

A47 Blofield to North Burlingham

Scheme Number: TR010040

Volume 8

8.3 Statement of Common Ground with Highways England and Norfolk County Council

Rule 8 (1)(e)

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

September 2021

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Infrastructure Planning

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

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

Statement of Common Ground – Norfolk County Council

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Rev 0	July 2021	Deadline 1
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STATEMENT OF COMMON GROUND

This statement of Common Ground has been prepared and agreed by (1) Highways England Company Limited and (2) Norfolk County Council

Signed

Nikki Rowley-Todd

Project Manager

On behalf of Highways England

Date: **INSET DATE**

Signed

NAME

POSITION

On behalf of Norfolk County Council

Date: **INSERT DATE**

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1 INTRODUCTION

1.1 Purpose of this Document

1.1.1 This Statement of Common Ground (SOCG) relates to an application made by Highways England ("the Applicant") to the Planning Inspectorate ("PINS") under Section 37 of the Planning Act 2008 ("PA 2008") for a Development Consent Order (a "DCO"). If made the DCO would grant consent for the Applicant to undertake the A47 Blofield to North Burlingham Scheme ("the Scheme"). A detailed description of the Scheme can be found in the ES Chapter 2 The Proposed Scheme (**APP-40**).

1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application documents. All documents are available on the Planning Inspectorate website.

<https://infrastructure.planninginspectorate.gov.uk/projects/eastern/a47-blofield-to-north-burlingham/>

1.1.3 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties to it, and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific issues that may need to be addressed during the examination.

1.2 Parties to this Statement of Common Ground

1.2.1 This SoCG has been prepared by (1) Highways England as the Applicant and (2) Norfolk County Council (NCC).

1.2.2 Highways England became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain and enhance the network. Regulatory powers remain with the Secretary of State. The legislation establishing Highways England made provision for all legal rights and obligations of the Highways Agency, including in respect of the Application, to be conferred upon or assumed by Highways England.

1.2.3 NCC is the Local Authority for the Scheme falling within Category A of section 43(1) of PA 2008 and are the highways authority for the Scheme, which falls entirely within the Council's administrative area.

1.3 Terminology

1.3.1 In the tables in Section 3 'Issues' of this SoCG the following terminology is used:

- "Agreed" indicates where the issue has been resolved
- "Not Agreed" indicates a final position
- "Under discussion" where these points will be the subject of on-going discussion wherever possible to resolve, or refine, the extent of disagreement between the parties.

1.3.2 It can be taken that any matters not specifically referred to in the Issues chapter of this SoCG are not of material interest or relevance to NCC, and therefore have not been the subject of any discussions between the parties. As such, those matters can be read as agreed, only to the extent that they are either not of material interest or relevance to NCC.

2 RECORD OF ENGAGEMENT

2.1.1 A summary of the meetings and correspondence that has taken place between Highways England and Norfolk County Council in relation to the Application is outlined in Table 2-1.

Table 2-1 : Record of Engagement

Date	Form of Correspondence:	Key topics discussed and key outcomes (the topics should align with the Issues tables)
	Statutory Consultation, Section 49 of PA 2008	A range of comments from both Norfolk County Council (NCC) and Highways England (HE) regarding the development in response to statutory consultation
07.03.2018	Letter	NCC provided comment in the Scoping Opinion.
24.05.2018	Meeting	Joint meeting with the EA and the Lead Local Flood Authority (LLFA)^[1] which discussed flood risk and drainage including: - The LLFA had informal accounts of flooding on the A47 resulting from overland surface water flow paths. The Proposed Scheme must accommodate these flow paths through the use of 'dry culverts'. Siting of the culverts must be based on topographic survey rather than relying on LiDAR data. - The LLFA requested that NCC Highways department be consulted with regards to the nature of the pond at Lingwood Road and whether this receives highways runoff. - The LLFA stated that drainage design should be tested against a 40% allowance for climate change. - Any 'dry culverts' or alterations to ordinary watercourses would require consent from the LLFA. - The LLFA advised of the importance of reliable infiltration testing to inform the drainage design. - The assessment of climate change on groundwater features should take the form of a simple qualitative assessment. Currently Environment Agency (EA) projections suggest annual groundwater recharge would remain the same but with altered seasonal timing. The EA requested that proposed groundwater monitoring as part of the ground investigation (GI) should allow for monitoring of groundwater levels until at least spring 2019.

