

A47 Blofield to North Burlingham Dualling

Scheme Number: TR010040

Volume 5

5.2 Consultation Report Appendices

Annex O: Table Evidencing Regard had to Consultation Responses

APFP Regulation 5(2)(q)

Planning Act 2008

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

December 2020

Infrastructure Planning

Planning Act 2008

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

**A47 Blofield to North Burlingham
Development Consent Order 202[X]**

**5.2 Consultation Report Annex O
Table Evidencing Regard had to Consultation Responses (In
Accordance with Section 49 of the Planning Act 2008)**

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1 OVERVIEW

- 1.1.1 The tables provided below evidence the regard had to responses received to Highways England's statutory and additional consultations for the A47 Blofield to North Burlingham Scheme (the Scheme), in accordance with Section 49 of Planning Act 2008.
- 1.1.2 Each table summarises responses received, sets out whether a change has been made in response to it, and details Highways England's response, including the regard had to the consultation response. Where multiple responses containing the same comment have been received, these are addressed in a single entry in the tables below.
- 1.1.3 There are two separate tables covering each individual strand of statutory consultation. The first table addresses feedback from Section 42 consultees. The second table addresses feedback from Section 47 and Section 48 consultees. Spelling mistakes and grammatical errors in the feedback submitted to Highways England have not been corrected in the received comments set out below.

2 TABLES EVIDENCING REGARD HAD TO STATUTORY CONSULTATION RESPONSES

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Access	The Parish accesses are reduced by this scheme. In the 'access from local residents section' P15, Highways England was aware from the outset that a crossing at Lingwood giving direct access to Burlingham and vice versa was required.	Lingwood & Burlingham Parish Council	Y	The walking, cycling and horse riding (WCH) surveys showed low numbers of people crossing between the north and south side of the A47. A safe crossing of the new A47 will be facilitated by a connection across the Blofield Overbridge to the west. An additional crossing across the B1140 Overbridge to the east has been added to the Scheme in response to consultation feedback. Further details are provided in Section 12.8 and 12.9 of Chapter 12 Population and Human Health of the ES (TR010040/APP/6.1) .
Biodiversity	References to the guidance and best practice used in the biodiversity assessment (section 8.2.1.) are noted. This is as expected although some important sources are not mentioned, notably BS42020:2013 Biodiversity - Code of practice for planning and development, and the industry best practice guidance relating to Environmental Impact Assessment Guidelines for Ecological Impact Assessment in the UK and Ireland (CIEEM, 2018). Compliance with these	Norfolk County Council	N	Section 8.4 of ES Chapter 8 Biodiversity (TR010040/APP/6.1) sets out the methodology for the biodiversity assessment. The assessment follows the most recent Highways England guidance, the Design Manual for Roads and Bridges (DMRB): <ul style="list-style-type: none"> Ecological Survey Requirements - DMRB LA 108 Biodiversity

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	documents would provide greater confidence in the reporting and conclusions drawn.			<ul style="list-style-type: none"> Assessment and Reporting of Likely Significant Effects – DMRB LA 118 Biodiversity Design). <p>The assessment has also been undertaken with reference to the Chartered Institute of Ecology and Environmental Management (CIEEM) Ecological Impact Assessment (EcIA) guidance (2019).</p>
Congestion	It is clear though that there will be an impact, perhaps particularly at the link bridge over the existing A47 to connect it to Yarmouth Road at the western end of the scheme since the junction does not provide for all movements. We would need to understand fully the predicted changes to traffic levels to determine if there is an impact with traffic on the local settlements for example through Blofield, and what improvements might be required, and where.	Norfolk County Council	N	The predicted changes to traffic levels within the vicinity of the Scheme area have been provided to Norfolk County Council and are also summarised within Section 7 of the Transport Assessment (TR010040/APP/7.3) and Section 4 of the Case for the Scheme (TR010040/APP/7.1) .
Consultation: Events	No traffic modellers available at the event to answer questions to about their findings.	Acle & Upton with Fishley Parish Council	N	Consultation events were staffed by representatives from the project team and Highways England to ensure that questions from attendees could be answered. A member of the Highways England project team, accountable for the Scheme, attended each event.

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
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				<p>Highways England also maintains a log of inquiries from events in case there is a need for any to be followed up after the event. More detail is provided in Sections 2 and 3 of the Consultation Report (TR010040/APP/5.1).</p> <p>The outcome of the traffic models is presented in Section 7 of the Transport Assessment (TR010040/APP/7.3).</p>
Consultation: Promotion	There were complaints that the residents of Upton, Blofield Heath, Hemblington, South Walsham, Strumpshaw, Cantley, and Beighton were not sent promotional material regarding the consultation.	Acle Parish Council	N	<p>Upton, South Walsham, Cantley and Beighton were not included within the Consultation Zone as set out in Section 4 of the Statement of Community Consultation (SoCC), provided in Annex G to the Consultation Report (TR010040/APP/5.2).</p> <p>The Consultation Zone was drawn up to cover the settlements Highways England considered would be most impacted by the proposals presented at statutory consultation. Highways England consulted the relevant local authorities on the draft SoCC (including the extent of the consultation zone). Norfolk County Council recommended the addition of</p>

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>Surlingham, Cantley, Freethorpe, Halvergate and South Walsham and the consultation zone was amended accordingly.</p> <p>Residents of Blofield Heath, Hemblington and Strumpshaw were within the Consultation Zone as set out in the SoCC and a letter was sent to addresses in those settlements publicising the consultation. In terms of the wider area, notices (Section 47 and 48 notices) were advertised in the Eastern Daily Press and the Guardian national newspaper publicising the consultation. The adverts appeared for two consecutive weeks in the Eastern Daily Press. At the time of statutory consultation, the circulation of the Eastern Daily Press extended to Upton, South Walsham, Cantley and Beighton.</p> <p>Information was provided about the Scheme and consultation to the wider community villages and general public on the Highways England Scheme webpage and on Twitter. A press release was also issued to local media</p>

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				which resulted in further news coverage about the consultation and the Scheme. This is detailed further in Section 3.2 of the Consultation Report (TR010040/APP/5.1) .
Consultation: Promotion	Why was there not a leaflet drop in more of the villages around the scheme? The scheme will affect more than just those in the immediate zone.	Beighton Parish Council	N	<p>The Consultation Zone is set out in the Statement of Community Consultation (SoCC), provided in Section 4 of Annex G to the Consultation Report (TR010040/APP/5.2).</p> <p>The Consultation Zone was drawn up to cover the settlements Highways England considered would be most impacted by the proposals presented at statutory consultation. Highways England consulted the relevant local authorities on the draft SoCC (including the extent of the consultation zone). Norfolk County Council recommended the addition of Surlingham, Cantley, Freethorpe, Halvergate and South Walsham and the Consultation Zone was amended accordingly.</p> <p>In terms of the wider area, notices (Section 47 and 48 notices) were</p>

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
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				<p>advertised in the Eastern Daily Press and the Guardian national newspaper publicising the consultation. The adverts appeared for two consecutive weeks in the Eastern Daily Press. At the time of statutory consultation, the circulation of the Eastern Daily Press extended to Upton, South Walsham, Cantley and Beighton.</p> <p>Information was provided about the Scheme and consultation to the wider community villages and general public on the Highways England Scheme webpage and on Twitter. A press release was also issued to local media which resulted in further news coverage about the consultation and the Scheme. This is detailed further in Section 3.2 of the Consultation Report (TR010040/APP/5.1).</p>
Consultation: Traffic information	The consultation material does not include any traffic flow information showing predicted changes to traffic levels on local County Council controlled roads within the vicinity of the proposed improvement.	Norfolk County Council	N	Highways England published documents at the statutory consultation that provided a balance between level of detail about the Scheme and accessibility. This was to make sure people would easily understand the Scheme and its key elements. As a

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Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				result, not every detail about the Scheme was published in consultation materials. However, during the consultation, Highways England's team was available to answer further specific questions either at the consultation events or in enquiries sent to the project team over the phone or by email. In this instance, the predicted changes to traffic levels within the vicinity of the Scheme area have been provided to Norfolk County Council. The outcome of the traffic models is summarised in Section 7 of the Transport Assessment (TR010040/APP/7.3) and a summary of traffic flows is provided in Section 4 of the Case for the Scheme (TR010040/APP/7.1) .
Consultation: General	The consultation process has been a bit disappointing with the main concerns from our Parish seemingly being ignored.	Lingwood & Burlingham Parish Council	Y	A follow up meeting was held with Lingwood and Burlingham Parish Council in December 2019 to hear concerns on the Scheme. Additional elements of the Parish Council's feedback have since been incorporated into the Scheme through the provision of additional walking and cycling provision to the east of the Scheme, with facilities on the B1140 Overbridge

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>being provided at South Walsham Road which will provide benefit and better connectivity for non-motorised users in the area. Further information is presented in Section 12.8 and 12.9 of ES Chapter 12 Population and Human Health (TR010040/APP/6.1).</p> <p>A further meeting has been held in November 2020 to update Lingwood and Burlingham Parish Council on the Scheme.</p>
Consultation: Traffic information	The maps in the leaflets do not show enough detail as to which roads will be shut, which parts of the central reservation will be shut and where there is pavement or not.	Acle Parish Council	N	<p>Highways England will consider this feedback as it develops consultation materials for future projects.</p> <p>Direct access to the A47 will be closed in the following locations: At High Noon Lane, Lingwood Road, Lingwood Lane and B1140 junction adjacent to the White House. High Noon Lane users can access the A47 via Blofield Overbridge and Yarmouth Road junction or use the existing A47 to join the proposed B1140 junction. The other roads mentioned above all access the A47 (in both directions) via the B1140 junction. All gaps in the central reserve</p>

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>will be closed along the length of the Scheme.</p> <p>The Highways England's team was available to answer further specific questions either at the consultation events or in enquiries sent to the project team over the phone or by email.</p> <p>More information is included in Section 4 of the Scheme Design Report (TR010040/APP/7.6) and is shown on the Works Plans (TR010040/APP/2.3), General Arrangement Plans (TR010040/APP/2.6), De-trunking Plans (TR010040/APP/2.10), and Classification of Roads Plans (TR010040/APP/2.12).</p>
Consultation: Traffic information	No reference to the impact on communities such as Acle with the increased traffic through the village.	Acle Parish Council	N	<p>The outcome of the traffic models is presented in Section 7 of the Transport Assessment (TR010040/APP/7.3). The Scheme's impact on the local road network is detailed in Section 7.7 of the Transport Assessment. It shows that the change in traffic flow, brought about by the Scheme, has a negligible impact on the delays across the local road network.</p>

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Consultation: Traffic information	No reference to the increased travel time for Upton residents when they have to drive through Acle instead of using The Windle when it becomes more difficult to use.	Acle Parish Council	N	The Windle junction joins the existing A47 at the existing dual carriageway section at the East of the Scheme. No carriageway works are proposed at this location and as such the Windle Junction is unaffected by the works. The Transport Assessment (TR010040/APP/7.3) details the Scheme's impact on junctions in Section 7.8 and the Scheme's impact on the local road network in Section 7.7. The Assessment has shown that the change in traffic flow, brought about by the scheme, has a negligible impact on the delays across the local road network.
Consultation: Traffic information	No reference to the impact on communities such as Brudall when traffic for Strumshaw and Lingwood is unable to turn right at east end of Blofield and instead has to drive along Cucumber Lane/The Street or along Yarmouth Road in Blofield.	Acle Parish Council	N	Section 7.7 of the Transport Assessment (TR010040/APP/7.3) shows that the results of the NATs model indicate that the Scheme causes a relatively minor impact on traffic flows across the local road network. The Assessment has shown that the change in traffic flow, brought about by the scheme, has a negligible impact on the delays across the local road network.
Traffic information	Ensure on/off slip roads are sufficient for the extraordinarily high use by sugar beet	Lingwood & Burlingham	Y	The slip roads at the B1140 have been designed to DMRB, which is a standard

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	HGV's without queuing (longer than the minimum may be required).	Parish Council		<p>within the UK, as detailed in Section 6 of the Transport Assessment (TR010040/APP/7.3) and Section 4.6 of the Scheme Design Report (TR010040/APP/7.6). The design has considered the traffic from British Sugar Plc and the slip roads have been extended in length to provide adequate length for the traffic to leave and merge the A47 safely.</p> <p>The design of the B1140 Junction made use of detailed localised traffic modelling to inform the use of non-standard geometry features to ensure that the proposed design operates efficiently after construction. The additional auxiliary lanes added for the traffic merging with the A47 from the B1140 provides a safe acceleration space for the forecast high percentage of HGVs using the road.</p>
Traffic information	If the bridge was straight across nearer the Blofield access to the A47, with a roundabout at either side, the existing East bound On slip from the existing Blofield Bridge junction could be integrated to allow for traffic to exit at the	Lingwood & Burlingham Parish Council	N	Section 2 in the Case for the Scheme (TR010040/APP/7.1) and Sections 3.2 and 3.3, ES Chapter 3 Assessment of Alternatives (TR010040/APP/6.1) show that a number of scheme design options were considered in the development of

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
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	existing Blofield Bridge off slip to a roundabout and either carry on to Burlingham, join the A47 or use the bridge to access that side of Blofield and go on to Lingwood without passing through Blofield.			<p>the Scheme. The preferred route was chosen following the outcome of the appraisals, assessments and public consultation. The preferred option carried forward can be built with the least disruption to drivers during construction as the existing road can remain for local traffic.</p> <p>Access to Lingwood can be gained without travelling through Blofield by continuing on the dual carriageway to the B1140 junction and travelling south.</p>
Traffic information	Concerns that the tight radius of the junctions will lead to queues of heavily laden HGVs on A47 slowing down to make the turning safely.	Acle Parish Council	N	<p>The slip roads at the B1140 have been designed to DMRB, which is a standard within the UK, as detailed Section 4.6 of the Scheme Design Report (TR010040/APP/7.6). The design has considered the traffic from British Sugar Plc and the slip roads have been extended in length to provide adequate length for the traffic to leave and merge the A47 safely.</p>
Traffic information	The councillors have concerns that the radius of turns is too tight and will result in queues of traffic back on to the A47 when heavily laden sugar beet lorries slow down to take the turns off the A47. Local farmers	Beighton Parish Council	Y	<p>The slip roads at the B1140 have been designed to DMRB. Section 6 of the Transport Assessment (TR010040/APP/7.3) states that further traffic surveys were undertaken in</p>

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	have expressed their opinion that the radius will require drivers to slow down to just 10mph to take the turns. At peak sugar beet season there will be hundreds of HGVs using this junction.			October 2019 at the South Walsham junction, which took the traffic from British Sugar Plc into account. See also Section 4.6 of the Scheme Design Report (TR010040/APP/7.6). The design has accordingly considered the British Sugar Plc traffic and the slip roads have been extended in length to provide adequate length for the traffic to safely leave and merge with the A47.
Traffic information	There are concerns about the increase in traffic through Brundall and Blofield once the right hand turns are closed at the east end of Blofield.	Beighton Parish Council	N	Section 7.7 of the Transport Assessment (TR010040/APP/7.3) shows that the results of the NATs model indicate that the Scheme causes a relatively minor impact on traffic flows across the local road network. The Assessment has shown that the change in traffic flow, brought about by the Scheme, has a negligible impact on the delays across the local road network.
Traffic information	If more people choose instead to drive on the new junction at B1140 then there could be a marked increase in traffic using the narrow roads to access homes in the countryside around Strumshaw and Lingwood.	Beighton Parish Council	N	Section 7.8 of the Transport Assessment (TR010040/APP/7.3) shows that the results of the junction models show that in the 2040 design year the A47/B1140 grade separated Scheme junction is operating satisfactorily.
Traffic	The dualling is a good idea so long as the	Beighton Parish	N	Section 7.7 of the Transport

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Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
information	new junction at the White House (B1140) is adequate to cope with the volume of traffic.	Council		Assessment (TR010040/APP/7.3) shows that the results of the NATs model indicate that the change in traffic flow brought about by the Scheme has, in the main, a negligible impact on the delays across the local road network.
Traffic information	Norfolk County Council believes that the proposals will improve the strategic role of the A47 as a trunk road catering for east west movements between Lowestoft and the A1, as well as providing access to the A11 trunk road at Norwich. This will overcome problems of congestion and unreliability on this part of the A47 as well as overcome safety concerns at the junction of the B1140.	Norfolk County Council	N/A	Highways England agrees with this and has noted this statement.
Traffic information	The proposed junction at the western end of the scheme is not a fully grade separated junction that provides for all movements onto and from the A47.	Norfolk County Council	N	The Scheme introduces a compact grade separated junction at the B1140 Junction, including the B1140 Overbridge, and all movement traffic connections are provided by the proposed B1140 junction. The details of the B1140 junction design development are included in Section 4.6 of the Scheme Design Report (TR010040/APP/7.6).
Drainage	The LLFA would welcome that the existing drainage schemes are upgraded to the	Norfolk County Council	N	The design does not allow for the upgrade of the existing drainage outside

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	same standard as the proposed scheme where possible.			<p>of the Scheme extents. A section on the western side of the Scheme within the Order Limits from chainage (Ch) 0 to Ch. 420m drains westwards from the high point at Ch. 420m and no modifications are proposed to the alignment or to the drainage along this section.</p> <p>Similarly, a section to the east of the Scheme from Ch. 4400m to Ch. 5000m drains eastwards and no modifications to the alignment or to the drainage are proposed along this section. These sections continue to drain westwards and eastwards respectively to outfalls beyond the Scheme boundary and it would therefore not be prudent to upgrade these sections when they cannot be concluded to the outfall. Everywhere else within the Order Limits has provided an upgrade of existing drainage where modifications to the alignment are proposed.</p> <p>It is anticipated that the existing drainage along approximately 400m of the existing A47, which incorporates the</p>

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				<p>North Burlingham access, will be upgraded and brought into the new section of the drainage system provide by the Scheme. These discharges would be attenuated utilising the new infiltration systems.</p> <p>Further information on the interface with the existing drainage system is provided in Section 7 of the Drainage Strategy (Appendix 13.2 to the ES (TR010040/APP/6.2)).</p> <p>The Drainage Strategy has been produced in order to outline the proposed drainage design and mitigation measures to reduce impacts upon the water environment from the Scheme.</p> <p>Highways England are investigating the known flooding hotspots on the existing A47 to the east and west of the Scheme, including the October 2019 flooding event, and will review options to remediate the risk of flooding to the existing A47 carriageway. However, these works will be undertaken</p>

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				separately from the Scheme.
Ecology	Much of the ecology information in the Preliminary Environmental Information Report (PEIR) is in summarised form (e.g. the great crested newt Habitat Suitability Index assessments); the county council would wish to see the original reports before being able to say if it supports the assessments.	Norfolk County Council	N	<p>Norfolk County Council has been contacted.</p> <p>Survey results are provided in Sections 8.6 – 8.8 of ES Chapter 8 Biodiversity (TR010040/APP/6.1) and in the ES Chapter 8 Appendices (TR010040/APP/6.2).</p> <p>Engagement took place in February 2020 with Norfolk County Council with regards to biodiversity and in particular regarding barbastelle bats and the wider mitigation proposals for bats by the Scheme. Norfolk County Council were also invited to comment on the survey methodologies and design with regards to birds in April 2020.</p>
Environment	Highways England should consider the possible impacts on agricultural and allotment lands through increased nitrogen and associated ozone generation.	Norfolk County Council	N	<p>Section 5.6 of ES Chapter 5 Air Quality (TR010040/APP/6.1) identifies the locations of sensitive receptors. These include human receptors (residential, hospitals and schools where people spend a significant amount of time) and ecological receptors sensitive to nitrogen deposition. These include designated sites (Special protection</p>

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				Areas, Special Areas of Conservation and Ramsar sites, identified by an ecology professional and illustrated in ES Figure 5.4 (TR010040/APP/6.3) The allotments and agricultural land are not considered to be sensitive receptors to nitrogen or other pollutants.
Environment	Environmentally the new scheme has meant that a car will be needed to cross the A47 to access schools, public transport, cycle ways, walks and bridleways. The proposed route adds 3km per journey travelling up to Blofield Bridge and back down the other side.	Lingwood & Burlingham Parish Council	Y	<p>Consultation feedback has resulted in the provision of additional walking and cycling routes to the east of the Scheme. These include pedestrian/cycleways across the B1140 Overbridge. Any increased journey time traveling up and down Blofield Bridge will depend on the starting point and destination of the traveler.</p> <p>A WCH assessment was undertaken including WCH surveys which found that there are a very low number of people in the area using footpath FP3. Even allowing for proposed development planned in the area the number of users are unlikely to increase and usage is therefore unlikely to be material. It has therefore been concluded that, following a costing exercise, the provision of a bridge at</p>

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				<p>this location would not provide value for money. ES Chapter 12 Population and Human Health includes a summary of the WCH assessment (TR010040/APP/6.1).</p> <p>The Scheme design was selected following the outcome of the appraisals, assessments and public consultation. The preferred option carried forward can be built with the least disruption to drivers during construction as the existing road can remain for local traffic. For further information see Section 2.3 regarding option selection in the Case for the Scheme (TR010040/APP/7.1) and ES Chapter 3 Assessment of Alternatives (TR010040/APP/6.1).</p>
Environment	The Waste Planning Authority notes the contents of Table 10.1 (Licensed Waste Management Facilities). However, the Waste Planning Authority would caution that a number of these sites are not currently operational for the acceptance of waste; even though they still have a valid Environmental Permit from the Environment Agency. Highways England should ascertain that waste management	Norfolk County Council	N	Table 10.1 within the Preliminary Environmental Impact Report (August 2018) was based on baseline data available in 2018 and it is appreciated that a number of these sites may not be operational for the acceptance of waste at the time of construction. Impact of waste in accordance with DMRB LA 110 is considered in Section 10.8 of ES Chapter 10 Materials Assets and Waste

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Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	sites that they may wish to utilise for the management of waste are operational and are accepting waste before their inclusion in Table 10.1.			(TR010040/APP/6.1) . Appendix 10.3 provides an Outline Site Waste Management Plan (SWMP) (TR010040/APP/6.2) and Appendix 10.2 includes a Waste Disposal Assessment (TR010040/APP/6.2) (re-assessing the preliminary ground investigation data from the 2018 GIR).
Flooding	Lead Local Flood Authority (LLFA) state that it is unclear if section 2.4.17 of the PEIR is suggesting that greenfield runoff as well as informal drainage and overland flow routes (from the Environment Agency Risk of Surface Water flood map) will be considered, diverted or remain on a natural pathway. Clarification on what will be diverted and what will remain on a natural pathway would be welcome.	Norfolk County Council	N	Surface water pathways as shown on the Environment Agency Risk of Surface Water Flood Map will be maintained along existing routes as far as possible where these cross the Scheme. Additional mapping indicating more detail on existing surface water pathways provided by Norfolk County Council aligns with the overland flow drainage design provided for the Scheme, with only slight diversions of the existing pathways required to collect these flows and align with the road crossings provided for overland flow drainage. More details are provided within: Section 8.2 of the Flood Risk Assessment (Appendix 13.1) (TR010040/APP/6.2) and Sections 8 and 9 of the Drainage Strategy (Appendix 13.2) (TR010040/APP/6.2) of

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Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				Chapter 13 Road Drainage and Water Environment of the ES (TR010040/APP/6.1) ; and on the Drainage and Surface Water Plans (TR010040/APP/2.7) .
Flooding	<p>LLFA request that a robust water quality assessment of road runoff is provided, and that the Sustainable Drainage System (SuDS) Manual (2015) is consulted and followed for the worst case pollution hazard anticipated.</p> <p>LLFA highlight that proprietary systems such as oil interceptors are not considered to be a SuDS treatment step and would request that any sole reliance on these prior to discharge without any SuDS water quality treatment components be supported by appropriate bespoke water quality assessments and permits which might be required from the Environment Agency.</p>	Norfolk County Council	N	<p>All appropriate water quality considerations (including potential impacts and risk assessment) are detailed in Section 13.8 – 13.10 of the ES Chapter 13 Road Drainage and Water Environment (TR010040/APP/6.1). The approach to the assessment follows that set out in the Scoping Report (February 2018) and subsequent Scoping Opinion (March 2018) for the Scheme, in combination with the most up to date guidance in the DMRB, Volume 11, Section 3, LA 113 Road Drainage and the Water Environment (Highways England, 2019).</p> <p>The Environment Agency and the LLFA (Norfolk County Council) have been consulted and have commented on a draft version of the Drainage Strategy. Their comments have been incorporated into the Drainage Strategy</p>

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				and engagement is ongoing to confirm their acceptance.
Flooding	An allowance for 40% climate change to the surface water runoff should also be tested (not just an additional 20%) and potential mitigation provided in line with national standards. LLFA note that several soakaways and an attenuation basin are proposed but no calculations are provided at this stage.	Norfolk County Council	N	<p>This is covered in Section 13.9 of the ES Chapter 13 Road Drainage and Water Environment and briefly in Section 14.8 of Chapter 14 Climate (TR010040/APP/6.1) Storm events were modelled with 20% and 40% allowances for climate change.</p> <p>Mitigation for surface water is detailed in Section 13.9 of the ES Chapter 13 Road Drainage and Water Environment (TR010040/APP/6.1) for construction and operation of the Scheme. Sections 9 and 10 of the Drainage Strategy (Appendix 13.2 to ES Chapter 13 (TR010040/APP/6.2)) confirms there will be no surface water outfalls discharging to local watercourses and all road drainage will drain by infiltration methods. Details of the soakaway trenches and infiltration including dimensions, half drain times and design event discharge volumes are also included.</p> <p>Existing surface water pathways for</p>

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				overland flows have been maintained or facilitated through interception using appropriately designed collection drains and cross-drains, also known as 'dry culverts'. 'Dry culverts' shall be designed to convey a 1-in-100 year flow including an additional 65% climate change allowance in order to maintain connectivity of surface water flooding pathways. Where it was not possible to connect directly with existing surface water pathways, infiltration via clean water soakaways have been proposed, which have been designed to accommodate 1-in 100-year event with an allowance flow plus 40% climate change allowance.
Flooding	Flooding on the existing A47 at the location of where the Environment Agency Risk of Surface Water Flood Map crosses the road should be reviewed and improvements made where possible.	Norfolk County Council	N	The Environment Agency's Risk of Flooding from Surface Water map (Environment Agency, 2020) as well as information from previous flooding events has been reviewed, and surface water flooding pathways have been accommodated in the design of the Scheme. Further details can be found in Section 3.2 of the Drainage Strategy (Appendix 13.2 to ES Chapter 13 Road Drainage and the Water Environment)

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>(TR010040/APP/6.2)).</p> <p>Chapter 13 (TR010040/APP/6.1) states that the existing surface water pathways for overland flows have been maintained or facilitated through interception using appropriately designed collection drains and cross-drains, also known as 'dry culverts'. Where it was not possible to connect directly with existing surface water pathways, infiltration via clean water soakaways have been proposed, which have been designed to accommodate 1 in 100 year event with an allowance for climate change where there is a risk of flooding to nearby properties.</p>
General	Some screening could also be used to further enhance the route, this would be more attractive for families with pushchairs, cyclists and dog walkers who are all looking to access the woods to the north.	Norfolk County Council	N	Tree planting has been included within the Scheme and has taken into account the visual amenity of users of the network of Public Rights of Way and Burlingham Woodland Walks to the north of the Scheme. Proposed planting treatments and their environmental mitigation functions are set out in the Masterplan (TR010040/APP/6.8) and includes a combination of hedgerows, trees and woodland groups as

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				appropriate to the location to contribute to screening and integration of the Scheme. Further detail is also included in Section 7.9 of the ES Chapter 7 Landscape and Visual (TR010040/APP/6.1) .
General	The county council should continue to work proactively with Highways England to encourage apprenticeships, work experience and internships being included at an appropriate stage in the project; and these issues should be raised in our response to the consultation.	Norfolk County Council	N	Galliford Try (GT) is contracted by Highways England to build out the Scheme. GT's skills academy targets and extra initiatives provide a wide range of opportunities to bring future talent into the industry. From entry level hires through to experienced professionals, tailored development programmes are offered to build technical, comprehensive and interpersonal skills. Graduates, apprentices and trainees are key.
General	Together with the proposals also in RIS1 for dualling between Easton and Tuddenham this will create a dual carriageway link all the way from Dereham, via Norwich, to Acle. We believe that, for RIS2, dualling of the link to Great Yarmouth should be completed by dualling the A47 Acle Straight. This, and dualling between Tilney and East Winch, this are Norfolk County Council	Norfolk County Council	N	Highways England has noted these comments from Norfolk County Council

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	priorities for RIS2.			
General	For the final scheme, the county council would expect the proposals to include full details of construction and compliance with nationally recognised standards, which would ensure that the road improvement is fit for purpose.	Norfolk County Council	N	The Scheme is in accordance with the criteria set out in the DMRB. Information relating to design mitigation and compliance with construction standards can be found in the Scheme Design Report (TR010040/APP/7.6) and Section 3 of the Environmental Management Plan (TR010040/APP/7.7) .
General	In addition, improvements to the A47 will lead to wider economic benefits, and should help to accelerate the delivery of significant amounts of housing.	Norfolk County Council	N	Highways England has noted this comment from Norfolk County Council
Landscape	The Baseline Data, section 7.5, identifies the broad National Character Area as well as the Local Landscape Character areas. Whilst these are useful in considering the wider context and surrounding landscape, the summary of Landscape Features provided in 7.5.5 appears quite brief and lacks detail in comparison. This could benefit from further detail reflecting the Local Landscape Character areas, which outlines how the landscape changes along the route.	Norfolk County Council	N	This point has been acknowledged by the inclusion of assessment specific Landscape Character Areas which recognise the character changes along the route. Reference to landscape features has been extended to provide further detail. The Landscape and Visual Assessment of the Scheme is included in Section 7.8 of ES Chapter 7 Landscape and Visual (TR010040/APP/6.1) .
Landscape	The county council also agrees that the 1km study area should be appropriate,	Norfolk County Council	N	The study area for the Scheme has been established with reference to

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	although it is possible that further into the process this area could be deemed as too restrictive and some further views may need taking into consideration. This is due to the open nature of the surrounding landscape and potential for long distance views. Existing vegetation data was not available at the point of this assessment, however this will be important in considering the extent of vegetation loss and potential impact on views.			criteria set out in DMRB LA104 'Environmental Assessment and Monitoring' and LA107 'Landscape and Visual Effects'. In this respect the study area for the LVIA extends to 1km from the Scheme boundary. The 1km study area has been tested by Digital Zone of Theoretical Visibility modelling and site walkover validation of views and is confirmed as representing an appropriate extent within which to assess the potential for landscape and visual effects. The Landscape and Visual Assessment of the Scheme is included in Section 7.8 of ES Chapter 7 (TR010040/APP/6.1)
Landscape	Impacts on local landscape character are likely during both the construction and operational phases as a result of the enlarged junctions and overbridges within a relatively flat and open landscape.	Norfolk County Council	N	<p>This observation is acknowledged. The Landscape and Visual Assessment is reported in Chapter 7 of the ES (TR010040/APP/6.1).</p> <p>During construction there would be a loss of existing trees and hedgerows and a change to the existing agricultural land use. People's views would also be affected, including views of earthworks, construction vehicles and work associated with the installation of</p>

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>overbridges.</p> <p>Section 7.8 gives details of the potential impacts to the landscape during operation. During the initial stages of operation, the Scheme carriageway, overbridge structures, junction lighting and general movement of vehicles along the highway would be visible. Once the Scheme tree and hedgerow planting is established, the visibility of the Scheme and extent of associated landscape features would revert to a state comparable to that of the existing situation.</p> <p>This assessment concludes that the Scheme would not result in a significant residual effect on landscape and visual amenity.</p>
Landscape	Paragraph 7.2.1 of the PEIR notes the various sources referred to as best practice guidelines, which have informed the methodology of Highways England's assessment. These are considered appropriate for this type of landscape and visual assessment. The county council also agrees that the 1km study area	Norfolk County Council	N	Highways England noted this comment. The methodology of the Landscape and Visual Assessment of the Scheme is reported in Section 7.4, Chapter 7 of the ES (TR010040/APP/6.1) .

