



Norwich Western Link

Environmental Statement

Chapter 2: The Existing Site

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Glossary of Abbreviations and Defined Terms

The definition of key terms used in this report are provided below.

Term	Definition
Air Quality Management Area	A declared area where the local air quality is unlikely to meet the Government's national air quality objectives.
Agricultural Land Classification	A framework for determining the physical quality of the land at national, regional and local levels. This is based on the long term physical limitations of land for agricultural use. There are a number of factors that affect the grade and the main ones are climate, site and soil characteristics, and the interactions between them.
Best and Most Versatile Agricultural Land	Defined as Grades 1, 2 and 3a in the Agricultural Land Classification by the revised National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG). This is the land which is determined to be most flexible, productive and efficient in response to inputs and which can best deliver future crops for food and non-food uses such as biomass, fibres and pharmaceuticals. Grades 3b, 4, and 5 are used to classify land that is of moderate quality to very poor quality.
Cycleway	A highway which provides a right of way for all pedal cycles, including electrically-assisted cycles, with or without a right of access on foot, excluding mopeds.
Environmental Impact Assessment	The term 'Environmental Impact Assessment' describes a procedure that must be followed, when required, for certain types of projects before they can be given development consent or application approval. The procedure is a means of drawing together, in a systematic way, an assessment of a project's likely significant environmental effects.
Footpath	A highway that is intended for use by pedestrians, on foot only.



Term	Definition
Landscape Character Areas	Is a community led record of landscape character, creating a detailed bespoke evidence base. It describes the character and value of the local landscape, including its historic, ecological, and cultural qualities, and the character of settlements and how they have developed over time.
Noise Important Area	A location that the Department for the Environment and Rural Affairs has identified as containing the 1% of the population that are affected by the highest noise levels
Public Rights of Way	A public right of way is a route by which the public can pass along prescribed routes over land, at all times.
Receptor	In general terms, something that could be adversely affected by contamination (e.g. people, an ecological system, property or a water body).
Red Line Boundary	The Red Line Boundary incorporates the Site Boundary, the Essential Environmental Mitigation, and No Work Zones not within the Site Boundary, as shown on the 'Red Line Boundary Plan' (Document reference: 2.02.00).
Restricted Byways	A highway which provides a right of way on foot, on horseback, or leading a horse, cycling and for any vehicles other than those mechanically propelled. There may also be a right to drive animals along a restricted byway.
Scheduled monuments	A site that is legally protected because of its historical importance.
Site Boundary	The areas within which all construction and operational activities for the Proposed Scheme will take place, including areas for temporary use during construction and No Work Zones within this boundary, but not including Essential Environmental Mitigation.



Term	Definition
Site of Special Scientific Interest	A Site of Special Scientific Interest (SSSI) is a conservation designation denoting a protected area in the United Kingdom and Isle of Man. A SSSI usually describes an area of particular interest to science due to the rare species of fauna or flora it contains - or even important geological or physiological features that may lie in its boundaries.
Source Protection Zones	Zones determined by the Environment Agency (EA) which show the level of risk to predominantly drinking water sources from contamination.
Special Area of Conservation	A Special Areas of Conservation (SACs) is a strictly protected site designated under the EC Habitats Directive.
the Proposed Scheme	This is a proposed new highway to link the A1270 Broadland Northway, from its junction with the A1067 Fakenham Road (to the north) to the A47 trunk road near Honingham (to the south).
Zone of Theoretical Visibility	The extent of the area over which the Proposed Scheme may theoretically be visible.



2 The Existing Site

2.1 Introduction

2.1.1 This chapter provides an overview of both the existing site of the Proposed Scheme (as shown at **Chapter 1: Introduction, Plate 1.1**) and the surrounding area. **Table 2-1** provides an overview of key environmental receptors to the Proposed Scheme. The Red Line Boundary for the planning application and Environmental Statement includes all areas of land required temporarily or permanently for the construction and operation of the Proposed Scheme.

