

A47 North Tuddenham to Easton

Scheme Number: TR010038

Volume 9 **9.31 Applicant's Responses to Deadline 7** **Comments**

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

Planning Act 2008

January 2022

Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning
(Examination Procedure) Rules 2010**

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

**9.31 APPLICANT'S RESPONSE TO THIRD PARTY COMMENTS
AT DEADLINE 7**

Rule Number:	8(1)(c)
Planning Inspectorate Scheme Reference	TR010038
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Author:	A47 North Tuddenham to Easton Project Team, Highways England

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Rev 0	January 2022	Deadline 8 Issue

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1 INTRODUCTION

1.1.1 The Development Consent Order (DCO) application for the A47 North Tuddenham to Easton scheme was submitted on 15 March 2021 and accepted for examination on 12 April 2021.

1.1.2 The purpose of this document is to set out Highways England's (the Applicant) comments on the submissions by third parties at Deadline 7 (17 January 2022). The following sections present the responses where additional information or clarity by the Applicant is presented.

- Brown & Co on behalf of Alston Farms Ltd (James Alston and Honingham Thorpe Farms) comments on any additional information / submissions received by D6 (**REP7-025**)
- A C Meynell's comments on any additional information / submissions received by D6 (**REP7-023**)
- A C Meynell's Further comments on any additional information / submissions received by D6 (**REP7-024**)
- A C Meynell's Appendices C and D to Further Transport Submissions in Response to Deadline 6 Submissions (**REP7-037**)
- Dr Andrew Boswell on behalf of Climate Emergency Policy and Planning (CEPP) - Response to Issue Specific Hearing 3 (**REP7-028**)
- Norfolk Rivers Internal Drainage Board comments on any additional information / submissions received by D6 (**REP7-020**)
- Orsted Hornsea project Three Offshore Wind Farm comments on Statement of Common Ground (SoCG) (**REP7-021**)

1.1.3 Following updates to cross sections for Berry Hall Estate, issued with document REP7-017 at Deadline 7, Annex A of this document contains updates to the cross sections of views from Taverham Road submitted at Deadline as Annex A to the Applicant's Responses to Deadline 4 (**REP5-016**).

1.1.4 The Applicant acknowledges the below third party Deadline 7 submissions and has no comments to make as either none are required from the Applicant or the Applicant has responded previously during the Examination process to the issues raised:

- Brown & Co on behalf of Honingham Aktieselskab Representation or comments relating to an observation arising from the Issue Specific hearings (**REP7-032**)
<https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010038/TR010038-001455-DL7%20-%20Honingham%20Aktieselskab%20Representation%20or%20comments%20relating%20to%20an%20observation%20arising%20from%20the%20Issue%20Specific%20Hearings.pdf>
- D G M Kenney – Response to Issue Specific Hearing 3 on 6th January 2022 (**REP7-026**)
<https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010038/TR010038-001489-DL7%20->

<https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010038/TR010038-001486-Other-Response-to-Issue-Specific-Hearing-2022-January.pdf>

- David Hooker comments on any additional information / submissions received by D6 (**REP7-027**)

<https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010038/TR010038-001486-submissions-received-by-D6.pdf>

- Dr Andrew Boswell on behalf of Climate Emergency Policy and Planning (CEPP) comments on any additional information / submissions received by D6 (Clean) (**REP7-029**)

[https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010038/TR010038-001527-CEPP-BOSWELL_A47NTE_D6_FINAL_Rev1_\(Clean\).pdf](https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010038/TR010038-001527-CEPP-BOSWELL_A47NTE_D6_FINAL_Rev1_(Clean).pdf)

- Dr Andrew Boswell on behalf of Climate Emergency Policy and Planning (CEPP) comments on any additional information / submissions received by D6 (Tracked) (**REP7-030**)

[https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010038/TR010038-001528-CEPP-BOSWELL_A47NTE_D6_FINAL_Rev1_\(TrackChanges\).pdf](https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010038/TR010038-001528-CEPP-BOSWELL_A47NTE_D6_FINAL_Rev1_(TrackChanges).pdf)

- Easton Parish Council – Reply to comments made during live streaming (**REP7-031**)

<https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010038/TR010038-001491-DL7-Easton-Parish-Council-Other-Reply-to-comments-made-during-Line-Streaming.pdf>

- Environment Agency comments on any additional information / submissions received by D6 (**REP7-019**)

<https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010038/TR010038-001495-submissions-received-by-D6.pdf>

- Honingham Parish council, written submission in response to January hearings (**REP-033**)

<https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010038/TR010038-001493-DL7-Honingham-Parish-Council-Other-Written-submission-in-response-to-January-hearings.pdf>

- Pinsent Masons LLP on behalf of Orsted Hornsea project Three Offshore Wind Farm – Written summary of Oral submissions at CAH3 (**REP7-022**)

<https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010038/TR010038-001497-DL7-Pinsent-Masons-LLP-on-behalf-of-Orsted>

[Hornsea%20Project%20Three%20Limited.pdf](#)

- Weston Longville Parish Council, written summaries of oral submissions made at any hearings on 5 to 7th January 2022 (**REP7-034**)

<https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010038/TR010038-001483-DL7%20-%20Weston%20Longville%20Parish%20Council%20-%20Written%20summaries%20of%20oral%20submissions%20made%20at%20any%20hearings%20on%205%20to%207%20January%202022.pdf>

2 KEY ABBREVIATIONS

2.1.1 The following common abbreviations have been used in the Applicant's submissions to the Examination:

- dDCO = draft Development Consent Order
- DMRB = Design Manual for Roads and Bridges
- ExA = Examining Authority
- NPSNN = National Policy Statement for National Networks 2014
- NWL = Norwich Western Link
- the Scheme = the A47 North Tuddenham to Easton dualling scheme

3 NORFOLK RIVERS INTERNAL DRAINAGE BOARD (IDB)

3.1.1 Norfolk Rivers Internal Drainage Board (IDB) comments on any additional information / submissions received by D6 (**REP7-020**), is available at the link below:

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010038/TR010038-001499-DL7%20-%20Norfolk%20Rivers%20Internal%20Drainage%20Board%20-%20Other-%20General%20Comments%20due%20to%20joining%20the%20examination%20late.pdf>

3.1.2 The following table presents the Applicant's response to the issues raised.

Comment	Applicant Response
<p>Draft DCO - Schedule 2, Requirement 8</p> <p>As a relevant Flood Risk Authority, the Board would like to be added as a consultee for the details of the surface and foul water drainage system.</p>	<p>The Applicant has accepted the request and added Norfolk Rivers Internal Drainage Board as a consultee under Requirement 8 in Schedule 2 of the Draft Development Consent Order, Rev 7 (REP7-005). This is presented in the updated Draft Development Consent Order submitted at Deadline 8.</p>
<p>Consents and Agreements Position Statement, Rev.1 [REP1-005]</p> <p>The Board is not currently aware of any outstanding enquiry or contact from the applicant but is open to any further discussions. The Board would also like to correct the following errors: Consent is required from the Board for the introduction of any water and any increase in flow or volume of water to any ordinary watercourse within the Internal Drainage District as well as for any works which may temporarily or permanently affect the flow in any ordinary watercourse within the Internal Drainage District and for any works within 9 metres of any ordinary watercourses or drainage infrastructure vested in/under the control of the Board (the Board publishes its Board maintained / arterial watercourses on its website).</p>	<p>The Applicant acknowledges the feedback and has updated the Consents and Agreements Position Statement, Rev.1 (REP1-005) to be submitted at Deadline 8.</p>

