
The Norfolk County Council (Norwich Northern Distributor Road (A1067 to A47(T))) Order

Applicant's comment on Written Representations by Weston Longville Parish Council

Planning Act 2008

Infrastructure Planning

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

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Introduction

This document provides the Applicant's responses in respect of selected issues raised by Weston Longville Parish Council in their Written Representation to the Examining Authority dated 24 June 2014. The Written Representation covers many issues. Some of these have been addressed elsewhere (including the Applicant's comments on Relevant Representations, and the Applicant's comments on other Written Representations). Therefore a limited selection of issues raised have been extracted and comments provided.

The points have been responded to where possible in the order they were raised. Each issue, or in some cases a summary of it, is shown in italics.

Applicant's comment on Written Representations

Representation

<p>1.1. <i>No impact assessment had been carried out for the parishes to the West of Norwich that will be directly affected by greatly increased traffic if the NDR is built.</i></p>

Applicant's comment

- 1.1.1. The effects on Landscape, Air Quality, Noise, Water and Drainage, Ecology, Agricultural Land, Carbon and the Community are presented within the Environmental Statement (ES) (Document Ref. 6.1). The ES presents the findings of the Environmental Impact Assessment (EIA) and details the effects of the Scheme, both adverse and beneficial.
- 1.1.2. An overall view of the results of the EIA is presented in the Non-Technical Summary (Document 6.3) Section 16 provides a Summary of Effects. The detailed analyses and assessments are presented within Volume 1 of the ES (Document 6.1) the technical reports that support these assessments can be found in Volume 2 of the ES (Document 6.2).
- 1.1.3. Vol 1 Section 7 Paragraph 7.1.8 to 7.1.14 of the Traffic Forecasting Report (Document Ref. 5.6) analyses the traffic impacts at the western end of the NDR in the vicinity of Taverham and Drayton and especially the impact on traffic crossing the Wensum Valley.
- 1.1.4. This shows that the NDR leads to a decrease in daily traffic on the routes that connect the A1067 with the A47(T) to the west of Norwich of 6% in 2017 and 4% in 2032 as shown in Table 7.1, although there is an increase in traffic on the western part of the corridor (between Lenwade / Weston Longville and Hockering) which has, separately to the NDR project, already received highway and traffic management improvements. (Further details on this have been provided in response to ExA first Written Questions 10.10.)

- 1.1.5. In Figure I.3 in Vol3 of the Traffic Forecasting Report site A54 shows there would be a forecast reduction with the NDR on the A1067 Fakenham Road.

Representation

- 1.2. *It is totally unacceptable that Weston Longville have not been part of any consultation process about the impact in the Broadland District Council's area since the village will be seriously adversely affected by the building of this new road.*

Applicant's comment

- 1.2.1. Section 56 of the Planning Act 2008 outlines how and who NCC is required to notify regarding the acceptance of the DCO application and that it will be moving forward to examination. In accordance with this section of the Planning Act 2008 NCC placed a Section 56 Notice in both local (on 14 and 21 February 2014) and national newspapers (on 14 February 2014) and sent a copy of this notice to:
- local authorities, the Planning Act 2008 states that the local authorities (both at County and District level) to be notified are those through which the NDR passes together with their neighbouring authorities,
 - prescribed consultees, the list of these being identified by The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009,
 - those with a interest in land affected by the NDR.
- 1.2.2. With regard to parish councils, although the relevant legislation only requires NCC to consult parish council's in whose area the scheme is located, it decided to adopt similar principles as for the local authorities and also notified immediately adjacent parish councils.

Representation

1.3. *There is little evidence of real need other than to facilitate development for which there is little local requirement or support.*

Applicant's comment

1.3.1. Chapter 3 of Volume 1 of the NDR Environmental Statement (Document Ref 6.1) sets out (in sub sections 3.2 to 3.6) the need for the NDR. In summary, the ES explains that the NDR is needed to improve connectivity and accessibility across both the northern part of the Norwich urban area and areas of the county in an arc from the north west to the east of the main urban area. It further demonstrates that such improvement will ease the relative disadvantage of the peripheral location of these areas and provide the basis of the transport infrastructure required to both address existing and future problems and achieve the growth objectives which have been identified for Norwich and its surrounding area.

1.3.2. The need information provided also explains that the specific objectives for the NDR are to:

- reduce traffic levels and congestion on the existing road network both within the urban area and beyond to the north;
- facilitate journeys that are currently difficult and require traffic to use roads that are unsuitable for the type and volume of traffic that is currently accommodated;
- provide access to and help to deliver planned and potential areas of growth, and enable those areas to be free of the need to incorporate provision for extraneous traffic;
- provide improved transport connectivity, including with the national strategic road network, for existing and future areas of residential and employment development, Norwich International Airport and the wider area of North and North East Norfolk;

- increase the opportunities for improving provision for public transport and other sustainable forms of transport and for improving traffic management within the city centre, thereby encouraging modal shift, and
- improve traffic related environmental conditions for residents in the northern suburbs of Norwich and outlying villages, whilst minimising the adverse environmental impacts of the NDR.

1.3.3. The key local planning policy relevant to the NDR is contained within the Joint Core Strategy (JCS) for the Greater Norwich area. This recently adopted development plan document – found to be sound and therefore consistent with National policy following independent examinations – makes clear that the NDR scheme is infrastructure which is fundamental to the achievement of the strategy set out in the JCS (see Volume 2.11.2 to 2.11.9 of Volume 1 of the Environmental Statement (Document Ref 6.1). As paragraphs 3.3.35 to 3.3.46 of Volume 1 of the ES (Document Ref 6.1) explains, the objectives identified in the JCS at the local level benefit from support at the national level.