

Theme	Code	Coded Text	SAR Response
General (GE)	GE - Alternative suggestion	There is an existing road which should be developed thus leaving the current rural identity of the surrounding countryside relatively unharmed	Option 2 seeks to reuse where possible the existing corridor
	GE - Alternative suggestion - consider future improvements to A47 / A141	<p>Consideration also needs to be given to the future link with the NDR which will happen at some point in the future. The HGV route which joins the A47 at Wood lane needs a proper under/over junction and slip roads to enable HGVs safe access to the dual carriageway and as the NDR link is most likely going to join the A47 somewhere between Wood lane and the Easton roundabout, it would be monumentally stupid not to amalgamate the two projects. All too often new roads are laid out and then dug up a year later because various developments didn't talk to each other!!</p> <p>Whatever route is chosen must take in account future proposals for the Norwich Western Link road</p> <p>Any proposed route should have the ability to be easily connected to an extension of the Northern Distributor Road at a later date</p> <p>I hope this project is co-ordinating with the NDR construction as the missing link from the A47 to the NDR needs to be completed to improve journeys for lorries etc</p> <p>A further concern is that the 'northern bypass' conclusion still has to be decided, but the join up with the A47 is necessary and inevitable. It may take time to settle this problem, but it could be financially realistic to establish where exactly this route is going to meet the A47. If this point is decided now this can be taken into account when completing the dualling. Failure to agree now will only cause future cost and disruption (roundabout/bridges/underpass and feeder roads etc)</p> <p>The inability to establish this point at this stage must not hold back the completion of this section of dualling, but it would be prudent to take this future development on board now</p>	The comments all concern the future NDR link which is discussed in Chapter 7 and 32 of this report.
	GE - Alternative suggestion - design / route	1. We would request that the current roundabout near the Church of St Peter Easton is removed and the village gains access to the A47 via a grade separated junction which should be routed behind the Church. A flyover is created so that the village is once again re-joined and local traffic including pedestrians and cyclists can once again use the local roads in safety rather than having to traverse the very busy and dangerous junction	The comments all refer to issues regarding junction and side road strategy. As noted the junction and side road strategy will be undertaken in detail in the preliminary design stage in PCF Stage 3
		2. Removing the current roundabout will improve to noise issues surrounding the slowing and speeding up of traffic as it traverses the roundabout	side road / junction comment, side road and junction strategy will be reviewed during PCF Stage 3 as part of the preliminary design
		3. The removal of the roundabout will also improve safety for local residents and by using a grade separated junction and a flyover will allow the free flow of traffic along the A47 and will also allow the safe free flow of local traffic once again	side road / junction comment, side road and junction strategy will be reviewed during PCF Stage 3 as part of the preliminary design
		4. The proposed over/under bridge near Sandy Lane/ Church Lane needs to be considered in the light that the B1535 is the sole HGV route from the end of the NDR to the A47. It is suggested that the bridge position is adjusted to be between Sandy Lane and the B1535 Wood Lane with adjustments made to Sandy Lane, Church Lane and Wood Lane to allow for a grade separated entrance on to the A47. This in turn will allow for the free flow of traffic along a much longer stretch of the A47 in turn reducing environmental impact via the constant speed alterations traffic has to make at the current junctions	side road / junction comment, side road and junction strategy will be reviewed during PCF Stage 3 as part of the preliminary design
		Two local residents, [editor's note: personal details removed] and [editor's note: personal details removed], have proposed to Highways England another option, that of closing Cantley Lane South (making it a cul-de-sac), not re-connecting it to Cantley Lane and creating a new underpass/ roundabout system linking Station Lane, Ketteringham, with the northbound A11. The Council believes that this option may be worthy of some more detailed consideration by Highways England and could bring traffic and pollution benefits and cost savings for local vehicle operators (the Council estimates at least £500 per week for its operations, given the benefits of being able to access the A11 northbound), as well as reducing some of the road and verge damage caused currently on Cantley Lane South by cars and HGVs	This comment refers to the A47 Thickthorn Junction Scheme
		In order to best ensure its economic success (should it eventually be agreed), and minimise traffic impacts on the residents of Easton and other parishes nearby, it is vital that it should be able to be accessed directly from the remodelled Easton roundabout. A larger area of land there has also been proposed for a very large (4-6,000 or so) residential-led development through the Greater Norwich Local Plan 'call for sites' process	side road / junction comment, side road and junction strategy will be reviewed during PCF Stage 3 as part of the preliminary design
		In the interests of reducing the impact on Easton residents and the Grade I-listed St Peter's Church in Easton, as well as providing potential connections to the Food Hub and 'Western Link', the Council is of the view that the Easton roundabout perhaps should be moved somewhat further to the west than is indicated in the consultation documents	side road / junction comment, side road and junction strategy will be reviewed during PCF Stage 3 as part of the preliminary design
		Significant concern regarding potential diversions	Diversion routes during construction will be considered in later PCF Stages.
