

# A47 DUALLING – NORTH TUDDENHAM TO EASTON

Scheme no. TR010038

ANNEX A to APPENDIX 11, to  
STATEMENT OF [REDACTED]

IP reference 2002/8353



ACM 03.11A

August 2021

## Infrastructure Planning

Planning Act 2008

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

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

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## STATEMENT OF [REDACTED] ANNEX A to APPENDIX 11

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Application reference: TR 010038

Interested Party reference: 2002/8353

Document reference: ACM 03.11A

Date: August 2021

## ANNEX A to APPENDIX 11

**Timeline re development of design options and Berry Hall Estate consultations.****Annex A - plans appended****INDEX**

<i>Plan no.</i>	<i>Description</i>	<i>Document taken from</i>	<i>Date</i>
1	Option 1 consulted	Consultation brochure, pp4-5	Mar 2017
2	Option 2 consulted	Ditto, pp6-7	Mar 2017
3	Option 3 consulted	Ditto, pp8-9	Mar 2017
4	Option 4 consulted	Ditto, pp10-11	Mar 2017
5	Plan 5 “respecting the environment	Ditto, pp12-13	Mar 2017
6	Option 2 as consulted	HE Public Consultation report, para 2.3.3, page 9	
7	Option 2 amended (preferred route)	Preferred route announcement Aug 2017 – second page	Aug 2017
8	- Ditto -	EIA Scoping report PCF Stage 3 – Sept 2019 page 2	Sept 2019
9	- Ditto -	Junction & Sideroad strategy – Feb 2020 page 6	Feb 2020
10	Wood Lane Junction 1 <sup>st</sup> design	- Ditto – page 33	Feb 2020
11	Wood Lane Junction 2 <sup>nd</sup> design with compounds added	Project Update Winter 2020 – 6 <sup>th</sup> page	Dec 2020
12	- Ditto -	Sent with Mr Powis’ email to Savills 9 Dec 2020 (ACM 03.8 / 52 -52A)	Dec 2020
13	Wood Lane Junction 2 <sup>nd</sup> design	DCO Application plans March 2021 (copy of composite plans of junction)	Mar 2021



## 4. Our proposed options

We have developed 4 route options for consultation

- Building a new dual carriageway to the north of the existing A47
- Dualling the existing A47
- Building a new dual carriageway to the south and to the north of the existing A47
- Building a new dual carriageway to the south of the existing A47

Where we propose to build a new road, the existing carriageway will be retained for access to fields, farms, properties and for non-motorists.

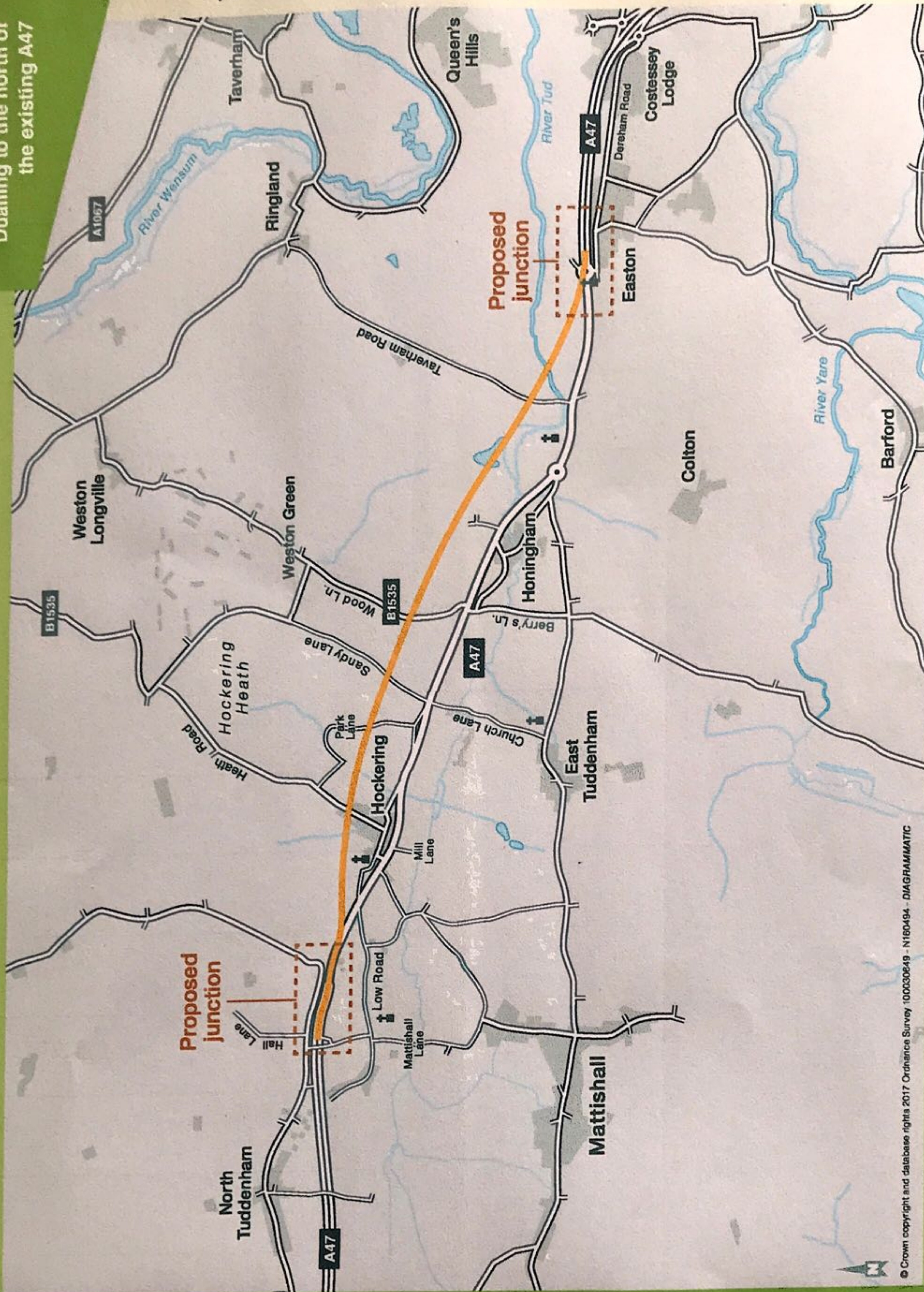
### Proposed option 1

Option 1 proposes building a new dual carriageway to the north of the existing A47.