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	should be appropriate.			
Landscape	The PEIR sets out that potential landscape impacts include the removal of existing vegetation, earthworks and presence of construction plant, materials, machinery, compounds and lighting during construction. As part of the mitigation, Highways England will produce a detailed planting design to integrate the design into the surrounding landscape. This will include considerations for amenity like visual screening and biodiversity.	Norfolk County Council	N	The landscape design is set out in the Masterplan (TR010040/APP/6.8) which defines the elements and functions of the environmental components of the Scheme. This includes the identification of visual screening and biodiversity objectives.
General	The PEIR mentions the potential for jobs to be created during the construction phase. Whilst this is to be supported, it does not mention opportunities for social inclusion type activity such as work experience, internships and ways in which the local community could benefit economically from the investment.	Norfolk County Council	N	Galliford Try (GT) is contracted by Highways England to build out the Scheme. GT's skills academy targets and extra initiatives provide a wide range of opportunities to bring future talent into the industry. From entry level hires through to experienced professionals, tailored development programmes are offered to build technical, comprehensive and interpersonal skills. Graduates, apprentices and trainees are key.
Public Health	It is anticipated that matters relating to, for example, air quality and site and dust management, would be managed by other statutory agencies such as the	Norfolk County Council	N	The impacts of the Scheme on air quality and site and dust management as well as mitigation for adverse effects are detailed in the following chapters of

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	Environment Agency and Broadland District Council.			the ES (TR010040/APP/6.1) : <ul style="list-style-type: none"> Sections 5.8 – 5.9 of Chapter 5 Air Quality Sections 10.8 – 10.9 of Chapter 10 Materials and Waste Sections 12.8 – 12.9 of Chapter 12 Population and Human Health
Public Health	Welcome reductions in driver stress for both general well-being and accident reduction potential.	Norfolk County Council	N	This comment is noted. Human health is considered in ES Chapter 12 Population and Human Health (TR010040/APP/6.1) .
Biodiversity	We are disappointed to note, once again, that only statutory designated sites have been included in Fig 8.1 Ecological Constraints Map under Section 8.5 of the PEIR. All County or Local Wildlife Sites must be depicted on all relevant plans in future documents to show their location and accurately depict how the proposed scheme may affect them.	Natural England	N	This has been noted. Highways England will ensure that all County or Local Wildlife Sites are depicted on all relevant plans for future schemes at this stage. A number of nationally and locally designated sites occur within the study area, which are presented in Table 8-4 of ES Chapter 8 Biodiversity (TR010040/APP/6.1) . Sections 8.8 and 8.9 of ES Chapter 8 (TR010040/APP/6.1) describes how the Scheme may impact these sites and any mitigation proposed.
Walking, cycling and	The councillors also request a pavement on the bridge and / or cycle lane so that	Beighton Parish Council	Y	Combined footway/cycleway crossing facilities are incorporated into the

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
horse riding	residents from the Coxhill Road end of Beighton and those from Lingwood can safely cross the A47 to access North Burlingham or the schools in Acle			A47/B1140 grade separated interchange. The Scheme design was selected following the outcome of the appraisals, assessments and public consultation. This is articulated in Sections 3.2 and 3.3 of ES Chapter 3 Assessment of Alternatives (TR010040/APP/6.1) .
Walking, cycling and horse riding	Seems to be little help for pedestrians – all routes to cross A47 will be very lengthy apart from at the east end of Blofield	Acle Parish Council	Y	In the eastern part of the Scheme a new footpath will be provided to the south of the new A47 between the B1140 and Lingwood Lane. This new infrastructure will provide a connection to the permissive bridleway and onward connections to Burlingham FP3. Combined footway/cycleway crossing facilities will be incorporated into the A47/B1140 grade separated interchange. The Scheme design was selected following the outcome of the appraisals, assessments and public consultation. Further information is provided in Section 4 of the Scheme Design Report (TR010040/APP/7.6) .
Walking, cycling and horse riding	There is no safe access for children from Lingwood going to Acle schools	Acle Parish Council	Y	Residents of Lingwood and those travelling from Lingwood Road and Lingwood Lane, accessing community assets in Blofield and Acle, are likely to

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>use the local highway network to the south of the existing A47 and the existing A47 for facilities in Acle. These routes are not anticipated to be significantly impacted by the Scheme. The existing A47 will be de-trunked and serve as a local access road for residents.</p> <p>A footpath/cycleway crossing at the B1140 Overbridge forms part of the Scheme. The Burlingham Trails Network currently links from Lingwood Road, eastwards to connect with a proposed footway from Lingwood Lane to the Acle junction where it connects into a shared footway/cycleway crossing of the A47, which is also part of the Scheme. This is illustrated in Figure 7-13 of the Transport Assessment (TR010040/APP/7.3). Further details can also be accessed in ES Chapter 12 Population and Human Health (TR010040/APP/6.1).</p>
Walking, cycling and horse riding	The East bridge at B1140 does not seem to have pavement for pedestrians. How will Lingwood residents walk to Acle?	Acle Parish Council	Y	Residents from Lingwood can walk along the proposed footpath to the south of the scheme to the eastern junction. This is illustrated in Figure 7-

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				13 in Section 7.9 of the Transport Assessment (TR010040/APP/7.3). A footpath/cycleway crossing at the B1140 Overbridge forms part of the Scheme.
Walking, cycling and horse riding	There should be a crossing point between Lingwood and North Burlingham to ensure direct access is continued by foot and cycle as per the first draft.	Lingwood & Burlingham Parish Council	N	<p>A WCH assessment was undertaken including WCH surveys which found that there are a very low number of people in the area using footpath FP3. Even allowing for proposed development planned in the area the number of users are is unlikely to increase and usage is therefore unlikely to be material. It has therefore been concluded that, following a costing exercise, the provision of a bridge at this location would not provide value for money. ES Chapter 12 Population and Human Health includes a summary of the WCH assessment (TR010040/APP/6.1).</p> <p>Combined footway/cycleway crossing facilities will be incorporated into the A47/B1140 and Blofield grade separated interchanges.</p>
Walking, cycling and	The requested 200m section of foot/cycle-way to link the South Walsham Road east	Lingwood & Burlingham	N	As part of the development of the scheme a full WCH assessment has

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
horse riding	to the existing Acle access has not been provided.	Parish Council		<p>been carried out in the area, including WCH usage surveys. A summary of the WCH assessment is provided in ES Chapter 12 Population and Human Health (TR010040/APP/6.1). The WCH assessment has identified opportunities to provide additional WCH facilities in the area which would enhance the local network and provide a safer crossing of the A47. Where the existing A47 is unaffected by the dualling, it is proposed to be de-trunked and serve as a local access road for residents. This will include a new combined footway/cycle. A new section of footway is also proposed on Yarmouth Road to connect to the existing footway and allow pedestrians to walk along Yarmouth Road to the allotment gardens. These new sections of infrastructure will provide improved connectivity between Blofield and North Burlingham for WCH.</p> <p>The Scheme also provides a new Public Right of Way (PRoW) footpath, to the south of the new A47 mainline, connecting from the Blofield Overbridge</p>

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>to the B1140 junction. This route connects with multiple existing north / south permissive routes and footpath Burlingham FP3.</p> <p>The Acle access that the respondent has mentioned appears to be byway open to all traffic between the Windle and Acle, passing Windle Farm. This is outside of the limits of the Scheme</p> <p>The distance between South Walsham Road and this byway Acle is just less than 1km. It also is outside the limits of the Scheme.</p>
Walking, cycling and horse riding	The Scheme fails to address the repeated request for a crossing at or near Lingwood Road and the footbridge previously shown to address this has been erased.	Lingwood & Burlingham Parish Council	N	<p>As part of the development of the scheme a full WCH assessment has been carried out in the area, including WCH usage surveys. The assessment concludes that there are a very low number of people in the area using the existing facilities for crossing the A47 (i.e. between footpaths FP1 and FP3). Even allowing for proposed development planned in the area, the number of users are unlikely to increase usage to any material extent. It has therefore been concluded that, following a costing exercise, the provision of a</p>

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>bridge would not provide value for money. It has therefore has not been included in the Scheme. A summary of the WCH assessment is provided in the ES Chapter 12 Population and Human Health (TR010040/APP/6.1).</p> <p>The Scheme will provide a safer crossing of the A47 via facilities on the B1140 Overbridge at South Walsham Road, which will benefit non-motorised users in the area. A crossing will also be provided at the Blofield Overbridge. This is a result of consultation feedback.</p>
Walking, cycling and horse riding	The footbridge shown in the earlier scheme should be reintroduced.	Lingwood & Burlingham Parish Council	N	<p>As part of the development of the scheme a full WCH assessment has been carried out in the area, including WCH usage surveys. The assessment concludes that there are a very low number of people in the area using the existing facilities for crossing the A47 (i.e. between footpaths FP1 and FP3). Even allowing for proposed development planned in the area, the number of users are unlikely to increase usage to any material extent. It has therefore been concluded that, following a costing exercise, the provision of a</p>

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>bridge would not provide value for money. It has therefore has not been included in the Scheme. A summary of the WCH assessment is provided the ES Chapter 12 Population and Human Health (TR010040/APP/6.1).</p> <p>A safer crossing of the A47 via facilities on the B1140 Overbridge at South Walsham Road, improving connectivity for non-motorised users in the area. A crossing will also be provided at the Blofield Overbridge. This is a result of consultation feedback.</p>
Walking, cycling and horse riding	Extra provision should be made for pedestrian/cyclist/equestrian in the form of extra wide paths for safety and that the adjoining Burlingham connecting foot-way is a foot/cycle way to encourage people to use these healthier forms of transport.	Lingwood & Burlingham Parish Council	Y	<p>Footways/cycleways connecting Blofield and North Burlingham are included in the Scheme across the Blofield Overbridge and the B1140 Overbridge. Consultation feedback on WCH has been incorporated into the Scheme. Further information is provided in Section 4 of the Scheme Design Report (TR010040/APP/7.6). The footpaths/cycleways are shown on the Rights of Way and Access Plans (TR010040/APP/2.4).</p> <p>Where the existing A47 is unaffected by</p>

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>the dualling, it is proposed to be de-trunked and serve as a local access road for residents. This will include a new combined footway/cycle. A new section of footway is also proposed on Yarmouth Road to connect to the existing footway and allow pedestrians to walk along Yarmouth Road to the allotment gardens. These new sections of infrastructure will provide improved connectivity between Blofield and North Burlingham for WCH.</p> <p>The Scheme also provides a new Public Right of Way (PRoW) footpath, to the south of the new A47 mainline, connecting from the Blofield Overbridge to the B1140 junction. This route connects with multiple existing north / south permissive routes and footpath Burlingham FP3.</p>
Walking, cycling and horse riding	Easier and safer access across the A47 for pedestrian, cycling and equine modes of transport would be welcomed. The council would want to ensure where possible that severed access for these non-motorised users where existing routes are cut off is still easy to reach and does	Norfolk County Council	Y	The discontinuous sections of footway provided along the existing A47 alignment, that will be downgraded as part of the Scheme, will be retained and incorporated into the WCH infrastructure to be provided as part of the Scheme. A summary of the WCH

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	not make physical activity and access to existing paths and networks more difficult			<p>assessment is provided in ES Chapter 12 Population and Human Health (TR010040/APP/6.1).</p> <p>The WCH assessment has identified opportunities to provide additional WCH facilities in the area, which would enhance the local network and provide a safer crossing of the A47, via facilities on the B1140 Overbridge at South Walsham Road, improving connectivity for non-motorised users in the area. A crossing will also be provided at the Blofield Overbridge. This is a result of consultation feedback.</p>
Walking, cycling and horse riding	The most important improvement Highways England have the opportunity to make is installing a footbridge across the A47 connecting Burlingham FP1 and FP3 (these footpaths run north-south at the eastern end of the settlement of Burlingham; on either side of the A47) and ultimately providing a safe off-road link connecting the parish of Burlingham but furthermore offering links to South Walsham in the north and Strumpshaw in the south.	Norfolk County Council	N	<p>During the Scheme's development feedback has been provided by Norfolk County Council with regard to the provision of a pedestrian footbridge as part of the Scheme. Highways England are committed to continuing to work with Norfolk County Council and have been in regular contact with officers to discuss the A47 Scheme's progress.</p> <p>As part of the development of the scheme a full WCH assessment has been carried out in the area, including</p>

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>WCH usage surveys. The assessment concludes that there are a very low number of people in the area using the existing facilities for crossing the A47 (i.e. between footpaths FP1 and FP3). Even allowing for proposed development planned in the area, the number of users are unlikely to increase usage to any material extent. It has therefore been concluded that, following a costing exercise, the provision of a bridge would not provide value for money. It has therefore has not been included in the Scheme. A summary of the WCH assessment is provided in the ES Chapter 12 Population and Human Health (TR010040/APP/6.1).</p> <p>The Scheme will provide a safer crossing of the A47 via facilities on the B1140 Overbridge at South Walsham Road, which will improve connectivity for non-motorised users in the area. A crossing will also be provided at the Blofield Overbridge. This is a result of consultation feedback.</p>
Walking, cycling and	The alternative (to a new crossing of the A47 at Burlingham) is walking	Norfolk County Council	Y	As part of the development of the scheme a full WCH assessment has

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
horse riding	considerably further to gain access at the proposed road bridges (west and east of Burlingham, both some 1500m from FP1 and FP3). This route will not be considered safe or appealing to families, cyclists or dog walkers			<p>been carried out in the area, including WCH usage surveys. The assessment concludes that there are a very low number of people in the area using the existing facilities for crossing the A47 (i.e. between footpaths FP1 and FP3). Even allowing for proposed development planned in the area, the number of users are unlikely to increase usage to any material extent. It has therefore been concluded that, following a costing exercise, the provision of a bridge would not provide value for money. It has therefore has not been included in the Scheme. A summary of the WCH assessment is provided in ES Chapter 12 Population and Human Health (TR010040/APP/6.1).</p> <p>The Scheme will provide a safer crossing of the A47 via facilities on the B1140 Overbridge at South Walsham Road, which will improve connectivity for non-motorised users in the area. A crossing will also be provided at the Blofield Overbridge. This is a result of consultation feedback.</p>

Statutory consultation under Section 42(1)(a) & (b) of the Planning Act 2008				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Lay-bys	The parish council is concerned that the relocation of the layby will adversely affect drivers heading east from Cantley.	Upton with Fishley Parish Council	N	Due to the proximity of the new B1140 junction to the lay-by, the existing lay-by is required to be closed. A replacement lay-by is proposed within the Scheme extents. Further information is provided in Section 4.9 of the Scheme Design Report (TR010040/APP/7.6) . Users have access to the existing service area in Acle, which is located approximately 2km to the east of the B1140 junction. This location has the additional benefits of food and toilet facilities.

Statutory consultation under Section 42(1)(d) of the Planning Act 2008 with prescribed consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Access	What happens to Lingwood Road when shut off for lorries turning?	Land interest 100598	N	Lorries and other vehicles will access Lingwood Road from the A47, via the B1140 junction. Section 4.6 of the Scheme Design Report (TR010040/APP/7.6) describes the B1140 junction design development.
Access	If the access around the Windle turn to and from the A47 are altered, we are aware that a potential link road between the South Walsham Road and The Windle, adjacent to the Old Yarmouth layby, has been proposed	Land interest 100730	N	A link road between South Walsham Road (B1140) and the Windle does not form part of the Scheme.

Statutory consultation under Section 42(1)(d) of the Planning Act 2008 with prescribed consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	<p>to you by a neighbouring landowner. The proposal submitted by the neighbouring landowner would result in considerable land take and would directly impact land owned by my client.</p> <p>It would also create a difficult 'cross roads' junction at South Walsham Road, the western end of the proposed link road, which could be dangerous and become an accident site. Our client is strongly against this proposal and was not made aware of this suggestion until after it had been submitted to Highways England and therefore had no opportunity to comment on the proposal.</p>			
Access	<p>The scheme plans show that the existing layby immediately north of the A47 will be closed and this will be broken up / removed. Our client has two accesses into their field immediately adjoining the A47, one from this existing layby and a second from the Windle (see Plan 1). When the field is drilled in a north /south direction (the direction of the tram lines which is changed annually), this access is used. This access originates from when this layby was originally the old Great Yarmouth Road before the existing A47 was constructed. This field access has been</p>	Land interest 100730	N	<p>The Windle junction joins the exiting A47 at the existing dual carriageway section at the East of the Scheme. No carriageway works are proposed at this location and as such the Windle Junction is unaffected by the works therefore this access to the field will remain open, as stated in Section 4.3 of the Scheme Design Report (TR010040/APP/7.6), the existing lay-by to the west is to be closed, due to its proximity with the new B1140 junction. Closing the lay-by may improve the safety of The Windle junction by reducing</p>

Statutory consultation under Section 42(1)(d) of the Planning Act 2008 with prescribed consultees				
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	<p>present since before the existing A47 was constructed.</p> <p>We understand, from meetings and correspondence we have had with [Editor's note: personal information removed] and his colleagues that this layby must be closed on safety grounds due to the distance from the proposed and existing junctions. Although there is a second access to the field via the Windle, our client is very concerned that any amendments to the Windle junction and the loss of this access via the layby may significantly impact our client's access into their land. If the Windle junction was amended and this existing access from the layby was maintained, our client could utilise this existing access.</p> <p>Our client would like the design of the scheme to be amended to ensure that this access via the layby will be maintained. This access will only be used by agricultural vehicles and therefore it could be maintained in a similar condition as it is currently, and it could be suitably gated etc to prevent trespass.</p>			weaving manoeuvres in the vicinity of this junction.
Access	<p>During this meeting we explained that our client has a southern access to Acle [Editor's note: personal information</p>	Land interest 100730	N	The existing access from the land interest to the A47 Southbound carriageway is outside of the Scheme extents and is

Statutory consultation under Section 42(1)(d) of the Planning Act 2008 with prescribed consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	removed] which joins Beighton Road, a public highway to the south of Acle. This track is within our client's ownership. The location of this track is shown on Plan 1 attached. This track is currently suitable for tractors only. In the current condition it is not possible for grain lorries or other vehicles to use this. If this track could be upgraded by Highways England to form a suitable access for lorries, agricultural vehicles and cars, this could be used as an alternative which would remove some of the traffic on the A47. [Editor's note: personal information removed] explained that this may be an option and they will consider this as part of the consultation. If the works could be undertaken to put this track into a suitable condition, our client would be willing to maintain the road going forward.			unaffected by the proposals. As there will be no severance of access to the land interest due to the Scheme this proposal will not be adopted.
Access	The proposed alterations may impact the two central reservation crossings which are currently used by our client to travel to land north of the A47 and our client's access onto the A47 at Acle [Editor's note: personal information removed] i.e. the crossing immediately north of the farmyard and the crossing immediately south of the Windle as shown Plan 1	Land interest 100730	N	As the Scheme extents do not extend to the locations mentioned, no direct alterations to the central reserve crossings are proposed as part of the Scheme.

Statutory consultation under Section 42(1)(d) of the Planning Act 2008 with prescribed consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Access	<p>The design shows that the existing layby to the north of the existing A47, in between the Windle and the new B1140 flyover, will be removed which will remove our client's access into their field which immediately joins the A47. See the annotation on Plan 1 which shows the location of this access. If any of these potential issues become a reality, the scheme will affect our client and their business significantly.</p> <p>If our client is unable to access the land in their ownership to the north of the A47 via the current routes used, the ability to run the farm from Acle [Editor's note: personal information removed] will become very difficult, which will have a considerable negative impact on our client's business. Any alternative routes and accesses will involve considerably longer journey times and additional costs to the business (labour, fuel, vehicle costs etc).</p>	Land interest 100730	N	<p>As stated in Section 4.3 of the Scheme Design Report (TR010040/APP/7.6), the existing lay-by to the west is to be closed, due to its proximity with the new B1140 junction. Closing the lay-by may improve the safety of The Windle junction by reducing weaving manoeuvres in the vicinity of this junction.</p> <p>Highways England have met with the landowner and a summary is provided in the Statement of Reasons (Annex B (TR010040/APP/4.1)).</p>
Access	Furthermore it will greatly enhance access to the British Sugar factory at Cantley. the improved access should help to justify is viability and hence continue as a significant economic generator for years to come.	Land interest 136	N	This response is noted and accepted.
Access	Having reviewed the safety of access with lorries travelling faster from the new B1140	Land interest 100897	N	The existing access to Coxhill Farm is not impacted by the Scheme. The visibility

Statutory consultation under Section 42(1)(d) of the Planning Act 2008 with prescribed consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	<p>junction, we suggest safety would be improved by arranging for a revised access to Coxhill Farm from the isolated portion of the former B1140.</p> <p>Access from the farm house and buildings is generally across the busy B1140 to the land situated to the west of the B1140/Acle Road. This road will become busier and adding a new access will limit slow moving heavy farm traffic negotiating its way into and across the lines of traffic.</p>			<p>from the existing access is good and a new access via the stopped up B1140 would not lead to a significant safety benefit. It was discussed whether Highways England could seek to provide a separate entrance as a separate agreement outside of the Scheme Development Consent Order.</p>
Access	<p>This concerns The Windle which connects the A47 to the South Walsham Road at Upton, just to the east of this project. The Windle is used extensively by local people in the Parishes of South Walsham, Lipton and Acle.</p> <p>Our company in particular, situated on the South Walsham Road [Editor's note: personal details removed] employs 55 people, has over 35 of its own vehicles, has dozens of heavy goods vehicle and earner deliveries every day. We have numerous customer visiting our premises to collect goods and deliver and collect machine for repair and hire.</p>	Land interest 100267	N	<p>The Windle junction joins the exiting A47 at the existing dual carriageway section at the East of the Scheme. No carriageway works are proposed at this location and as such the Windle Junction is unaffected by the works. As stated in Section 4.3 of the Scheme Design Report (TR010040/APP/7.6), the existing lay-by to the west is to be closed, due to its proximity with the new B1140 junction. Closing the lay-by may improve the safety of The Windle junction by reducing weaving manoeuvres in the vicinity of this junction.</p>

Statutory consultation under Section 42(1)(d) of the Planning Act 2008 with prescribed consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	Many of these vehicles reach our premises by travelling east along the A47 and turning down The Windle before turning right towards Acle and our premises. This alleviates large amounts of traffic flowing through Acle which is already congested. We do not allow our own vehicles to use The Windle when leaving our premises to join the A47 to turn West, as we consider this to be dangerous. The speed of the traffic travelling east on the A47 having just left the existing 50 mile per hour restricted zone, is already very dangerous. When the new scheme is completed this junction will be one of only two direct connections to the A47 by a minor road between Norwich and Acle on the eastern carriageway.			
Access	We believe that with the extensive scheme you are proposing, consideration should be given to connecting this road to the local network at your new proposed eastern junction (2). The distance between the new eastern junction (2) and The Windle is not that great. Having extensive knowledge of local traffic movements, we consider this just as important, if not more so, than the other local connections you are proposing. We hope that this information is of interest.	Land interest 100267	N	The Windle junction joins the exiting A47 at the existing dual carriageway section at the East of the Scheme. No carriageway works are proposed at this location and as such the Windle Junction is unaffected by the works. As stated in Section 4.3 of the Scheme Design Report (TR010040/APP/7.6) the existing lay-by to the west is to be closed, due to its proximity with the new B1140 junction. Closing the lay-by may improve the safety.

Statutory consultation under Section 42(1)(d) of the Planning Act 2008 with prescribed consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	We request a written reply to our comments with your comments.			of The Windle junction by reducing weaving manoeuvres in the vicinity of this junction.
Access	We support the private means of access from the Blofield overbridge on the south side of the new scheme alignment as it will serve the existing holdings, enable private permissive access to the new overbridge and prevent further segregation of the holdings. We would like to consider whether it needs to be constructed further to the east to tie in with the farm holdings, particularly Coxhill Farm.	Land interest 100897	N	The support for the agricultural access track is noted. The fields and farms to the east of the Scheme will remain adequately served by the existing accesses and an extension of the track is not required.
Alignment	Whilst we would prefer the alignment to be on the same line to reduce land take, the freeholder, [Editor's note: personal details removed], would strongly prefer to limit the gap between the roads. We suggest the new alignment be situated as close as possible to the existing road. We attach a copy of a gas main easement for information	Land interest 100897	N	The gap between the existing and proposed A47 has been reduced as far as practicable whilst keeping the new dual carriageway in compliance with the appropriate standards. The Scheme design was selected following the outcome of the appraisals, assessments and public consultation. The preferred option carried forward can be built with the least disruption to drivers during construction as the existing road can remain for local traffic. Further

Statutory consultation under Section 42(1)(d) of the Planning Act 2008 with prescribed consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				information is provided in Section 9 of the Transport Assessment (TR010040/APP/7.3) , Section 2 of the Case for the Scheme (TR010040/APP/7.1) and Sections 3.2 and 3.3 of ES Chapter 3 Assessment of Alternatives (TR010040/APP/6.1) .
Air quality	I am worried about the impact increased carbon emissions, vibration and noise volume will have on my children's health and wellbeing playing in our gardens. I am concerned about where the equipment and vehicles etc will be stored when the project is underway as this type and level of disturbance would not be acceptable.	Land interest 100896	N	<p>The health-related issues of local and regional air quality together with the global issue of climate change have been considered. Data from long-term air quality monitoring in the local area has been analysed and mitigation measures such as a dust management system identified so that potential impacts are controlled and monitored. Construction will also be planned in a way which will reduce the impact of emissions on the local area, whilst also preventing disruption to residents.</p> <p>Noise surveys have also been undertaken as well as assessments of any potential noise and vibration impacts. This has allowed appropriate mitigation to be designed where required. During construction mitigation includes choosing the most appropriate method and</p>

Statutory consultation under Section 42(1)(d) of the Planning Act 2008 with prescribed consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>machinery to reduce noise, adequate maintenance and storage of construction equipment and possible local noise screening. Further information is provided in Sections 5.8 and 5.9 of ES Chapter 5 Air Quality (TR010040/APP/6.1), Sections 11.8 and 11.9 of Chapter 11 Noise and Vibration (TR010040/APP/6.1), and Sections 12.7 and 12.8 of Chapter 12 Population and Human Health (TR010040/APP/6.1).</p> <p>Works equipment and machinery will be stored in designated compounds as set out in Section 9.4 of the Scheme Design Report (TR010040/APP/7.3) and in the Record of Environmental Actions and Commitments (REAC) in Section 3.1 of the Environmental Management Plan (TR010040/APP/7.7).</p>
Consultation: Process	I was told to measure the current noise levels and then continue to monitor these levels throughout the project and on completion in order to potentially support a complaint about noise levels. We have been approached by a company of Chartered Surveyors specialising in obtaining compensation for owners such as myself.	Land interest 100896	N	Noise surveys have been undertaken and potential noise and vibration impacts identified. The potential impacts, mitigation and enhancement measures are set out in Sections 11.8 and 11.9 of ES Chapter 11 Noise and Vibration (TR010040/APP/6.1). The assessment has considered both construction and

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Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	Do I need to engage this type of services to ensure I am not disadvantaged?			<p>operational noise and vibration. At construction stage, with temporary noise barriers, significant construction noise or vibration effects are unlikely. Works will take place mainly during the daytime. Any unavoidable works outside daytime hours will be agreed with Broadland District Council and include appropriate mitigation. Further best practice noise and mitigation techniques will be employed by the Contractor.</p> <p>Permanent embedded mitigation includes low noise surfacing. The permanent noise barriers that form part of the embedded mitigation for operational noise shall be built as early as possible in the construction programme so that they can offer noise mitigation during the construction phase.</p>
Cost	If a cost benefit analysis of this bridge has been completed, I should be interested to learn its viability, I suspect the cost outweighs the benefit.	Land Interest: 136	N	We are unable to provide a benefit cost ratio for the bridge as this is calculated on the Scheme as a whole, and not on individual aspects.
Design	There would be considerable merit in upgrading Green Lane to the north, which links South Walsham Road and Acle Road, so this is widened and improved in places	Land interest: 100730	N	This comment has been passed on to Norfolk County Council. It was not possible to incorporate this suggestion into the design, as Green Lane is located

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Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	and therefore more useable.			outside the Scheme extents.
Environment	There is a very strong opinion that Highways England should do everything possible to minimise the number of mature trees removed to the northern edge of the allotments. These trees are of huge benefit to allotment holders, in that they very much reduce winds from a northerly direction, thus protecting tender crop.	Land interest: 100550	N	Where trees are lost in this location to facilitate the route of the realigned Waterlow, replacement tree planting will reinstate the existing extents of linear 'shelterbelt' planting where it contributes to the local skyline character of the area. This is detailed further in Section 7.9 of ES Chapter 7 Landscape and Visual (TR010040/APP/6.1) and illustrated on the Masterplan (TR010040/APP/6.8) .
Utilities	Beware, there is a 300 mm water main installed by Anglian Water several years ago that runs down the field at Waterlow some 50 to 80 metres into the field.	Land interest 100726	N	This has been noted. Highways England is in communication with all utility providers with respect to their assets within the area. A full review of each of the utilities has been carried out and utilities will be relocated where required.
Flooding/ drainage	There are various land drainage pipes on site. We understand NCC holds copies of some of the plans. We would like to ensure a mitigation scheme is prepared early to consider the details of existing drainage to ensure this is complemented with a revised scheme. Proposals and works should be completed as an early phase of the works rather than waiting until the end of the works	Land interest 100897	N	The drainage of the natural catchments which are affected by the proposals is a core part of the Scheme. A comprehensive drainage solution has been designed and will be constructed in an appropriately phased manner. Further information is provided in the Drainage Strategy (Appendix 13.2 to ES Chapter 13 Road Drainage and the Water Environment (TR010040/APP/6.2) .
Flooding/	The important factors in this are that, a) the	Land Interest	N	A comprehensive drainage solution that

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drainage	scheme effectively removes the surface water from the surrounding land; b) that the scheme is fully designed and suitable landscaping is installed to encourage wildlife; c) that the effects of increased surface water further along the drainage network are fully managed; d) that the maintenance of this drainage network is managed by Highways England or another statutory body.	136		manages both highway drainage and natural drainage that is intercepted by the Scheme has been designed and will be maintained by either Highways England or the local authority. Further information is provided in the Drainage Strategy (Appendix 13.2 to ES Chapter 13 Road Drainage and the Water Environment (TR010040/APP/6.2) . A suitable landscaping design has been developed which will encourage biodiversity and is set out in the Masterplan (TR010040/APP/6.8) .
Flooding / drainage	We are concerned that there has been no feedback from soil porosity tests and that a large attenuation lagoon is proposed to the north of the Blofield overbridge. As this would require a significant and awkward area of productive arable land, we would like to discuss the parameters of the lagoon to ensure there is no more convenient and suitable location. For instance, the ground conditions will be similar between the junction and the existing road and might as well be used instead to limit land take and injurious affection.	Land interest 100897	N	The drainage design has been revised to a single large infiltration basin south of the Blofield Overbridge. Results from the Ground Investigation Surveys are favourable for discharge by infiltration and a technical review supports the location. Further information is provided in the Drainage Strategy and Annex B of the Drainage Strategy (Appendix 13.2 to ES Chapter 13 Road Drainage and the Water Environment (TR010040/APP/6.2) . Sections 9.7 – 9.9 of the ES Chapter 9 Geology and Soils (TR010040/APP/6.1)

Statutory consultation under Section 42(1)(d) of the Planning Act 2008 with prescribed consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				provides detail of the review of the existing baseline conditions, consideration of the potential impacts and identification of proportionate mitigation.
Flooding	What are you going to do to prevent flooding of homes at Waterlow during construction?	Land interest 100726 and 100747	N	Sections 7 and 8 of the Flood Risk Assessment (Appendix 13.1 (TR010040/APP/6.2) to the ES (TR010040/APP/6.1)) has considered the risk to the Scheme and the risk posed by the Scheme on flooding from all sources both during construction and operation. The increase in fluvial, tidal and groundwater flood risk from the Scheme to others is considered negligible, therefore no mitigation is required. The Scheme's drainage comprising an infiltration basin and soakaway trenches has been designed to attenuate a 1 in 100-year rainfall event including a 40% allowance for climate change. The Scheme will not therefore increase surface water flood risk to others. To mitigate against the possible diversion of surface water overland flow pathways, interceptor and cross-drains or dry culverts will be designed to convey a 1 in 100-year flow with an 65% climate change allowance in addition to clean

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				water soakaway trenches. Annex B of Appendix 13.2 Drainage Strategy in ES Chapter 13 (TR010040/APP/6.2) . Homes at Waterlow should not therefore be at risk of flooding during the construction of the Scheme. Further information is provided in Section 13.9 of ES Chapter 13 Road Drainage and the Water Environment (TR010040/APP/6.1) .
Flooding / drainage	How is the existing and additional drainage going to be managed at the south west end of the easement?	Land interest: 161	N	It is intended that the Scheme will utilise the existing drainage network where possible however new drainage systems will also be incorporated. On the new carriageways the road drainage network would include: filter drains; carrier drains, kerb and gulley or drainage channels and combined kerb drains where continuous drainage is required in flatter gradients, leading to an infiltration basin, infiltration trenches or soakaways. Infiltration basins and trenches have been designed to accommodate 1 in 100 year storm event plus 40% climate change allowance. the Drainage Strategy (Appendix 13.2) to ES Chapter 13 Road Drainage and the Water Environment (TR010040/APP/6.2) outlines the drainage design and

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Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				mitigation measures to reduce impacts upon the water environment from the Scheme.
Landscaping	We will require early discussion about boundary treatments and landscaping. It is likely that the scheme will require tree planting and open space/scrub creation, so we welcome a discussion how to create the most effective environmental outcome. We suggest working together to ensure the scheme respects the owner's aspirations for the wider estate.	Land interest 100897	N	Tree planting has been included within the Scheme and has taken into account the visual amenity of users of the network of Public Rights of Way and Burlingham Woodland Walks to the north of the Scheme. Planting treatments and their environmental mitigation functions are set out in the Masterplan (TR010040/APP/6.8) and includes a combination of hedgerows, trees and woodland groups as appropriate to the location to contribute to screening and integration of the Scheme. Further detail is also included in Section 7.9 of ES Chapter 7 Landscape and Visual (TR010040/APP/6.1) . Highways England is and will continuing to engage with landowners over all elements of the detailed design of the Scheme including planting.
Landscaping	Reducing the surface level of the carriageway allows relatively modest embankments to make a huge difference to the amenity of the adjacent areas and allows greater opportunity for landscape	Land interest 100897	N	The drainage of the Scheme is challenging due to the topography of the area and depth of drainage required. There is therefore limited scope to lower the carriageway due to these constraints.

