applicant's assessments and understanding. It is established that the Inheritance Tax designation is not a cultural heritage</p>	<p>Further responses are provided in the 'Applicant's Comments on Third Party Comments at Deadline 6' submitted at Deadline 7 (TR010038/EXAM/9.27).</p>

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		<p>designation. The practical application about what must inform the Secretary of State has been done.</p> <p>The Applicant also had several points of clarification to make.</p> <p>Firstly in relation to the potential lack of appreciation of the importance and quality of the glebe estate, the Applicant deemed that they assessed it and that they do not believe it can be stated to be intact because not enough evidence remains to state what the original configuration was. The Applicant outlined various arguments as to how they had reached this conclusion, including that it is no longer functionally a glebe estate.</p> <p>The Applicant also stood by its conclusions in relation to potential double counting – they presented their information and will allow the Secretary of State to decide.</p> <p>The Applicant also noted the previously unmentioned topic of association with historical figures. The Applicant explained that this can be a sensitive topic but that it is something that is not related to the person as an individual but more about their impact on society as a whole. The Applicant deemed that Revered du Quesne and Parson Woodforde did not constitute historically significant individuals in a way that can be tied to the cultural heritage value of the estate or listing.</p> <p>These points will be more fully set out in a written submission at Deadline 7.</p>	
30.	George Josselyn for Mr MEYNELL asked the Applicant what parts of the estate they	The Applicant stated that it had visited Berrys Lane and partially into the Berry Hall Estate driveway before realising that it was not a public footpath. The Applicant also viewed	The Applicant has no further submissions.

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	<p>visited. They also asked for specifics on which footpaths were used.-</p>	<p>the estate from the A47 and Public Rights of Way (PRoW). The rest of assessment was done remotely and using photos from the site visit in May 2020, and from the accounts and photos of other environmental specialists in the course of collaboration on the ES.</p> <p>The Applicant went on to confirm that it had used FP3, split into two, either side of Berrys Lane. They had walked the entire length of the east side and part of the west side. They had gone up and down Berrys Lane as far south as the entry to the eastern part of FP3. FP5 was also used.</p>	
31.	<p>George Josselyn for Mr MEYNELL provided some context on Reverend du Quesne and the glebe estate issue. Also noted that given the destruction of other properties in the area, Berry Hall was the most preserved property from Parson Woodforde's life.</p> <p>Mr Josselyn also commented that they did not believe the Applicant could properly assess the property from the locations they stated they visited.</p> <p>In relation to cultural heritage they also added that they would look into responding further to the Applicant's Response to the</p>	<p>The issue regarding the preservation of Berry Hall from the time of Parson Woodforde's life had been addressed in the Applicant's earlier statement about the intactness of the estate.</p> <p>The Applicant stood by its initial comments about proportionality and confirmed that they had been compliant with the process.</p>	The Applicant has no further submissions.

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	Examining Authority's Third Written Questions (REP6-018).		
Flooding, including floodplain compensation, explanation of compliance with Sequential and Exceptions tests and clarification with regards to climate change adaption			
32.	<p>The ExA asked the Applicant for an update on the progress of the Statement of Common Ground with the Environment Agency, specifically around the issues of compensation and the outstanding points relating to crossings.</p>	<p>The Applicant confirmed that they are working with the Environment Agency to resolve the issues and provide the necessary information. Regular contact is taking place but a number of issues remained outstanding. The Applicant referred to the draft Statement of Common Ground with the Environment Agency (REP4-002).</p> <p>The Applicant directed the ExA to pages 7 and 8 of the document where items under discussion are shown. Some of the outstanding issues relate to actions and amendments to the EMP. This in relation to the River Tud flood compensation (RR-066.28) which will be dealt with by an action in the EMP that secures the Environment Agency to review and comment on any proposal.</p> <p>Similarly, any requirement for flood compensation in relation to the proposed crossing of the Hockering tributary [Newgate House Culvert] (RR-066.30) will also be dealt with by an action in the EMP that allows the Environment Agency to review and comment on any proposal.</p> <p>In relation to Oak Farm flood compensation (RR-066.29), the matter was in regard to discussions around acceptance that the land upstream of the proposed development will be a flood increase area. The land is an arable field and there have been discussions with the landowner. The landowner has</p>	<p>The Applicant has no further submissions.</p>

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		<p>accepted that the land will flood that area and we have committed to work with them to minimise impact and help with mitigation of habitats. The Environment Agency is waiting for an update on the landowner discussions from the Applicant.</p> <p>Regarding Hockering watercourse flood compensation (RR-066.31) this relates to the Flood Risk Assessment Parts 1 and 2 (APP-124 and APP-125). We describe the flood modelling undertaken of the Hockering watercourse, a River Tud tributary. Representations from the Environment Agency and the lead local flood authority (Norfolk County Council) have led to updated flood modelling. It has been updated from a 1D model to a 1D-2D model as in the interim better LiDAR data has become available; this gives a more accurate representation of the floodplain. The output from the modelling was submitted at Deadline 3 (REP3-026).</p> <p>Following that the Applicant has received comments on the submission and has also submitted the revised model and updated modelling report to the Environment Agency and the lead local flood agency (LLFA) for review and comment. The Applicant is awaiting a response from the Environment Agency but this is imminent. The assessment [using the 1D-2D model] gave similar results to the previous assessment but provided us with the ability to produce more accurate flood extent maps. The impact of the scheme was negligible, seeing a slight reduction in flood levels upstream and a slight increase downstream. There was a negligible change in flow both upstream and downstream. The Applicant is currently awaiting comment from the Environment Agency.</p>	

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33.	The ExA asked for clarification on the detailed design of the River Tud Crossing.	The Applicant confirmed that the Environment Agency requested an amendment to the EMP which gives the Environment Agency the opportunity to review the Crossing. This will be issued at a later deadline.	An updated Environmental Management Plan (APP-143) was issued at Deadline 7.
34.	The ExA asked the Applicant to outline the sequential and exceptions tests.	<p>The Applicant explained that the sequential and exceptions tests are considered in section 9 of the Flood Risk Assessment Part 1 (APP-124).</p> <p>The sequential test looks at development at an early planning stage. The aim is to divert development away from areas of high risk flooding, in accordance with NN NPS guidance on flood zone 1, 2 and 3 – 3 being the highest. In the assessment the Applicant mentioned that work was undertaken as part of the route selection and that flood risk was considered as part of the route selection too. The Scheme Assessment Report considered environmental options, as well as flood risk. The Scheme Assessment Report goes through the rationale about how the current route is assessed. Given that this is a linear scheme, each option would have crossed the River Tud to get South. The project and scheme is considered to pass the sequential test.</p> <p>The Applicant added further that the points are summarised in section 2.2 of the Case for the Scheme.</p> <p>In relation to the exception test, the Applicant explained that it is required where development cannot be avoided in flood zone 3. This asks that any flood risk assessment be undertaken to demonstrate that the project is safe for its lifetime, does not increase flood risk elsewhere, and if</p>	The Applicant has no further submissions.

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		<p>possible reduces flood risk overall. If there is an issue then the wider sustainability of the development must outweigh the flood risk.</p> <p>Number of key elements covered in the flood risk assessment:</p> <ul style="list-style-type: none"> • Newgate House culvert • River Tud crossing • The west culvert extension and new west culvert near Oak Farm • Highway drainage • The interception with surface water flood flow pathways <p>Newgate House Culvert – as discussed earlier, the revised modelling has confirmed no impact to the Scheme or others and therefore it is considered that the exception test is met.</p> <p>River Tud Crossing - Without the flood risk compensation we have proposed there is a maximum of 17mm increase upstream of the bridge and a maximum of 72mm downstream for the 1 in 100 year design event with a 65% allowance for climate change. Impacts are minimal upstream at Honingham and down towards Taverham Road. So whilst there are changes and impacts on the pattern of flood risk, no sensitive receptors are affected and so it is considered that the exception test is met.</p> <p>Oak farm tributary – this is a little more complex than the other crossings, due to widening of existing A47 and a new access road north of this across the tributary. The existing culvert</p>	

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		<p>under the existing A47 has been demonstrated to throttle flood waters – this provides benefit to the properties downstream. Sizes of the new culvert will need to maintain the throttle and to protect the road and access road a flood bund is required to keep the waters back. This results in the flood waters being displaced further north. The proposed design results in a slight reduction in flood risk downstream, the development itself does not flood under the design event, but it does cause more flooding to the arable land upstream – this has been discussed with the landowner as mentioned earlier. We have considered the H++ climate change scenario and can confirm that the flood bund is not overtopped. Therefore it is considered that the exception test is met.</p> <p>Highway drainage – new highway drainage will be attenuated to greenfield runoff rates up to a 100 year storm event (including an allowance for climate change) thereby minimising flood risk downstream. It is therefore considered that this source of potential flood risk meets the exception test.</p> <p>Surface water flood flow pathways that intercept the scheme will continue to be conveyed by the use of cross drains or dry culverts. These will be sized for a 1 in 100 year event (including 65% climate change) storm event to avoid impacting the scheme and others downstream. It is therefore considered that this source of potential flood risk meets the exception test.</p>	
35.	George Josselyn representing Mr MEYNELL raised the issue with	The Applicant commented that that this was covered the day before in CAH3 (Wednesday 5 th January 2022).	The Applicant will assess the viability of the use of the eastern ditch during Stage 5

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	<p>the drainage ditch coming southwards down Berrys Lane towards the River Tud. Mr Josselyn explained that it currently it runs down the east of Berrys Lane and downstream of Berrys Bridge, but that the current option is to bring it to western side of the badge and that this concerned Mr Meynell as it may cause blockages. Queried whether this could be dealt with in the Statement of Common Ground with the Environment Agency.</p>	<p>No road surface water runoff from the Scheme will be directed down Berrys Lane or discharge near Berrys Bridge.</p> <p>The Drainage route proposed by the Applicant is to provide an outfall route for pre-earthworks drainage ditches (also referred to as cut off or interceptor ditches) that are located around the top of cuttings / base of embankments at the junction. The ditch will only convey low volumes of clean greenfield surface water run-off from the junction to the ditch running adjacent to the River Tud and under the ownership of the Internal Drainage Board (IDB).</p> <p>The design will be subject to consultation with the Lead Local Flood Authority (LLFA) and the Internal Drainage Board (IDB).</p> <p>As this is not a watercourse nor discharging to a watercourse this does not fall under the remit of the Environment Agency. The Applicant will engage with the relevant required parties for the connection accordingly during the detailed design stage.</p> <p>The Applicant will commit to this in a land agreement with the Berry Hall Estate.</p>	<p>(Detailed Design) and will engage with the relevant consultees accordingly, namely the Lead Local Flood Authority (LLFA) and the Internal Drainage Board (IDB).</p> <p>The Applicant is not in the position to confirm this now, nor will it be prior to the closure of the Examination given that further work and consultation with the LLFA and IDB that is required.</p> <p>As communicated, the Applicant will include in the land agreement with the landowner a commitment to pursue the eastern ditch option, if viable and agreed with the relevant consultees.</p> <p>Under Action RD9 of the Environmental Management Plan (APP-143), secured by Requirement 4 of the DCO, the design will be approved by the Environment Agency, Norfolk Rivers District Internal Drainage Board and Norfolk County Council (the Lead Local Flood Authority) as required by their respective consenting and approvals prior to construction works.</p>
36.	<p>George Josselyn representing Mr MEYNELL asked if this did not need to be dealt with by the Environment Agency and was concerned it had not been</p>	<p>The Applicant explained that as the ditch is not discharging to a watercourse under the Environment Agency ownership there is no need to engage or seek agreement with the Environment Agency. In this instance consultation is with the Lead Local Flood Authority and Internal Drainage Board and</p>	<p>Under Action RD9 of the Environmental Management Plan (APP-143), secured by Requirement 4 of the DCO, the design will be approved by the Norfolk Rivers District Internal Drainage Board and Norfolk County</p>

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	covered with them as yet.	will be carried out during the Detailed Design stage.	Council (the Lead Local Flood Authority) as required by their respective consenting and approvals prior to construction works.
37.	Richard Hawker representing WVA asked for clarification on what a cut-off drain is.	<p>The Applicant explained that a “cut-off or interceptor” ditch is a form of sustainable pre-earthworks drainage.</p> <p>These ditches are located and constructed to ensure that greenfield run off is intercepted prior to reaching the top of a cutting where it could flow down and erode the earthworks or pond at the base of an embankment.</p>	The Applicant has no further submissions.
Geology and Soils, including the presence and use of agricultural land			
38.	The ExA drew the Applicant's attention to NNNPS section 5.176 and asked for clarification as to where the points there had been taken into account in the Application documents.	<p>The Applicant noted the Environmental Statement Chapter 9 - Geology and Soils (APP-048) which covers the assessment of the scheme on agricultural land according to DMRB LA 109.</p> <p>The delivery of the Scheme results in the permanent and temporary land take of grade 2 and grade 3A agricultural land, which is considered to be the best and most versatile land, as well as grade 3B and grade 4 agricultural land. The soils management plan which is developed to preserve the quality in temporary land take areas and to make effective use of the soils taken from permanent land take areas. Mitigation and monitoring measures will ensure that temporary land is restored back to its former condition. Therefore, the long-term residual effects on agricultural soils would be limited to the land lost to permanent land take.</p>	The Applicant has no further submissions.

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		<p>The assessment sets out that the permanent loss of grade 2 land is considered to be of large adverse significance. The permanent loss of grade 3A agricultural land is considered to be of a very large adverse significance. The permanent loss of grade 3B agricultural land is considered to be of a moderate adverse significance.</p> <p>The Applicant also referred the ExA to the National Policy Statement for National Networks Accordance Tables (APP-141) which sets out compliance with the various requirements.</p> <p>The Applicant advised that if there were any further questions then they would respond in writing.</p>	
39.	The ExA noted several queries against figures in the tables in Environmental Statement Chapter 9 - Geology and Soils (APP-048).	The Applicant stated that they would take these points away and respond in writing.	An updated Environmental Statement Chapter 9 Geology and Soils (APP-048) has been issued at Deadline 7 to correcting the error, which was due to rounding up or down of decimal numbers when importing the numbers.
Landscape and visual, including impact on trees and hedgerows			
40.	The ExA highlighted the inaccuracies in the arboricultural report that were also highlighted by Mr Meynell's representatives. This is contained in ES Chapter 7, Appendix 7.6	<p>The Applicant stated that ES Appendix 7.6: Arboricultural Impact Assessment (APP-094) has been updated and will be submitted at Deadline 7.</p> <p>It has been reviewed in light of comments received during the previous Issues Specific Hearings and the report has been updated to correct, for example, groups of trees, hedges, and individual trees. The list correctly reflects Appendix 2 and</p>	The Applicant has no further submissions to make.

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		<p>minor adjustments have been made to reflect responses and comments received during the examination. The changes aren't notable and do not change the conclusions of ES Chapter 7, the landscape and visual assessment. For example, the tree belt at Merrywood House has been amended to show as being retained in Appendix 7.6 (APP-094) and Chapter 7 had already assumed this.</p>	
41.	<p>The ExA highlighted a question raised in a previous ISH in relation to the methodology used for cross-sectional drawings.</p> <p>The ExA also queried whether any lighting columns are shown on the cross-sections.</p> <p>George Josselyn asked if it would be possible to delineate the existing trees with those proposed by a change in the colouring and if a line could be drawn showing the limit of the permanent acquisition of land on the cross-section.</p>	<p>The Applicant stated that it would respond in writing to this question with a brief methodology on the preparation of the cross-sections Mr Josselyn referred to.</p> <p>The cross-sections were produced in line with the latest information and data, including topographic data, arboricultural data and the arboricultural masterplan (REP3-016) and are intended to show the scheme planting at a reasonable level of maturity. The existing (retained) trees are shown using data from the arboricultural assessment which makes the retained trees as accurate as possible on the sections.</p> <p>In relation to the lighting columns the Applicant stated that there are no lighting columns that directly dissect the section lines but that the Applicant will include indicative columns within areas to be lit to indicatively illustrate their relative scale and location.</p> <p>In relation to the cross-section drawings the Applicant highlighted that the limit of permanent acquisition is shown by reference to the Highway Boundary Fence. Existing vegetation has also already been annotated on the plans.</p>	<p>Appendix A of this ISH3 hearing note contains updates to the cross-section drawings submitted as Appendix A to the 'Applicant's Response to the Examining Authority's Third Written Questions' (REP6-018). The approach to producing the cross-sections was as follows:</p> <ul style="list-style-type: none"> • The location of the sections was selected to give a range of illustrative material within the vicinity of the proposed junctions and based on a request from the landowners agent for sections at chainages through the road centreline and southwards into Berry Hall Estate. The Applicant reviewed the chainages and provided sections as required including an additional section (Section F-F) not requested by the landowner. • The sections were produced using the Scheme design submitted for Examination, existing topographical survey data and exported from the 3D modelling software.

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		<p>The applicant will update the visual representation of existing/proposed vegetation and the freehold boundary in a re-issue of the sections.</p>	<ul style="list-style-type: none"> • The retained existing tree cover is illustrated as accurately as possible, utilising project arboricultural information (refer to APP-094, Appendix 7.6). The height of retained existing trees is represented utilising surveyed heights from the arboricultural report, but does not account for future growth post that survey. • As part of the Scheme, the following key components are also shown: <ul style="list-style-type: none"> - Proposed mitigation planting. Planting information is taken from the Environmental Masterplan (AS-007) and is shown at 8m above proposed ground level, therefore linking to Table 7-6 of EIA Chapter 7 (APP-046) which defines planting heights at Year 15 of operation of the Scheme. - The proposed highway boundary is shown by inclusion of the "Highway Boundary Fence". - Indicative locations of lighting columns are shown at 10m in height, as assessed in the EIA. - Vehicles on the Scheme are shown at a maximum of 4m in height (above road level), the tallest vehicles being lorries.
42.	Richard Hawker representing WVA asked if sections for	The Applicant stated that it has not provided cross-sections in the area referred to. The supplementary information the	The Applicant has no further submissions to make.