- The new dual carriageway follows an alignment running to the north of the existing A47.
- At the western end of the scheme, the route passes to the south of Hockering Wood a Site of Special Scientific Interest, and to the north of the village of Hockering.
- The remainder of the route passes predominantly through open farm land and woodland habitat before crossing the River Tud close to Easton.
- Where we are creating a new road to the north of the existing A47, we would need to acquire land along the route.

HE - Public Consultation Brochure - 2017 March

Proposed option 1  
Dualling to the north of  
the existing A47



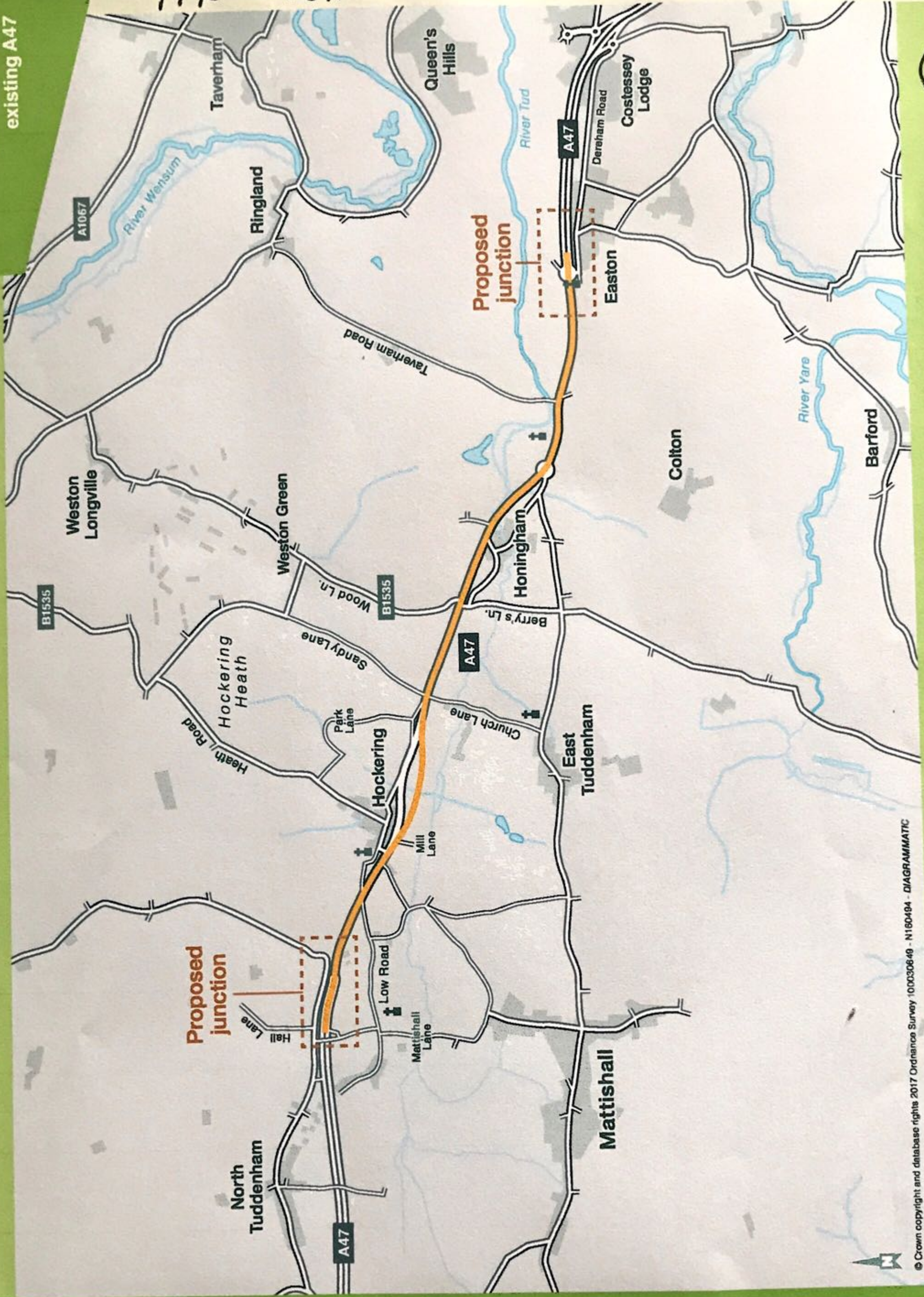
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Proposed option 2  
Dualling of the  
existing A47

2



## Proposed option 2

Option 2 proposes dualling of the existing A47.

- The new dual carriageway follows an alignment running as close as possible to the existing A47.
- Improvements to the existing alignment will be needed to bring the route up to dual carriageway standards. In places this will deviate from the existing alignment.
- We would need to acquire land in order to widen the current route to a dual carriageway and accommodate the improvements.

