



# **Norwich Western Link**

## **Environmental Statement**

### **Chapter 19: Traffic and Transport**

#### **Appendix 5: In-Combination Assessment of Committed Developments**

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# **1 Introduction**

## **1.1 In-Combination Assessment of Committed Development**

1.1.1 Table 1-1 shows an In-Combination Assessment of Committed Development short List. This shows developments around the site and narrative on extent of potential for overlapping transport effects when combined with the operation or construction of the Proposed Scheme.

**Table 1.1 - In-Combination Assessment of Committed Development**

<b>ID</b>	<b>Application Name and Reference</b>	<b>Applicant for 'other development' and brief description</b>	<b>Distance from project</b>	<b>Status</b>	<b>Easting</b>	<b>Northing</b>	<b>Topic Assessment</b>
S1	20201769	Retention of 42m x 42m concrete hardstanding, building and bagging machinery; proposed increase of existing hardstanding area for bark processing/storage and erection of storage building	1.72km	Full Approval 08/01/2021	609150	315276	Operational effects: negligible effects in combination with Proposed Scheme as a very small number of vehicles expected to require access and located on B1535 which would have a reduction in traffic as a result of the Proposed Scheme.  Construction traffic is expected to be within daily variation of traffic so negligible in terms of in combination effects.
S2	20211831	Change of use of existing land to a campsite with associated toilet and shower block and reception/office space	990m	Full Approval 14/12/2021	614953	314234	This type of development is not included in the strategic modelling and due to the seasonal tourist-related use (peak operation at weekends and school holidays) would be unlikely to have a noticeable in combination effect on traffic and transport on a typical weekday peak highway traffic hours when Proposed Scheme would be in peak operation.  Construction traffic would be negligible and within daily variation of traffic and the access routes would not overlap with Proposed Scheme construction traffic access routes.
S3	20172148	Residential Development of up to 93 Dwellings with Associated Access, Parking & Open Space (Outline)	900m	Outline Approval 28/09/2018	615325	314396	This development is recognised in the uncertainty log for the strategic modelling, hence the magnitude of operational traffic growth associated with this site would be captured within the background growth within the strategic modelling.
S4	20201332	Earth Bund directly north of the Northern Distributor Road (A1270), land that lies between the Fakenham Road and Fir Covert Road junctions.	845m	Full Approval 07/09/2020	615546	316118	This type of development would not have any operational traffic effects that require in combination assessment.  During construction traffic would access the site via A1270 but based on the planning application expiry date, the development is expected to be completed before construction commences on the Proposed Scheme.

ID	Application Name and Reference	Applicant for 'other development' and brief description	Distance from project	Status	Easting	Northing	Topic Assessment
S5	20171782	<p>Hybrid planning application (part outline, part detailed), made up of:</p> <p>1. An application for outline planning permission for the erection of a Class A1 retail unit; a Class A3/A4 public house/restaurant; Class A3/A5 fast food restaurant; and a Class A1/A3/B1 lifestyle leisure unit. 2. An application for full planning permission for the construction of a supermarket (Class A1), together with associated access, car parking and landscaping. The supermarket will comprise a total of 2,206 square metres, gross external footprint, and will be served by a total of 129 car parking spaces (of which 7 would be disabled spaces, and 8 parent and child spaces).</p>	900m	Approval  12/02/2018	615728	315228	<p>This development and associated highway works have been considered within the traffic modelling, so would not have any additional in combination effects. The signalisation of the junction of Beech Avenue with A1067 and Fir Covert Road is also captured within the modelling set out within the TA. This provides capacity enhancement at peak times and offers additional NMU benefits in assisting users to cross the A1067, so would have a positive beneficial effect in combination with Proposed Scheme in terms of reducing driver delay and severance.</p> <p>This development is already constructed and operational, so would not have any in combination effects with the Proposed Scheme during construction.</p>

ID	Application Name and Reference	Applicant for 'other development' and brief description	Distance from project	Status	Easting	Northing	Topic Assessment
S6	DCO	<p>Proposed dual carriageway A47 North Tuddenham to Easton. Also PINS application (row 568) - Dualling of the single carriageway section of the A47 between Norwich and Dereham, linking together two existing sections of dual carriageway. The scheme will provide a new route to the south of Hockering and to the north of Honningham and include two new junctions. The first junction will be at Berry's Lane and Wood Lane, and the second junction will be located at Blind Lane and Norwich Road. Because of these additions to the side roads, the Easton roundabout will be removed.</p>	0m	Granted	N/A	N/A	<p>This scheme is included in the strategic modelling, so there are no additional operational effects to consider in combination with the Proposed Scheme related to traffic and driver delay. The network is shown to operate more efficiently at peak times in combination with both the A47 dualling scheme and the Proposed Scheme in place.</p> <p>The A47 scheme also includes grade separated crossings for Non-Motorised Users which reduce severance effects for residents at Mattishall, Hockering, Honningham and Easton. The Proposed Scheme offers new NMU routes which connect with the underpass at Honningham and The STS scheme also connects with the new NMU bridge over A47 at Easton. Therefore, in combination with the Proposed Scheme, there would be a combined effect that is positive and beneficial for all users.</p> <p>The mainline A47 dualling construction works and Wood Lane junction are expected to be largely completed before the Proposed Scheme commences construction or early in the construction phase. This would offer enhanced access to the construction site for the Proposed Scheme and would improve highway safety at the Wood Lane junction. Therefore, in combination effects during construction would not be severe with both schemes taken into account.</p>

