Norwich Western Link

Pre-Application Consultation Report

Appendix 10: Responses to Matters Raised at Pre-application Consultation (Individual Responses)

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1 Introduction

1.1.1 Table A10.1 outlines the matters raised during consultation by individual stakeholders, categorised by topic, as well as NCC's response to each matter.

Table A10-1 Responses to matters raised

Topic	Specific Issues Identified	Applicant's Response
Air Quality	Concern regarding air quality impact on environment. Multiple concerns over impact that increased traffic will have on air quality.	A robust assessment of the air quality impact of the Proposed Scheme and proposed mitigation is included in **'Environmental Statement Chapter 6: Air Quality' (Document Reference: 3.06.00)**, with results outlined within Section 6.6. Traffic is predicted to increase without the Proposed Scheme in place, due in part to planned growth in and around Norwich. Further, mitigation measures supporting Air Quality, are outlined within **'Environmental Statement Chapter 3: Description of Scheme, Appendix 1: Outline Construction Environmental Management Plan' (OCEMP) (Document Reference: 3.03.01)**. The assessment concludes that taking into account the measures in the assessment, there is a negligible (not significant) effect to air quality.
Air Quality	Scheme will impact negatively on climate change/not compatible with net zero or carbon reduction targets. Carbon data provided is faulty and incomplete. Concern about carbon emissions from vehicles using the road. Scheme will impact negatively on climate change/not compatible with net zero or carbon reduction targets.	The significance of the impact of the Proposed Scheme on greenhouse gas (GHG) emissions reported in **'Environmental Statement Chapter 15: Climate - Greenhouse Gases' (Document Reference: 3.15.00)**, has been assessed with reference to the UK's trajectory towards net zero, as well as guidance from Institute of Environmental Management and Assessment and the use of professional judgement. The GHG emissions have been put into context through comparison with the respective UK carbon budgets to assess their compatibility with the UK's net zero trajectory. The GHG assessment is undertaken in line with best practice methodologies and is based on the most up to date and best available data at the time of the assessment. The chapter outlines moderate adverse residual effects through the operational phase.
Air Quality	New roads shouldn't be built as they are devastating for our carbon footprint.	The significance of the impact of the Proposed Scheme on greenhouse gas (GHG) emissions reported in **'Environmental Statement Chapter 15: Climate - Greenhouse Gases' (Document Reference: 3.15.00)**, has been assessed with reference to the UK's trajectory towards net zero, as well as guidance from Institute of Environmental Management and Assessment and the use of professional judgement. The GHG emissions have been put into context through comparison with the respective UK carbon budgets to assess their compatibility with the UK's net zero trajectory. A comprehensive Transport Assessment has been undertaken to determine the impacts of the Proposed Scheme aligned to its objectives, this demonstrates the transport benefits the scheme will bring, reducing traffic off the local road network moving it onto the strategic network, increasing the safety of the road network through reduced accidents. The above is detailed within the **'Transport Assessment' (Document Reference: 4.01.00)**.
Air Quality	Should be seeking to reduce dependence on cars to reduce carbon emissions.	The Applicant investigated a wide range of options at an earlier stage of the project. These are set out in **'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00)**. Non-road options were considered but found to be ineffective in comparison to the road-based options for addressing issues that the NWL seeks to resolve such as existing pressure on the rural road network. The Proposed Scheme is also supported by a **'Sustainable Transport Strategy (STS)' (Document Reference: 4.02.00)** which will help to encourage uptake of cycling and walking in the surrounding network. The Proposed Scheme will also reduce traffic on the local rural road network between A1067 and A47, so those roads will be more attractive for cycling.

Topic	Specific Issues Identified	Applicant's Response
Construction	Mitigation proposals will destroy environment during construction process.	The Proposed Scheme and associated mitigation have been designed to minimise impacts to all aspects of the environment as far as practicable and follow good practice measures. These measures are set out in **'Environmental Statement Chapter 3: Description of Scheme, Appendix 1: Outline Construction Environmental Management Plan' (OCEMP) (Document Reference: 3.03.01)** and include measures to prevent pollution and to mitigate impacts to habitats and species. Impacts to protected species such as bats to be mitigated through measures agreed with Natural England pursuant to licences. The design of the permanent mitigation proposals for the Proposed Scheme have been brought forward to ensure they meet the requirements of the impacts they are mitigating, and ultimately lead to biodiversity net gain.
Construction	Irreplaceable species will be lost during construction and no amount of mitigation can make up for this.	The Proposed Scheme and associated mitigation have been designed to minimise impacts as far as practicable and follow good practice measures. The construction phase assessment has shown that, taking into account the proposed mitigation, the majority of species and habitats assessed would not be significantly affected by the Proposed Scheme. The operational phase assessment has shown that, taking into account the proposed mitigation, the majority of species and habitats assessed would not be significantly affected by the Proposed Scheme. An **'Outline Construction Environmental Management Plan (OCEMP)' (Document reference 3.03.01)** has been produced for the Proposed Scheme which includes environmental control measures proposed during construction. The OCEMP will be used by the Principal Contractor to produce a Construction Environmental Management Plan (CEMP) prior to the commencement of works on site.
Consultation	Local people should have been consulted about the proposals. Concern over lack of previous consultation.	This is the fourth public consultation conducted on the Proposed Scheme. Paper copies of consultation brochures and questionnaires were mailed out to more than 8,000 properties within close proximity of the route and traffic mitigation measures, and four in person consultation events were held. Advertising and publicity campaigns through the website, social media etc. were undertaken to ensure that the public were made aware of the consultations. A Local Liaison Group for the project, comprising representatives from local town and parish councils and ward councillors, has been established since 2016 and meets regularly to discuss the proposals, provide local insight and act as a channel for information to be shared by and with local communities. The consultation activities have been reported on in **'Pre-Application Consultation Report: Appendix 1: Pre-application Consultation Brochure' (Document Reference: 5.01.01)** and '**Pre-Application Consultation Report: Appendix 2: Pre-application Consultation Questionnaire' (Document Reference: 5.01.02**). The details of each of the four rounds of public consultation are reported in **'Statement of Community Involvement' (Document Reference: 1.03.00)**.

Topic	Specific Issues Identified	Applicant's Response
Consultation	Environmental/ecological specialists, including independent environmental organisations, should be consulted about the proposals.	Alongside the experienced ecologists working on the Proposed Scheme, the Applicant has sought advice from statutory environmental agencies at all stages of the project. An Ecology Liaison Group (ELG) for the project was also established in 2019 as a forum to share updates on the proposals and discuss ideas, insights and concerns with representatives from organisations with responsibility for nature conservation matters relevant to the area around the Proposed Scheme. Key organisations invited to the ELG included Natural England, Norfolk Wildlife Trust, Wensum Valley Birdwatching Society, National Highways / Highways England, and the Environment Agency.
Consultation	No opportunity given to discuss proposals with members of the project team.	Four in-person consultation events were held as part of the fourth-round public consultation. These were staffed by members of the project team, in addition, people also had the opportunity to book online and phone appointments with members of the project team during the pre- application consultation period. In-person consultation events were also held as part of the previous public consultation rounds. The events and appointments were widely publicised, including on the Norfolk County Council website, the dedicated consultation website and on all copies of the consultation brochure. The consultation information can be found in '**Pre-Application Consultation Report, Appendix 1: Pre-application Consultation Brochure' (Document Reference: 5.01.01)** and **'Pre-Application Consultation Report, Appendix 5: Pre-application Consultation Press Releases and Social Media': (Document Reference: 5.01.05)**.
Consultation	Information provided too general/ not specific enough. Consultation material is missing. Council will not listen to public / feedback not taken into account.	The purpose of the pre-planning application public consultation was to share information on the proposals so that the comments received could be taken into account before the planning application was finalised and submitted. This approach meant that full development of the scheme design, as well as elements of the accompanying Environmental Assessment could then have the benefit of relevant feedback before completion. An Environmental Information Document was also published as part of the consultation which gave more detail on environmental considerations. This was made available on the consultation website and in hard copy form at a number of local venues, and this was referenced in the consultation brochure. The consultation information can be found in '**Pre-Application Consultation Report, Appendix 1: Pre-application Consultation Brochure' (Document Reference: 5.01.01)**. This Consultation Report contains the feedback from members of public and organisations who are affected by or have interest in the Proposed Scheme. All responses to the consultation, including survey responses and written responses have been analysed and the results are presented in this Report. The Report also shows how the comments received through the consultation have been considered and taken into account. Examples of where feedback has shaped the proposal include revisions to the proposals for Barnham Broom Road (Carleton Forehoe), alternative proposals for Attlebridge, and monitoring before implementation of turning restrictions at Holt Road / Shortthorn Road junction. A further statutory consultation will be carried out by Norfolk County Council as the County Planning Authority, so people will also have a further opportunity to provide comments on full details within the submitted planning application.

Topic	Specific Issues Identified	Applicant's Response
Consultation	Insufficient environmental information is provided in the consultation brochure/ some information is still unknown.	The purpose of the pre-planning application public consultation was to share information on the proposals so that the comments received could be taken into account before the planning application was finalised and submitted. This meant that full development of the scheme design, as well as elements of the accompanying Environmental Assessment had not yet been completed and some detail could not be provided. An Environmental Information Document was also published as part of the consultation which gave more detail on environmental considerations. This was made available on the consultation website and in hard copy form at a number of local venues, and this was referenced in the consultation brochure. As documented in '**Pre-Application Consultation Report: Appendix 1: Pre-application Consultation Brochure': (Document Reference: 5.01.01)**. A statutory consultation will be carried out by the Norfolk County Council as the County Planning Authority, so people will have a chance to provide comments on the submitted planning application.
Consultation	Consultation material is misleading/biased.	Great care was taken to produce the information on which was consulted, several checks were conducted by professional review through the information development process. Without more detail on which element or elements the respondent believed was misleading or biased, it is not possible to provide a more specific response.
Consultation	Some sections of the route were not shown in the consultation materials.	The entirety of the route of the Proposed Scheme was shown in three sections in the consultation brochure – the northern, central, and southern sections. This was to enable the proposals to be shown in sufficient detail. The consultation information can be found in '**Pre-Application Consultation Report, Appendix 1: Pre-application Consultation Brochure' (Document Reference: 5.01.01)**.
Consultation	Consultation material was unclear, and the consultation website was hard to access/navigate.	The URL for the project webpage (www.norfolk.gov.uk/nwl), through which people could click directly access consultation website, was widely publicised including on the consultation brochure, poster, and leaflet, as well as on social media posts and radio advertising. The consultation information can be found in '**Pre-Application Consultation Report, Appendix 1: Pre-application Consultation Brochure' (Document Reference: 5.01.01)**. The Applicant made some improvements to the consultation website in response to feedback early in the consultation period, including to provide a link to download the consultation brochure in a pop-up message as soon as people arrived on the consultation website. Accessibility checks were undertaken on the consultation material to support the achievement of good accessibility standards across all material. These checks included review of formatting including font size, scaling, colour contrast, table contents, alternative text etc. If people required further assistance in relation to the consultation, an email address and phone number were widely publicised including on the Norfolk County Council website and on the front and back cover of the consultation brochure. A 'Get in touch' function was also available on the consultation website which enabled people to email the dedicated consultation email address. Materials were available in accessible formats, e.g. large fonts and easy read documents, where requested by stakeholders.