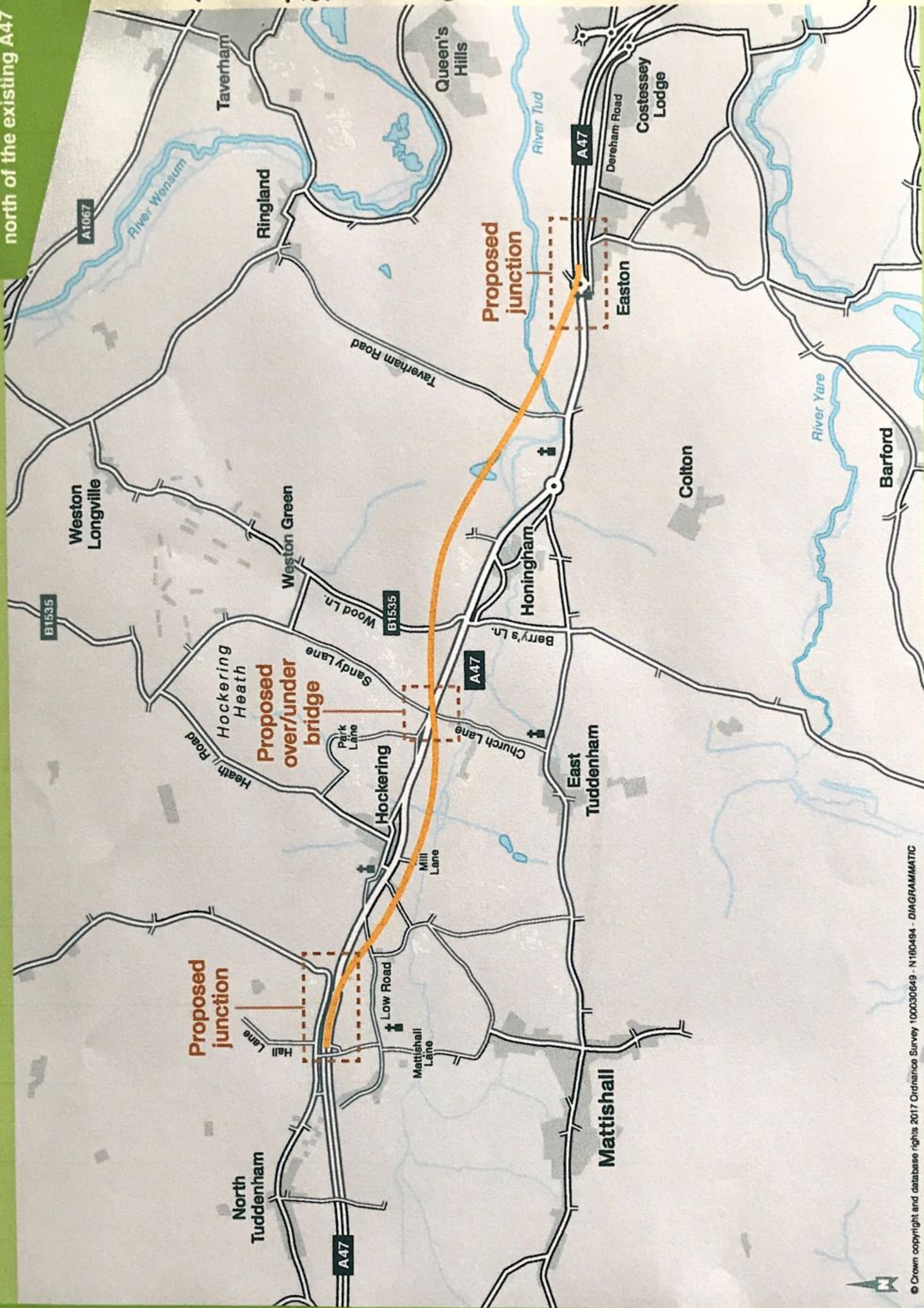


## Proposed option 3

Option 3 proposes building a new dual carriageway to the south and to the north of the existing A47.

- The new dual carriageway follows an alignment running to the south of the A47 but to the north of the River Tud as the route passes the village of Hockering.
- The carriageway then switches to the north of the existing A47 as the route passes the village of Honingham.
- The route passes predominantly through open farm land and some woodland habitat and crosses the River Tud at the Easton end.
- The proposed route of the A47 is a new and wider highway and will therefore require the acquisition of land along the route.

Proposed option 3  
Dualling to the south and north of the existing A47



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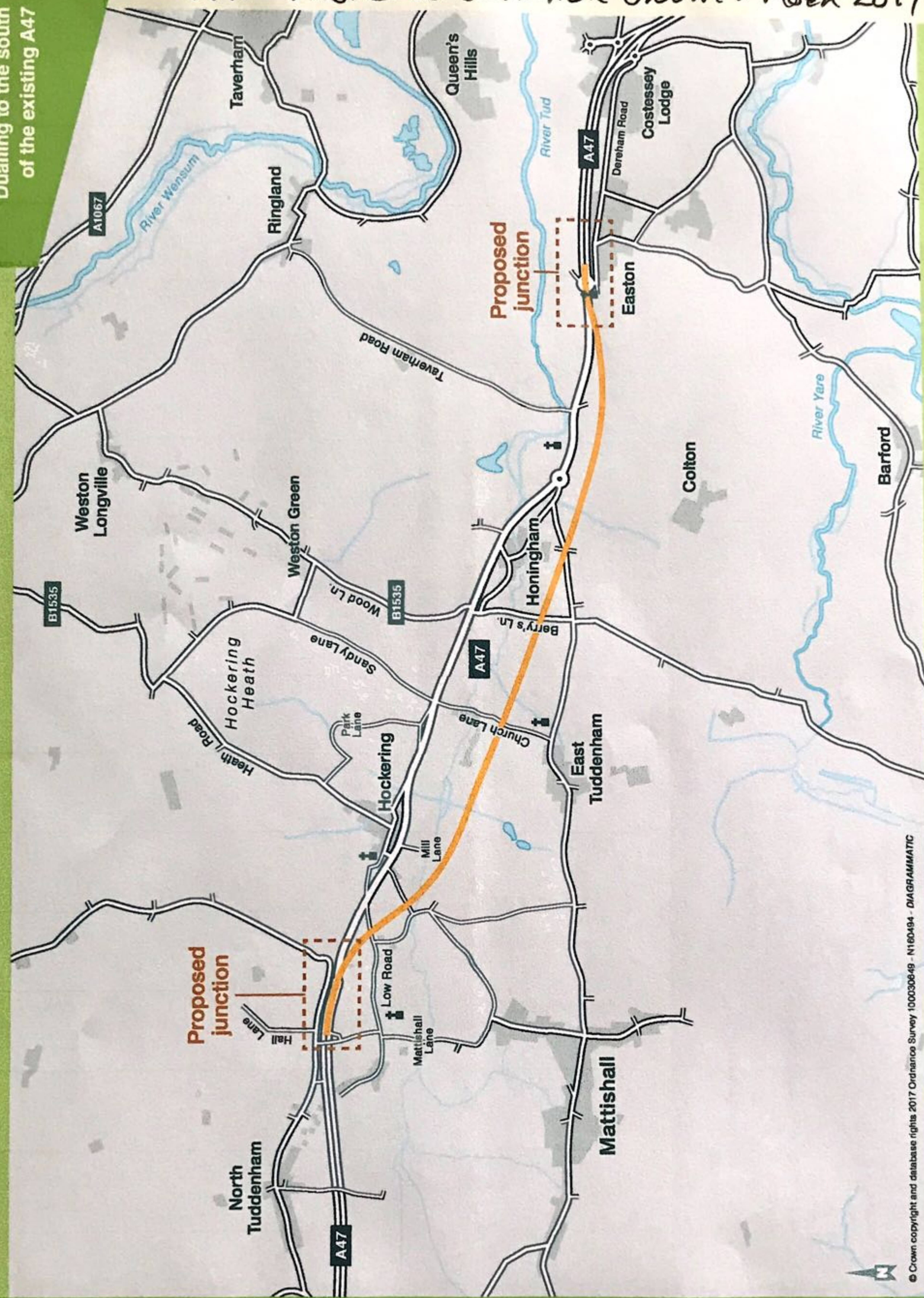
H E Pntur Consultation brochure - March 2017