		Whichever route is selected will result in major junction work at North Tuddenham and diversion routes need significant consideration	
		Option 2 - Neutral. Any construction work should be done on the existing highway. New roads encourage extra traffic and damage landscape	primarily an option preference comment, detail of comment will be further reviewed where relevant in PCF Stage 3
	GE - Alternative suggestion - traffic lights	For minimal cost (compared with dualling) a good grade-separated and/or light-controlled junction at Wood Lane	alternative suggestion to only improve junctions and not to provide dual carriageway covered in Chapter 31

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Option 1 (O1)	O1 - Design / route	Avoids communities on existing route, but now travels north side of Hockering	primarily an option preference comment, detail of comment will be further reviewed where relevant in PCF Stage 3
		I feel the route north of Hockering between the proposed junction at Tuddenham and the B1535 is acceptable but I do not feel crossing the Tud Valley between Honningham and Easton should be consideed	
		as long as the village road through Hockering was kept open with the use of over/underpass and a relocation of the current football field it would have a little difference of an impact to the village itself	side road / junction comment, side road and junction strategy will be reviewed during PCF Stage 3 as part of the preliminary design
		Eliminating junctions along the route will help to prevent "Rat running" through villages to the North and South of the A47	
		it would necessitate an additional crossing point over the River Tud	primarily an option preference comment, detail of comment will be further reviewed where relevant in PCF Stage 3
		Has to cross the river Tud just before Easton	
		The road which causes least problem to build and to allow future connections to is Option 1, however i think that a little more care is needed around Hockering and pushing it slightly further out as it passes the village would be a sensible compromise	side road / junction comment, side road and junction strategy will be reviewed during PCF Stage 3 as part of the preliminary design
		Option 1 (proposes building a new dual carriageway to the north of the existing A47)	primarily an option preference comment,will be further reviewed where relevant in PCF Stage 3
		I prefer the new road to the North	
		Also northern route will enable eventual link-up to NDR	side road / junction comment, side road and junction strategy will be reviewed during PCF Stage 3 as part of the preliminary design
		As currently indicated in the consultation document, it would appear that the route runs directly through my land and would result in the loss of a number of properties	primarily an primarily an option preference comment, detail of comment will be further reviewed where relevant in PCF Stage 3, detail of comment will be further
	O1 - Design / route - move further north	If it is possible to take the route further north it would be ideal as it would still connect all the four villages involved. It would also provide an easier link to the NDR. The junction on the western end could be sited further back, allowing for an easier sweep to the north of the playing field	suggestion route goes further to the north see Chapter 31
		The route should be moved north slightly to avoid Hockering and provide easier access	
		The only problem seems to be that Hockering will be largely affected, perhaps the route could go a little further North by passing the village altogether	
		The new road west of the Eastern roundabout could also take an upward sweep to pass further to the north as painted out in option 3	
		It should go out further if anything towards Weston Longville	
		The whole route needs to go further North in order to avoid all of Hockering at the west end, and avoid all the ecologically sensitive area between Sandy Lane and Taverham Road, and avoid all of the houses at the south end of Taverham Road	

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Option 2 (O2)	O2 - Design / route	although there is still a lack of detail in terms of how users cross the newly dualled A47	NMU usage and provision will be reviewd in PCF Stage 3 along with side road / junction strategy as part of the preliminary design
		poor alignment	primarily an option preference comment, detail of comment will be further reviewed where relevant in PCF Stage 3
		It looks as if it's going to far to the right	
		Where the traffic would go to from the Berry's Lane and Wood Lane would also be a problem	side road / junction comment, side road and junction strategy will be reviewed during PCF Stage 3 as part of the preliminary design
		Given the proximity of the existing road to Honingham I would have thought that this option must entail the building of the new carriageway to the north of the existing road - which I would conside essential if this option is selected	primarily an option preference comment, detail of comment will be further reviewed where relevant in PCF Stage 3