4 ORSTED HORNSEA PROJECT THREE OFFSHORE WIND FARM

4.1.1 Orsted Hornsea Project Three Offshore Wind Farm's Statement of common Ground (SoCG) (**REP7-021**) is available at the link below:

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010038/TR010038-001452-DL7%20-%20Orsted%20Hornsea%20Project%20Three%20Offshore%20Wind%20Farm%20-%20Other-%20Draft%20Statement%20of%20Common%20Ground%201.pdf>

4.1.2 The following table presents the Applicant's response to the issues raised.

Comment	Applicant Response
<p>Hornsea Project Three Offshore Wind Farm encloses its Statement of Common Ground (SoCG) with the National Highways A47 North Tuddenham to Easton scheme as it currently stands, with the aim of providing additional information to the Examining Authority as a late submission to Deadline 6. In any case, Hornsea Three hopes that it will be able to submit a signed and further updated version of the SoCG by Deadline 7.</p>	<p>The Applicant welcomes the submission of a further updated version of the SoCG and will continue to work with Orsted Hornsea Project Three to resolve outstanding matters through the finalisation of a co-operation agreement.</p> <p>The Applicant has issued its comments on the draft protective provisions directly to Orsted, but will make final submissions on the drafting at Deadline 9 if necessary.</p>

5 A C MEYNELL

5.1.1 A C Meynell's Deadline 7 Submission, Comments on any additional information / submissions received by D6 (**REP7-023**), is available at the link below:

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010038/TR010038-001501-%20submissions%20received%20by%20D6.pdf>

5.1.2 A C Meynell's Deadline 7 Submission, Further comments on any additional information / submissions received by D6 (**REP7-024**), is available at the link below:

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010038/TR010038-001525-DL7%20-%20A%20C%20Meynell%20Submissions%20received%20by%20D6%201.pdf>

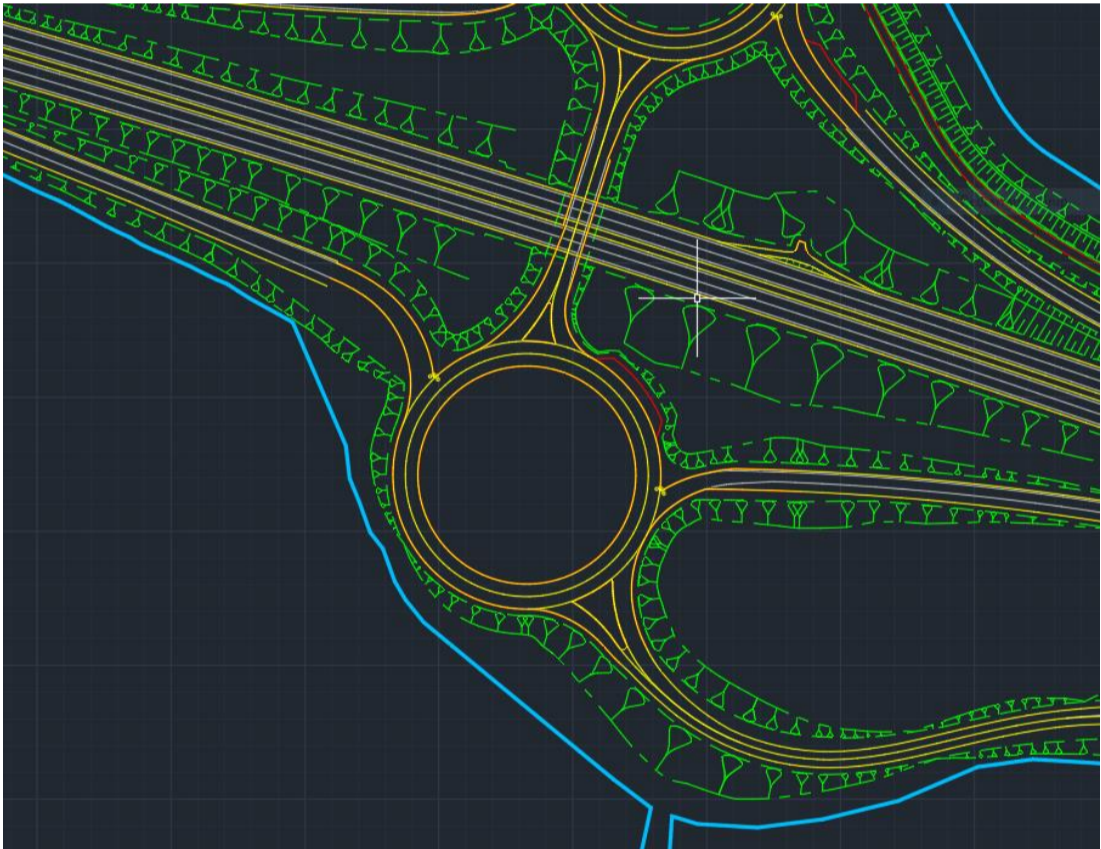
5.1.3 A C Meynell's Deadline 7 Submission, Appendices C and D to Further Transport Submissions in Response to Deadline 6 Submissions (**REP7-037**), is available at the link below:

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010038/TR010038-001532-%20submissions%20received%20by%20D7.pdf>

5.1.4 For many of the issues raised in submissions **REP7-023**, **REP7-024**, and **REP7-037** the Applicant has nothing further to add to

their previous responses to the ExA at Deadlines 1 to 7 and statements given at the November 2021 and January 2022 hearings. With regards to **REP7-023**, the issues raised would not affect the conclusions of the assessment of effects on Berry Hall Estate as a heritage, visual or landscape constraint assessed in ES Chapter 6 Cultural Heritage (**APP-045**) and ES Chapter 7 Landscape and Visual Effects (**APP-046**).