HE Public Consultation Brochure - March 2017

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Proposed option 4  
Dualling to the south  
of the existing A47



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## Proposed option 4

Option 4 proposes building a new dual carriageway to the south of the existing A47

- The new dual carriageway follows an alignment running to the south of the existing A47 and to the south of the River Tud
- At the western end of the scheme, it crosses the River Tud before passing to the south of the village of Honingham and returning to the A47 at Easton
- The route runs predominantly through open farmland and semi-improved grassland
- The proposed route of the A47 corridor to the south of the existing is effectively a new highway corridor, so we would need to acquire land along the route to accommodate the improvements

## Alternative options

A number of potential alternative options were considered as part of the scheme development process during 2016. These options did not perform well against the objectives and therefore were not progressed any further

ACM 03.11A/4



## 5. Respecting the environment

Whichever option is selected to improve the route, we will safeguard and protect the local environment. We are surveying the local surroundings, and the data collected will be used to decide ways to both reduce any negative effects and contribute towards improving the local environment. We will plan any construction to minimise effects on the environment.

It is highly likely that we would need to acquire land adjacent to the existing route. All options pass predominantly through open land and some woodland.

Please see the environmental constraints plan for details.

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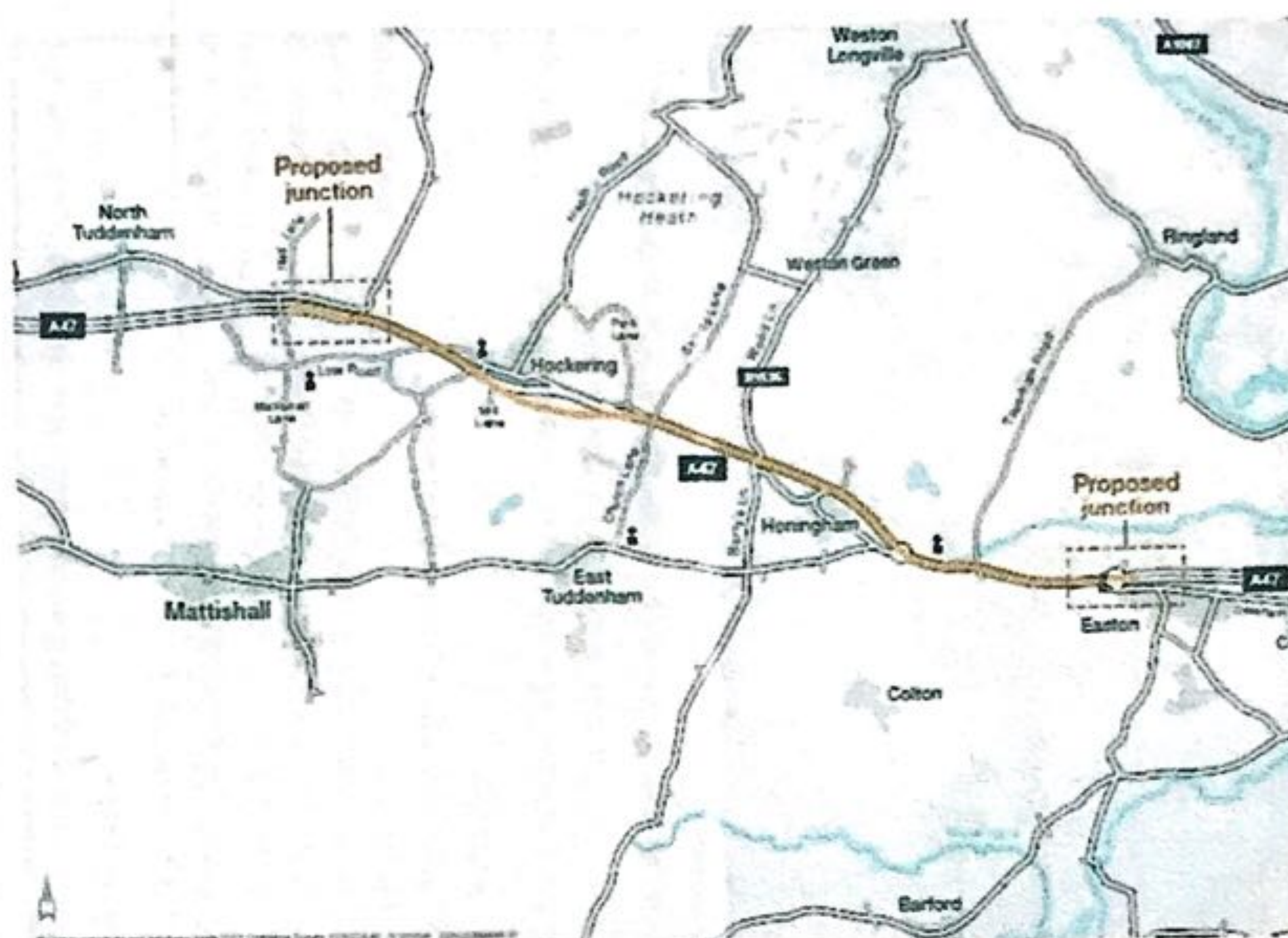
**highways  
england**

2.3.2

The new dual carriageway follows an alignment running as close as possible to the existing A47. Improvements to the existing alignment will be needed to bring the route up to dual carriageway standards.