ID	Application Name and Reference	Applicant for 'other development' and brief description	Distance from project	Status	Easting	Northing	Topic Assessment
S7	DCO	Hornsea Project Three Offshore Wind Farm	0m	Granted 31/12/20	N/A	N/A	<p>Once installed this would have very low operational traffic for periodic maintenance access only, so would not have a noticeable in combination effect with the Proposed Scheme during operation. However, the Classified Road may offer enhanced access to some parts of the cable route for routine maintenance activities.</p> <p>During construction, there would be some overlap of construction activities which results in no significant effect. This is considered in more detail in the Traffic and Transport chapter of the ES (<b>Chapter 19: Document Reference 3.19.00</b>). Delayed delivery of the A47 junction at Wood Lane is also considered in the sensitivity testing of construction traffic routing for the Proposed Scheme.</p>
eS8	20190021	Part Change of Use from C3 to D2 for the Use of the Site as a Wedding Venue for up to 20 Weddings per Year & Use of Buildings and Marquee in Association with Wedding Venue (Retrospective)	800m	Approved 21/03/19	612994	314662	<p>During operation this would be predominantly off-peak use Therefore would have a negligible in combination effect with the Proposed Scheme.</p> <p>This development is already open and operational – known locally as The Keeper and the Dell – Unique Norfolk Outdoor Wedding &amp; Wakes Venue. Hence there would be no overlap of construction works that require additional consideration in combination with the Proposed Scheme.</p> <p>However, during construction of the NWL Ringland Lane would be closed west of the Proposed Scheme and this would restrict access to the wedding venue temporarily for a period of about one year. There will be alternative access routes available via Taverham Road/Honingham Lane from A47 or via Beech Avenue/Ringland Road through Taverham and Ringland from A1067 and no significant in-combination effect with the proposed scheme is considered likely.</p>

ID	Application Name and Reference	Applicant for 'other development' and brief description	Distance from project	Status	Easting	Northing	Topic Assessment
S9	2022/0509	Ground mounted solar photovoltaic (PV) farm with battery storage; along with continued agricultural use, ancillary infrastructure and security fencing, landscaping provision, ecological enhancements and associated works including underground cabling.	1.6km	Approval with Conditions 30/06/2022	609476	309832	<p>This would have virtually no operational traffic – only routine maintenance activities would occur with very small volumes of traffic within typical daily variation, so would have a negligible in combination effect with the Proposed Scheme.</p> <p>The site is located south of A47, so would have no overlap of construction traffic on local roads during construction if both schemes were constructed simultaneously. Both schemes would use A47 for access but the combined effects of both schemes would be minor adverse. However, based on the planning approval dates, the solar farm is expected to be completed before the NWL construction commences, so it is unlikely that cumulative effects during construction would occur.</p>
S10	DCO	Norfolk Boreas Offshore Wind Farm - onshore cable route.	6.3km	Granted	N/A	N/A	<p>Once installed this would have very low operational traffic for periodic maintenance access only, so would not have a noticeable in combination effect with the Proposed Scheme during operation. However, the NWL may offer enhanced access to some parts of the cable route for routine maintenance activities.</p> <p>Construction work has already commenced for this scheme, therefore during construction, there is low risk of overlap of construction activities. This is considered in more detail in the Traffic and Transport chapter of the ES (<b>Chapter 19</b>: Document Reference 3.19.00).</p>

ID	Application Name and Reference	Applicant for 'other development' and brief description	Distance from project	Status	Easting	Northing	Topic Assessment
S11	DCO	Equinor Sheringham Shoal & Dudgeon Wind Farm Extension Project.	0m	Not yet Approved	N/A	N/A	<p>Once installed this would have very low operational traffic for periodic maintenance access only, so would not have a noticeable in combination effect with the Proposed Scheme during operation. However, the Proposed Scheme may offer enhanced access to some parts of the cable route for routine maintenance activities.</p> <p>During construction, there would be some overlap of construction activities which will not result in any significant effects. This is considered in more detail in the Traffic and Transport chapter of the ES (<b>Chapter 19</b>: Document Reference 3.19.00).</p>