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	<p>landscape visualisation has been provided in relation to land on Gypsy Lane in Hockering.</p> <p>Mr Hawker asked a further question regarding the lack of sections in the vicinity of the River Tud and Newgate House</p>	<p>Applicant has provided has been in response to specific landowners and the perceived impact to them and their land. Mr Hawker does not own any land in this area.</p> <p>The Applicant added that the whole area has been assessed from a landscape and visual perspective and this is included in ES Chapter 7 (APP-046) and its associated appendices. The Applicant referred Mr Hawker to Figure 7.4: Visual Context (APP-046) which illustrates that in this location, to the south of Hockering, and includes visualisations and baseline photos. In agreement with the host authorities, the Applicant selected two representative locations in this location. The relevant references are: Viewpoint C is baseline photography (APP-067), and Viewpoint 3 is a photo visualisation (APP-062). The Applicant confirms that landscape and visual effects in this location have been assessed and supporting illustrative information has been provided.</p> <p>In response to Mr Hawker's subsequent question regarding the lack of sections in the Hockering area, the Applicant notes that sections have been provided at Berry Hall due to the ongoing discussions regarding the Wood Lane junction and they were considered helpful in this discussion; and that illustrative information has been provided in the location Mr Hawker refers to including: Viewpoint C (APP-067); Viewpoint 3 (APP-062); and the Environmental Masterplan (REP3-016).</p>	
43.	<p>George Josselyn for Mr MEYNELL asked whether viewpoints for landscape visualisation have been provided</p>	<p>The Applicant confirmed that no viewpoints have been provided for this area and these would not typically be provided, unless specifically requested.</p>	<p>The Applicant has no further submissions to make.</p>

Ref	Questions / Issues Raised at ISH3 and Hearing Action Points	Summary of Applicant's Response at ISH3	Applicant's Written Response
	for the embankment of the Honingham Link Road, overlooking Honingham Village.		
44.	The ExA queried whether the locations for viewpoints have been agreed with the local authority as they were sensitive receptors.	<p>The Applicant confirmed that representative viewpoints were produced based on professional experience and have been agreed with the host local authorities; this is shown in paragraph 7.4.18 of ES Chapter 7 Landscape and Visual Effects (APP-046). They provide a range of key 'representative' views within the landscape and visual assessment which support the overall assessment of receptors.</p> <p>The visual assessment of all receptors within the study area is set out in document reference APP-092. Subsequently, Appendix 7.5 (APP-093) comprises the assessment of effects on the representative viewpoints. In summary, viewpoints have been agreed with the host authorities and are intended to be representative of the views that one would experience within the study area.</p> <p>With regards Mr Hawker's comment on understanding the detail of the height of the road above sea level to understand the effect, the Applicant highlighted that the contour plan at Figure 7.2 (APP-060) which shows also the footpath locations and the scheme. The perspective is provided on the topographic variation.</p>	Engineering Drawings and Sections, Rev.1 (REP5-003) illustrate the vertical elevation of the existing topography and proposed scheme may also be relevant to the concerns raised.
Noise impacts, including clarification around those receptors identified to experience significant effects			

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45.	<p>The ExA queried that the ES identifies properties on Lyng Road that will be subject to significant effects due to changes in road behaviour. Has other mitigation been considered to avoid this road behaviour taking place.</p>	<p>The Applicant stated that the query about Lyng Road relates to operational noise effects and changes in traffic volume. These originate from the traffic model.</p> <p>Mitigation in the location is difficult (i.e. barriers in front of properties are impractical, low noise surfacing is not effective at low speeds and the roads are maintained by different highway authorities.</p> <p>In relation to changes in road traffic noises, the Applicant stated that it has also looked at expected noise changes in the completion year. These are below the Significant Observed Adverse Level (SOAL). This is not enough to cause significant effects on the health or quality of life of people living there.</p> <p>In relation to routing changes or mitigation, the Applicant agreed to take this point away and respond in writing.</p>	<p>Impacts on health and quality of life are assessed in ES Chapter 12 Population and Human Health (APP-051).</p> <p>ES Chapter 11 Noise and Vibration (APP-050) presents the assessment of the noise and vibration effects of the Scheme. ES Chapter 11 Section 11.10 includes a description of the significance of effects due to road traffic noise from the operation of the Scheme.</p> <p>During the EIA, proportionate and practicable mitigation measures were incorporated into the design of the Scheme, including acoustic barriers and low noise surfacing, as described in ES Chapter 11 Section 11.9. These mitigation commitments are secured through the Environmental Management Plan (EMP) (APP-143) register of environmental commitments ref. NV2 and NV3 and Requirement 4 of the draft Development Consent Order (REP6-004).</p> <p>Significant residual effects are identified in terms of the change in road traffic noise at a number of locations, adverse at some receptors and beneficial at other receptors. These significant effects are discussed within ES chapter 11 Section 11.10, Table 16, with a summary provided within Section 11.13. They</p>

Ref	Questions / Issues Raised at ISH3 and Hearing Action Points	Summary of Applicant's Response at ISH3	Applicant's Written Response											
			<p>are also shown in Figure 11.10 (APP-075).</p> <p>Moderate and major changes in road traffic noise level were predicted at receptors in Lyng, close to Lyng Road. These changes are expected to occur due to the increase in traffic volume on this road, not due to road traffic noise from the Scheme dual carriageway itself. Expected traffic volumes used within the operational road traffic noise assessment are as follows:</p> <table border="1" data-bbox="1509 735 2107 1114"> <thead> <tr> <th data-bbox="1509 735 1729 975" rowspan="2">Year</th> <th colspan="2" data-bbox="1729 735 2107 874">18hr Annual Average Weekday Traffic Flow [06:00 – 00:00]</th> </tr> <tr> <th data-bbox="1729 874 1935 975">Opening Year</th> <th data-bbox="1935 874 2107 975">Future Year</th> </tr> </thead> <tbody> <tr> <td data-bbox="1509 975 1729 1045">Do Minimum</td> <td data-bbox="1729 975 1935 1045">316</td> <td data-bbox="1935 975 2107 1045">616</td> </tr> <tr> <td data-bbox="1509 1045 1729 1114">Do Something</td> <td data-bbox="1729 1045 1935 1114">2075</td> <td data-bbox="1935 1045 2107 1114">3274</td> </tr> </tbody> </table> <p>Physical mitigation measures to reduce the expected change in road traffic noise were considered during the EIA. However, this was not embedded within the design of the Scheme for practicality reasons. The provision of acoustic barriers along Lyng Road is considered impractical since it would obstruct access to properties. The provision of a low</p>	Year	18hr Annual Average Weekday Traffic Flow [06:00 – 00:00]		Opening Year	Future Year	Do Minimum	316	616	Do Something	2075	3274
Year	18hr Annual Average Weekday Traffic Flow [06:00 – 00:00]													
	Opening Year	Future Year												
Do Minimum	316	616												
Do Something	2075	3274												

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			<p>noise surface would be of limited benefit since the traffic speed on Lyng Road through Lyng is less than 75 kmph (less than 47 mph). Furthermore Lyng Road is maintained by the local authority and therefore a change in road surface was considered to be outside of the remit of the Scheme.</p> <p>The Applicant engaged throughout the design process with the Local Highway Authority (Norfolk County Council) on the design of the scheme sideroads and the scheme traffic model. No requests were made to the Applicant to explore further local traffic mitigation.</p> <p>It is noted that although a significant residual effect is expected due to the perceptibility of the change in road traffic noise, the level of road traffic noise at receptors in Lyng with the Scheme in place is predicted to be no more than 66 dB $L_{A10,18\text{hour}}$. Road traffic noise levels with the Proposed Scheme at receptors in Lyng are therefore below the Significant Observed Adverse Effect Level (SOAEL) defined in the Design Manual for Roads and Bridges LA111 (Rev 2). For this reason, no significant adverse impacts on health and quality of life from road traffic noise are expected to arise due to the Scheme. Note that, even with significant residual effects in</p>

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			<p>terms of the change in road traffic noise, the Scheme still achieves the policy aims within the National Policy Statement for National Networks that relate to environmental noise.</p>
46.	<p>The ExA asked the Applicant about the potential noise impacts on the residents of Berry Hall Estate, in particular Wisteria Cottage and Berry Hall Cottage.</p>	<p>The Applicant stated that it has presented an assessment of construction noise and vibration in Chapter 11 of the ES. This included consideration of the effects in the vicinity of those locations. Also refer to the EMP (APP-143) which identifies particular mitigation such as vibration controls, so the effects have been considered as part of the assessment.</p> <p>In addition, the Applicant confirmed that compound 2, is not a construction compound. It is a welfare compound with storage facilities as outlined in section 11.1.8 of the Scheme Design Report (AS-009). There will be a perimeter screening bund with the offices and car parking arranged to mitigate localised receptors.</p>	<p>Appendix B of this ISH3 hearing note contains an indicative layout drawing for Compound 2 as part of the Deadline 7 submission.</p> <p>This includes the mitigation as stated during the hearing confirming the commitments included within section 11 of the Scheme Design Report (AS-009)</p> <p>Action NV1 in Table 3.1 of the Environmental Management Plan (APP-143) states: <i>“Construction works will take place mainly during the daytime. Construction works outside of normal construction hours of 07:00-19:00 weekdays and 07:00-19:00 on Saturdays shall be minimised as far as practicable. Where works outside of these hours are unavoidable, the Principal Contactor will consult with the local planning authority, and agree appropriate methods of mitigation that account for the location of works, hours of work and expected duration.”</i></p> <p>This commitment will be secured through dDCO Requirement 4 and the 'Environmental Management Plan' (REP6-012). Separate controls apply to avoid significant effects due</p>

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			<p>to construction noise and vibration outside of normal working hours - this requires prior approval of the local authority through Section 61 of the Control of Pollution Act.</p> <p>ES Chapter 11 Noise and Vibration (APP-050) presents the assessment of the noise and vibration effects of the Scheme. This includes consideration of the effects of noise due to the construction of the Scheme.</p> <p>The construction noise impact magnitude for each stage of work is presented in contour form. ES Figures 11.11 to 11.19 (APP-075 and APP-076) present the construction noise impact magnitude without temporary screening and ES Figures 11.20 to 11.28 (APP-076) present the construction noise impact magnitude with temporary screening.</p> <p>ES Chapter 11 summarises the noise impacts expected to occur during construction, including at Berry Hall Cottages. Mitigation to avoid significant effects due to construction noise at Berry Hall Cottages includes temporary screening during the pre-works stage. No significant effects due to construction noise are expected at this location for the other stages of work and for the pre-works stage once temporary screening is provided.</p>

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			<p>The assessment demonstrates a low likelihood of construction noise limits being exceeded due to noise associated with the temporary compound, and therefore a low likelihood of any significant effect. The likelihood of any residual adverse effect is minimised further through Action NV1 of the Environmental Management Plan. This ensures the Contractor will develop a construction noise management plan and place limits on construction noise, ensures the Contractor consults with the local planning authority for any works that have to be carried out outside of normal working hours, and ensures the Contractor engages with the local community prior to noisy works.</p>
47.	<p>Richard Hawker for WVA queried the length of construction hours and whether this can be limited.</p>	<p>The Applicant confirmed it has read the comment raised by Mr Hawker at Deadline 6 (REP6-028) and will be providing a written response at Deadline 7 accordingly.</p> <p>The working hours take into account the delivery of the scheme. The work will be carried out in stages and delivered in phases – so the work will not all be carried out at the same time. The Applicant confirmed that its proposals were to build as much of the scheme as possible off-line before moving the traffic onto the new road sections.</p>	<p>The Applicant has no further submissions to make.</p>
<p>Population and Human Health, including impact on existing agricultural businesses</p>			

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48.	<p>The ExA queried if the Applicant was aware of the latest position in relation to the planning application for a new access road for the Food Enterprise Zone.</p>	<p>The Applicant confirmed that it was liaising with the Food Enterprise Partnership (FEP) but that it would defer to their representative Mr Paul Clarke for an update on their Planning Application.</p> <p>The FEP representative confirmed that new drainage plans had been submitted to the Local Planning Authority earlier that day and a meeting was scheduled to take place in the following week. Consultation will be carried out on the updated plan.</p> <p>The local planning authority confirmed that the amended plans were received and will go through the normal process of validation and consultation.</p> <p>The Applicant also confirmed that it had reached a final position on the approach to the Food Enterprise Zone and final version of the SoCG with Broadland District Council and Norfolk County Council would be submitted at the next deadline.</p>	<p>New drawings have been received from the FEP and the Applicant is grateful for the prompt provision of these.</p>
49.	<p>George Josselyn, on behalf of Mr MEYNELL, flagged that it was his view that [Holding 10] had been underassessed. This was set out in REP1-044 and REP1-045. Mr Meynell and the Applicant have reached agreement on a number of points but not yet on the holistic approach to farming, and the impact on the Countryside</p>	<p>The Applicant highlighted the additional environmental information provided by the Applicant at REP6-109 and the updated ES Chapter 12, to take account of the information that was previously erroneously excluded. The holistic nature of the farming on the Berry Hall Estate will be addressed at Deadline 7.</p> <p>In addition the Countryside Stewardship Scheme (CSS) is addressed in the Additional Environmental Information (REP6-019). The Applicant understands that the renewal of</p>	<p>The renewal of the Countryside Stewardship Scheme (CSS) for 5 years does not change the baseline position at the time of the DCO application as presented in Section 4.3 of the Additional Environmental Information (REP6-109).</p> <p>The previous agreement would have started on 01/01/2016, lasted till 31/12/2020 and due to England leaving the EU, been offered a 1 year extension till 31/12/2021. It is the</p>

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	<p>Stewardship Scheme. Mr Josselyn noted that this has been renewed for 5 years, not 1 year as the Applicant recently suggested.</p>	<p>the CSS should have taken account of the scheme being under examination.</p>	<p>Applicant's understanding that the CSS Agreement Holder will have been written to during 2021 to be offered a 5 year mirror agreement subject to meeting the criteria in the guidance that can be found in the following link:</p> <p>https://www.gov.uk/guidance/countryside-stewardship-mirror-agreements</p> <p>As the landowner had been notified of the DCO application, it is assumed any renewal would have taken into account the implications of the Scheme during that period.</p> <p>The Applicant continues to engage with representatives of Berry Hall Estate to help mitigate effects on farming practices through a land agreement, such measures agreed in the Joint submission between the Applicant and Mr Meynell (REP4-044).</p> <p>In addition, the Applicant has submitted at Deadline 7 an updated Environmental Management Plan (APP-143) where Action D7, in Table 3.1, has been updated to include a commitment to provide a point of contact for landowners to arrange access through the construction works / temporary compound areas to maintain land management activities on unaffected areas within or outwith the DCO boundary (e.g. to undertake woodland and</p>

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			hedgerow management).
50.	<p>Richard Hawker for WVA queried why two public rights of way (PRoW) are not being kept open?</p> <p>In addition surveys were carried out during lockdown when there were fewer people about.</p> <p>Mr Hawker also stated that the footpaths are all east-west and there are no new footpaths north-south.</p>	<p>The Applicant confirmed it has responded to these same queries on several occasions and will summarise in a further written response. The high level summary is that the Scheme will provide 8.5km of new cycling and walking facilities, and 4 grade separated facilities for walking/cycling.</p> <p>Further information on the Applicants approach is contained within the Case for the Scheme (APP-140). The Applicant has engaged with Norfolk County Council and the proposals have been agreed and approved.</p> <p>This is recorded in the SOCG with NCC submitted at deadline 4 (REP4-003). The parties are working towards a finalised version of this.</p>	<p>The Applicant has previously responded to the issue footpath severance in the below submissions:</p> <ul style="list-style-type: none"> • Deadline 1: 9.2 Applicants Response to the Relevant Representations (REP1-013), in particular responses: <ul style="list-style-type: none"> - RR-037.58 to NCC and effects on FP7, FP11 and FP12. - RR-037.59 to NCC and effects on RB1. - RR-055.6 6 to Mr Hawker on severance of roads, PRoWs and cycle routes. • Deadline 3: 9.8 Applicant's Response to the Written Representations (REP3-022), which include a response to Anthony Clarke, on behalf of the Norwich Cycling Campaign.
Transport, including traffic modelling figures and views of the applicant and IPs on information submitted since ISH2			
51.	<p>The ExA queried the numbers included in the "Do Nothing" 2025 scenario in the Applicant's responses to the ExQ3 (REP6-018). The difference between location 4 and location 5 is a jump of 2000 in traffic numbers. Where does this come from?</p>	<p>The Applicant confirmed that the "Do Nothing" scenario takes account of the Norwich Distributor Road (NDR) which is not present in the 2015 Base as it opened in 2018</p> <p>The NDR connects with the A1067 Fakenham Road, north of Western Longville which accounts for the rise in AADT from the 2015 Base of 2,900 Annual Average Daily Traffic (AADT) to the 2025 Do Nothing 4,300 .</p> <p>The figures also account for background growth in traffic.</p>	<p>The Applicant has no further submissions.</p>

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52.	<p>George Josselyn representing Mr MEYNELL queried Work no 26a which runs around the northern side of the north dumbbell of the Wood Lane Junction. It leads from the eastern side to join Wood Lane, and [XX]. The Applicant has provided a dedicated cycle network going east-west. The Berry Hall Estate is at the end of that route. If the Norwich Western Link (NWL) is constructed, there was discussion of a bridge across that part of the roundabout. How do the cycles get east-west absent being able to get around the north side of the dumbbell?</p>	<p>The Applicant clarified that it has never been intended that this would be a permanent route and not at any point shown as a bridge.</p> <p>The proposed permissive route is at grade on the basis that NWL is delayed.</p> <p>The Applicant's approach to the WCH provision within the Scheme has been taken following consultation and approval with the PRoW officers at NCC.</p>	<p>The Applicant has provided a detailed response previously on this point in Q7.0.18 within the Applicant's Response to the Examining Authority's First Written Questions (ExQ1) (REP2-014).</p> <p>The Applicant would also refer the ExA to the agreed position within Appendix B (item B) and Appendix C (items NWL1 and NWL7) of the Statement of Common Ground with Norfolk County Council (REP4-003).</p>
53.	<p>Mr MEYNELL further submitted that a person wishing to cycle east-west would have to take a longer route and would still need to negotiate a crossing at the Wood Lane Junction, being more dangerous. Alternatives proposed by Mr Meynell would have reduced this and allow cyclists along the A47.</p>	<p>The Applicant stated that it does not agree that there are a large volume of cyclists travelling east-west along the 60mph single carriageway A47 presently.</p> <p>Cyclists are predominately using the quieter local road network which is the approach the Applicant is proposing to enhance with the Scheme Walking / Cycling provision.</p> <p>In relation to the alternatives proposed by Mr Meynell, NCC have reviewed the alternatives and provided a response at Deadline 6 (REP6-023). The statement at the end it confirmed</p>	<p>The Applicant has no further submissions.</p>

Ref	Questions / Issues Raised at ISH3 and Hearing Action Points	Summary of Applicant's Response at ISH3	Applicant's Written Response
		<p>that it supports the Applicant's proposals.</p> <p>This support is echoed by the three district councils who are the Local Planning Authorities and have also confirmed their agreement to this approach.</p>	
54.	<p>Richard Hawker for WVA raised a query in relation to traffic modelling. References to carrying out traffic modelling in accordance with TAG are not very helpful and do not explain how all of this has been decided. Have been told that the model has been validated and calibrated to a high level but not clear on what this means. According to TAG there will be a local model validation so if there is one for this scheme – would like to see this.</p>	<p>The Applicant responded that it is for the ExA to examine the Application. If Mr Hawker has evidence that the traffic modelling is incorrect then he should bring this forward. The difficulty here is that he is trying to hold the Applicant to an impossible standard.</p> <p>Para 5.2.01 of the NNNPS sets out the tests to assess transport schemes. The traffic model has been validated and agreed with the Local Highway Authority (NCC) and confirmed in the SoCG. The assertion that the Applicant needs to do more is not borne out in law. The Applicant has responded to these in more detail and any responses will simply refer back to those previous responses.</p> <p>In addition, the Applicant added that there is a clear distinction between AM peak and PM peak traffic and has provided the figures for the existing traffic on the local road network. This was provided following ISH2 and as Appendix C to the Applicants responses to ExQ3.</p> <p>The modelling undertaken by the Applicant was reviewed by the independent Transport Planning Group (TPG) who are part of the Safety, Engineering & Standards (SES) governance team within National Highways. In addition, this has been reviewed and assessed by the NWL project team and the NCC traffic team.</p>	<p>The Applicant has no further submissions.</p>

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		<p>The approach to modelling is set out in the Case for the Scheme (APP-140). The Applicant does not have anything further to add on this matter and has provided all of the information on this point.</p>	
AGENDA ITEM 6 – Statements of Common Ground			
55.	<p>The ExA asked the Applicant to provide an update on Statements of Common Ground relevant to the Environmental Matters.</p>	<p>The Applicant outlined the following updates:</p> <ul style="list-style-type: none"> • Historic England – Statement of Common Ground - Historic England (REP1-009) is the final and submitted version. • Environment Agency – the last version is Statement of Common Ground - Environment Agency - Rev 0 (REP4-002); no concerns currently and the Applicant is hopeful that this will conclude soon. • Norfolk County Council – the latest version is Statement of Common Ground - Norfolk County Council - Rev 0 (REP4-003); discussions are ongoing but similarly there are no concerns currently. • Breckland District Council – Statement of Common Ground - Breckland Council - Rev 1 (REP4-004) is the final and submitted version. • Broadland District Council – this is complete and will be submitted at Deadline 7. • South Norfolk District Council – this is complete and will be submitted at Deadline 7. 	<p>The Applicant has no further submissions.</p> <p>The Applicant has been and continues to exchange correspondence with representatives of the Berry Hall Estate regarding a agreeing draft Statement of Common Ground. A skeleton draft Deed of Undertaking has been issued to Mr Meynell for review.</p>