2.3.3

In places this will deviate from the existing alignment. We would need to acquire land in order to widen the current route to a dual carriageway and accommodate the improvements.



## 2.4 Proposed Option 3

2.4.1

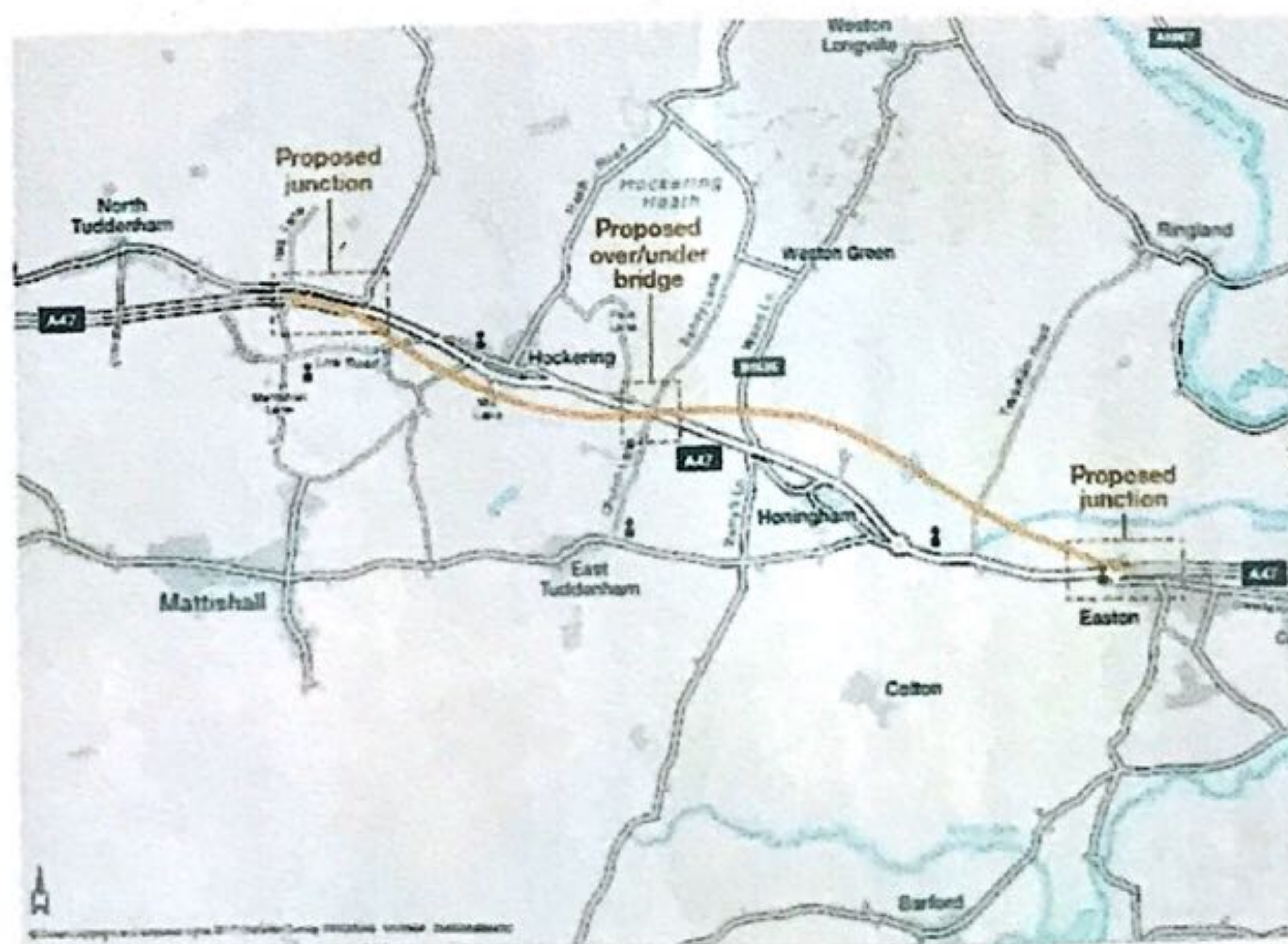
Option 3 proposes building a new dual carriageway to the south and to the north of the existing A47.

2.4.2

The new dual carriageway follows an alignment running to the south of the A47 but to the north of the River Tud as the route passes the village of Hockering. The carriageway then switches to the north of the existing A47 as the route passes the village of Honingham.

2.4.3

The route passes predominantly through open farm land and some woodland habitat and crosses the River Tud at the Easton end. The proposed route of the A47 is a new and wider highway and will therefore require the acquisition of land along the route.







### Public consultation

From 13 March to 21 April, we ran a public consultation to gain people's feedback on our proposals and help shape our plans at an early stage of the scheme's development.

We publicised the consultation widely, with posters, leaflets and letters to local communities and stakeholders as well as gaining coverage in the press and other media. Information was available on our website, public libraries and community halls.

There were also 3 exhibitions for the public to attend and view our plans.

### Options taken to public consultation

We presented 4 options to upgrade the single carriageway to a high-quality dual carriageway between North Tuddenham and Easton.

The options were:

- Option 1 - building a new dual carriageway to the north of the existing A47.
- Option 2 - dualling the existing A47.
- Option 3 - building a new dual carriageway to the south and to the north of the existing A47.
- Option 4 - building a new dual carriageway to the south of the existing A47.

### Responses to the public consultation

Around 482 people attended the exhibitions resulting in 530 responses to our consultation.

Around 78% supported the need to improve this section of the A47 and agreed our proposals would be beneficial in reducing congestion and improving journey times.

Concerns were raised regarding the potential for noise and disruption to traffic during construction and the impact on the local rural environment.

Access for pedestrians, equestrians and cyclists in the area was an important topic presented by attendees and will be taken into consideration.

Going forward, we will consider your concerns and responses and address them as part of our final design and construction planning.