^[1] Lead Local Flood Authority (LLFA) is Norfolk County Council

Date	Form of Correspondence:	Key topics discussed and key outcomes (the topics should align with the Issues tables)
19.10.2018	Meeting	Feedback was received from NCC and the parish councils and other key stakeholders including local landowners, interest groups and the local communities. This feedback provided insight into the key issues in the area for walking and cycling connectivity and numerous suggestions for improvement. Issues raised during these consultations have been taken into account to develop the design through design interventions.
12.12.2019	Meeting (conference call)	A multi-party meeting (SWECO, Galliford Try, NCC and HE) Traffic and Highways: A scheme overview.
19.12.2019	Meeting (conference call)	A multi-party meeting between Highways England, Sweco and NCC to discuss thoughts and issues surrounding Public Rights of Way, walking, and cycling trails.
01.02.2020	Email	NCC have been consulted regarding Barbastelle bats and the wider mitigation proposals for bats by the Proposed Scheme. In addition, bat mitigation implemented as part of the completed northern distributor road and the associated monitoring data was discussed. Data was exchanged on the locations of Barbastelle bats.
25.03.2020	Meeting (conference call)	A multi-party meeting (SWECO, Galliford Try, NCC and HE) Local Road Departures and Design Meeting. To discuss (a) departures from standard on Local Authority road network, (b) design speeds of local road network and (c) proposed road widths of local road network.
01.04.2020	Email	The NCC was invited to comment on the survey methodologies regarding the birds of the Proposed Scheme but did not respond.
17.04.2020	Meeting (conference call)	A multi-party meeting (SWECO, Galliford Try, NCC and HE) Local Road Departures and Design Meeting. To discuss (a) the Rejected Departure (DEP0013) and (b) cross section and classification of local road network.
23.04.2020	Email	NCC advised that Environmental Health is the remit of the local District Council in the area. The Environmental Health Department of Broadland District Council were consulted by Email on 23 April 2020. The consultation Email outlined the proposed approach to the assessment of noise and vibration due to the Proposed Scheme, advising that the assessment would be carried out in accordance with Design Manual for Roads and Bridges, (DMRB), Revision 2 LA 111 Noise and Vibration.
22.05.2020	Meeting (conference call)	Presentation on A47/Cucumber Lane roundabout Issues.
02.07.2020	Email	NCC were consulted on suitability of the uncertainty log developed for the traffic model for the cumulative effects assessment (CEA).
09.07.2020	Meeting	NCC were consulted on CEA methodology.

Date	Form of Correspondence:	Key topics discussed and key outcomes (the topics should align with the Issues tables)
16.07.2020	Email	Draft Drainage Strategy Report (DSR) provided to the LLFA for review.
17.07.2020	Meeting (conference call)	A multi-party meeting (NCC, HE, Galliford Try and SWECO) A47 Cucumber Lane Roundabout Option Assessment Meeting. Meeting to discuss the identified issues presented on 22/05/2020 A47/Cucumber Lane Roundabout from HE to NCC.
17.07.2020	Email	NCC provided additional developments to be considered in the cumulative long list. NCC also recommended contacting Suffolk CC as part of the consultation process for the CEA.
23.07.2020	Email	NCC was contacted regarding a mineral impact assessment as part of the materials and waste assessment chapter. The NCC confirmed the approach for the mineral impact assessment.
28.07.2020	Email	The DMRB published updated guidance that had been referenced in the proposed methodology section of the Environmental Impact Assessment (EIA) Scoping Report. Technical disciplines contacted the NCC to confirm changes to the proposed methodology to be adopted in the Environmental Statement (ES).
06.08.2020	Email	Draft Flood Risk Assessment (FRA) provided for review to LLFA.
06.08.2020	Letter	LLFA's comments received on the draft DSR.
14.08.2020	Letter	LLFA's comments received on the FRA (reissued on 24.09.2020).
21.08.2020	Email	NCC confirmed uncertainty log approach for CEA is suitable methodology.
15.09.2020	Letter	LLFA provided information on local flooding.
16.09.2020	Letter	Letter from the LLFA setting out recent consultation responses and comments on the FRA and the DSR. Refer to Appendix 1 for detailed technical points.
22.09.2020	Email	Draft Groundwater Assessment provided to the LLFA for review.
24.09.2020	Meeting	Meeting to discuss Highways England's response to the LLFA's comments on the DSR and the FRA.
25.09.2020	Meeting	Meeting to discuss Highways England's response to the LLFA's comments on the DSR and the FRA continued.
07.10.2020	Letter	NCC letter setting out outstanding matters following meeting on 24 & 25 September to discuss comments on the DSR and the FRA.
07.10.2020	Letter	NCC provided comments on the Groundwater Assessment.