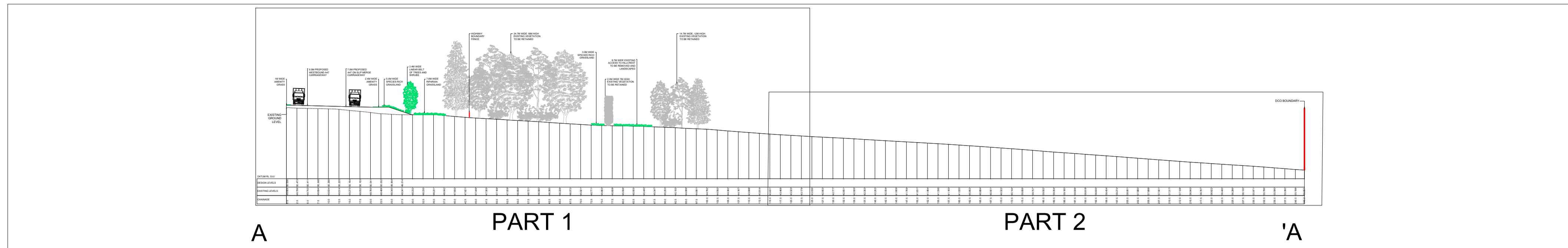
Ref	Questions / Issues Raised at ISH3 and Hearing Action Points	Summary of Applicant's Response at ISH3	Applicant's Written Response
		<ul style="list-style-type: none"> Natural England – draft with Natural England but no concerns. Berry Hall Estate – the draft is with George Josselyn and the wider team and the Applicant is hopeful that this can be submitted at Deadline 7 but needs a response as soon as possible. The Applicant understands that there are still in principle objections to the scheme. Have agreed with the BHE barrister that they will put in submissions and the Applicant will respond to those before the close of the discussions, on the points we will not reach agreement on. Orsted – a draft is with Orsted and discussions around a cooperation agreement are being advanced. <p>The latest Statement of Commonality was submitted at Deadline 6 as Statement of Commonality for Statements of Common Ground (Clean) - Rev 2 (REP6-010).</p>	
56.	<p>Ruth Goddard representing Western Longville Parish Council (WLPC) raised concern about a section of the SoCG between the Applicant and NCC regarding the delay of the NWL.</p> <p>It was stated that the minutes to a meeting between WLPC, NCC, and the Applicant showed that WLPC should expect a chance to comment on that section of the SoCG but this never occurred.</p>	<p>The Applicant disputed some of the comments made Ms Goddard as these were not in accordance with the meeting or circulated minutes thereafter.</p> <p>A senior representative of the Applicant was present at the meeting along with David Allfrey, Infrastructure Delivery Manager from Norfolk County Council – it was agreed that there will be no requirement included in the DCO and would be covered in the SoCG between the Applicant and Norfolk County Council.</p>	<p>The Applicant would refer the ExA to the agreed position, regarding the NWL delay and effects on Weston Longville, within Appendix C (items NWL5) of the Statement of Common Ground (SoCG) with Norfolk County Council (REP4-003). Minutes of the meeting between the Applicant, Norfolk County Council (NCC) and Weston Longville Parish Council held on the 21st October 2021 confirm the position agreed within the SoCG.</p> <p>The Applicant would draw the attention of the ExA to Schedule 2, Requirement 27 (4) from</p>

Ref	Questions / Issues Raised at ISH3 and Hearing Action Points	Summary of Applicant's Response at ISH3	Applicant's Written Response
	<p>WLPC expressed a wish to be a "significant player" and want wording changed in the SoCG to include them in discussions should the NWL be delayed.</p> <p>WLPC also want wording in the SoCG that recognises the seriousness of the consequences to WLPC, current political and economic situation. They want a measurable commitment should NWL be delayed.</p> <p>In essence WLPC want a stronger safeguard on commitments to be reflected in the wording.</p>	<p>The SoCG is a document to assist the ExA in understanding what positions have been agreed between the relevant parties.</p> <p>The wording submitted has been agreed between the Applicant and Norfolk County Council and follows the position agreed on Weston Longville as evidenced from the meeting minutes.</p> <p>It is not for a parish council to dictate or request changes to a position between the parties related to the SoCG.</p> <p>The Applicant explained that NCC had an outstanding post construction requirement to comply with in the Northern Distributor Road (NDR) DCO, because of the increase in traffic at this location as a result of the NDR.</p>	<p>The Norfolk County Council (Norwich Northern Distributor Road (A1067 to A47(T))) Order 2015 (planninginspectorate.gov.uk)</p> <p>Schedule 2, Requirement 27(4):</p> <p><i>"In the event that post-monitoring of traffic passing through Weston Longville and Hockering (in accordance with requirement 30 (traffic monitoring generally)) identifies a material increase in traffic that could be directly associated with the NDR classified road, a further scheme of traffic management measures and a timetable for their implementation must be submitted to and, following consultation with Broadland District Council and Breckland District Council, approved in writing by the relevant planning authority."</i></p>
57.	<p>Ruth Goddard representing WLPC expressed disappointment and said the Applicant did not answer the question of to what extent the wording as it currently stands is a safeguard against the kind of problems outlined. The wording achieved with NCC following the NDR was more specific than what is offered in</p>	<p>The Applicant stated that it would continue to engage with WLPC as had always been its position and would work with NCC and WLPC if NWL does not come forward.</p> <p>Until the baseline traffic assessment is done it is not possible to provide any more clarity.</p> <p>The Applicant agreed to attend further future meetings as part of the collaborative approach with NCC and Weston Longville Parish Council.</p> <p>The Applicant also clarified that the purpose of a SoCG is to assist the ExA by communicating where agreements have or</p>	<p>The Applicant has no further submissions.</p>

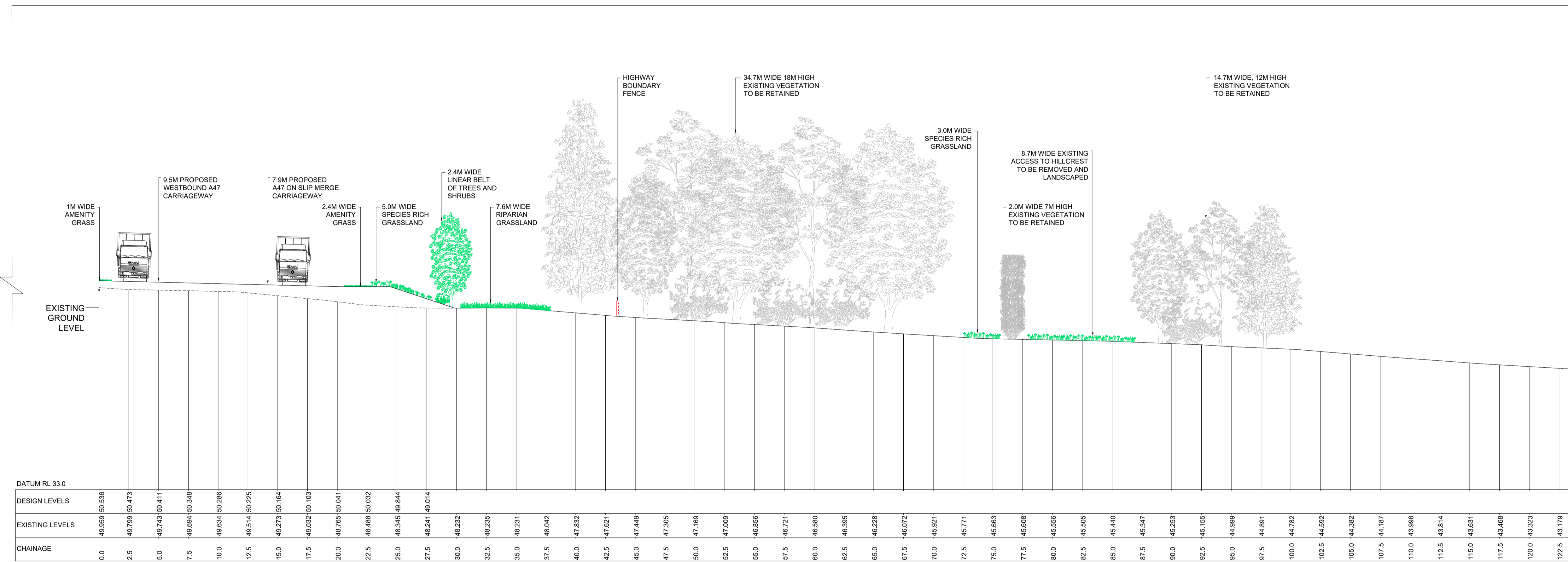
Ref	Questions / Issues Raised at ISH3 and Hearing Action Points	Summary of Applicant's Response at ISH3	Applicant's Written Response
	this SoCG. Where is that detail contained.	have not been reached.	
AGENDA ITEM 7 – Review of issues and actions arising			
58.	<p>The ExA outlined the following outstanding topics as issues that needed following up on:</p> <ul style="list-style-type: none"> • Barn owls under biodiversity • Noise – construction compounds • CSS – reviewing info submitted • Checking the sections for clarity • Climate change matters <p>Cultural heritage matters</p>	The Applicant confirmed that it had made a note of the points to follow up on.	The follow up actions are to be found in this document.
AGENDA ITEM 8 – Any other matters			
59.	<p>Mr MEYNELL expressed sympathy in relation to the parties raising queries about bats and the representatives for the WVA and WLPC.</p> <p>He made the suggestion that, given the uncertainty surrounding the NWL, if the decisions on this</p>	The Applicant acknowledged Mr Meynell's comments and advised that it would respond in writing.	The Scheme must be examined on its merits, and the Applicant has shown in the Case for the Scheme (APP-140) and Scheme Design Report, Rev.1 (AS-008) it has to take account of NWL in its assessment and design, but that the Scheme remains necessary even if NWL does not come forward – see Common Response D (REP1-013).

Ref	Questions / Issues Raised at ISH3 and Hearing Action Points	Summary of Applicant's Response at ISH3	Applicant's Written Response
	<p>scheme should be delayed until after the NWL issues were clearer.</p>		<p>Moreover, the NPS NN establishes the need case for the Scheme. The assertion that needed nationally significant infrastructure should be delayed because of other potential schemes is misguided.</p> <p>For completeness, as has been made clear in this Examination, there are significant local transport issues which the NWL scheme seeks to address; see Chapter 3 'The Need for the Scheme' in the Case for the Scheme (APP-140).</p>

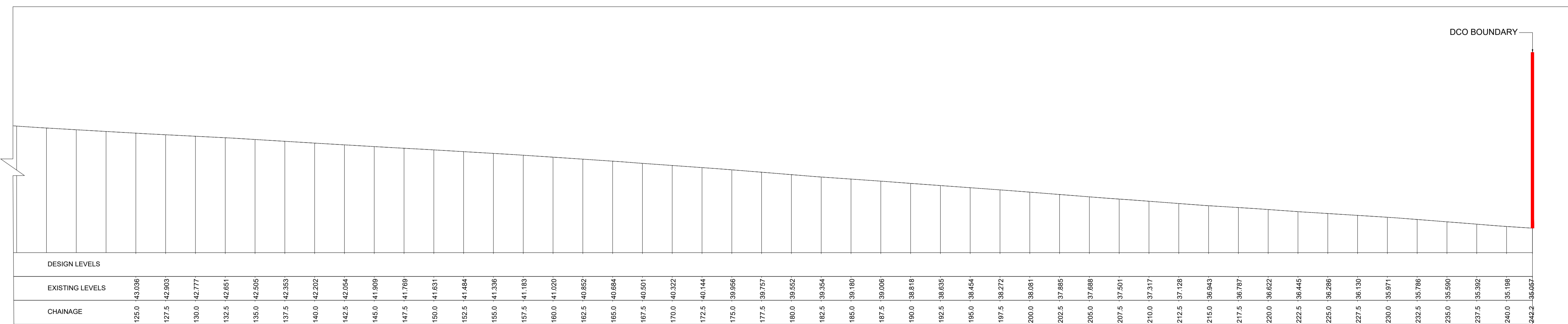
APPENDIX A - Updated Cross-Section Drawings, Originally Submitted With The Applicant's Response To The Examining Authority's Third Written Questions (REP6-018).



SECTION A - 'A' OVERVIEW
SCALE 1 : NTS



SECTION A - 'A' PART 1 OF 2
SCALE 1 : 200



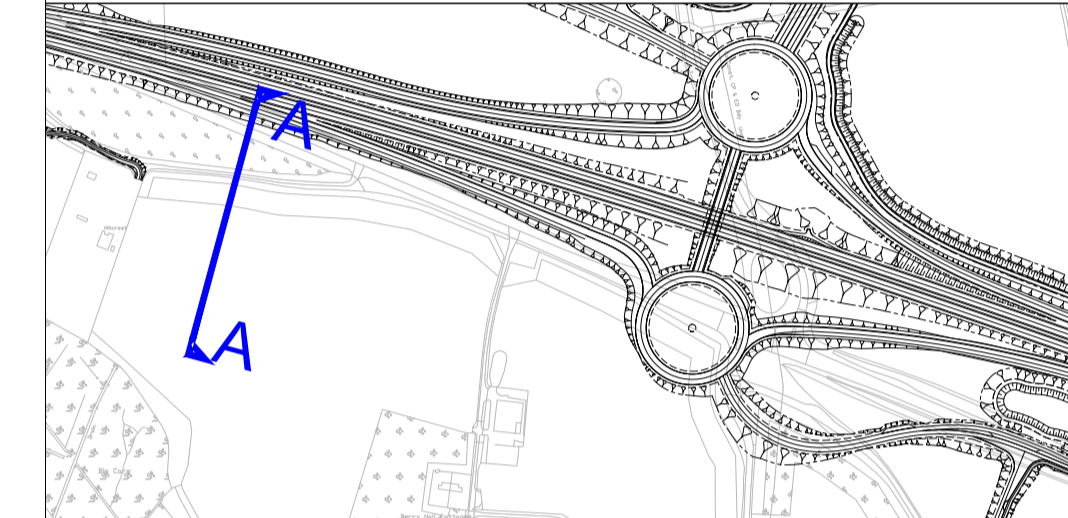
SECTION A - 'A' PART 2 OF 2
SCALE 1 : 200

NOTES

- THIS DRAWING SHALL ONLY BE USED FOR THE DESIGN ELEMENT STATED IN THE DRAWING TITLE.
- ALL DIMENSION IN METRES (m) UNLESS OTHERWISE STATED.
- DO NOT SCALE FROM THIS DRAWING.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH:
WOOD LANE JUNCTION LONG SECTIONS LOCATION PLAN
HE551489-GTY-ELS-000-DR-LX-31100
WOOD LANE JUNCTION LONG SECTION SHEETS:
HE551489-GTY-ELS-000-DR-LX-31101 TO HE551489-GTY-ELS-000-DR-LX-31112
ENVIRONMENTAL MASTERPLAN SHEETS 6 TO 8
HE551489-GTY-ELS-000-DR-LX-30008 TO HE551489-GTY-ELS-000-DR-LX-30010
- PROPOSED LANDSCAPE PLANTING IS BASED ON LVIA YEAR 15 WITH A REASONABLE ESTIMATE OF 8m GROWTH HEIGHT.
- 10m HIGH LIGHTING COLUMNS HAVE BEEN SHOWN INDICATIVELY IN AREAS PROPOSED TO BE LIT TO ILLUSTRATE THEIR RELATIVE SCALE. EXACT LOCATION TBC DURING STAGE 5 DETAILED DESIGN.
- ENVIRONMENTAL STATEMENT, CHAPTER 7, APPENDIX 7.7 LIGHTING ASSESSMENT (APP-095) PROVIDES LIGHT SPILL MODEL IN APPENDIX A.
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- AT YEAR 15 OF OPERATION, THE TREES WILL HAVE GROWN AND THEREFORE WILL BE TALLER, SUBJECT TO ANY MANAGEMENT PRACTICES CARRIED OUT.

KEY TO SYMBOLS

LOCATION PLAN



REV	DATE	REVISION NOTE	ORG	CHK'D	APP'D
P01	13/12/21	DEADLINE 6	LS	Bart	Bart
C04	13/12/21	DEADLINE 6	LS	Bart	Bart
P02.01	---	---	---	---	---

DESIGNER



CONTRACTOR



CLIENT



PROJECT TITLE

A47 NORTH TUDDENHAM TO EASTON DUALLING

PROJECT STAGE

PCF STAGE 4

DRAWING TITLE

WOOD LANE JUNCTION
LONG SECTION A-'A'
MAINLINE CHAINAGE 4+500M

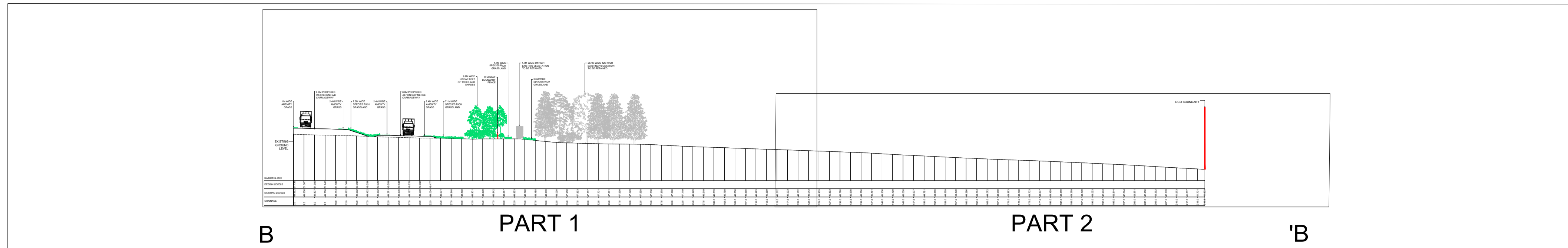
SUITABILITY

WORK IN PROGRESS

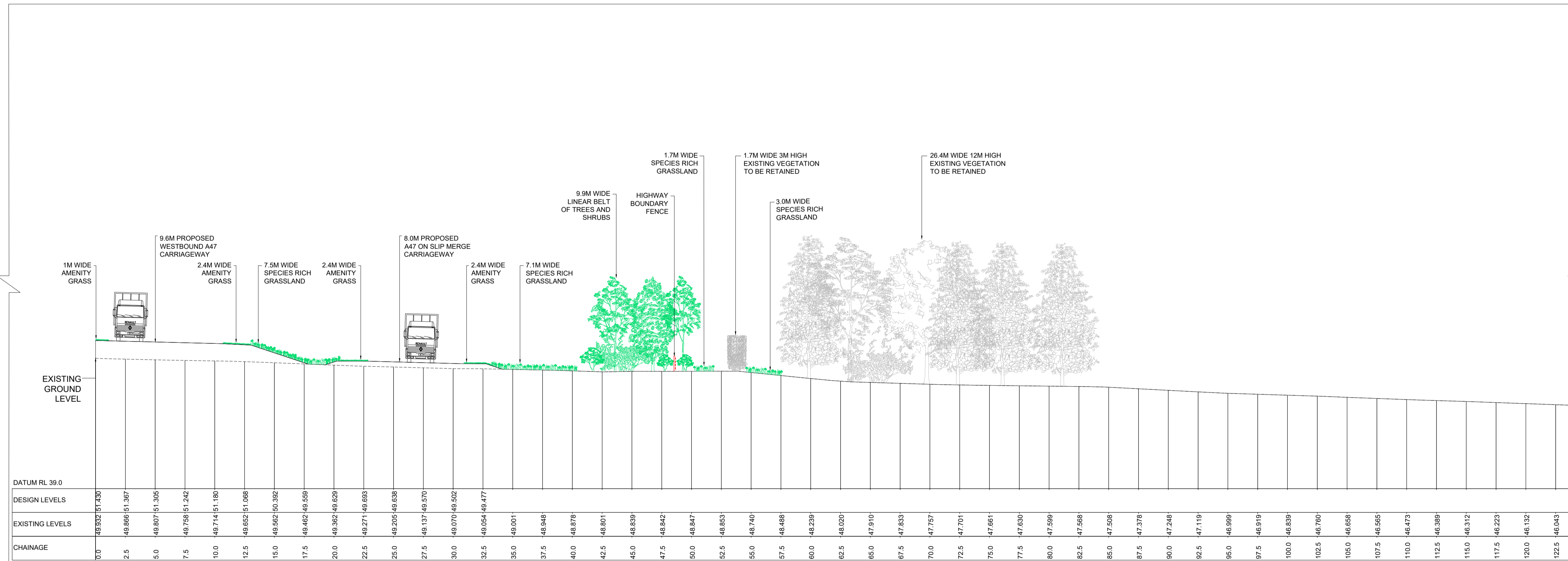
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DRAWING NUMBER