5.1.5 The following table presents the responses where additional information or clarity from the Applicant is required.

Comment	Applicant Response
<p>(REP7-023) / 11.</p> <p>Further, it is clear from the documents extracted in Appendix C that there are three critical parts of a junction for its safety and resilience, namely (1) entry width (2) approach width and (3) flare length. These are the three most important factors when determining a junction's form using the ARCADY software, while the remaining geometries (including ICD) have lesser effects (see App C, TRL RR142, para 4). The Applicant here is seeking to fix the ICD without having yet designed the three most important factors for all entries and exits to the junction (see the junction drawings which do not include these for the link road, the B1535 (Wood Lane), or the de-trunked A47), which it has confirmed to ACM will be done after the DCO is completed. In ACM's submission this places the cart before the horse and ACM invites the Examining Authority to require the Applicant to complete an indicative design which enables the roundabouts' size to be more robustly determined. It is also recommended in the manuals that the ICD size should take account of the landscape around it.</p>	<p>The Applicant has previously confirmed to Mr Meynell and his advisors at a meeting held on 11 August 2021 that all roundabouts had been proportionally designed in 3D with simple connections, however they were designed in 2D to ensure that entry width, approach width, flaring and deflection were provided / achieved in accordance with the UK DMRB.</p> <p>This information is a prerequisite for the ARCADY assessment for the Operational Modelling Assessment which is presented in Section 4.10 of the Case for the Scheme (APP-140).</p> <p>The Applicant used this 2D information to inform the "Highway Work Limit of Deviation" as shown on the Works Plans, Rev.2, Sheet 9 of 23 (AS-028). The below snapshot provides an overview of the preliminary design of the southern roundabout earthworks only with full 3D geometry design. The blue line shown is the "Highway Work Limit of Deviation".</p> <p>The design would be further developed during the detailed design stage and approved by the Secretary of State through dDCO Requirement 3 following consultation with the relevant planning authority.</p> <p>Snapshot of Southern Wood Lane Roundabout:</p> 
<p>(REP7-023) / Appendix A 2.3:</p> <p>At paragraph 3.4.1, NH continues to assert that DMRB is the most appropriate design standard for the 'de-trunked' A47 and side roads/local roads. DMRB is a document which in the main is focused on creating free flow conditions for motorised traffic. It's use is incompatible with the design of local roads where the focus (in accordance with NPPF) should be on promoting and encouraging sustainable travel particularly by public transport, and cycling and walking. RPS continues to believe that MfS is the more appropriate design document for the local roads.</p>	<p>The Applicant has engaged and designed the local roads in accordance with the requirements of the Local Highway Authority (Norfolk County Council) who form the Overseeing Organisation and adopting authority for these assets – as referenced within Section 3.4.1 of Alternative Wood Lane Junction Options Appraisal, Rev.1 (REP6-016).</p> <p>The DMRB has been used as a framework and has not simply been used to deliver the DMRB requirements as written. Through engagement the road cross sections, geometry and design speeds have been agreed and referenced back to the DMRB for Departures as required. The Departures were then submitted to the Local Highway Authority for Approval in Principle and formed part of the Applicant's internal governance with the independent Safety, Engineering & Standards (SES) division.</p> <p>Section 5.2.2 of the report (REP6-016) confirms this approach: "<i>Departures from Standard for Wood Lane Junction within the Scheme design have been submitted and approved by the <u>relevant Overseeing Organisations</u> and are summarized for the assessment area in Appendix A.</i>"</p> <p>This approach was confirmed by the Local Highway Authority (Norfolk County Council) in their "Response to Applicants Submission "Additional Submission – 9.15 Alternative Wood Lane Junction Options Appraisal" (REP6-023).</p> <p><i>"The County Council has discussed the current Scheme design with the Applicant during its development and supports its approach of using the UK DMRB as a framework for the design of the sideroads."</i></p>
<p>(REP7-023) / Appendix A 2.4:</p>	<p>The Applicant has at no point referred to the review undertaken as being a Stage 1</p>

Comment	Applicant Response
<p>At Section 5, Safety Review, NH introduces its reviewer, but to be clear the 'review' is not an independent Road Safety Audit carried out by two experienced professionals in accordance with DMRB, but rather a technical audit carried out by one experienced professional. In particular the review does not consider how the NH scheme or the alternatives will perform from a road users perspective, including bus passengers, cyclists, horse riders or pedestrians; which are essential requirements of a Road Safety Audit.</p>	<p>Road Safety Audit. A Stage 1 Road Safety Audit should be undertaken at the <u>completion of preliminary design</u> as outlined in Section 5.17 of the UK DMRB GG 119 – Road Safety Audit¹.</p> <p>As the information supplied for the alternatives was not of a sufficient level to allow this to happen, a "Safety Review" was therefore undertaken.</p> <p>The Applicant undertook a Safety Review of the proposed alternative layouts using the safety performance of the Scheme layout as the safety baseline and considered key aspects of the proposed alternatives such as safety related geometry departures and operational safety (Section 5.1.3). The Operational Safety assessment undertaken (Section 5.4) considers how road users are likely to interact with the road layout and identifies areas of concern.</p> <p>The assessments were undertaken by a qualified specialist in this field (Section 5.1.4) (REP6-016).</p>
<p>(REP7-023) / Appendix A 2.5: Finally, as explained in REPS3-045 paragraph 11 (and REP4-023 paragraph 1.2), the alternatives allow for 'the north part of the existing Berry's Lane (closed to all vehicles except tractors) to be used for cycles and horses'. NH's continual referral to the alternatives allowing all traffic to use the full length of Berry's Lane is incorrect.</p>	<p>The Applicant corrected this in a revised document submitted on 13 December 2021 at Deadline 6 (REP6-016).</p> <p>To cover off both eventualities the Applicant presented scenarios for both Berrys Lane Closed (Section 4.2 & 4.3) & Berrys Lane Open (Section 4.4 & 4.5).</p>
<p>(REP7-023) / Appendix A 3.4: On the matter of National Grid without further details NH's comments are non-sensical in that by retaining the existing A47 south of the new A47, they suggest a greater diversion. There is also no evidence to support NH's case that the alternatives would require additional land beyond the DCO boundary. Based on the evidence at worst, the alternatives perform as well as NH's design.</p>	<p>The Applicant provided a response to this within Section 5.1.3 of the Applicant's Response to Deadline 4 Comments (REP6-017):</p> <p><i>"National Grid Gas (NGG) pipeline diversion still needs to use the field north of Merrywood House, east of Berrys Lane, and an arable field north of the new A47 mainline. The Applicant has confirmed with the Pipeline Operator, NGG, that the new mainline alignment in the alternative options has not moved north far enough to allow NGG to tie into the existing pipeline without crossing the existing A47. Therefore, the gas pipeline diversion's southern connection to the existing pipeline needs to remain in the Berry Hall Estate field north of Merrywood House. This also means the alternative options would require additional land take north of the A47, beyond the Scheme design DCO boundary, in addition to extra costs and impacts to install the longer pipeline."</i></p> <p>This information was provided by the Pipeline Operator, National Grid Gas, to the Applicant. The Applicant does not consider that it could properly be termed "non-sensical" as it is based on the professional assessment of National Grid Gas.</p> <p>The proposed diversion will be undertaken by "directional drill" below a live carriageway and is subject to the pipeline operators safety offsets from the edge of the proposed and existing carriageways; by moving the road layout north, this extends the total length of which the diversion can be safely delivered and commissioned by the Pipeline Operator.</p>
<p>(REP7-023) / Appendix D: Contains three photographs of existing grade separated junctions constructed by the Applicant on trunk roads Overlays on the Applicant's satellite view of the south dumbbell of the Wood Lane Junction (REP6-018 pdf page 17/37) illustrating the land taken by the suggested reduction of its inscribed Circle Diameter (ICD) to the 80m suggested by the Applicant at REP6-018 and to 70m as illustrations of the reductions which could have been considered following the suggestions on behalf of ACM by Mr Foster in his initial report with ACM's WRs (REP1-057, para 14.3).</p>	<p>Appendix D does not assist the Examination, as there is no evidential benefit in images of random junctions across the SRN network out of context.</p> <p>The Scheme has been designed to take into account the Scheme objectives and traffic modelling as presented within the Scheme Design Report, Rev.1 (AS-009) and the Case for the Scheme (APP-140).</p>