### The Preferred Route - Option 2

Having reviewed the feedback following the consultation, and completed a number of other assessments, we are proceeding with an amended version of Option 2 presented at consultation.

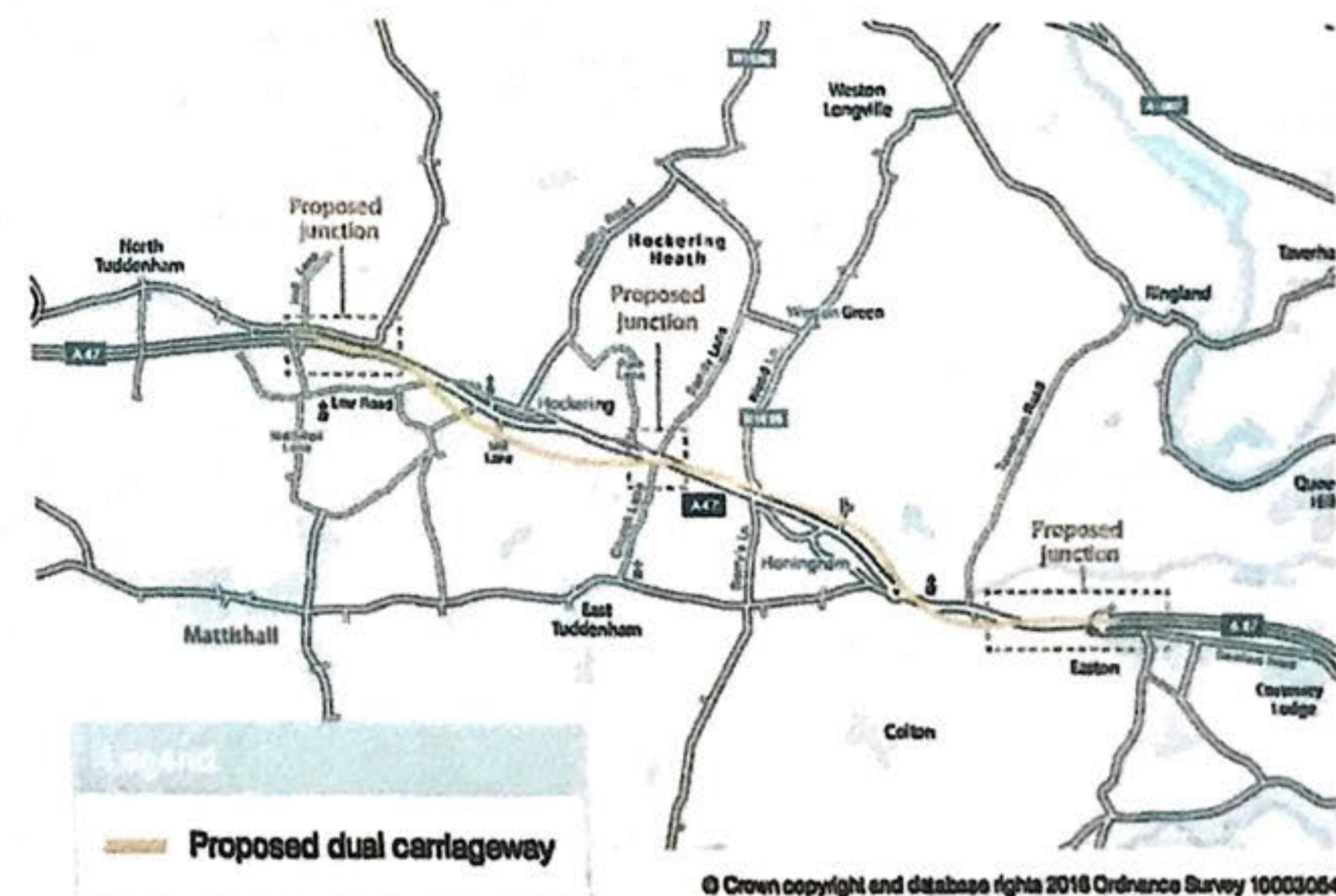
Option 2 was one of the two most favoured options and solves the traffic and safety problems. It also has the least impact on the environment. Key concerns raised by the public regarding Option 2 have influenced a realignment which means it can be built with less impact during construction and the existing road can remain for local traffic movements, pedestrians, cyclists and equestrians.

The proposed Option 2 would benefit from deviating locally from the existing A47 route alignment, which would:

- Reduce the impact at the western end on Oak Farm, minimising the impact on the existing properties on Mattishall Lane.
- Minimise, where possible, the impact on properties close to the existing A47 at Hockering.
- Reduce the impact of the road on the River Tud.
- Keep the road widening to the north side of the corridor as it passes Honingham.
- Keep route to the north at the existing junction at Easton to maximise the chance of the local road reconnection being alongside and to the north of the church at Easton.

These elements will make the road easier to construct and will retain a significant amount of the existing A47 for local access, cycling and walking.

This will now be developed further before statutory consultation.