		There are also many road junctions which will need to be developed whereas a new road (the other three options) would not require any connections to these roads	side road / junction comment, side road and junction strategy will be reviewed during PCF Stage 3 as part of the preliminary design
		but needs improved access to A47 west. I own and farm the first field in Hall Lane West(TG0534514104). Presently we have safe and easy access to this field from Mattishall Burgh via the fly-over bridge over the dual carriage way. This also gives excellent access to A47 West and East, the current road layout should not be compromised by the proposed junction - which I believe may not be needed	side road / junction comment, side road and junction strategy will be reviewed during PCF Stage 3 as part of the preliminary design
		also the added loop bit to the SE of Hockering is not necessary and next to Useless	primarily an option preference comment, detail of comment will be further reviewed where relevant in PCF Stage 3
		This would also take part of the new road by the new Food Hub which is about to be built	
		This option appears to run along the existing route and would cause significant rat running issues through villages to the North and South if multiple junctions are constructed	side road / junction comment, side road and junction strategy will be reviewed during PCF Stage 3 as part of the preliminary design
		This may not be the easiest route logistically, but should not be ruled out because of that	primarily an option preference comment, detail of comment will be further reviewed where relevant in PCF Stage 3
		Again the issue is the positioning and design of the junctions. The routes accessing from the north and south appear to have no access onto the A47. Which raises the question -how will drivers reach the A47? Presumably by rat running through the villages. This is unsuitable, dangerous and inconvenient	side road / junction comment, side road and junction strategy will be reviewed during PCF Stage 3 as part of the preliminary design
		There is no plan to show how Heavy Goods Vehicles of which are many, and car traffic will get from the Fakenham Road on the B1535 onto the A47 as there is no suitable junction either at Heath Rd, Sandy Lane or Wood Lane. This option would also cut off Taverham Rd unless under paths are built at each junction	
		Presently we have safe and easy access to this field from Mattishall Burgh via the fly - over bridge over the dual carriage way. This also gives excellent access to A47 West and East, the current road layout should not be compromised by the proposed junction - which I believe may not be needed	
		Prefer to have a new road so that existing road can be used by local traffic	primarily an option preference comment, detail of comment will be further reviewed where relevant in PCF Stage 3
		and the alignment around Honingham looks too twisty for a dual carriageway	side road / junction comment, side road and junction strategy will be reviewed during PCF Stage 3 as part of the preliminary design
		Option may be complicated by number of exisiting junctions on route	
		and it makes no proposal for straightening out the seriously dangerous bends and elevation changes between the Honingham and Easton roundabouts	primarily an option preference comment, detail of comment will be further reviewed where relevant in PCF Stage 3
		There is no room for a second carriageway over much of the way from Hockering	

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Option 3 (O3)	O3 - Design / route	Good to bypass the roundabout but may cause more trouble if people need to turn off there	side road / junction comment, side road and junction strategy will be reviewed during PCF Stage 3 as part of the preliminary design
		Taking the road across Honingham Hall Lake is likely to prove an engineering challenge	primarily an option preference comment, detail of comment will be further reviewed where relevant in PCF Stage 3
		but costs could be higher and added complexity of over under bridge	side road / junction comment, side road and junction strategy will be reviewed during PCF Stage 3 as part of the preliminary design
		No need for a bridge - It doesn't interfere with Park Farm Fishery	primarily an option preference comment, detail of comment will be further reviewed where relevant in PCF Stage 3
		I personally cannot see any downside other than having to construct a bridge under/over the existing A47	
		Would be silly having lots of bridges	
		Anything is better than the existing route, but I'm not sure of the sense in utilising so little of the existing road	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
		Proposed junction at west end - would this junction give access to the old A47 for the use of; local traffic, bus routes, etc. If no access is given to old A47 what route would the old A47 take? This route does have the option of connecting old A47 directly to the B1147 which would make sense.	