6 BROWN & CO ON BEHALF OF ALSTON FARMS LTD (JAMES ALSTON AND HONINGHAM THORPE FARMS)

- 6.1.1 Brown & Co on behalf of Alston Farms Ltd comments on any additional information / submissions received by D6 (**REP7-025**), is available at the link below:
<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010038/TR010038-001457-%20submissions%20received%20by%20D6.pdf>
- 6.1.2 With regards the issue of disruption to effective operation of agricultural operations arising from the closure of Blind Lane and the closure, temporary or permanent, of Honingham Lane, the Applicant attended a meeting on Tuesday 19 January 2022 with representatives of Alston Farms Ltd, Norfolk County Council and Breckland District Council. At this meeting the Temporary Traffic Regulation Order for Honingham Lane was discussed with a view to agreeing how this could be implemented in a way that agricultural access can be maintained but closed to general through traffic.
- 6.1.3 This was a very productive meeting with all parties agreeing on how this will be implemented going forward and secured in a land

¹ Available at: [REDACTED]

agreement with Alston Farms Ltd.

6.1.4 The Applicant was also advised that a draft agreement is in place between Alston Farms Ltd and Honingham Aktieselskab to share this provision.

7 DR ANDREW BOSWELL ON BEHALF OF CLIMATE EMERGENCY POLICY AND PLANNING (CEPP)

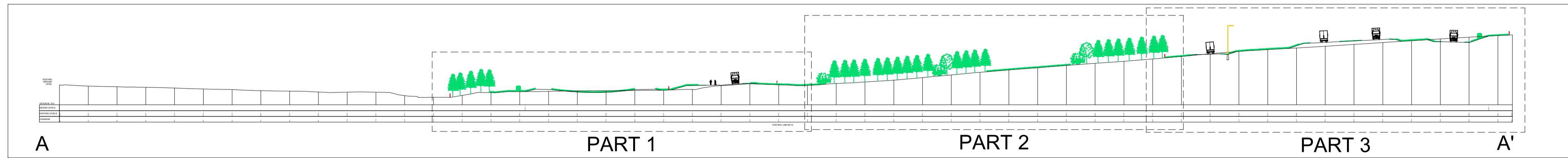
7.1.1 Climate Emergency Policy and Planning's (CEPP) Responses to the Issue Specific Hearing (**REP7-028**) is available at:

https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010038/TR010038-001529-CEPP-BOSWELL_A47NTE_preD7_preISH3_FINAL.pdf

7.1.2 For many of the issues raised the Applicant has nothing further to add to their previous responses to the ExA at Deadlines 1 to 7 and statements given at the November 2021 and January 2022 hearings. However, the following table present the responses where additional information or clarity from the Applicant is required.

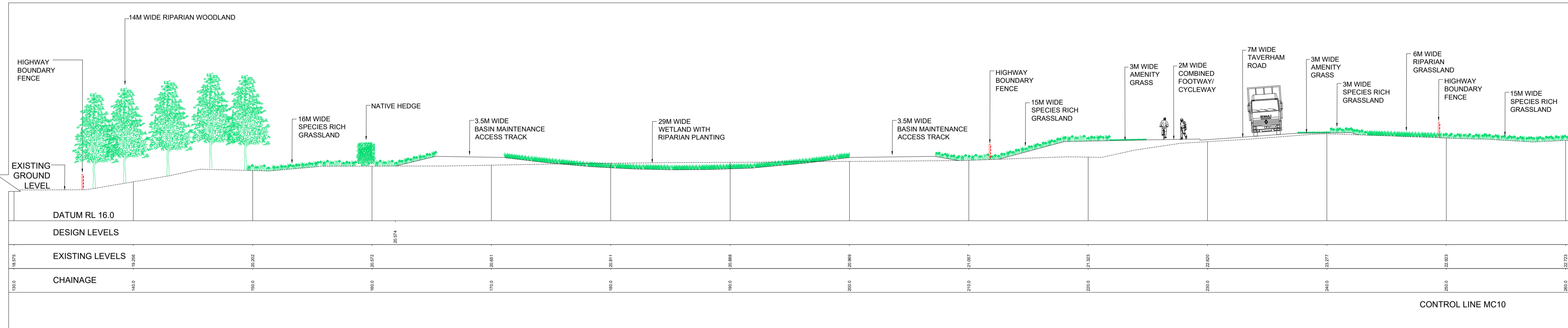
Comment	Applicant Response
<p>This submission contains indicative recalculations of the BCR for the A47NTE scheme following the publication by the Government of new carbon prices for policy and assessment, based on price updates to align with recent changes in national Climate Change policy.</p> <p>The BCR for the scheme reduces to "medium" from "high" with the new carbon pricing data.</p> <p>My calculations are indicative, not definitive. The Applicant must now provide the additional BCR calculations identified.</p>	<p>As part of the Scheme's Economic Appraisal, a High Carbon Value sensitivity test was undertaken on top of the core scenario prior to the submission of the Scheme to Examination.</p> <p>The Applicant notes that Section 5.2.11 of the Case for the Scheme (APP-140) states: <i>"Further sensitivity testing will be undertaken, upon the release of the latest Department for Transport, TAG, in line with normal process"</i>.</p> <p>The Applicant will review the Scheme's Economics (Benefit Cost Ratio) later this year (2022) in accordance with the Project Control Framework (PCF) governance process for Major Projects.</p> <p>This update for PCF Stage 4 will use the July 2021 Transport Analysis Guidance (TAG) including a further sensitivity test with the latest November 2021 TAG release.</p> <p>These updates are in accordance with best practice and the required PCF governance for the Stage Gate Assessment Review (SGAR) at the end of each PCF Stage.</p> <p>The analysis will be further updated if there is another TAG release during PCF Stage 5.</p>