Topic	Specific Issues Identified	Applicant's Response
Consultation	Some of the questions in the questionnaire don't allow people to give the comments they would like to provide on the proposals.	The questionnaire asked for views on the proposals shown on pages of the consultation brochure and provided the opportunity to write comments about these proposals. There was also a final question on the questionnaire which asked for any other comments respondents wished to provide about the proposals in the brochure. Additionally, contact information was provided to allow responses to be sent to the Applicant, instead of using the questionnaire. The consultation information can be found in '**Pre-Application Consultation Report, Appendix 1: Pre-application Consultation Brochure' (Document Reference: 5.01.01)**.
Consultation	Fly-through video was too fast to read the onscreen captions.	The fly-through video could be paused and rewound at any point to enable a closer inspection of the captions and images being shown.
Consultation	The survey was too difficult to complete.	A total of 4,777 comments were received across ten open questions with all of these being submitted via the consultation survey. If people had difficulties or did not want to fill in the online survey, they could respond by writing an email or letter with their comments and these methods of responding were widely publicised, including on the consultation website, the Norfolk County Council website and in the consultation brochure. A total of 87 responses were received outside of the consultation via the alternative formats as set out above. A copy of the questionnaire, which contained a combination of 31 closed and open questions, can be found in '**Pre-Application Consultation Report, Appendix 2: Pre-Application Consultation Questionnaire'(Document Reference: 5.01.02)**.
Consultation	Not enough local consultation on traffic mitigation proposals in the area south of the A47.	Discussions about the traffic mitigation proposals with parish and town council representatives in the area south of the A47 had taken place during 2021 and over several months prior to the 2022 public consultation beginning. A local liaison group of parish council representatives has also met regularly with opportunities to raise queries and seek updates about the Proposed Scheme. The consultation brochure and questionnaire were then posted out to properties within a 500m radius of all of the traffic mitigation measures at the start of the consultation period. The consultation was widely publicised, including by emailing and posting promotional information to parish and town councils south of the A47 before and during the consultation period. More generally, the consultation was publicised via radio and social media advertising and articles in the local press, as well as on the Norfolk County Council website. The consultation information can be found in '**Pre-Application Consultation Report, Appendix 1: Pre-application Consultation Brochure' (Document Reference: 5.01.01)**, and '**Pre-Application Consultation Report, Appendix 5: Pre-application Consultation Press Releases and Social Media' (Document Reference: 5.01.05)**.
Consultation	The consultation does not say how hedgerow will be affected.	The purpose of the pre-planning application public consultation was to share information on the proposals so that the comments received could be taken into account before the planning application was finalised and submitted. This meant that some work had not yet been completed and some detail could not be provided. The detailed assessment of the ecological impacts of the scheme is reported in **'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00)**.
Consultation	Consultation shows misleading content/benefits overstated such as planting in a mature state.	It was stated in the consultation brochure that the planting in the visualisations was shown at a mature state in order to avoid giving misleading information. The consultation information can be found in '**Pre-Application Consultation Report, Appendix 1: Pre-application Consultation Brochure' (Document Reference: 5.01.01)**.

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Consultation	The brochure only went to page 11, some consultation material was missing.	The Applicant notes the concerns about the brochure. When uploaded online, each double spread page of the brochure was uploaded as a single sheet. This may have given the impression that pages were missing, however this was not the case. Support was available by email or phone if respondents had issues accessing documents or brochures on the project website.
Consultation	Information does not tally with that previously provided for Berry's Lane which stated a closure at the A47 junction.	The proposal to close Berry's Lane is a committed highway scheme which forms part of the A47 North Tuddenham to Easton dualling scheme (which is subject to a separate Development Consent Order made to the Planning Inspectorate), to limit access through Barnham Broom village. It is not a proposal associated with this Proposed Scheme. The A47 North Tuddenham to Easton dualling scheme has been consulted on separately by National Highways and was therefore not highlighted as a proposal in the Pre-Application consultation brochure. However, an alternative route will be available via Norwich Road junction and Mattishall Lane.
Consultation	No mention in the consultation materials that the streams that feed into the Tud are fragile chalk streams.	The Tributary of the Tud (Known as Foxburrow Stream) has been assessed as part of the Environmental Statement. The identification of the Tributary of the River Tud (Foxburrow Stream) was identified in the Environmental Information Document that was part of the 2022 pre-planning application consultation. The assessment of the water environment is reported in **'Environmental Statement Chapter 12: Road Drainage and the Water Environment' (Document Reference: 3.12.02e)**. Additionally, the assessment of aquatic ecology impacts are reported in **'Environmental Statement Chapter 10: Biodiversity, Appendix 33: Biodiversity Net Gain Technical Report', Sub Appendix 33d: River Condition Assessment (Document Reference: 3.10.33d)**.
Environmental impact	Risks to River Wensum Site of Special Site of Scientific Interest and Special Area of Conservation are too great and the impacts to it cannot be mitigated.	Nature conservation designations have been detailed and assessed accordingly in the **'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00)** and **'Habitat Regulations Assessment' (HRA) (Document Reference: 4.03.00)**. There has been focus on maintaining the integrity of the River Wensum SAC and SSSI throughout the Proposed Scheme design process. This led to the inclusion of a viaduct over the river which avoids direct effects (habitat loss), an environmental barrier on the viaduct and mitigation measures set out in the Outline CEMP to manage pollution impacts. These measures are set out in **'Environmental Statement Chapter 3: Description of Scheme, Appendix 1: Outline Construction Environmental Management Plan' (OCEMP) (Document Reference: 3.03.01)**. With these measures in place, these assessments conclude that there no adverse effects to the integrity of the SAC, and no likely significant effects to the SSSI.

Topic	Specific Issues Identified	Applicant's Response
Environmental impact	There is too much embedded carbon associated with the viaduct and the Council needs to look at low carbon alternatives.	The significance of the impact of the Proposed Scheme on greenhouse gas (GHG) emissions reported in **'Environmental Statement Chapter 15: Climate - Greenhouse Gases' (Document Reference 3.15.00)**, has been assessed with reference to the UK's trajectory towards net zero, as well as guidance from Institute of Environmental Management and Assessment and the use of professional judgement. The GHG emissions have been put into context through comparison with the respective UK carbon budgets to assess their compatibility with the UK's net zero trajectory. Included within the Environmental Statement chapter is an assessment of embodied carbon within the construction materials required for the Proposed Scheme. Consideration has been given throughout the development of the design, to minimise the amount of embodied carbon within the viaduct, including reducing the number of piers, as well as utilising a ladder beam configuration reducing the overall width required. The chapter outlines moderate adverse residual effects through the operational phase which is balanced by reduction of traffic in local rural areas. Further, commitments have been made by the Principal Contractor to reduce carbon emissions during the construction stage of the Proposed Scheme. This is reported in the above referenced document, section 15.6.
Environmental impact	Impacts of the proposal have been underestimated/cannot be mitigated.	A detailed Environmental Impact Assessment has been undertaken to thoroughly assess the environmental impacts of the Proposed Scheme. The Environmental Statement consists of 20 chapters capturing a significant amount of detail relevant to the various assessments undertaken. These include Air Quality, Noise and Vibration, Climate Greenhouse Gas, etc. Each assessment has been developed aligned to guidance and industry best practice to ensure a detailed and appropriate understanding of the impacts of the scheme. Further, a suite of relevant mitigation has been proposed, aligned to the assessments undertaken to mitigate and compensate for the impacts of the Proposed Scheme. The overview of the Environmental Impact Assessment process is detailed within **'Environmental Statement Chapter 5: Approach to EIA' (Document Reference: 3.05.00)**.
Environmental impact	The Scheme goes against the principles of the 25 Year Environment Plan and Environment Act.	The Applicant has had careful regard to its legal duties a summary of which is provided in **'Planning Statement' (Document Reference: 1.01.00)**. The Applicant has not identified that the Proposed Scheme is inconsistent with the 25 Year Environment Plan or the provisions of the Environment Act 2021.
Environmental impact	Fragmentation of overall area reduces well connected ecosystem dependency.	The 'Biodiversity' chapter of the Environmental Statement considers all potential impact pathways including fragmentation. A suite of crossing points for protected species have been included in the Scheme design including culverts and green bridges so to mitigate fragmentation effects. The detailed assessment of the ecological impacts of the scheme is reported in **'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00)**. In addition, the Proposed Scheme uses a culvert for the crossing of the Foxburrow stream, a culvert under the maintenance access track for a floodplain stream, and an underbridge at Ringland Lane, all designed to allow wildlife to pass as appropriate.