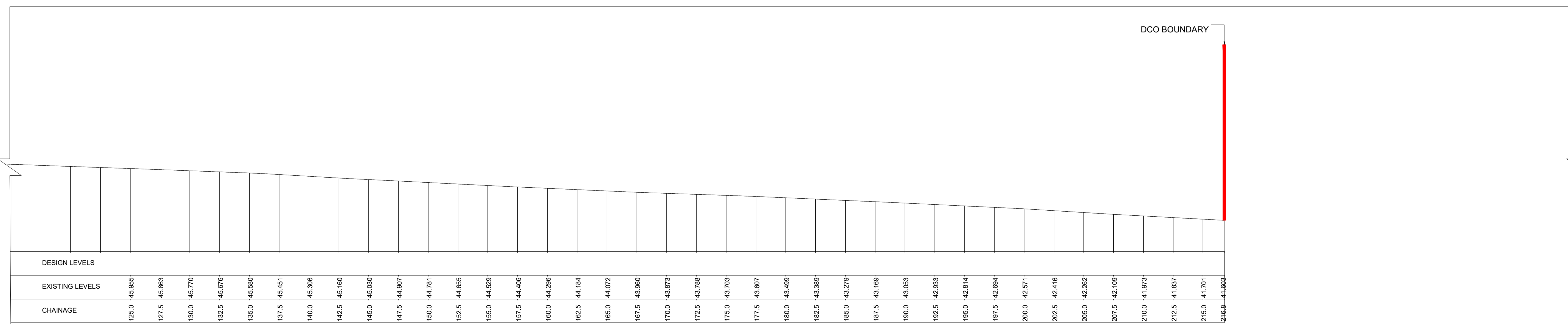
HE551489-GTY-ELS-000-DR-LX-31101



SECTION B - 'B' OVERVIEW
SCALE 1 : NTS



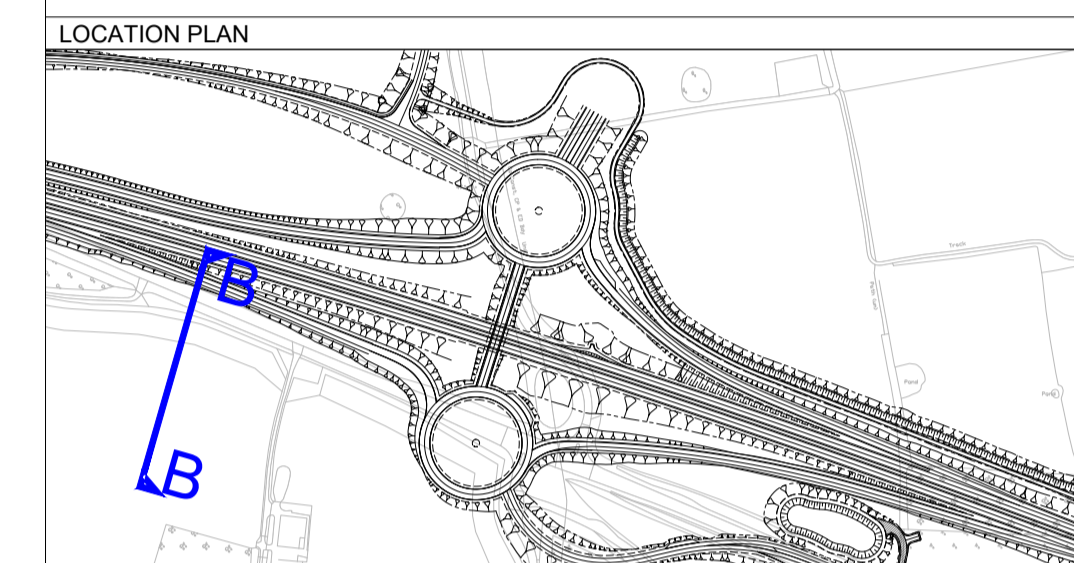
SECTION B - 'B' PART 1 OF 2
SCALE 1 : 200



SECTION B - 'B' PART 2 OF 2
SCALE 1 : 200

- NOTES**
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 - ALL DIMENSION IN METRES (m) UNLESS OTHERWISE STATED.
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WOOD LANE JUNCTION LONG SECTIONS LOCATION PLAN
HE551489-GTY-ELS-000-DR-LX-31100
WOOD LANE JUNCTION LONG SECTION SHEETS:
HE551489-GTY-ELS-000-DR-LX-31101 TO HE551489-GTY-ELS-000-DR-LX-31112
ENVIRONMENTAL MASTERPLAN SHEETS 6 TO 8:
HE551489-GTY-ELS-000-DR-LX-30008 TO HE551489-GTY-ELS-000-DR-LX-30010
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KEY TO SYMBOLS



REV	DATE	REVISION NOTE	ORG	CHK'D	APP'D
P01	13/12/21	DEADLINE 6	LS	Bart	Bart
C04	13/12/21	DEADLINE 6	LS	Bart	Bart
P02.01	---	---	---	---	---

DESIGNER



CONTRACTOR



CLIENT



PROJECT TITLE

A47 NORTH TUDDENHAM TO EASTON DUALLING

PROJECT STAGE

PCF STAGE 4

DRAWING TITLE

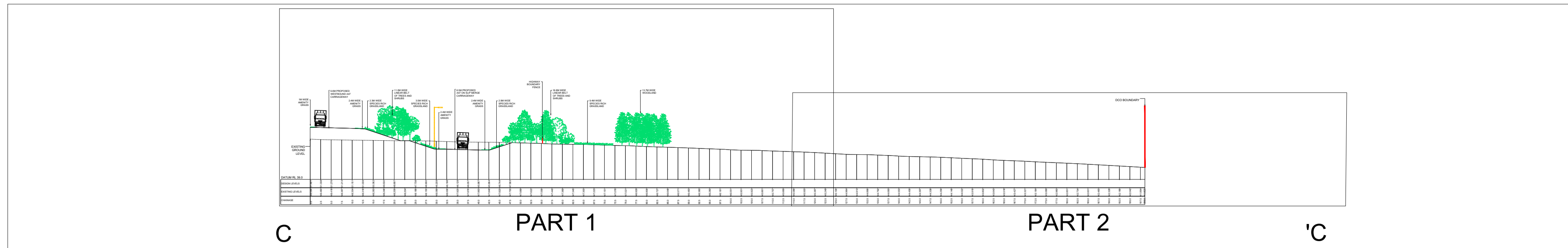
WOOD LANE JUNCTION
LONG SECTION B-'B'
MAINLINE CHAINAGE 4+650M

SUITABILITY

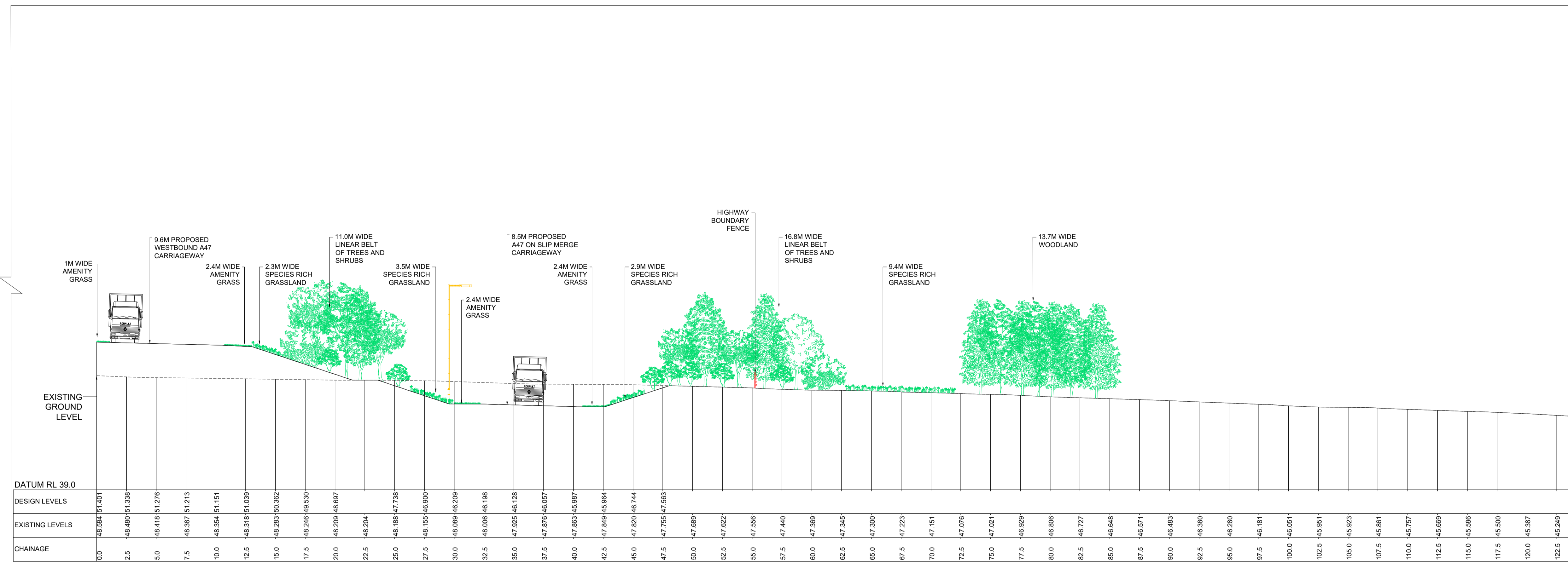
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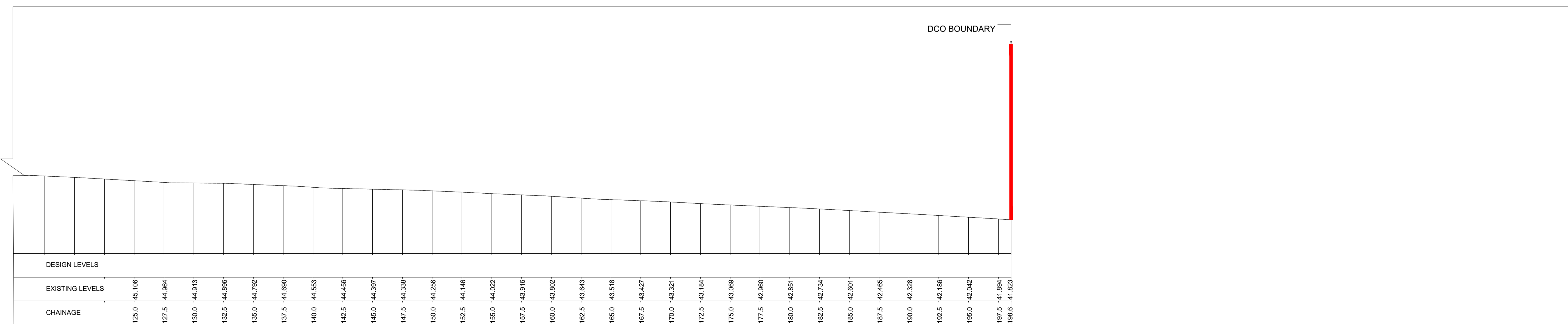
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SECTION C - 'C' OVERVIEW
SCALE 1 : NTS



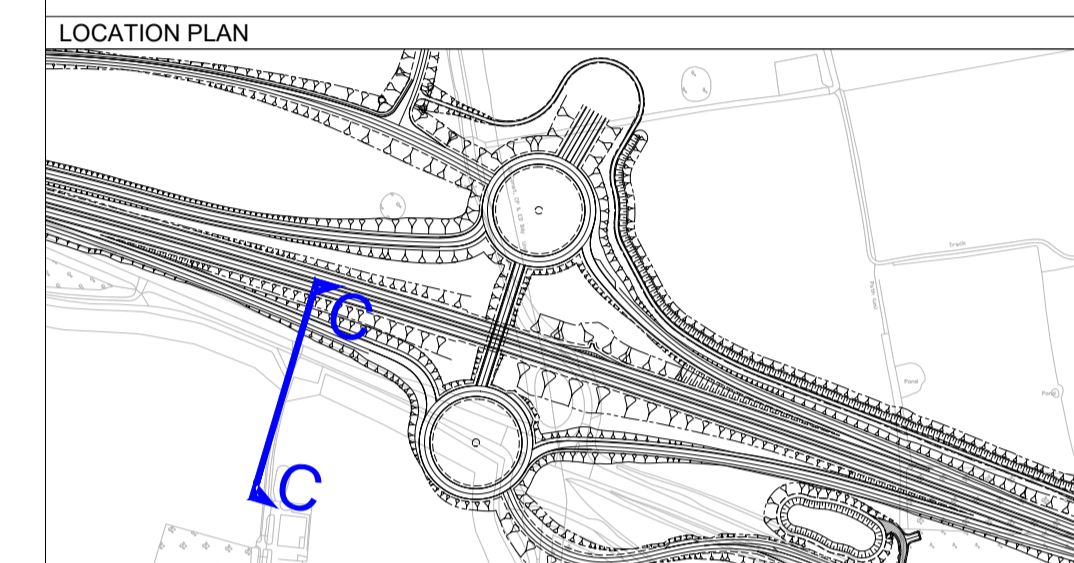
SECTION C - 'C' PART 1 OF 2
SCALE 1 : 200



SECTION C - 'C' PART 2 OF 2
SCALE 1 : 200

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WOOD LANE JUNCTION LONG SECTIONS LOCATION PLAN
HE551489-GTY-ELS-000-DR-LX-31100
WOOD LANE JUNCTION LONG SECTION SHEETS:
HE551489-GTY-ELS-000-DR-LX-31101 TO HE551489-GTY-ELS-000-DR-LX-31112
ENVIRONMENTAL MASTERPLAN SHEETS 6 TO 8:
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KEY TO SYMBOLS



REV	DATE	REVISION NOTE	ORG	CHK'D	APP'D
P01	13/12/21	DEADLINE 6	LS	Bart	Bart
C04	13/12/21	DEADLINE 6	LS	Bart	Bart
P02.01	---	---	---	---	---



PROJECT TITLE
A47 NORTH TUDDENHAM TO EASTON DUALLING

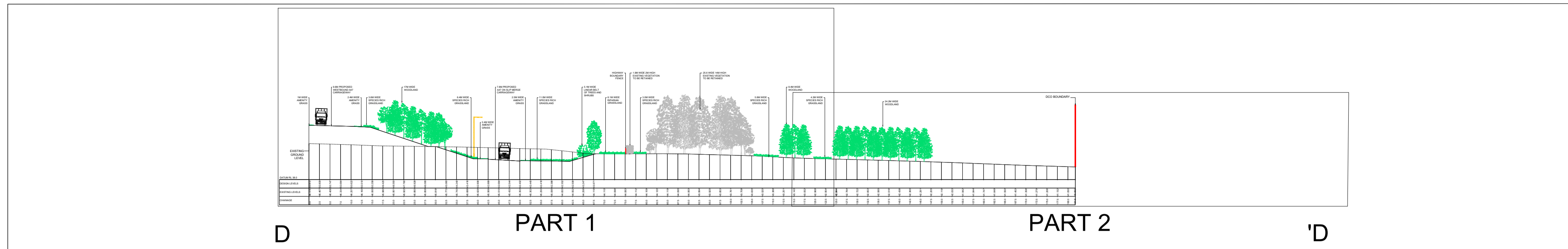
PROJECT STAGE
PCF STAGE 4

DRAWING TITLE
**WOOD LANE JUNCTION
LONG SECTION C-'C'
MAINLINE CHAINAGE 4+750M**

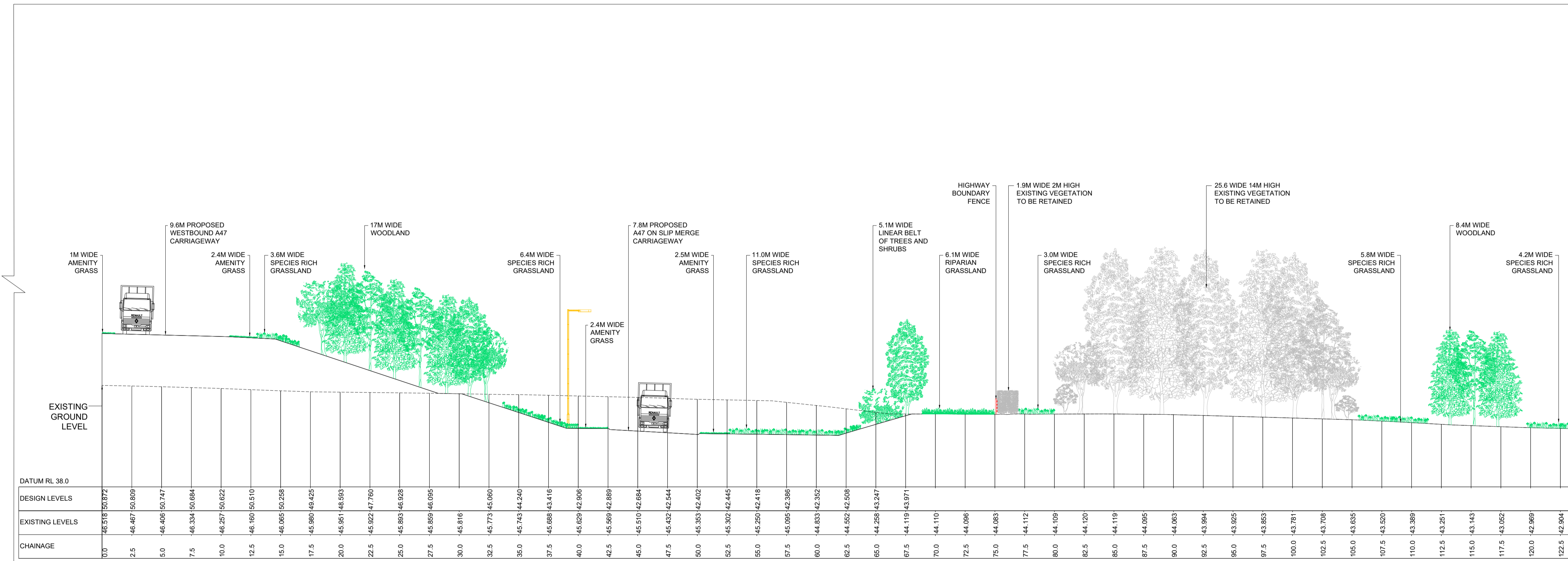
SUITABILITY
WORK IN PROGRESS

SHEET SIZE	SCALE	STATUS	REVISION
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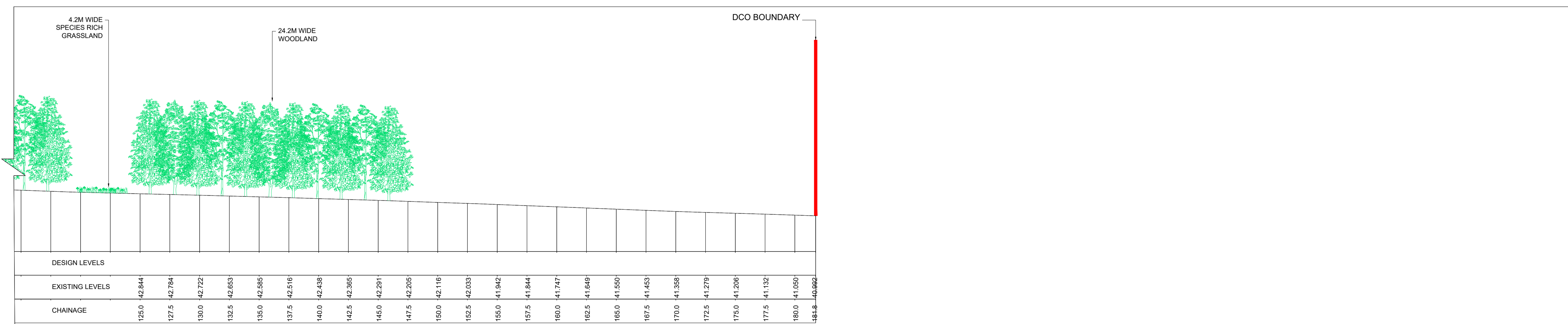
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SECTION D - 'D' OVERVIEW
SCALE 1 : NTS



SECTION D - 'D' PART 1 OF 2
SCALE 1 : 200

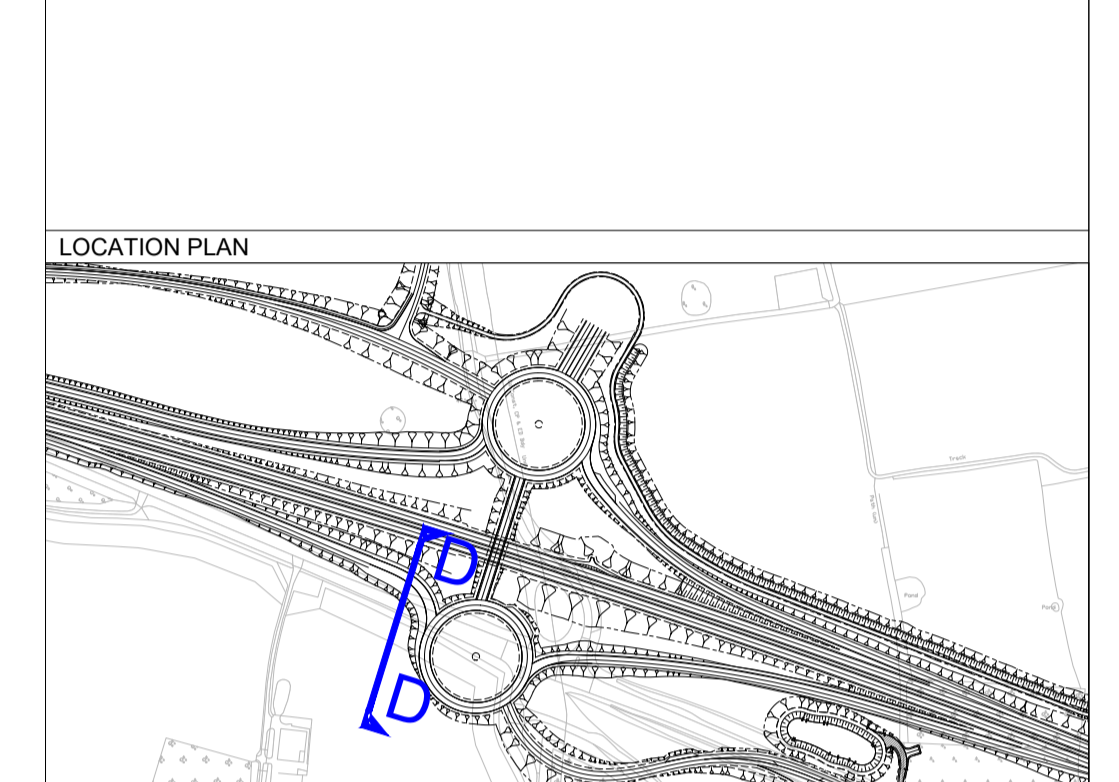


SECTION D - 'D' PART 2 OF 2
SCALE 1 : 200

NOTES

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WOOD LANE JUNCTION LONG SECTIONS LOCATION PLAN
HE551489-GTY-ELS-000-DR-LX-31100
WOOD LANE JUNCTION LONG SECTION SHEETS:
HE551489-GTY-ELS-000-DR-LX-31101 TO HE551489-GTY-ELS-000-DR-LX-31112
ENVIRONMENTAL MASTERPLAN SHEETS 6 TO 8:
HE551489-GTY-ELS-000-DR-LX-30008 TO HE551489-GTY-ELS-000-DR-LX-30010
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KEY TO SYMBOLS