ANNEX A UPDATED CROSS SECTIONS OF VIEWS FROM TAVERHAM ROAD



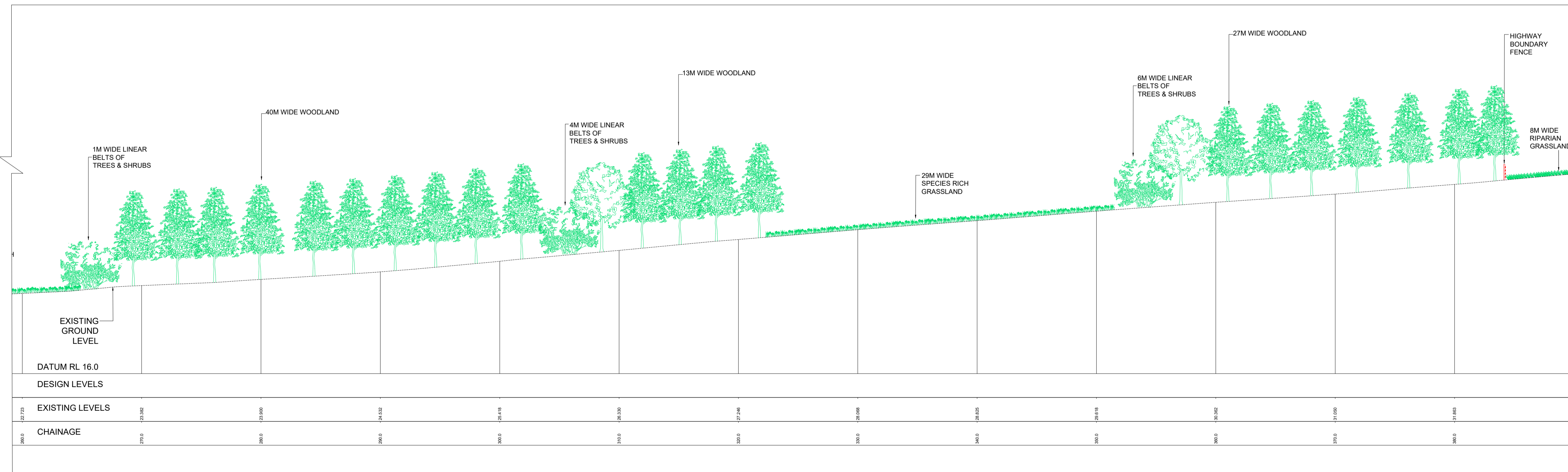
SECTION A - A' OVERVIEW

SCALE 1 : 1000



SECTION A - A' PART 1 OF 3


SCALE 1 : 200



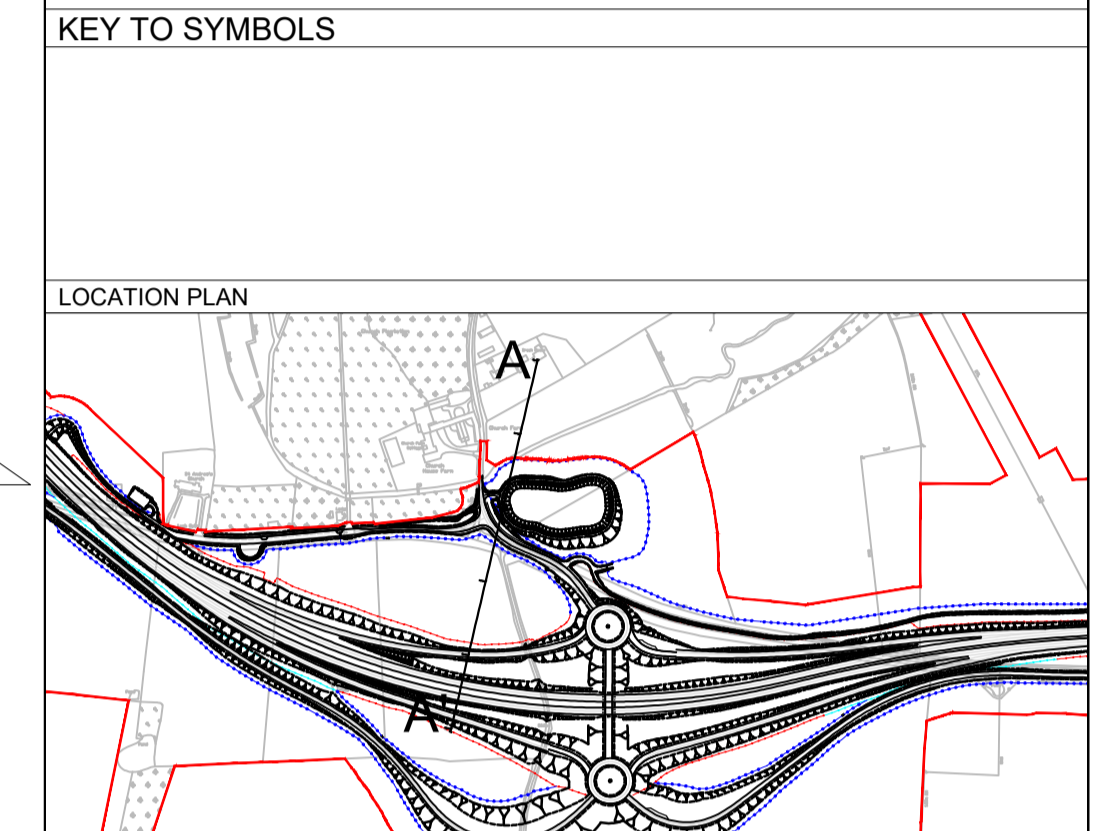
SECTION A - A' PART 2 OF 3

SCALE 1 : 200

IMPORTANT
SAFETY, HEALTH & ENVIRONMENTAL INFORMATION
 TO BE READ IN CONJUNCTION WITH HAZARD REGISTER
 DOC. REF: HE551489-GTY-GHS-000-HS-ZZ-30001.
 HAZARD REF AND BRIEF DESCRIPTION OF HAZARD:-
 HAZARD REF | BRIEF HAZARD DESCRIPTION



- 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:
 NORWICH ROAD JUNCTION LONG SECTION SHEETS:
 HE551489-GTY-ELS-000-DR-LX-31000 TO HE551489-GTY-ELS-000-DR-LX-31003
 ENVIRONMENTAL MASTERPLAN SHEET 12:
 HE551489-GTY-ELS-000-DR-LX-30014
 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. AT YEAR 15 OF OPERATION, THE TREES WILL HAVE GROWN AND THEREFORE WILL BE TALLER, SUBJECT TO ANY MANAGEMENT PRACTICES CARRIED OUT.



REV	DATE	REVISION NOTE	ORG	CHKD	APPD
P01	23/11/21	DCO DEADLINE 5	LS	JMee	MR
C04	23/11/21	DCO DEADLINE 5	LS	JMee	MR
P02	25/01/22	DEADLINE 8 UPDATE	JL	MR	MR
C05	25/01/22	DEADLINE 8 UPDATE	JL	MR	MR