Date	Form of Correspondence:	Key topics discussed and key outcomes (the topics should align with the Issues tables)
08.10.2020	Email	Highways England's response to NCC's comments on the draft Groundwater Assessment.
08.10.2020	e-mail (David Cummings)	Draft response to Highways England consultation.
22.10.2020	Letter	Response to Highways England email of 8 October 2020 in relation to the Groundwater Assessment.
27.10.2020	Email	Highways England correspondence regarding embankment drainage in reply to letter of 07.10.2020 from NCC.
30.10.2020	Email	Meeting to discuss the archaeological trenching results and to obtain an agreement regarding the study area methodology with the NCC.
06.11.2020	Meeting (conference call)	A multi-party meeting between Highways England, Carter Jonas, WBD, Sweco to review the first draft of the DCO document shared with Norfolk County Council.
12.11.2020	Meeting (conference call)	A multi-party meeting between Highways England, Carter Jonas, WBD, Sweco and Broadland District Council. To discuss the A47 Blofield DCO with Broadland District Council Planning Officer
13.11.2020	Meeting (conference call)	A meeting between Highways England, Sweco and Norfolk County Council to discuss the de-trunking and adoption plans with NCC.
20.11.2020	Meeting (conference call)	A meeting between Highways England, Sweco and Norfolk County Council to discuss planned Walking Cycling and Horse-Riding facilities.
30.11.2020	Email	NCC responded to email of 27.10.2020 with their position on embankment drainage.
03.12.2020	Email	Highways England provided the FRA and DSR by email for review to LLFA.
22.12.2020	Letter	With reference to the FRA and DSR provided by email on 03.12.2020 for review, the LLFA outlined some final points setting out the status for drainage and flood reporting on the Proposed Scheme and some final matters to be discussed.
16.02.2021	Meeting (conference call)	Meeting between Highways England, NCC and Sweco: To update and review A47 Blofield progress and areas for adoption. In particular, to discuss outstanding areas prior to examination, in the events that representations made during the examination period.
16.03.2021	Meeting (conference call)	Follow up meeting to 16/02/2021 between Highways England, Sweco and Norfolk County Council. To discuss outstanding matters in relation to adoption and commuted sums.

Date	Form of Correspondence:	Key topics discussed and key outcomes (the topics should align with the Issues tables)
18.03.2021	Meeting	Meeting between Highways England's Flood Lead and Drainage Lead with LLFA to resolve remaining LLFA comments on the FRA and DSR.
31.03.2021	Response to DCO application	Norfolk County Council Comments on the A47 Blofield to North Burlingham Dualling
13/04/2021	Meeting (conference call)	Follow up meeting to 16/03/2021 between Highways England, Sweco and Norfolk County Council. To discuss outstanding matters in relation to adoption and commuted sums.
11/05/2021	Meeting (conference call)	Follow up meeting to 13/04/2021 between Highways England, Sweco and Norfolk County Council. To discuss outstanding matters in relation to adoption and commuted sums.
02/06/2021	Meeting (conference call)	Meeting between Sweco and Norfolk County Council to discuss adoption standards.
21/06/2021	Meeting (conference call)	Meeting between Sweco and Norfolk County Council to discuss adoption standards.
05/08/2021	Meeting (conference call)	Meeting between Highways England, Sweco and Norfolk County Council to discuss SoCG and transfer of assets.
13/08/2021	Meeting (conference call)	Meeting between Highways England, Galliford Try, Sweco and Norfolk County Council to discuss de-trunking and transfer of assets for A47 schemes.

- 2.1.1 It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) Highways England and (2) Norfolk County Council in relation to the issues addressed in this SoCG.

