



# **Norwich Western Link**

## **Environmental Statement**

### **Chapter 20: Cumulative Effects**

#### **Appendix 20.2: Committed Developments-In-Combination Effects Assessment**

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## 1 Appendix 20.2: Committed Developments – In-Combination Assessment

1.1.1 **Table 1** lists the planning applications, DCOs, allocations and Sustainable Transport Schemes which have potential to have concurrent demolition, construction, or operational phases with that of the Proposed Scheme and includes descriptions of the developments and their status as of the 23rd of February 2024. Relevant chapters within this ES have assessed the potential for in-combination effects to arise due to interactions between the Proposed Scheme and the Committed Developments listed in **Table 1**. These assessments are presented within individual chapter In-Combination appendices. Residual In-Combination Effects of Moderate Adverse and above that are identified within these individual chapter In-Combination appendices are reported in **Table 1** and are reported within **Chapter 20: Cumulative Effects** (Document Reference: 3.20.00).

**Table 1-1 Committed Developments**

ID, Development and Planning Reference Number	Description	Status (as of 24/04/2023)	EIA (Yes / No)	Potential for Temporal Overlap (Construction and Operation)	Common Sensitive Receptor Category	Residual In-Combination Effects – All effects considered but only residual effects of Moderate and above are reported in Chapter 20: Cumulative Effects of the main Environment Statement
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.	Full Planning Permission Granted 8 <sup>th</sup> January 2021	No	Construction timeframe is not detailed on planning portal. Due to the 3-year expiry period as detailed within Section 91 of the Town and Country Planning Act 1990. However, noting that it may not always be readily apparent whether a planning permission has expired from the passage of time, this development has precautionarily been included due to its potential to overlap with the construction / operation of the Proposed Scheme.	Not applicable	Not applicable as no common receptors identified.
S2: 20211831	Change of use of existing land to a campsite with associated toilet and shower block and reception / office space	Full Planning Permission Granted 14 <sup>th</sup> December 2021	No	Construction timeframe is not detailed on planning portal. Due to the 3-year expiry period as detailed within Section 91 of the Town and Country Planning Act However, noting that it may not always be readily apparent whether a planning permission has expired from the passage of time, this development has precautionarily been included due to its potential to overlap with the construction / operation of the Proposed Scheme.	Not applicable	Not applicable as no common receptors identified.

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S3: 20172148	Residential Development of up to 93 Dwellings with Associated Access, Parking & Open Space (Outline)	Outline Planning Permission Granted 28 <sup>th</sup> September 2018	No	Planning portal indicates construction was due to begin in spring 2018. However, online mapping system shows the site was under construction in 2021 (source: Google Earth). Whilst it is likely that this development will be finished prior to the construction of the Proposed Scheme it has been included on a precautionary basis.	Not applicable	Not applicable as no common receptors identified.
S4: 20201332	Earth Bund directly north of the Northern Distributor Road (A1270), land that lies between the Fakenham Road and Fir Covert Road junctions.	Full Planning Permission Granted 12 <sup>th</sup> July 2019	No	Construction timeframe is not detailed on planning portal. Due to the 3-year expiry period as detailed within Section 91 of the Town and Country Planning Act 1990. It appears from site inspection that the construction of the earth bund is completed but it is difficult to verify this without completing a detailed assessment against the application. Additionally, it may not always be readily apparent whether a planning permission has expired from the passage of time, and so this development has precautionarily been included due to its potential to overlap with the construction / operation of the Proposed Scheme.	Residents / Business	<p><b>P&amp;HH: Construction:</b> Should the construction of the Proposed Scheme fall within the same timeframe with the committed development, a temporary <b>moderate adverse</b> effect (significant) is anticipated on Mid Norfolk Shooting Ground due to potential temporary access disruption from the potential road closure of the A1270 Broadland Northway.</p> <p><b>Operation:</b> No residual In-Combination Effects are anticipated during the operational phase.</p>

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S5: 20171782	Hybrid planning application (part outline, part detailed) made up of: 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).	Full Planning Permission Granted 12 <sup>th</sup> February 2018	No	Construction timeframe is not available on the planning portal. However, online mapping system shows the site was under construction in 2021 (source: Google Earth). Whilst it is likely that this development will be finished prior to the construction of the Proposed Scheme it has been included on a precautionary basis.	Not applicable	Not applicable as no common receptors identified.