DESIGNER



CONTRACTOR



CLIENT



PROJECT TITLE
A47 NORTH TUDDENHAM TO EASTON DUALLING

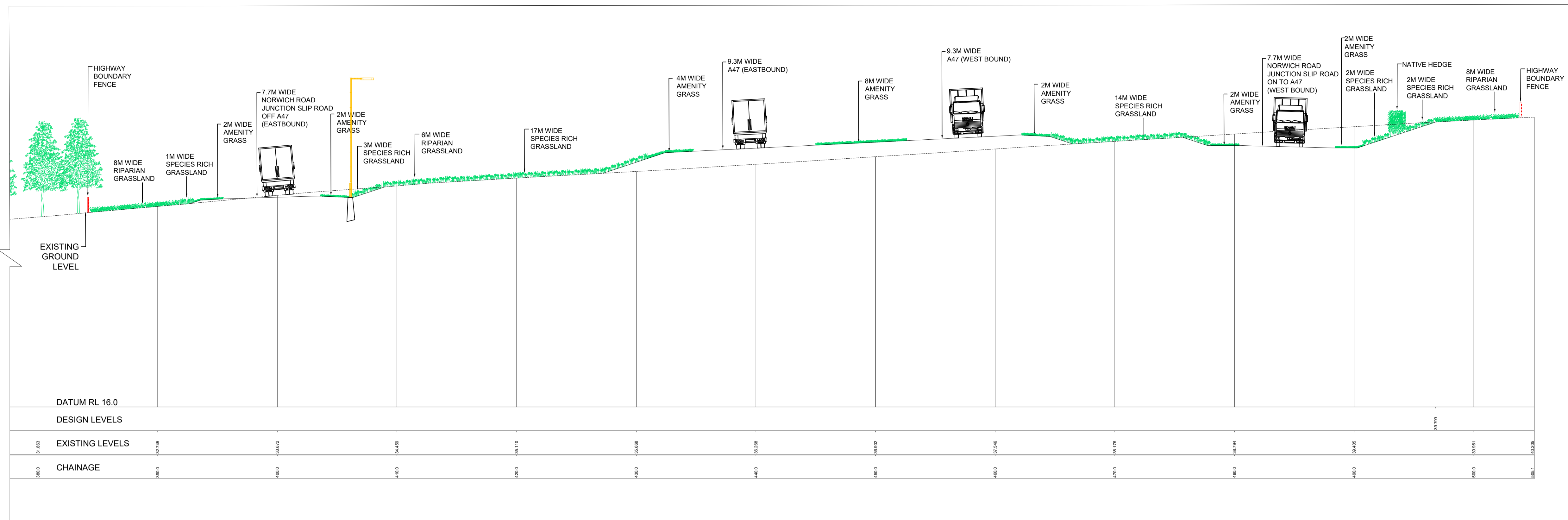
PROJECT STAGE
PCF STAGE 4

DRAWING TITLE
NORWICH ROAD JUNCTION LONG SECTION A-A' SHEET 1 OF 2

SUITABILITY
AUTHORISED AS STAGE 4 COMPLETED

SHEET SIZE	SCALE	STATUS	REVISION
A1	AS SHOWN	A4	C05

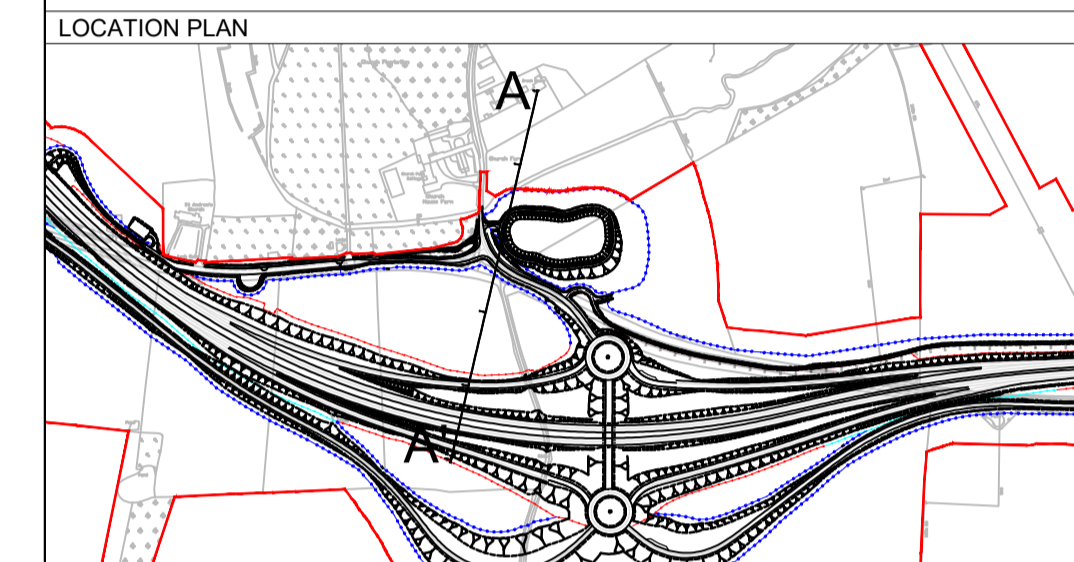
DRAWING NUMBER
HE551489-GTY-ELS-000-DR-LX-31000



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

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NORWICH ROAD JUNCTION LONG SECTION SHEETS:
HE551489-GTY-ELS-000-DR-LX-31000 TO HE551489-GTY-ELS-000-DR-LX-31003
ENVIRONMENTAL MASTERPLAN SHEET 12:
HE551489-GTY-ELS-000-DR-LX-30014
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KEY TO SYMBOLS



REV	DATE	REVISION NOTE	ORG	CHKD	APPD
P01	23/11/21	DCO DEADLINE 5	LS	JMee	MR
C04	23/11/21	DCO DEADLINE 5	LS	JMee	MR
P02	25/01/22	DEADLINE 8 UPDATE	JL	MR	MR
C05	25/01/22	DEADLINE 8 UPDATE	JL	MR	MR

DESIGNER
SWECO

CONTRACTOR
GallifordTry

CLIENT
highways england

PROJECT TITLE
A47 NORTH TUDDENHAM TO EASTON DUALLING

PROJECT STAGE
PCF STAGE 4

DRAWING TITLE
NORWICH ROAD JUNCTION LONG SECTION A-A' SHEET 2 OF 2

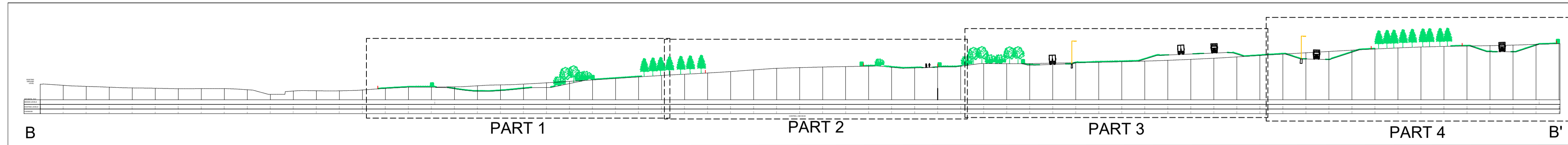
SUITABILITY
AUTHORISED AS STAGE 4 COMPLETED

SHEET SIZE A1	SCALE AS SHOWN	STATUS A4	REVISION C05
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DRAWING NUMBER
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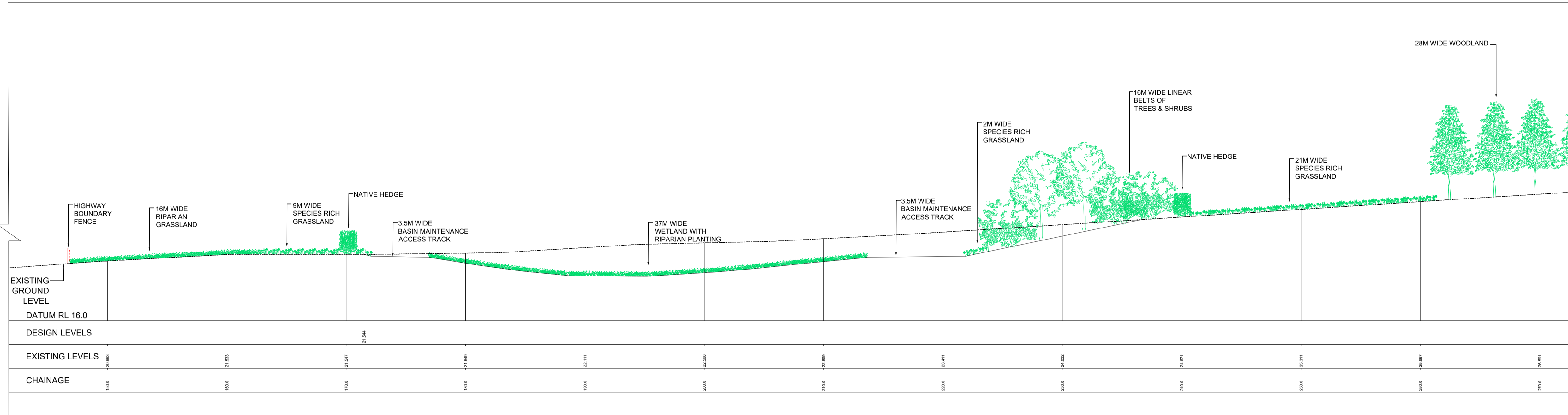
IMPORTANT
SAFETY, HEALTH & ENVIRONMENTAL INFORMATION
TO BE READ IN CONJUNCTION WITH HAZARD REGISTER
DOC. REF: HE551489-GTY-GHS-000-HS-ZZ-30001.