Topic	Specific Issues Identified	Applicant's Response
Environmental impact	The cumulative impacts of the scheme with A47 North Tuddenham to Easton widening.	The Environmental Statement includes an assessment of cumulative effects. The assessment of cumulative impacts is reported in **'Environmental Statement Chapter 20: Cumulative Assessment' (Document Reference: 3.20.00)**. The scale, nature, and distance of the A47 development results in likely cumulative effects when combined with the Proposed Scheme. The assessment found that understandably there may be moderate adverse significant in-combination effect on residents during construction that would be short-term and temporary. However, during the operation of the Proposed Scheme there will be no significant cumulative residual effects both in relation to effect interactions from multiple environmental effects or those effects arising from the Proposed Scheme in combination with any other development proposals. The assessment of impact on landscape fabric, landscape features, landscape character, and visual receptors can be found in section 9.8 of **'Environmental Statement Chapter 9: Landscape and Visual Impact Assessment' (Document Reference: 3.09.00).** Further, cumulative transport considerations have been considered within the **'Transport Assessment' (Document Reference: 4.01.00)**.
Environmental impact	Once permission is granted, controls and mitigations are often ignored, greatly scaled back or simply not understood.	An **'Outline Construction Environmental Management Plan (OCEMP)' (Document reference 3.03.01)** has been produced for the Proposed Scheme which includes environmental control measures proposed during construction. The OCEMP will be used by the Principal Contractor to produce a Construction Environmental Management Plan (CEMP) prior to the commencement of works on site. The Outline Construction Environmental Management Plan will be secured and enforceable in the planning application conditions to ensure mitigation measures are implemented. In addition to planning control, the contractor is incentivised to comply by means of their contract.
Environmental impact	Only approach to minimise ecological impact is to not build NWL. Road should not be built, other options with little environmental impact are better. Environmental impacts of the Scheme are absolutely unjustifiable.	The Environmental Statement provides a robust assessment of the likely significant effects of the Proposed Scheme and includes mitigation measures identified through assessment. It will be for the Planning Authority to draw the balance where the identified need and benefits of the project will be weighed against the adverse planning impacts, including environmental impacts. Several stages of review of the Proposed Scheme have been undertaken to ensure reasonable steps have been taken to reduce the environmental and ecological impacts of the scheme. Route alignment has been considered and adapted based on known bat roost locations, additionally alignment has been assessed against ancient and veteran trees as to minimise impacts. The Applicant investigated a wide range of options including non-road based at an earlier stage of the project. The process of review is reported in **'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00)**.
Environmental impact	Questions if completed scheme provides better environmental results than NDR project.	The Environmental Statement has used industry best practice and methodologies to determine the impact and mitigation requirements for the Proposed Scheme.
Environmental impact	Construction will cause release of carbon currently stored in the trees, plants, and soil of the Wensum Valley.	The greenhouse gas assessment of the Environmental Statement considers land-use change, including carbon in trees cleared and planted. The assessment of greenhouse gas impacts are reported in **'Environmental Statement Chapter 15: Greenhouse Gases' (Document Reference: 3.15.00).** Consideration has been given within the assessment to the embodied carbon figures, associated with the construction of the Proposed Scheme. The GHG emissions assessed include: transport of materials, transport of waste away from site, waste disposal, plant and equipment use and construction land use as well as land use change and forestry (LULUCF) change. The Proposed Scheme is predicted to have a moderate adverse effect during construction.

Topic	Specific Issues Identified	Applicant's Response
Environmental impact	The Scheme will destroy an area of outstanding natural beauty.	The Environmental Statement provides a robust assessment of the likely significant effects of the Proposed Scheme and includes mitigation measures identified through assessment. Included within this assessment is a Landscape and Visual Impact Assessment, this is reported in **'Environmental Statement Chapter 9: Landscape & Visual' (Document Reference: 3.09.00)**. It will be for the Planning Authority to draw the balance where the identified need and benefits of the project will be weighed against the adverse planning impacts, including environmental impacts. Furthermore, works are not located in or near an Area of Outstanding Natural Beauty.
Environmental impact	The Scheme does not provide environmentally friendly infrastructure.	The Proposed Scheme has been developed alongside the essential environmental/ecological mitigation identified as part of the Environmental Impact Assessment undertaken for the Environmental Statement. The Proposed Scheme provides various forms of environmental and ecological mitigation / compensation, some examples of this include green bridges, in multiple crossing locations, in support of the bat population. Further, habitat creation, tree loss compensation, and Water Framework Directive areas shall be developed, as part of the Biodiversity Net Gain proposals, and environmental and ecological mitigation. The process through which the Environmental Impact Assessment has been undertaken is report in **'Environmental Statement Chapter 5: Approach to EIA' (Document Reference: 3.05.00)**. The scheme will also provide for new shared pedestrian/cycleway that is expected to improve access in both walking and cycling in the local area. The green bridges although primarily designed to provide habitat connectivity for bats, will where an access track is provided, also be used by pedestrians and cycles.
Environmental impact	How will the effectiveness of the measures designed to support biodiversity be monitored?	The Environmental Statement includes an assessment of the potential effects on biodiversity and will also detail where monitoring will be required. The detailed assessment of the ecological impacts of the scheme is reported in **'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00).** Additionally, the comprehensive Bat Monitoring Strategy is detailed within **'Environmental Statement Chapter 11: Bats, Appendix 7: Outline Bat Monitoring Strategy' (Document Reference: 3.11.07)**. Where new habitat is created for the requirements of Biodiversity Net Gain, monitoring is required under the Environment Act 2021. Further, a Landscape and Environmental Management Plan will be developed prior to works commencement, this will detail the monitoring and management requirements associated with the proposed landscape and environmental mitigation / compensation.
Environmental impact	The full extent of ancient woodland on, or that could be impacted by the NWL, should be identified through detailed Phase 2 botanical surveys.	A detailed assessment outlining the impacts of the proposed scheme on ancient woodland are reported in **'Environmental Statement Chapter 10: Biodiversity, Appendix 35 Arboricultural Impact Assessment' (Document Reference: 3.10.35)**. Additionally, an assessment of the road alignment to avoid ancient & veteran trees is reported in **'Environmental Statement Chapter 4: Reasonable Alternatives Considered, Appendix 4: Ancient and Veteran Tree Avoidance Alignment Optioneering Report' (Document Reference: 3.04.04)**. Further, the Air Quality impacts associated with the Proposed Scheme are reported in **'Environmental Statement Chapter 6: Air Quality' (Document Reference: 3.06.00)**.

Topic	Specific Issues Identified	Applicant's Response
Environmental impact	The Scheme will negatively impact the landscape.	The impacts on the landscape character and mitigation included are reported in **'Environmental Statement Chapter 9: Landscape and Visual' (Document Reference: 3.09.00)**. The impacts to sensitive receptors are reported in section 9.6. Visual effects during construction were found to be only experienced at a few viewpoints used in the assessment. In the first year of operation, taking into account mitigation, the effects are expected to be in the range of neutral (not significant) to moderate-large adverse (significant). However, the proposed planting on earth bunds will reduce these adverse effects as it becomes established over time.
Environmental impact	Height of the viaduct will not reduce pollution below.	The viaduct design has been informed by environmental constraints and opportunities. The height of the viaduct has been informed by several design and environmental / ecological considerations, the design included as part of the Proposed Scheme is considered to be optimal following the assessment work undertaken. This work considered the topography of the viaduct location, the required tie into the A1067, the landscape and visual impact of the viaduct in it's setting, and minimising shading of the River Wensum. Additionally, the design of the viaduct and its associated road drainage system has been developed to consider the implications of spray from vehicles. Furthermore, the impacts of the scheme on air quality have been assessed in detail and are reported on in **'Environmental Statement Chapter 6: Air Quality' (Document Reference: 3.06.00)**. The design of the viaduct has been reported on in **'Environmental Statement Chapter 4: Reasonable Alternatives Considered, Appendix 5: Design Evolution Report' (Document Reference: 3.04.05)**.
Environmental impact	The proposals will negatively impact the chalk stream/SSSI/SAC.	Nature conservation designations have been detailed and assessed accordingly in **'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00)**, and the **'Habitat Regulations Assessment' (HRA) (Document Reference: 4.03.00)** report. There has been focus on maintaining the integrity of the River Wensum SAC and SSSI throughout the Scheme design process. This led to the inclusion of a viaduct over the river which avoids direct effects (habitat loss), an environmental barrier on the viaduct and mitigation measures set out in **'Environmental Statement Chapter 3: Description of Scheme, Appendix 1: Outline Construction Environmental Management Plan' (OCEMP) (Document Reference: 3.03.01)**, to manage pollution impacts. With these measures in place, the assessments conclude that there no adverse effects to the integrity of the SAC, and no likely significant effects to the SSSI.
Environmental impact	Concern that laybys could be a target for fly tippers.	As the Highway Authority the County Council will routinely monitor and take action as necessary.
Environmental impact	The Scheme is not compatible with Net Zero/ Biodiversity commitments.	The impact of the Proposed Scheme on GHG emissions during construction and operation is addressed in **'Environmental Statement Chapter 15: Climate - Greenhouse Gases' (Document Reference: 3.15.00).** The significance of the impact on GHG emissions has been assessed, in part, through contextualising the emissions against the UK's trajectory towards net zero, as well as guidance from Institute of Environmental Management and Assessment and the use of professional judgement. The GHG emissions have been put into context through comparison with the respective UK carbon budgets to assess their compatibility with the UK's net zero trajectory.

Topic	Specific Issues Identified	Applicant's Response
Evidence	Questions the need for excessive and expensive environmental mitigation	Environmental and ecological protection is a requirement outlined in legislation, central and local policy, it is the obligation of schemes to ensure appropriate consideration and assessment has been applied to any proposed work, and ensure appropriate mitigation is considered where impacts exist. The mitigation for the Proposed Scheme has been designed based on best practice, industry guidance, and in response to the assessment work. This is required for NCC to adhere to its legal and policy requirements as the Applicant. The Proposed Scheme provides various forms of environmental and ecological mitigation / compensation, some examples of this include green bridges, in multiple crossing locations, in support of the bat population. Further, habitat creation, tree loss compensation, and Water Framework Directive areas shall be developed, as part of the Biodiversity Net Gain proposals, and environmental and ecological mitigation. These proposed methods of mitigation have been proposed and developed to ensure the Proposed Scheme, is compliant with the aforementioned legal and policy requirements. The process through which the Environmental Impact Assessment has been undertaken is report in **'Environmental Statement Chapter 5: Approach to EIA' (Document Reference: 3.05.00)**. Further, the detailed assessment of the ecological impacts of the Proposed Scheme, which have, in part, driven the requirement for mitigation is reported in **'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00)**, and **'Environmental Statement Chapter 11: Bats' (Document Reference: 3.11.00)**.
Evidence	Questions the need for excessive and expensive bat mitigation.	Bats are afforded a high level of legal protection and in combination with relevant planning policy, schemes must avoid negative impacts upon their populations. This includes providing mitigation to avoid habitat fragmentation which would negatively affect local populations. Designs for mitigation should be evidence-based and subsequently monitored to record their effectiveness. The cost for mitigation and subsequent monitoring form part of the overall cost of a given scheme. The proposals, and the reasoning for them are set out in the **'Environmental Statement Chapter 11: Bats, Appendix 11.6: Outline Bat Mitigation Strategy' (Document Reference: 3.11.06)**.
Evidence	Where is the evidence mitigation will be delivered?	Mitigation commitments are included in **'Environmental Statement Chapter 3: Description of Scheme Appendix 1: Outline Construction Environmental Management Plan' (OCEMP) (Document Reference: 3.03.01)** that will be secured as a planning condition together with other planning conditions that are anticipated to be used to ensure the delivery of other key environmental mitigation. Furthermore, the proposed ecological mitigation is detailed in **'Environmental Statement Chapter 10: Biodiversity, Appendix 32 Ecological Mitigation Strategy' (Document Reference: 3.10.32)**, additionally, the bat specific mitigation is detailed in **'Environmental Statement Chapter 11: Bats, Appendix 6: Outline Bat Mitigation Strategy' (Document Reference: 3.11.06)**.