		Proposed over/under bridge at Sandy Lane - would this provide access to the new A47? Without access here local traffic would have to access at either North Tuddenham or Easton although the using the old A47 to do this would help.	
		Proposed junction at eastern end- would this junction give access to old A47 for the use of :local traffic, bus routes, etc. If so what consideration will be made to traffic joining the A47 from the old A47 and possibly having priority at a roundabout because it would be entering said roundabout before main route	
		There is a suggestion of a new over/under bridge at Sandy Lane which would be useful for future Norwich Western Link road traffic, although personally I think Wood Lane would be geographically better for this structure	
		Poor use of existing road assets and	primarily an option preference comment, detail of comment will be further reviewed where relevant in PCF Stage 3
		It will also be far too expensive due to building a bridge	NMU provision /side road connectivity including provision of overbridges and underpasses and junction strategy will be reviewed during PCF Stage 3 as part of the preliminary design
		Costly option due to land that needs to be bought and building of a bridge	
		Do not like the cross over in the middle (the proposed over/under bridge) far to close to human habitation	
		I would be concerned about the proposed over/under bridge until I was given more details	
		No direct junction at Wood Lane of A47 and B1535 HGV Route. If this addressed then we would be 'somewhat in favour'. Also this would obviate need for overbridge at Sandy Lane	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
		This new corridor does not make use of existing road and swings both south and north into open farmland	primarily an option preference comment, detail of comment will be further reviewed where relevant in PCF Stage 1
		Maybe a combination of routes 2 and 3 would make a better choice	
		I realise that there could be some environmental issues with the current lineage of this road which would need to be ironed out	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
		I am aware that there are plans for a food hub to go in at Easton so feel that this junction would definitely need to be addressed as the volume of traffic would undoubtedly increase	
		The plans seem to be an exercise in over engineering a solution to a problem with the provision of a bridge etc.	NMU provision /side road connectivity including provision of overbridges and underpasses and junction strategy will be reviewed during PCF Stage 3 as part of the preliminary design
		The abandoning of the existing A47 seems to be both bizarre and extreme in that an existing road resource is just being cast aside	
		This option could work assuming the over/under bridge is easy to access for travel 'against the flow' (I.e. Towards Dereham and across to the opposite side of the A47)...assuming the existing A47 would still be usable for local connections	primarily an option preference comment, detail of comment will be further reviewed where relevant in PCF Stage 3
		Difficult issues with junctions along the route cutting off minor roads	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
		Difficult issues with junctions along the route cutting off minor roads	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
		CONCERNS REF IMPACT OF SANDY LANE UNDER/OVER PASS	NMU provision /side road connectivity including provision of overbridges and underpasses and junction strategy will be reviewed during PCF Stage 3 as part of the preliminary design

	convoluted route	primarily an option preference comment, detail of comment will be further reviewed where relevant in PCF Stage 3
	It also has the layout to connect future development	
	Difficult issues with junctions along the route cutting off minor roads	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
	Slightly convoluted route	primarily an option preference comment, detail of comment will be further reviewed where relevant in PCF Stage 3
	Land in the valley is far more undulating and is forestry, wet pasture. - Soils are black p	
	This level of engineering appears disproportionate to the issue that the Council is allegedly trying to resolve by implementing this project	
	It is not clear why this option includes a bridge over Sandy Lane, whereas Option 2 does not	NMU provision /side road connectivity including provision of overbridges and underpasses and junction strategy will be reviewed during PCF Stage 3 as part of the preliminary design
	No junction shown with B1535, which is essential	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
	This impacts little of Hockering, as long as a good junction is made with B1535	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
	Not keen on section north of current A47 as it is a valley which goes across some lovely countryside and rivers	primarily an option preference comment, detail of comment will be further reviewed where relevant in PCF Stage 3
	However, instead, the crossing of Sandy Lane junction could be complex and involve compulsory purchase and subsequent demolition of private housing	NMU provision /side road connectivity including provision of overbridges and underpasses and junction strategy will be reviewed during PCF Stage 3 as part of the preliminary design
	Because it effect my business and is near river Tud	primarily an option preference comment, detail of comment will be further reviewed where relevant in PCF Stage 3
	This appears to be trying to get the best of both worlds!	