REV	DATE	REVISION NOTE	ORG	CHK'D	APP'D
P01	13/12/21	DEADLINE 6	LS	Bart	Bart
C04	13/12/21	DEADLINE 6	LS	Bart	Bart
P02.01	---	---	---	---	---

DESIGNER
SWECO

CONTRACTOR
GallifordTry

CLIENT
highways england

PROJECT TITLE
A47 NORTH TUDDENHAM TO EASTON DUALLING

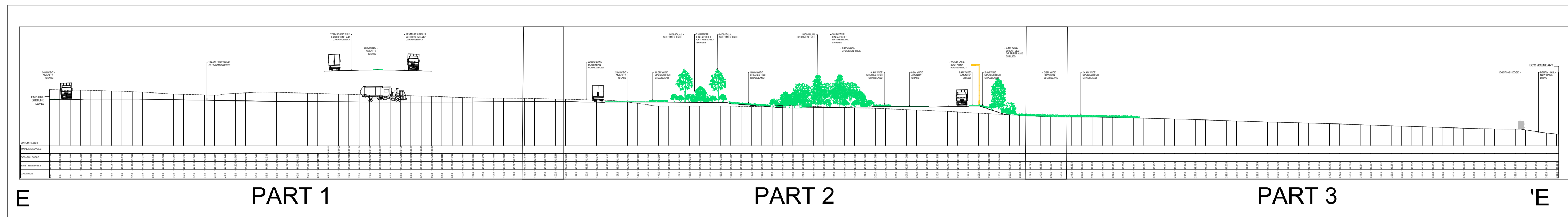
PROJECT STAGE
PCF STAGE 4

DRAWING TITLE
WOOD LANE JUNCTION LONG SECTION D-'D' MAINLINE CHAINAGE 4+850M

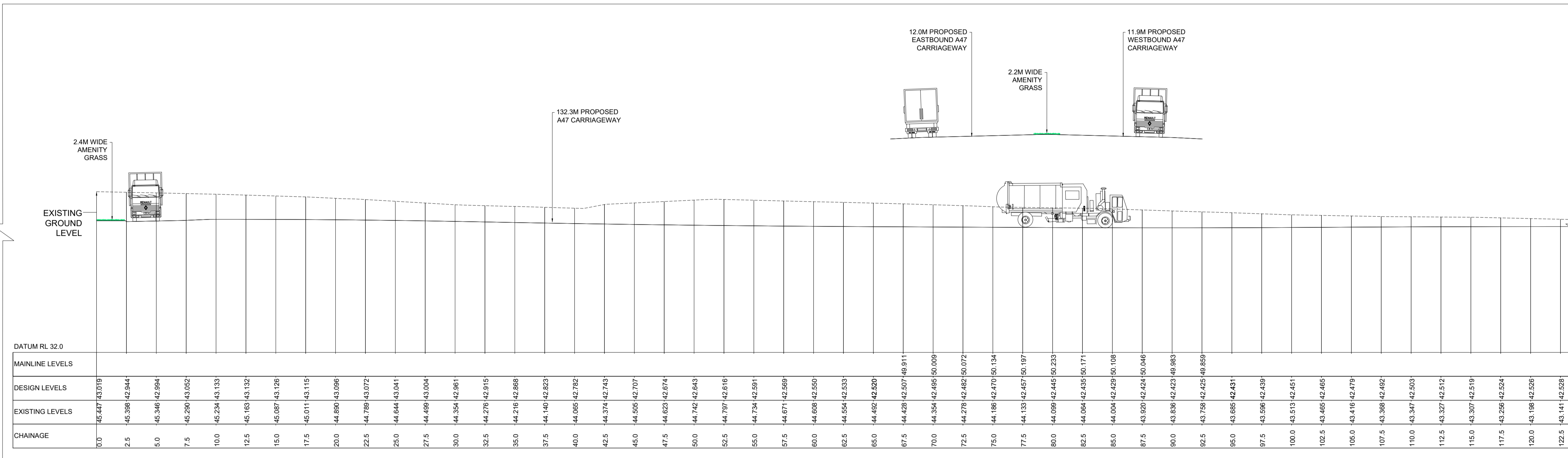
SUITABILITY
WORK IN PROGRESS

SHEET SIZE	SCALE	STATUS	REVISION
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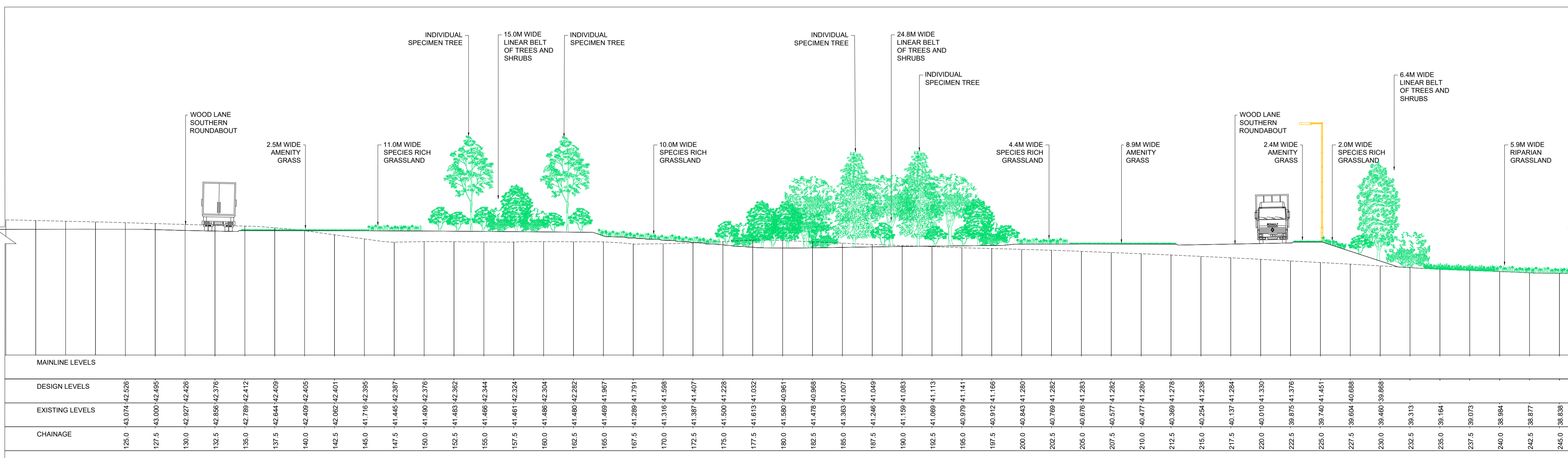
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SECTION E - 'E' OVERVIEW
SCALE 1 : NTS

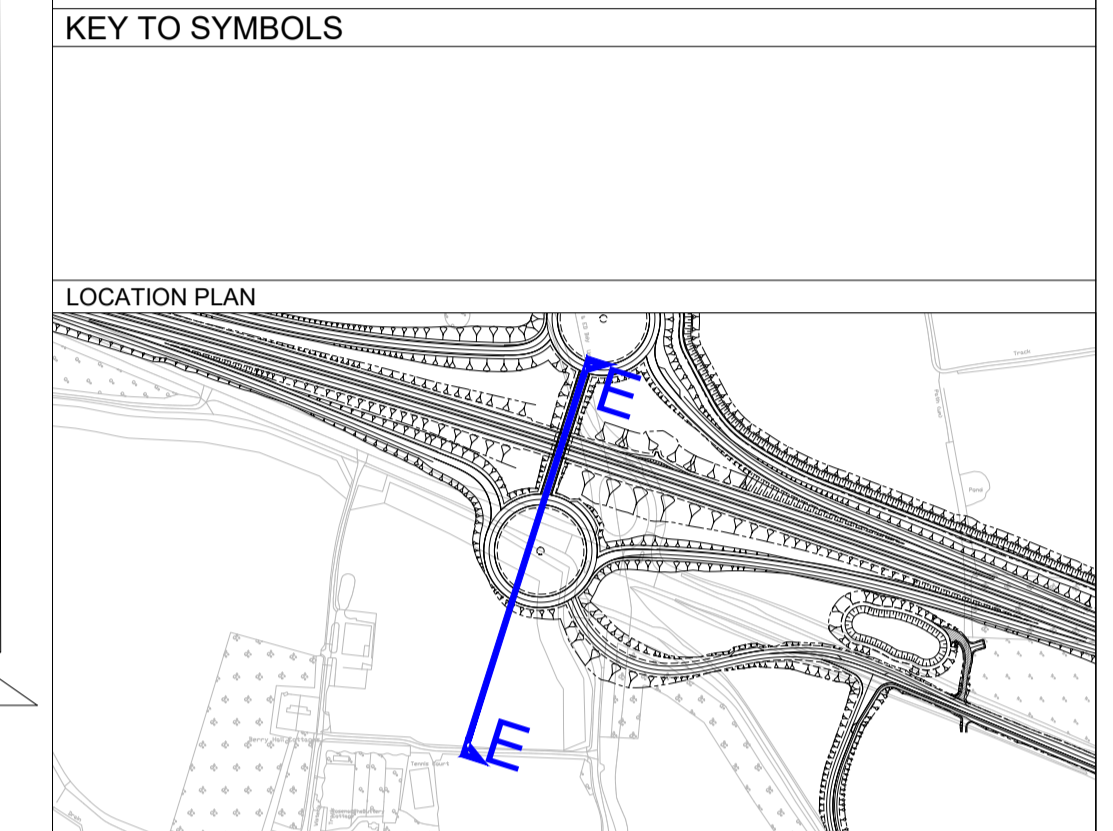


SECTION E - 'E' PART 1 OF 3
SCALE 1 : 200



SECTION E - 'E' PART 2 OF 3
SCALE 1 : 200

- NOTES**
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WOOD LANE JUNCTION LONG SECTIONS LOCATION PLAN
HE551489-GTY-ELS-000-DR-LX-31100
WOOD LANE JUNCTION LONG SECTION SHEETS:
HE551489-GTY-ELS-000-DR-LX-31101 TO HE551489-GTY-ELS-000-DR-LX-31112
ENVIRONMENTAL MASTERPLAN SHEETS 6 TO 8:
HE551489-GTY-ELS-000-DR-LX-30008 TO HE551489-GTY-ELS-000-DR-LX-30010
 - PROPOSED LANDSCAPE PLANTING IS BASED ON LVIA YEAR 15 WITH A REASONABLE ESTIMATE OF 8m GROWTH HEIGHT.
 - 10m HIGH LIGHTING COLUMNS HAVE BEEN SHOWN INDICATIVELY IN AREAS PROPOSED TO BE LIT TO ILLUSTRATE THEIR RELATIVE SCALE. EXACT LOCATION TBC DURING STAGE 5 DETAILED DESIGN.
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REV	DATE	REVISION NOTE	ORG	CHKD	APPD
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C01	13/12/21	DEADLINE 6	LS	Bart	Bart
P02.01	---	---	---	---	---

DESIGNER

CONTRACTOR

CLIENT

PROJECT TITLE
A47 NORTH TUDDENHAM TO EASTON DUALLING

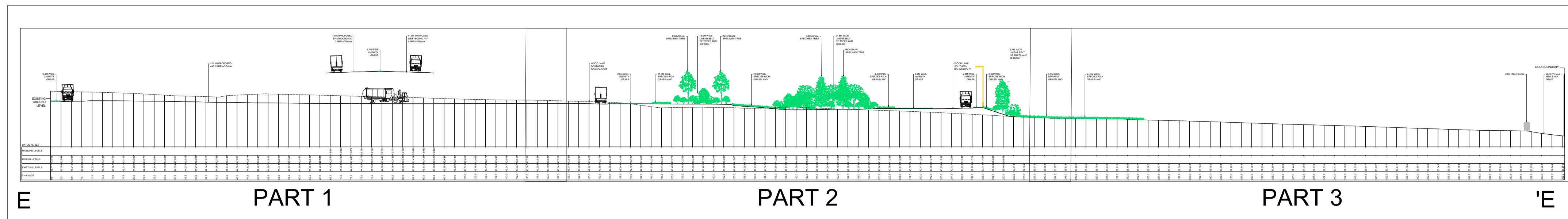
PROJECT STAGE
PCF STAGE 4

DRAWING TITLE
WOOD LANE JUNCTION
LONG SECTION E-'E'
MAINLINE CHAINAGE 4+916M
SHEET 1 OF 2

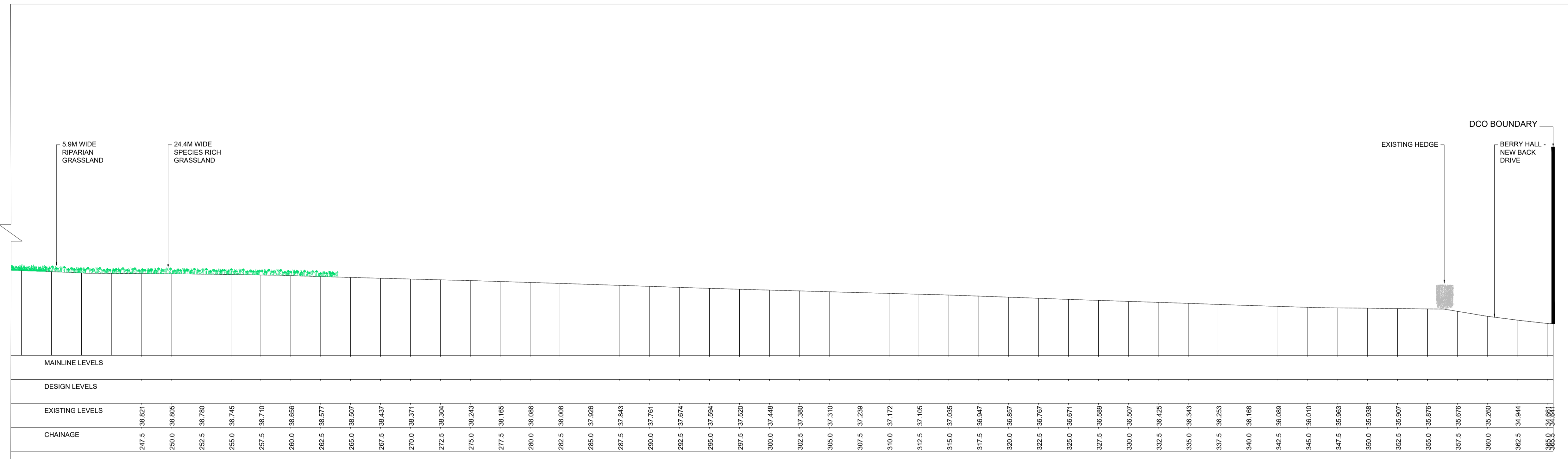
SUITABILITY
WORK IN PROGRESS

SHEET SIZE	SCALE	STATUS	REVISION
A1	AS SHOWN	S0	P02.01

DRAWING NUMBER
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SECTION E - 'E' OVERVIEW
SCALE 1 : NTS

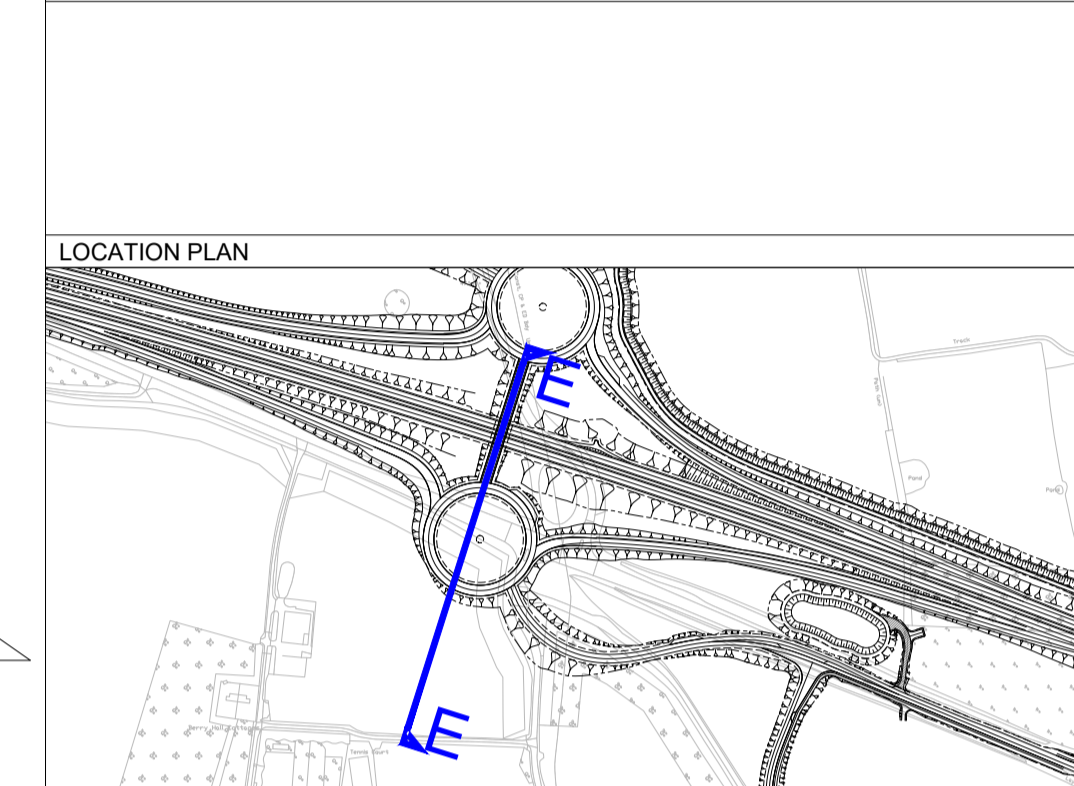


SECTION E - 'E' PART 3 OF 3
SCALE 1 : 200

NOTES

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WOOD LANE JUNCTION LONG SECTIONS LOCATION PLAN
HE551489-GTY-ELS-000-DR-LX-31100
WOOD LANE JUNCTION LONG SECTION SHEETS:
HE551489-GTY-ELS-000-DR-LX-31101 TO HE551489-GTY-ELS-000-DR-LX-31112
ENVIRONMENTAL MASTERPLAN SHEETS 6 TO 8:
HE551489-GTY-ELS-000-DR-LX-30008 TO HE551489-GTY-ELS-000-DR-LX-30010
PROPOSED LANDSCAPE PLANTING IS BASED ON LVIA YEAR 15 WITH A REASONABLE ESTIMATE OF 8m GROWTH HEIGHT.
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6. ENVIRONMENTAL STATEMENT, CHAPTER 7, APPENDIX 7.7 LIGHTING ASSESSMENT (APP-095) PROVIDES LIGHT SPILL MODEL IN APPENDIX A.
7. THE HIGHWAY BOUNDARY FENCE SHOWN RELATES TO THE PRELIMINARY LINE OF PERMANENT ACQUISITION POST CONSTRUCTION AT THIS STAGE, SUBJECT TO DETAILED DESIGN OF THE SCHEME.
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9. AT YEAR 15 OF OPERATION, THE TREES WILL HAVE GROWN AND THEREFORE WILL BE TALLER, SUBJECT TO ANY MANAGEMENT PRACTICES CARRIED OUT.