Topic	Specific Issues Identified	Applicant's Response
Evidence	The Scheme have not taken account Dr Packman's research.	The applicant requested relevant data from third parties, including Dr Packman and regrettably did not receive Dr Packman's data in full. However, as part of the impact assessment, a full review of data which was available within the public domain was completed **'Environmental Statement Chapter 11: Bats' (Document Reference: 3.11.00)**. This included a review of 24 documents, with data gathered between 2010 and 2023, from the area surrounding the Proposed Scheme. Multiple engagements have taken place with Dr Packman and the NWT team to explore and understand the data outputted from the research project. Where this data was within the public domain, the information has been included within the impact assessment. Whilst limited information has been shared confidentially, Dr Packman has not released the rights for this confidential information to be published within the impact assessment. However, it should be noted that the suite of surveys undertaken for the Proposed Scheme have been comprehensive and robust.
Evidence	Confidence in/accuracy of environmental surveys.	A robust suite of environmental surveys has been undertaken throughout the past years. These are provided in **'Environmental Statement Chapter 10: Biodiversity, Appendix 1 – 31 inclusive' Document Reference: 3.10.01 – 31)**.
Evidence	Climate modelling only shows likely effects not actual.	The UK Climate Projections are the most widely used datasets for assessing future UK climate changes. Using the UK Climate Projections 2018 projections is best practice. The Green House Gasses (GHG) assessment follows current best practice guidance, including DMRB LA114 and TAG, and uses the most up to date DfT TAG data book available at the time of the assessment for the assumptions around the transition to electric vehicles. The TAG data book reflects all agreed policies where decisions on policy design are sufficiently advanced to allow robust estimates of impact this is documented in **'Environmental Statement Chapter 15: Climate - Greenhouse Gases' (Document Reference: 3.15.00)**.
Evidence	Accuracy of carbon offset figures questioned. Young trees need extra irrigation to establish and take many years/decades to offer anything like the carbon uptake that mature trees do.	The significance of the impact of the Proposed Scheme on greenhouse gas (GHG) emissions reported in **'Environmental Statement Chapter 15: Climate - Greenhouse Gases' (Document Reference: 3.15.00)**, has been assessed with reference to the UK's trajectory towards net zero, as well as guidance from Institute of Environmental Management and Assessment and the use of professional judgement. The GHG emissions have been put into context through comparison with the respective UK carbon budgets to assess their compatibility with the UK's net zero trajectory. Included within the above reference Environmental Statement chapter is the assessment of embodied carbon within the construction materials required for the Proposed Scheme. The assessment referenced above considers in detail, the carbon sequestration potential of mature versus young trees.
Evidence	No thorough detail researched.	The Environmental Statement has used industry best practice and methodologies to determine the impact and mitigation requirements for the Proposed Scheme.
Evidence	Concerned about not trusting the promises, many of which are caveated 'where possible'.	The key elements of the Proposed Scheme and mitigation would be secured and enforceable through planning conditions. This includes the **'Environmental Statement Chapter 3: Description of Scheme Appendix 3.1: Outline Construction Environmental Management Plan' (OCEMP) (Document Reference: 3.03.01)**.

Topic	Specific Issues Identified	Applicant's Response
Evidence	Water environment surveys are inadequate.	The surveys are adequate to inform the Environmental Statement and their extent agreed through the formal EIA scoping process as documented in **'Environmental Statement Chapter 12: Road Drainage and the Water Environment' (Document Reference: 3.12.00)**.
Evidence	How can Norfolk County Council say it will be carbon neutral by 2060 if it proceeds with the Scheme?	The significance of the impact of the Proposed Scheme on GHG emissions reported in **'Environmental Statement Chapter 15: Climate - Greenhouse Gases' (Document Reference: 3.15.00)** has been assessed with reference to the UK's trajectory towards net zero, as well as guidance from Institute of Environmental Management and Assessment and the use of professional judgement. The GHG emissions have been put into context through comparison with the respective UK carbon budgets to assess their compatibility with the UK's net zero trajectory. As documented in the above referenced assessment, The chapter outlines moderate adverse residual effects through the operational phase which is balanced against reduction of traffic in local rural areas. Localised benefits such as these need to be placed in context of other initiatives undertaken by the Council. The Proposed Scheme will produce GHG emissions during both the construction and operational phases. However, it is determined that during the 60-year lifespan of the Proposed Scheme the GHG impacts are consistent with existing and emerging Policy requirements and are in line with measures necessary to achieve the UK's trajectory towards net zero.
Evidence	Insufficient ecology surveys have been carried out by the project team.	Ecological surveys have been undertaken over a considerable period following appropriate guidelines and agreement with Natural England. These are provided in **'Environmental Statement Chapter 10: Biodiversity, Appendix 1 to 31' (Document References 3.10.01 – 3.10.31 inclusive)**.
Evidence	Not enough evidence confirming what the proposed bat mitigation will be acceptable.	Comprehensive bat mitigation proposals are set out in the **'Environmental Statement Chapter 3: Description of Scheme Appendix 3.1: Outline Construction Environmental Management Plan' (OCEMP) (Document Reference: 3.03.01)** and **'Environmental Statement Chapter 11: Bats Appendix 11.6 Outline Bat Mitigation Strategy' (Document Reference: 3.11.06)**. These have been developed in line with engagement with Natural England, the latest guidance and from best practice from UK and international projects. No construction can proceed unless Natural England are content that the bat mitigation measures are sufficient when it considers the Applicant's licence application.

Topic	Specific Issues Identified	Applicant's Response
Evidence	Bat surveys and studies are not conclusive or are incorrect.	The Proposed Scheme survey effort and all publicly available historical data, available to the assessment team, has been taken into consideration within the impact assessment, and mitigation and compensation design and has been presented as part of the planning application **'Environmental Statement Chapter 11: Bats' (Document Reference: 3.11.00)**. A full suite of bat surveys has been undertaken between 2019 and 2023. Notably the presence of the barbastelle colonies is included within the impact assessment for the Proposed Scheme. This survey approach has been in line with best practice guidelines and is considered a sufficient level of survey effort to inform the impact assessment of the Proposed Scheme. Survey approach and extent has been discussed with Natural England throughout this timeframe. Additionally, the 2021 radio-tracking survey effort and approach was discussed with Norwich Bat Group. It is noted that as a precautionary approach, the assessment of the Proposed Scheme's impacts has assumed that the barbastelle bat presence in and around the Proposed Scheme is of national importance. Scientific research and the views of the Bat Liaison Group have been taken into account during the impact assessment and within the mitigation and compensation design.
Flooding	Flood risk assessments need to be done now in the scoping phase and not as part of final plans and design.	As part of the Proposed Scheme development flood risk has been a key consideration and the design has responded by limiting new infrastructure required within the floodplain. The hydraulic model that informs the Flood Risk Assessment has helped test the design in development. The Flood Risk Assessment must reflect the final design proposals details which can change from feedback from the EIA process, so is only finalised for the Planning Application submission rather than earlier. The Flood Risk Assessment is captured within **'Environmental Statement Chapter 12: Road Drainage and the Water Environment, Appendix 2: Flood Risk Assessment' (Document Reference: 3.12.02)**. This assessment captures the post-development flood risk relating to the River Wensum floodplain, Foxburrow Stream, reservoir, groundwater, overland flows and surface water, the results of which are captured within section 5 of the above referenced document.
Flooding	The drainage design is not sufficient/run off from viaduct can't be mitigated.	The drainage design is set out in within **'Drainage Strategy' (Document Reference: 4.04.00)**. The strategy sets out the proposals for managing surface water runoff from the Proposed Scheme. Further, the detailed assessment of the drainage proposal and the impacts of this proposal on the water environment are described and assessed in **'Environmental Statement Chapter 12: Road Drainage and the Water Environment, Appendix 2: Flood Risk Assessment' (Document Reference: 3.12.02)**. The assessments are in accordance with Design Manual for Roads and Bridges and confirm that the design is appropriate to mitigate impacts to the water environment. All the surface water coming from rain will be managed without overpouring outside of the viaduct deck. There will be combined kerb drains installed along both sides of the deck that will direct the water to a carrier pipe which in turn will convey the run-off from the deck into an infiltration basin located in close proximity of the viaduct southern abutment. Therefore, no run-off outside of the viaduct deck is expected.