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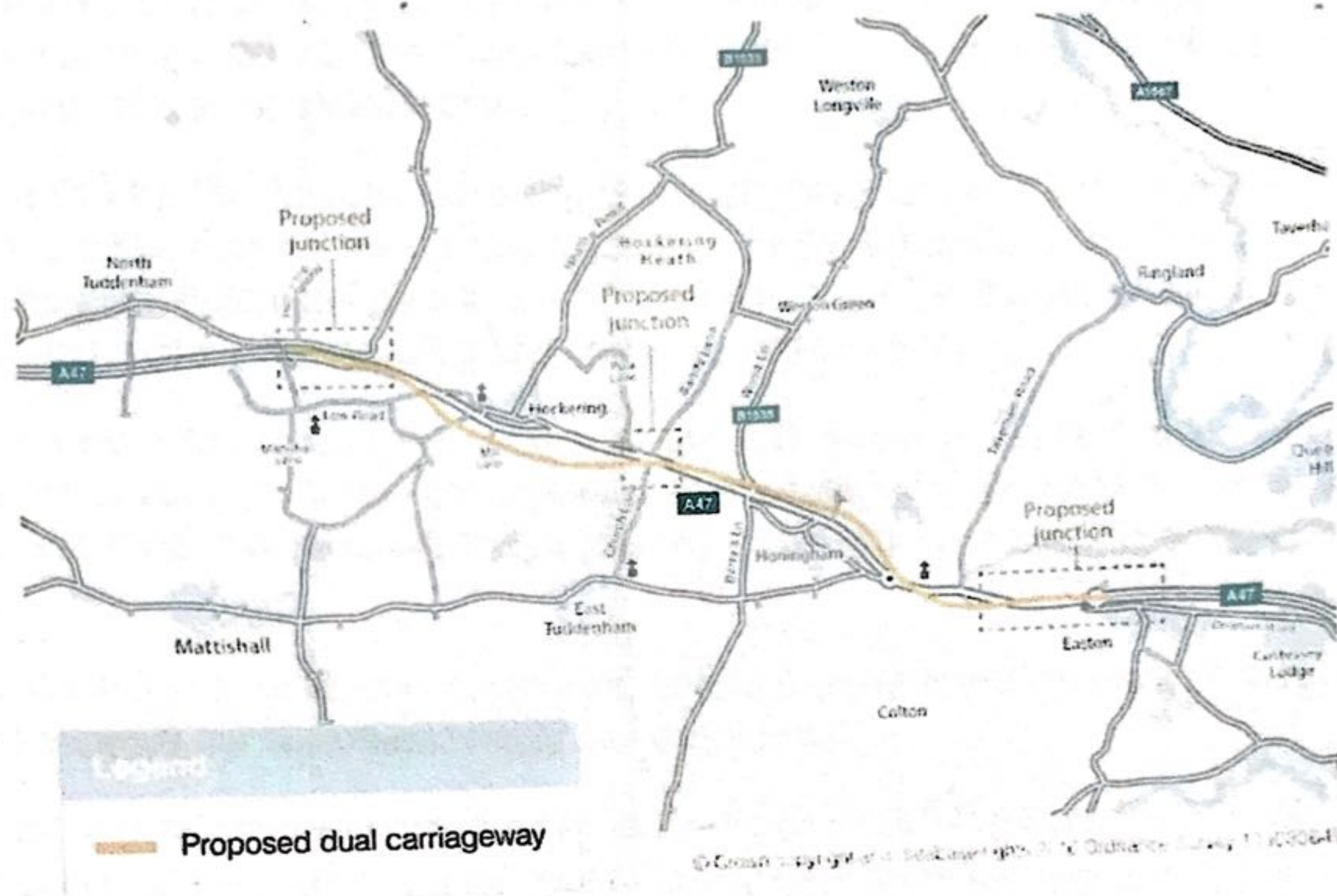
KE Preferred Route announcement - Aug 2017

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ACM 03.11A / 7



Figure 1-1 : Proposed scheme location



### 1.3. Proposed scheme overview

- 1.3.1. It is proposed to upgrade the existing section of single carriageway between North Tuddenham and Easton to a dual carriageway. The scheme runs south of Hockering before moving parallel and north east of Honington. This scheme will henceforth be referred to as the 'Proposed Scheme'. The scoping boundary is shown on Figure A in Appendix A.

### 1.4. Approach to EIA Scoping

- 1.4.1. The main aims of this EIA Scoping Report are as follows:

- To identify and report the baseline conditions of the existing environmental asset.
- To determine which (if any) environmental topics are to be further examined during the EIA and hence reported in the ES.
- To identify all relevant environmental constraints present, as part of an iterative design process, thereby ensuring adverse effects can be minimised.
- To identify if there are opportunities for environmental enhancement associated with the site of proposed works that could be incorporated into the design.



# 1. Scheme Introduction

## 1.1. Background

The A47 is an important connection linking the cities of Norwich and Peterborough, the towns of Wisbech, Kings Lynn, Dereham, Great Yarmouth and Lowestoft and a succession of villages in what is a largely rural area.

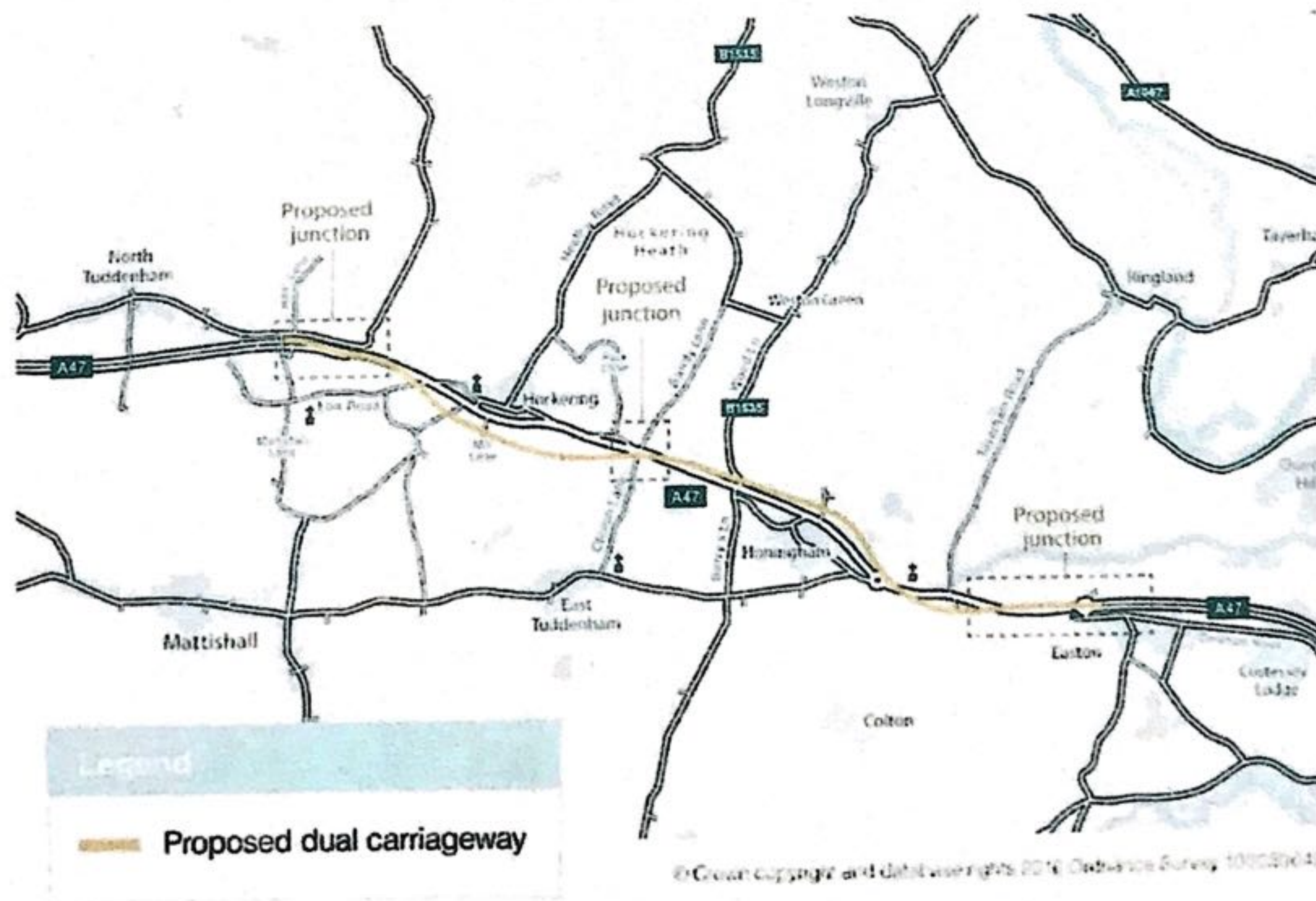
As part of a £15.1 billion investment to improve journeys on England's major A roads and motorways, the Government announced a package of 6 schemes on the 115 mile stretch of the A47 between Peterborough and Great Yarmouth. Together, the proposals will relieve congestion and improve the reliability of journey times for drivers.