Issue	Document Reference (if relevant)	Norfolk County Council Comment	Highways England Response	Status	Date
		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.	Survey results will be provided within the Environmental Statement (Application document 6.1)		
PEIR - Visual assessment		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 should be appropriate.	Highways England noted this comment. The landscape and visual assessment of the Proposed Scheme is included in the Environmental Statement (Application document 6.1).		
PEIR - Planting and screening		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.	The landscape design is reflected in the Environmental Masterplan which defines the elements and functions of the environmental components of the Scheme. This includes the identification of visual screening and biodiversity objectives.		
Public Health – Air Quality		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 Environment Agency and Broadland District Council.		Closed.	29.06.21
Footway Width Shared footways should be 3.0m as opposed to 2.5m per plans		The current plans for shared footways width are 2.5m. NCC would expect these to be 3.0m for shared cycle/footways.		Not Closed.	28/05/21

3.2 Discussed at meetings but not included within the Relevant Representation of 31/03/2021

Design

Issue	Document Reference (if relevant)	Norfolk County Council Comment	Highways England Response	Status	Date
The Windle		NCC have concerns about the approach speed to The Windle junction. The central reservation at the Windle was not part of the scheme, however, HE may look to close this in the future.	The scheme will improve the safety of The Windle junction by: 1) Closing the lay-by Closing the lay-by to the west of The Windle removes the risk of side swipe and shunt type collisions currently associated with the short weaving length between the lay-by and The Windle. 2) Providing advanced direction signing The current junction does not have any advanced direction signing which would warn drivers of the approaching junction for either vehicles turning into, or exiting, the junction. The closure of the lay-by enables this signing to be introduced. 3) Provision of the new dual carriageway The continuity of the dual carriageway will provide a more free-flowing network, where currently The Windle junction sits at the start of a section of dual carriageway where vehicles will often be "platooned" behind slower vehicles and will be accelerating in lane two to pass before the end of the dual carriageway at Acle.		
NCC standards and departures from standards		NCC confirmed that the NCC standards and departures from standards are based on the Road Safety Audit Process.		Closed	28/05/21
Narrowing of Southbound verge from 2.5m to 0.6m. Safety, cost and maintenance issues.		NCC will not accept the narrowing of the Southbound verge from 2.5m to 0.6m, per departure 0013 (DEP0013), due to reduced safety width, reduced maintenance space for operative parking and the cost of maintenance to NCC should the parapet be damaged. Should audio-tactile edge line be installed in addition to the 1.0m hard strip, the minimum verge width accepted by NCC would be 1.0m.	It was noted that HE will retain ownership of the parapet.	Closed	28/05/21
Shared Cycle/Footway Differing views on shared cycleway width		NCC stipulate shared cycle and footway at 3.0m	HE has stated that the guidance provided by NCC is in relation to urban settings and therefore 2.50m is adequate	This is still a live comment for NCC.	28.05.21
Access Track to NCF		It was flagged as a risk that the area could be used for unauthorised encampment.		Closed.	24.06.21
Departures from standard on Local Authority road network		No concerns have been raised by NCC in relation to the following departures from Standard on the Local Authority Road Network. - DEP 0001 Left-out merge radius at Yarmouth Junction. - DEP 0002 Visibility at junction intersecting with Yarmouth Road. - DEP 0007 Centreline radius and no trans at High Noon Lane tie in. - DEP 0008 Centreline radius at junction tie in to CGSJ overbridge. - DEP 0009 Centreline radius at Main Road junction.		Closed	28.05.21

Issue	Document Reference (if relevant)	Norfolk County Council Comment	Highways England Response	Status	Date
		- DEP 0010 No trans along de-trunked A47 connection to CGSJ overbridge. - DEP 0011 Centreline radius at junction tie in to Skew overbridge.			
No Trans along B1140 northbound link (DEP005)		NCC request to see approach speeds within traffic surveys, to determine support for speed change. Change requested as a result of introduction of a compact grade-separated junction.	Departure has been agreed with NCC		
Bridge Width		NCC queried the Bridge width, SWECO noted that the bridge width itself would not reduce due to the visibility requirements, but that cross section is still to be discussed.	6m carriageway width has been agreed for B1140 and de-trunked A47. 6m will also be maintained over Blofield overbridge.		
Western end junction		This is not a fully grade separated junction. Local impacts are now known and NCC look to agree any minor changes to county roads because of the scheme.			
Design Overview Scheme overview provided: outstanding queries/issues noted.	HE551490-GTY-HML-000-DRCH-30035_P01	There will be a gap on the Yarmouth Road southern footway by the Blofield Farm Shop (to Shreeve Road)	The proposed footway ties into the existing footway on the northern side of Yarmouth Road, before crossing to the southern side beyond the garden centre. Any extension on the southern side would be outside the red line and DCO boundary.		
B1140 width Is width suitable for heavy agricultural transport.		Regarding the B1140, has 6m width been agreed? This is used by heavy agricultural vehicles to transport to the sugar beet factory in Cantley. There is 2-way flow of vehicles from September to March.		Closed.	28.05.21
B1140 junction with South Walsham Road		Suggested that the island on the north turning traffic could be removed to allow greater turning.	The proposed island is a ghost island and therefore will not hinder turning.		
Road / Overbridge widths		Overbridge at eastern end of scheme appears to be 0.5m too narrow.	The cross-section of the carriageway (6m) has now been agreed.		
HGV and Bus movements		NCC to determine the future volume of HGV and bus movements.			
Overbridge streetlighting		Noted that NCC preferred no streetlighting.	Highways England will endeavour to minimise street lighting, within the constraints of the design, during the detailed design phase. Any lighting will be considered with the assets to be transferred to NCC.		