Topic	Specific Issues Identified	Applicant's Response
Flooding	Care should be taken to avoid affecting hydrology and flow of River Wensum.	Detailed consideration and assessment of the direct and indirect impacts of the scheme on the water environment are detailed within, **'Environmental Statement Chapter 12: Road Drainage and the Water Environment' (Document Reference: 3.12.02)**. Multiple areas of assessment have been undertaken to ensure a full and detailed understanding of the impacts of the proposed scheme, including Flood Risk, Geomorphological, Hydraulic modelling and technical modelling, all captured within the above referenced chapter.
Flooding	The River Tud will be impacted by Norwich Western Link and A47.	The Foxburrow Stream which is a tributary to the River Tud, is subject to thorough assessment within **'Environmental Statement Chapter 12: Road Drainage and the Water Environment' (Document Reference: 3.12.02)**. Multiple areas of assessment have been undertaken to ensure a full and detailed understanding of the impacts of the proposed scheme on the River Tud and other elements of the water environment, including Flood Risk, Geomorphological, Hydraulic modelling and technical modelling, all captured within the above referenced chapter.
Flooding	Should deliver on River Wensum Restoration Strategy and not just mitigate impacts.	The Proposed Scheme includes both enhancement and mitigation in the River Wensum floodplain. The Restoration strategy has been appropriately reviewed and considered as part of the mitigation & enhancement optioneering activities, in support of the overall application development. This information is captured within '**Environmental Statement Chapter 12: Road Drainage and the Water Environment' (Document Reference: 3.12.02)**. Specific review and assessment of the proposed WFD mitigation measures is outlined within **'Environmental Assessment Chapter 12: Road Drainage and the Water Environment, Appendix 3: Water Framework Directive, Sub appendix f: WFD Mitigation' (Document Reference: 3.12.03f)**. The proposed mitigation includes; Fine Sediment Management, Pollution Event Management, and Vegetation Clearance etc.
Flooding	Marl hill currently floods whenever it rains which would block our access to the crossing.	A Flood Risk Assessment has been undertaken as part of the planning application, this is detailed in **'Environmental Statement Chapter 12: Road Drainage and the Water Environment, Appendix 2: Flood Risk Assessment' (Document Reference: 3.12.02)**. The Flood Risk Assessment presents no change in flood risk at Marl Hill Lane. Furthermore, the Proposed Scheme will increase resiliency of the highway network by providing an additional crossing of the River Wensum, that will remain open during flood events.
Flooding	Viaduct will disrupt water table.	Groundwater impacts and a Flood Risk Assessment have been assessed within **'Environmental Statement Chapter 12: Road Drainage and the Water Environment, Appendix 5: Groundwater Modelling Report' (Document Reference: 3.12.05)**, and **'Environmental Statement Chapter 12: Road Drainage and the Water Environment, Appendix 2: Flood Risk Assessment' (Document Reference: 3.12.02)** respectively. The results of the groundwater modelling show that, under steady state conditions, the installation of the piles associated with the proposed viaduct has a negligible impact on the wider groundwater system.

Topic	Specific Issues Identified	Applicant's Response
Flooding	Risk of flooding of viaduct.	The viaduct is positioned in excess of 8.0 metres above the flood plain. Surface water collected on the viaduct carriageway is positively drained and outfalls into newly designed ponds with attenuation volumes which accommodate significant rainfall events. A Flood Risk Assessment has been undertaken as part of the Planning Application, this is detailed in **'Environmental Statement Chapter 12: Road Drainage and the Water Environment, Appendix 2: Flood Risk Assessment' (Document Reference: 3.12.02)**. The viaduct drainage systems have been designed to withstand a 1 in 100 year flood event, in a climate change scenario.
Flooding	Impact of subsidence on bridges in the floodplain.	The viaduct structure will be designed to relevant design standards based on geotechnical ground investigation analysis and results. The location of the outer piles supporting the piers has been investigated to ascertain ground stability, particularly whether 'dissolution features' (whereby ground can be leached or weathered away) are present at these particular locations. None has been encountered. In order to mitigate further any risk of subsidence, further pre-drilling testing will also be completed ahead of construction at the central pile of each of the piers.
Flooding	The Scheme should ensure drainage ponds are effective.	The drainage ponds have been designed to the required design standards based on geotechnical ground investigation analysis. The detailed drainage strategy is captured within **'Drainage Strategy' (Document Reference: 4.04.00)**. Geotechnical testing has been carried out to ascertain the infiltration parameters of the soil within the basins' footprints. Further to obtaining the results, the basins have been sized accordingly to make sure that all the runoff is accommodated within them and designed as well to ensure effectiveness and reasonable draining down times. There are some basins that rather than infiltrating to ground, will attenuate the flows before discharging into existing water courses to a rate agreed with the relevant statutory bodies.
Flooding	The drainage system is dishonest as it does not show the water fence.	The Applicant notes the comment raised regarding the absence of a 'water fence', this term is not recognised, nor presented within the consultation material. Without further clarification as to what is meant by the term 'water fence' no additional detail can be provided. A great deal of care was placed over the development of the consultation material to ensure appropriate and sufficient information and detail was provided. The drainage systems have been designed to the required design standards, in combination with the various surface and ground water assessments. Detailed consideration and assessment of the direct and indirect impacts of the scheme on the water environment are detailed within, **'Environmental Statement Chapter 12: Road Drainage and the Water Environment' (Document Reference: 3.12.00)**. The assessment concludes that in both the construction and operational phases, there were no likely significant effects to the water environment once proposed mitigation measures are taken into account.

Topic	Specific Issues Identified	Applicant's Response
Green bridges	Requirement for separate wildlife crossing not shared with humans - wildlife will actively avoid contact with humans. Presence of footpaths on green bridges diminishes the benefit to wildlife.	A proportion of the green bridges are designed to accommodate both ecological mitigation, access routes for landowners, and non-vehicular public access. The structures include both planted areas and surfaced sections for access, generally these are separated by a fence to avoid any incidental incursion of vehicles into planted areas which could otherwise cause damage. The green bridges are primarily designed to provide habitat connectivity for bats. Where the bridge includes a central access track that will be used for pedestrians, cycles, and agricultural traffic, this will also act as a sheltered ride for bats. As bats will be using the green bridges during dusk, dawn and night-time, there will be minimal interaction between cyclists / pedestrians with bats. Planting either side of the access track will create a corridor for bat movement. As the vegetation matures, this corridor will provide greater separation of access tracks and bat rides. Therefore, conflict between human users and bats is unlikely, as documented in **'Environmental Statement Chapter 11: Bats' (Document Reference: 3.11.00)**. In addition, the Proposed Scheme uses a culvert for the crossing of the Foxburrow stream, a culvert under the maintenance access track for a floodplain stream, and an underbridge at Ringland Lane, all designed to allow wildlife to pass as appropriate.
Green bridges	Green bridges are not effective in drought conditions.	Green bridges have been developed with specialists in accordance with current guidance to ensure successful establishment and longevity of the planting proposed. Planting will be appropriately managed and monitored with remedial action taken as required. The detailed monitoring strategy is contained within **'Environmental Statement Chapter 11: Bats, Appendix 7: Outline Bat Monitoring Strategy' (Document Reference: 3.11.07)**.
Green bridges	Concern for bats if more or better crossings are not provided by the Scheme.	The green bridge designs are specific to this scheme, the location has been specifically chosen due to the levels of bat activity recorded within that vicinity. Additionally, the vertical and horizontal alignment, landscape design, bridge width, were all individually assessed and designed for each specific green bridge location and recorded bat flight lines within that location. The designs have also been reviewed by independent bat experts, who are in agreement with the designs.
Green bridges	The bat crossing should be a green bridge to maintain connection for plants and animals as well as bats, including deer.	The locations of the green bridges have been selected based on survey data relating to the bat commuting route locations but will be utilised by other species. There are no legislative or planning policy requirements to consider deer from a biodiversity perspective although deer will be able to use the green bridge.
Green bridges	A bat green bridge is needed at the end of viaduct. The bat crossings are not likely to be in the right places.	The location, vertical and horizontal alignment, landscape design, and width of the green bridges were all individually assessed and designed for each specific location and, are all located on recorded bat flight lines. The locations have been selected, based on survey data relating to the bat commuting route locations. Therefore, from a survey and evidence based review, a green bridge is not required at the end of the viaduct. The detail regarding the locations of the green bridges is contained within **'Environmental Statement Chapter 11: Bats, Appendix 6: Outline Bat Mitigation Strategy' (Document Reference: 3.11.06)**.

Topic	Specific Issues Identified	Applicant's Response
Green bridges	Green bridge crossings should be 50 metres in width with natural vegetation so that they blend in with the environment. The current 'green bridges' are far too narrow in width to encourage use by wildlife and the presence of cycles and footpaths will further deter use.	The width of each of the green bridges has been specifically designed for their locations. The bridges' widths directly correspond to the construction footprint and associated habitat removal. For this reason, any potential benefits of widening the overbridge were carefully balanced against the need to retain existing habitats where possible. The green bridge designs have been aligned to both the vertical and horizontal alignment of existing bat flight paths. Therefore, both the bat flight lines, and reduction of habitat loss has been taken into consideration within the design of each of the bridges. The known roost and wider roosting resource have been taken into account within the impact assessment, and mitigation and compensation design. Detail regarding the green bridges is within **'Environmental Statement Chapter 11: Bats, Appendix 6: Outline Bat Mitigation Strategy' (Document Reference: 3.11.06)**.
Green bridges	The fencing will need a lot of upkeep.	The fencing proposed as part of the green bridge design will be maintained by the County Council.
Green bridges	No evidence green bridges will work.	An evidence-based approach to mitigation proposals has been proposed for the Proposed Scheme. The mitigation proposed is informed by industry best practice and has been designed by a team including nationally recognised bat specialists. The efficacy of these bridges will be considered by Natural England in considering the European Protected Species Mitigation Licence (EPSML) application for the Proposed Scheme. That licence will require the on-going management, maintenance, and monitoring of the Proposed Scheme mitigation measures.
Green bridges	Concern regarding significant detrimental impacts resulting from green bridges.	The impacts of the Proposed Scheme are being fully assessed and the avoidance, mitigation, compensation and enhancement designs are being based on identified impacts. The green bridge designs have been considered based on their individual setting, equally they have been designed aligned to both the vertical and horizontal alignment of existing bat flight paths. Therefore, both the bat flight lines, and reduction of habitat loss has been taken into consideration within the design of each of the bridges. The known roost and wider roosting resource have been taken into account within the impact assessment, and mitigation and compensation design. Detail regarding the green bridges is within **'Environmental Statement Chapter 11: Bats, Appendix 6: Outline Bat Mitigation Strategy' (Document Reference: 3.11.06)**.
Green bridges	Animals cannot all be expected to find one of the proposed crossing points.	Scientific research (including baseline surveys) has been taken into account during the impact assessment and in the design of mitigation and compensation features to ensure they meet known desire lines. References have been provided within **'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00)**, and **'Environmental Statement Chapter 11: Bats' (Document Reference: 3.11.00)**. The designs have also been reviewed by independent bat experts, who are in agreement with the designs. Green bridges are part of an overall package of mitigation which also includes underpasses to allow wildlife crossing.