2.1.2 The areas within which all construction and operational activities for the Proposed Scheme will take place, including areas for temporary use during construction and No Work Zones within this boundary, but not including Essential Environmental Mitigation. The Red Line Boundary and Site Boundary are illustrated in **Chapter 3 Appendix 3.3: Figures** (Document Reference 3.03.03) and discussed further in **Chapter 3 Description of the Proposed Scheme** (Document Reference 3.03.00). The location of the key environmental constraints are shown in **Appendix 2.1 Figures, Figure 2-1: Key Environmental Constraints** and **Figure 2.2: Source Protection Zones**. Figure 2.1 illustrates the environmental constraints in and around the Proposed Scheme to be evaluated for significance and specific sensitivities. The plan highlights the position of listed buildings, public rights of way, main rivers, ordinary watercourses, noise important areas, relevant flood zones and environmentally sensitive protected areas, including Special Areas of Conservation and Sites of Special Scientific Interest in close proximity to or crossing the Proposed Scheme. Figure 2.2 illustrates the Proposed Scheme's proximity to groundwater Source Protection Zones (SPZ). SPZ are zones determined by the Environment Agency (EA) which show the level of risk to predominantly drinking water sources from contamination. The SPZs are modelled based on an estimate for how long it would take for a pollutant to travel from the water below ground (any point below the water table) to the source (the point where water is taken) and the area around the source which



needs protecting from potential pollutants. The Figure references Zone 1 – Inner Protection Zone, Zone 2 – Outer Protection Zone and Zone 3 the Total Catchment. Further environmental baseline data is provided within the technical chapters 6 to 19 of this Environment Statement (ES).

2.1.3 The Red Line Boundary comprises an area of approximately 287 hectares (ha) and is located to the north-west of Norwich. The Proposed Scheme is a 6 kilometre dual carriageway road connecting the A1270 Broadland Northway from its junction with the A1067 Fakenham Road to the A47 trunk road near Honingham and is described in detail in Chapter 3 Description of Scheme.

2.2 Current Land Use

Population and Settlements

2.2.1 The nearest settlements to the Proposed Scheme are:

- Weston Longville (approximately 0.2 kilometres to the west of the Red Line Boundary at the nearest point with a population of approximately 310 people (**Ref 2.1**));
- Weston Green (approximately 0.27 kilometres to the north west of the Red Line Boundary at the nearest point; (there is no census data available, however, there are approximately 4 properties in Weston Green));
- Honingham (approximately 0.1 kilometres to the south of the Red Line Boundary) with a population of approximately 360 people;
- Ringland (The Red Line Boundary intersects the settlement at Back Lane), with a population of approximately 260 people;
- Attlebridge (approximately 0.3km north of the Red Line Boundary), with a population of approximately 135 people; and
- Easton (approximately 2.9 kilometres to the south of the Red Line Boundary at the nearest point) with a population of approximately 1,500 people.



2.2.2 The Proposed Scheme is located approximately 10.5 kilometres to the north-west of the city of Norwich. Norwich has a population of approximately 142,200 people with the largest percentage of its population (42%) being aged between 15 and 64, which is higher than the national average at approximately 32% (**Ref 2.2**).

Topography

2.2.3 The Proposed Scheme is located between the A1067 Fakenham Road and the A47. The landform is at approximately 14m above ordnance datum (AOD) on Fakenham Road at the far north-eastern edge of the Proposed Scheme. The north-eastern extent of the Proposed Scheme runs through the Broadland District Council Landscape Character Area (LCA) 'A1 Wensum River Valley' at approximately 9m AOD. Heading south west, The Proposed Scheme intersects the Broadland LCA 'D2 Weston Green Tributary Farmland' with a tributary of the narrow valley of the River Tud running through the southern sections of the site at an approximate AOD of 45m. The far south eastern extent of the Proposed Scheme has an approximate AOD of 40m towards the A47.