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S6: DCO	Proposed dual carriageway A47 North Tuddenham to Easton.	DCO Granted 14 <sup>th</sup> October 2022	Yes	Construction timeframe listed as late 2023 to 2025 / 2026. It is likely that construction of this development will overlap with construction of the Proposed Scheme.	Biodiversity	<p><b>Biodiversity:</b> The A47 meets the southern boundary of the Proposed Scheme where it is intended to provide a new route north between the A47 and A1067. There is the potential for overlap during the construction period.</p> <p><b>Construction:</b> As detailed in <b>Chapter 10: Biodiversity</b> (Document Reference: 3.10.00) the HRA screening report for the A47 determined that there would be no Likely Significant Effects on any of the qualifying features of the River Wensum SAC. Therefore, the likelihood of cumulative impacts to the River Wensum SAC / SSSI is low. As the A47 is adjacent to the Proposed Scheme, and the construction of the A47 is likely to take place alongside the construction of the Proposed Scheme, there is therefore the potential for a cumulative impact to habitats during the construction period. However, no significant residual negative cumulative impacts to hedgerows, deciduous woodland or floodplain grazing marsh are predicted. The A47 North Tuddenham to Easton would result in a residual significant negative effect on Barn Owl during the construction phase. This residual effect would be downgraded to slight adverse (and therefore a residual effect that is not significant) once landowner agreement for the mitigation boxes is in place, however. The Proposed Scheme would not result in a significant negative residual effect on Barn Owl, and therefore no cumulative impacts to this species during the construction period are predicted.</p> <p><b>Operation:</b> No significant negative residual effects on designated sites are predicted due to the A47 during the operation period. No significant negative residual cumulative effects on ancient woodland (or other habitat types) are predicted due to the A47. No significant negative residual effects on protected or notable species are predicted due to either the A47 or the Proposed Scheme. There are therefore no operational impacts to protected or notable species predicted in-combination with the A47.</p>

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S6: DCO	Proposed dual carriageway A47 North Tuddenham to Easton.	DCO Granted 14 <sup>th</sup> October 2022	Yes	Construction timeframe listed as late 2023 to 2025 / 2026. It is likely that construction of this development will overlap with construction of the Proposed Scheme.	Visual and Landscape Character Effects	<p><b>Construction: Chapter 9: Landscape and Visual</b> (Document Reference 3.09.00) of this ES reports that development is likely to impact the Landscape Character of the Area (LCA). Whilst there is an existing road currently in place, the realignment of the A47 along with the scale and nature of the A47 dualling would potentially impact the character of the area. Construction of the A47 dualling is likely to take place alongside the construction of the Proposed Scheme. The construction of the Proposed Scheme is likely to be read collectively with the construction works at A47 as one entity, resulting in an extended area of visual intrusion and change in Broadland LCA D2 Weston Green Tributary Farmland with overall adverse effect on the character of the LCA as a result of the presence of machinery such as cranes, boring drills, and HGVs. This is likely to impact upon the local landscape character, and medium and longer distance views within LCA. The overall cumulative effect on landscape character and visual amenity is therefore considered to be of <b>moderate-high (adverse)</b> significance, but temporary in nature.</p> <p>The A47 dualling will also run through Breckland LCA A5 Landscape River Valley Upper Tud Valley and a small portion to the south of B6 River Wensum and Tud Tributary Farmland. The cumulative impact of the Proposed Scheme with the A47 dualling on LCA B6 River Wensum and Tud Tributary Farmland will remain negligible due to the geographical extent and location of the schemes at the southern edge of the LCA.</p> <p>Whilst the impact of the Proposed Scheme on LCA A5 Landscape River Valley Upper Tud Valley in isolation is considered to be negligible, the cumulative impact of construction activities with those of the A47 dualling on landscape character and visual amenity in the LCA is likely to be <b>moderate adverse (significant)</b>.</p> <p><b>Operation:</b> The dualling of the A47 will introduce dualling of the single carriageway section of the A47 between Norwich and Dereham, linking together two existing sections of dual carriageway, realigned in part through open agricultural fields, along with new junctions. It is likely to result in a <b>moderate-high adverse (significant)</b> in-combination effect on the landscape character and visual amenity of Broadland LCA D2 Weston Green Tributary Farmland on a winter's day at Year 1 due to the geographical extent and likely visibility of the schemes in combination within the LCA. This would reduce to <b>slight adverse (not significant)</b> at Year 15, following the establishment of planting proposed by each scheme.</p> <p>The cumulative impact of the Proposed Scheme and A47 dualling at operation on Breckland LCA A5 Landscape River Valley Upper Tud Valley is likely to be moderate adverse (significant) and reduce to slight adverse (not significant) following the establishment of planting.</p>