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Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	planting and ecological mitigation.			Notwithstanding, Section 7.9 of the ES Chapter 7 Landscape and Visual (TR010040/APP/6.1) and Section 8.9 of ES Chapter 8 Biodiversity (TR010040/APP/6.1) set out robust planting and ecological mitigation and enhancement measures respectively.
Noise mitigation	It is important to have an extensive tree and landscaping planting scheme that will reduce the noise impact for local residents, furthermore the planting should be well managed to ensure full plant establishment.	Land interest: 136	N	Highways England will look to plant, in areas that require it, a mixture of native trees and shrubs. Further information is provided in Section 7.9 of ES Chapter 7 Landscape and Visual (TR010040/APP/6.1) and the Masterplan (TR010040/APP/6.8) . Noise impacts and mitigation are detailed in Section 11.9 ES Chapter 11 Noise and Vibration (TR010040/APP/6.1) .
Construction	Being occupants of property in Waterlow we have concerns about proximity to our house and the construction work / compound placement.	Land interest 100747	N	A satellite compound (Sat 3) would be located close to the junction of Hemblington Road with the A47 to serve the west end of the Scheme. It will include welfare facilities, small offices, plant, equipment and some materials storage. The location of all the construction compounds and routes for construction vehicles have been carefully considered to ensure minimal impact to the

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				<p>landscape, heritage assets and local communities. Further information on the compounds is provided in Section 9.4 and Table 9-2 of the Scheme Design Report (TR010040/APP/7.6).</p> <p>The Record of Environmental Actions and Commitments (REAC) is in Section 3.1 of the Environmental Management Plan (TR010040/APP/7.7) and sets out the actions for mitigating the impacts of construction. A Community Relations Officer will be appointed to communicate information to local residents throughout and ensure complaints are investigated, action is taken, and the complainant receives a response.</p> <p>Highways England is, and will continue, engaging with landowners over all elements of the detailed design of the Scheme including the detailed location and operation of the construction compounds.</p>
Construction	There will need to be early consideration of services, and we expect the acquiring authority to discuss private supplies with the occupiers. Notwithstanding what is on site at	Land interest 100897	N	Consideration has been given to the location of services and natural catchment drainage. The Scheme includes crossings for statutory undertakers.

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Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	present, we recommend ducts are incorporated at intervals under the scheme area to ensure access for future services including irrigation pipes to prevent complications and limitations in the future			Highways England is and will continuing to engage with landowners over all elements of the detailed design of the Scheme including the provision of services.
Property	We would like to draw your attention to the presence of development value at Poplar Farm. We need to agree whether you will insist upon a section 17 certificate for the assumption of development value in good time.	Land interest: 100897	N	Engagement will continue with the landowner to resolve this matter in conjunction with the District Valuer.
Property	There will need to be detailed discussions between the estate and the occupiers with Highways England to address accommodation works as the scheme develops. Until the detailed alignment and crossings are finalised it is difficult to propose final accommodation works, but please be aware that it is important to address these details prior to the Inquiry to ensure interference with estate and farming operations are curtailed during works and that continuing long term occupation can function efficiently and restrict abuse of private means of access.	Land interest 100897	N	Highways England have met both the freeholders and occupiers and will seek to finalise discussions on accommodation works prior to the DCO application. A scheme update was provided by Highways England in September 2020 with the opportunity to provide comments. Details are set out in Sections 3 and 4 of the Consultation Report (TR010040/APP/5.1) .
Safety	Will there be a crash-barrier to stop vehicles entering when leaving the main road from	Land interest 100434	N	A vehicle restraint system is proposed as shown on the General Arrangement Plans

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	the east and negotiating the bend at speed. Will there be suitable signage to indicate the nature of this chicane? In the past it has taken many people by surprise and they end up leaving the road.			(TR010040/APP/2.6) and the required signage will be provided in appropriate locations.
Signage	Make traffic aware of potentially slow-moving agricultural vehicles all the way along this stretch of the A47, there should be appropriate signage added to the road, ideally flashing road signs which will make drivers aware of potentially slow-moving vehicles.	Land interest: 100730	N	The required signage will be provided in appropriate locations.
Signage	We would like to discuss the main road signs. From recent experience, the signs on NDR are located with reference only to road users and not the views into the scheme from off-site. A little thought early on would enable the scheme to balance safety with amenity general.	Land interest 100897	N	The required signage will be provided in appropriate locations.
Walking, cycling, horse riding	There is a lack of a safe link for pedestrians between Lingwood and North Burlingham in proposed scheme.	Land interest 100598	Y	There is a shared pedestrian/cycleway across the B1140 Overbridge which leads from North Burlingham. This links into a footpath running west, parallel to the south of the A47, which links to the existing Burlingham FP3 to Lingwood. Further, where the existing A47 is unaffected by the dualling, it will become a local access road for residents, with a

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Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>new footpath provided adjacent to the road connecting Yarmouth Road to the existing footpath at the Dell Corner Lane junction. This leads to Blofield Overbridge, linking into a footpath east which again links to Burlingham FP3 to Lingwood.</p> <p>As part of the development of the scheme a full WCH assessment has been carried out in the area, including WCH usage surveys. Section 12.6 of ES Chapter 12 Population and Human Health (TR010040/APP/6.1) states that surveys counted a very low number of people in the area using the existing facilities for crossing the A47. Even allowing for proposed development planned in the area the number of users are unlikely to be material. An additional bridge has therefore has not been included in the Scheme.</p>
Walking, cycling, horse riding	We strongly recommend a pedestrian or bridleway overbridge is required to prevent a failure in the local pedestrian, small vehicle and bridleway users. The over-pass should ideally be situated to take advantage of one of the permissive NCC paths to ensure the	Land interest 100897	N	<p>As part of the development of the scheme a full WCH assessment has been carried out in the area, including WCH usage surveys. Section 12.6 of ES Chapter 12 Population and Human Health (TR010040/APP/6.1) states that surveys</p>

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Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	straightforward continuation of access.			<p>counted a very low number of people in the area using the existing facilities for crossing the A47. Even allowing for proposed development planned in the area the number of users are unlikely to be material. An additional bridge has therefore has not been included in the Scheme.</p> <p>A safer crossing of the A47 via facilities on the B1140 Overbridge is being provided at South Walsham Road which will improve connectivity for non-motorised users in the area.</p>
Traffic management	<p>Royal Mail has five operational facilities within 10 miles of the proposed scheme:</p> <ol style="list-style-type: none"> 1. Blofield Vehicle Park, The Street, Blofield NR13 4AA 2. Norwich Mail Centre, 13/17 Thorpe Road, Norwich NR1 IAA 3. Acle Vehicle Park, Neal Gurney, Norwich NR13 3AA 4. Norwich Delivery Office, 10-20 Roundtree Way, Norwich NR7 8ZZ 5. Norwich Parcelforce Depot, 112-118 Barker Street, Norwich NR2 4HJ <p>The A47 east of Norwich is an important distribution route for Royal Mail services. In</p>	Land interest: 101068	N	This has been noted.

Statutory consultation under Section 42(1)(d) of the Planning Act 2008 with prescribed consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	exercising its statutory duties, Royal Mail vehicles from the above and other operational facilities use on a daily basis all of the local roads that may potentially be affected by additional traffic arising from the construction of the proposed scheme. It is envisaged that the proposed scheme will, once constructed, have benefits for Royal Mail operational traffic movements.			
Traffic management	<p>Royal Mail requests that:</p> <ol style="list-style-type: none"> 1. Highways England's forthcoming DCO application offers a requirement that Royal Mail is pre-consulted by the County Council or its contractors on any proposed road closures / diversions / alternative access arrangements, hours of working and the content of the final Construction Traffic Management Plan (CTMP). 2. The forthcoming DCO application offers a requirement that the final CTMP includes provision for a mechanism to inform major road users about works affecting the local network (with particular regard to Royal Mail's distribution facilities in the vicinity of the DCO application boundary). 	Land interest: 101068	N	<p>This has been noted. Advanced notifications of programmed diversions and closures will be issued to major road users in the vicinity of the Scheme including Royal Mail. This will include providing major road users with not less than seven working days' notice of any road closures, diversions or alternative access arrangements that may affect travel on those routes and (if available) the agreed hours of working. This will form part of a wider communications plan associated with the Scheme. An Outline Traffic Management Plan (TR010040/APP/7.8) has been submitted as part of the DCO application. The Outline Traffic Management Plan outlines how the contractor will engage with the street works authority and use established</p>

Statutory consultation under Section 42(1)(d) of the Planning Act 2008 with prescribed consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				protocols to inform other parties. The Outline Traffic Management Plan is secured by Requirement 10 of the Draft DCO (TR010040/APP/3.1).
Traffic management	We support the grade separated junctions to ensure free flowing traffic but wish to ensure open and full discussion with the owners and their occupiers regarding access to crossings and farm and field access points. Turnings into feeder lanes, with large, trailed and slow vehicles requires particularly careful alignment if accesses are to be navigated safely.	Land interest 100897	N	The agricultural access track has been designed to enable access to fields and farms where that access is being impacted by the new road. Landowners have been consulted throughout the development of the scheme and this is detailed in Sections 2 and 3 of the Consultation Report (TR010040/APP/5.1).

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Access	I am very concerned about how 30-35 ton sugar beet lorries will access routes to Cantley Sugar Beet factory, there are sometimes up to 300 lorries daily into the factory. Roads from Blofield and Acle are so narrow cars already have difficulty passing each other - what happens when lorries and buses are on the roads.	Y	In response to consultation feedback, additional traffic surveys were undertaken in September 2019 to ensure that the traffic from British Sugar Plc was properly captured, and to take account of additional locations. The Scheme traffic model was refined as a result and has considered the traffic generated from local businesses. The B1140 Junction has been designed to be changed from an at-grade junction to a grade separated junction with slip roads to and from the B1140 and A47 both eastbound and westbound. The change in design means that road users, including a relatively high number of Heavy Goods Vehicles (HGVs), using the B1140 will no longer need to cross 4 lanes of traffic to continue their journey and improving the safety of the junction (see Section 4.6 of the Scheme Design Report (TR010040/APP/7.6)). This analysis shows that the change in traffic flow, brought about by the Scheme, has a negligible impact on the delays across the local road network. Further information is provided in Sections 6.2 and 7.8 of the Transport Assessment (TR010040/APP/7.3) .
Access	I believe the research that gave rise to the design at the Cantley junction was flawed because the research period managed to reflect neither the high volume of (winter) Sugar Beet traffic accessing Cantley Sugar Factory nor (summer) seaside-bound holiday traffic.	Y	In response to consultation feedback, additional traffic surveys were undertaken in September 2019 to ensure that the from British Sugar Plc was properly captured, and to take account of additional locations. The scheme traffic model was refined as a result. The additional modelling

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			<p>has validated the design of the A47/B1140 Junction. See Sections 6.2 and 7.8 of the Transport Assessment (TR010040/APP/7.3).</p> <p>The B1140 Junction has been designed to be changed from an at-grade junction to a grade separated junction with slip roads to and from the B1140 and A47 both eastbound and westbound. The change in design means that road users, including a relatively high number of Heavy Goods Vehicles (HGVs), using the B1140 will no longer need to cross 4 lanes of traffic to continue their journey and improving the safety of the junction (see Section 4.6 of the Scheme Design Report (TR010040/APP/7.6)). This analysis shows that the change in traffic flow, brought about by the Scheme, has a negligible impact on the delays across the local road network.</p>
Access	The Windle should not be closed, the volume of traffic that will be put through Acle is dangerous to the high school children with farm lorry's tractors having to fight their way through Acle village on busy days. This could be 30-40 lorries a day going to Upton and that's without including delivery vans, holiday makers and chicken farm haulage.	N	The Windle junction joins the existing A47 at the existing dual carriageway section at the East of the Scheme. No carriageway works are proposed at this location and as such the Windle Junction is unaffected by the works as stated in Section 4.3 of the Scheme Design Report (TR010040/APP/7.6) .
Access	Give access to the westbound lane of the dual carriageway otherwise the only access from Blofield	N	Access will not change for vehicles wishing to head westbound on the A47. The existing Blofield

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	for westbound traffic will be at the Brundall roundabout where problems already exist. With a very substantial housing development planned matters will worsen.		junction located to the east of Blofield will be changed so that traffic on the westbound carriageway will be able to leave and join the proposed A47. The route design is detailed in Section 4 of the Scheme Design Report (TR010040/APP/7.6) .
Access	A47 junction with 'The Windle' further east: can you utilise the layby (old road) approaching The Windle traveling east, into a slip road routed behind the houses, joining The Windle further south? This currently is a dangerous junction, which must not be just closed making The Windle a dead-end, but improved, as it is used by many locals for access to Upton, Fishley and nearby villages.	N	The Windle junction joins the existing A47 at the existing dual carriageway section at the East of the Scheme. No carriageway works are proposed at this location and as such the Windle Junction is unaffected by the works. As stated in the Scheme Design Report (TR010040/APP/7.6) the existing lay-by to the west is to be closed, due to its proximity with the new B1140 junction. Closing the lay-by may improve the safety of The Windle junction by reducing weaving manoeuvres in the vicinity of this junction.
Access	Provision must be made for eastbound traffic to use Blofield junction to allow access to Blofield, Strumpshaw, Linwood, old A47 to North Burlingham etc. By not providing this access to come off the eastbound carriageway a huge amount of traffic will be forced to travel many more miles just to come back on itself or take the shorter route right through the middle of Blofield.	N	Traffic modelling showed no right turn movements in either the base year or the future year 'Do minimum' scenarios. A47 eastbound traffic can access these locations via the Cucumber Lane (Brundall) roundabout. The General Arrangement Plans (TR010040/APP/2.6) show the junction arrangements at Blofield.
Access	More detail of access from High Noon Lane (Atlantic Cars) seems a bit vague, would this be limited to	N/A	Traffic from Blofield will use the proposed Blofield Overbridge to access Atlantic Cars. Westbound

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	local traffic?		<p>traffic can either exit at the B1140 junction and travel along the old A47 or use the proposed new junction. Traffic from North Burlingham and surrounding areas will use the old A47. Eastbound traffic will either travel through Blofield and use the proposed Blofield Overbridge or continue to the B1140 junction and use the old A47 to access Atlantic Cars. Traffic from Atlantic Cars will use the proposed Blofield Overbridge to head to Blofield, south of Blofield or westbound on the A47. Eastbound traffic will drive along the old A47 and join the proposed A47 using the B1140 junction.</p>
Access	How will access to the allotment plots from the new car park be provisioned without impinging on the plots at the top of the allotment site? Rabbit proof fencing will need to be replaced / cared for during works to prevent wildlife from entering the site. Who will own the new allotment car park following construction?	N	<p>There will be direct access from the carpark through to the allotments. Rabbit proof fencing will be incorporated into the design There will be no change in the ownership of the allotment carpark.</p>
Access	A link from The Windle to the new eastern bridge or the improvement of Green Lane would solve this issue but is not being considered as part of the scheme, despite the documentation saying that the impact on neighbouring villages will be considered.	N	<p>The Windle junction joins the existing A47 at the existing dual carriageway section at the east of the Scheme. No carriageway works are proposed at this location and as such the Windle Junction is unaffected by the works, as stated in Section 4.3 of the Scheme Design Report (TR010040/APP/7.6). Green Lane is also outside of the Scheme boundary and therefore will not be subject to works.</p>

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Access	Need to know what happens to Lingwood Road and Lingwood Lane to ensure our access is maintained. This document misses these details.	N	Access to properties on these roads will be maintained from the south, however, direct access to the A47 will not be possible. Access to the A47 will therefore need to reroute to either the B1140 or Blofield Overbridge junctions. This is shown on the Rights of Way and Access Plans (TR010040/APP/2.4).
Access	I believe there should be a link road between the current slip road in Blofield (heading east onto the A47) and the new proposed link bridge junction by means of a grade separated junction with slip roads. This would greatly reduce traffic going through Blofield village as it would allow not only access to the A47 east bound but also west bound (also reducing traffic joining the busy Brundall roundabout) which is a short coming in the current road network. Additionally, traffic currently needing to head north over the existing flyover to access the east bound slip road would not need to pass through the Blofield high street if east bound access was available from a new grade separated bridge junction. I appreciate that there isn't much available land to the south of Plantation Park football ground to squeeze a link road in, however this is too good an opportunity to miss out on for the future safety of Blofield and I'm sure there must be a solution.	N	The existing junction north of Blofield and the provision of an additional link road to it is outside of the scope of works for the current Scheme. Further information is included in the Scheme Design Report (TR010040/APP/7.6).
Access	The bridge over the existing A47 to connect it to Yarmouth Road needs access to the A47 (and from) otherwise, all the traffic on the Yarmouth road would	N	The westbound junction on Yarmouth Road joining the A47 has been maintained with some reconfiguration so that no right turning

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	now have to join at the Blofield/Brundall roundabout.		<p>movements are permitted. This is in line with the operational safety of the junction.</p> <p>The Scheme design was selected following the outcome of the appraisals, assessments and public consultation. The preferred option carried forward can be built with the least disruption to drivers during construction as the existing road can remain for local traffic. This option also has the least impact on the environment. Further information is provided in the Case for the Scheme (TR010040/APP/7.1) the Scheme Design Report (TR010040/APP/7.6) and ES Chapter 3 Assessment of Alternatives (TR010040/APP/6.1).</p>
Access	Please could you reconsider linking the junction at the west end of the new road, so that the A47 can be accessed by local traffic.	N	<p>The westbound junction on Yarmouth Road joining the A47 has been maintained with some reconfiguration, so that no right turning movements are permitted. This is in line with the operational safety of the junction.</p> <p>The Scheme design was selected following the outcome of the appraisals, assessments and public consultation. The preferred option carried forward can be built with the least disruption to drivers during construction as the existing road can remain for local traffic. This option also has the least impact on the environment. Further information is provided in the Case for the</p>

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			Scheme (TR010040/APP/7.1), the Scheme Design Report (TR010040/APP/7.6) and ES Chapter 3 Assessment of Alternatives (TR010040/APP/6.1).
Access	The second choice to access the A47 west is to take the faster and arguably more dangerous option of joining the east bound carriageway from Woodbastwick Road and then making a u-turn on to the westward carriageway at the Blofield junction.	N	The westbound junction on Yarmouth Road joining the A47 has been maintained for westbound traffic however the central reserve gap will be closed for the safety of road users. The Scheme design was selected following the outcome of the appraisals, assessments and public consultation. The preferred option carried forward can be built with the least disruption to drivers during construction as the existing road can remain for local traffic. This option also has the least impact on the environment. Further information is provided in the Case for the Scheme (TR010040/APP/7.1), the Scheme Design Report (TR010040/APP/7.6) and ES Chapter 3 Assessment of Alternatives (TR010040/APP/6.1).
Access	I am writing in connection with the new layout for the A47. You give no consideration for those people travelling from Blofield Heath getting to Blofield to use for example the farm shop or going to Lingwood. I currently use the A47 and hop over to the 'otherside' as Blofield is congested enough and at times especially during the school period trying to get past the school is just a no go area. Please consider another option and perhaps	N	During the design process there have been ongoing safety discussions and one of the main issues regarding safety is the crossing of two lanes of traffic with the increased speed of the proposed dual carriageway. The Yarmouth Road junction has been proposed as left in / left out only and prevents right turn manoeuvres. Further details are provided in the Scheme Design Report (TR010040/APP/7.6).

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	incorporate a well needed junction/fly over so that people from Blofield Heath can easily get on to the A47 and head towards Norwich.		
Access	You do not seem to have taken into account, that at the moment, in order to rejoin the dual carriage going towards Great Yarmouth, drivers have got to go through a very narrow road; the Street and North Street in Blofield, pass the primary school, around a narrow corner over the flyover, in order to rejoin the dual carriage way.	N	The existing A47 will be retained and connected to Yarmouth Road by the new Blofield overbridge. Eastbound journeys can make use of this connection and re-join the A47 at the B1140 junction.
Access	Whilst I support the need for a link bridge in this area the current proposal fails to provide for residents of Lingwood and Strumpshaw coming from Norwich to leave the A47 and get home without going through Blofield along the old A47.	N	Access to properties on these roads will be maintained from the south, however, direct access to the A47 will not be possible. Access to the A47 will therefore need to reroute to either the B1140 or Blofield Overbridge junctions. This is shown on the Rights of Way and Access Plans (TR010040/APP/2.4) .
Access	I am very concerned about the access to the dual carriageway from Lingwood. The closure of the small roads will put a lot of traffic on too roads which are not suitable as they are very narrow with Blofield Lane with passing places this a rat run at the moment and that's not going to change.	N	As part of the Scheme, direct access from Lingwood Lane and Lingwood Road to the A47 has been closed. This decision has been made on safety grounds. Traffic accessing the A47 directly from a side road with vehicles travelling at the increased speed along the proposed mainline would pose a significant safety risk to road users. Section 7.7 of the Transport Assessment (TR010040/APP/7.3) shows that the results of the NATs model indicate that overall the change in traffic flow brought about by the Scheme has a negligible impact on the delays across the local

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			road network.
Access	Not being able to cross the A47 from Lingwood to North Burlingham. Sharp 90 degree left turns to access some country roads when heading east along the A47. With fast flowing traffic - could be dangerous.	N	<p>The proposed B1140 junction and the Blofield overbridge provide links between Lingwood and North Burlingham without the need to cross the A47.</p> <p>It is thought that the respondent's second and third sentences are referring to the Windle. As stated in the Scheme Design Report (TR010040/APP/7.6) the existing lay-by to the west of the Windle is to be closed, due to its proximity with the new B1140 junction. Closing the lay-by may improve the safety of The Windle junction by reducing weaving manoeuvres in the vicinity of this junction.</p> <p>The outcome from the traffic models is set out in the Transport Assessment (TR010040/APP/7.3). The results of the accident modelling assessment summarized in Section 7.11 indicate that the Scheme improves safety along the A47 and across the wider network, by providing upgraded dual carriageway alignment and an improved B1140 interchange junction upgrade.</p>
Access	Although the junction is not in the scheme, the junction of The Windle at the eastern end of the section will now have to access the A47 carrying even faster moving traffic. Safety at this junction needs to be looked at. Is there any chance the	N	The Windle junction joins the existing A47 at the existing dual carriageway section at the east of the Scheme. No carriageway works are proposed at this location and as such the Windle Junction is unaffected by the works. As stated in the Scheme

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	Windle could be linked into the junction at the eastern end of the proposed scheme.		Design Report (TR010040/APP/7.6) the existing lay-by to the west of the Windle is to be closed, due to its proximity with the new B1140 junction. Closing the lay-by may improve the safety of The Windle junction by reducing weaving manoeuvres in the vicinity of this junction.
Access	Blocking Lingwood Lane and the junction at the last end means traffic has to use very narrow roads to get to A47 access via Blofield in West and Lingwood, Beighton, Acle in West. It will be impossible for traffic to avoid oncoming buses and lorries on the narrow stretches of these roads, it is sometimes difficult to pass vehicles which have driven past the existing passing place. I can foresee much damage to verges and ditches by heaving vehicles as a result.	N	As part of the Scheme, direct access from Lingwood Lane and Lingwood Road to the A47 will not be possible. This decision was made on traffic volumes and safety grounds as it would require road users to cross two live lanes of traffic to turn right or join high speed traffic from a standing start to turn left which would pose significant safety risks to road users. The outcome from the traffic models is set out in the Transport Assessment (TR010040/APP/7.3). The results of the NATs model indicate that the Scheme will cause a relatively minor impact on traffic flows across the local road network.
Access	We have concerns about the effect on Upton traffic via The Windle on the east end. Incorporating access to this road in the new South Walsham junction would both make this junction much safer and also ensure that the substantial amount of traffic that uses The Windle to get to Upton would not all have to be redirected through Acle, causing much congestion in the village.	N	The Windle junction joins the existing A47 at the existing dual carriageway section at the East of the Scheme. No carriageway works are proposed at this location and as such the Windle Junction is unaffected by the works. As stated in the Scheme Design Report (TR010040/APP/7.6) the existing lay-by to the west of the Windle is to be closed, due to its proximity with the new B1140 junction. Closing the lay-by may improve the safety of The

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			Windle junction by reducing weaving manoeuvres in the vicinity of this junction.
Access	My concern is that all traffic from the A47 into Lingwood will need to go via Acle Road through double bends at Lingwood Lodge. This road is narrow and the double bends are blind. The traffic will increase as it will not be able to enter Lingwood via Blofield and will therefore make entering Lingwood more hazardous.	N	Access to Lingwood from the A47 will be from the new junction with the B1140 and then the B1140/Acle Road junction. The visibility for road users at the amended junction between Acle Road and the B1140 has been assessed as part of the design and is considered suitable to the traffic speed and volumes.
Alignment / layout	Could you include a 'left in, left out' junction at the north end of Lingwood Road?	N	Traffic assessments have shown that there is not a need for this type of junction due to the low traffic numbers at this location. For further details see the Scheme Design Report (TR010040/APP/7.6).
Biodiversity	The effect on Bats and Water Voles have been researched. However there appears to be no provision for Muntjac Deer or Hedgehogs to get over the central reservation barrier.	N	<p>Although no specific survey has been undertaken, incidental sightings of hedgehogs have been recorded during surveys of other ecological receptors, through the alignment of the Scheme. Impacts have been assessed and mitigation proposed in Sections 8.8 and 8.9 of ES Chapter 8 Biodiversity (TR010040/APP/6.1). There have been no sightings of Muntjac Deer.</p> <p>New and continuous habitat will be provided on both sides of the road as a refuge. It is not considered that the effects of mortality to mammals will be at a level that would justify the installation of mammal underpasses. The existing road already acts as a barrier and the</p>

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			new road is not likely to further hinder dispersal of the populations of these species that are already present. Permanent fencing systems will be installed throughout the Scheme to mitigate for operational traffic mortality.
Biodiversity	The verges beside the Norwich Southern bypass have fruit trees and cowslips and are beautiful, especially in Spring and Autumn. Please consider a similar planting scheme for this area.	N	Highways England will look to plant, where appropriate, a mixture of native trees and shrubs. Further information is provided in Section 7.9 of ES Chapter 7 Landscape and Visual (TR010040/APP/6.1) and in the Masterplan (TR010040/APP/6.8) .
Biodiversity	Please ensure that everything is done to minimise impact on wildlife and the broader environment.	N	Potential impacts for biodiversity as a result of the Scheme are assessed and considered as part of the design. The Environmental Impact Assessment (EIA) process facilitates sensitive design that accounts for receptors in the area and has been used to identify appropriate mitigation measures to reduce/offset potential adverse impacts and maximise beneficial opportunities. Potential impacts and mitigation are reported in Sections 8.8 and 8.9 in the ES Chapter 8 Biodiversity (TR010040/APP/6.1) and in the Masterplan (TR010040/APP/6.8) .
Biodiversity	The only concern is for the wildlife as we keep building these new fast roads and the wildlife e.g. deers, badgers, foxes, rabbits etc don't stand a chance.	N	Potential significant effects for biodiversity as a result of the Scheme are assessed and considered as part of the design. This includes direct mortality of species due to road traffic collisions. The EIA process facilitates sensitive design that accounts for receptors in the area and

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			has been used to identify appropriate mitigation measures to reduce/offset potential adverse impacts and maximise beneficial opportunities. Potential impacts and mitigation are reported in Sections 8.8 and 8.9 in the ES Chapter 8 Biodiversity (TR010040/APP/6.1) and in the Masterplan (TR010040/APP/6.8) .
Congestion	Having peak or even normal traffic at the Brundall Roundabout makes access from Brundall or Blofield quite difficult for a considerable number of road users. Without an alternative access at the proposed west junction this would become unbearable.	N	By improving this stretch of the A47 up to dual carriageway standard, journey times will be reduced, and the increased capacity of the road will improve resilience in the event of breakdowns and accidents. The Blofield Neighbourhood Plan, 2016 states that general population growth in Brundall parish and high car dependency has resulted in delays accessing the roundabout and a Plan objective is to achieve the best possible road infrastructure for the parish (Section 3.4 of the Transport Assessment (TR010040/APP/7.3)).
Congestion	Without dualling the 'Acle Straight' this scheme will not help the traffic flow from Blofield to Great Yarmouth. This scheme will only move the 'bottleneck' further up.	N	Extensive traffic modelling covering the Scheme area and Norwich and surrounding wider area has been undertaken to support the Transport Assessment, based on current survey data and taking into account planned new developments. This forms a robust basis for the future year forecast assessment of the Scheme. This is reported in Sections 6 and 7 of the Transport Assessment (TR010040/APP/7.3) . It has been found that the Scheme will provide

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			additional capacity to support strategic traffic growth across the A47 corridor between Great Yarmouth and Norwich. Evidence of this is also provided in the wider economic analysis summarised in the Case for the Scheme (TR010040/APP/7.1).
Congestion	Traffic in Acle is already heavy and the High Street is often congested, which continues to be exacerbated by new housing/development in and around Acle. Adding to this current problem by routing through traffic into Acle will cause major problems - particularly around the primary and high schools.	N	<p>Extensive traffic modelling covering the Scheme area and Norwich and surrounding wider area has been undertaken to support the Transport Assessment, based on current survey data and taking into account planned new developments. This forms a robust basis for the future year forecast assessment of the Scheme. This is reported in Sections 6 and 7 of the Transport Assessment (TR010040/APP/7.3).</p> <p>According to the strategic model, the new dual carriageway would divert the through traffic at Acle onto the strategic road and therefore make local roads there more accessible. Section 7.8 of the Transport Assessment (TR010040/APP/7.3) states that the Scheme only has a minor impact on total delays at the A1064/A47/New Road roundabout junction.</p>
Congestion	The Windle should not be closed, the volume of traffic that will be put through Acle is unfair, dangerous to the high school children with farm lorry's tractors having to fight their way through Acle village on busy days this could be 30-40 lorries a day	N	The Windle junction joins the existing A47 at the existing dual carriageway section at the east of the Scheme. No carriageway works are proposed at this location and as such the Windle Junction is unaffected by the works. As stated in the Scheme

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	going to Upton and that's without inc delivery vans holiday makers using the boat dyke, chicken farm haulage, the Windle is a important safe link to a big area.		Design Report (TR010040/APP/7.6), the existing lay-by to the west of the Windle is to be closed, due to its proximity with the new B1140 junction. Closing the lay-by may improve the safety of The Windle junction by reducing weaving manoeuvres in the vicinity of this junction.
Congestion	Bridges will increase the volume of traffic arriving in a continuous flow that will exacerbate traffic hold ups at the A47 Acle/Acle Straight roundabout.	N	Extensive traffic modelling covering the Scheme area and Norwich and surrounding wider area has been undertaken to support the Transport Assessment, based on current survey data and taking into account planned new developments. This forms a robust basis for the future year forecast assessment of the Scheme. This is reported in Sections 6 and 7 of the Transport Assessment (TR010040/APP/7.3). As a result of the natural traffic growth and the flow unlocked by removing the pinch point at Blofield, there will be some increased demand on the adjacent at-grade junctions. However, Section 7.8 of the Transport Assessment (TR010040/APP/7.3) states that the Scheme only has a minor impact on total delays at the A1064/A47/New Road roundabout junction.
Congestion and Safety	I am concerned about how I will join the A47 heading towards Norwich from Upton. Currently I approach it from The Windle. When the road has been dualized, I envisage the traffic travelling East will be travelling at far greater speeds than at present, so that	N	The Windle junction joins the existing A47 at the existing dual carriageway section at the east of the Scheme. No carriageway works are proposed at this location and as such the Windle Junction is unaffected by the works.