Topic	Specific Issues Identified	Applicant's Response
Green bridges	Foxburrow green bridge is a very poor substitute for the massive habitat loss.	The impacts of the Proposed Scheme, inclusive of habitat loss at Foxburrow Plantation, have been fully assessed and is reported in the Environmental Statement. The avoidance, mitigation, compensation and enhancement designs respond to impacts identified are also reported in the Environmental Statement. The mitigation and compensation designs are based on best practice guidelines and are informed by available scientific literature. The construction of a green bridge is not a single substitute for habitat loss in this area, rather this is part of a larger package of ecological mitigation including green bridges, habitat enhancement, tree loss compensation, and BNG commitments.
Land	Concern about reduction in farmland.	An agricultural land classification survey has been undertaken and is detailed within **'Environmental Statement Chapter 13: Geology and Soils, Appendix 4: Norwich Western Link: Agricultural Land Classification and Soil resources, Reading Agricultural' (Document Reference: 3.13.03)**. Further, a detailed assessment of the land impacted by the scheme, and proposed mitigation has also been undertaken. This assesses the residual effects on human health receptors, agricultural soils, controlled water receptors and soil function. Of the receptors assessed, only soil function was determined to have a significant adverse effect during construction. As part of the mitigation a Soil Handling Management Plan will be produced prior to the establishment of construction works commencing. This is detailed within **'Environmental Statement Chapter 13: Geology and Soils' (Document Reference: 3.13.00)**. An assessment on land use change is reported in **'Environmental Statement Chapter 2: Existing Site' (Document Reference: 3.02.00)**.
Land	There will be a cultural impact on the Grade 2 listed Low Barn. Noise/light/air pollution will create adverse impact on listed property.	A detailed assessment of Cultural heritage assets has been undertaken, included within this is an assessment of the Setting impacts to the Low Farm Barn Grade II asset and its curtilage structures, which is detailed within **'Environmental Statement Chapter 8: Cultural Heritage, Appendix 1: HEDBA' (Document Reference: 3.08.01)**. The findings for the above ground heritage assets within, and beyond the site can be found in sections 7.4 and 7.5, of the above referenced document. The Proposed Scheme would not impact on the Grade II listed barn's key visual and historic relationship to the wider farm complex, notably to the dairy barn, or to the farmhouse. Taken overall, the Proposed Scheme would result in less than substantial harm to the significance of the Grade II listed Barn. Further, the alignment considerations of the Proposed Scheme are detailed within **'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00)**.

Topic	Specific Issues Identified	Applicant's Response
Local Access	The Scheme will ruin enjoyment of peaceful countryside and will impact a well-used green space.	The impacts of the Proposed Scheme on noise and vibration, and landscape and visuals, are reported in **'Environmental Statement Chapter 7: Noise and Vibration' (Document Reference: 3.07.00)**, and **'Environmental Statement Chapter 9: Landscape and Visual' (Document Reference: 3.09.00)**. The Applicant notes the comment raised, however without further clarity on which green space is being referred to, we can only refer to the general assessment work undertaken in relation to the comment raised. Access to community facilities like park/open space and public rights of way are assessed in **'Environmental Statement Chapter 17: Population and Health' (Document Reference: 3.17.00)**. As detailed within the above referenced chapter, there would be no community land or assets directly affected by the construction phase of the Proposed Scheme, further, none of the community land and assets are anticipated to be directly or indirectly affected by the operational phase of the Proposed Scheme.
Landscape and visual	The loss of green space has negative impact on health/wellbeing.	Access to community facilities like parks/open spaces and public rights of way are assessed in **'Environmental Statement Chapter 17: Population and Health' (Document Reference: 3.17.00)**. This identifies potential adverse effects on walkers and cyclists during construction, as well as both beneficial and adverse effects on walkers and cyclists during the operation of the road. Although an adverse effect on users of four routes have been identified during operation, the proposed improved PRoW network and new shared pedestrian/cycleway is expected to improve access in both walking and cycling in the local area.
Local Access	The Scheme will negatively impact tourism.	Access to community facilities like park/open space and public rights of way are assessed **'Environmental Statement Chapter 17: Population and Health' (Document Reference: 3.17.00)**. As detailed within the above referenced chapter, there would be no community land or assets directly affected by the construction phase of the Proposed Scheme, further, none of the community land and assets are anticipated to be directly or indirectly affected by the operational phase of the Proposed Scheme. Further, the Proposed Scheme includes a **'Sustainable Transport Strategy' (Document Reference: 4.02.00)** that identifies proposed improvements that will improve access in this area for walkers, cyclists and horse riders.

Topic	Specific Issues Identified	Applicant's Response
Local Access	Access is needed to green space/forest for mental health and wellbeing.	The Environmental Statement reports on the likely significant effects of the Proposed Scheme on the ability of local communities to access identified community land and recreational sites. Access to community facilities like park/open space and public rights of way are assessed **'Environmental Statement Chapter 17: Population and Health' (Document Reference: 3.17.00)**. As detailed within the above referenced chapter, there would be no community land or assets directly affected by the construction phase of the Proposed Scheme, further, none of the community land and assets are anticipated to be directly or indirectly affected by the operational phase of the Proposed Scheme. Consideration is also given to impacts on walkers, cyclists and horse riders (WCH), and their ability to use designated routes. Temporary severance may occur for local residents during construction, and a temporary negative impact on health has been identified during the construction period due to disruption to WCH routes. It is anticipated that once operational, the Proposed Scheme will have both positive and negative impacts on human health, arising from both the improved connectivity and shared pedestrian/cycleway (positive) and increased WCH journey length (negative). Full findings can be found **'Environmental Statement Chapter 17: Population and Health' (Document Reference: 3.17.00)**.
Local Access	Making Barnham Broom Road access only will impact on people's mental health.	The Applicant has considered and given regard to the overall comments on this proposal and following further discussion with local parish councils the originally proposed Barnham Broom Road, Carleton Forehoe closure has been removed from the package of proposed mitigation measures and replaced with traffic and speed management measures, including a proposed 20mph speed on the built-up length of the road closest to Tuttles Lane, a 30mph speed limit through Carleton Forehoe and a 40mph speed limit on the remainder of the road. This would help to discourage through traffic but keep the route open to users.
Landscape and visual	The viaduct will have a negative effect on people's wellbeing.	The impacts of the Proposed Scheme from a landscape and visuals perspective, are reported **in 'Environmental Statement Chapter 9: Landscape and Visual' (Document Reference: 3.09.00)**. 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 and reduce to slight adverse following the establishment of planting. Further, the impacts of the Proposed Scheme on Human health receptors are reported in **'Environmental Statement Chapter 17: Population and Health' (Document Reference: 3.17.00)**.
Local Access	The benefits of welfare to local residents of the forest have not been taken into account.	The impacts of the Proposed Scheme from a landscape and visuals perspective, are reported **in 'Environmental Statement Chapter 9: Landscape and Visual' (Document Reference: 3.09.00)**. 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 and reduce to slight adverse following the establishment of planting. Further, the impacts of the Proposed Scheme on Human health receptors are reported in **'Environmental Statement Chapter 17: Population and Health' (Document Reference: 3.17.00)**. Further to the suite of environmental and ecological assessment undertaken, a package of environmental mitigation is proposed, to mitigate the impacts of the Proposed Scheme where possible.

Topic	Specific Issues Identified	Applicant's Response
Local access	The scheme will improve access to the A47 for Ringland residents and reduce the pressure on the remaining link roads, the B1535 and C167.	The support for the Proposed Scheme and the benefits for local access is noted. The proposal is intended to reduce the extent of through traffic travelling via the village of Ringland. Removing traffic from Honingham Lane also supports people to walk and cycle as this link is part of the Cycle Friendly Routes scheme which forms part of the **'Sustainable Transport Strategy' (Document Reference: 4.02.00)** for the Proposed Scheme.
Local Access	A link is needed to Queens Hills further in.	Early consultation on the Norwich Western Link proposals indicated a strong preference for avoiding local connectivity for vehicles to prevent additional traffic being drawn through the villages to reach the new road, so the Proposed Scheme only connects with A47 and A1067.
Local Access	Concern about access to Ringland Road from the A47 and access to Langley Prep School for people travelling westbound on the A47, currently going via Ringland Road?	Alternative access to A47 from Ringland Lane with the National Highways North Tuddenham to Easton dualling scheme in place would be via Weston Road and Taverham Road. The most suitable access to Langley Prep School from the A47 would be via the Proposed Scheme, A1067 and Beech Avenue. This is an alternative route for local traffic.
Local Access	Residents from Taverham and surrounding villages will only be able to access A47 at Longwater or NDR Postwick or Honingham.	Following construction of the Proposed Scheme, there will be a new connection created with the A47. The Proposed Scheme will offer the most efficient route to the A47. A new junction at Blind Lane/Taverham Road is included in the National Highways scheme which would allow traffic to access from Taverham via Weston Road. This is an alternative route for local traffic.
Local Access	Splitting rural communities and ruining the landscape, as well as worsening local access for people who live in the area and making journeys longer.	The Applicant has given careful consideration to the treatment of existing roads during the development of the Proposed Scheme. This included consulting on the proposals informally and as part of the Local Access Public Consultation in 2020. Taking account of the feedback received the Applicant considers that preserving a single motorised user crossing of the main carriageway (via Ringland Lane) together with improving non motorised user facilities provides an appropriate balance between improving connectivity and promoting sustainable transport. Furthermore, the impacts of the Proposed Scheme from a landscape and visuals perspective are reported in **'Environmental Statement Chapter 9: Landscape and Visual' (Document Reference: 3.09.00**).