2.2.4 The landscape character generally has a gently undulating topography cut by shallow river valleys. Broadland District LCA 'A1 Wensum River Valley' (**Ref 2.3**) is characterised by the confined floodplain of the River Wensum, enclosed by wooded rolling slopes. The valley floor comprises a pastoral landscape character including lowland grazing meadows and marsh, which provide a strong sense of visual continuity along the river corridor. The River Wensum and its associated flood plain run north-west to south-east through the northern end of the Proposed Scheme, with the floodplain to be crossed by means of a viaduct.

2.2.5 Broadland District LCA 'D2 Weston Green Tributary Farmland' is an area with a gently rolling landform rising to the west from the River Wensum and River Tud valleys to an elevated plateau which extends south-west beyond the Red Line Boundary. The area is characterised by mixed woodland interspersed by



medium scale arable and pastoral fields and small settlements with the A47 a significant feature through the character area (**Ref 2.3**).

2.2.6 The River Tud runs west to east through Honingham to the south of the Red Line Boundary, while a tributary of the River Tud (also known as Foxburrow Stream) is crossed by the Proposed Scheme.

Existing land use

2.2.7 The majority of the existing land use within the Red Line Boundary is agricultural / arable land characterised by open fields and areas of existing woodland. The agricultural land uses include a mix of both arable and livestock farming.

2.2.8 The Proposed Scheme crosses the River Wensum (a Special Area of Conservation (SAC) and a Site of Special Scientific Interest (SSSI), and its flood plain by means of a viaduct. In the southern section the Proposed Scheme would cross over a tributary of the Tud (Foxburrow Stream).

2.2.9 There are two residential properties located within the Red Line Boundary and eleven residential properties whose direct access lie within the Red Line Boundary. There are no business premises (excluding agricultural businesses) or recreational facilities within the Red Line Boundary.

2.2.10 Recreational facilities identified within 500m of the Red Line Boundary include Mid Norfolk Shooting Ground, Khora Yoga Studio and two golf clubs. Marl Hill Road Open Space is also located within 500m of the Red Line Boundary.

2.2.11 The Proposed Scheme includes areas of woodland that are partially within the Red Line Boundary including an area of woodland between Primrose Grove and Rose Carr, Spring Hills, Long Plantation, Gravel Pit Plantation and Foxburrow Plantation.



Existing Public Highways and Non-Motorised user routes

2.2.12 There are nine Public Highways within the Red Line Boundary (Ref 2.4):

- Ringland Lane is a rural road connecting the villages of Ringland and Weston Longville. Ringland Lane is the most frequently used route crossing the NWL, with better visibility for road users, and as a Class C Road, it is maintained to a higher standard. The Proposed Scheme will cross Ringland Lane between Weston Longville and Ringland. Ringland Lane includes a non-designated footway;
- In the centre of the route, Weston Road (Church Hill Lane) provides a connection between communities at Ringland and Weston Green. The existing road is a narrow rural lane, with limited forward visibility in places, with low observed traffic flows. The Proposed Scheme will cross Weston Road between Weston Green and Ringland. Weston Road includes a non-designated footway;
- Breck Road is a narrow rural lane with restricted forward visibility in places; it runs in a south-easterly direction from Weston Green, connecting with Telegraph Hill at its south-eastern extent. Breck Road then becomes Telegraph Hill approximately 150 metres east of Weston Green Road. The Proposed Scheme will cross Breck Road east of Weston Green. Breck Road includes a non-designated footway;
- The Broadway is a narrow, tree-lined, rural lane running broadly east-west from Telegraph Hill in the east, to Paddy's Lane in the west. The Proposed Scheme will cross The Broadway between the junction with Paddy's Lane and the junction with Breck Road. The Marriotts Way circular route utilised The Broadway at this location.;
- Blackbreck Lane is an unsurfaced Public Highway within the central section of the route and includes a non-designated footway. The Proposed Scheme will cross Blackbreck Lane between Weston Green and Ringland;



- Paddy's Lane and Marl Hill Road. Paddy's Lane is a rural single carriageway road running approximately north-east to south-west through the settlement of Weston Green, leading to Weston Longville. The route connects the B1535 junction with Marl Hill Road;
- B1535 is a single carriageway B-Road route that connects the A47 to A1067. There is an unnamed cycleway at the roundabout between the A1270 Fakenham Road and the A1270 Broadland Northway (formally known as the Northern Distributor Road); and
- Honingham Lane is a single alignment road through farmland with a national speed limit.