	In this case, the new section would go over the water main at the Church Lane junction - and the route again goes through the lake at Honingham	

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Option 4 (O4)	O4 - Design / route	This is farm land and is a better route	primarily an option preference comment, detail of comment will be further reviewed where relevant in PCF Stage 3
		A new western link road would have to be made longer in order to reach a new junction on the A47	
		I am not in favour of this option due to cramped area the road will need to pass through as it crosses the Mattishall Road and Berrys Lane	
		The road will skirt around Honingham and the roundabout will be a complete waste of money	
		takes the road away from Hockering and through an area which is equal distance from all the villages	
		The previously mentioned roads, NDR and need for a junction to take increased traffic in the event of a Food Hub being built at Easton I feel are to be consideed. Obviously it would be better to be closer to the NDR for the link up, and this option takes the A47 further away from the A1067	
		Once again, the abandoning of the existing A47 seems to be both bizarre and extreme in that an existing road resource is just being cast aside	
		Drivers accessing the A47 from the north will be able to use the old A47 and so reach the new dualled road at the proposed junctions (Nth Tuddenham & Easton)	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
		This route does not acknowledge the planned Food Hub and housing developments proposed for the Honingham, Easton and Colton area	Further consideation and review of potetnial future developments which could influence the scheme during preliminary design in PCf Stage 3 also side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
		Offers opportunities to link with Food Hub	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
		Also the severed corridor between the existing A47 and the new offline road would be vulnerable to road-based development	primarily an option preference comment, detail of comment will be further reviewed where relevant in PCF Stage 3
		The route is on the wrong side of the current a47 to pick up the northern distributor road	
		Longest route and most costly	
		Wrong side of existing A47	
		I would also say that, knowing well the local terrain, it seems to us that there is barely room for such a major highway to be squeezed into the proposed route and of the four it would seem to have the greatest impact on the most people as it carves its way between two villages and a number of properties that lie between them	
		It will be visible from many places. Intrusive bridges or underpasses will be needed at Berry’s Lane and Church Lane and Mattishall Rd	
		because there is no junction with B1535, much traffic will still have to use the existing A47 and join at Easton and North Tuddenham, making these complex junctions	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
	O4 - Design / route - river / valley	Further away from Northern Distributor Road	primarily an option preference comment, detail of comment will be further reviewed where relevant in PCF Stage 3
		Further away from Northern Distributor Road	
		It is not future proofed for the NDR & makes no sense	
		The detours south of Hockering and Honingham look sensible, though adjustments to the exact line south of Honingham may be necessary	
		This is really no different to that of any other option	
		Its Option 3 without the cross over	
		The proposal follows closely to the river Tudd	
		it would necessitate an additional crossing point over the River Tud and and it could only have a negative impact on the settlement of at East Tuddenham	
		This option will run for the majority of its length through the Tud valley	
		Substantially follows the contours and avoids crossing the Tud River Valley wetlands and floodplain in the east	