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S6: DCO	Proposed dual carriageway A47 North Tuddenham to Easton.	DCO Granted 14 <sup>th</sup> October 2022	Yes	Construction timeframe listed as late 2023 to 2025 / 2026. It is likely that construction of this development will overlap with construction of the Proposed Scheme.	Traffic and Transport	<p><b>Construction:</b> 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 Traffic and Transport effects during construction would not be significant with both schemes taken into account.</p> <p><b>Operation:</b> The A47 is included in the transport strategic modelling. 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, Honingham and Easton. The Proposed Scheme offers new NMU routes which connect with the underpass at Honingham 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 <b>beneficial</b> in-combination effect.</p>
S7: DCO	Hornsea Project Three Offshore Wind Farm and onshore cable route	DCO Granted 31st December 2020	Yes	Construction timeframe listed as May 2023 to March 2026 which may fall within the Proposed Scheme construction phase (source: Hornsea Project Three Offshore Wind Farm public consultation documents)	WCH	<p><b>P&amp;HH: Construction:</b> Should the construction of the Proposed Scheme fall within the same timeframe with the committed development, a temporary <b>moderate adverse</b> effect (significant) on WCH of Blackbreck Lane and Weston Longville FP9 due to access disruption is anticipated to facilitate both the construction of the cable route and the Proposed Scheme.</p> <p><b>Operation:</b> No residual In-Combination Effects are anticipated during the operational phase.</p>

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S7: DCO	Hornsea Project Three Offshore Wind Farm and onshore cable route	DCO Granted 31st December 2020	Yes	Construction timeframe listed as May 2023 to March 2026 which may fall within the Proposed Scheme construction phase (source: Hornsea Project Three Offshore Wind Farm public consultation documents)	Biodiversity	<p><b>Biodiversity:</b> During construction, there would be some overlap of construction activities with this development. This is considered in more detail in <b>Chapter 10: Biodiversity</b> (Document Reference 3.10.00).</p> <p><b>Construction:</b> The Hornsea Project Three Offshore Wind Farm scheme crosses the River Wensum but includes embedded mitigation to avoid directly impacting this feature. The scale of the cable works is not considered significant in relation to the anticipated construction works for the Proposed Scheme. The HRA for the Proposed Scheme concluded that there would be no adverse in-combination effects on the integrity of the River Wensum SAC. Therefore, the likelihood of residual significant cumulative impacts to the River Wensum SAC / SSSI is low. The residual impacts to habitats associated with the Hornsea Project Three Offshore Wind Farm scheme are predicted to be not significant as they would be temporary and of moderate to negligible magnitude. No significant residual cumulative impacts to Habitat Potential Index (HPI) are therefore predicted. No significant negative residual cumulative effects on protected or notable species are predicted due to the Hornsea Project Three Offshore Wind Farm scheme combining with the Proposed Scheme during the construction period.</p> <p><b>Operation:</b> No significant negative residual effects on designated sites, ancient woodland, or other habitat types, and protected or notable species are predicted due to the Hornsea Project Three Offshore Wind Farm scheme during the operational period.</p>

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S8: 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	Full Planning Permission Granted 21 <sup>st</sup> March 2019	No	Construction timeframe is not detailed on planning portal. Due to the 3-year expiry period as detailed within Section 91 of the Town and Country Planning Act 1990. However, noting that it may not always be readily apparent whether a planning permission has expired from the passage of time, this development has precautionarily been included due to its potential to overlap with the construction / operation of the Proposed Scheme.	Not applicable	Not applicable as no common receptors identified.
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.	Full Planning Permission Granted with Conditions 30 <sup>th</sup> June 2022	No	Construction timeframe is not detailed on planning portal. Due to the 3-year expiry period as detailed within Section 91 of the Town and Country Planning Act 1990. However, noting that it may not always be readily apparent whether a planning permission has expired from the passage of time, this development has precautionarily been included due to its potential to overlap with the construction / operation of the Proposed Scheme.	Not applicable	Not applicable as no common receptors identified.
S10: DCO	Norfolk Boreas Offshore Wind Farm and onshore cable route.	DCO Granted 10 <sup>th</sup> December 2021	Yes	Construction timeframe listed as 2022 to 2025 which would fall within the Proposed Scheme construction phase (source: National Infrastructure Planning portal).	Not applicable	Not applicable as no common receptors identified.