2.2.13 There are two existing PRowS which cross the Red Line Boundary and are intersected by the Proposed Scheme alignment; Ringland FP1 and Honingham RB1:

- To the north of the Proposed Scheme, the existing Ringland FP1 crosses the Wensum floodplain in the location where the Proposed Scheme viaduct would pass over it. This path was observed to be in low usage currently and is located away from potential desire lines from the nearest settlements of Ringland and Weston Longville towards existing key facilities that Non-Motorised Users (NMUs) would potentially wish to access; and
- The existing Honingham RB1 passes through open farmland, with access to the south severed by the existing A47 alignment and access to the north only possible from the B1535, with no footways or cycleway to ensure safe access for NMUs. Usage of Honingham RB1 is low.



2.2.14 In addition, the following Footpaths and Restricted Byways run through the Red Line Boundary:

Footpaths (FP)

- Weston Longville FP9 - Between Weston Road and The Broadway;
and
- Honingham FP5 - Between Weston Road and The Broadway.

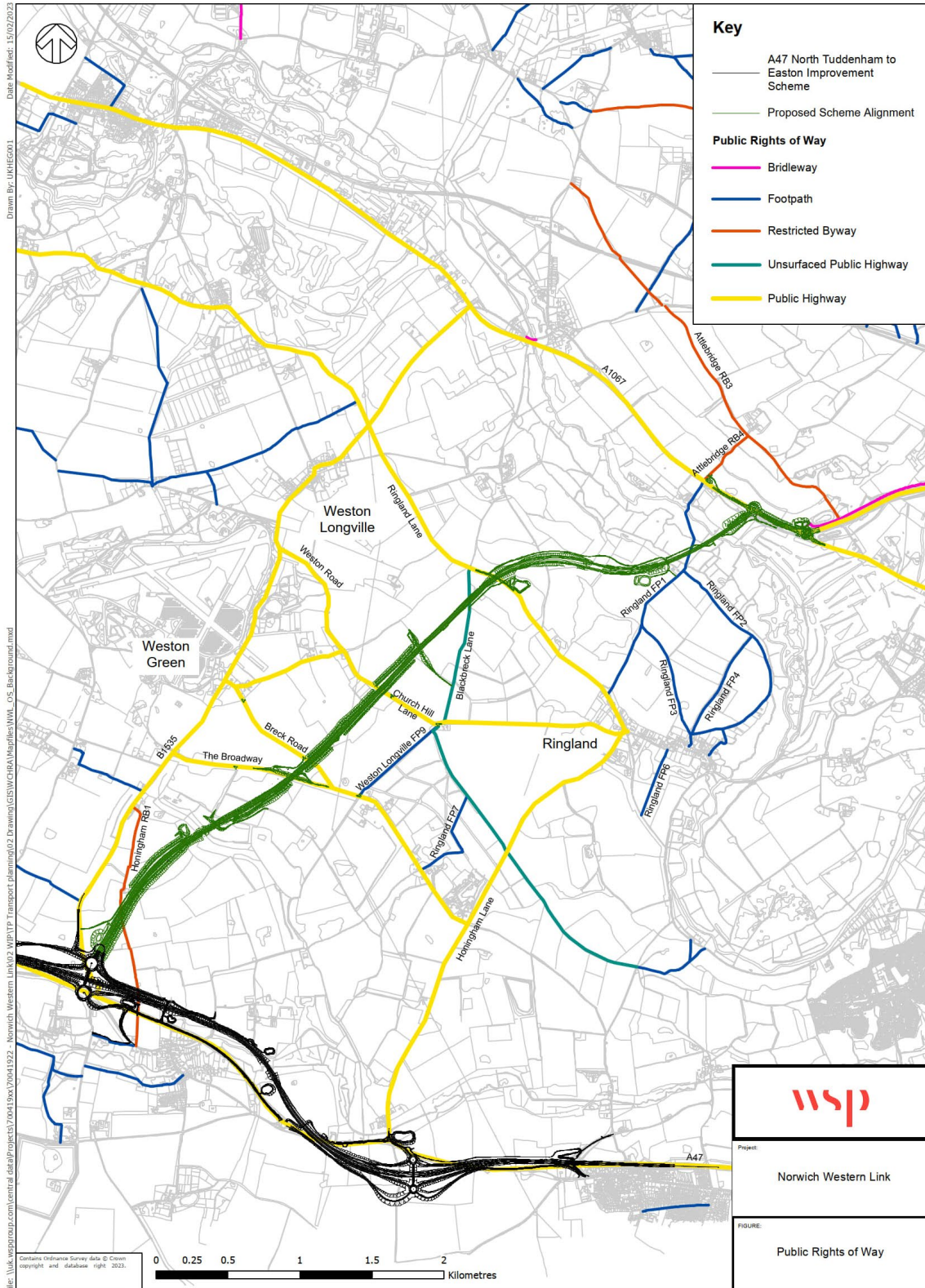
Restricted Byways (RB)