KEY TO SYMBOLS



REV	DATE	REVISION NOTE	ORG	CHK'D	APP'D
P01	13/12/21	DEADLINE 6	LS	Bart	Bart
C01	13/12/21	DEADLINE 6	LS	Bart	Bart
P02.01	---	---	---	---	---

DESIGNER

CONTRACTOR

CLIENT

PROJECT TITLE

A47 NORTH TUDDENHAM TO EASTON DUALLING

PROJECT STAGE

PCF STAGE 4

DRAWING TITLE

**WOOD LANE JUNCTION
LONG SECTION E-'E'
MAINLINE CHAINAGE 4+916M
SHEET 2 OF 2**

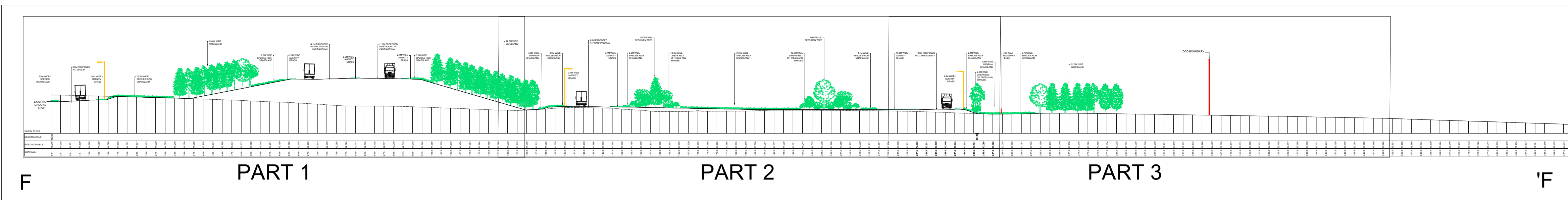
SUITABILITY

WORK IN PROGRESS

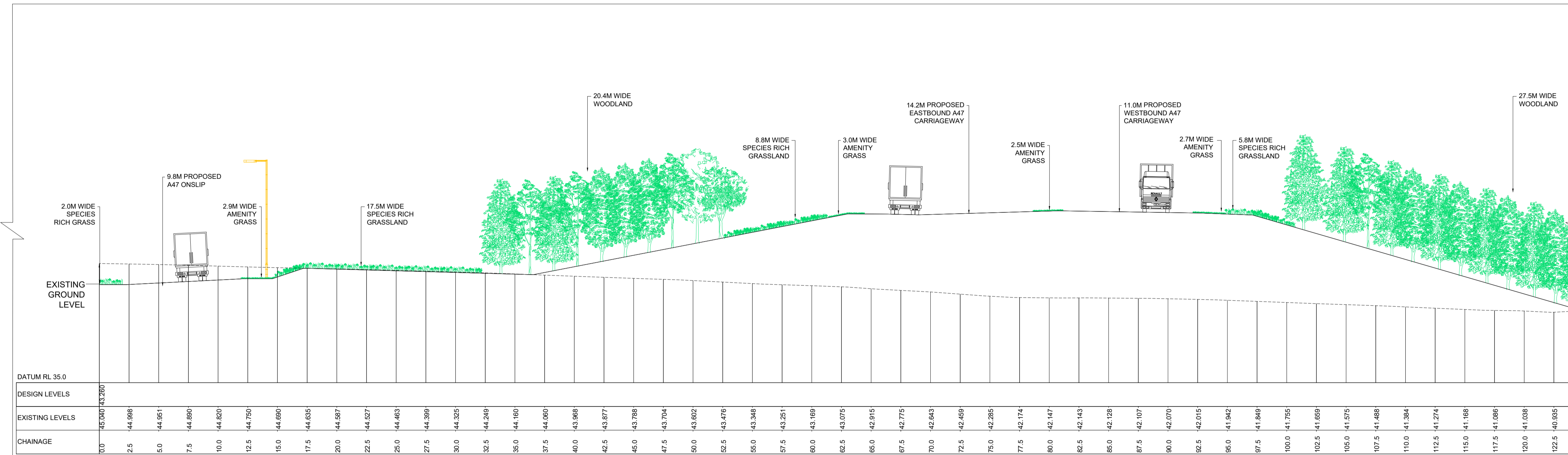
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DRAWING NUMBER

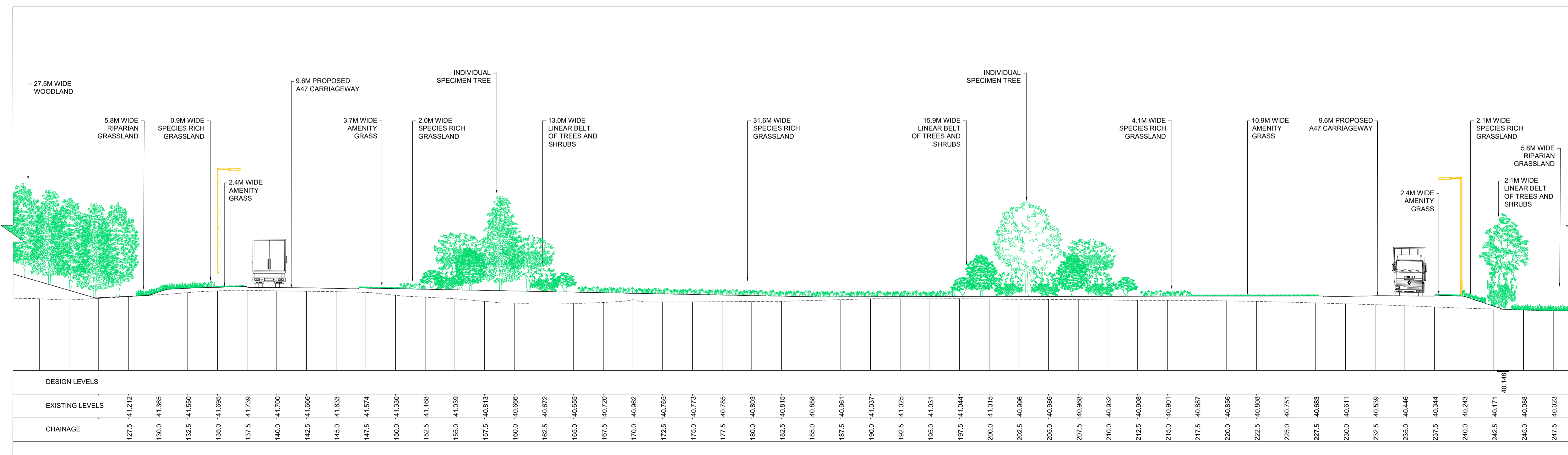
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SECTION F - 'F' OVERVIEW
SCALE 1 : NTS



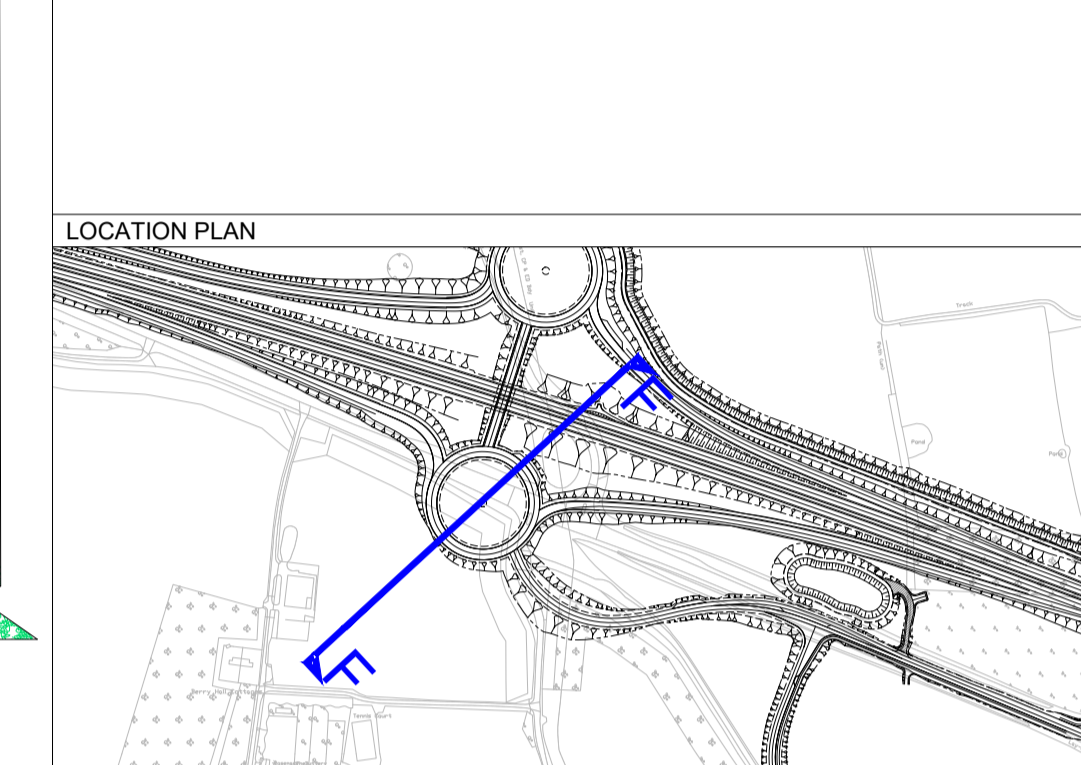
SECTION F - 'F' PART 1 OF 3
SCALE 1 : 200



SECTION F - 'F' PART 2 OF 3
SCALE 1 : 200

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ENVIRONMENTAL MASTERPLAN SHEETS 6 TO 8:
HE551489-GTY-ELS-000-DR-LX-30008 TO HE551489-GTY-ELS-000-DR-LX-30010
 - PROPOSED LANDSCAPE PLANTING IS BASED ON LVIA YEAR 15 WITH A REASONABLE ESTIMATE OF 8m GROWTH HEIGHT.
 - 10m HIGH LIGHTING COLUMNS HAVE BEEN SHOWN INDICATIVELY IN AREAS PROPOSED TO BE LIT TO ILLUSTRATE THEIR RELATIVE SCALE. EXACT LOCATION TBC DURING STAGE 5 DETAILED DESIGN.
 - ENVIRONMENTAL STATEMENT, CHAPTER 7, APPENDIX 7.7 LIGHTING ASSESSMENT (APP-095) PROVIDES LIGHT SPILL MODEL IN APPENDIX A.
 - THE HIGHWAY BOUNDARY FENCE SHOWN RELATES TO THE PRELIMINARY LINE OF PERMANENT ACQUISITION POST CONSTRUCTION AT THIS STAGE, SUBJECT TO DETAILED DESIGN OF THE SCHEME.
 - EXISTING, RETAINED TREES HAVE BEEN SIZED OFF THE ARBORICULTURAL SURVEY REPORT. THE SURVEY WAS CARRIED OUT IN 2021 AND THEREFORE REPRESENTS A REASONABLE ESTIMATE OF THEIR PRESENT SIZE DURING THE DCO EXAMINATION.
 - AT YEAR 15 OF OPERATION, THE TREES WILL HAVE GROWN AND THEREFORE WILL BE TALLER, SUBJECT TO ANY MANAGEMENT PRACTICES CARRIED OUT.

KEY TO SYMBOLS



REV	DATE	REVISION NOTE	ORG	CHKD	APPD
P01	13/12/21	DEADLINE 6	LS	Bart	Bart
C01	13/12/21	DEADLINE 6	LS	Bart	Bart
P02.01	---	---	---	---	---

DESIGNER



CONTRACTOR



CLIENT



PROJECT TITLE

A47 NORTH TUDDENHAM TO EASTON DUALLING

PROJECT STAGE

PCF STAGE 4

DRAWING TITLE

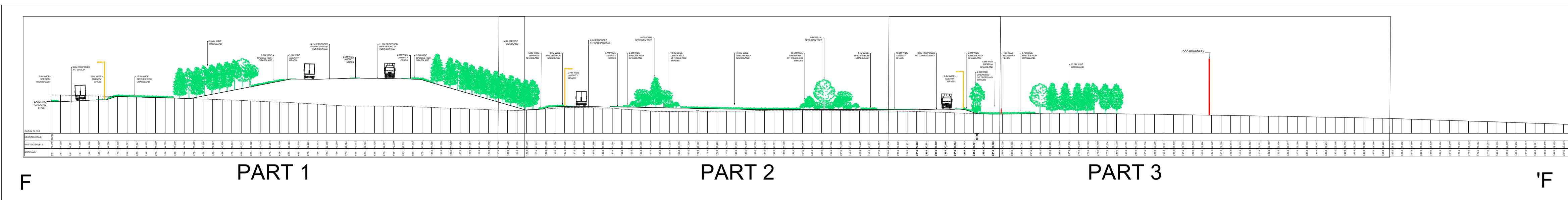
WOOD LANE JUNCTION
LONG SECTION F-'F'
MAINLINE CHAINAGE 4+975
SHEET 1 OF 2

SUITABILITY

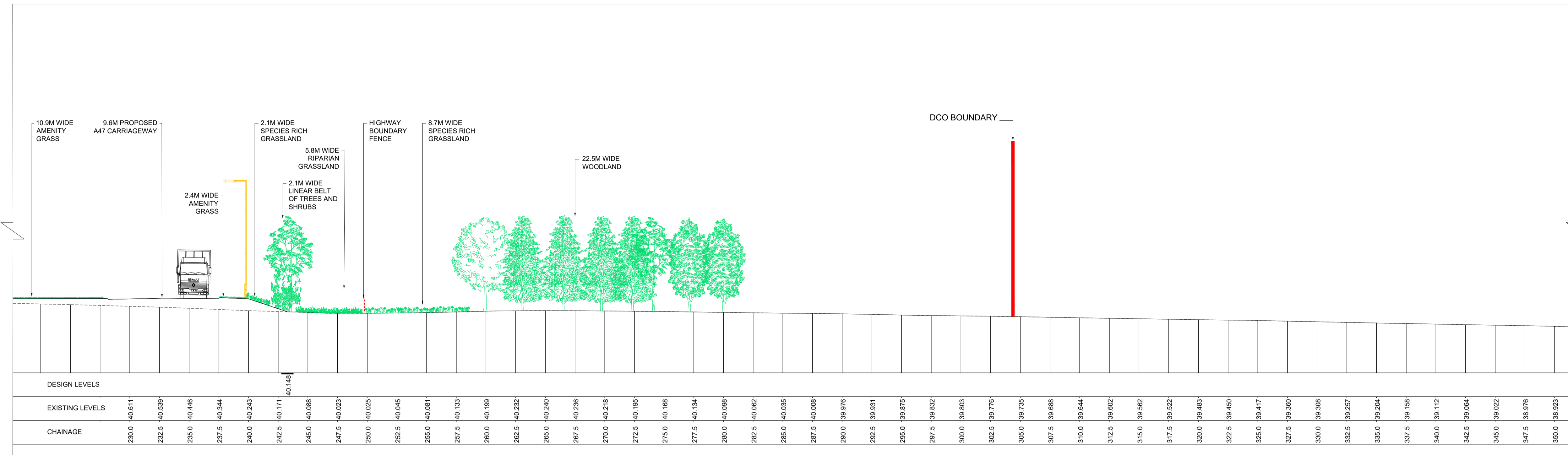
WORK IN PROGRESS

SHEET SIZE	SCALE	STATUS	REVISION
A1	AS SHOWN	S0	P02.01

DRAWING NUMBER
HE551489-GTY-ELS-000-DR-LX-31107



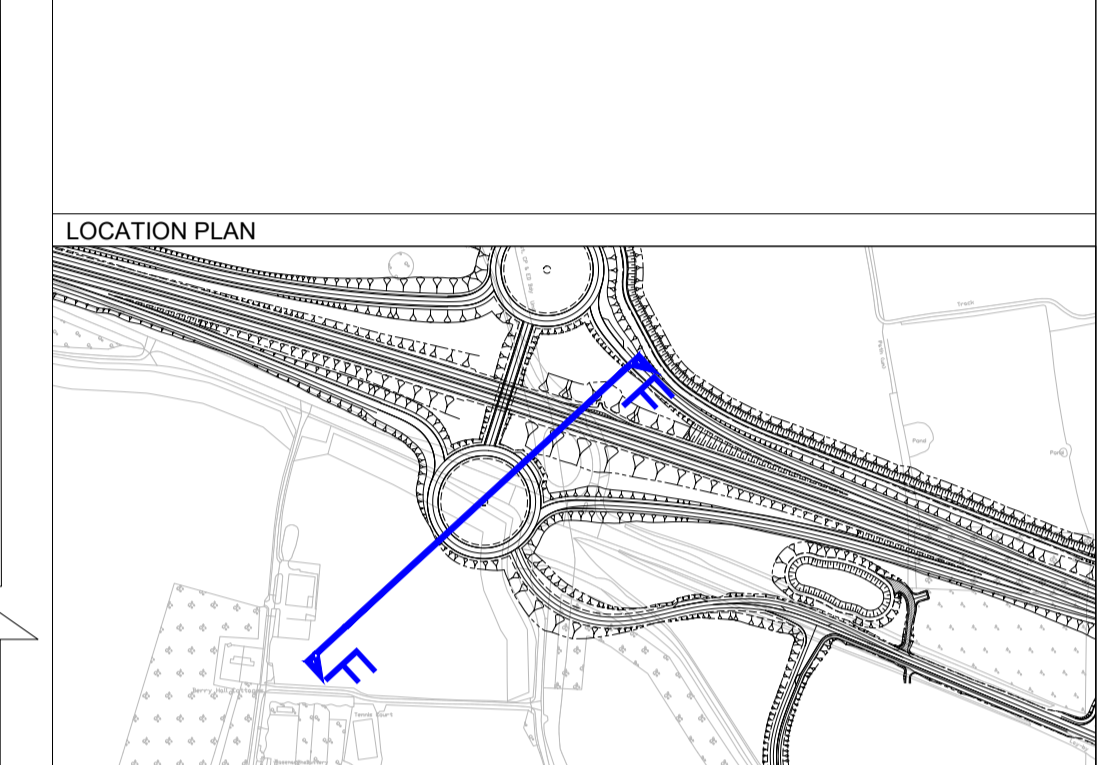
SECTION F - 'F' OVERVIEW
SCALE 1 : NTS



SECTION F - 'F' PART 3 OF 3
SCALE 1 : 200

- NOTES**
1. THIS DRAWING SHALL ONLY BE USED FOR THE DESIGN ELEMENT STATED IN THE DRAWING TITLE.
 2. ALL DIMENSION IN METRES (m) UNLESS OTHERWISE STATED.
 3. DO NOT SCALE FROM THIS DRAWING.
 4. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH:
WOOD LANE JUNCTION LONG SECTIONS LOCATION PLAN
HE551489-GTY-ELS-000-DR-LX-31100
WOOD LANE JUNCTION LONG SECTION SHEETS:
HE551489-GTY-ELS-000-DR-LX-31101 TO HE551489-GTY-ELS-000-DR-LX-31112
ENVIRONMENTAL MASTERPLAN SHEETS 6 TO 8:
HE551489-GTY-ELS-000-DR-LX-30008 TO HE551489-GTY-ELS-000-DR-LX-30010
 5. PROPOSED LANDSCAPE PLANTING IS BASED ON LVIA YEAR 15 WITH A REASONABLE ESTIMATE OF 8m GROWTH HEIGHT.
 6. 10m HIGH LIGHTING COLUMNS HAVE BEEN SHOWN INDICATIVELY IN AREAS PROPOSED TO BE LIT TO ILLUSTRATE THEIR RELATIVE SCALE. EXACT LOCATION TBC DURING STAGE 5 DETAILED DESIGN.
 7. ENVIRONMENTAL STATEMENT, CHAPTER 7, APPENDIX 7.7 LIGHTING ASSESSMENT (APP-095) PROVIDES LIGHT SPILL MODEL IN APPENDIX A.
 8. THE HIGHWAY BOUNDARY FENCE SHOWN RELATES TO THE PRELIMINARY LINE OF PERMANENT ACQUISITION POST CONSTRUCTION AT THIS STAGE, SUBJECT TO DETAILED DESIGN OF THE SCHEME.
 9. EXISTING, RETAINED TREES HAVE BEEN SIZED OFF THE ARBORICULTURAL SURVEY REPORT. THE SURVEY WAS CARRIED OUT IN 2021 AND THEREFORE REPRESENTS A REASONABLE ESTIMATE OF THEIR PRESENT SIZE DURING THE DCO EXAMINATION.
 10. AT YEAR 15 OF OPERATION, THE TREES WILL HAVE GROWN AND THEREFORE WILL BE TALLER, SUBJECT TO ANY MANAGEMENT PRACTICES CARRIED OUT.