ID	Application Name and Reference	Applicant for 'other development' and brief description	Distance from project	Status	Easting	Northing	Topic Assessment
S12	GNLP0337R	Allocation: This is a strategic-scale site well-related to the existing edge of Thorpe Marriott with no major constraints to make the site unsuitable for development. The site will need to be masterplanned to provide a local centre, community and recreation facilities including a school and medical care facility. Highway improvements will be needed including provision of roundabout access at Fir Covert Road, priority access at Reepham Road and traffic signals at the A1067 Fakenham Road/Fir Covert Road.	1.3km	Allocation detailed in the Greater Norwich Local Plan	615968	315466	<p>This housing allocation of 1400 dwellings is considered within the strategic modelling for the Proposed Scheme.</p> <p>This site is specifically coded within the background traffic growth in the strategic model for the Proposed Scheme in the Do Minimum scenario. Hence there are not expected to be any additional in combination effects for traffic and driver delay, or road safety during operation of the two schemes above and beyond those already considered within the assessment.</p> <p>NMUs associated with the S12 development would have direct access to the Marriott's Way which offers a safe, direct and segregated route towards central Norwich. With both schemes in place there may be increased use of the Marriott's Way and the Proposed Scheme's Non-Motorised User provision. However, increasing active travel is considered to be a positive beneficial effect and the Proposed Scheme is intended to serve this purpose, so would be a positive beneficial effect.</p> <p>During construction, there would be some overlap of construction access routes and the duration of activities would coincide with the construction works of the Proposed Scheme. Due to the S12 site location immediately adjacent to A1270, the overlapping routes are expected to be confined to A47, A1270 and A1067. These are not expected to be sensitive to additional construction vehicle movements and are designed to cater for large vehicles and high volume traffic. The construction traffic for the S12 site is not expected to exceed the volumes of operational traffic predicted for the site which is included in the Do Minimum forecasting, so in combination with the Proposed Scheme, the effects are expected to be no worse than those considered within the operational assessment.</p>

ID	Application Name and Reference	Applicant for 'other development' and brief description	Distance from project	Status	Easting	Northing	Topic Assessment
S13	GNLP0159R	Allocation: This site off Beech Avenue is allocated with access via the adjacent site with planning permission (20191065) under the same land ownership. The total area allocated reflects the mature trees on site as well as other buildings shown on the site map below.	1.1km	Allocation detailed in the Greater Norwich Local Plan	615139	314276	<p>GNLP allocations are considered via an Uncertainty Log of developments and those which are near certain or more than likely have been included as specific growth sites within the strategic modelling. Other general background growth is captured within the District Wide Tempo growth forecasts also applied within the strategic modelling. The site is in existing use, so would have some operational traffic included in the base year 2019 observed surveys so the development trips would not all be additional to the network. The operational traffic associated with 12 residential dwellings would not be noticeable in the context of background traffic levels and the site is located on a route which would benefit from reduction in traffic due to the Proposed Scheme and active travel enhancements as part of the STS (S15) scheme. Therefore, in combination effects would be positive beneficial but negligible.</p> <p>During construction of the Proposed Scheme, Ringland Lane would be closed west of the Classified Road for a period of about one year. This would restrict access to the S14 development site temporarily. However, there will be alternative access routes available via Taverham Road/Honingham Lane from A47 or via Beech Avenue/Ringland Road through Taverham and Ringland from A1067. It is unlikely that construction traffic routing for the 12 dwellings would overlap with the construction traffic routes for the Proposed Scheme, so there would be no change to the assessment results with both schemes constructed in combination.</p>

ID	Application Name and Reference	Applicant for 'other development' and brief description	Distance from project	Status	Easting	Northing	Topic Assessment
S14	Wensum Valley Hotel, Golf and Country Club – New/Relocated Reservoir	Relocation of Wensum Valley Hotel, Golf and Country Club's proposed golf course reservoir. (Proposal highlighted through landowner discussions – please note there is no application for this yet.)	150m	Potential Application	614695	315166	<p>A reservoir would not have a significant operational requirements that have a noticeable traffic and transport effect on the surrounding network. It is assumed the reservoir would not be accessible to the general public, so would not generate trips, other than occasional vehicle movements for routine periodic maintenance and inspections purposes. This would have a negligible effect in combination with the Proposed Scheme.</p> <p>During construction, there would be a small number of additional daily HGV and LGV movements on the surrounding highway network. Based on the site location, it is assumed that access would be taken via A1067/A1270 which is designed to be suitable for HGV movements and there would be limited overlap of the works during construction phase with the Proposed Scheme. The limited number of HGV movements generated by the reservoir scheme would be within daily variation of traffic on A1067 and would be expected to have a negligible effect in combination with the Proposed Scheme. The reservoir could be constructed within a relatively short duration of approximately 3 months, so any overlap would not be for a prolonged duration.</p>

ID	Application Name and Reference	Applicant for 'other development' and brief description	Distance from project	Status	Easting	Northing	Topic Assessment
S15	STS Scheme	Cycle friendly improvements within the highway boundary.	0m	Potential Application	612493	315136	<p>The STS Scheme is intended to be complementary to the Proposed Scheme, and would enhance opportunities for active travel once traffic is alleviated from the rural minor road network. The measures proposed are designed to connect with the NMU Provision which forms part of the Proposed Scheme. This would offer positive beneficial effects in the operational stage for Non-Motorised Users.</p> <p>The STS works would not be carried out until after the Proposed Scheme is completed so there would be no overlapping effects during construction.</p>