- Attlebridge RB3 - Approximately 440m north of the A1270 Fakenham Road; and
- Attlebridge RB4 - North of the A1270 Fakenham Road.

The existing roads and existing PRow which cross the Proposed Scheme alignment, are shown in **Plate 2-1** below.



Plate 2-1 Existing Routes Crossing the Proposed Scheme





Bus services

2.2.15 Bus services 608 and 23 operate along the A1067 which connect with the northern extent of the Proposed Scheme on A1067 Fakenham Road. At the southern extent of the Proposed Scheme, buses 4 and 8 plus the A, B and C Excel services operate along the A47 corridor from Dereham to Norwich.

2.2.16 There are no bus stops, taxi ranks, or railway stations located within the Red Line Boundary. There are four bus stops along the A1067 that are within 500m of the Red Line Boundary. All four are located on Fakenham Road, two to the east of Marl Hill junction and two to the west of Marl Hill Junction.

2.3 Key Sensitive Receptors

2.3.1 There are a number of sensitive receptors that have been identified as relevant to the Proposed Scheme and these have been taken into consideration within the assessments presented in technical chapters 6 to 19. The key sensitive receptors are summarised in **Table 2-1** below and presented in **Appendix 2.1 Figures** on **Figure 2.1: General Environmental Constraints** and **Figure 2.2: Source Protection Zones**. The Study Area varies for each technical topic and sensitive receptor depending on the potential impact and the receptor. The Study Area for each assessment is outlined in each of the technical topic chapters as appropriate.

Table 2-1 Key Sensitive Receptors

Receptors	Description
Local Air Quality	<p>Sensitive receptors have been identified within the Study Areas as defined in Environmental Statement Chapter 6: Air Quality for the construction and operational phases. These include human receptors (residential properties), and ecological receptors of local, national and international importance. The assessment has focused on the receptors that are likely to experience the greatest impacts.</p> <p>The Red Line Boundary is not located within an Air Quality Management Area (AQMA). Norfolk currently has two AQMAs (Ref 2.5) for exceedances in annual mean concentrations of nitrogen dioxide, these are:</p> <ul style="list-style-type: none"> • Norwich County Council - The Central Norwich AQMA (approximately 7.3km south-east of the Red Line Boundary); • Breckland District Council – The Swaffham AQMA, Number 2 (approximately 28km south-west of the Red Line Boundary);
Noise and Vibration	<p>Construction: 10 sample receptors (representative of those around them) have been identified at key locations surrounding the proposed works.</p> <p>Operation: Sensitive receptors identified within 600m of the Proposed Scheme carriageways include four residential receptors, one holiday let (at Old Hall Farm) and one wedding venue (The Keeper and the Dell). There are no Noise Important Areas within the immediate vicinity of the Proposed Scheme, including within the detailed calculation area.</p>
Heritage assets	<p>Designated Heritage Assets</p> <p>A Study Area of 1 kilometre (km) around the Red Line Boundary has identified nineteen Listed Buildings, including two Grade I, sixteen Grade II and 1 Grade II* Listed Buildings.</p> <p>There are no statutory or locally designated heritage assets within the Red Line Boundary.</p> <p>There are no other designated assets (World Heritage Sites, Scheduled Monuments, Conservation Areas, Registered Park and Gardens and Registered Battlefields) within 1 km of the Red Line Boundary.</p>