HAZARD REF	BRIEF DESCRIPTION OF HAZARD-



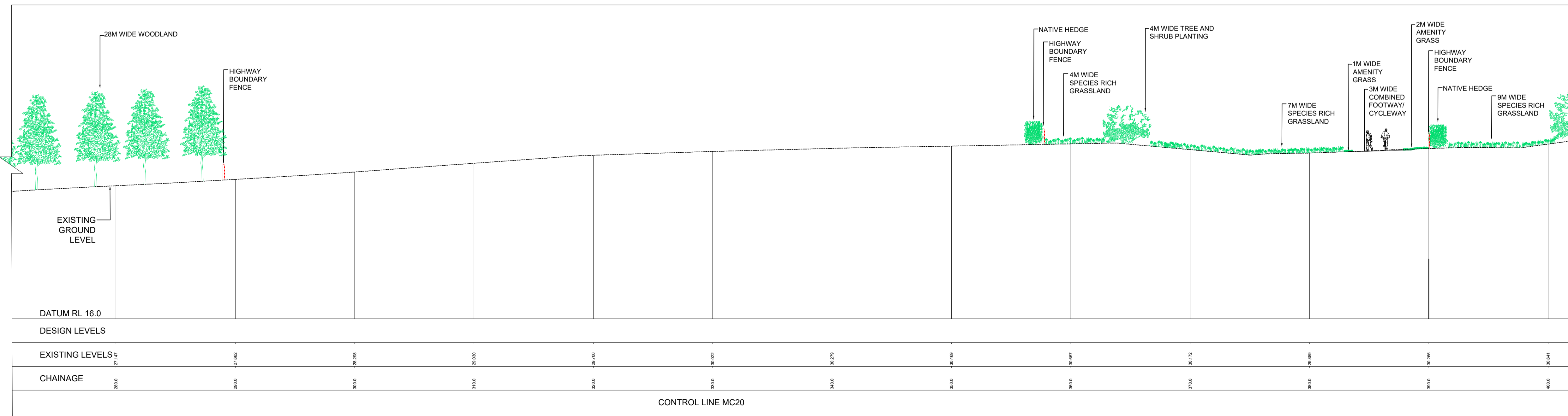
SECTION B - B' OVERVIEW

SCALE 1 : 1250



SECTION B - B' PART 1 OF 4

SCALE 1 : 200



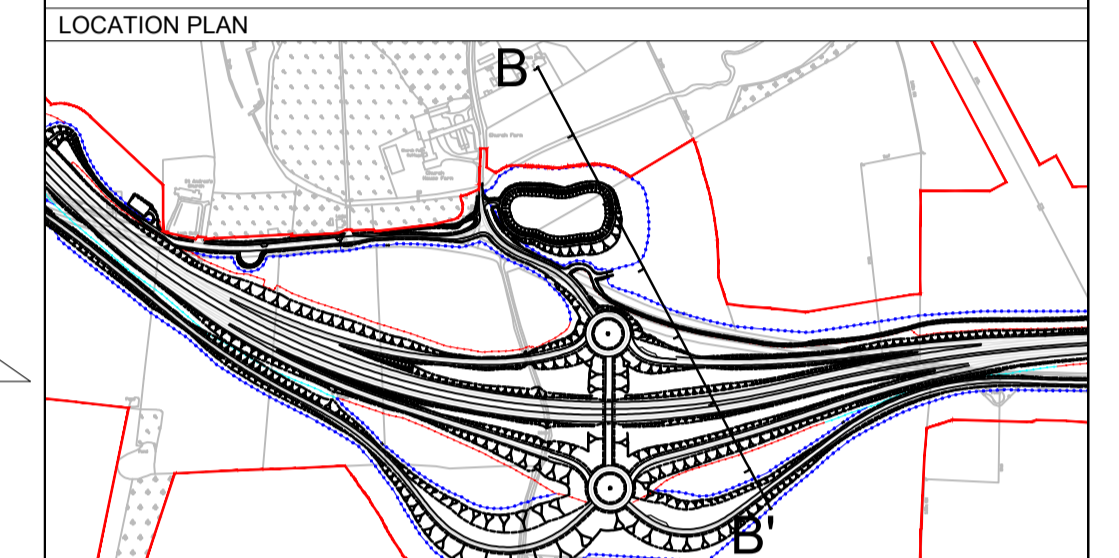
SECTION B - B' PART 2 OF 4

SCALE 1 : 200

IMPORTANT
SAFETY, HEALTH & ENVIRONMENTAL INFORMATION
 TO BE READ IN CONJUNCTION WITH HAZARD REGISTER
 DOC. REF: HE551489-GTY-GHS-000-HS-ZZ-30001.
 HAZARD REF AND BRIEF DESCRIPTION OF HAZARD:-
 HAZARD REF | BRIEF HAZARD DESCRIPTION