Adoption & Ownership

Issue	Document Reference (if relevant)	Norfolk County Council Comment	Highways England Response	Status	Date
Layby Ownership		The ownership of the decommissioned layby will be discussed / agreed prior to DCO application.	The lay-by would remain as a Highways England Asset.	This is still a live comment for NCC	30.06.21
Tree Ownership Ownership has yet to be agreed.		NCC wish to understand the condition of these trees.	There will be transfer of tree ownership from HE to NCC. Highways England to prepare plans to clarify the proposed transfer of assets.	This is still a live comment for NCC	30.06.21
Carriageway ownership Boundaries		Clarification is required around the points at which HE ownership ceases and NCC commences Clarification required surrounding ownership boundaries between NCC and HE. E.g. Carriageway joint lines, side road orders.	Highways England to prepare plans to clarify the proposed transfer of assets.	This is still a live comment for NCC	30.06.21
Carriageway ownership Boundaries		- NCC require Drainage plans are for current / future A47. - NCC require a 6m carriageway for trunk road in the event of diversions.			
Access track to NCF PROW or Highway status		NCC query whether this is PROW or Highway. This is a PROW and a private road to the fields.	On the Southern side of the new A47, there is an access road with footway, leading onto a private means of access (agricultural access track), with footpath proposed to be adopted by Norfolk	This is still a live comment for NCC.	30.06.21
Bridge at B1140		Suggested that HE will retain the bridge ownership, with NCC taking responsibility for the road on the bridge.	Highways England will retain ownership of the bridge, including parapets.	Closed if HE comments stand – HE is taking responsibility for the bridge and NCC for the road.	30.06.21

Congestion

Issue	Document Reference (if relevant)	Norfolk County Council Comment	Highways England Response	Status	Date
Traffic Data Surveys There is a concern the scheme will introduce congestion to local network upon opening.		NCC have noted concerns around congestion and traffic flows: - through Blofield - through The Windle at the A47/Cucumber Lane junction.	Traffic data surveys completed in October 2019 and the process of incorporating that data into revised traffic forecasting data has been presented to NCC.	Closed.	24.06.21
Changes in traffic levels and impacts to		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	The predicted changes to traffic levels within the vicinity of the Scheme area have been provided to Norfolk County Council.	Closed.	24.06.21

Issue	Document Reference (if relevant)	Norfolk County Council Comment	Highways England Response	Status	Date
vicinity. Changes in traffic levels and impacts to vicinity.		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.			
Proposal impact to local network and community. Ongoing co-operation is required to understand the impact to the network.		Since the S42 consultation NCC have engaged with Highways England to understand the proposal's impact on the local road network and on local communities. NCC would want to continue to work with HE on this.		Closed.	24.06.21