Receptors	Description
Heritage assets	<p>Non-designated heritage assets</p> <p>The Proposed Scheme does not pass through any known areas of historic settlement. Norfolk Historic Environment Record data shows several non-designated heritage assets are in the vicinity of the Proposed Scheme. These include:</p> <ul style="list-style-type: none"> • Several areas of cropmarks of ditches and field boundaries, either undated or of medieval to post-medieval date and possible enclosures of Iron Age to Roman date; • Areas of possible Prehistoric Activity, including Findspots of prehistoric flint flakes; • Roman and post-medieval finds; • A World War Two accommodation and training site at Morton Hall; • Attlebridge World War Two Airfield; • Site of Honingham Hall; and • Honingham Park, an 18th century landscape park.
Landscape and visual features	<p>There are no Areas of Outstanding Natural Beauty or National Parks, registered Historic Parks and Gardens, or Country Parks within 10km of the Site Boundary.</p> <p>The Proposed Scheme runs through two Landscape Character Areas – A1 - Wensum River Valley and D2 - Weston Green Tributary Farmland (Ref 2.3).</p> <p>Identified visual receptors include residential, commercial and transport receptors within the Zone of Theoretical Visibility.</p>

Receptors	Description
Biodiversity Designations and Receptors such as fauna and flora (including Arboriculture)	<p>The following internationally designated sites have been identified within 10km (increased to 30km where designated for bats) of the Red Line Boundary: Chapter 10 Biodiversity Figure 10.1 (Document Reference 3.03.10) and Statutory Designated Sites within 10km and 5km:</p> <ul style="list-style-type: none"> • River Wensum SAC – within the Red Line Boundary; • Norfolk Valley Fens SAC – approximately 6.3km south-west; and • Paston Great Barn SAC (designated as a maternity roost for Barbastelle Bats) – approximately 26km north-east. <p>The following national designated sites have been identified within 5km of the Red Line Boundary:</p> <ul style="list-style-type: none"> • River Wensum SSSI – within the Red Line Boundary; • Swannington Upgate Common SSSI – approximately 2.2km north; • Alderford Common SSSI – approximately 1.2km north-east; • Hockering Wood SSSI – approximately 2.4km west; and • Whitwell Common SSSI – approximately 4.9km north-west.

Receptors	Description
Biodiversity Designations and Receptors such as fauna and flora (including Arboriculture)	<p>A desk study identified the following local non-statutory designated sites within 2km of the Red Line Boundary, as highlighted in Chapter 10: Biodiversity Figure 10.2:</p> <ul style="list-style-type: none"> • River Wensum Pastures, Ringland Estates County Wildlife Sites (CWS) – within the Red Line Boundary; • Broom and Spring Hills CWS – within the Red Line Boundary; • Wensum Pastures at Morton Hall CWS – within the Red Line Boundary; • Land adjoining Foxburrow Plantation CWS – within the Red Line Boundary; • Fakenham Road, Roadside Nature Reserve (RNR0 – within the Red Line Boundary; and • Primrose Grove CWS – within the Red Line Boundary. <p>Two parcels of ancient woodland, listed on the national Ancient Woodland Inventory, are present within 200m of the Red Line Boundary;</p> <ul style="list-style-type: none"> • Primrose Grove is adjacent to the Red Line Boundary (15m from the Proposed Scheme at it closest point); and • Mouse Wood is more than 15m from the Proposed Scheme and located approximately 10m to the west of the Red Line Boundary, separated by Wood Lane (B1535) which provides an access route to the Site Boundary. <p>These sites are also shown on Chapter 10: Biodiversity Figure 10.3 (Document Reference: 3.10.00).</p> <p>An array of species have been identified within proximity to the Red Line Boundary including, but not to limited to, bats (including barbastelle), water vole, badgers, bird species, Desmoulin’s whorl snail, birds, reptiles and amphibians.</p> <p>A more detailed description of the baseline conditions for Biodiversity can be found in Chapter 10: Biodiversity (Document Reference 3.10.00). An arboriculture survey identified the presence of potential ancient or veteran trees within the Red Line Boundary and adjacent to the Proposed Scheme. Further details can be found in Appendix 10.35: Arboricultural assessment (Document Reference 3.10.35).</p>