KEY TO SYMBOLS



REV	DATE	REVISION NOTE	ORG	CHK'D	APP'D
P01	13/12/21	DEADLINE 6		LS	Bart
C01	13/12/21	DEADLINE 6		LS	Bart
P02.01	---	---		---	---

DESIGNER

CONTRACTOR

CLIENT

PROJECT TITLE

A47 NORTH TUDDENHAM TO EASTON DUALLING

PROJECT STAGE

PCF STAGE 4

DRAWING TITLE

**WOOD LANE JUNCTION
LONG SECTION F-'F'
MAINLINE CHAINAGE 4+975
SHEET 2 OF 2**

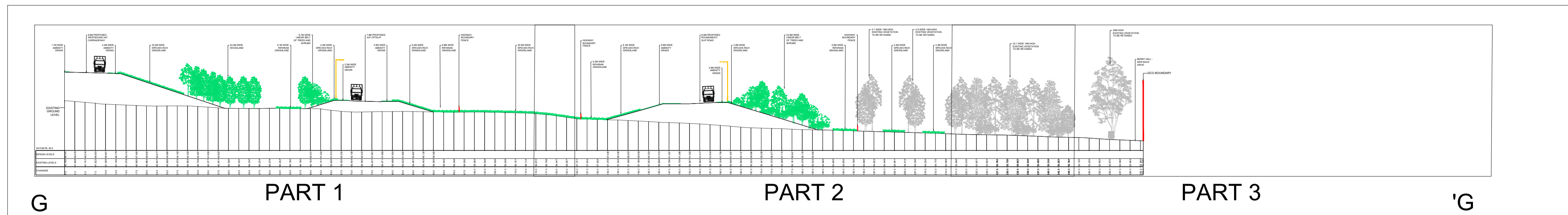
SUITABILITY

WORK IN PROGRESS

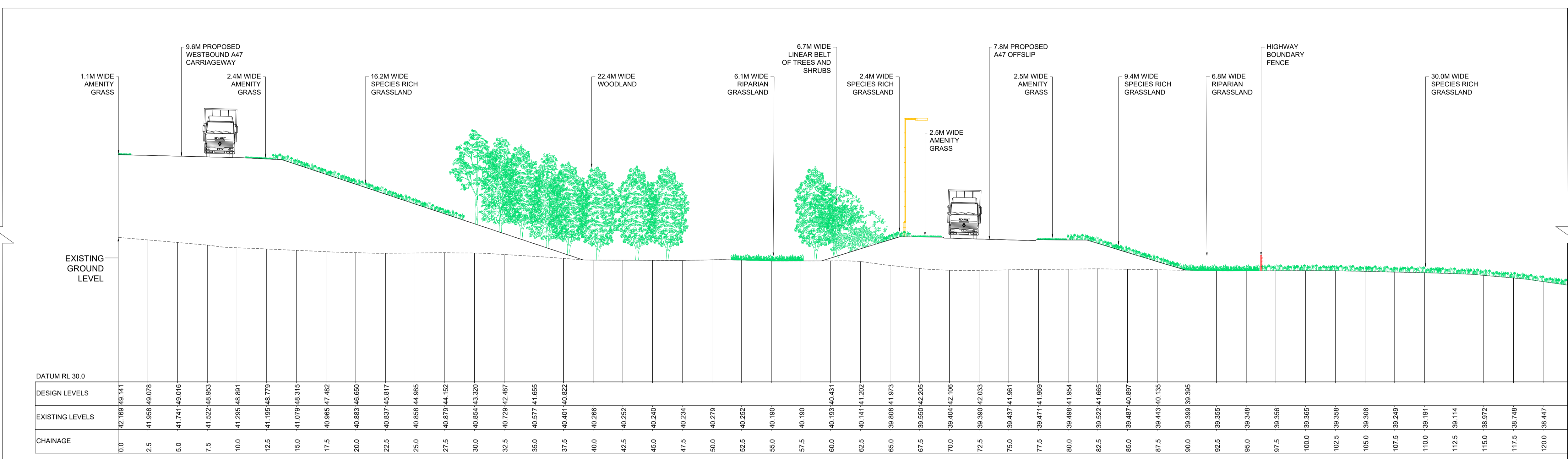
SHEET SIZE	SCALE	STATUS	REVISION
A1	AS SHOWN	S0	P02.01

DRAWING NUMBER

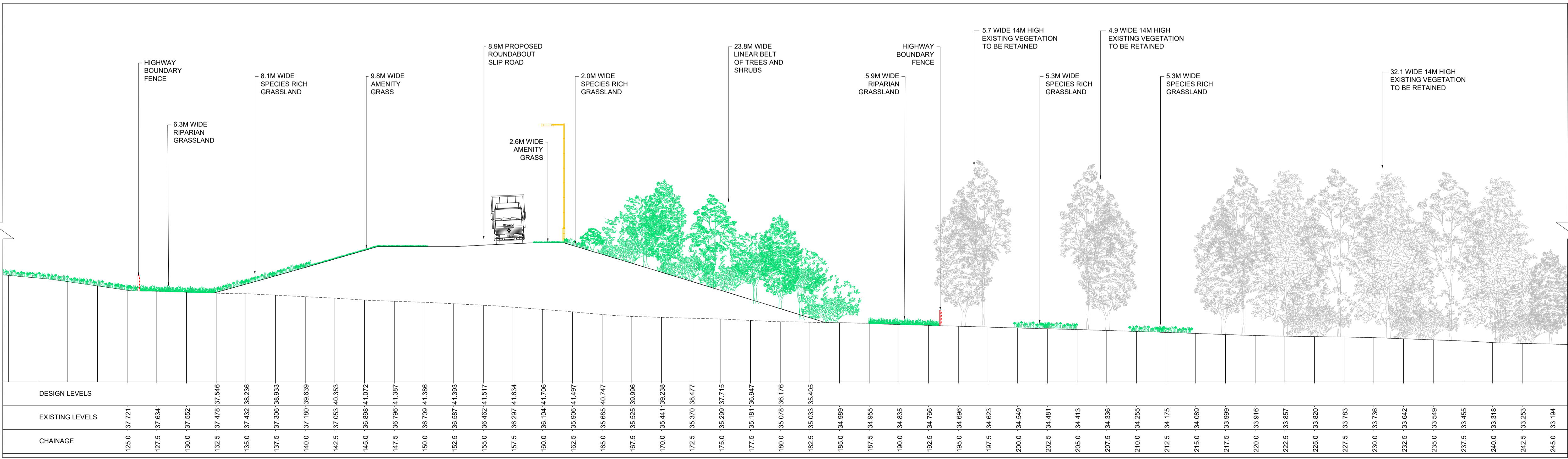
HE551489-GTY-ELS-000-DR-LX-31108



SECTION G - 'G' OVERVIEW
SCALE 1 : NTS



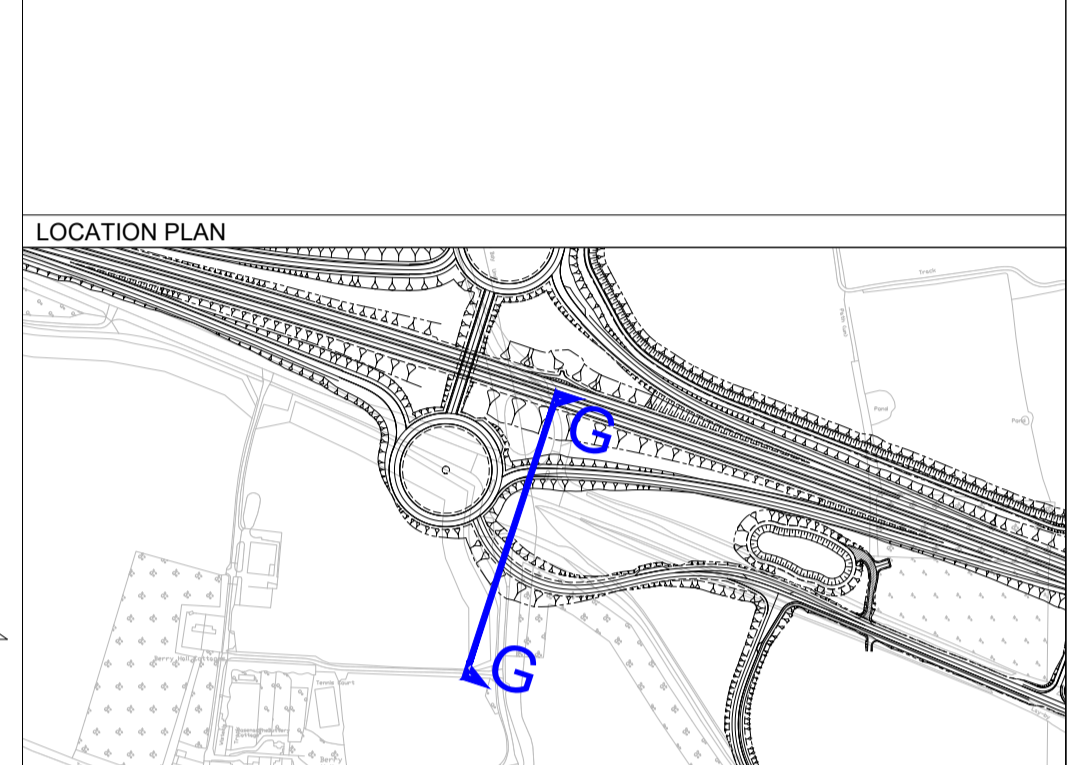
SECTION G - 'G' PART 1 OF 3
SCALE 1 : 200



SECTION G - 'G' PART 2 OF 3
SCALE 1 : 200

- NOTES**
- THIS DRAWING SHALL ONLY BE USED FOR THE DESIGN ELEMENT STATED IN THE DRAWING TITLE.
 - ALL DIMENSION IN METRES (m) UNLESS OTHERWISE STATED.
 - DO NOT SCALE FROM THIS DRAWING.
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH:
WOOD LANE JUNCTION LONG SECTIONS LOCATION PLAN
HE551489-GTY-ELS-000-DR-LX-31100
WOOD LANE JUNCTION LONG SECTION SHEETS:
HE551489-GTY-ELS-000-DR-LX-31101 TO HE551489-GTY-ELS-000-DR-LX-31112
ENVIRONMENTAL MASTERPLAN SHEETS 6 TO 8:
HE551489-GTY-ELS-000-DR-LX-30008 TO HE551489-GTY-ELS-000-DR-LX-30010
 - PROPOSED LANDSCAPE PLANTING IS BASED ON LVIA YEAR 15 WITH A REASONABLE ESTIMATE OF 8m GROWTH HEIGHT.
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 - ENVIRONMENTAL STATEMENT, CHAPTER 7, APPENDIX 7.7 LIGHTING ASSESSMENT (APP-095) PROVIDES LIGHT SPILL MODEL IN APPENDIX A.
 - THE HIGHWAY BOUNDARY FENCE SHOWN RELATES TO THE PRELIMINARY LINE OF PERMANENT ACQUISITION POST CONSTRUCTION AT THIS STAGE, SUBJECT TO DETAILED DESIGN OF THE SCHEME.
 - EXISTING, RETAINED TREES HAVE BEEN SIZED OFF THE ARBORICULTURAL SURVEY REPORT. THE SURVEY WAS CARRIED OUT IN 2021 AND THEREFORE REPRESENTS A REASONABLE ESTIMATE OF THEIR PRESENT SIZE DURING THE DCO EXAMINATION.
 - AT YEAR 15 OF OPERATION, THE TREES WILL HAVE GROWN AND THEREFORE WILL BE TALLER, SUBJECT TO ANY MANAGEMENT PRACTICES CARRIED OUT.

KEY TO SYMBOLS



REV	DATE	REVISION NOTE	ORG	CHKD	APPD
P01	13/12/21	DEADLINE 6		LS	Bart
C01	13/12/21	DEADLINE 6		LS	Bart
P02.01	---	---		---	---



PROJECT TITLE
A47 NORTH TUDDENHAM TO EASTON DUALLING

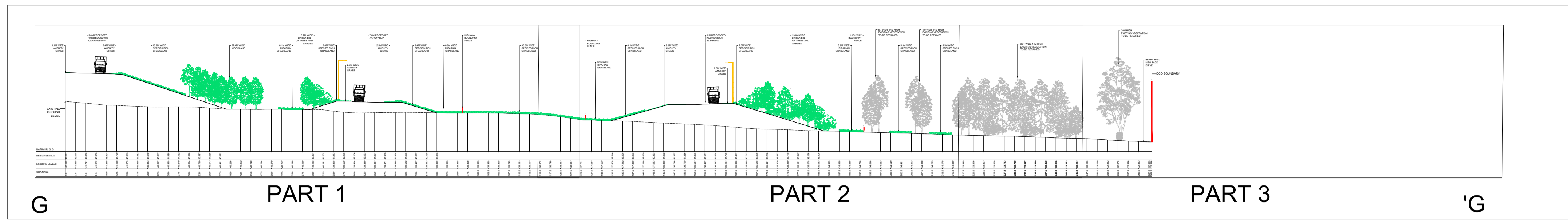
PROJECT STAGE
PCF STAGE 4

DRAWING TITLE
WOOD LANE JUNCTION
LONG SECTION G-'G'
MAINLINE CHAINAGE 5+000M
SHEET 1 OF 2

SUITABILITY
WORK IN PROGRESS

SHEET SIZE	SCALE	STATUS	REVISION
A1	AS SHOWN	S0	P02.01

DRAWING NUMBER
HE551489-GTY-ELS-000-DR-LX-31109



SECTION G - 'G' OVERVIEW
SCALE 1 : NTS

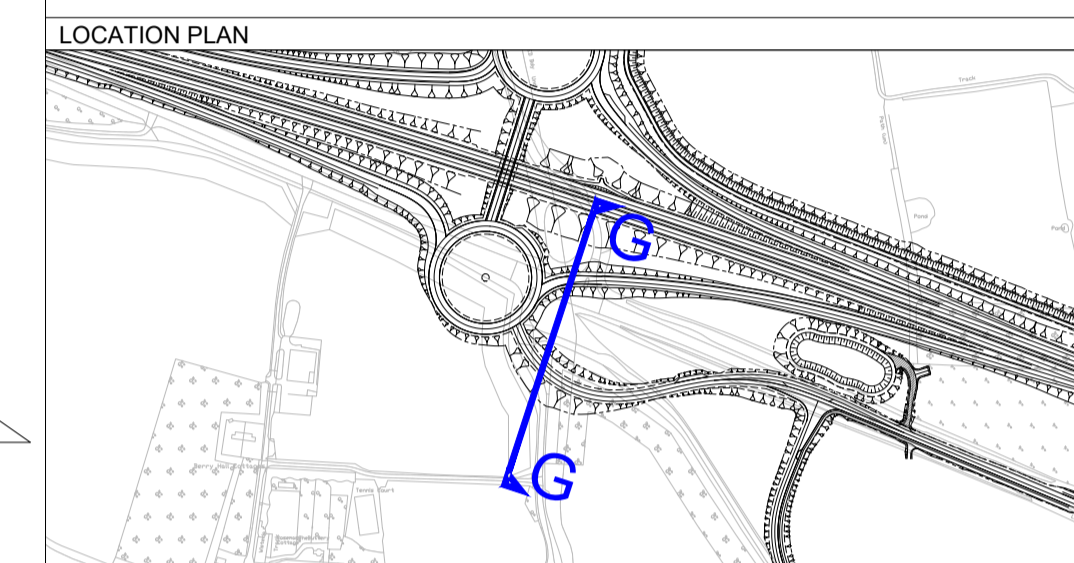


SECTION G - 'G' PART 3 OF 3
SCALE 1 : 200

NOTES

1. THIS DRAWING SHALL ONLY BE USED FOR THE DESIGN ELEMENT STATED IN THE DRAWING TITLE.
2. ALL DIMENSION IN METRES (m) UNLESS OTHERWISE STATED.
3. DO NOT SCALE FROM THIS DRAWING.
4. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH:
WOOD LANE JUNCTION LONG SECTIONS LOCATION PLAN
HE551489-GTY-ELS-000-DR-LX-31100
WOOD LANE JUNCTION LONG SECTION SHEETS:
HE551489-GTY-ELS-000-DR-LX-31101 TO HE551489-GTY-ELS-000-DR-LX-31112
ENVIRONMENTAL MASTERPLAN SHEETS 6 TO 8:
HE551489-GTY-ELS-000-DR-LX-30008 TO HE551489-GTY-ELS-000-DR-LX-30010
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6. 10m HIGH LIGHTING COLUMNS HAVE BEEN SHOWN INDICATIVELY IN AREAS PROPOSED TO BE LIT TO ILLUSTRATE THEIR RELATIVE SCALE. EXACT LOCATION TBC DURING STAGE 5 DETAILED DESIGN.
7. ENVIRONMENTAL STATEMENT, CHAPTER 7, APPENDIX 7.7 LIGHTING ASSESSMENT (APP-095) PROVIDES LIGHT SPILL MODEL IN APPENDIX A.
8. THE HIGHWAY BOUNDARY FENCE SHOWN RELATES TO THE PRELIMINARY LINE OF PERMANENT ACQUISITION POST CONSTRUCTION AT THIS STAGE, SUBJECT TO DETAILED DESIGN OF THE SCHEME.
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KEY TO SYMBOLS



REV	DATE	REVISION NOTE	ORG	CHK'D	APP'D
P01	13/12/21	DEADLINE 6	LS	BArt	BArt
C01	13/12/21	DEADLINE 6	LS	BArt	BArt
P02.01	---	---	---	---	---

REV	DATE	REVISION NOTE	ORG	CHK'D	APP'D
P01	13/12/21	DEADLINE 6	LS	BArt	BArt
C01	13/12/21	DEADLINE 6	LS	BArt	BArt
P02.01	---	---	---	---	---

DESIGNER



CONTRACTOR



CLIENT



PROJECT TITLE

A47 NORTH TUDDENHAM TO EASTON DUALLING

PROJECT STAGE

PCF STAGE 4

DRAWING TITLE

**WOOD LANE JUNCTION
LONG SECTION G-'G'
MAINLINE CHAINAGE 5+000M
SHEET 2 OF 2**

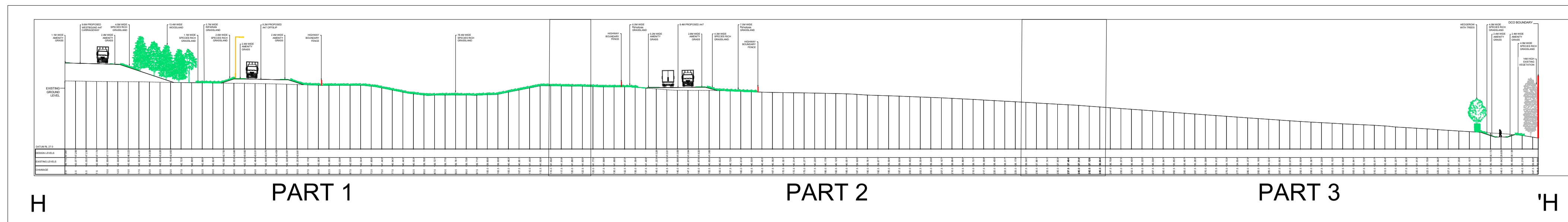
SUITABILITY

WORK IN PROGRESS

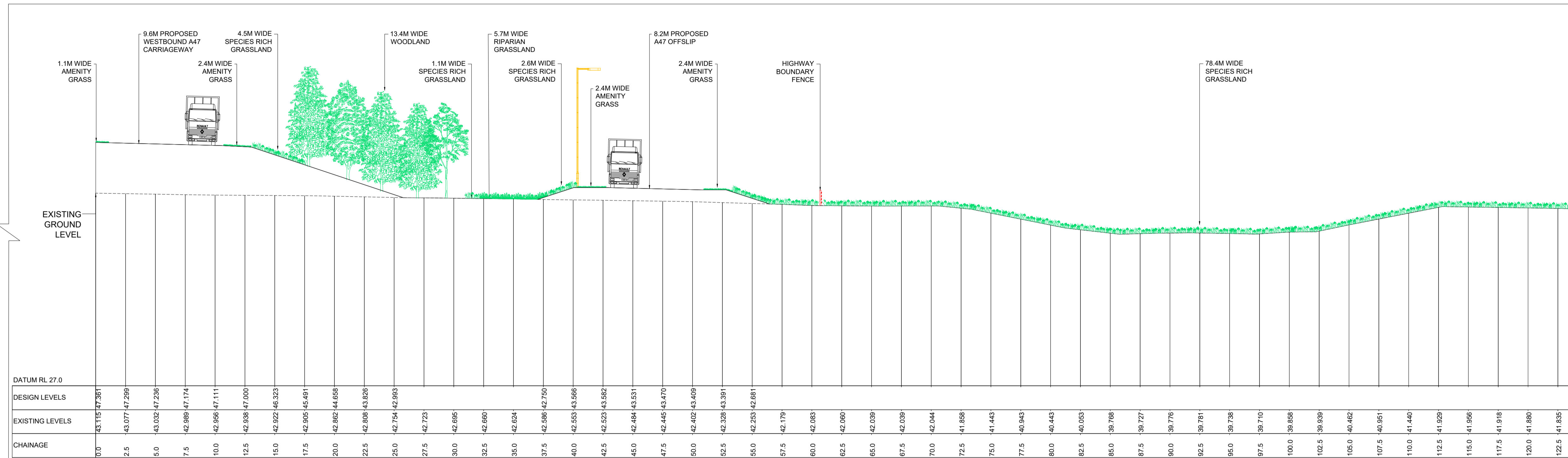
SHEET SIZE	SCALE	STATUS	REVISION
A1	AS SHOWN	S0	P02.01