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	Object to the closure of Honingham Lane as it will remove direct access for Ringland residents to the A47. Object to the closure of Honingham Lane as it will remove direct access for Ringland residents to the A47 footpath from Ringland Lane up to the river - this needs a cycle path.	The proposal is intended to reduce the extent of through traffic travelling via the village of Ringland. Removing traffic from Honingham Lane also supports people to walk and cycle as this link is part of the Cycle Friendly Routes scheme which forms part of the **'Sustainable Transport Strategy' (Document Reference: 4.02.00)** for the Proposed Scheme. As part of the proposals for the A47 North Tuddenham to Easton dualling scheme National Highways proposes to apply a restriction to prevent traffic using Honingham Lane to access the A47 via Ringland. This proposal was developed in discussion with Norfolk County Council and local parish councils. As part of the package of traffic mitigation measures to support the Proposed Scheme, it is proposed that this closure to motorised traffic will be made permanent. As such, the Proposed Scheme includes the land and works required to accommodate this closure whilst preserving private vehicular access to that which would otherwise be severed. The Applicant proposes to take a monitor and manage approach to some elements of the introduction of the package of traffic mitigation proposals, so that traffic mitigation measures are introduced when observed to be required. The Applicant will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The Applicant will produce a monitoring plan ahead of the opening of the Proposed Scheme which details the locations and timescales for monitoring. The outcome of the monitoring together with consultation with communities will inform any future decision whether to proceed with the removal of the Honingham Lane restriction. Creating a cycle path to the river would not connect with the onward routes which are all public footpaths and not suitable for cycling. Instead, a new segregated cycle link is proposed at Marl Hill Road between Weston Longville and Attlebridge with a new crossing of A1067. This will be accessible by cycle from Ringland Lane via Morton Lane. This route connects towards the Marriott's Way which offers a segregated Sustainable Transport National Cycle Route into the centre of Norwich.
Local access	Walking access from Wood Lane to A47. Forced to use A47/NWL Junction.	There were no Non-Motorised Users observed using the existing Wood Lane junction in the traffic surveys in October 2019. There are alternative grade separated routes proposed as part of the A47 North Tuddenham to Easton dualling scheme which will be safer for Non-Motorised Users (NMU). These include Mattishall Lane underpass and another underpass at Honingham which forms part of the restricted Byway 1 re-routing proposal. The NMU Provision for the Proposed Scheme will connect with this to the east of the new road, providing a cohesive route.
Local access and Active Travel	The Schemes new paths will not be attractive to walkers or cyclists.	An extensive network of new routes for Non-Motorised Users is proposed in the immediate vicinity of the Proposed Scheme - this comprises new public rights of way, green bridges, diversions of existing routes and enhancements which will connect up the existing fragments of existing public rights of way. With the Proposed Scheme in place, there will also be traffic reduction on existing roads making them safer and more attractive for Non-Motorised Users especially cyclists. A series of Cycle Friendly Routes are additionally being developed in the wider network connecting with key land uses within 5km. The Cycle Friendly Routes would be brought forward by the Council separately to the Proposed Scheme.

Topic	Specific Issues Identified	Applicant's Response
Local Access and Active Travel	Green bridges may be pleasant for pedestrians and cyclists but are not used by wildlife.	The green bridge and landscape design is based on a number of factors and specifically targets those required for bats, with access incorporated into it. The central access track that will be used for pedestrians and cycles will also act as a sheltered ride for bats. As bats will be using the green bridges during dusk, dawn and night, there will be minimal interaction between cyclists /pedestrians with bats. Therefore, there will not be a conflict. Scientific research has been taken into account during the impact assessment and in the design of mitigation and compensation features. Further, the detailed assessment of the ecological impacts of the Proposed Scheme, which have, in part, driven the requirement for mitigation is reported in **'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00)**, and **'Environmental Statement Chapter 11: Bats' (Document Reference: 3.11.00).** The designs have also been reviewed by independent bat experts, who are in agreement with the designs. Green bridges are part of an overall package of mitigation which also includes underpasses to allow wildlife crossing.
Local Access and Active Travel	If Ringland Road is to be a cycle friendly route, then traffic speeds on Beech Avenue need to be reduced to provide a safe route to link to Marriotts Way.	Following the construction of the Proposed Scheme, there is predicted to be a substantial reduction in traffic on Beech Avenue and Ringland Road. This should make the route much more attractive for on road cycling, with less than 1000 vehicles on Ringland Road and an existing speed limit of 30mph. At Beech Avenue the speed limit is currently 20mph passing the school and there is a wide shared surface footway/cycleway in place. Traffic flows here are predicted to be less than 2,750 vehicles per day on average (reducing from about 4,500 without the Proposed Scheme in the opening year).
Local Access and Active Travel	The NWL does not have cycle paths. Need better cycle and walking routes.	The Non-Motorised User provision is a core component of the Proposed Scheme documented in **'Sustainable Transport Strategy' (Document Reference: 4.02.00)**. This includes a comprehensive network of new Public Rights of Way for walking, cycling and horse riding, in the immediate vicinity of the Proposed Scheme. These routes are to be segregated from traffic. There are also separate proposals to re-purpose existing highways to be more Cycle Friendly with low traffic flows once the Proposed Scheme is in place.
Local Access and Active Travel	Electric scooters should be legalised and encouraged.	This is beyond the scope of the Proposed Scheme and would require national legislation to bring forward. However, Beryl Bikes have implemented an e-scooter and e-bike scheme in several locations across Norfolk.
Safety	A safe crossing and one that does not impede traffic flow on the NWL should be provided for Honingham RB1. A grade separated crossing should be installed at this location.	The proposals provided for the diversion of Honingham RB1 adjacent to the Proposed Scheme to the Broadway where a green bridge is to be provided over the carriageway. This is a grade separated crossing as suggested. There are alternative grade separated routes proposed as part of the A47 North Tuddenham to Easton dualling scheme which will be safer for Non-Motorised Users. These include Mattishall Lane underpass and another underpass at Honingham which forms part of the restricted Byway 1 re-routing proposal. The NMU provision for the Proposed Scheme will connect with this to the east of the new road.

Topic	Specific Issues Identified	Applicant's Response
Local Access and Active Travel	The proposed road crossing at the bottom of Marl Hill needs to be protected by traffic lights to protect those using the crossing.	A new crossing on A1067 at Attlebridge is proposed. An option to include signalisation of the crossing was considered, as detailed within **'Sustainable Transport Strategy' (Document Reference: 4.02.00)**. Passive provision is proposed as traffic lights are out of context in a rural location. Other similar crossings on A1067 are also unsignalised. However, a central reserve refuge island will be implemented to help minimise the number of traffic lanes for NMUs to cross at once and a reduced speed limit to 40mph is also proposed.
Local Access and Active Travel	Need to connect the green bridge to Weston Road by Blackbreck Lane and a new bridleway.	A new green bridge is proposed between Ringland Lane and Weston Road, carrying a public bridleway which connects Weston Road to Blackbreck Lane.
Local Access and Active Travel	The cycle track along the Norwich Western Link should meet in a coherent way with the cycle infrastructure on the NDR, involving properly grade separated crossing of carriageways where necessary.	A new crossing on A1067 at Attlebridge is considered to offer more benefit and is more likely to be used by Non-Motorised Users than a crossing of the River Wensum adjacent to the viaduct as that does not coincide with many evident desire lines. The link between Weston Longville and Attlebridge is a shorter distance route between existing communities within walking and cycling distance. It also links to the Marriott's Way more effectively.
Local Access and Active Travel	Need a Marl Hill Road cycle link for walkers and cyclist.	A segregated Non-Motorised User route is proposed at Marl Hill Road, linking with a crossing of the A1067 at Attlebridge.
Local Access and Active Travel	Need dualling of the A1067 and adding segregated walking and cycling route.	A segregated shared use pedestrian and cycle path is proposed along the northern verge of A1067 where the existing road is to be dualled between the Proposed Scheme and the Broadland Northway.
Local Access and Active Travel	Object to the closure of Honingham Lane. Wensum Valley Road Cycling Club regularly use Honingham Lane as Weston Road bridleway is not suitable for road bikes.	The Honingham Lane closure is only proposed to be applicable to vehicles and would remain open to Non-Motorised Users via a bypass lane. This is expected to create a tranquil traffic free route which is attractive for cycling.
Local Access and Active Travel	On Old Fakenham Road we need a footpath/cycle route to link to the PRoW just to the north that crosses the road?	The Applicant now proposes a prohibition of motor vehicles (except for access) restriction for Station Road and Felthorpe Road, Attlebridge instead of the turning restriction at the Reepham Road/Station Road junction because it considers that this would sufficiently deter through traffic on this road whilst maintaining the right turn into Station Road for those that have legitimate access. This would create a low-traffic environment that will be better for walkers and cyclists in this area. A new segregated Non-Motorised User route between Weston Longville and Attlebridge will also be provided alongside Marl Hill Road.

Topic	Specific Issues Identified	Applicant's Response
Local Access and Active Travel	Improve cycle access (including e-cargo bikes) between the housing estates around Honingham and the employment areas around the airport. Cycle access needed around the viaduct, no access on ground level by the river.	For cycle access between Honingham and the Airport, there are traffic free grade separated crossings proposed over the A47 at Honingham or Easton, as part of the A47 North Tuddenham to Easton dualling scheme, and as part of the Proposed Scheme Honingham Restricted Byway 1 would be diverted and upgraded. This would connect with onward routes via minor rural lanes through Ringland and Taverham which will have reduced traffic as a result of the Proposed Scheme. However, it is not anticipated that many people would cycle often from Honingham to the Airport on a daily basis. The straight-line distance is greater than 10km and the journey would take around 50 minutes to 1 hour. A route adjacent to the viaduct would not offer a more direct route and would increase the journey distance. The Cycle Friendly Routes proposed within the **'Sustainable Transport Strategy' (Document Reference: 4.02.00)** would cater more effectively for this journey.
Local Access and Active Travel	The viaduct should be wider to allow for a walking and cycle lane (lower-level bridge for crossing the river by the maintenance tracks). Connect the public footpath network to the south of the A1067 with the public footpath network to the north of the A1067 including a pedestrian bridge over the river Wensum.	Improved crossings on the A1067 are proposed at Attlebridge and Drayton as part of the **'Sustainable Transport Strategy' (Document Reference: 4.02.00)**. These are located on key desire lines between villages and will offer onward connections to the Marriott's Way which is a National Cycle Network route. A new segregated Non-Motorised User route between Weston Longville and Attlebridge will be provided alongside Marl Hill Road. This would offer a new link further west that is aligned almost parallel with the viaduct, without the need to cross the river Wensum. This is expected to be more well used than an NMU route immediately adjacent to the viaduct.
Local Access and Active Travel	Barnham Broom Road from Tuttles Lane needs to be a physical barrier (the Tiffey Bridge) otherwise the road will not be safe for cyclists and walkers.	The Applicant has considered and given regard to the overall comments on this proposal and following further discussion with local parish councils the originally proposed Barnham Broom Road, Carleton Forehoe closure has been removed from the package of proposed mitigation measures and replaced with traffic and speed management measures, including a proposed 20mph speed on the built-up length of the road closest to Tuttles Lane, a 30mph speed limit through Carleton Forehoe and a 40mph speed limit on the remainder of the road. This would help to discourage through traffic but keep the route open to users.
Local Access and Active Travel	Ringland Lane is too narrow to be a cycle path. As a cyclist and pedestrian, I would rather walk along one of the existing quiet country lanes than at the side of a noisy car. Better cycle links are needed to enable people to travel safely between villages and into Norwich.	The intention of the cycle friendly routes is to make existing roads more conducive to cycling. The route is not intended to include segregated cycleways. Measures would instead be put in place to enhance user experience for cyclists such as traffic calming features to slow vehicle speeds and traffic flows would be reduced as a result of the Proposed Scheme. The Cycle Friendly Routes proposals include speed management measures on Ringland Lane and additional passing bays to make it easier for cars to pass Non-Motorised Users. These measures will be brought forward separately to the Proposed Scheme, as documented within **'Sustainable Transport Strategy' (Document Reference: 4.02.00)** which include links that are likely to experience a reduction in traffic flows, following the construction of the Proposed Scheme. With rat-running traffic removed, the existing minor rural roads can become more tranquil routes for cycling and walking.
Local Access and Active Travel	Concern regarding route of proposed bridleway connecting to Morton Green Bridge.	The alignment of the proposed green bridge has been carefully designed to coincide with observed bat flight paths.