Receptors	Description
Water Environment	<p>The Proposed Scheme crosses the River Wensum, which is a main river. The River Wensum is designated as a SAC and SSSI in recognition of its chalky lowland river characteristics. The Proposed Scheme also crosses a Tributary of the Tud (Foxburrow Stream) an ordinary watercourse (a river, stream etc. not designated by the EA as a “main river”) located between Honingham and Weston Green. This watercourse is a tributary of the River Tud which is a “main river”.</p> <p>The Red Line Boundary is located within a Groundwater Source Protection Zone (SPZ3) (Figure 2.2), meaning the underlying bedrock aquifer contributes groundwater flow towards a major groundwater abstraction point.</p> <p>Groundwater abstraction data has been provided by the Environment Agency and there are 31 private abstraction boreholes within 1km of the Red Line Boundary, but no public water supplies within the Red Line Boundary.</p> <p>Other main rivers and watercourses within 1km of the Red Line Boundary, but not crossed by the Proposed Scheme, include the River Tud, a main river and tributary of the River Wensum, which is located approximately 300m to the south of the Red Line Boundary.</p> <p>The entire Site Boundary is located within a surface water and groundwater Nitrate Vulnerable Zone designated as being at risk from agricultural nitrate pollution.</p> <p>Part of the route crosses the River Wensum SSSI and SAC.</p> <p>The majority of the Proposed Scheme alignment is located in the low-risk Flood Zone 1 where the risk of flooding from rivers is less than 1 in 1000 (0.1%) in any year. However, the Proposed Scheme does include sections located in the medium-risk Flood Zone 2, where the risk of fluvial flooding is between 1 in 1000 (0.1%) and 1 in 100 (1%) in any year, and the high-risk Flood Zone 3, where there is a greater than a 1 in 100 (1%) risk of fluvial flooding in any year, associated with the River Wensum and the Foxburrow Stream.</p> <p>As illustrated on Environment Agency flood mapping (Ref 2.7), flooding from the River Wensum in the vicinity of the Proposed Scheme is largely confined to the surrounding rural floodplain and open green space. There are a number of receptors within the wider area as well as other isolated properties in the river floodplain Study Area. Further details are provided in Chapter: 11 Road Drainage and the Water Environment (Document Reference 3.12.00).</p>