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	<p>crossing the A47 for my journey will be dangerous at best.</p> <p>The only alternative I can see would be to drive 2 miles East to Acle (increasing traffic in this residential area) and then travelling 2 miles west in order to get to the point I would have ordinarily reached by approaching from The Windle!</p>		<p>As stated in the Scheme Design Report (TR010040/APP/7.6) the existing lay-by to the west of the Windle is to be closed, due to its proximity with the new B1140 junction. Closing the lay-by may improve the safety of The Windle junction by reducing weaving manoeuvres in the vicinity of this junction.</p>
Congestion	<p>Traffic currently heading east on the existing A47, wishing to turn left into The Windle has to slow down to less than 30mph to negotiate that turn, forcing traffic approaching from behind to considerably slow down or change lanes if possible.</p>	N	<p>No carriageway works are proposed at this location and as such the Windle Junction is unaffected by the works. As stated in the Scheme Design Report (TR010040/APP/7.6) the existing lay-by to the west of the Windle is to be closed, due to its proximity with the new B1140 junction. Closing the lay-by may improve the safety of The Windle junction by reducing weaving manoeuvres in the vicinity of this junction.</p>
Congestion	<p>This scheme will only increase the loading at the Blofield / Brundall roundabout, all of the expected time gain westbound will be lost as the delays will only be moved from the single carriageway section to the roundabout. With the increase in traffic from the new developments in Brundall and Blofield changes to this roundabout need to be included in the scheme</p>	N	<p>Traffic modelling covering the Scheme area and Norwich and surrounding wider area has been undertaken to support the Transport Assessment, based on current survey data and taking into account planned new developments. This forms a robust basis for the future year forecast assessment of the Scheme. This is reported in Sections 6 and 7 of the Transport Assessment (TR010040/APP/7.3).</p> <p>As a result of the natural traffic growth and the flow unlocked by removing the pinch point at</p>

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			Blofield, there will be some increased demand on the adjacent at-grade junctions. Works to the adjacent junctions are outside of the scope of the Scheme however Section 7.7 of the Transport Assessment states that the results of the traffic modelling indicate the Scheme will have a relatively minor impact on traffic flows across the local road network which will have a minimal impact on its operational performance.
Congestion	This fails to take into account the volume of traffic that joins the west bound carriage way of the existing A47 at this point. This traffic will now either travel along the Yarmouth Road to the Cucumber Lane roundabout. This has horrendous congestion at the moment, will be further congested when the proposed 800 buses feed onto this road. Lingwood and Strumpshaw westbound traffic will add to congestion and probably add to existing traffic speed problems in Strumpshaw Road, Blofield Road and The Street in Brundall.	N	<p>Traffic modelling covering the Scheme area and Norwich and surrounding wider area has been undertaken to support the Transport Assessment, based on current survey data and taking into account planned new developments. This forms a robust basis for the future year forecast assessment of the Scheme. This is reported in Sections 6 and 7 of the Transport Assessment (TR010040/APP/7.3).</p> <p>As a result of the natural traffic growth and the flow unlocked by removing the pinch point at Blofield, there will be some increased demand on the adjacent at-grade junctions. Works to the adjacent junctions are outside of the scope of the Scheme however Section 7.7 of the Transport Assessment states that the results of the traffic modelling indicate the Scheme will have a relatively minor impact on traffic flows across the local road network which will have a minimal</p>

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			<p>impact on its operational performance.</p> <p>Highways England are committed to continuing to work with Norfolk County Council to review the potential impacts at other junctions due to the operation of the Scheme. Further assessments are being undertaken in response to the clarifications relating to Cucumber Lane being sought by Norfolk County Council. Further meetings will be held with Norfolk County Council once the results of these assessments are available. Highways England are however committed to reviewing the results of the updated assessments and working with Norfolk County Council to identify potential mitigation measures that can be accommodated within the existing highway boundary at this location.</p> <p>To prevent adverse impacts to the committed programme for the current package of A47 schemes, Highways England envisage any potential congestion relief schemes taken forward will need to be progressed independently as set out in Section 9 of the Transport Assessment (TR010040/APP/7.3).</p>
Congestion	At the moment the plans indicate that cars for Lingwood or Norwich Camping and Leisure either have to travel through Blofield (increasing congestion or creating more people to drive past the	N	The westbound junction on Yarmouth Road joining the A47 has been maintained with some reconfiguration so that no right turning movements are permitted. This is in line with the

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	school) or continue on to the South Walsham junction and either head back on the old A47 or back on the new road to leave at the Blofield junction. This seems mad!		operational safety of the junction.
Congestion	With very substantial housing development planned matters will worsen. As the bulk of traffic coming from Lingwood joins the A47 west bound at this point. Without access here it will have to join at the Brundall roundabout adding to the chaos.	N	Extensive traffic modelling covering the Scheme area and Norwich and surrounding wider area has been undertaken to support the Transport Assessment, based on current survey data and taking into account planned new developments. This forms a robust basis for the future year forecast assessment of the Scheme. This is reported in Sections 6 and 7 of the Transport Assessment (TR010040/APP/7.3). The westbound junction on Yarmouth Road joining the A47 has been maintained with some reconfiguration so that no right turning movements are permitted. This is in line with the operational safety of the junction.
Congestion	The congestion will now just be moved down the road to the Acle roundabout. At least before Burlingham, there are "merge in turn" signs. There are no such signs possible at Acle, in fact it is one turn right lane onto the single carriage way of the Acle straight. At Acle there will also be the possibility of people "who know", will slip off at the Acle slip road, pass through the village to get to the front of the queue at the roundabout.	N	Extensive traffic modelling covering the Scheme area and Norwich and surrounding wider area has been undertaken to support the Transport Assessment, based on current survey data and taking into account planned new developments. This forms a robust basis for the future year forecast assessment of the Scheme. This is reported in Sections 6 and 7 of the Transport Assessment (TR010040/APP/7.3). As a result of the natural traffic growth and the

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			flow unlocked by removing the pinch point at Blofield there will be some increased demand on the adjacent at-grade junctions. Further information is provided in Section 7.8 of the Transport Assessment (TR010040/APP/7.3). Works to the adjacent junctions are outside of the scope of this scheme. Highways England are committed to continuing to work with Norfolk County Council to review the potential impacts at other junctions due to the operation of the Scheme. It is not possible to include all junctions within the boundary for the Scheme. Section 9 of the Transport Assessment (TR010040/APP/7.3) provides a summary of the potential impacts of the Scheme and mitigation.
Congestion	I commute on this road daily and have been stuck in numerous delays due to the bottleneck or with traffic trying to cross the road. At certain times of the day I choose to use the back roads putting extra miles onto my journey just so I don't have to run the gauntlet during rush hour.	N	Highways England are committed to continuing to work with Norfolk County Council to review the potential impacts at other junctions due to the operation of the Scheme. It is not possible to include all junctions within the boundary for the Scheme. Section 9 of the Transport Assessment (TR010040/APP/7.3) provides a summary of the potential impacts of the Scheme and mitigation.
Congestion	Going eastwards traffic is very often grinding to a complete stop where the road narrows to single carriageway at Blofield. Coming from the old A47 road it is almost impossible to join the road and is very dangerous.	N	The Scheme would improve accessibility to the A47 at both ends of the new dual carriageway section. The Scheme will reduce congestion and improve journey time reliability. The benefits of the Scheme are summarised in Section 9 of the Transport Assessment (TR010040/APP/7.3).

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Congestion	I believe that this is the most effective design compared to others, as it allows faster moving traffic more flexibility when leaving or joining the A47, and also benefits car traffic as it means they no longer have any hold up prevention due to slow moving traffic.	N	This comment has been noted.
Congestion	Current traffic leaving Blofield Heath for main A47 has option of Dual C east and turn off at current A47 west junction (U turn or Around junction back onto Dual A47) avoiding Blofield, doctors, school, shops and narrow road all at 20mph. Proposed new junction will force much further detour PLUS enforce yet again Blofield Traffic lights and Brundall roundabout. This option will swamp Blofield centre traffic light system and the Brundall roundabout to unacceptable traffic queues and potentially dangerous attempts to join A47 after long holdup.	N	During the design process there have been ongoing safety discussions with one of the main issues regarding safety being the crossing of two lanes of traffic with the increased speed of the proposed dual carriageway. Right turn manoeuvres from Yarmouth Road junction are prevented on for the safety of road users (see Section 4 of the Scheme Design Report (TR010040/APP/7.6)). Section 7.7 of the Transport Assessment (TR010040/APP/7.3) shows that the results of the NATs model indicate that the Scheme causes a relatively minor impact on traffic flows across the local road network.
Congestion	Whilst I support the need for a link bridge in this area the current proposal fails to provide for residents of Lingwood and Strumpshaw coming from Norwich to leave the A47 and get home without going through Blofield along the old A47. This will increase traffic along this now residential street which is unacceptable.	N	During the design process there have been ongoing safety discussions. One of the main issues regarding safety is the crossing of two lanes of traffic with the increased speed of the proposed dual carriageway. Right turn manoeuvres from Yarmouth Road junction are prevented on for the safety of road users (see Section 4.5 of the Scheme Design Report

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			(TR010040/APP/7.6)). Section 7.7 of the Transport Assessment (TR010040/APP/7.3) shows that the results of the NATs model indicate that the Scheme causes a relatively minor impact on traffic flows across the local road network.
Congestion	A roundabout would be more useful so traffic from Blofield Heath could join the A47 from Plantation Road and then double back at the roundabout to Norwich so avoiding even more traffic in Blofield Village.	N	Introducing a roundabout onto the A47 at this point would not be compatible with the Scheme's objectives to improve journey times and journey reliability. With the anticipated traffic growth the roundabout would experience significant congestion issues in the future, similar to the reasons for the grade-separation of the B1140 Junction. Section 7.7 of the Transport Assessment (TR010040/APP/7.3) shows that the results of the NATs model indicate that the Scheme causes a relatively minor impact on traffic flows across the local road network.
Congestion	I am VERY concerned with the affect that the new junction at the west end of the new road will have on traffic within Blofield. When Blofield was originally bypassed the links at the east end of the village were not well thought out, in that access to A47 west from the north required traffic to pass through the centre of Blofield. traffic from the east end of Brundall also comes through Blofield.	N	Section 7.7 of the Transport Assessment (TR010040/APP/7.3) shows that the results of the NATs model indicate that overall the Scheme causes a relatively minor impact on traffic flows across the local road network.

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Congestion	I am extremely concerned about the 'opening up' of access to High Noon Lane from the A47. This will inevitably lead to traffic using this minor, single-track road as an access route to the A47; particularly for people north of the A47 wanting to go into Norwich. The surrounding lanes will also become much busier as a result.	N	The access from the eastbound carriageway to High Noon Lane through the private road will be closed to prevent rat running. At the western end the existing access from the existing A47 to the private access at High Noon Lane will be closed on road safety grounds to prevent slow moving vehicles exiting from and entering onto the dual carriageway without safe means to increase and decrease speed (see Section 4 of the Scheme Design Report (TR010040/APP/7.6)). Access to High Noon Lane from the retained section of the existing A47 is required to prevent severance of access.
Congestion	It is unfortunate that the scheme does not make any provision to alleviate traffic using Lingwood Road, Danesbower Lane, Dotor's Road, and the Street as a short cut through to Wroxham/Blofield Heath Direction.	N	Works to the local road network are outside of the scope of the Scheme. Section 7.7 of the Transport Assessment (TR010040/APP/7.3) shows that the results of the NATs model indicate that the Scheme causes a relatively minor impact on traffic flows across the local road network.
Congestion	There is also a problem that the roads leading to the new A47 access points from Lingwood are unsuitable for the increased flow of traffic. To the west the road is single file with passing places, to the east the road has dangerous sharp bends.	N	The Scheme traffic model does not forecast any congestion problem on either Heater Lane or Acle Road and works to the local road network are outside of the scope of the Scheme. Section 7.7 of the Transport Assessment (TR010040/APP/7.3) shows that the results of the NATs model indicate that the Scheme causes a relatively minor impact on traffic flows across the local road network.

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Congestion	According to the 'fly-through' there appears to be a long separation of traffic and waiting area before the right turn from the South Walsham Road (B1140 north of the A47) onto the new bridge entrance. I hope that this is adequate to accommodate several vehicles as sometimes several sugar beet lorries may gather at the same time.	Y	<p>The B1140 junction will be significantly more 'free-flowing' than the existing situation for North to South traffic.</p> <p>The B1140 Junction has been designed to be changed from an at-grade junction to a grade separated junction with slip roads to and from the B1140 and A47 both eastbound and westbound. The change in design means that road users, including a relatively high number of Heavy Goods Vehicles (HGVs), using the B1140 will no longer need to cross 4 lanes of traffic to continue their journey and will improve the safety of the junction (see Section 4.6 of the Scheme Design Report (TR010040/APP/7.6)).</p>
Congestion	Will more traffic be expected through Hemblington Road? It's already a bad cut through with heavy goods vehicles that shouldn't use it.	N	The Transport Assessment (TR010040/APP/7.3) shows that the results of the NATs model indicate that overall the Scheme causes a relatively minor impact on traffic flows across the local road network.
Construction	How will travel be affected during construction based around the key construction phases; will be night-time closures?	N	Construction will be planned in a way that will limit the disruption caused to road users and the local community. Section 3 of the Outline Traffic Management Plan (TR010040/APP/7.8) details the traffic management measures that will be utilised throughout the duration of the Scheme.
Construction	When is the construction phase due to commence and how long will the disruption last for?	N	Highways England is planning to submit the Development Consent Order application to the Planning Inspectorate in late 2020. Once granted,

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			it is anticipated that construction will start in 2022 and take approximately 2 years to complete.
Construction	When building new road use 24hr working to get it done, no silly speed limits please. i.e. 30 mph for safety reasons and no one working!	N	Highways England work to achieve a "highest safe speed" through road works and this will be incorporated into the traffic management system in place for the construction of the Scheme. Section 3 of the Outline Traffic Management Plan (TR010040/APP/7.8) details the traffic management measures that will be utilised throughout the duration of the Scheme.
Construction	It states in the consultation brochure that the 'improvement' to this section of the A47 will, by 2037, improve journey times by 2-4 mins along this stretch, will reduce accident rates and improve resilience in the event of breakdowns. I don't feel that these are valid reasons to justify the cost and disruption that will be caused by the proposed works. An added few minutes to a journey time is a minor inconvenience, 15-30 minutes I could understand.		The need for the Scheme and justification is set out in Section 3 the Case for the Scheme (TR010040/APP/7.1) .
Construction: Noise	I would also like to see more on noise mitigation and sustainable construction.	N	Potential significant effects for noise and vibration as a result of the Scheme are assessed and considered as part of the design as well as other sustainable aspects including waste, materials, biodiversity and climate. The EIA process facilitates sensitive design that accounts for receptors in the area and has been used to identify appropriate mitigation measures to reduce/offset potential adverse impacts and maximise beneficial opportunities. Potential

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			impacts of noise and vibration and associated mitigation are detailed in the ES Chapter 11 Noise and Vibration (TR010040/APP/6.1) .
Consultation: Events	It was felt there should have been a consultation event in Brundall and Castle Mall.	N	Highways England held a consultation event at Castle Mall and an event was also held at Blofield Courthouse, a short distance from Brundall. The locations of the consultation events were agreed during consultation regarding the Statement of Community Consultation (SoCC) (see Sections 1 and 3 of the Consultation Report (TR010040/APP/5.1)) with the host and bordering local authorities.
Consultation: Events	I visited the forum for the exhibition. Four very poor maps on one small table no one available to assist.	N	The Forum was an information point venue, and not used for a public consultation event. Highways England placed consultation information about the Scheme in public places to provide the opportunity to view hard copy documents outside of its organised events. The information points were not staffed. As with the consultation events, the public information point locations were publicised in consultation materials and on the Scheme's website. Consultation materials publicised how people could contact Highways England or attend a consultation event if they had further questions about the Scheme. Sections 1 and 3 of the Consultation Report (TR010040/APP/5.1) explains how Highways England delivered its statutory consultation activity.

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Consultation: Events	At an earlier public meeting we were told the scheme's impact on the Cucumber Lane junction would be considered, now I'm told it's outside the scheme's remit. Very disappointing.	N	<p>Adjacent junctions are outside of the scope of the Scheme however Section 7.7 of the Transport Assessment (TR010040/APP/7.3) states that the results of the traffic modelling indicate the Scheme will have a relatively minor impact on traffic flows across the local road network which will have a minimal impact on its operational performance.</p> <p>Highways England are committed to continuing to work with Norfolk County Council to review the potential impacts at other junctions due to the operation of the Scheme. Further assessments are being undertaken in response to the clarifications relating to Cucumber Lane being sought by Norfolk County Council. Further meetings will be held with Norfolk County Council once the results of these assessments are available. Highways England are however committed to reviewing the results of the updated assessments and working with Norfolk County Council to identify potential mitigation measures that can be accommodated within the existing highway boundary at this location.</p> <p>To prevent adverse impacts to the committed programme for the current package of A47 schemes, Highways England envisage any potential congestion relief schemes taken forward will need to be progressed independently as set</p>

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			out within Section 9.9 of the Transport Assessment (TR010040/APP/7.3) .
Consultation: Events	Why do you need a day's consultation in Norwich? Brundall would have been a better venue.	N	The locations of the consultation events were agreed during consultation regarding the Statement of Community Consultation (SoCC) (see Sections 1 and 3 of the Consultation Report (TR010040/APP/5.1)) with the host and bordering local authorities.
Consultation: Events	It was felt there was a too short a time period for the exhibitions and that they should have been over at least a 15 day period.	N	The dates and timings of the consultation events were agreed during consultation regarding the Statement of Community Consultation (provided in Sections 1 and 3 of the Consultation Report (TR010040/APP/5.2)) with the host and bordering local authorities.
Consultation: Info / materials	I remember a fibre optic cable (Norwich - Winterton) being installed in the verge on the north side of the existing A47 by mercury comms. This should be indicated on utilities maps.	N	Highways England is in communication with all utility providers with respect to their assets within the area. Where necessary, utilities would be diverted.
Consultation: Info / materials	Why is there only 'one' option'?	N	As part of developing the preferred option for the Scheme, four different options were taken to a route options non-statutory public consultation. This non-statutory consultation took place between Monday 13 March and Friday 21 April 2017. Feedback from the route options consultation alongside technical assessments helped inform the selection of the preferred route, which was option four. Section 2 of the Consultation Report (TR010040/APP/5.1) sets out the non-statutory consultation and preferred

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			route announcement stages in more detail. Section 2 of the Case for the Scheme (TR010040/APP/7.1) details the Scheme development and options considered during this process.
Consultation: Info / materials	The fly throughs are confusing, were too fast and were poorly annotated. Not easy to 'navigate'/orientate without verbal commentary from a person.	N	Highways England's team was available at the consultation events to explain the Scheme and guide people through the information on display. This feedback about the design of the digital flythrough will be taken into account by Highways England for future consultation videos for other schemes.
Consultation: Info / materials	The diagram of the Western junction shown in the consultation brochure could have been expanded to include the entry and exit slip roads to/from the new road and the Yarmouth Road at Blofield. It initially led me to believe there was no access to the A47 at this end - something which only became clearer at the public exhibition.	N	The Scheme website, referenced for further information within the brochure, contains further information on the proposals, including images and plans showing the full layout of the western junction (the Yarmouth Road junction). Further details are provided in Section 3 of the Consultation Report (TR010040/APP/5.1). Highways England is taking this feedback into account as it develops consultation materials for other schemes.
Consultation: Info / materials	Re: Eastern End of Blofield (or Western Junction 1). The booklet which we all received by post was inadequate and does not fully explain the proposals properly.	N	The Scheme website, referenced for further information within the brochure, contains further information on the proposals including images and plans showing the full layout of the western junction. Details are provided in Section 3 of the Consultation Report (TR010040/APP/5.1). However, this feedback will be taken account of

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			by Highways England in future consultation materials for other schemes.
Consultation: Info / materials	The video does not show enough detail for joining and leaving traffic as local residents we are interested in that aspect not a straight road.	N	<p>Highway England's project team was available at the consultation events to interpret the video and every effort was made to ensure the video was accessible to a wide audience with varied interests in the Scheme. Details are provided in Section 3 of the Consultation Report (TR010040/APP/5.1).</p> <p>This feedback about the design of the digital flythrough will be taken account of by Highways England in future consultation videos for other schemes.</p>
Consultation: Info / materials	The 3D pictures took a lot of working out. It would have been very helpful to have the existing and new road marked on it for ease.	N	<p>Highway England's project team was available at the consultation events to interpret the materials and every effort was made to ensure the material was accessible to a wide audience with varied interests in the Scheme. Details are provided in Section 3 of the Consultation Report (TR010040/APP/5.1).</p> <p>Highways England is taking this feedback into account as it develops consultation materials for other schemes.</p>
Consultation: Info / materials	Some of the plans and computer images didn't have 'North, scale and keys' to help the layman understand locations, routes, proposals, etc.	N	Highway England's project team was available at the consultation events to interpret the materials and every effort was made to ensure the material was accessible to a wide audience with varied

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			<p>interests in the Scheme. Details are provided in Section 3 of the Consultation Report (TR010040/APP/5.1).</p> <p>Highways England is taking this feedback into account as it develops consultation materials for other schemes.</p>
Consultation: Info / materials	As you have not overlaid the proposed plans over the existing road infrastructure, what has been presented is of very poor quality and very misleading. The video is pointless and does not help the process in any way other than look pretty and fool the less interested.	N	<p>Highway England's project team was available at the consultation events to interpret the materials and every effort was made to ensure the material was accessible to a wide audience with varied interests in the Scheme. Details are provided in Section 3 of the Consultation Report (TR010040/APP/5.1).</p> <p>Highways England is taking this feedback into account as it develops consultation materials for other schemes.</p>
Consultation: Info / materials	The fly through video describes a road south of the new road labelled 'Burlingham connection footway'. It is not clear how this connects with Burlingham or with Lingwood Road.	N	<p>Highway England's project team was available at the consultation events to interpret the materials and information on display.</p> <p>A new Public Right of Way (PRoW) will be provided between the B1140 and Lingwood Lane allowing a connection to PRoW Burlingham FP3 mostly following the existing permissive bridleway (Burlingham woods trail network). This will provide an alternative route to North Burlingham via the proposed infrastructure. This is shown on</p>

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			the Rights of Way and Access Plans (TR010040/APP/2.4) and is described in Section 2.5 of ES Chapter 2 The Proposed Scheme (TR010040/APP/6.1)
Consultation: Info / materials	The junction maps, routes and 3D fly-throughs were all good except the roads needed to be marked, e.g. 'to Norwich', 'to Gt Yarmouth', 'to Lingwood', 'to Sth Walsham' etc. It was extremely difficult to orientate oneself on the proposed junctions maps on p13 and also on the 3D fly-throughs.	N	Highway England's project team was available at the consultation events to interpret the materials and every effort was made to ensure the material was accessible to a wide audience with varied interests in the Scheme. Details are provided in Sections 1 and 3 of the Consultation Report (TR010040/APP/5.1) . Highways England is taking this feedback into account as it develops consultation materials for other schemes.
Consultation: Info / materials	A number of diagrams and pictures (particularly of Blofield junction) are unclear and difficult to understand.	N	Highway England's project team was available at the consultation events to interpret the materials and every effort was made to ensure the material was accessible to a wide audience with varied interests in the Scheme. Details are provided in Sections 1 and 3 of the Consultation Report (TR010040/APP/5.1) . Highways England is taking this feedback into account as it develops consultation materials for other schemes.
Consultation: Info / materials	Materials were not clear...why wasn't a map showing the junctions provided. Really difficult to see the lack of off slip at the western end for easterly moving	N	Highway England's project team was available at the consultation events to interpret the materials and every effort was made to ensure the material

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	<p>traffic.</p> <p>The exhibitions just appeared to blow up the pages from the document received through the post.</p> <p>A map was available which was the only positive thing</p>		<p>was accessible to a wide audience. Details are provided in Sections 1 and 3 of the Consultation Report (TR010040/APP/5.1).</p> <p>Highways England is taking this feedback into account as it develops consultation materials for other schemes.</p>
Consultation: Info / materials	<p>Queries around the cost of printing and distribution of materials. Further queries around the cost of holding and staffing exhibition events.</p>	N	<p>It is Highways England's legal responsibility as a developer under the Planning Act 2008 to consult with the public, businesses and other stakeholders on a proposed development and to make the consultation as accessible as possible. The printing and distribution of materials and holding public events are two parts of the consultation approach which aims to effectively and meaningfully reach these groups. Details are provided in Sections 1 and 3 of the Consultation Report (TR010040/APP/5.1).</p>
Consultation: Info / materials	<p>My adverse marking on the clarity of the consultation materials is entirely down to the uselessness of the picture accompanying Q4a on the printed feedback form. I could not understand it, and neither could anyone I spoke to when the printed documents first arrived. It was not until the public meeting that I could understand the full situation. I am chartered surveyor with 50 years-experience and never in all that time have I seen an illustration as useless and misleading as that one ! Surely you can do better.</p>	N	<p>Highways England is taking this feedback into account as it develops consultation materials for other schemes.</p>
Consultation: Info	<p>Not enough detail has been provided to show</p>	N	<p>Highways England made every effort to make the</p>

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
/ materials	walking / cycling facilities and how sustainable transport will be promoted.		<p>right level of information available in its materials. It is taking this feedback into account as it develops consultation materials for other schemes. Highway England's project team was available at the statutory consultation events to offer additional information about the Scheme's design and answer further, specific questions. Highways England also made it clear in the consultation materials and on the Scheme's website how people could contact it by email or phone. Details are provided in Sections 1 and 3 of the Consultation Report (TR010040/APP/5.1).</p> <p>As part of the development of the scheme a full WCH assessment has been carried out in the area, including WCH usage surveys. ES Chapter 12 Population and Human Health (TR010040/APP/6.1) provides further details.</p> <p>The WCH assessment has identified opportunities to provide additional WCH facilities in the area, which would enhance the local network and provide a safer crossing of the A47 via facilities on the B1140 Overbridge at South Walsham Road, improving connectivity for non-motorised users in the area. A crossing will also be provided at the Blofield Overbridge.</p> <p>Where the existing A47 is unaffected by the</p>

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			<p>dualling, it is proposed to be de-trunked and serve as a local access road for residents. This will include a new combined footway/cycle. A new section of footway is also proposed on Yarmouth Road to connect to the existing footway and allow pedestrians to walk along Yarmouth Road to the allotment gardens. These new sections of infrastructure will provide improved connectivity between Blofield and North Burlingham for WCH.</p> <p>The Scheme also provides a new Public Right of Way (PRoW) footpath, to the south of the new A47 mainline, connecting from the Blofield Overbridge to the B1140 junction. This route connects with multiple existing north / south permissive routes and footpath Burlingham FP3.</p>
Consultation: Process	Can you please explain why the consultation period is after the feedback period ends?	N	<p>The consultation period and the feedback period were at the same time. Feedback could be submitted between Monday 10 September and Friday 19 October via an online response form, email, letter or at any of the consultation events. There were four consultation events where the public could see the information about the Scheme and meet with members of the project team. These took place on Saturday 15th September 2018, Saturday 22nd September 2018, Monday 24th September 2018 and Tuesday 25th September 2018. Details are provided in Sections 1 and 3 of the Consultation</p>

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			Report (TR010040/APP/5.1) .
Consultation: Process	As with any compulsory consultation of this nature, it's not that useful as we are not being offered the full range of options, which would include not dualling the road.	N	The section of A47 between Blofield and North Burlingham acts as a bottleneck, resulting in congestion and leading to longer and unreliable journey times. This section of the A47 also has a poor safety record. Highways England's studies have identified that the single carriageway section of the road no longer meets the needs of its users. Highways England aims to address these issues by upgrading the existing section of single carriageway to a high-quality dual carriageway. As part of Highways England's approach to developing schemes, there was an opportunity to comment on other options during the non-statutory consultation which took place between Monday 13 March and Friday 21 April 2017. Further information about this non-statutory stage and the proposals put forward by Highways England is available in Section 2 of the Consultation Report (TR010040/APP/5.1) . The need for the Scheme is detailed in Section 3 of the Case for the Scheme (TR010040/APP/7.1) .
Consultation: Process	Notices beside the road would have highlighted the consultation to road users. I was not aware until I received this questionnaire although I had seen the cones marking the proposed route. Why does this process have to take so long?	N	Highways England avoids adding non-safety or directional information to the road network so as not to unnecessarily distract road users' attention. For Highways England to develop the Scheme it must obtain a Development Consent Order (DCO) from the Secretary of State for Transport and follow the procedure as prescribed in the

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			Planning Act 2008. A DCO is a type of planning application, which is needed for a Nationally Significant Infrastructure Project. Following the submission of the DCO application, the Planning Inspectorate will hold an examination of the application before making a recommendation to the Secretary of State for Transport, who will decide whether or not the Scheme should go ahead. More information on this process can be found here: https://infrastructure.planninginspectorate.gov.uk/
Consultation: Process	The consultation process should have been open to the general public much sooner and prior to the design presently completed. The widest possible consultation process should have been carried out at a much earlier stage.	N	The consultation period must be the same for all stakeholders to ensure the consultation is a fair and unbiased process. Highways England also held an early stage of non-statutory consultation, providing the opportunity to comment on the plans for the Scheme before they reached an advanced stage. This non-statutory consultation took place between Monday 13 March and Friday 21 April 2017. More information about this is available in Section 2 of the Consultation Report (TR010040/APP/5.1).
Consultation: Process	Nonetheless, we wanted to be able to sit and look at the Consultation documents, such as the PEIR and the maps, in paper form. However, gaining access to the documents via the Public information points proved to be not straightforward due to matters of location and fitting in with other commitments. We went to Blofield Post Office (PO) in Blofield	N	Blofield Post Office (10 Church Alley, Blofield, NR13 4JJ) was one of the public information point locations. Highways England agreed this with the Post Office and explained that people may visit to view the hard copy Scheme materials made available. Staff should have therefore been able to point people to them upon request. Details are