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DESIGNER

CONTRACTOR

CLIENT

PROJECT TITLE
A47 NORTH TUDDENHAM TO EASTON DUALLING

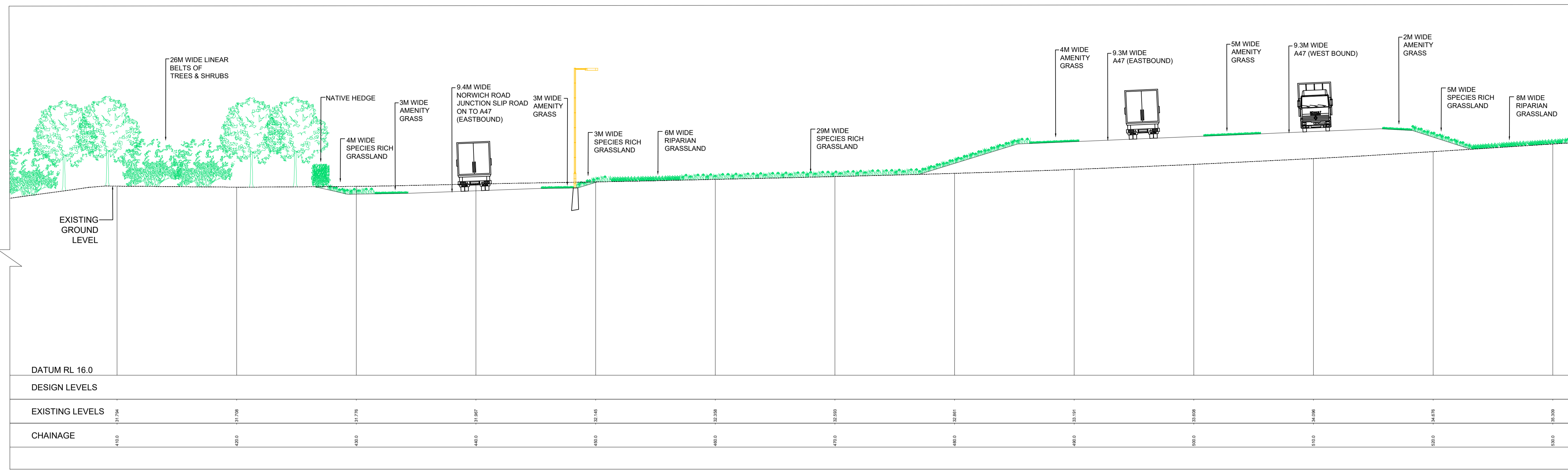
PROJECT STAGE
PCF STAGE 4

DRAWING TITLE
NORWICH ROAD JUNCTION LONG SECTION B-B' SHEET 1 OF 2

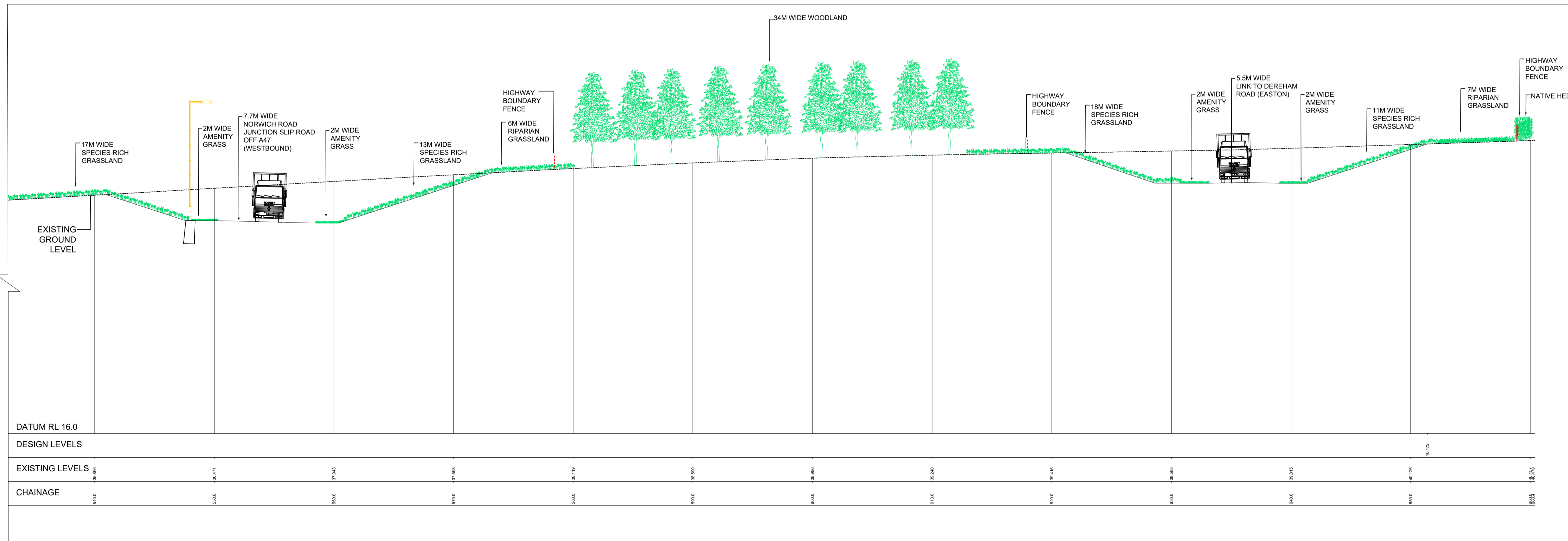
SUITABILITY
AUTHORISED AS STAGE 4 COMPLETED

SHEET SIZE	SCALE	STATUS	REVISION
A1	AS SHOWN	A4	C05

DRAWING NUMBER
HE551489-GTY-ELS-000-DR-LX-31002



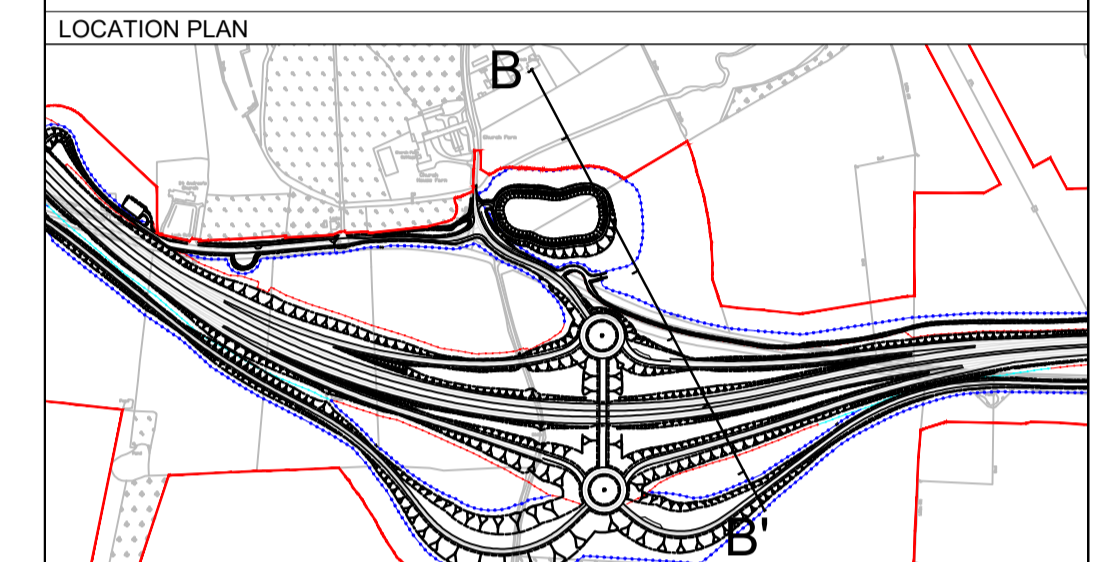
SECTION B - B' PART 3 OF 4
SCALE 1 : 200



SECTION B - B' PART 4 OF 4
SCALE 1 : 200

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PROJECT STAGE
PCF STAGE 4

DRAWING TITLE
NORWICH ROAD JUNCTION LONG SECTION B-B' SHEET 2 OF 2

SUITABILITY
AUTHORISED AS STAGE 4 COMPLETED

SHEET SIZE	SCALE	STATUS	REVISION
A1	AS SHOWN	A4	C05

DRAWING NUMBER
HE551489-GTY-ELS-000-DR-LX-31003

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HAZARD REF AND BRIEF DESCRIPTION OF HAZARD:-
HAZARD REF | BRIEF HAZARD DESCRIPTION