Receptors	Description
Geology and soils	<p>Historical mapping from 1882 shows the area surrounding the Proposed Scheme to have generally comprised of agricultural land, and plantations with roads and access tracks. This land use has remained relatively unchanged.</p> <p>The nearest allocated safeguarded mineral site for extraction is located approximately 500m to the north beyond the Red Line Boundary. The superficial geology within the Red Line Boundary comprises Alluvium, Head Deposits, River Terrace Deposits, Sheringham Cliffs Formation, Lowestoft Formation, Happisburgh Glacigenic Formation, Lewes Nodular Chalk Formation, Seaford Chalk Formation, Newhaven Chalk Formation, Culver Chalk Formation and Portsdown Chalk Formation (Undifferentiated) (Ref 2.8).</p> <p>Agricultural land</p> <p>Details of Agricultural land Classification (ALC) within the Red Line Boundary are outlined in Chapter 13 Geology & Soils (Document Reference 3.13.00).</p> <p>Based upon the detailed ALC survey the permanent land take of Best and Most Versatile (BMV) land (ALC Grade 2 and 3a) required for the Proposed Scheme within the Site Boundary is approximate 20.72ha and the temporary land take of BMV land required for the Proposed Scheme within the Site Boundary to support construction activities is approximate 8.76ha, largely located in the southern extent of the Proposed Scheme.</p> <p>For areas not subject to a detailed ALC survey, based upon pre-1988 mapping, the permanent land take of BMV land (Grade 2 only) is estimated to be 9.47ha. This permanent land take is for Environmental Enhancement and Essential Mitigation Areas. Based upon pre-1988 mapping alone it is not possible to determine the proportion of Grade 3 which is Grade 3a (BMV) or Grade 3b (non-BMV). However, the area of permanent Grade 3 land take within the Red Line Boundary is 33.34ha for areas of Environmental Enhancement and Mitigation. This does not include the area of proposed woodland enhancement which is mapped as being 19.96ha of Grade 3 land, because this is considered to be non-agricultural in nature as it is already used as woodland. Areas identified for the location of bat boxes and hedgerow enhancement have also not been included as it does not represent a change or impact to agricultural use. An additional area of 17.76ha of Grade 3 land is required temporary land take within the Red Line Boundary for Temporary Construction Areas.</p> <p>Therefore, the total area of BMV anticipated to be required for the Proposed Scheme is conservatively estimated to be 89.82ha. This assumes worst case where all Grade 3 land is assumed to be Grade 3a (BMV), although this is unlikely. Of this total, 26.52ha is for temporary land take and 63.3ha is permanent land take.</p>
Materials and Waste	<p>The Proposed Scheme passes through sand and gravel deposits which are on the edge of a large, safeguarded resource extending across the area that is associated with fluvial deposits to the north west of Norwich. The Mineral Safeguarding Area (MSA) is outlined in Chapter 14: Materials and Waste (Document Reference 3.14.00).</p> <p>Twenty-one Incineration waste recovery facilities, 334 Transfer waste recovery facilities, and 324 waste recovery facilities are located in the East of England.</p>

Receptors	Description
Population and Human Health	<p>Chapter 17: Population and Human Health (Document Reference 3.17.00) has identified the following sensitive receptors within 500m of the Proposed Scheme:</p> <ul style="list-style-type: none"> • 13 private residential properties; • One open space, four recreational facilities and five communities and their community facilities; • Two businesses premises; • Ten agricultural land holdings and five other land holdings; and • Users of 18 footpaths, three restricted byways, two bridleways, two cycleways and four footways; • Population in Great Witchingham, Mattishall, Taverham North and Taverham South; and • Norfolk economy and East of England economy.
Traffic and Transport	<p>Relevant Traffic and Transport receptors are considered to be users of the transport network or the receiving environment surrounding the scheme as detailed within Chapter 19: Traffic and Transport (Document Reference 3.19.00)</p>



2.4 References

- **Reference 2.1:** City Population. “East of England (Local Authority Districts and Parishes)”. [online] Available at [City Population. “East of England \(Local Authority Districts and Parishes\)”](#). Accessed: 15/09/2022
- **Reference 2.2:** Office for Health Improvement and Disparities (2022). “Local Authority Health Profiles”. [online] Available at: [Local Authority Health Profiles - Data - OHID \(phe.org.uk\)](#) Accessed: 13/09/2022
- **Reference 2.3:** Broadland District council (2021). “Landscape Character Assessment Supplementary Planning Document (SPD)”. [online] Available at: [Landscape Character Assessment](#). Accessed: 13/09/2022
- **Reference 2.4:** Norfolk County Council (2022). “Map and Statement of Public Rights of Way in Norfolk”. Available at: [Map and Statement of Public Rights of Way in Norfolk](#). Accessed: 13/09/2022.
- **Reference 2.5:** Defra UK AIR (2022). Air Quality Management Areas Interactive Map [online] Available at: [Defra UK AIR \(2022\). Air Quality Management Areas Interactive Map](#). Accessed: 15/11/2022
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