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	<p>Street at about 7 pm on Thursday evening. The staff there were somewhat bemused by our request, we showed them page 7 of the Consultation Brochure. They were unaware of any link with or reason for the mention of No 10 Church Alley, Blofield, but did think there was something on the Parish Notice Board adjacent to the PO. The Parish Notice Board had what was effectively a paper copy of page 7 of the Consultation Brochure. It was difficult to ascertain whether there was a lack of awareness about the Consultation at the PO or a misunderstanding on our part of what we could expect to see there.</p> <p>Our best option was going the next morning to the Norwich Forum/Library, where helpful staff, after some discussion, found the desk with the Consultation materials, including the PEIR and maps.</p>		<p>provided in Sections 1 and 3 of the Consultation Report (TR010040/APP/5.1).</p>
Consultation: process	<p>The bare minimum seems to have been adopted. How about a mobile display, there are a large number of elderly residents who have not had access to any consultation – poor.</p>	N	<p>Highways England adopted a range of methods to notify people and consult them about its plans for the Scheme. Highways England developed its engagement activity in consultation with local authorities and took account of their feedback on it. This is detailed in Section 3 of the Consultation Report (TR010040/APP/5.1). Highways England's consultation activity included a direct mailing to local households, making consultation materials available in hard copy format locally, and holding events where anyone could visit and meet and talk to Highways England's project</p>

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			team. The venues used for these events were selected with the aim of providing the optimum opportunity for members of the public across the area to attend, as well as offering the most suitable and accessible facilities locally to hold such an event.
Consultation: process	Many issues raised at earlier consultation events have been ignored completely. We never got answers to the points raised, only told to submit everything again as part of this consultation.	N	<p>The report containing responses to the non-statutory consultation can be found at https://highwaysengland.citizenspace.com/he/a47-blofield-to-north-burlingham-dualling/results/a47-blofield-cons-report_final_080817.pdf</p> <p>This document was published as part of the preferred route announcement for the Scheme in August 2018.</p> <p>The feedback gathered influenced the decision on the preferred route and the design of the Scheme. Details are provided in Sections 1 and 3 of the Consultation Report (TR010040/APP/5.1).</p>
Consultation: process	The early stages of the consultation process was poor in the information provided in that I received no initial letter about the 2017 consultation.	N	<p>The Consultation Zone was drawn up to cover the settlements Highways England considered would be most impacted by the proposals presented at the consultation. Highways England sent information about the non-statutory consultation directly to households in the vicinity of the Scheme. This area is set out in Figure 2.5, Section 2 of the Consultation Report (TR010040/APP/5.1).</p>
Consultation:	The big test for the process is now whether feedback	N	This document responding to feedback provided

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
process	is provided on the comments people have made and any changes are made. It seems that a great deal of work has been carried out and therefore there may be a reluctance to make any significant changes based on comments receive.		at the statutory consultation will be made publicly available on and the Planning Inspectorate's website. A separate consultation report details the feedback provided at the non-statutory stage of consultation. This is available on the Scheme's website: https://highwaysengland.co.uk/our-work/east/a47-blofield-to-north-burlingham/ Details are provided in the Consultation Report (TR010040/APP/5.1) .
Consultation: process	Nothing in this experience over past months leads me to believe true consultation is taking place; simple, modest requests borne of local knowledge are ignored - despite being endorsed by: the Parish Councils concerned Broadland District Council (characterises the crossing as "vital") Norfolk County Council (characterises the crossing as "vital") support by EDT Committee Individual Broadland and County Councillors Norfolk County Farms Burlingham community group BCGA and 650+ signatories to our petition they have failed to find favour with the HE team we meet. Worse, they have removed one consolation, the footbridge previously featured. It remains my hope that this final 'consultation period' addresses local concern better.	Y	Highway England has carried out an extensive programme of consultation which is detailed in Sections 1 and 3 of the Consultation Report (TR010040/APP/5.1) . All consultation feedback is carefully considered. Based on the statutory consultation feedback, and further local engagement since, an additional walking and cycling crossing, making use of the B1140 Overbridge, has been incorporated into the Scheme which links to the existing North Burlingham FP3 and the permissive trails south of the A47. This is shown on the Rights of Way and Access Plans (TR010040/APP/2.4) and described in Section 2.5 of ES Chapter 2 The Proposed Scheme (TR010040/APP/6.1) .
Consultation:	I have lived here 12 years use the white house	N	As part Highways England's objectives set by the

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
process	junction at least twice a day NEVER seen a pedestrian or are there plans for housing? If not where will these pedestrians come from? Has anyone surveyed this.		government in the National Policy Statement for National Networks, the Scheme must make appropriate provision for pedestrian networks. Surveys of WCH usage of the existing networks in the area surrounding the A47 were undertaken in Summer 2018 and have informed the design of the Scheme. The surveys are described in the ES Chapter 12 Population and Human Health (TR010040/APP/6.1) .
Consultation: process	More digital interaction would be better.	N	Highways England will take this feedback into account as it develops its consultation activity for other schemes. Publicity activity did include advertising the consultations and Scheme on the Highways England website and posts on social media, as well as press releases and radio news coverage and sending emails about the consultation to subscribers to Highways England's Scheme website. Sections 1 and 3 of the Consultation Report (TR010040/APP/5.1) provides further details.
Consultation: Promotion	Consideration needs to be made to those who do not read newspapers. With consultations being promoted via other means.	N	Highways England used a number of methods to publicise its statutory consultation and these are set out in Sections 1 and 3 of the Consultation Report (TR010040/APP/5.1) . Other publicity activity included sending consultation information directly to the local people, businesses and stakeholders, use of social media, issue of a press release to generate additional news coverage, updating the Scheme website and

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			sending a notification email about the consultation to subscribers to Highways England's Scheme website.
Consultation: Promotion	People in South Walsham and Beighton did not receive any information and these are the people most affected by crossing the A47. I have relatives in both villages and neither even had information exhibitions in their villages.	N	Highways England contacted people living in the vicinity of the Scheme. Highways England deems its public mailing zone proportionate to the scale of this Scheme, and it was presented to local authorities as part of the consultation on the Statement of Community Consultation. Highways England publicised the consultation in a number of other ways to inform people of its latest plans that were outside the consultation zone. This included publishing information in local newspapers and online on a website and social media. Sections 1 and 3 of the Consultation Report (TR010040/APP/5.1) provides more information about this. Highways England held a public consultation event at Lingwood Village Hall, and Acle Recreation Centre, both short distances from Beighton and South Walsham respectively.
Consultation: Promotion	Did you contact direct major users such as British Sugar, public transport etc?	N	Appendix 2 of the Statement of Community Consultation (Annex G to the Consultation Report, (TR010040/APP/5.2) details organisations consulted with, which included British Sugar Plc and public transport groups.
Consultation: Promotion	A page on social media (Facebook and Twitter) would be seen by more residence in the area.	N	The consultation was advertised on Highways England's twitter page: @HighwaysEast. Details are provided in Sections 1 and 3 of the

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			Consultation Report (TR010040/APP/5.1) .
Consultation: Promotion	I live on an affected road and this flyer is the first I knew of this proposal. I have not seen the exhibition as it hasn't started.	N	Highways England held an earlier stage of consultation on its plans for the Scheme, from 13 March 2017 to 21 April 2017. This was to give people an opportunity to comment on the proposals before they reached an advanced stage. As part of this, Highways England sent information to local people, using the same public consultation zone used at the later statutory consultation in 2018. At both stages of consultation, Highways England used a range of methods to advertise its engagement plans. This is set out in Sections 1 and 3 of the Consultation Report (TR010040/APP/5.1) .
Consultation: Promotion	We have lived here for almost 10 months and have not received any literature about these proposals which directly affect us. If it were not for a work colleague, who lives in Lingwood, informing me of today's event we would have missed the opportunity.	N	The consultation was advertised through a number of different methods, including letters to local residential and business properties within the consultation zone, publishing information in local and national newspapers and on social media. This is set out in Sections 1 and 3 of the Consultation Report (TR010040/APP/5.1) .
Consultation: Promotion	I found out about the consultation almost by accident. Why weren't there billboards or signs AT the affected junctions promoting the exhibitions and website?	N	The consultation was advertised through several, including letters to local residential and business properties within the consultation zone, publishing information in local and national newspapers and on social media. This is set out in Sections 1 and 3 of the Consultation Report

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			(TR010040/APP/5.1) . Highways England avoids adding non-safety or directional information to the road network so as not to unnecessarily distract road user's attention.
Design	What happens to Lingwood Road and Lingwood Lane to ensure access is maintained.	N	Access to properties on these roads will be maintained from the south, however, direct access to the A47 will not be possible. Access to the A47 will therefore need to reroute to either the B1140 or Blofield Overbridge junctions. This is shown on the Rights of Way and Access Plans (TR010040/APP/2.4) .
Design	Action must be taken to control (with the use of appropriate speed calming measures) the speed of traffic on Yarmouth Road, especially in the vicinity of the entrance / exit to the Norwich Camping premises.	N	Yarmouth Road is outside the scope of the Scheme. The speed limits on this road are managed by Norfolk County Council.
Design	It is unclear on how traffic from Blofield can access the A47 when travelling westbound.	N	Traffic on the westbound carriageway will be able to leave and join the proposed A47 at the new junction. Access for westbound traffic accessing Blofield or the A47 has not been altered by the Scheme. Please refer to the General Arrangement Plans (TR010040/APP/2.6) .
Design	The scheme does seem to take up a lot of land. Would a roundabout at the eastern end be better?	N	A roundabout was originally one of the options considered, however traffic modelling showed this option was unsuitable due to the number of road users. A three-lane option was also investigated. Based on operational safety grounds and TD16 in the DMRB, this option was also unsuitable. The junction has been kept compact to meet the needs of the road users and

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			to reduce land take. The Scheme design was selected following the outcome of the appraisals, assessments and public consultation. The preferred option carried forward can be built with the least disruption to drivers during construction as the existing road can remain for local traffic. Further information is provided in Section 2 of the Case for the Scheme (TR010040/APP/7.1), Section 3 of the Scheme Design Report (TR010040/APP/7.6) and Section 3.2 of ES Chapter 3 Assessment of Alternatives (TR010040/APP/6.1).
Design	Removing the right-hand turns for Lingwood will increase the 'rat run' from the Witton roundabout. It goes through Blofield, then right-hand turn down Danesbower Lane leading into Lingwood Road (Blofield) to the Hemblington Road cross-roads. The priority of the cross-roads should be adjusted to favour of Hemblington Road and the old A47. This will avoid Danesbower Lane.	N	Section 7.7 of the Transport Assessment (TR010040/APP/7.3) shows that the results of the NATs model indicate that overall the Scheme causes a relatively minor impact on traffic flows across the local road network.
Design	It may be advantageous to add a third lane to the junctions (east and west bound) at Acle / South Walsham roads to allow for better flow as the Sugar Beet wagons will cause a bottle neck in the mornings.	Y	The merge slip lanes for the B1140 junction have been lengthened to accommodate HGV traffic joining the A47. In response to consultation feedback, additional traffic surveys were undertaken in October 2019 to ensure that the from British Sugar Plc was properly captured. The Scheme traffic junction models were refined as a result. The junction modelling shows that the

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			current design is suitable even during the British Sugar Plc peak season where there is a large increase in HGV demand (Section 7.8 of the Transport Assessment (TR010040/APP/7.3)).
Design	How can the northern loop, which additionally incorporates an incline, meet the same regulations with an apparently much tighter bend?	N	The junction has been designed in accordance with the standards set out in the DMRB. Further information is provided in Section 4.6 of the Scheme Design Report (TR010040/APP/7.6) .
Design	Access to the road from villages north of Blofield and those to the south will be pushed into the village of Blofield which is already heavily congested. We need a road layout that relieves traffic on North Street and Yarmouth road and allows easy direct access to junctions and the A47.	N	The outcome of the traffic models is presented in Section 7 of the Transport Assessment (TR010040/APP/7.3) . The Scheme's impact on the local road network is set out in Section 7.7. The Assessment has shown that the change in traffic flow, brought about by the Scheme, has a negligible impact on the delays across the local road network
Design	Can we please extend the agricultural access track access route for bicycles from Lingwood Road to Lingwood Lane, alongside new A47? Without this the only cycle access from Beighton, north of A47 is over the busy B114.	N	The existing permissive bridleway will be retained which will link the Agricultural Access Track to Lingwood Lane. More details are provided in the ES Chapter 12 Population and Human Health (TR010040/APP/6.1)) .
Design	Need to know what happens to Lingwood Road and Lingwood Lane to ensure our access is maintained. This document misses these details.	N	Access to properties on these roads will be maintained from the south, however, direct access to the A47 will not be possible. Access to the A47 will therefore need to reroute to either the B1140 or Blofield Overbridge junctions. This is shown on the Rights of Way and Access Plans (TR010040/APP/2.4) .

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			A new PRow will be provided between the B1140 and Lingwood Lane allowing a connection to PRow Burlingham FP3 mostly following the existing permissive bridleway (Burlingham woods trail network), this follows consultation comments and is described in ES Chapter 12 Population and Human Health (TR010040/APP/6.1)) .
Design	Blocking Lingwood Lane and the junction at the last end means traffic has to use very narrow roads to get to A47 access via Blofield in West and Lingwood, Beighton, Acle in West. It will be impossible for traffic to avoid oncoming buses and lorries on the narrow stretches of these roads, it is sometimes difficult to pass vehicles which have driven past the existing passing place. I can foresee much damage to verges and ditches by heaving vehicles as a result.	N	Access to properties on these roads will be maintained from the south, however, direct access to the A47 will not be possible. Access to the A47 will therefore need to reroute to either the B1140 or Blofield Overbridge junctions. This is shown on the Rights of Way and Access Plans (TR010040/APP/2.4) .
Design	What an insane and unnecessary configuration! A single roundabout linking South Walsham road to Lingwood road and East and West on the dual carriageway, the same as Brundall. Before anyone says 'it us to keep traffic flowing.... it will go a mile East and meet the roundabout at top of Acle straight anyway. So unless you are trying to achieve a queue of traffic faster it's pointless.	N	A roundabout is not part of the Scheme. A Compact Grade Separated Junction is proposed which will allow mainline traffic to flow freely. Diverge and merge lanes will allow traffic to leave and join the A47 safely. This junction provides an accessible north / south link. Further information is provided in Section 4.6 of the Scheme Design Report (TR010040/APP/7.6) and Section 7.5 of the Transport Assessment (TR010040/APP/7.3) .
Design	Not entirely sure how you get to Lingwood now, it looks like the direct routes are blocked off, but ho	N	The B1140 Junction provides access to Lingwood from the north of the Scheme. The

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	hum. They're not exactly safe junctions anyway.		junction can be accessed from both directions using the left-in left-out junctions. A link has been maintained from Blofield to North Burlingham via an overbridge which will allow drivers using the side road network to reach Lingwood via the B1140 junction if travelling from Blofield. Access to properties on Lingwood Lane and Lingwood Road will be maintained from the south, however, direct access to the A47 will not be possible. Access to the A47 will therefore need to reroute to either the B1140 or Blofield Overbridge junctions. This is shown on the Rights of Way and Access Plans (TR010040/APP/2.4) .
Design	I suggest that the 2 "flyovers " proposed here are unnecessary and an intrusion into the skyline of the Norfolk countryside.	N	The overbridges form an integral part of the design in order to maintain links between the area's villages whilst separating local traffic from the strategic road network. Blofield overbridge (to the west) maintains a connection between Blofield and North Burlingham. The B1140 overbridge (to the east) provides a direct north south link which would otherwise be severed if not provided. The visual effects of the Scheme have been assessed in ES Chapter 7 Landscape and Visual (TR010040/APP/6.1) .
Design	This looks like another terrible confusing muddle that is already at Postwick. Whats wrong with a roundabout. The side lanes e.g. Lingwood Lane, Dell Corner Lane, should be left turn only, or blocked off.	N	A roundabout option has been investigated and it was concluded to be untenable, introducing major safety hazards along the A47. The Scheme design was selected following the

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			outcome of the appraisals, assessments and public consultation. The preferred option carried forward can be built with the least disruption to drivers during construction as the existing road can remain for local traffic. This option also has the least impact on the environment. Further information is provided in the Case for the Scheme (TR010040/APP/7.1), the Scheme Design Report (TR010040/APP/7.6) and ES Chapter 3 Assessment of Alternatives (TR010040/APP/6.1).
Design	Overall it seems a very complex way to solve the issue. It will have a massive impact on the local area and landscape.	N	The Scheme design was selected following the outcome of the appraisals, assessments and public consultation. The preferred option carried forward can be built with the least disruption to drivers during construction as the existing road can remain for local traffic. This option also has the least impact on the environment. Further information is provided in the Case for the Scheme (TR010040/APP/7.1) and ES Chapter 3 Assessment of Alternatives (TR010040/APP/6.1).
Design	Think the design provides significant safety improvements to this stretch of the A47 and will hopefully result in lessening the appalling safety record on this stretch of road. Well done for designing something which is safer and practical!	N	This feedback has been noted. The design process is built around the safety of road and non-motorised users and the current design has had rigorous safety consultations and reviews at each stage in order to optimise the safety of users.
Design	Missed opportunity to address the volume of traffic	N	Access to the westbound carriageway has been

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	from Wroxham/Blofield Heath needing to go towards Norwich on A47 (west).		maintained via the Yarmouth Road left in / left out junction and via the Brundall Roundabout. The Scheme design was selected following the outcome of the appraisals, assessments and public consultation. The preferred option carried forward can be built with the least disruption to drivers during construction as the existing road can remain for local traffic. This option also has the least impact on the environment. Further information is provided in the Case for the Scheme (TR010040/APP/7.1), the Scheme Design Report (TR010040/APP/7.6) and ES Chapter 3 Assessment of Alternatives (TR010040/APP/6.1).
Design slip roads	What provision is there for providing a slip road / run-off / run-on access to the lay by between the South Walsham Road junction and the Acle slip road? I assume the 50mph speed restriction will be removed?	N	Highways England has not been able to incorporate this suggestion into its design. This layby does not meet modern standards and will be closed. The road will carry the national speed limit for dual carriageways.
Design slip roads	The four slip roads at the junction of the B1140 need to be 200 to 300m long to allow for sugar beet lorries to enter and exit the junction.	Y	The slip roads at the B1140 have been DMRB which is a standard within the UK. They have been designed taking into account the traffic from British Sugar Plc and have been extended in length to provide adequate length for the traffic to leave and merge the A47 safely. Assessments of the slip roads were undertaken, and the modelling evaluation of the junction is set out in

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			section 7.8 of the Transport Assessment (TR010040/APP/7.3) .
Design slip roads	No slip road at Blofield - meaning traffic to Lingwood must leave at Cucumber Lane and travel through Blofield with its new and pending developments or continue East and exit at West junction - travelling back through bends and adding two miles to journey.	N	Access to Lingwood from the A47 will be either from the free flow new junction with the B1140 and then the B1140/Acle Road junction or through Blofield. Please refer to the Engineering Drawings and Sections (TR010040/APP/2.5) and the General Arrangement Plans (TR010040/APP/2.6) .
Design slip roads	Unfortunately, no 'off-slip' to go towards Lingwood.		Access to Lingwood from the A47 will be either from the free flow new junction with the B1140 and then the B1140/Acle Road junction or through Blofield. Please refer to the Engineering Drawings and Sections (TR010040/APP/2.5) and the General Arrangement Plans (TR010040/APP/2.6) .
Flooding / drainage	I expect that you are aware of drainage pipe under existing road, carrying surface water from lowest part of field east of Atlantic Motors (at western end of proposed carriageway) to a lower field to south.	N	This has been noted. Further details of the proposed drainage are set out in the Drainage Strategy (Appendix 13.2) to ES Chapter 13 Road Drainage and the Water Environment (TR010040/APP/6.2) . The Drainage Strategy outlines the proposed drainage design and mitigation measures to reduce impacts upon the water environment from the Scheme.
Flooding / drainage	Beware the flooding potential to the south of the proposed carriageway just East of Blofield.	N	The Flood Risk Assessment (Appendix 13.1 (TR01004/APP/6.2) of Chapter 13 Road Drainage and the Water Environment of the ES (TR01004/APP/6.1)) has considered the risk to the Scheme and the risk posed by the Scheme

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			<p>on flooding from all sources. With mitigation in place, the Scheme will not cause any increase in flood risk elsewhere.</p> <p>The flooding issues to the south of the Scheme have been considered in the drainage design. Further details are set out in the Drainage Strategy (Appendix 13.2 (TR01004/APP/6.2) to the ES (TR01004/APP/6.1)). The Drainage Strategy outlines the proposed drainage design and mitigation measures to reduce impacts upon the water environment from the Scheme.</p>
Flooding / drainage	Will proposal affect surrounding farmland / erosion of topsoil.	N	<p>The Flood Risk Assessment (Appendix 13.1 (TR01004/APP/6.2) to ES Chapter 13 Road Drainage and the Water Environment (TR01004/APP/6.1)) has considered the risk posed by the Scheme on flooding from all sources. With mitigation in place, the Scheme will not cause any increase in flood risk elsewhere. Existing overland surface water pathways will be maintained as far as possible. It is expected that disturbances to topsoil and farmland will be confined to the land made available for the construction of the Scheme. The potential impacts of the Scheme on soil and geology and mitigation has been considered in Sections 9.8 and 9.9 of ES Chapter 9 Geology and Soils (TR01004/APP/6.1).</p>
Flooding / drainage	Has the change in surface water levels and wet places been taken into account considering the	N	<p>The Flood Risk Assessment (Appendix 13.1 (TR01004/APP/6.2) to ES Chapter 13 Road</p>

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	change the road will make on the area.		Drainage and the Water Environment (TR01004/APP/6.2)) has considered risk posed by the Scheme on flooding from all sources. With mitigation in place, the Scheme will not cause any increase in flood risk elsewhere. The highway design has been analysed for flat spots where there is potential for standing water which have been designed out of the Scheme. The drainage of the wider area is considered within the drainage design with allowances made for climate change.
Health	I would like more information on the comment of the possible discharge onto our property of solid or liquid substance. What would this be, why would this happen, and should we have concerns for our health if it does?	N	<p>A three-stage treatment process is adopted for the road run-off drainage design. Filter drains with catchpits, draining to a soakaway via an oil interceptor or draining to an open pond will be used. No solid or liquid substances are anticipated to significantly affect any residential properties.</p> <p>The Flood Risk Assessment (Appendix 13.1 to ES Chapter 13 Road Drainage and the Water Environment (TR01004/APP/6.2)) has considered the risk posed by the Scheme on flooding from all sources. With mitigation in place, the Scheme will not cause any increase in flood risk elsewhere.</p> <p>The Scheme's potential impact on Human Health and mitigation are considered in Sections 12.8</p>

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			and 12.9 of ES Chapter 12 Population and Human Health (TR010040/APP/6.1) .
Land take	What happens to houses such as the 'White House' - are they knocked down?	N	No demolition of private property is planned as part of the Scheme. Permanent land-take would be required along the length of the new alignment, the majority of which is agricultural land. Highways England are liaising with those who will be directly affected by the Scheme.
Land take	The scheme does seem to take up a lot of land. Would a roundabout at the eastern end be better.	N	<p>A roundabout was originally considered (see ES Chapter 3 Assessment of Alternatives (TR010040/APP/6.1)), however traffic modelling showed this option was unsuitable due to the number of road users. A three-lane option was also investigated. Based on operational safety grounds and TD16 in the DMRB, this option was also unsuitable. The junction has been kept compact to meet the needs of the road users and to reduce land take.</p> <p>The Scheme design was selected following the outcome of the appraisals, assessments and public consultation. The preferred option carried forward can be built with the least disruption to drivers during construction as the existing road can remain for local traffic. This option also has the least impact on the environment. Further information is provided in the Case for the Scheme (TR010040/APP/7.1), ES Chapter 3 Assessment of Alternatives (TR010040/APP/6.1)</p>

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			and the Scheme Design Report (TR010040/APP/7.6) .
Land take	I am concerned at the loss of mature tree line and loss of major part of Blofield Village allotments.	N	Part of the existing tree line will have to be felled for the Scheme but will be replaced with suitable tree planting keeping the impact on the allotments to a minimum. Following feedback, including from Blofield Parish Council, the proposed route of the gas main diversion has been amended so that it is located beneath the allotment car park. There will be temporary effects on the allotments for a short period during construction and the permanent loss of allotment plots has been minimised.
Land take	It does concern me that a lot of farming land will be lost due to the design parameters. There is too much land separation from the old A47. The new road needs to be squeezed a bit closer to the old road.	N	To maintain the design standards of the dual carriageway, sufficient space for drainage and visual screening to the road some separation between the old and new A47 is unavoidable. The Scheme design was selected following the outcome of the appraisals, assessments and public consultation. The preferred option carried forward can be built with the least disruption to drivers during construction as the existing road can remain for local traffic. Further information is provided in Section 2 of the Case for the Scheme (TR010040/APP/7.1) and ES Chapter 3 Assessment of Alternatives (TR010040/APP/6.1) .
Land take	I am also appalled that so much valuable agricultural land is being used for a totally new dual carriage way	N	The preferred route, option 4, as presented in the 2017 consultation was preferred on the basis that

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	being built, running alongside the A47!!		an off-line dualling would have lower impact during construction. The Scheme design was selected following the outcome of the appraisals, assessments and public consultation. The preferred option carried forward can be built with the least disruption to drivers during construction as the existing road can remain for local traffic. Further information is provided in Section 2 of the Case for the Scheme (TR010040/APP/7.1) and ES Chapter 3 Assessment of Alternatives (TR010040/APP/6.1) .
Land take	I would have thought 2 new lanes adjacent to the existing 'old' A47 would have sufficed - less farming land taken out of use and cheaper. That said, at the exhibition I was informed that a new dual-carriageway and farm road etc. was cheaper!	N	The preferred route, option 4, as presented in the 2017 consultation was preferred on the basis that an off-line dualling would have lower impact during construction. The Scheme design was selected following the outcome of the appraisals, assessments and public consultation. The preferred option carried forward can be built with the least disruption to drivers during construction as the existing road can remain for local traffic. Further information is provided in Section 2 of the Case for the Scheme (TR010040/APP/7.1) and ES Chapter 3 Assessment of Alternatives (TR010040/APP/6.1) .
Noise	The noise and diversions will also be a great frustration during the time of construction for many	N	Construction noise impacts are considered in Section 11.8 of ES Chapter 11 Noise and

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	local.		Vibration (TR010040/APP/6.1). Noise surveys have been undertaken as well as assessments of any potential noise and vibration impacts. This has allowed appropriate mitigation to be designed where required (Section 11.9). During construction, mitigation measures include choosing the most appropriate method and machinery to reduce noise, adequate maintenance and storage of construction equipment and possible local noise screening. This is set out in Appendix B.5 of the Environmental Management Plan (TR010040/APP/7.7). Highways England will need to close some roads and accesses temporarily to allow work to take place. Highways England will do our best to minimise disruption during these times and signed diversion routes will be in place. An Outline Traffic Management Plan (TR010040/APP/7.8) has been created and Section 3 sets out how the effects of construction on road users will be mitigated, it outlines how the contractor will engage with the street works authority and use established protocols to inform other parties. Highways England will also ensure that details of any closures and diversions are available in advance, so our customers can plan their journeys.
Noise	As part of the project I think you should consider installing noise barriers along the A47 with houses	N	Noise impacts and mitigation are considered in Sections 11.8 and 11.9 of ES Chapter 11 Noise

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	nearby like they have in Germany. The barriers look modern and also deflect sound away from residential areas.		and Vibration (TR010040/APP/6.1). Noise surveys have been undertaken as well as further detailing of baseline conditions and likely changes during both construction and operation for all identified receptors. This has allowed appropriate mitigation to be designed where required. Noise barriers are included in mitigation measures.
Noise	Are there any plans for speed limits and noise reduction as it is becoming a noise issue where we live and is constant 24 hrs! I hope there will be speed restrictions and speed cameras.	N	The speed limits are shown on the Traffic Regulations Plans (TR010040/APP/2.11). The road will carry the national Speed Limit for dual carriageways. Noise impacts and mitigation are considered in Sections 11.8 and 11.9 of ES Chapter 11 Noise and Vibration (TR010040/APP/6.1). Noise surveys have been undertaken as well as further detailing of baseline conditions and likely changes during both construction and operation for all identified receptors. This has allowed appropriate mitigation to be designed where required.
Noise	Whilst I am keen to see this completed as soon as possible and think this is well overdue, I am very concerned about traffic noise as we live alongside the A47 and noise levels have increased with the speed of the traffic.	N	Noise impacts and mitigation are considered in Sections 11.8 and 11.9 of ES Chapter 11 Noise and Vibration (TR010040/APP/6.1). Noise surveys have been undertaken as well as further detailing of baseline conditions and likely changes during both construction and operation

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			for all identified receptors. This has allowed appropriate mitigation to be designed where required.
Noise	Banking and tree planting to reduce noise is vital! Currently congestion reduces noise pollution.	N	Noise impacts and mitigation are considered in Sections 11.8 and 11.9 of ES Chapter 11 Noise and Vibration (TR010040/APP/6.1). Noise surveys have been undertaken as well as further detailing of baseline conditions and likely changes during both construction and operation for all identified receptors. This has allowed appropriate mitigation to be designed where required. Highways England will look to plant, in areas that require it, a mixture of native trees and shrubs. Further detail is also included in Section 7.9 of ES Chapter 7 Landscape and Visual (TR010040/APP/6.1).
Noise	This scheme provides an excellent opportunity to reduce 'ambient' road noise in the village of Acle. Brought about by coarse road surface tyre noise between the 'White House' at the existing crossroads and the existing Acle slip road, elevated compared to the village and prevailing SW winds exacerbate. If low noise surfacing were extended to the Acle slip it would be fantastic!	N	Noise impacts and mitigation are considered in Sections 11.8 and 11.9 of ES Chapter 11 Noise and Vibration (TR010040/APP/6.1). Noise surveys have been undertaken as well as further detailing of baseline conditions and likely changes during both construction and operation for all identified receptors. This has allowed appropriate mitigation to be designed where required. The embedded mitigation measures that have

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			been included in this assessment comprise of a low noise surface along the proposed A47 dual carriageway, with a minimum road surface influence of -3.5dB, and four noise barriers.
Noise	The new road should be constructed using a low noise surface. The new road should also have a good noise barrier to reduce level of noise experienced by houses in Blofield to the south of the road and people working on the allotments and nearby businesses.	N	<p>Noise impacts and mitigation are considered in Sections 11.8 and 11.9 of ES Chapter 11 Noise and Vibration (TR010040/APP/6.1). Noise surveys have been undertaken as well as further detailing of baseline conditions and likely changes during both construction and operation for all identified receptors. This has allowed appropriate mitigation to be designed where required.</p> <p>The embedded mitigation measures that have been included in this assessment comprise of a low noise surface along the proposed A47 dual carriageway, with a minimum road surface influence of -3.5dB, and four noise barriers.</p>
Other road improvements	The road from Blofield to Lingwood is in urgent need of upgrading. Can this be included as part of the project?	N	This is outside the scope of this Scheme. This comment has been passed onto Norfolk County Council.
Planting	Concerned that too many trees etc. will be planted near the roads and junctions which will eventually obstruct the view for drivers joining the roads. Do not plant any foliage on the south side of the road, because it delays thawing on frosty mornings, which is very dangerous.	N	Tree planting will be set back from the road to avoid negative impacts from the Scheme. With the improvement of the road to dual carriageway there will be significantly more space between foliage and the carriageway, however this will be noted for the operational maintenance regime of the Scheme.