This scheme aims to improve the section of the A47 between North Tuddenham and Easton, which is currently single carriageway. This single carriageway section acts as a bottleneck, resulting in congestion, longer journey times and contributes to a poor safety record.

The proposed scheme will relieve congestion, reduce journey times, encourage economic growth and improve our customers' safety and experience.

Following initial public consultation, a preferred route (the PRA alignment) was published for further development before statutory consultation; see Figure 1-1.

Figure 1-1 : A47 North Tuddenham to Easton Preferred Route





5.4.7. The Existing A47 between Church Lane and Wood Lane

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Figure 5-7 : Existing A47 between Church Lane and Wood Lane

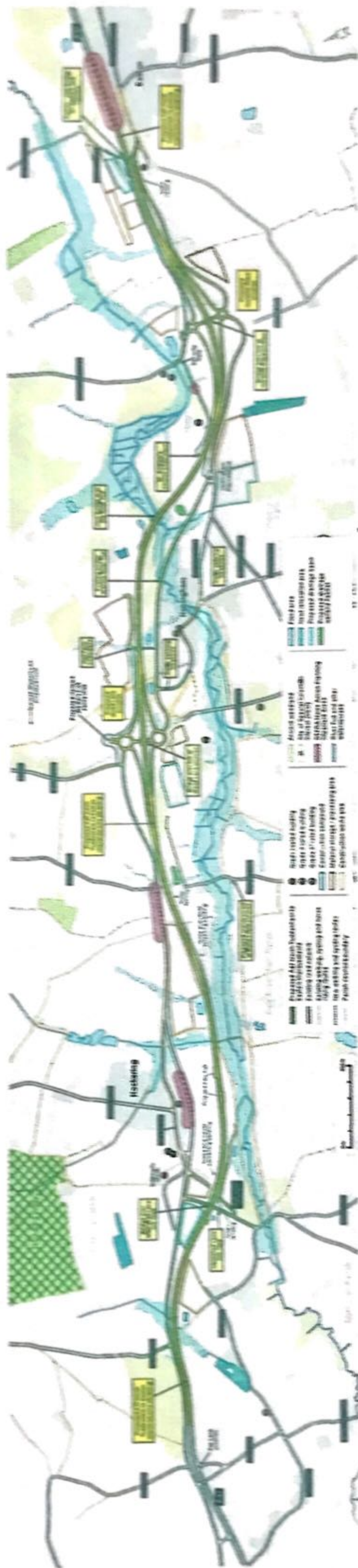
Severing the existing A47 near Church Lane would cause Hockering to Honingham links to be severed. It is proposed to provide a new connection between the existing A47 at Church Lane junction and the proposed Wood Lane junction.

Access to the properties and land to the south of the A47 would be achieved via the new connection discussed above in section 5.4.6.



HE Project Update  
Winter 2020

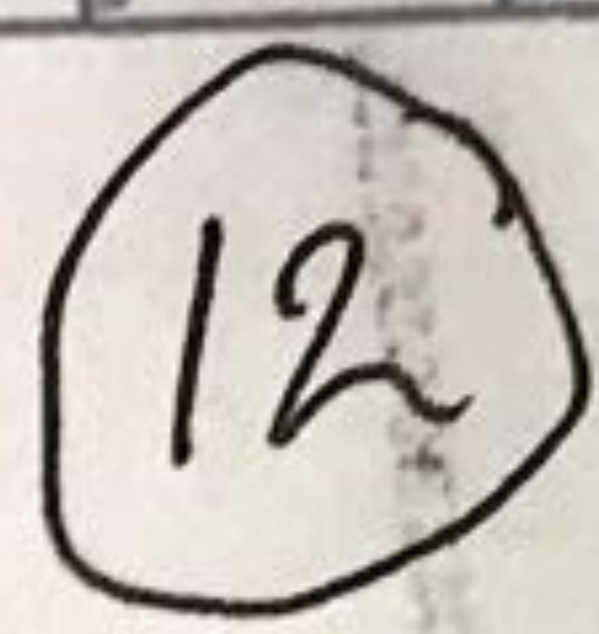
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A47 NORTH TUDENHAM TO EASTON

### PCF STAGE 3

**LAND PARCEL PLAN - NC087322**

**FOR INFORMATION**

DATE	1-1-00	1-1-00
TIME	1-1-00	1-1-00

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