DRAWING NUMBER

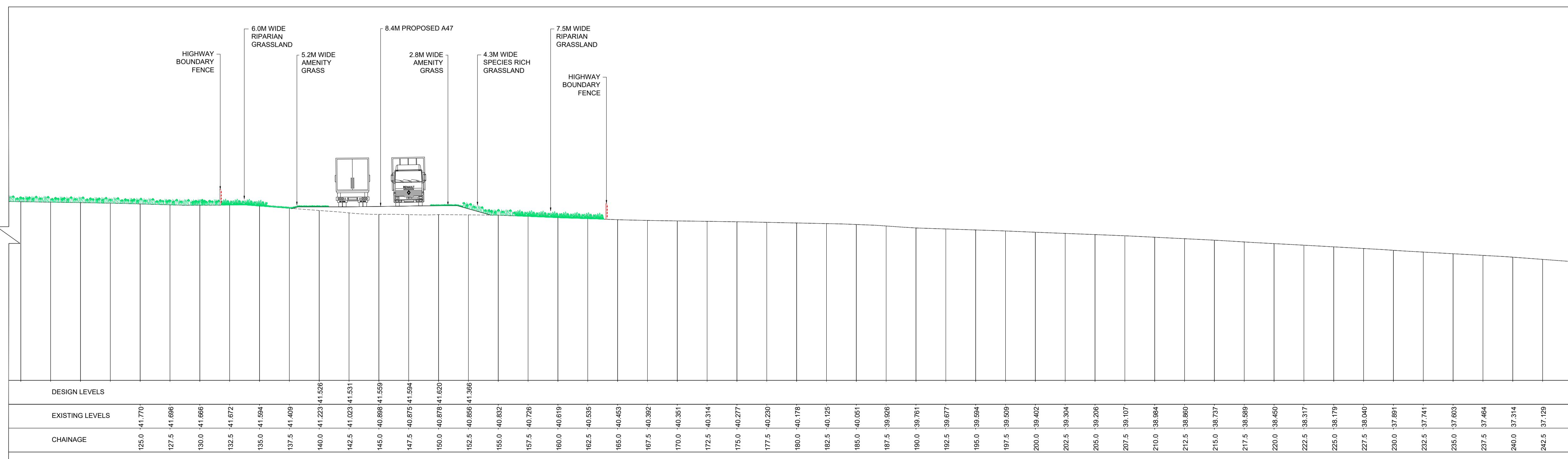
HE551489-GTY-ELS-000-DR-LX-31110



SECTION H - 'H' OVERVIEW
SCALE : NTS



SECTION H - 'H' PART 1 OF 3
SCALE 1 : 200



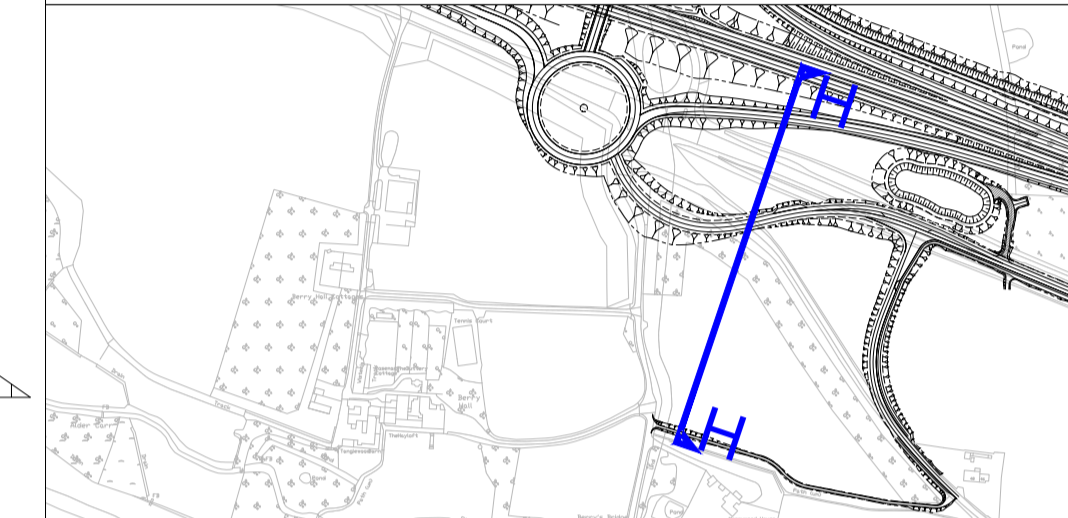
SECTION H - 'H' PART 2 OF 3
SCALE 1 : 200

NOTES

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- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH:
WOOD LANE JUNCTION LONG SECTIONS LOCATION PLAN
HE551489-GTY-ELS-000-DR-LX-31100
WOOD LANE JUNCTION LONG SECTION SHEETS:
HE551489-GTY-ELS-000-DR-LX-31101 TO HE551489-GTY-ELS-000-DR-LX-31112
ENVIRONMENTAL MASTERPLAN SHEETS 6 TO 8:
HE551489-GTY-ELS-000-DR-LX-30008 TO HE551489-GTY-ELS-000-DR-LX-30010
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KEY TO SYMBOLS

LOCATION PLAN



REV	DATE	REVISION NOTE	ORG	CHK'D	APP'D
P01	13/12/21	DEADLINE 6		LS	Bart
C01	13/12/21	DEADLINE 6		LS	Bart
P02.01	---	---		---	---

REV	DATE	REVISION NOTE	ORG	CHK'D	APP'D

DESIGNER



CONTRACTOR



CLIENT



PROJECT TITLE

A47 NORTH TUDDENHAM TO EASTON DUALLING

PROJECT STAGE

PCF STAGE 4

DRAWING TITLE

WOOD LANE JUNCTION
LONG SECTION H-'H'
MAINLINE CHAINAGE 5+100M
SHEET 1 OF 2

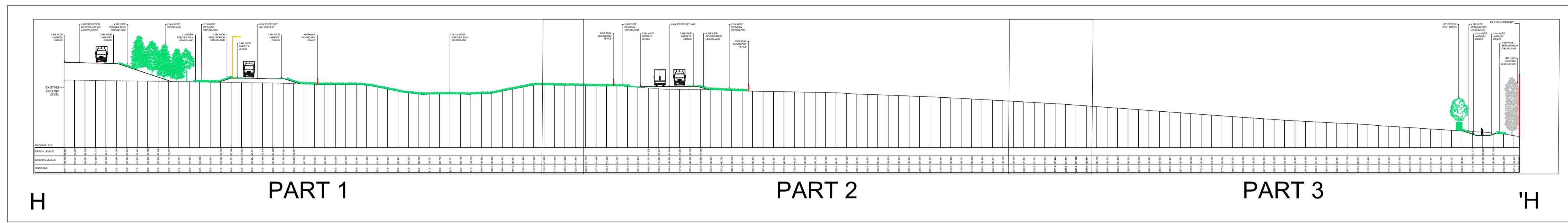
SUITABILITY

WORK IN PROGRESS

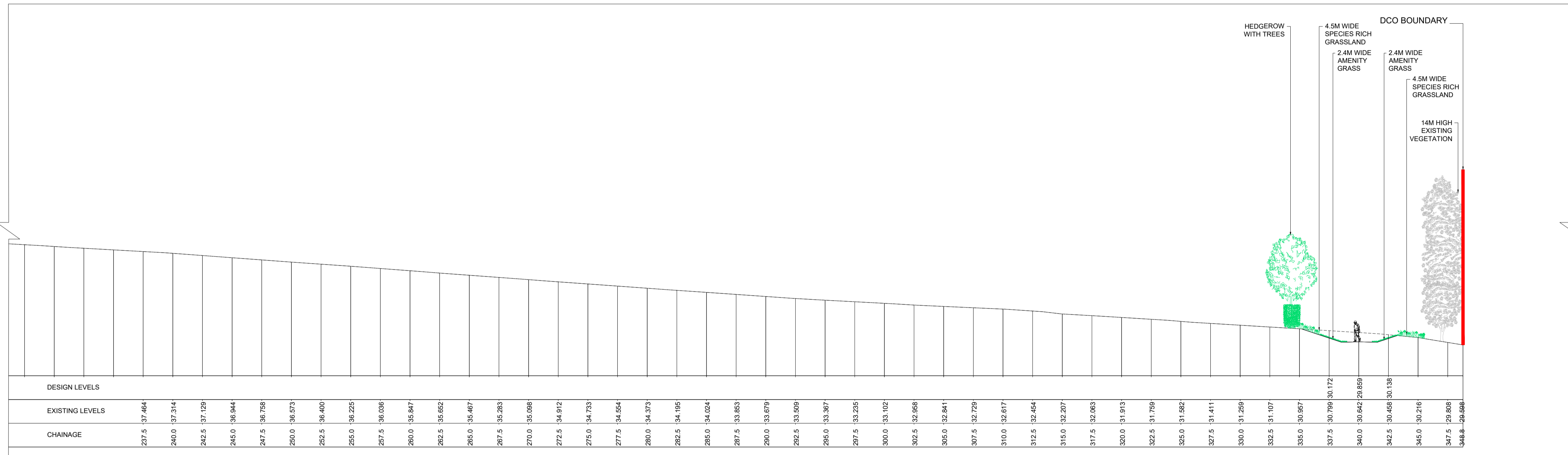
SHEET SIZE	SCALE	STATUS	REVISION
A1	AS SHOWN	S0	P02.01

DRAWING NUMBER

HE551489-GTY-ELS-000-DR-LX-31111



SECTION H - 'H' OVERVIEW
SCALE : NTS

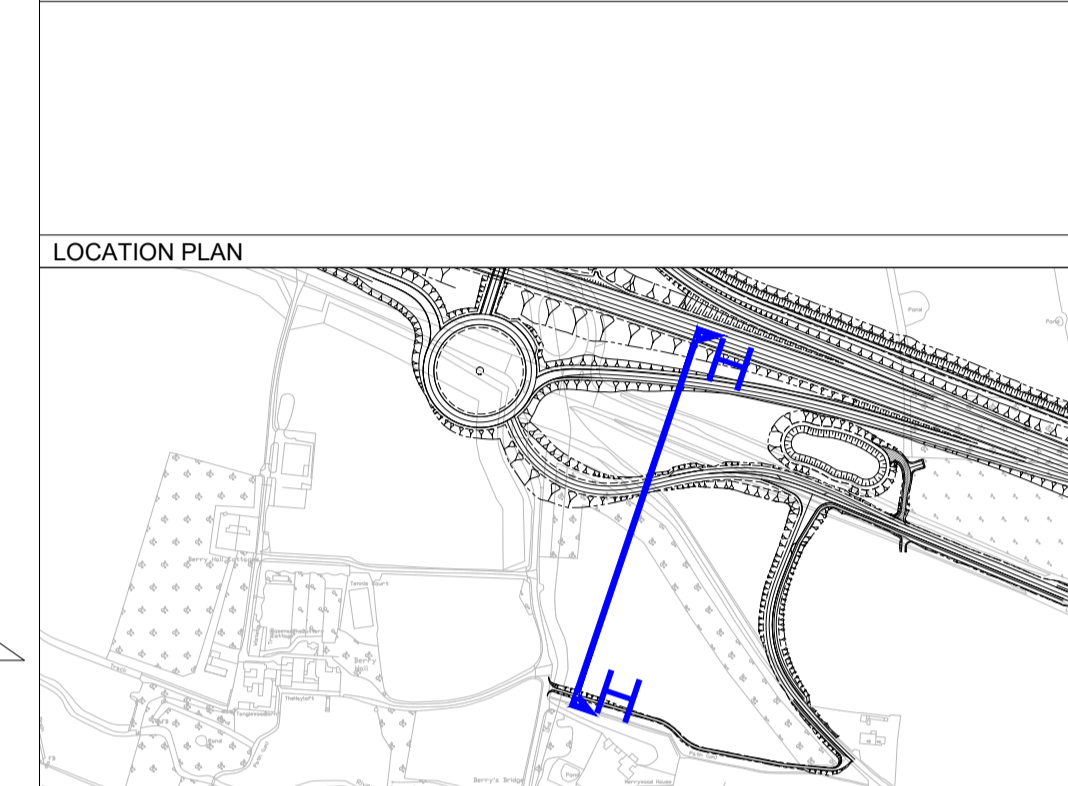


SECTION H - 'H' PART 3 OF 3
SCALE 1 : 200

NOTES

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WOOD LANE JUNCTION LONG SECTIONS LOCATION PLAN
HE551489-GTY-ELS-000-DR-LX-31100
WOOD LANE JUNCTION LONG SECTION SHEETS:
HE551489-GTY-ELS-000-DR-LX-31101 TO HE551489-GTY-ELS-000-DR-LX-31112
ENVIRONMENTAL MASTERPLAN SHEETS 6 TO 8:
HE551489-GTY-ELS-000-DR-LX-30008 TO HE551489-GTY-ELS-000-DR-LX-30010
- PROPOSED LANDSCAPE PLANTING IS BASED ON LVIA YEAR 15 WITH A REASONABLE ESTIMATE OF 8m GROWTH HEIGHT.
- 10m HIGH LIGHTING COLUMNS HAVE BEEN SHOWN INDICATIVELY IN AREAS PROPOSED TO BE LIT TO ILLUSTRATE THEIR RELATIVE SCALE. EXACT LOCATION TO BE DETERMINED DURING STAGE 5 DETAILED DESIGN.
- ENVIRONMENTAL STATEMENT, CHAPTER 7, APPENDIX 7.7 LIGHTING ASSESSMENT (APP-095) PROVIDES LIGHT SPILL MODEL IN APPENDIX A.
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KEY TO SYMBOLS



REV	DATE	REVISION NOTE	ORG	CHK'D	APP'D
P01	13/12/21	DEADLINE 6	LS	Bar	Bar
C01	13/12/21	DEADLINE 6	LS	Bar	Bar
P02.01	---	---	---	---	---

DESIGNER

SWECO

CONTRACTOR

GallifordTry

CLIENT

**highways
england**

PROJECT TITLE

A47 NORTH TUDDENHAM TO EASTON DUALLING

PROJECT STAGE

PCF STAGE 4

DRAWING TITLE

**WOOD LANE JUNCTION
LONG SECTION H-'H'
MAINLINE CHAINAGE 5+100M
SHEET 2 OF 2**

SUITABILITY

WORK IN PROGRESS

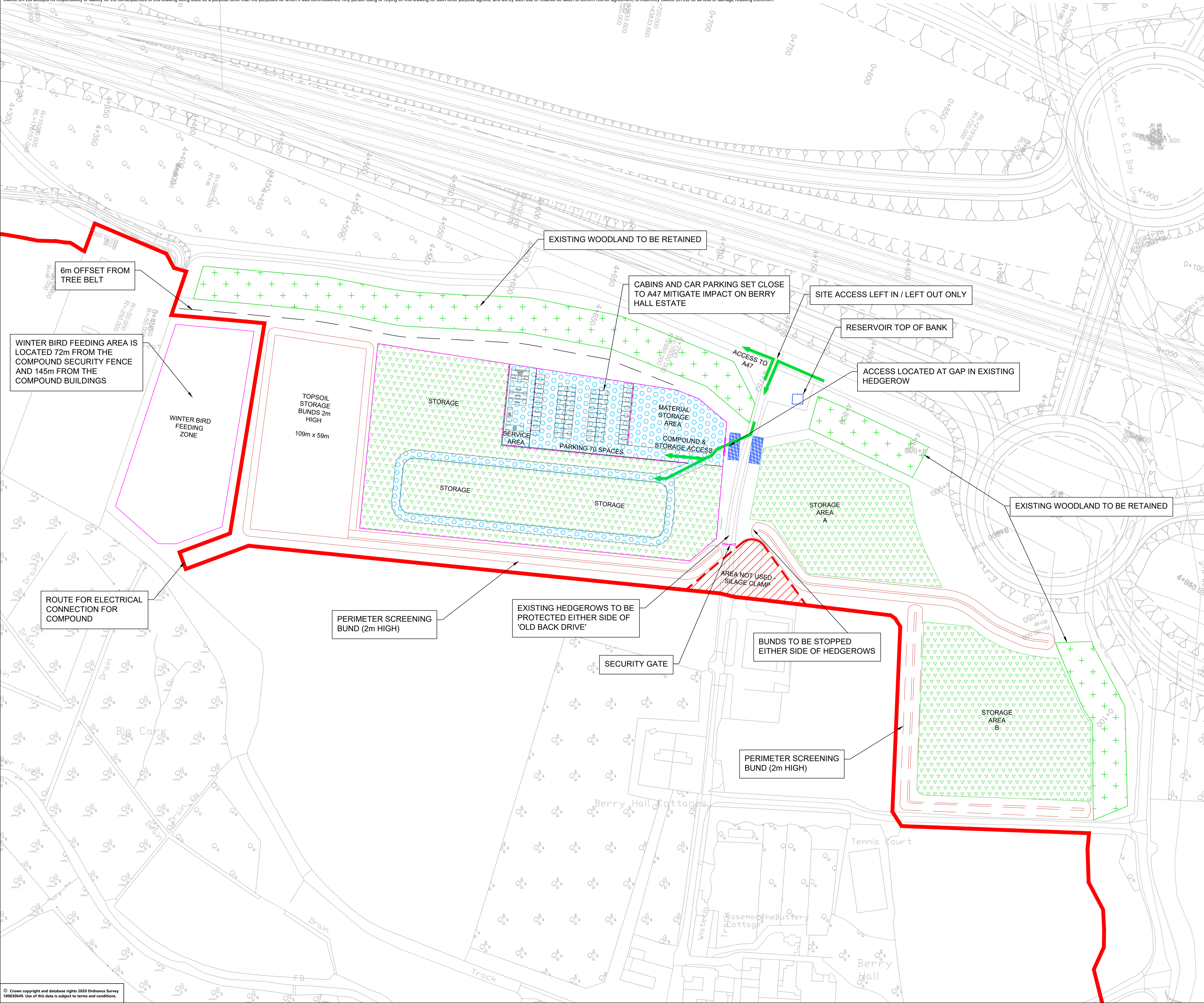
SHEET SIZE	SCALE	STATUS	REVISION
A1	AS SHOWN	S0	P02.01

DRAWING NUMBER

HE551489-GTY-ELS-000-DR-LX-31112

APPENDIX B – Indicative Layout Drawing For Compound 2

This drawing should not be relied on or used in circumstances other than those for which it was originally prepared and for which Sweco UK Ltd was commissioned. Sweco UK Ltd accepts no responsibility for this drawing to any party other than the person by whom it was commissioned. This drawing has been prepared on behalf of Galliford Try by Sweco UK Ltd for the titled project or named part thereof and should not be relied upon or used for any other project without an independent check being carried out as to its suitability and prior written authority of Galliford Try being obtained. Sweco UK Ltd accepts no responsibility or liability for the consequences of this drawing being used for a purpose other than the purposes for which it was commissioned. Any person using or relying on this drawing for such other purpose agrees, and will by such use or reliance be taken to confirm his/her agreement, to indemnify Sweco UK Ltd for all loss or damage resulting therefrom.



- NOTES**
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 - ALL DIMENSION SHOWN ARE IN METRES (m) AND INDICATIVE UNTIL DETAILED DESIGN HAS BEEN UNDERTAKEN.
 - DO NOT SCALE FROM THIS DRAWING.
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE ENVIRONMENTAL MASTERPLAN (AS-037) (SHEET 8 - HE551489-GTY-ELS-000-DR-LX-30010)

- KEY TO SYMBOLS**
- SITE ACCESS
 - EXISTING WOODLAND
 - AREA NOT FOR USE
 - STORAGE
 - UNPAVED TRACK

REV	DATE	REVISION NOTE	ORG	CHKD	APPD
P01	17/01/22	FIRST ISSUE	JL	MR	GG
C01	17/01/22	FIRST ISSUE	JL	MR	GG

DESIGNER

CONTRACTOR

CLIENT

PROJECT TITLE
A47 NORTH TUDDENHAM TO EASTON DUALLING

PROJECT STAGE
PCF STAGE 4

DRAWING TITLE
WOOD LANE JUNCTION INDICATIVE COMPOUND 2 LAYOUT PLAN

SUITABILITY
AUTHORISED AS STAGE 4 COMPLETED

SHEET SIZE	SCALE	STATUS	REVISION
A1	1:1000	A4	C01

DRAWING NUMBER
HE551489-GTY-LSI-000-DR-CH-40025