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			More detail about tree planting is included in Section 7.9 of ES Chapter 7 Landscape and Visual (TR010040/APP/6.1) and is shown on the Masterplan (TR010040/APP/6.8) .
Planting	Do not plant any foliage on the south side of the road, because it delays thawing on frosty mornings, which is very dangerous.	N	Tree planting will be set back from the road to avoid negative impacts from the Scheme. With the improvement of the road to dual carriageway there will be significantly more space between foliage and the carriageway, however this will be noted for the operational maintenance regime of the Scheme. More detail about tree planting is included in Section 7.9 of the ES Chapter 7 Landscape and Visual (TR010040/APP/6.1) and is shown on the Masterplan (TR010040/APP/6.8) .
Safety	The old A47 will be a vital link between villages, connecting with the B1140. Urgent consideration must be given to a reduced speed limit of 50mph max.	N	Highways England have engaged with local representatives and residents about local access arrangements. By retaining the existing A47 after the Scheme is complete, local people will have safer access to nearby villages. The speed limits are shown on the Traffic Regulations Plans (TR010040/APP/2.11) . The road will carry the national speed Limit for dual carriageways.
Safety	We propose a dedicated right-turn lane off the B1140 to Lingwood, as we understand there is to be a priority change at this junction between Acle Road (to Lingwood) and B1140 (to Cantley). With the amount of fast HGV traffic between A47 and Cantley, we consider that traffic turning right to go to Lingwood will	N	A dedicated right turn lane to Lingwood has been included in the design in this area. Please refer to the General Arrangement Plans (TR010040/APP/2.6) .

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	need protection.		
Safety	The knock-on effect of the scheme will be to allow the traffic to arrive at the Acle straight more quickly. Dualling of that section of road should be brought forward. Human lives are more important than the snails etc currently delaying that element of the A47.	N	Highways England is committed to upgrading the A47 in an environmentally responsible way. As a number of protected species have their natural habitat around the Acle Straight, mitigation work has to be undertaken before any works can take place. Dualling of the Acle straight is out of the scope of the Scheme.
Safety	I will say that I am fully supportive of the project, and 95% of the current plans, as I have lived here for 35 years and have seen first-hand how the increase in traffic volumes has, both lengthened travel times dramatically, together with associated difficulties in accessing the road, and increased the number of accidents.	N	This comment is noted.
Safety	Despite continued discussion, The Windle appears to fall outside the current plans. This is a 90 degree left turn off the A47 just east of the scheme. It is currently dangerous, but with the removal of the 50mph limit which currently ends just short of The Windle the traffic will be moving much faster, and with no slip road, it is an accident waiting to happen. I hold HE fully responsible for any death or injury once the road opens.	N	<p>The Windle junction joins the existing A47 at the existing dual carriageway section at the east of the Scheme. No carriageway works are proposed at this location and as such the Windle Junction is unaffected by the works.</p> <p>The Windle junction joins the existing A47 at the existing dual carriageway section at the east of the Scheme. No carriageway works are proposed at this location and as such the Windle Junction is unaffected by the works.</p> <p>As stated in Section 4 of the Scheme Design Report (TR010040/APP/7.6) the existing lay-by</p>

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			to the west of the Windle is to be closed, due to its proximity with the new B1140 junction. Closing the lay-by may improve the safety of The Windle junction by reducing weaving manoeuvres in the vicinity of this junction.
Safety	I also have concerns about 'sight-lines' being restricted by trees etc on the approach to the proposed White House junction when approaching along the South Walsham Road and, I appreciate, just outside the remit of this scheme at the Upton/Windle turn. I am of the opinion that this needs to be restricted to 'exit only' towards Acle.	N	<p>Sight lines along the design have been checked and are achieved towards the White House junction. In areas where existing tree lines may be a problem, the design will meet existing conditions.</p> <p>The B1140 junction will be relocated west of the existing junction with new diversion / merge lanes which meet design standards.</p> <p>The Windle junction joins the existing A47 at the existing dual carriageway section at the East of the Scheme. No carriageway works are proposed at this location and as such the Windle Junction is unaffected by the works. The Windle junction joins the existing A47 at the existing dual carriageway section at the east of the Scheme. No carriageway works are proposed at this location and as such the Windle Junction is unaffected by the works.</p> <p>As stated in Section 4 of the Scheme Design Report (TR010040/APP/7.6) the existing lay-by to the west of the Windle is to be closed, due to</p>

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			its proximity with the new B1140 junction. Closing the lay-by may improve the safety of The Windle junction by reducing weaving manoeuvres in the vicinity of this junction.
Safety	Since the installation of the traffic island near the Shreeve Road/Yarmouth Road junction, psychologically this now seems to be taken as the point that vehicles speed up (eastbound) or slow down (westbound). At certain times of the day vehicles regularly considerably and dangerously exceed the 30mph speed limit along this eastern stretch of Yarmouth Road.	N	This comment references elements of the local road network unaffected by the Scheme and will be passed to Norfolk County Council.
Safety	Support proposal for the bridge, however there is a great opportunity to improve the safety of the junction on and off the west bound lane of the A47 at Yarmouth Road. Traffic coming off the A47 will in future be travelling at a higher speed and will meet traffic using Yarmouth and Hemblington Roads. Within a short distance of the junction there is Norwich Camping with many vehicles including HGV's turning in and out, Blofield allotment site and residential houses.	N	One of the safety improvements at Yarmouth Road junction is that it has been reconfigured to a left-in left-out layout, meaning all right turning manoeuvres have been eliminated. A merge lane for traffic joining the A47 has been provided allowing adjoining traffic to reach the speeds of mainline traffic and to join safely. A diverge lane has also been incorporated for traffic leaving the A47 to turn left onto Yarmouth, giving the opportunity to slow down to an appropriate speed to navigate the bend. Further to this, the area between the A47 and the road leading to Strumpshaw will be graded, giving better visibility to the junction for traffic leaving the A47. Further information is provided in Section 4.5 of the Scheme Design Report (TR010040/APP/7.6).
Safety	I can understand the reasoning but there has to be	N	The outcome of the traffic models is presented in

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	consideration of the impact further into the village of Blofield. By stopping direct access at this point onto the eastbound carriageway this will force a lot of traffic from existing and very large new developments to attempt travel past the Blofield school on Plantation Road to the existing slip road on the north of Blofield. Traffic will not use the preferred route to the Cucumber Lane roundabout junction as this already has bottlenecks from current developments. The potential for danger to the villagers in the narrow village centre and schoolchildren is immense		Section 7 of the Transport Assessment (TR010040/APP/7.3) . The Scheme's impact on the local road network in is detailed in Section 7.7. The Assessment has shown that the change in traffic flow, brought about by the scheme, has a negligible impact on the delays across the local road network.
Safety	Having lived in the area for around 30 years this stretch of road has always been slow and dangerous. I use the exit off the A47 at Blofield Garden centre daily and this crossing can be very dangerous.	N	The Yarmouth Rd exit would become a left in left out junction as there is a safety concern for the right turn traffic from Yarmouth Rd, given the A47 mainline traffic being forecasted to increase further in the future. Please refer to the General Arrangement Plans (TR010040/APP/2.6) .
Safety	Would like to see a boundary between these 2 roads [dual carriageway]. I have concerns over dazzling headlights on both sides of you if traveling west bound on old road!	N	An earthworks bund as part of the landscaping has been incorporated into the design in two areas where there would be potential for oncoming traffic to blind each other. Further information is included in Section 7 of ES Chapter 7 Landscape (TR010040/APP/6.1) and the Masterplan (TR010040/APP/6.8) .
Safety	Will the dualling of A47 help enforce restrictions on sugar beet lorries on the local roads? As they can cause multiple issues, also has consideration been given to how they leave and join A47 and in particular is there enough road for them to join A47 at a speed	Y	Consideration has been given to the traffic from British Sugar Plc and the slip roads have been extended to provide adequate length for the traffic to leave and merge the A47 safely. The design of the B1140 Junction made use of

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	consistant with other road users and not become a mobile hazard.		<p>detailed localised traffic modelling to inform the use of non-standard geometry features to ensure that the proposed design operates efficiently after construction. The additional auxiliary lanes added for the traffic merging with the A47 from the B1140 provides a safe acceleration space for the forecast high percentage of HGVs using the road.</p> <p>Analysis of the Scheme junction performance indicates that all arms will operate well within the available capacity and that on average minimal delays of around 6-10 seconds will be experienced. Furthermore, it can be seen that the junction is operating satisfactorily even during the British Sugar Plc peak season where there is a large increase in HGV demand. This is set out in Table 7-16 of the Transport Assessment (TR010040/APP/7.3).</p>
Safety	We feel very strongly that the dangers occur when traffic is allowed to turn right off the carriageway. Very concerned that the new road will become a racetrack. The single carriageway at least keeps the speed down.	N	No right-turn movements will be possible on the new A47. The speed limit and enforcement regime will be the same as for the existing dual carriageway sections of the A47.
Safety	With the continuing increase in volume of traffic, this path has not been used as much as it once was. We should be able to walk North to South and vice versa at this point without exposing ourselves to the danger of heavy traffic. With what is proposed, now is the	N	As part of the development of the scheme a full WCH assessment has been carried out in the area, including WCH usage surveys. The assessment concluded that there are a very low number of people in the area using the existing

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	time to provide safe passage at this point.		facilities for crossing the A47 (i.e. between footpaths FP1 and FP3). Even allowing for proposed development planned in the area the number of users are unlikely to increase usage to any material extent. It has therefore been concluded that an additional bridge will not be provided in the Scheme. A summary of the WCH assessment is provided in ES Chapter 12 Population and Human Health (TR010040/APP/6.1) . Facilities on the B1140 Overbridge will be provided at South Walsham Road which will provide benefit and better connectivity for non-motorised users in the area. A crossing will also be provided at the Blofield Overbridge.
Signage	Please could signs to Strumpshaw Recycling Centre be added to the junction at the south end of the bridge as confusion may lead to the extra boscage around the area being used for fly-tipping.	N	This has been noted. Signage will be considered at the detailed design stage.
Signage	Please ensure any 'redundant' roads and new layouts are clearly signed and no entries are in place when changes take place.	N	All closed roads will be clearly signed and advanced warning will be given. An assessment will take place during the detailed design stage regarding the signage that will be required.
Signage	You need to provide signage to Linwood at the Whitehouse junction both ways coming from Norwich & also from Great Yarmouth.	N	An assessment will take place during the detailed design stage regarding the signage that will be required.
Slip road	It is my view that this bridge needs to be at 90 degrees to the dual carriageway with slip roads (ramps) from both the east and the west.	N	The Scheme design was selected following the outcome of the appraisals, assessments and public consultation. The preferred option carried

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Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			forward can be built with the least disruption to drivers during construction as the existing road can remain for local traffic. This option also has the least impact on the environment. Further information is provided in the Case for the Scheme (TR010040/APP/7.1), the Scheme Design Report (TR010040/APP/7.6)
Slip road	Regarding the existing Off slip on the north side of the existing A47 eastbound which leads up onto the Existing Bridge Crossing into Blofield and subsequent on slip back onto A47 East bound. I do not agree with the solution, to leave the existing on slip east bound as is. I think it should be considered as one whole junction, where traffic can exit at this off slip for Blofield, then come back down the slip road which should be segregated so no traffic can join the A47 eastbound. Instead this traffic should continue along to join with Highnoon Lane and meet with the proposed new bridge T-junction, where traffic for onward travel east can join the A47 dual carriageway at the Eastern proposed junction by continuing east along the existing A47 single carriageway. This will mean that east bound traffic for North Burlingham can use this exit rather than going past up to the eastern junction and back on itself.	N	The overbridge and existing slip roads commented on are outside of the scope of this scheme. The Scheme design was selected following the outcome of the appraisals, assessments and public consultation. The preferred option carried forward can be built with the least disruption to drivers during construction as the existing road can remain for local traffic. This option also has the least impact on the environment. Further information is provided in the Case for the Scheme (TR010040/APP/7.1), the Scheme Design Report (TR010040/APP/7.6) and ES Chapter 3 Assessment of Alternatives (TR010040/APP/6.1).
Slip roads	Can the on / off slip roads to the junctions in the scheme be made longer than minimum length specifications, particularly at the proposed eastern	Y	Consideration has been given to the traffic from British Sugar Plc and the slip roads have been extended in length to provide adequate length for

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	junction as Sugar Beet HGV's to Cantley will be using these may take longer to slow down and gain speed to join the new carriageway.		<p>the traffic to leave and merge the A47 safely. The design of the B1140 Junction made use of detailed localised traffic modelling to inform the use of non-standard geometry features to ensure that the proposed design operates efficiently after construction. The additional auxiliary lanes added for the traffic merging with the A47 from the B1140 provides a safe acceleration space for the forecast high percentage of HGVs using the road.</p> <p>Analysis of the Scheme junction performance indicates that all arms will operate well within the available capacity and that on average minimal delays of around 6-10s will be experienced. Furthermore, it can be seen that the junction is operating satisfactorily even during the sugar factory peak season where there is a large increase in HGV demand. This is set out in Table 7-16 of the Transport Assessment (TR010040/APP/7.3).</p>
Slip roads	No good, to heavy traffic for slip roads. Have you even considered how many lorries travel to the sugar beet factory.	Y	Consideration has been given to the traffic from British Sugar Plc and the slip roads have been extended in length to provide adequate length for the traffic to leave and merge the A47 safely. The design of the B1140 Junction made use of detailed localised traffic modelling to inform the use of non-standard geometry features to ensure that the proposed design operates efficiently after

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			<p>construction. The additional auxiliary lanes added for the traffic merging with the A47 from the B1140 provides a safe acceleration space for the forecast high percentage of HGVs using the road.</p> <p>Analysis of the Scheme junction performance indicates that all arms will operate well within the available capacity and that on average minimal delays of around 6-10 seconds will be experienced. Furthermore, it can be seen that the junction is operating satisfactorily even during the sugar factory peak season where there is a large increase in HGV demand. This is set out in Table 7-16 of the Transport Assessment (TR010040/APP/7.3).</p>
Slip roads	Despite continued discussion, The Windle appears to fall outside the current plans. This is a 90 degree left turn off the A47 just east of the scheme. It is currently dangerous, but with the removal of the 50mph limit which currently ends just short of The Windle the traffic will be moving much faster, and with no slip road, it is an accident waiting to happen. I hold HE fully responsible for any death or injury once the road opens.	N	The Windle junction joins the existing A47 at the existing dual carriageway section at the East of the Scheme. No carriageway works are proposed at this location and as such the Windle Junction is unaffected by the works. The existing lay-by to the west is to be closed, due to its proximity with the new B1140 junction. Closing the lay-by may improve the safety of The Windle junction by reducing weaving manoeuvres in the vicinity of this junction, see Section 4.9 of the Scheme Design Report (TR010040/APP/7.6) .
Slip roads	I feel that slip roads will lead to accidents. There is too much traffic for them to work, especially sugar beet	Y	Consideration has been given to the traffic from British Sugar Plc and the slip roads have been

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	lorries.		<p>extended in length to provide adequate length for the traffic to leave and merge the A47 safely. The design of the B1140 Junction made use of detailed localised traffic modelling to inform the use of non-standard geometry features to ensure that the proposed design operates efficiently after construction. The additional auxiliary lanes added for the traffic merging with the A47 from the B1140 provides a safe acceleration space for the forecast high percentage of HGVs using the road.</p> <p>Analysis of the Scheme junction performance indicates that all arms will operate well within the available capacity and that on average minimal delays of around 6-10 seconds will be experienced. Furthermore, it can be seen that the junction is operating satisfactorily even during the British Sugar Plc peak season where there is a large increase in HGV demand. This is set out in Table 7-16 of the Transport Assessment (TR010040/APP/7.3).</p>
Slip roads	The slip roads for the flyover at the eastern end are too tight for the number of lorries that will use the road in the winter.	Y	Consideration has been given to the traffic from British Sugar Plc and the slip roads have been extended to provide adequate length for the traffic to leave and merge the A47 safely. The design of the B1140 Junction made use of detailed localised traffic modelling to inform the use of non-standard geometry features to ensure

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			<p>that the proposed design operates efficiently after construction. The additional auxiliary lanes added for the traffic merging with the A47 from the B1140 provides a safe acceleration space for the forecast high percentage of HGVs using the road.</p> <p>Analysis of the Scheme junction performance indicates that all arms will operate well within the available capacity and that on average minimal delays of around 6-10s will be experienced. Furthermore, it can be seen that the junction is operating satisfactorily even during the British Sugar Plc peak season where there is a large increase in HGV demand. This is set out in Table 7-16 of the Transport Assessment (TR010040/APP/7.3).</p>
Slip roads	Would it not be sensible and cheaper to engineer a slip road between the two Lingwood roads (which are to be blocked off) connecting to the Norwich carriageway, so that joining traffic will be eased.	N	The junction has been designed in accordance with the standards set out in the DMRB (see Scheme Design Report (TR010040/APP/7.6)). A long slip road would be above the level of provision which has been shown to work with the anticipated traffic levels from a safety and operational perspective.
Slip roads	I am confused by the proposal. I live on Hemblington road and use the slip road onto the a47 going towards Norwich every day. Will that slip road still be the same or will I be diverted? If I want to turn right towards Yarmouth will that also be affected?	N	The slip road at Yarmouth Road junction will be maintained, albeit with slight reconfiguration. The right hand turn out of Yarmouth Road will be removed on the grounds of safety with traffic crossing two live high-speed lanes. The General

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			Arrangement Plans (TR010040/APP/2.6) show the junction arrangements.
Slip roads	Why is there no slip road going East bound at the existing junction into Blofield (the one near the farm shop)?	N	Access is facilitated by the retained section of the existing A47 towards North Burlingham which will join at the B1140. The General Arrangement Plans (TR010040/APP/2.6) show the junction arrangements at Blofield.
Slip roads	I believe there should be a link road between the current slip road in Blofield (heading east onto the A47) and the new proposed link bridge junction by means of a grade separated junction with slip roads. This would greatly reduce traffic going through Blofield village as it would allow not only access to the A47 east bound but also west bound (also reducing traffic joining the busy Brundall roundabout) which is a short coming in the current road network. Additionally, traffic currently needing to head north over the existing flyover to access the east bound slip road would not need to pass through the Blofield high street if east bound access was available from a new grade separated bridge junction. I appreciate that there isn't much available land to the south of Plantation Park football ground to squeeze a link road in, however this is too good an opportunity to miss out on for the future safety of Blofield and I'm sure there must be a solution.	N	The existing junction north of Blofield and the provision of an additional link road to it is outside of the scope of works for the current Scheme.
Speed limit	I believe there should be a maximum speed limit from the Brundall Roundabout to the Acle Roundabout of no more than 50mph enforced by speed camera	N	The speed of the approaching traffic at the national speed limit, and the existing enforcement regime on the dual carriageway

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	detection devise, due to the amount of traffic flowing either way and then ending up finishing with a roundabout either end getting on to these roundabouts will be dangerous as drivers will travel at least 70 which will cause a major bottle neck at either roundabout, more so when trying to get around the Acle roundabout to go down the Acle straight.		sections of the A47 is considered sufficient. Further detail is shown on the Traffic Regulations Plans (TR010040/APP/2.11) .
Speed limits	We are concerned about the speed limit on the South Walsham Road. Will this be reduced for the entire road or just on the approach to the junction?	N	By agreement with Norfolk County Council the speed limit will be 50mph. Further detail is shown on the Traffic Regulations Plans (TR010040/APP/2.11) .
Stakeholders	Please don't forget about the community orchard in future.	N	Highways England has contacted the Community Orchard Committee.
Traffic management	What if any measure will be taken to manage traffic using the Windle, much of this traffic is HGV or large agricultural machinery.	N	The Windle junction joins the existing A47 at the existing dual carriageway section at the East of the Scheme. No carriageway works are proposed at this location and as such the Windle Junction is unaffected by the works. The existing lay-by to the west is to be closed, due to its proximity with the new B1140 junction. Closing the lay-by may improve the safety of The Windle junction by reducing weaving manoeuvres in the vicinity of this junction, see Section 4.9 of the Scheme Design Report (TR010040/APP/7.6) .
Traffic management	Basically the overall scheme is reasonable BUT action must be taken to control (with the use of appropriate speed calming measures) the speed of traffic on	N	Enhanced lining and signing will be included at Yarmouth Road junction along with the provision of street lighting.

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	Yarmouth Road, especially in the vicinity of the entrance/exit to the Norwich Camping premises. There is no evidence in the proposals to do this and that is a serious omission, which shows a disregard for an important adverse impact.		
Traffic Management	<p>I believe the research that gave rise to the design at the Cantley junction was flawed because:</p> <p>a) the research period managed to reflect neither the high volume of (winter) sugar beet traffic accessing Cantley Sugar Factory nor (summer) seaside-bound holiday traffic.</p> <p>b) the area researched did not take in the junction with The Windle (to the east) which would become more dangerous at 70mph.</p>	Y	<p>In response to consultation feedback additional traffic surveys were undertaken in October 2019 to ensure that the traffic from British Sugar Plc was properly captured, and as such it was included in the modelling. The design has considered the British Sugar Plc traffic and the slip roads have been extended in length to provide adequate length for the traffic to leave and merge the A47 safely. The B1140 Junction design made use of detailed localised traffic models to inform evaluation of the junction. This is set out in Section 7.8 of the Transport Assessment (TR010040/APP/7.3).</p> <p>The Windle junction joins the existing A47 at the existing dual carriageway section at the East of the Scheme where the speed limit is the national speed limit for a dual carriageway. No carriageway works are proposed at this location and as such the Windle Junction is unaffected by the works. The existing lay-by to the west is to be closed, due to its proximity with the new B1140 junction. Closing the lay-by may improve the safety of The Windle junction by reducing</p>

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			weaving manoeuvres in the vicinity of this junction, see Section 4.9 of the Scheme Design Report (TR010040/APP/7.6) .
Walking, cycling and horse riding	We have repeatedly requested a crossing - footbridge or underpass - to allow residents and visitors to cross the road on foot or bicycle to access station, woodland walks and other amenities within the parish. The current scheme fails entirely to address this need at or near Lingwood Road, North Burlingham. The original scheme showed such a bridge, but it has now been removed.	Y	<p>As part of the development of the scheme a full WCH assessment has been carried out in the area, including WCH usage surveys. The assessment concludes that there are a very low number of people in the area using the existing facilities for crossing the A47 (i.e. between footpaths FP1 and FP3). Even allowing for proposed development planned in the area, the number of users are unlikely to increase usage to any material extent. It has therefore been concluded that, following a costing exercise, the provision of a bridge would not provide value for money. It has therefore has not been included in the Scheme. A summary of the WCH assessment is provided the ES Chapter 12 Population and Human Health (TR010040/APP/6.1).</p> <p>A safer crossing of the A47 will be provided via facilities on the B1140 Overbridge at South Walsham Road, improving connectivity for non-motorised users in the area. A crossing will also be provided at the Blofield Overbridge.</p>
Walking, cycling and horse riding	The plan I saw at Acle Recreation Centre on 22 Sept shows pedestrian access (footpath / track) along the south side of the new dual carriageway. However, this	Y	As part of the development of the scheme a WCH assessment has been carried out in the area. The WCH assessment has identified

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	stops at a midpoint between Lingwood Road (Grid Ref TG358099) and Lingwood Lane - around Grid Ref TG366099. If the footpath could be extended to join Lingwood Lane (at Grid Ref TG369098) then this would create a circular walk for local people, particularly for those living in Lingwood. I believe there is already a circular walk there, but that this might be cut off by the new road if the pedestrian access is not extended as per my suggestion.		<p>opportunities to provide additional WCH facilities in the area which would enhance the local network. A summary of the WCH assessment is provided in the ES Chapter 12 Population and Human Health (TR010040/APP/6.1).</p> <p>Where the existing A47 is unaffected by the dualling, it is proposed to be de-trunked and serve as a local access road for residents. This will include a new combined footway/cycle. A new section of footway is also proposed on Yarmouth Road to connect to the existing footway and allow pedestrians to walk along Yarmouth Road to the allotment gardens. These new sections of infrastructure will provide improved connectivity between Blofield and North Burlingham for WCH.</p> <p>The Scheme also provides a new PRoW footpath, to the south of the new A47 mainline, connecting from the Blofield Overbridge to the B1140 junction. This route connects with multiple existing north / south permissive routes and footpath Burlingham FP3.</p>
Walking, cycling and horse riding	Your plans which I saw at Lingwood Village Hall stated that there was 'no need for a bridge or underpass to connect Lingwood with North Burlingham' as :- your survey showed there was very small footfall in	N	As part of the development of the scheme a full WCH assessment has been carried out in the area, including WCH usage surveys. The assessment concluded that there are a very low number of people in the area using the existing

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	<p>that area!</p> <p>Of course there is you take your life in your hands to even think of crossing over to the Nth Burl church or woodland. Years ago, I regularly walked my dogs there - I wouldn't even dream of attempting it now - it's a death trap!</p>		<p>facilities for crossing the A47 (i.e. between footpaths FP1 and FP3). Reviewing proposed development planned in the area the number of users is unlikely to increase usage to any material extent. It has therefore been concluded that an additional bridge will not be included in the Scheme. A summary of the WCH assessment is provided in ES Chapter 12 Population and Human Health (TR010040/APP/6.1).</p> <p>A safer crossing of the A47 will be provided via facilities on the B1140 Overbridge at South Walsham Road, improving connectivity for non-motorised users in the area. A crossing will also be provided at the Blofield Overbridge.</p>
Walking, cycling and horse riding	<p>The addition of a footpath northwards from the new junction of Old Road with South Walsham Road to the footpaths at Belt Plantation (about 300m in total) would:</p> <ul style="list-style-type: none"> *provide a circular route around North Burlingham *provide safe NMU access between North Burlingham and Acle *increase NMU safety on the B1140 *link the 9 properties on South Walsham Road to the village, reducing car use 	N	<p>Unfortunately, a footpath leading northward from Main Road (we think the comment is referring to Main Road, not Old Road) is outside the scope and boundaries of the Scheme. The WCH assessment has identified opportunities to provide additional WCH facilities in the area which would enhance the local network and provide a safer crossing of the A47. A summary of the WCH assessment is provided in the ES Chapter 12 Population and Human Health (TR010040/APP/6.1).</p> <p>Where the existing A47 is unaffected by the</p>

Statutory Consultation under section 47 & 48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
			<p>dualling, it is proposed to be de-trunked and serve as a local access road for residents. This will include a new combined footway/cycle. A new section of footway is also proposed on Yarmouth Road to connect to the existing footway and allow pedestrians to walk along Yarmouth Road to the allotment gardens. These new sections of infrastructure will provide improved connectivity between Blofield and North Burlingham for walking and cycling.</p> <p>The Scheme also provides a new Public Right of Way (PRoW) footpath, to the south of the new A47 mainline, connecting from the Blofield Overbridge to the B1140 junction. This route connects with multiple existing north / south permissive routes and footpath Burlingham FP3.</p> <p>A safer crossing of the A47 will be provided via facilities on the B1140 Overbridge at South Walsham Road, improving connectivity for non-motorised users in the area. A crossing will also be provided at the Blofield Overbridge.</p>

3 TABLES EVIDENCING REGARD HAD TO ADDITIONAL RESPONSES TO THE 2020 SCHEME UPDATE CONSULTATION

Responses from Section 42(1)(a)&(b) consultees				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Landscaping	Poplar Farm (west of Lingwood Road) and Oaklands (a former rectory, east of Lingwood Road), just south of the A47, would both be affected by the proposals due to their proximity and the impact on views. They are both potential nondesignated heritage assets and are shown on the pre-1840 tithe map of the area. The elevations facing the road are not, however, principle elevations and the impact could be mitigated by landscaping (as well as noise mitigation measures).	Broadland District Council	N	<p>This observation is acknowledged. Section 7.8 of the ES Chapter 7 Landscape and Visual Assessment of the ES (TR010040/APP/6.1) gives details of the impacts to the landscape during operation. During construction there would be a loss of existing trees and hedgerows and a change to the existing agricultural land use. People's views would also be affected, including views of earthworks, construction vehicles and work associated with the installation of overbridges.</p> <p>During the initial stages of operation, the Scheme carriageway, overbridge structures, junction lighting and general movement of vehicles along the highway would be visible. Once Scheme tree and hedgerow planting was established, the visibility of the Scheme and extent of associated landscape features would revert to a state comparable to that of the existing situation.</p> <p>Following mitigation (Section 9 ES Chapter 7 Landscape and Visual Assessment of the ES</p>

Responses from Section 42(1)(a)&(b) consultees				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				(TR010040/APP/6.1)) the assessment concludes that the Scheme would not result in a significant residual effect on landscape and visual amenity. Noise mitigation is detailed in Section 11.9 of ES Chapter 11 Noise and Vibration (TR010040/APP/6.1).
Noise	St Andrews Church, North Burlingham (Grade 1 Listed) is not directly affected as regards views, but the setting may be affected by increased noise levels and the impact this will have in terms of experiencing the church and memorial as a relatively tranquil environment for reflection and as a place of worship will need to be considered. Again this could perhaps be mitigated with additional tree planting to the north of the scheme https://historicengland.org.uk/listing/thelist/list-entry/1051522).	Broadland District Council	N	Section 6.5 of ES Chapter 6 Cultural Heritage (TR010040/APP/6.1) states that any construction impacts caused by traffic diversions on St Andrew's Church will be negligible and temporary. The Scheme is also assessed as having a negligible permanent visual impact on the Church. Noise impact is not predicted. Notwithstanding, existing and proposed tree planting along the northern side of the Scheme would reduce any impacts further. The landscape and planting design is in keeping with the current landscape character (see Section 6.6 of ES Chapter 6 Cultural Heritage (TR010040/APP/6.1)). Primary landscape and visual mitigation measures embedded in the Scheme design are illustrated and detailed in the Masterplan (TR010040/APP/6.8) and commitments defined in the Environmental Management Plan (TR010040/APP/7.7).

Responses from Section 42(1)(a)&(b) consultees				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Landscaping	The Council would advise reviewing any heritage assets that lie up to 1km either side of the road in order to pick up on potential impact, even if the conclusion is that the setting is not affected. This would, for example, pick up Home Farm House, Lingwood, which is not likely to be affected (https://historicengland.org.uk/listing/the-list/list-entry/1152869).	Broadland District Council	N	<p>Appendix 6.1 to ES Chapter 6 Cultural Heritage (TR010040/APP/6.2) assesses the Cultural Heritage Baseline an assessment of their value, magnitude and significance of impact. A detailed discussion of baseline information gathered to date, including assessment of archaeological potential, contribution of setting to value / significance and of the value / significance of all identified heritage assets. The assessment has been undertaken in accordance with DMRB LA 106 and has considered for designated and non-designated heritage assets.</p> <p>The study area has been defined in accordance with DMRB LA 106 to include:</p> <ul style="list-style-type: none"> • the footprint of the Scheme and areas which may be physically affected, such as by vibration, ground movement and changes in ground water levels • the Zone of Visual Influence (approx. 1.3km at maximum) • any heritage assets which may potentially be affected by noise.
Walking, Cycling and Horse Riding	Whilst the Council is pleased with the inclusion of cycling and pedestrian links from Blofield to North Burlingham, and from North Burlingham to Lingwood, it is felt that cycling	Broadland District Council	N	<p>Links to Acle are outside the scope of the Scheme.</p> <p>There will be improved safety and the</p>

Responses from Section 42(1)(a)&(b) consultees				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	and pedestrian links to Acle would be of even greater significance. The latter would create sustainable access for those in North Burlingham to a much greater range of services, including bus and train travel, a post office, shops, pubs, schools etc. Such a connection would also mitigate pressure on the Broads by providing improved links to the Norfolk County Council Jubilee woods as a recreation destination.			Scheme will also make provision for the future implementation of walking and cycling facilities at the B1140 junction to facilitate improved north to south connectivity across the new A47 to the east of North Burlingham (see ES Chapter 12 Population and Human Health (TR010040/APP/6.1)).
Local Traffic	There is some concern regarding the likely additional pressure in agricultural traffic through Acle as a result of the scheme. The Council would request that Highways England give some consideration to mitigation measures that might be appropriate in this regard.	Broadland District Council	N	The outcome from the traffic models is presented in Section 7 of the Transport Assessment (TR010040/APP/7.3) . The results of the model indicate that the scheme causes a relatively minor impact on traffic flows across the local road network.
Traffic	We have been in recent discussion about Cucumber Lane roundabout. We understand that this junction is outside of the A47 scheme boundary and therefore any mitigation at this junction would not be able to be carried out as part of the scheme. Mitigation measures would need to be undertaken outwith the dualling scheme with no certainty of funding. We would support adjusting the red line boundary prior to the DCO – if this were possible – to include this junction as your	Norfolk County Council	N	Highways England are committed are working with Norfolk County Council regarding this roundabout to identify potential mitigation measures that can be accommodated within the existing highway boundary at this location as discussed in the Transport Assessment (TR010040/APP/7.3) . Further meetings will continue with Norfolk County Council to discuss this matter.