Drainage and Flooding

Issue	Document Reference (if relevant)	Norfolk County Council Comment	Highways England Response	Status	Date
Flood Risk Assessment (see appendix 1 for full technical details)	FW_2020_0688 / Appendix 1	LLFA guidance is not mentioned in the FRA. 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.	Highways England have provided an updated FRA, including a draft Outline Water Monitoring and Management Plan.	This is still a live comment for NCC.	16.07.21
Drainage Strategy (see appendix 1 for full technical details) There are a number of recommendations which need to be considered as part of LFAA response.	FW_2020_0688 / Appendix 1	- The drainage design does not meet the requirement for the surface water drainage to attenuate the 1% AEP (1 in 100 year) plus climate change event. - The LLFA recommends the attenuation provided in the infiltration basin and soakaways proposed drainage design is reviewed and brought into accordance with these standards. - In future drawing and report revisions, the half drain times are expected to be provided. - Clarification required: 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. - Swales - Use as vehicle access is unusual. - No outline design information has been provided. - What are the drainage design constraints to the footpaths and what options have been discounted to manage footpath run-off? - Where the existing carriageway is unchanged LFAA would be interested in the Water Quality Management due to the predicted increase in traffic volumes. Has an assessment been undertaken?		- Closed. - Closed. - Closed. - Closed. - Closed –Further design information to be provided in the detailed design stage. - Outstanding - Closed.	05.07.21 05.07.21 05.07.21 05.07.21 05.07.21 05.07.21 05.07.21

Issue	Document Reference (if relevant)	Norfolk County Council Comment	Highways England Response	Status	Date
		8. Are vortex interceptors and dedicated spillage containment tanks included within the design? 9. Are there to be any remedial works within the unchanged systems? 10. The LLFA can confirm that the infiltration testing would be required to the area north of the eastern tie in. When will this occur? 11. Clarification around maintenance and ownership to be obtained, e.g. drivable swales, dry culverts and drainage from the allotments. 12. Information is required about the construction phase drainage works along with any temporary measures.		8. Closed. 9. Outstanding. 10. Outstanding. 11. Closed. 12. Closed.	05.07.21 05.07.21 05.07.21 05.07.21
Groundwater Assessment	FW_2020_0688 / Appendix 1	No Groundwater assessment has been provided for review.		Closed.	24.06.21
Southern Infiltration basin	2.7 Drainage and Surface Water Plans	Query as to whether piped or surface run off.	- Confirmed piped, drainage plans shared. - Low point highlighted in vicinity. Maintenance liability agreements required going forward.	Closed.	05.07.21
Adoption of Drainage		NCC thoughts around drainage are that this should be retained under HE ownership, including infiltration basins, where possible.	Agreed that this requires agreement.	Closed.	05.07.21

Construction

Issue	Document Reference (if relevant)	Norfolk County Council Comment	Highways England Response	Status	Date
Surface Course		The surface course type to be discussed once construction programme and the design is further developed.		This is still a live comment for NCC	30.06.21
Programme		An indicative programme to determine forward works and development to be shared with NCC.		This is still a live comment for NCC	30.06.21

Archaeology

Issue	Document Reference (if relevant)	Norfolk County Council Comment	Highways England Response	Status	Date
Requirements		NCC have suggest that a suite of requirements is put in place encompassing Scheme of Investigation (Sol), development and land occupation in line with Sol. 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		Closed.	28.06.21

Issue	Document Reference (if relevant)	Norfolk County Council Comment	Highways England Response	Status	Date
		scheme of investigation. And 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 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.			

Walking, Cycling and Horse-riding

Issue	Document Reference (if relevant)	Norfolk County Council Comment	Highways England Response	Status	Date
Burlingham Woods		It was noted that there is planned development at Burlingham Woods in relation to the local Green Infrastructure Plan.			
Shared use Footpath/way		Lack of agreement on shared usage footpath width and constraints NCC would expect these to be 3.0m for shared cycle/footways.	The current plans for shared footways width are 2.5m. Discussion on the constraint for the provided shared use path width, this being (a) the design speed of the retained and de-trunked A47 and (b) the trees along the highway boundary."	This is still a live comment for NCC	28.05.21
Parish Council Proposals		The Parish Council (NB & Lingwood) proposed a walking or shared use crossing of the B1140 junction and potential use of the decommissioned layby and A47 for an additional walking facility. These are under review, subject to departures and WCHR assessment outcome. NCC's support for using the decommissioned layby for such a use was noted.			
Designated Funds		Application for designated funds for crossing at North Burlingham has not been progressed. An application for designated funds was made in relation to a footbridge to improve connectivity between Lingwood and North Burlingham. This appears to have fallen by the wayside.	Previous Designated Funds applications did not progress due to the closure of the Road Investment Period 1 (RIP 1) and that HE are waiting on the definition of the RIP 2 Designated Funds, should they be included in the RIP 2 settlement by the Department for Transport.		
Western end of scheme – ProW Isolated PROW		At the west end of the section near the Blofield Farm and Social Club, there is an isolated PROW and this should have been addressed at the time of previous dualling.	This PROW is unaffected by the scheme.		
Southern Links at White House Junction. There are no ongoing non-road links from the White House Junction, heading South.		At the White House Junction, there are no continuing non-road links going south from this point. Northern connections are good, southern requires improvement and route at FP3 to improve severed parish.			
Permissive Footpaths and		Surface, users (pedestrians / cyclists and horse riders) and status of footpath/PROW from east to west requires clarification.	Footways are now the length of the carriageway.		