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S11: DCO	Equinor Sheringham Shoal & Dudgeon Wind Farm Extension Project and onshore cable route.	Approval Pending (Included on a precautionary basis)	Yes	If DCO is granted the construction timeframe is listed as starting from 2024 which may fall within the Proposed Scheme construction phase (source: National Infrastructure Planning portal).	WCH	<p><b>P&amp;HH:</b> Construction: Should the construction of the Proposed Scheme fall within the same timeframe with the committed development, a temporary <b>moderate adverse</b> effect (significant) on users of Weston Road is anticipated due to potential access disruptions to facilitate both the construction of underground cable and the Proposed Scheme.</p> <p><b>Operation:</b> No residual In-Combination Effects are anticipated during the operational phase.</p>
S11: DCO	Equinor Sheringham Shoal & Dudgeon Wind Farm Extension Project and onshore cable route.	Approval Pending (Included on a precautionary basis)	Yes	If DCO is granted the construction timeframe is listed as starting from 2024 which may fall within the Proposed Scheme construction phase (source: National Infrastructure Planning portal).	Biodiversity	<p><b>Biodiversity:</b> There is likely to be some overlap of construction activities between this application and the Proposed Scheme. This is considered in more detail in <b>Chapter 10: Biodiversity</b> (Document Reference 3.10.00).</p> <p><b>Biodiversity:</b> During construction, there would be some overlap of construction activities with this development. This is considered in more detail in <b>Chapter 10: Biodiversity</b> (Document Reference 3.10.00).</p> <p><b>Construction:</b> Embedded mitigation included within the Sheringham and Dudgeon Extension Projects has avoided any direct impacts to the River Wensum SAC / SSSI Site, with a residual effect being assessed as not significant. The HRA for the Proposed Scheme concluded that there would be no in-combination adverse effects on the integrity of the River Wensum SAC. Therefore, the likelihood of residual significant cumulative impacts to the River Wensum SAC / SSSI is low. The residual impacts to habitats associated with the Sheringham and Dudgeon Extension Projects are predicted to be not significant as they would be temporary and of moderate to negligible magnitude. No significant residual cumulative impacts to Habitat Potential Index (HPI) are therefore predicted. No significant negative residual cumulative effects on protected or notable species are predicted due to the Sheringham and Dudgeon Extension Projects combining with the Proposed Scheme during the construction period.</p> <p><b>Operation:</b> No significant negative residual effects on designated sites, ancient woodland, or other habitat types, and protected or notable species are predicted due to the Sheringham and Dudgeon Extension Projects during the operational period.</p>

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S11: DCO	Sheringham and Dudgeon Extension Projects.	Approval Pending (Included on a precautionary basis)	Yes	If DCO is granted the construction timeframe is listed as starting from 2024 which may fall within the Proposed Scheme construction phase (source: National Infrastructure Planning portal).	Traffic and Transport	<p><b>Traffic and Transport:</b> The assessment has indicated minor cumulative effect on severance and amenity on Ringland Lane based on a worst case scenario for traffic at peak times during the peak construction period across both projects.</p> <p><b>Operation:</b> No residual In-Combination Effects are anticipated during the operational phase.</p>
S12: Allocation GNL0337R	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 Reephams Road and traffic signals at the A1067 Fakenham Road / Fir Covert Road.	Allocation detailed in the Greater Norwich Local Plan	Not applicable	Construction timeframe is not available on Greater Norwich Local Plan. Given the potential for the construction of this development to overlap with the Proposed Scheme's construction / operation phases it has been included on a precautionary basis.	Not applicable	Not applicable as no common receptors identified.
S13: Allocation GNL0159R	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	Allocation detailed in the Greater Norwich Local Plan	Not applicable	Construction timeframe is not available on Greater Norwich Local Plan. Given the potential for the construction of this development to overlap with the Proposed Scheme's construction / operation phases it has been included on a precautionary basis.	Not applicable	Not applicable as no common receptors identified.

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S14: Complementary Sustainable Transport Measures (described in <b>the Sustainable Transport Strategy</b> (Document Reference 4.02.00))	Cycle friendly improvements within the highway boundary.	Outlined in the Norwich Western Link Sustainable Transport Strategy (not part of the Proposed Scheme)	No	The CSTM measures included within the STS are proposed to be delivered post-construction of the Proposed Scheme, to align with the operational traffic relief that the Proposed Scheme will provide, making roads more conducive to cycling and walking. The NMU elements of the STS are proposed to be delivered in parallel with the construction of the Proposed Scheme	Not applicable	Not applicable as no common receptors identified.
S15: 2023/2200	Excavation of soils to construct an irrigation reservoir at Wensum Valley Golf and Country Club.	Approved 15/01/24	No	Construction timeframe is not available on Greater Norwich Local Plan. Given the potential for the construction of this development to overlap with the Proposed Scheme's construction / operation phases it has been included on a precautionary basis.	Not applicable	Not applicable as no common receptors identified.
S16: 2023/2575	Installation of pre construction field drainage to support the operation of the Hornsea Project Three onshore export cable route (EIA Development)	Pending Consideration	Yes	Construction timeframe listed as starting in mid-2023. However, as the application is still pending consideration, the actual construction timeframe is not known. Given the potential for the construction of this development to overlap with the Proposed Scheme's construction / operation phases it has been included on a precautionary basis.	Not applicable	Not applicable as no common receptors identified.