Responses from Section 42(1)(a)&(b) consultees				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	<p>recent work clearly demonstrates it is being adversely affected by the scheme.</p> <p>Whilst we are happy to continue to work with you to identify and agree mitigation measures, we would need the certainty that they will be funded and delivered in a timely fashion to address the A47 dualling scheme impacts when they arise.</p>			The Cucumber Lane Roundabout is outside the boundary for the Scheme.
Landscaping	We remain concerned about the lack of provision for walking and cycling movements across the A47 between the two settlements of Burlingham and Lingwood. The A47 has historically been a barrier between the two settlements and affects leisure links as well as utility trips. The dualling scheme has the opportunity to change this and with the right improvements can significantly enhance the Rights of Way network, and local connections, in this area.	Norfolk County Council	Y	<p>During the Scheme's development feedback has been provided by Norfolk County Council with regard to the provision of Walking and cycling facilities as part of the Scheme.</p> <p>As part of the development of the scheme, a full WCH assessment has been carried out in the area, including WCH usage surveys.</p> <p>A safer crossing of the A47 will be provided via facilities on the B1140 Overbridge at South Walsham Road, improving connectivity for non-motorised users in the area. A crossing will also be provided at the Blofield Overbridge. A summary of the WCH assessment is provided in the ES Chapter 12 Population and Human Health (TR010040/APP/6.1).</p>

Responses from Section 42(1)(a)&(b) consultees				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>Where the existing A47 is unaffected by the dualling, it is proposed to be de-trunked and serve as a local access road for residents. This will include a new combined footway/cycle. A new section of footway is also proposed on Yarmouth Road to connect to the existing footway and allow pedestrians to walk along Yarmouth Road to the allotment gardens. These new sections of infrastructure will provide improved connectivity between Blofield and North Burlingham for walking and cycling.</p> <p>The Scheme also provides a new PRoW footpath, to the south of the new A47 mainline, connecting from the Blofield Overbridge to the B1140 junction. This route connects with multiple existing north / south permissive routes and footpath Burlingham FP3.</p>
Walking, Cycling and Horse Riding	We note that the scheme has been amended to include new foot and cycle links across both junctions with better provision east-west to link with North Burlingham. We fully support these measures, with the proviso that little detail is known about their exact layout. Highways England will be aware of recent	Norfolk County Council	Y	The layouts of the pedestrian and cycle links are shown on the Rights of Way and Access Plans (TR010040/APP/2.4) and described in the ES Chapter 12 Population and Human Health (TR010040/APP/6.1). The Scheme will give consideration to the guidance about segregated facilities and HE will continue to

Responses from Section 42(1)(a)&(b) consultees				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	government guidance on provision of cycle schemes and the county council would want to see the provision accord with the guidance about segregated facilities, rather than shared use.			work with Norfolk County Council during the detailed design stage
Walking, Cycling and Horse Riding	However, more fundamentally, the proposals do not provide a direct connection between Burlingham and Lingwood. We remain of the opinion that the most important improvement Highways England have the opportunity to make is installing a footbridge across the A47 connecting Burlingham FP1 and FP3. Your proposals show FP3 connecting to FP1 via the existing trails / bridleway network, a new permissive footpath and then the proposed foot / cycle provision across the A47 at the new eastern junction and the existing road through North Burlingham. Not only is this a considerable detour but involves use of a permissive path (albeit understood to be on land to be acquired by Highways England). In summary, a new bridge would provide a much-needed missing link in the network, will offer a safe route for all users, and ultimately connects rural paths bringing two communities together.	Norfolk County Council	N	<p>As part of the development of the scheme a full WCH assessment has been carried out in the area, including WCH usage surveys. The assessment concludes that there are a very low number of people in the area using the existing facilities for crossing the A47 (i.e. between footpaths FP1 and FP3). Even allowing for proposed development planned in the area the number of users are unlikely to increase usage to any material extent. It has therefore been concluded that an additional bridge will not be included in the Scheme. A summary of the WCH assessment is provided in the ES Chapter 12 Population and Human Health (TR010040/APP/6.1).</p> <p>A safer crossing of the A47 will be provided via facilities on the B1140 Overbridge at South Walsham Road, improving connectivity for non-motorised users in the area. A crossing will also be provided at the Blofield Overbridge.</p>

Responses from Section 42(1)(a)&(b) consultees				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Junctions	As noted in our response to the S42 consultation, the proposed junction at the western end of the scheme is not a fully grade separated junction that provides for all movements onto and from the A47. Whilst we now understand more about the implications for local traffic movement, we would want to continue to work with you to understand fully the implications and – if necessary – agree any required minor improvements to county roads as a consequence of the scheme. We are also aware of concerns about the impacts on the local road network at the eastern end of the scheme and would want to continue to work with yourselves to identify and resolve any issues.	Norfolk County Council	N	The outcome from the traffic models is presented in Section 7 of the Transport Assessment (TR010040/APP/7.3). The results of the NATs model indicate that the scheme causes a relatively minor impact on traffic flows across the local road network. Highways England will continue to work with Norfolk County Council to resolve any outstanding issues. The design of the junction is in line with DMRB standards and more details are provided in the Scheme Design Report (TR010040/APP/7.6).
Archaeology	I can confirm that archaeological evaluation by geophysical survey and trial trenching has been undertaken and that further archaeological mitigation will be required post consent. Once we have had sight of the report on the trial trenching we will be able to come to a view on the exact nature and extent of the required mitigation. We suggest that the following requirements are put in place:	Norfolk County Council	N	Heritage assets are listed in Appendix 6.1 to ES Chapter 6 Cultural Heritage (TR010040/APP/6.2) with an assessment of their value, magnitude and significance of impact. This appendix also provides the historic background necessary to place the assessments in context. An archaeological trenching report has now been issued in draft to Norfolk County Council and is included in the ES Appendix 6.4 (TR010040/APP/6.2).

Responses from Section 42(1)(a)&(b) consultees				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	<p>A) No development shall take place until an archaeological written scheme of investigation that has been submitted to and certified by the Secretary of State. The scheme shall include an assessment of significance and research questions; and 1) The programme and methodology of site investigation and recording, 2) The programme for post investigation assessment, 3) Provision to be made for analysis of the site investigation and recording, 4) Provision to be made for publication and dissemination of the analysis and records of the site investigation, 5) Provision to be made for archive deposition of the analysis and records of the site investigation and 6) Nomination of a competent person or persons/organization to undertake the works set out within the written scheme of investigation.</p> <p>and</p> <p>B) No development shall take place other than in accordance with the written scheme of investigation approved under requirement (A) and C) The development shall not be occupied or put into first use until the site investigation and post investigation assessment has been completed in</p>			<p>Potential impacts during construction and operation are detailed in Section 6.5 of ES Chapter 6 Cultural heritage (TR010040/APP/6.1) and design interventions and mitigation in Section 6.6. The proposed works will meet Norfolk County Council's requirements.</p> <p>The Draft DCO (TR010040/APP/3.1) includes Requirement 9 Archaeological Remains.</p>

Responses from Section 42(1)(a)&(b) consultees				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	accordance with the programme set out in the archaeological written scheme of investigation approved under condition (A) and the provision to be made for analysis, publication and dissemination of results and archive deposition has been secured.			
Flood Risk	Within the Flood Risk Assessment (FRA), the LLFA guidance is not mentioned, even though the current Environment Agency guidance on the preparation of FRA clearly states that plans for managing surface water should be in line with guidance from the Lead Local Flood Authority and sustainable drainage principles.	Norfolk County Council Lead Local Flood Authority	N	The LLFA's comment relates to the draft Flood Risk Assessment which was provided to the LLFA for comment. The Flood Risk Assessment (Appendix 13.1 (TR010040/APP/6.2) to the ES (TR010040/APP/6.1)) has been updated to address the comment. The guidance has been considered when completing the FRA.
Flood Risk	The FRA discusses the surface water flood history and notes the 'high impact' flooding incident of 2019 which closed the western bound carriageway in Blofield. As a 'high impact' local flood event, the LLFA would expect further comment regarding the cause, impacts and remedial works within the body of the report. At present there are only limited remarks in the conclusion. A plan with the approximate location and extent of this specific flood would be considered appropriate for inclusion (either as a separate plan or on an existing plan). As some of the existing drainage systems are proposed to	Norfolk County Council Lead Local Flood Authority	N	The LLFA's comment relates to the draft Flood Risk Assessment which was provided to the LLFA for comment. The Flood Risk Assessment (Section 5.2, Appendix 13.1 (TR010040/APP/6.2) to the ES (TR010040/APP/6.1)) and Section 13.7 of Chapter 13 Road Drainage and the Water Environment of the ES (TR010040/APP/6.1) detail previous flood events in the locality of the Scheme and any associated with the A47 drainage network with reasons where known. Flooding of the carriageway was associated with the existing drainage network and largely as a result of blocked

Responses from Section 42(1)(a)&(b) consultees				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	remain in use and unchanged, it would be appropriate to confirm whether the area of the flood is served by highway drainage that is proposed to remain unaltered. If these two areas overlap, it would be appropriate for the FRA to discuss whether the existing drainage system has been reviewed to confirm its current design capacity is acceptable.			gullies. In 2019 heavy rainfall caused complete closure of 200m of the westbound carriageway located more than 1km from the Scheme area. A location map in the FRA shows only known highway drainage flooding within 1km of the Scheme as per the defined study area. Existing carriageway flooding to the west and east of the Scheme is to be investigated by Highways England and, where appropriate, remedial works will be undertaken. Where the Scheme drainage replaces the existing drainage; this will be designed to current DMRB standards.
Flood Risk	The groundwater flood risk is considered throughout the FRA and is indicated to be at a considerable depth below the surface. Yet within the FRA, no evidence or indication of the groundwater level is given. We are aware that groundwater has had further assessment and consideration in the EIA, the Groundwater Assessment and the Technical Note on the Deep Drainage. It is reasonable to expect the FRA to contain a summary of the existing ground water conditions and an assessment of the associated flood risk at and surrounding the site.	Norfolk County Council Lead Local Flood Authority	N	<p>The LLFA's comment relates to the draft Flood Risk Assessment which was provided to the LLFA for comment.</p> <p>The majority of the Scheme has limited potential for groundwater flooding to occur within the extents of available data. A ground investigation undertaken in 2018 found groundwater levels below the Scheme to be between 5 and 20m below ground level. The Flood Risk Assessment (Appendix 13.1 (TR010040/APP/6.2) of the ES (TR010040/APP/6.1)) has now been updated with additional information although the detailed consideration of groundwater</p>

Responses from Section 42(1)(a)&(b) consultees				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				levels is given in the Annex D of the Drainage Strategy (Appendix 13.2 (TR010040/APP/6.2) to the ES (TR010040/APP/6.1)) and the Groundwater Assessment (Appendix 13.3 (TR010040/APP/6.2) to the ES (TR010040/APP/6.1)).
Flood Risk	The site crosses some surface water flow paths. Some reference to the surface water flow paths has been made in the FRA. However, there are no plans with clearly marked up areas that identify the flow paths in conjunction with the proposed road and drainage design. This would be beneficial for assessing the interaction of the scheme with the flow paths and should be prepared.	Norfolk County Council Lead Local Flood Authority	N	The LLFA's comment relates to the draft Flood Risk Assessment which was provided to the LLFA for comment. The Flood Risk Assessment (Appendix 13.1 (TR010040/APP/6.2) to the ES (TR010040/APP/6.1)) has now been updated to include proposed drainage layout plans which show the existing surface water flood flow pathways.
Flood Risk	In addition, the FRA does not report on the matter of surface water being redirected along existing flow paths as indicated in the drainage strategy. The LLFA would seek confirmation that the redirected flow does not increase the on-site and off-site flood risk. The further information the LLFA would seek is to address this concerns is; <ul style="list-style-type: none"> • identification of the redirected flow path; • identification of the flow paths receiving the additional flow; 	Norfolk County Council Lead Local Flood Authority	N	The LLFA's comment relates to the draft Flood Risk Assessment which was provided to the LLFA for comment. The Flood Risk Assessment (Appendix 13.1 (TR010040/APP/6.2) to the ES (TR010040/APP/6.1)) has now been updated to incorporate a detailed assessment in line with the LLFA's requirements.

Responses from Section 42(1)(a)&(b) consultees				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	<ul style="list-style-type: none"> the anticipated additional amount of overland flow; and the identification of off-site property likely to be impacted. 			
Flood Risk	There is currently no reporting or summary of the pre-development and post-development runoff rates and the associated attenuation volumes within the FRA.	Norfolk County Council Lead Local Flood Authority	N	The LLFA's comment relates to the draft Flood Risk Assessment which was provided to the LLFA for comment. Both the Flood Risk Assessment (Appendix 13.1 (TR010040/APP/6.2)) and the Drainage Strategy (Appendix 13.2 (TR010040/APP/6.2)) to the ES (TR010040/APP/6.1)) have been revised to include details of the discharge or attenuation volumes to soakaway trenches and infiltration basin generated for the 1 in 10 year and 1 in 100 year storm event including climate change allowances. As infiltration based SuD solutions are proposed, there is no requirement to attenuate to greenfield \ pre-development runoff rates. The infiltration rate determines the storage required and the soakaways are designed accordingly.
Drainage	The FRA does not currently include an assessment of suitable SuDS options. The FRA indicates that infiltration has been selected as a means of surface water disposal. The LLFA is aware from the	Norfolk County Council Lead Local Flood	N	The LLFA's comment relates to the draft Flood Risk Assessment which was provided to the LLFA for comment. The Flood Risk Assessment (Appendix 13.1 (TR010040/APP/6.2)) to the ES

Responses from Section 42(1)(a)&(b) consultees				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	drainage strategy that infiltration testing has been undertaken. However, there is no discussion of the infiltration testing or its results in the FRA. As the surface water flood risk management approach depends on infiltration to dispose of surface water, it would be appropriate for the FRA to report on these results.	Authority		<p>(TR010040/APP/6.1)) has been updated to include Section 8.2 Sustainable drainage systems, summarising the reasoning or strategy behind the proposed drainage solution as based on the updated Drainage Strategy (Appendix 13.2 (TR010040/APP/6.2) to the ES (TR010040/APP/6.1)).</p> <p>The Flood Risk Assessment (Appendix 13.1 (TR010040/APP/6.2) to the ES (TR010040/APP/6.1)) was also updated to include a discussion on infiltration confirming that the test results were used in hydraulic modelling to determine the sizes of the infiltration features and confirm that suitable half drain times were achieved.</p>
Drainage	Furthermore, there is no recorded consideration of the SuDS in terms of water quantity, water quality, amenity and biodiversity. A summary of the Planning Inspectorate scoping opinion response in the FRA states that "SuDS schemes should be designed to provide for habitat enhancement." However, there is no indication in either the FRA or the Drainage Strategy that habitat or environmental enhancement opportunities have been either sought or considered in	Norfolk County Council Lead Local Flood Authority	N	<p>The LLFA's comment relates to both the draft Flood Risk Assessment and draft Drainage Strategy which were provided to the LLFA for comment. Both the Flood Risk Assessment (Appendix 13.1) (TR010040/APP/6.2) and the Drainage Strategy (Appendix 13.2) (TR010040/APP/6.2) to the ES (TR010040/APP/6.1) have been updated to further describe the water quality treatment and the enhancement opportunities. Most</p>

Responses from Section 42(1)(a)&(b) consultees				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	relation to SuDS selection and design. A summary of enhancement opportunities considered relating to SuDS be included in the FRA.			notably, the infiltration basin, which will be planted with local species provides opportunities for habitat enhancement as do the 'dry culverts' which could double as wildlife crossings and the drivable swales which will perform a dual function on this scheme of conveyance and filtration of low volume flows as well as a means for access.
Drainage	In relation to the drainage design, the FRA confirms that during consultation with the LLFA, it was requested that "Drainage mitigation should provide sufficient attenuation for a 1 in 100-year event including an allowance for future climate change" At present, some elements of the current drainage design do not meet these standards.	Norfolk County Council Lead Local Flood Authority		The LLFA's comment relates to both the draft Flood Risk Assessment and draft Drainage Strategy which were provided to the LLFA for comment. The Flood Risk Assessment (Appendix 13.1) (TR010040/APP/6.2) and the Drainage Strategy (Appendix 13.2) (TR010040/APP/6.2) to the ES (TR010040/APP/6.1) have been updated to clarify the design standards in the reports which remain unchanged throughout the design process. The highway drainage has been designed to attenuate up to a 1 in 100-year storm event including a 20% climate change allowance. Hydraulic modelling has confirmed that water levels within the soakaways do not exceed adjacent ground levels or the capacity of the infiltration basin for all events modelled, up to 1 in 100 year with 40% allowance for climate change.

Responses from Section 42(1)(a)&(b) consultees				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>Existing surface water pathways for overland flows have been maintained or facilitated through interception using appropriately designed collection drains and cross-drains, also known as 'dry culverts'. 'Dry culverts' shall be designed to convey a 1-in-100 year flow including an additional 65% climate change allowance in order to maintain connectivity of surface water flooding pathways. Clean water soakaways shall be used to attenuate natural catchment runoff and have been designed to a 1 in 10-year storm event including a 20% climate change allowance. Hydraulic modelling of these soakaways has confirmed that they attenuate a significant proportion of the 1 in 100-year storm event including a 40% allowance for climate change. Therefore, due to this attenuation there is likely to be a reduction in downstream surface water flood risk compared to the existing situation. Where there is a risk that the Scheme will increase surface flood risk to itself or to a downstream flood risk receptor then the clean water soakaways are sized to attenuate a volume up to the 1 in 100-year event including an allowance for climate</p>

Responses from Section 42(1)(a)&(b) consultees				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				change.
Surface Water Flooding	<p>The FRA has not provided any information about the management of surface water flood risk during the construction phase. The FRA should be revised to contain information about the construction phase surface water management and any temporary measures that would be in place.</p> <p>The FRA has not included any consideration of the future maintenance and management provisions proposed for the surface water management features and structures. This should be clarified in the revised FRA report.</p>	Norfolk County Council Lead Local Flood Authority	N	<p>The LLFA's comment relates to the draft Flood Risk Assessment which was provided to the LLFA for comment. The Flood Risk Assessment (Appendix 13.1) (TR010040/APP/6.2) to the ES (TR010040/APP/6.1) has been updated to consider flood risk and its mitigation during construction. A temporary drainage strategy will be developed to manage surface water runoff from the Scheme including the construction compounds.</p> <p>Mitigation for construction and operational surface water is discussed in Section 13.9 of ES Chapter 13 Road Drainage and the Water Environment (TR010040/APP/6.1). During construction, best practice methods for pollution prevention and water management would be implemented as part of the Environmental Management Plan (TR010040/APP/7.7) – see Table 1.2, Record of Environmental Actions and Commitments (REAC).</p> <p>The Environmental Management Plan sets out the inspections and audits along with</p>

Responses from Section 42(1)(a)&(b) consultees				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>general monitoring and reporting of effectiveness of control measures to be carried out throughout the construction programme. The mitigation strategies implemented will be reviewed regularly to best suit the practices currently being undertaken on site.</p> <p>The potential effects of the operation of the Scheme on the water environment has been assessed and mitigated through design as detailed in Section 13.9 of Chapter 13 Road Drainage and Water Environment of the ES (TR010040/APP/6.1).</p>
Climate Change	<p>As previously discussed in the FRA section, the LLFA had stated the requirement for the surface water drainage to attenuate the 1% AEP (1 in 100 year) plus climate change event. This is supported by the DMRB document CG 501 – Design of Highway Drainage Systems, NPPF and the SuDS National Technical Standards.</p> <p>However, at present the drainage design does not meet this standard. The drainage strategy has stated it would only design the highway drainage systems up to a 2% AEP (1 in 50 year) storm. There is no mention of designing for the 1% AEP (1 in 100 year) plus</p>	Norfolk County Council Lead Local Flood Authority	N	<p>The LLFA's comment relates to the draft Drainage Strategy which was provided to the LLFA for comment.</p> <p>The Drainage Strategy (Appendix 13.2 (TR010040/APP/6.2) to the ES (TR010040/APP/6.1)) has been updated to clarify the design standards for the Scheme which have remained unchanged.</p> <p>The highway drainage has been designed to attenuate up to a 1 in 100-year storm event including a 20% climate change allowance. Hydraulic modelling has confirmed that water levels within the soakaways do not exceed</p>

Responses from Section 42(1)(a)&(b) consultees				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	<p>climate change storm, rather than the 1% AEP storm with climate change allowance would be used to assess the risk.</p> <p>In addition, the infiltration basin and the soakaways are stated as being design to a 10% AEP (1 in 10 year) storm with 20% climate change. The drainage strategy states that a "check for flooding in a 1 in 100 year storm with 40% allowance for climate change" would be performed rather than designing for the 1% AEP storm with climate change. The LLFA have been clear in previous correspondence (which are appended to the drainage strategy) and in their policy guidance document (Norfolk LLFA Statutory Consultee Guidance Document) that they will seek the nationally accepted standard that restricts the surface water runoff from a greenfield site to the greenfield runoff. In addition, the correspondence appended to the drainage strategy clear states "Any drainage mitigation for the should attenuate the post development runoff rate and volume to the equivalent pre development greenfield rate and volume up to the 1 in 100 plus climate change allowance."</p>			<p>adjacent ground levels or the capacity of the infiltration basin for all events modelled, up to 1 in 100 year with 40% allowance for climate change.</p> <p>Existing surface water pathways for overland flows have been maintained or facilitated through interception using appropriately designed collection drains and cross-drains, also known as 'dry culverts'. 'Dry culverts' shall be designed to convey a 1-in-100 year flow including an additional 65% climate change allowance in order to maintain connectivity of surface water flooding pathways. Clean water soakaways shall be used to attenuate natural catchment runoff where the natural catchment runoff needs to be diffused at the downstream side of the road due to the collection system on the upstream side and the pipe crossing locally channeling natural catchment flows across the scheme. The cleanwater soakaways will serve to dissipate any increase in velocity in these flows on the downstream side of the road. They have been designed to a 1 in 10-year storm event including a 20% climate change allowance. Hydraulic modelling of these soakaways has confirmed that they</p>

Responses from Section 42(1)(a)&(b) consultees				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	Therefore, a suitably sized attenuation for the additional runoff volume for the 1% AEP storm plus climate change will be sought by the LLFA. The LLFA recommends the attenuation provided in the infiltration basin and soakaways proposed drainage design is reviewed and brought into accordance with these standards.			attenuate a significant proportion of the 1 in 100-year storm event including a 40% allowance for climate change. Therefore, due to this attenuation there is likely to be a reduction in downstream surface water flood risk compared to the existing situation where surface water flows from the natural catchment flow freely overground. Where there is a risk that the Scheme will increase surface flood risk to itself or to a downstream flood risk receptor then the clean water soakaways are sized to attenuate a volume up to the 1 in 100-year event including an allowance for climate change. Subsequently, the Flood Risk Assessment (Appendix 13.2 (TR01004/APP/6.2) to the ES (TR010040/APP/6.1) has been revised with an updated summary.
Drainage	Furthermore, the drawings provide the soakaways and infiltration basin size and the drainage strategy report discusses the infiltration testing. However, no half drain times are made available at present. In future drawing and report revisions, the half drain times are expected to be provided. The drainage design reviewed with the drainage strategy indicated the soakaways were very close to the infiltration as shown in	Norfolk County Council Lead Local Flood Authority	N	The LLFA's comment relates to the draft Drainage Strategy which was provided to the LLFA for comment. The Drainage Strategy (Appendix 13.2 (TR01004/APP/6.2) to the ES (TR010040/APP/6.1)) has been revised to incorporate further information and address the comments raised by the LLFA: The half drain times have been added.

Responses from Section 42(1)(a)&(b) consultees				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	<p>drawing HE551490-GTY-HDG-000-DR-CD-30002.</p> <p>One of the soakaways is drawn very close beside the infiltration basin and the LLFA is concerned the performance of the soakaway and the basin could be reduced due to their close proximity to each other. Furthermore, the reasoning supporting the position of some of the soakaways is not apparent. Some soakaways are located behind residential properties some distance away from the road, while other soakaways are positioned to the south and south east of the infiltration basin with a large amount of space between the features. Please clarify the use of space in relation to the positioning of the soakaways and whether the distances between the soakaways, the basin and the properties are appropriate? The LLFA will await the submission of appropriate supporting evidence.</p> <p>The use of swales as vehicle access ways is unusual due to pollution control and user safety issues. At present the "drivable swale" features are identified on the plans included in</p>			<p>A soakaway that was shown to be positioned close to the infiltration basin was moved. As is noted in the drawings, the soakaway positions are indicative only and a minimum of 10 m separation between infiltration facilities and a suitable set back from properties will be assured at detailed design stage.</p> <p>The contours, surface water pathways and road run-off catchments are now shown on the drawings in the revised Drainage Strategy, which will serve to illustrate the choice of positioning of soakaways which need to be positioned at low points for the road run-off and on ground that does not fall steeply in order to benefit from the maximum storage. In the case of the cleanwater soakaways, these were required to be positioned in line with known surface water pathways.</p> <p>The LLFA's comment on the drivable swales relates to the draft Drainage Strategy which was provided to the LLFA for comment. The Drainage Strategy (Appendix 13.2 (TR01004/APP/6.2) to the ES (TR010040/APP/6.1)) has been revised to</p>

Responses from Section 42(1)(a)&(b) consultees				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	<p>the drainage strategy. However, no outline design information has been provided about these features, such as a typical cross section. Further information is required about the design of these dual-purpose features that demonstrates they are both safe to the environment and the site users. The LLFA requests the provision of information regarding the maximum depth of water expected and the supporting environment assessment for the drivable swale at each location.</p> <p>Within the drainage strategy there is mention of constraints to the drainage design to the proposed footpaths. However, it is not clear from the drainage strategy what these constraints are. Clarification of what the constraints are and the options that have been discounted for managing the runoff from the footpaths are requested by the LLFA. The drainage strategy has identified that some drainage areas would remain unchanged on the existing carriageway, although these are not identified specifically report. For the existing drainage areas that would remain unchanged, the LLFA is interested in the water quality management</p>			<p>incorporate further information on the drivable swales, including a typical cross section, safety, expected flows/depths being conveyed and the environmental function. It has been clarified in the revised Drainage Strategy that the road run-off cannot drain to filter drains where a kerbed footpath is provided and must instead drain via a kerb and gully system. The footpath will also drain via this system.</p> <p>A table has been provided in the revised Drainage Strategy which indicates which existing drainage areas will remain unchanged and this is also illustrated on the revised drawings. Information on expected traffic on these sections of roadway is also included and it has been shown that the future traffic volumes will be significantly lower than in the current situation which has a positive impact on the water quality. Confirmation is provided in the revised Drainage Strategy as to the consideration of vortex separators and separate additional spillage containment and why these were subsequently not required.</p> <p>Reference is made in the revised Drainage</p>

Responses from Section 42(1)(a)&(b) consultees				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	<p>aspects of these systems. While the surface water runoff maybe unaltered as there is no change in the impermeable area, there is an increase an expected increase in future traffic. Therefore, an increase in the future pollution and contaminates in the surface water runoff is expected. The LLFA is seeking confirmation whether an assessment of the water quality on these retained drainage areas has been undertaken and requests the results. Further information is requested should any additional water treatment measures be included.</p> <p>It is noted that vortex interceptors and dedicated spillage containment tanks have been mentioned in the initial design summary and on occasion through the report. However, there is no confirmation as to whether these features will be included in the scheme's design. Please clarify whether these features will be included in the design or not. Within the drainage strategy, there has been minimal mention about any required remedial works within existing unchanged systems. The LLFA seeks confirmation from Highways England of any potential remedial works are considered necessary and whether they will</p>			<p>Strategy to proposed remedial works planned by Highways England on the existing drainage. Reference is made in the revised Drainage Strategy to infiltration testing which was undertaken using the appropriate methods and the timeline for further testing which is scheduled for Q4 2020/Q1/2021.</p> <p>It is expected that the maintenance of drivable swales, the 'dry culverts' and drainage from the allotments would be agreed between Highways England and Norfolk County Council at detailed design stage.</p> <p>Surface water mitigation during construction surface water is also discussed in Section 13.9 of ES Chapter 13 Road Drainage and the Water Environment (TR010040/APP/6.1).</p> <p>During construction, best practice methods for pollution prevention and water management would be implemented as part of the Environmental Management Plan (TR010040/APP/7.7) – see Table 1.2, Record of Environmental Actions and</p>

Responses from Section 42(1)(a)&(b) consultees				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	<p>be undertaking them within the project area and this scheme.</p> <p>The drainage strategy indicates there was no ground investigation was conducted to the north of the eastern tie-in. At present, the design is reliant on historical infiltration rates and there is an intent to undertake infiltration test at detailed design stage. The LLFA can confirm that infiltration testing would be required in this location in accordance with BRE365. Please can you confirm in the drainage strategy when this is likely to occur. The future maintenance and management provisions are proposed at a high level in the drainage strategy. This responsibility is proposed to be split between Highways England and Norfolk County Council. However, a few of the structures need further clarification about who is anticipated to be responsible for them in the future, such as the drivable swales, the dry culverts and drainage from the allotments. Clarification within the drainage strategy will be sought by the LLFA. In addition, the drainage strategy has not provided any information about the construction phase drainage works that would be installed or any information regarding the</p>			<p>Commitments (REAC).</p> <p>Since the draft Drainage Strategy was provided to the LLFA, a draft of the Groundwater Assessment (Appendix 13.3 (TR01004/APP/6.2) of the ES (TR010040/APP/6.1)) has been provided to, and comments received by, the LLFA.</p>

Responses from Section 42(1)(a)&(b) consultees				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	<p>phasing of the construction works. Further information within the drainage strategy about the construction phase drainage works and any temporary measures that would be in place is requested.</p> <p>To date, no Groundwater Assessment has been provided for review. It is noted that the current drainage strategy specifically mentions that the drainage strategy should be read in conjunction with other documents including the groundwater assessment.</p>			
Infrastructure	NR (Network Rail) would have an interest in understanding the impact of the proposed road construction on the NR infrastructure in the vicinity. This further understanding should identify improvements or mitigations required to facilitate the proposed expansion. These will need to be funded by the Promoter to ensure the safe and efficient running of the railway.	Network Rail	N	Network Rail have no infrastructure in the vicinity of the Scheme however Highways England will continue to engage to ensure Network Rail are kept aware of the proposals.
Utilities	We confirm that Vodafone has apparatus in the area and advises that we have a qualified objection to the order unless you, or your applicant, provides WS Atkins with written assurances, quoting our reference above, as to the safeguarding of Vodafone apparatus and the reimbursement of costs for any works	Vodafone via Atkins	N	Highways England are working with Vodafone to reach agreement on the diversion of their infrastructure (see the Statement of Reasons Annex B (TR010040APP/4.1)) .