Issue	Document Reference (if relevant)	Norfolk County Council Comment	Highways England Response	Status	Date
scheme footways					
Local User Forums		Identification of and engagement with local user groups (walking and cycling) has been discussed.			

Issue	Document reference	Norfolk County Council Comment	Highways England Response	Status	Date
		- Sustainable Drainage System (SuDS) prioritised in the order of surface water discharge to: shallow infiltration; watercourse; sewer; combined sewer/deep infiltration generally greater than 2m bgl. - Consider flood risk sources: fluvial, surface water and groundwater flood risk. - SuDS to manage flood risk and address water quality. - Noting the absence of watercourses crossing the Proposed Scheme, all appropriate permissions to be sought to reach any outlying watercourses and the responsibility to maintain same to be established. - Provision of surface water modelling of overland flow routes and mitigation, to include dry culverts sized for 1 in 100 years plus climate change allowance. - At least one feasible proposal for the disposal of surface water to be demonstrated. - Infiltration testing to be undertaken in accordance with Building Research Establishment (BRE) Digest 365. - Post development runoff to be attenuated at predevelopment greenfield rates up to the 1 in 100-year return period storm plus climate change. - Any existing formal or informal drainage to be maintained or accommodated. It is noted that the EIA Scoping Report, February 2018 indicated historical flooding on the existing highway and identifies the same area of flood risk for surface water as in the EA flood map. - Flow paths crossing the existing and proposed road to be assessed. Any ordinary watercourse/ditch crossing the Proposed Scheme to be assessed and modelled if appropriate. Suggestions for consideration include: - A site walkover; - modelling to include tributaries if applicable; topographical survey to include floodplains; - New culverts across tributaries and dry culverts conveying surface water to be designed to pass the 100 year plus climate change allowance; replacing existing culverts to take account of impacts of additional flows downstream and ensure no increase in flood risk; - New drainage to include SuDS, manage flood risk and provide water quality mitigation; - New drainage infrastructure providing attenuation to be outside the 100-year floodplain. Ordinary Watercourse Consent applications to show how flow will be managed and how flood risk will not be increased. Link to LLFA guidance on prevention of the increase in flood risk for development provided. Advised to maintain or divert any existing formal or informal drainage. Flows relating to ponds to be infilled to be managed and mitigation provided if they are groundwater fed. The LLFA welcomed that the FRA	A maintenance and management plan is included in the DSR. The GI concluded that no ponds that are to be infilled are groundwater fed. SuDS incorporated into the drainage design in the form of filter drains, an infiltration basin, and soakaways.		

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		gradients and the local topography). Therefore, they are not able to drain in the same manner as before the land was developed. "			
Outstanding queries on revised FRA and revised DSR	N/A	The LLFA acknowledged that many of the recommendations and requirements in their previous pre-application responses were taken on board. Further queries raised in letter dated 22/12/20.	At meeting on 18.03.2021 agreed to provide additional information. Where appropriate, this will be provided as a revision to the FRA and the DSR.	Outstanding - work in progress	
Details of construction phase surface water management approach and any temporary measures that would be in place.	N/A	Further information requested for the DSR and FRA.	At meeting on 18.03.2021 agreed to provide outline construction drainage plan.	Outstanding - work in progress	
Infiltration Basin drain down times	Chapter 13 Road Drainage and the Water Environment) (TR010040/APP /6.2)).	LLFA queried the half drain down time of 40 hours for the infiltration basin which is greater than the CD 530 requirement of 24 hours. The freeboard or other justification was requested.	The infiltration basin is required to empty in 72 hours in accordance with CD 532 and there is a freeboard of 1.3m above the 1 in 100 year + 40% Climate Change water level.		

