



**RAMBLERS' ASSOCIATION:
NORFOLK AREA**

Please reply to: [REDACTED]

Email: norfolkramblersafps@gmail.com

Date: 10 July 2024 sent by email

Planning Services,
Communities and Environment,
Norfolk County Council,
County Hall,
Martineau Lane,
Norwich, NR1 2SG.

Your Ref: FUL/2024/0022

Our ref: Honingham RB1 and NDR-A47

Dear Sir/Madam

Norwich North Western Link Road application FUL/2024/0022

The Ramblers wish to register an objection in respect to the detail in the diversion of Honingham Restricted Byway 1.

In consultations (now some 3 years ago) we saw the necessity for altering the course of Honingham RB1 and agreed with the general alteration of its course.

However, we see from the General Arrangement Plans 4 and 5, and the typical Cross Section plans 10 and 11 for N-N and O-O, that the diverted route "Restricted Byway Route 1B" would be close to the new road with the Environmental Bank to its east. As this bank is presumably to act as a sound baffle, we do not see why users of the diverted restricted byway should be excluded from this benefit. The fence placed between Route 1B and the carriageway can hardly serve as much of a sound baffle even if it is made of 1.8 metre high solid panels. The users of restricted byways are not only walkers but cyclists, horse riders and horse-drawn vehicle drivers. Thus, while many of the human participants in these activities go out into the countryside for quiet exercise and observation of nature, this will not be possible with the close proximity of rushing traffic for nearly 2 kilometres. There seems also a danger of the horses involved being spooked by the close traffic and potentially causing an accident.

From the cross-sections, it looks as if the environmental banks beside the restricted byway route 1B could be moved about 20 metres closer to the new road, and then the Route 1B could be on the east side of the banks. This would remove the path users from the immediate proximity to the sight and sound of the traffic for most of the distance involved.

The problem of passing the green bridges Foxburrow Plantation and The Broadway is perhaps more difficult to solve. As planned, Route 1B moves particularly close and level with the new road as it goes under these bridges.

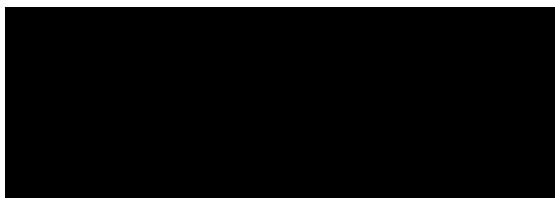
For passing the Foxburrow Plantation green bridge, there seems room to pass south and east of the ramp for the private access.

For passing the Broadway green bridge, could not NMU Route 2 be joined from the south side instead of going under the bridge and then looping back.

A similar noise and sight problem seems to have been built into the plan for the NMU Route 9, designated a bridleway. On General Arrangement Plan 3 between chainage 2500 and 2900 NMU Route 9 is placed on the road side of an environmental bank. There is in the typical cross-section 8 (L-L) a fence placed between Route 9 and the carriageway, which even if it is a typical 1.8 metre panel fence to prevent sight of cars passing, it will not stop horses and humans seeing lorries and tall vans speeding past.

The noise may be somewhat reduced by such a fence; but how much better if this bank were moved closer to the road and Route 9 constructed on the west side of the bank, cutting out sight and greatly reducing the sound from the road altogether.

Yours faithfully



Honorary Area Footpath Co-ordinator