Responses from Section 42(1)(a)&(b) consultees				
Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	necessary. As-built records showing our apparatus are enclosed. Vodafone's apparatus is to remain in the stopped-up area we shall also require an undertaking that the applicant will grant a wayleave agreement to Vodafone on terms and conditions acceptable to Vodafone and the reimbursement of our (WS Atkins') costs associated with the negotiation of the said wayleave. A copy of Vodafone's standard stopping-up wayleave proforma is available on request.			

Responses from Section 42(1)(d) consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Access	<p>We and our client are disappointed that the current proposal is to prevent access from the southern boundary of my client's field to the north of the A47. Originally, [name redacted] of Highways England had suggested the layby could still be used as an access to the field and an exit, but we are disappointed that we now understand this access cannot be used due to a further change which has been made. Throughout the process to date there has been mixed messages regarding the retention of the southern access into the field. This has created additional stress and cost to our client.</p> <p>In terms of the amount of use, our client has confirmed that they use this access for ploughing, cultivations, drilling, spraying (which happens multiple times during the year), combining, harvesting fresh peas and tractors and trailers carting crops. It is difficult to estimate the number of times the field is entered and exited (it is very dependent on the crop grown and this changes each year) but a figure of in the</p>	100730	N	<p>Due to the proximity of the new B1140 junction to the lay-by, the existing lay-by is required to be closed and therefore there will be no access to the field from this way. A replacement lay-by is proposed within the Scheme extents as stated in Section 4.9 of the Scheme Design Report (TR010040/APP/7.6). Highways England have met with the landowner and a summary is provided in the Statement of Reasons (Annex B (TR010040/APP/4.1)).</p>

Responses from Section 42(1)(d) consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	<p>region of 50 times (enter and exit) could be used as an average.</p> <p>The sizes of the vehicles will range, but the heaviest will be a tractor with fully loaded trailer which will be circa 33 tonnes. The widest machine will be a pea viner which is around 4 metres in width, so generally needs a 6-metre width access due to angles etc.</p> <p>The vehicles originate from [Editor's note: personal information removed] which is situated to the south of the A47. This is accessed via the central reservation crossing approximately 300 metres east of the Windle.</p>			
Access	<p>If the southern access was an exit only, so that the slow moving vehicles exiting the field could clearly see and be seen by other road users it would also give a slightly longer journey which in turn would allow tractors etc more opportunity to pick up speed before having to enter the central reservation to cross the dual carriageway and enter the farmyard. This would be a reluctantly acceptable compromise to our client and would mitigate the health and safety</p>	100730	N	<p>The existing lay-by to the west of the Windle is to be closed, due to its proximity with the new B1140 junction. Closing the lay-by may improve the safety of The Windle junction by reducing weaving manoeuvres in the vicinity of this junction (see Section 4.9 of the Scheme Design Report (TR010040/APP/7.6)).</p> <p>The existing vegetation in the verge between the lay-by and existing A47</p>

Responses from Section 42(1)(d) consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	concerns for our client and their employees as well as other road users.			does not provide clear visibility to oncoming traffic of a vehicle exiting the lay-by until the vehicle is at the junction exit and similarly vehicles exiting the lay-by cannot clearly see oncoming traffic until at the junction exit.
Access	The land plan reference TR0120040/APP/XX shows the land to be acquired permanently extends to the main access into [Editor's note: personal information removed]. We are concerned that our client will have difficulties using this access and accessing their fields to the north of the A47 during the construction works. Please can you confirm what measures will be put in place to ensure our client will always be able to access the farmyard and the fields to the north of the A47? As mentioned above the fields are accessed at numerous times throughout the year.	100730	N	<p>There is an alternative existing Private Means of Access to the plot from The Windle.</p> <p>The A47 to the east of Hall Cottages (adjacent to The Windle) will remain unaffected by the Scheme.</p> <p>Highways England have met with the landowner and a summary is provided in the Statement of Reasons (Annex B (TR010040/APP/4.1)).</p>
Consultation	[Editor's note: personal information removed] has explained that meetings are currently being held with landowners affected by the scheme. The proposals will have a significant impact on our client's property and business and therefore we would like a meeting with Highways England	100730	N	Highways England have held meeting with the landowner and a summary is provided in the Statement of Reasons (Annex B (TR010040/APP/4.1)). The issues mentioned have now been resolved between HE and the landowner.

Responses from Section 42(1)(d) consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	<p>and the relevant parties as soon as possible. Please contact me on [Editor's note: personal information removed] as soon as possible to arrange this.</p> <p>We have written to the project managers and their Solicitors regarding access to the northern field in response to previous communications and outstanding professional fees, but we have received misinformation and more recently have received no response to our comments regarding these issues which is disappointing.</p>			
Property	<p>Our client has recently planted hedgerows alongside the southern boundary of the field north of the A47 and on the northern boundary of the field to the south of the A47 under their Entry Level Stewardship scheme (reference number [Editor's note: personal information removed]) (an agri-environment scheme).</p> <p>The damage or removal of these hedgerows will mean our client will not comply with the requirements of their scheme.</p>	100730	N	Highways England has been made aware of this issue by the landowner. The detail of the removal of hedgerows will be determined at the detailed design stage and prior to construction. Should these hedgerows need to be removed the landowner would be compensated.

Responses from Section 42(1)(d) consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Property	We would like to understand what type of fencing and hedgerows will be installed at the boundary of our client's land and the new highway. Please can you confirm your proposals?	100730	N	The proposals for planting and fencing are shown on the Masterplan (TR010040/APP/6.8) .
Utilities	We have been advised there are overhead electricity poles proposed in parcel number 6/15b and a right of access is required. As this is an arable field we would like further information to be provided and to discuss the location of any apparatus, particularly overhead poles to prevent any issues with cultivations going forward.	100730	N	There are existing overhead poles on the field boundary between plot 6/15b and plot 6/17. The scheme is proposing to divert the overhead cables underground across the Scheme to the north side of the existing A47. The depth of the cable is to be confirmed but would be in the region of 1m. Highways England have met with the landowner and a summary is provided in the Statement of Reasons (Annex B (TR010040/APP/4.1)).
Utilities	We assume a full services search has been undertaken. Our client has explained there is a 10 inch pressure water main which runs from the farm entrance to [Editor's note: personal information removed] alongside the A47 to the White House junction. Please can you confirm this is to remain in situ?	100730	N	We are aware of the water main, which is to be diverted, in part, as part of the Scheme.

Responses from Section 42(1)(d) consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Property access	<p>Our clients primary concern regarding the proposed project is the safe access into and out of Coxhill Farm. Although outside of the order limits, the proposed works have the potential to make the existing access points more dangerous due to the speed of traffic passing in both directions. The existing road junction where the Cantley road meets the Lingwood road requires traffic to be slower when passing the access points into the farmyard. By removing this junction it also removes the requirement for traffic to slow down.</p> <p>We propose that a private means of access is constructed off the northern section of the Lingwood road which will be stopped up at the junction with the A47. This would permit traffic needing to access Coxhill Farm to enter and exit safely onto Coxhill Road. The private means of access could also be utilised by Mustard House which is the neighbouring property to Coxhill Farm.</p>	200005	N	The existing access to Coxhill Farm is not impacted by the Scheme. The visibility from the existing access is good and a new access via the stopped up B1140 would not lead to a significant safety benefit. It was discussed whether Highways England could seek to provide a separate entrance as a separate agreement outside of the Scheme Development Consent Order.
Allotment carpark	There is currently a proposal to create a new car park for the allotments on the eastern edge of Blofield on our client's land (1/12 on plan). This is to replace part of the car park that is being taken by the road development.	200006	Y	<p>Following feedback the proposed allotment car park has been relocated.</p> <p>Highways England have met with the landowner and a summary is provided in</p>

Responses from Section 42(1)(d) consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	<p>This is not an appropriate location for the new car park however as the allotments are not owned by our client. Our client is being penalised simply for having land near the present allotment site.</p> <p>Further adding to the unsuitability of this site for a car park are the future plans for the strip of land (1/11 and 1/11a on plan) adjacent to the proposed car park site. It is the intention of the owner, who has already achieved development on neighbouring land, to use this as the access route to his next development site. If this is the case then there will come a time when the allotment car park is split from the allotments by a road serving 40-50 houses. This will not be safe. It would make more sense to locate the new car park on land owned by the same person who owns the allotments (1/9 or 1/10 on plan). We are aware on the new plans this will move, but we have not seen these yet.</p>			the Statement of Reasons (Annex B (TR010040/APP/4.1)).
Allotments Land take	Currently land south of the proposed car park site (1/12b on plan) is allocated as a temporary land take in order to re-route a mains gas pipe and some drainage. My client appreciates these need to go	200006	N	<p>The car park since has been relocated away from this landowner's land.</p> <p>The location of the gas pipe has been carefully considered and has been</p>

Responses from Section 42(1)(d) consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	<p>somewhere, but requests these are located as far north as possible. In addition to this we propose the gas main be straitened between points 2/11 and 2/19b to minimise the impact on any potential development land.</p> <p>The reason for this is to minimise the potential sterilisation from a development point of view. While there is no planning allocation on the site at the moment, representations have been made and there is the clear potential for development. Any land that has mains gas or drains put underneath it will be useless for all future development. By straitening the route it would appear to us to reduce the cost of both construction and potential compensation</p>			located in order to reduce environmental and impacts and impacts on the allotment holders and neighbouring landowners.
Travelers	Our clients also own land north of the scheme area that borders High Noon Lane, an access road that runs parallel to the existing A47. As part of the scheme High Noon Lane will become redundant as an access track as the existing A47 is downgraded.	200006	N	The land to the north of the access track is to be used to facilitate utility diversions within the access track and at the junction with High Noon Lane. It is not currently proposed to include a gated across the existing access track. Further information is shown on the General Arrangement Plans (TR010040/APP/2.6).

Responses from Section 42(1)(d) consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	<p>There is a fear that High Noon Lane will become an attractive site for travellers and fly tipping. Our client therefore requests that gates be installed to prevent this from happening.</p> <p>In addition to this we request further clarification as to how the land being taken to the north will be used as part of the scheme.</p>			
Junctions Layby	<p>We have serious concerns regarding the White House junction and the Windle junction at the Acle end of the scheme. This is currently a major access route for farm and industrial traffic. From what was witnessed at the time it would appear that the traffic assessments were not carried out at a time that reflected the roads usage. We would strongly propose linking the present layby (which may be being closed) with the Windle, therefore removing the need to join the fast road directly. In addition to this we suggest serious further consideration is given to the configuration of this junction.</p>	200006	N	<p>The Windle junction joins the existing A47 at the existing dual carriageway section at the east of the Scheme. No carriageway works are proposed at this location and as such the Windle Junction is unaffected by the works. The existing lay-by to the west is to be closed, due to its proximity with the new B1140 junction. Closing the lay-by may improve the safety of The Windle junction by reducing weaving manoeuvres in the vicinity of this junction, see Section 4.9 of the Scheme Design Report (TR010040/APP/7.6).</p> <p>The existing White House junction will be closed and replaced with the new grade separated junction carrying the</p>

Responses from Section 42(1)(d) consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>B1140 Over the new A47, with appropriate slip roads.</p> <p>The Transport Assessment (TR010040/APP/7.3) details the Scheme's impact on junctions in Section 7.8 and the Scheme's impact on the local road network in Section 7.7. The Assessment has shown that the change in traffic flow, brought about by the scheme, has a negligible impact on the delays across the local road network.</p>
Specific question about land take	We note that it is proposed to access our land "temporarily". How will the land be accessed, will you be removing the existing fencing and line of Poplar trees which at present, provide valuable screening and security? How long will this land be in "temporary" use?	100434		<p>It is likely that the majority of the access and work to the retaining wall will be from the A47 carriageway, however, detailed construction methodology and programming is yet to be confirmed. Sporadic access across this property is likely. Tree and fence removal will be kept to a minimum to allow safe installation of the retaining wall. Any trees removed will be replaced where possible in line with the Masterplan (TR010040/APP/6.8). Similarly, the 11kV overhead cable diversion is being carried out by the utility provider and detailed construction methodology and programming is yet to be confirmed.</p>

Responses from Section 42(1)(d) consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Noise Specific question about property	We note that there is a proposed retaining wall to be built. How high will it be and will there be soundproofing fencing on the top as well as barriers to stop vehicles entering our property? How far from our boundary will this be sited?	100434	N	<p>The retaining wall will be a maximum of 3.5 metres in height. The top of the wall will be approximately level with the existing A47. A 3 metre noise barrier will sit on top of the wall. Further details can be found in ES Chapter 11 Noise and Vibration (TR010040/APP/6.1).</p> <p>A vehicle restraint system (barrier) is proposed from the Yarmouth Road junction onto the A47, for the length of the retaining wall. Further information can be found in General Arrangement plans (TR010040/APP/2.6).</p>
Plans	The new merge lane/slip road doesn't appear on sheet 1.	100434	N	Please refer to sheet 1 of General Arrangement Plans (TR010040/APP/2.6) for further information.
Safety	We would strongly suggest that there should be a crash barrier around our property to stop vehicles entering our property as the proposed road will now have speed limit of 70mph. A number of vehicles have come off at this exit even though the speed limit is 50mph.	100434	N	A vehicle restraint system (barrier) is proposed from the Yarmouth Road junction onto the A47, for the length of the retaining wall. See General Arrangement plans (TR010040/APP/2.6) for further details.
Lighting	We note that "new" lighting will be installed around our property. What effect will this	100434		All new lighting is proposed to have backlight shields to reduce the amount

Responses from Section 42(1)(d) consultees				
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	have on our property as there has never been any lighting here before? We have lived here since the property was built in 1987.			of light that emanates to the rear of the lanterns as discussed in the Scheme Design Report (TR010040/APP/7.6) .
Safety	We are concerned about the danger of accidents for vehicles leaving the Yarmouth Road on the way to Acle since they will have to cross the path of vehicles exiting the A47.	100434	N	The right hand turn out of Yarmouth Road, across the A47 will be closed. The alternative route will be to turn right onto the realigned Waterlow Road, over the Blofield Overbridge and onto the de-trunked A47 to head east before joining the A47 at the B1140 junction. Further information can be found in General Arrangement plans (TR010040/APP/2.6) .
Consultation Safety	<p>We have not received any documents relating to the current consultation Closing on the 9th October, despite being one of the affected residences along the route. Nonetheless, we have received details via friends and neighbours, and have assembled this response in line with the consultation response</p> <p>Document issued during 2018 (which we also did not receive). We believe the sections within the 2018 document remain relevant, whilst our responses refer</p>	302	N	<p>Residents of Blofield Heath, Hemblington and Strumpshaw should have received information regarding the consultations as they were within the Consultation Zone as set out in the SoCC.</p> <p>Information was provided about the Scheme and consultation to the wider community villages and general public on the Highways England Scheme webpage and on Twitter. Information was published by Highways England in the <i>Eastern Daily Press</i> in the form of</p>

Responses from Section 42(1)(d) consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	<p>specifically to the information contained in the Summer 2020 project update.</p> <p>We propose, therefore, that safety mitigation is appropriate. Our general observations in this regard are:</p> <ol style="list-style-type: none"> 1) Closure of Lingwood Road and Lingwood Lane at their junctions with the A47, reducing delays and accident potential and allowing more free flow of traffic. 2) Improvement of the eastern end of the Blofield dual carriageway at the start of the Single carriageway to ensure better filtering of traffic from two to one lane. Current delays are largely due to impatient driving habits and vehicles attempting to force into the traffic flow at the last minute. By moving the filter point further west and maintaining the right hand lane for Blofield turn only a more continuous and safer traffic flow would be achieved. 3) Improvements at the junction Acle Road/ South Walsham Road with the A47, such as roundabout or improved on/off slips and sight lines. <p>We agree that this section of road needs to be made safer, possibly by widening and closing Lingwood Land and Lingwood Road</p>			<p>the Section 48 and Section 47 notices. A press release was also issued to local media which resulted in further new coverage about the Scheme.</p> <p>A scheme update consultation was held in September and October 2020 and landowners were given the opportunity to raise any concerns and this landowner and should have received a letter.</p> <p>The regard had to consultation responses and changes to the Scheme as a result of all the consultations is detailed further in the Consultation Report (TR010040/APP/5.1).</p> <p>The Scheme design was selected following the outcome of the appraisals, assessments and public consultation. The preferred option carried forward can be built with the least disruption to drivers during construction as the existing road can remain for local traffic. For more information see Sections 2 and 3 in the Case for the Scheme (TR010040/APP/7.1), Sections 3.2 and 3.3 of the Scheme Design Report (TR010040/APP/7.6) and ES Chapter 3</p>

Responses from Section 42(1)(d) consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	junctions and improving the White House junction. But the current proposal is environmentally damaging, divides the local community and denies access to local amenities.			<p>Assessment of Alternatives (TR010040/APP/6.1).</p> <p>The Scheme has been the subject of an EIA which has assessed all possible aspects of potential impact and proposes mitigation where necessary (TR010040/APP/6.1).</p>
Land take	If the proposed road development goes ahead, access will need to be maintained, however, this does not need to retain the scale of the current trunk road. The existing carriageway should be reduced in size, allowing the new road to be constructed with less environmental impact and land grab.	302	N	<p>The gap between the existing and proposed A47 has been reduced as far as practicable whilst keeping the new dual carriageway in compliance with the appropriate standards for highway construction.</p> <p>The Scheme design was selected following the outcome of the appraisals, assessments and public consultation. The preferred option carried forward can be built with the least disruption to drivers during construction as the existing road can remain for local traffic. For more information see Sections 2 and 3 of the Case for the Scheme (TR010040/APP/7.1) and ES Chapter 3 Assessment of Alternatives (TR010040/APP/6.1).</p>

Responses from Section 42(1)(d) consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Safety Environmental impact	The scale of the proposal may be unnecessary, but significant improvements to this junction must be made to improve safety as a matter of priority. The current proposal for high level lighting at this junction will have negative environmental impact, destroying current dark skies, adversely affecting wildlife and local residents.	302	N	During the initial stages of operation, the Scheme carriageway, overbridge structures, junction lighting and general movement of vehicles along the highway would be visible but will be mitigated where possible. Once Scheme tree and hedgerow planting is established, the visibility of the Scheme and extent of associated landscape features would revert to a state comparable to that of the existing situation, as detailed in Section 7.10, ES Chapter 7 Landscape and Visual (TR010040/APP/6.1).
Land take Noise Environmental Impacts	We note that this proposal occupies a lot of space and is therefore going to have significant environmental impact. It will also have a large contribution to local light pollution and noise.	302	N	The Scheme design was selected following the outcome of the appraisals, assessments and public consultation. The preferred option carried forward can be built with the least disruption to drivers during construction as the existing road can remain for local traffic. For more information see Sections 2 and 3 of the Case for the Scheme (TR010040/APP/7.1) and ES Chapter 3 Assessment of Alternatives (TR010040/APP/6.1). The Scheme has been the subject of an EIA which has surveyed, evaluated and assessed all potential impacts on the Environment

Responses from Section 42(1)(d) consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>and where necessary proposes mitigation measures including those Relating to potential light pollution and noise. With respect to the former once the Scheme tree and hedgerow planting is established, the visibility of the Scheme and extent of associated landscape features would revert to a state comparable to that of the existing situation, as detailed in Section 7.10, ES Chapter 7 Landscape and Visual (TR010040/APP/6.1).</p> <p>Potential impacts and mitigation for noise are addressed in Sections 11.8 and 11.9 of ES Chapter 11 Noise and Vibration (TR010040/APP/6.1). During construction, providing the anticipated vehicle movements and routes are restricted, potential significant effects are unlikely.</p> <p>There will be some unavoidable noise impacts at specific locations. Embedded mitigation measures comprise of a low noise surface along the proposed A47 dual carriageway, with a minimum road surface influence of -3.5dB, and four noise barriers.</p>

Responses from Section 42(1)(d) consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				Further potential mitigation in a single location beyond the boundary of the Proposed Scheme comprises the prioritisation of resurfacing works in the vicinity of a Noise Important Area. This would avoid the potential for significant adverse effects.
Walking and Cycling	Provision is not made for pedestrians and cyclists wishing to access Burlingham Woods from the south, or local amenities (schools, transport and shops) from the north of the proposed new road. The proposed road presents a permanent barrier, dividing North Burlingham residents. Foot and cycle access via a 2---mile + detour is not a viable option and should not be portrayed as such.	302	N	As part of the development of the scheme a full WCH assessment has been carried out in the area, including WCH usage surveys. The assessment concludes that there are a very low number of people in the area using the existing facilities for crossing the A47 (i.e. between footpaths FP1 and FP3). Even allowing for proposed development planned in the area, the number of users are unlikely to increase usage to any material extent. It has therefore been concluded that, following a costing exercise, the provision of a bridge would not provide value for money. It has therefore has not been included in the Scheme. A summary of the WCH assessment is provided in the ES Chapter 12 Population and Human Health (TR010040/APP/6.1) .

Responses from Section 42(1)(d) consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				A safer crossing of the A47 will be provided via facilities on the B1140 Overbridge at South Walsham Road, improving connectivity for non-motorised users in the area. A crossing will also be provided at the Blofield Overbridge.
Layby	<p>A new layby has been proposed at the narrowest point of the scheme at Lingwood Road, alongside the Old Post Office, introducing the equivalent of 7 lanes of tarmac in this section. Not only does this push the new road further south than necessary but will encourage overnight lorry parking at the most populated section of the route. This layby is not necessary, is detrimental and a security risk, and should be removed from the plan.</p> <p>We also note with concern that the current scheme adds a further section of road east of Main Road North Burlingham, paralleling what is already a by-pass section, thus creating 8 parallel lanes of tarmac. This appears to be indicative of a lazy approach to construction, since it is clear from the design map that re-using the existing stretch of road as the northern carriageway would</p>	302	N	<p>The proposed lay-by is approximately 350 metres west of the Old Post Office and Lingwood Road. The A47 alignment was determined and then a suitable location for the lay-by chosen, rather than the lay-by governing the alignment of the road, see General Arrangement Plans (TR010040/APP/2.6).</p> <p>Due to the proximity of the new B1140 junction to the lay-by, the existing lay-by is required to be closed. A replacement lay-by is proposed within the Scheme extents. Further information is provided in Section 4.9 of the Scheme Design Report (TR010040/APP/7.6).</p> <p>The B1140 junction is required to be a grade separated junction. The proposed junction arrangement is a compact</p>

Responses from Section 42(1)(d) consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	greatly simplify the eastern junction and reduce the impact on land-take. We are surprised that HE are allowing their construction contractors to propose expensive and unnecessary design that does not support the HE's stated environmental objectives.			grade separated junction minimising the required land and utilising the existing A47 and B1140 South Walsham Road where possible, see the Scheme Design Report (TR010040/APP/7.6) for further details.
Biodiversity	Adverse effects are identified but are poorly addressed. Significant loss of habitat will arise from loss of mature trees and ponds.	302	N	During construction, the Scheme will use mitigation measures such as the retention of existing planting where possible. The Scheme will introduce new areas of native tree and shrub planting to replace areas of planting that need to be removed. This is detailed further in Section 7.9 of ES Chapter 7 Landscape and Visual (TR010040/APP/6.1) and the Masterplan (TR010040/APP/6.8) .
Walking, Cycling	Community severance and loss of amenity for pedestrians and cyclists between Lingwood and North Burlingham are identified but not addressed.	302	N	As part of the development of the scheme a full WCH assessment has been carried out in the area, including WCH usage surveys. The assessment concludes that there are a very low number of people in the area using the existing facilities for crossing the A47 (i.e. between footpaths FP1 and FP3). Even allowing for proposed development planned in the area the

Responses from Section 42(1)(d) consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>number of users are unlikely to increase usage to any material extent. It has therefore been concluded that an additional bridge will not be included in the Scheme. A summary of the WCH assessment is provided in the ES Chapter 12 Population and Human Health (TR010040/APP/6.1).</p> <p>A safer crossing of the A47 will be provided via facilities on the B1140 Overbridge at South Walsham Road, improving connectivity for non-motorised users in the area. A crossing will also be provided at the Blofield Overbridge.</p> <p>Where the existing A47 is unaffected by the dualling, it is proposed to be de-trunked and serve as a local access road for residents. This will include a new combined footway/cycle. A new section of footway is also proposed on Yarmouth Road to connect to the existing footway and allow pedestrians to walk along Yarmouth Road to the allotment gardens. These new sections of infrastructure will provide improved connectivity between Blofield and North</p>

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Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>Burlingham for WCH.</p> <p>The Scheme also provides a new Public Right of Way (PRoW) footpath, to the south of the new A47 mainline, connecting from the Blofield Overbridge to the B1140 junction. This route connects with multiple existing north / south permissive routes and footpath Burlingham FP3.</p>
Consultation	<p>We have only been communicated with on our own initiative – HE seems to ignore us despite our proximity to the road and continual attempts at communication. We do not have any confidence that HE act upon comments or suggestions, and consider that they are simply 'following the process' and have no intention of modifying any aspect of the plan in response to local opinion.</p>	302	N	<p>Residents of Blofield Heath, Hemblington and Strumpshaw should have received information regarding the consultations as they were within the Consultation Zone as set out in the SoCC.</p> <p>Information was provided about the Scheme and consultation to the wider community villages and general public on the Highways England Scheme webpage and on Twitter. Information was published by Highways England in the <i>Eastern Daily Press</i> in the form of the Section 48 and Section 47 notices. A press release was also issued to local media which resulted in further new coverage about the Scheme.</p>

Responses from Section 42(1)(d) consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				A scheme update consultation was held in September and October 2020 and landowners were given the opportunity to raise any concerns and this landowner should have received a letter. The regard had to consultation responses and changes to the Scheme as a result of all the consultations is detailed further in the Consultation Report (TR010040/APP/5.1) .
Allotments	We need to know which plots will be needed by Highways England or Cadent during the works on a temporary basis and for how long. A number of people are waiting for new plots and I cannot allocate these until I know what will be available.	200007 Allotment Association	N	The plots to be affected are at the northern end of the allotments. The Project Team are proposing to mark out the line of the gas main diversion in January 2021 as HE do not currently have an accurate survey of the plots and are therefore unable to confirm the exact number.
Allotments	A lot of mature trees between the allotments and the road will need to be removed. These provide a significant windbreak for the allotments, and their loss will have considerable adverse effects. Can I ask please that they are replaced with semi mature trees to mitigate these effects.	200007 Allotment Association	N	Sheet 1 of the Masterplan (TR010040/APP/6.8) shows the extent of proposed planting. There will be planting to reinstate the existing extents of linear 'shelterbelt' planting where it contributes to the local skyline character of the area and to contribute to the screening of views of the Scheme.

Responses from Section 42(1)(d) consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Allotments	Any loss of access to the allotments of more than two or three days in the summer months could lead to significant crop loss if the weather was dry and sunny at the time.	200007 Allotment Association	N	The timings of works are still to be arranged with the contractor and will be discussed at the time with the allotment holders. This is set out in the Environmental Management Plan (TR010040/APP/7.7) .
Allotments	I understand that the water tank needs to be removed and this would be best done between October and March if possible in order to ensure no loss of water during the growing season. If the tank could be raised by around one metre more than its current height in its new position that would be very helpful as it would increase the water pressure.	200007 Allotment Association	N	The comments have been noted and further discussions will be held between Highways England and the Allotment Association with regards to the positioning of the water tank.
Allotments	I note the location of the new car park from your plan, and as this necessitates the removal of the existing fencing gates, could I ask please that the replacement fence between the new car park and the allotments is 6 feet high, to help keep out deer, rabbits etc.	200007 Allotment Association	N	Rabbit and deer fencing are proposed along the northern extent of the allotments with an agricultural style gate at the new access, as shown on the Sheet 1 of the Masterplan (TR010040/APP/6.8) .
Allotments	When you provide a new access to the car park, as the trees are being removed, there will need to be a security fence between the realigned road and the allotment car park, as	200007 Allotment Association	N	Rabbit and deer fencing are proposed along the northern extent of the allotments with an agricultural style gate at the new access. Trees to be planted along northern boundary as shown on

Responses from Section 42(1)(d) consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	well as a lockable entry gate (preferably agricultural style, of lightweight aluminium).			the Sheet 1 of the Masterplan (TR010040/APP/6.8).
Allotments	Thank you for the additional Blofield Allotments Drawing, however this would have been more useful if the plots were on it. Using the scale I have worked out that the Land to be used temporarily and rights to be acquired permanently (blue section) encroaches 5 metres into the existing plots. If this is the case my plot will not be affected, however it will be a close run thing and if possible I would like some clarification on this by a drawing with the plots mapped on it also.	200008 Allotment Holder	N	The plots to be affected are at the northern end of the allotments. The Project Team are proposing to mark out the line of the gas main diversion in January 2021 as HE do not currently have an accurate survey of the plots and are therefore unable to confirm the exact number.
Allotments / Footpaths	My main concerns are with regard to access via footpath from the village to the allotments. At the moment it is possible but dangerous to walk to the allotment. The new road will be bigger and busier and will make access on foot even more difficult so I am hoping that the footpath on the proposal does indeed go ahead.	20008 Allotment Holder	N	Where the existing A47 is unaffected by the dualling, it is proposed to be de-trunked and serve as a local access road for residents. This will include a new combined footway/cycle. A new section of footway is also proposed on Yarmouth Road to connect to the existing footway and allow pedestrians to walk along Yarmouth Road to the allotment gardens. These new sections of infrastructure will provide improved connectivity between Blofield and North Burlingham for walking and cycling.

Responses from Section 42(1)(d) consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>Further detail is provided in Chapter 12 of the ES (TR010040/APP/7.7).</p> <p>The Scheme also provides a new PRoW footpath, to the south of the new A47 mainline, connecting from the Blofield Overbridge to the B1140 junction. This route connects with multiple existing north / south permissive routes and footpath Burlingham FP3.</p>
Allotments / Gas main	Perfectly understandable that Cadent will want to do works on gas main. Ideally works would best be done in winter when persons will be accessing allotments less.	200009 Allotment Holder	N	Discussions are ongoing with Cadent and timings have not yet been agreed but these will be discussed with the Allotment Association as set out in the Environmental Management Plan (TR010040/APP/7.7) .
Allotments	The car park as I understand it will not be returned to holders, but rather a new car park will be made available. Will the new car park be created when the gas main works are being undertaken?	200009 Allotment Holder	N	The new car park will be created after the gas main works are completed. Access to the existing car park will be maintained during construction other than the initial period of the gas main construction. This period will be kept to a minimum and will be discussed with the Allotment Association as set out in the Environmental Management Plan (TR010040/APP/7.7) .

Responses from Section 42(1)(d) consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Allotments	Although not related to the above I have always been concerned about run off to north of proposed bypass and into soakaway immediately south of bypass at western end. How will water in this soakaway drain? After all the recent rain and flooding in the past how well their properties at Waterflow be protected?	200009 Allotment Holder	N	<p>For construction and operation of the Scheme, Sections 9 and 10 of the Drainage Strategy (Appendix 13.2 (TR010040/APP/6.2) to ES Chapter 13 (TR010040/APP/6.1)) confirm there will be no surface water outfalls discharging to local watercourses and all road drainage will drain by infiltration methods. Details of the soakaway trenches and infiltration including dimensions, half drain times and design event discharge volumes are also included.</p> <p>Sections 7 and 8 of the Flood Risk Assessment (Appendix 13.1 (TR010040/APP/6.2) to ES (TR010040/APP/6.1)) have considered the risk to the Scheme and the risk posed by the Scheme on flooding from all sources both during construction and operation. The Scheme will not cause flood risk to others and properties. Highways England are investigating the known flooding hotspots on the existing A47 to the east and west of the Scheme, including the October 2019 flooding event, and will review options to</p>

A47 Blofield to North Burlingham

Annex O: Table Evidencing Regard had to Consultation Responses

Responses from Section 42(1)(d) consultees				
Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				remediate the risk of flooding to the existing A47 carriageway. However, these works will be undertaken separately from the Scheme.

Responses from Section 47 & 48 consultees			
Topic area	Consultation response	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
None	None	N	N/A