Topic	Specific Issues Identified	Applicant's Response
Local Access and Active Travel	No proposed safe cycling connection between the Broadland Northway and the NWL. Route across the valley floor but, from there on to Ringland Lane, the footpath should be upgraded to a cycleway for shared pedestrian and cycle use.	An NMU route crossing the River Wensum immediately adjacent to the viaduct is not proposed as this is not coincident with many desire lines, so is not expected to be well utilised or offer good value for money. A new segregated Non-Motorised User route between Weston Longville and Attlebridge will be instead provided alongside Marl Hill Road. This would offer a new link further west that is aligned almost parallel with the viaduct, without the need for a new crossing of the river Wensum. This is expected to be more well used than an NMU route immediately adjacent to the viaduct. Cyclists using the Broadland Northway could instead access Ringland Lane via Fir Covert Road, Beech Avenue. This would offer a more direct route to Ringland than using the viaduct if a crossing were to be provided.
Local Access and Active Travel	Horse riders were allowed on the fields - why not implement this again?	The Proposed Scheme includes increased provision of restricted byways and bridleways which can be used by equestrian users.
Local Access and Active Travel	What happens to the pedestrian, cyclist, and horse path when the river Tud tributary is reached and how is the waterway crossed?	The Proposed Scheme provides a non-motorised route (Route 1b) that runs parallel to the Proposed Schemes' carriageway and provides a crossing of the River Tud. The route will run alongside the carriageway separated by a grass verge and fencing, passing over the Tud Tributary Underpass structure which maintains this minor watercourse beneath the road. North of here the route remains alongside the carriageway beneath GB2 Foxburrow Plantation Greenbridge before branching off to the east at existing ground level, under GB1 Broadway Greenbridge before curving away to the east where it connects with The Broadway.
Local Access and Active Travel	There should be a foot/cycle bridge over the Wensum for people to get to Taverham. This could be a small bridge to connect the two service roads which pedestrians, horses and bicycles can use. Cycle access needed around the viaduct, no access on ground level by the river. No cycle route to link all other routes across the Wensum. There should be a cycle route alongside the road, provision for cyclists to cross the Wensum next to the flyover.	There are very few desire lines aligned with the viaduct from origins and destinations within easy walking distance. Therefore, a NMU route alongside the viaduct would not support many journeys. A new segregated Non-Motorised User route will be provided parallel with the viaduct at Marl Hill Road from Weston Longville to Attlebridge. A new crossing on A1067 at Attlebridge is also proposed. There are further details in the **'Sustainable Transport Strategy' (Document Reference: 4.02.00)** for the Proposed Scheme. This accords with the guidance set out in Government guidance 'Cycle infrastructure design', LTN 1/20.
Local Access and Active Travel	River Wensum walkways are all dead ends. Pedestrian/cycle/bridal access is incomplete at the viaduct crossing. Need to provide Public Right of Way under the bridge	There is an existing footpath crossing the river Wensum. This connects to circular footpath routes around Ringland. This will also connect with the Proposed maintenance access tracks which will also be designated as public footpaths. The Proposed Scheme increases connectivity by including footpaths to be designated over the NWL maintenance tracks which connect with these existing footpaths.

Topic	Specific Issues Identified	Applicant's Response
Local Access and Active Travel	Destruction of the cycle path that is being built as part of the A47 dualling forcing cyclists to either navigate both roundabouts at this junction or go on a 5km detour (Wood Lane then back alongside the western link). Upgraded A47 between North Tuddenham and Easton, the NWL will cross the walking and cycling and horse-riding link of the upgraded A47 between Wood Lane and the Hall Farm underpass of the A47.	This cycle path would only be built by National Highways if the Proposed Scheme does not proceed. Therefore, it would not be destroyed and abortive costs will not be incurred. National Highways A47 North Tuddenham to Easton dualling scheme includes new NMU grade separated crossings at Easton and Honingham. The Mattishall Lane underpass will also have footways and low traffic volumes, so there will be safe routes crossing A47 in the future. There were also no Non-Motorised Users observed at the Wood Lane junction in October 2019, so it is unlikely there would be significant demand on the route noted.
Local Access and Active Travel	Old non-motorised user (NMU) routes have historic value that will be lost.	The only existing NMU route being severed or diverted is RB1. Surveys indicate it is not regularly used due to difficulty crossing the A47 at grade. The new route will offer a more practical and useable link between Honingham and Weston Green that connects with a new A47 underpass proposed by National Highways. Part of the existing RB1 route south of A47 will be retained in situ.
Local Access and Active Travel	Walking and cycling routes next to road will not be enjoyable to use.	The Non-Motorised User Provision provides segregated routes that are set back away from the traffic or separated by earth bunds to minimise noise. The location of bunds are detailed on the **'General Arrangement Drawings' (Document Reference: 2.03.00)** and **'Cross Sections Drawings' (Document Reference: 2.04.00).**
Local Access and Active Travel	Location of green bridge could be relocated from Morton to Weston Road which would make access for NMUs easier.	The green bridge is needed for bat mitigation and is therefore aligned with observed bat flight paths - it cannot be relocated elsewhere and still serve this important function.
Local Access and Active Travel	No need for off road cycle track on Marl Hill if traffic modelling is correct.	Despite the low future year predicted flows on Marl Hill Road, vehicle speeds are unlikely to be in the region of 30mph and the route has a gradient which may encourage traffic to speed up, hence an off-road cycle track is proposed in the interests of highway safety.
Local Access and Active Travel	Proposals have a gap in public footpath and cycle routes, particularly between Honingham and Ringland.	Restricted Byway 1 is proposed to connect Honingham with Weston Green and Ringland as part of the Non-Motorised User Provision. This will cross the A47 via a grade separated underpass. The Restricted Byway route can be used by cycles.
Local Access and Active Travel	Suggestion of amended route for bridleway connecting to Morton Green Bridge.	The bridleway is proposed to cross the Morton Green Bridge on a skewed alignment because the bridge is also needed for bat mitigation and is therefore aligned with observed flight paths.
Local Access and Active Travel	Cycleways should meet LTN1/20 guidance.	The core design principles of LTN1/20 have been followed in developing the **'Sustainable Transport Strategy' (Document Reference: 4.02.00)**. However, given the rural nature of the study area, with relatively low usage in comparison with urban routes, a proportionate approach has been applied which seeks to make best use of the available road space offering priority to Non-Motorised Users, with cars treated as guests and speed management measures, branding and signage to be used to influence more cautious driver behaviour.

Topic	Specific Issues Identified	Applicant's Response
Local Access and Active Travel	Concern that the cycle path to the north of the A47 junction has been removed.	The Applicant believes that this comment relates to proposal within the A47 North Tuddenham to Easton scheme which includes a cycle track between the realigned Wood Lane and Hall Farm Underpass. This is shown as looping round the stub arm of the Wood Lane junction. This cycle path would only be built by National Highways (if permitted by Norfolk County Council) in the event that the Proposed Scheme does not proceed. Therefore, it is very unlikely to be destroyed and abortive costs will therefore not be incurred. National Highways A47 North Tuddenham to Easton dualling scheme includes new NMU grade separated crossings at Easton and Honingham which will be delivered with or without the Proposed Scheme. The Mattishall Lane underpass will also have footways and low traffic volumes, so there will be safe routes crossing A47 in the future.
Local Access and Active Travel	Proposals have gap in public footpath and cycle routes, particularly between Honingham and Easton.	The National Highways A47 North Tuddenham to Easton dualling scheme includes a new route that connects to Easton.
Local Access and Active Travel	Concerns about surfaces of paths to be suitable for cyclists.	Cycle paths on the route are predominantly recreational routes that are in close proximity to the River Wensum and River Tud, hence permeable unbound surfaces are proposed. This treatment would be similar to that provided on Marriott's Way which is well used.
Local Access and Active Travel	Maintenance tracks should be upgraded to be suitable for NMUs.	The Non-Motorised User Provision includes for the maintenance tracks north of Ringland Lane to be designated as public footpaths.
Safety	A Safe crossing is needed for crossing the River Tud.	The proposals for re-routing Restricted Byway 1 along the east side of the Proposed Scheme alignment, include a crossing of the river Tud tributary for Non-Motorised Users.
Local Access and Active Travel	Need for a pedestrian and cycle route between Ringland and Taverham along Ringland Road.	The **'Sustainable Transport Strategy' (Document Reference: 4.02.00)**, includes measures on Ringland Road to keep speeds low as part of the Cycle Friendly Routes proposals. Traffic volumes are predicted to be below 1000 vehicles per day on this link with the Proposed Scheme in place, which will help to minimise conflicts between vehicles and pedestrians. The route is already subject to a 30mph speed limit. The proposed measures will help to make the speed limit self-enforcing.
Local Access and Active Travel	Need for improved equestrian access.	There are new sections of Public Rights of Way alongside the Proposed Scheme which include restricted byways and bridleways which can be used by equestrians. This includes the two green bridges crossing the Proposed Scheme.
Safety	Proposals will decrease active travel in Barnham Broom due to safety risk.	Traffic mitigation measures will be introduced through Barnham Broom including speed limit reduction which should assist with encouraging active travel in this location.
Local Access and Active Travel	Proposals will damage/sever existing rights of way.	Two green bridges are proposed crossing the Proposed Scheme alignment to retain access for Non-Motorised Users. The Public Rights of Way will be diverted over these new structures. Ringland Lane will also be retained for all users offering east-west connectivity by the provision of a new underpass under the main line carriageway. Honingham Restricted Byway 1 will be diverted via The Broadway green bridge and along the east-side of the Proposed Scheme to connect with the new underpass beneath A47 proposed by National Highways connecting to Honingham village. This will vastly improve connectivity and safety for users who are currently faced with crossing the A47 mainline at grade.

Topic	Specific Issues Identified	Applicant's Response
Local Access and Active Travel	Road will put people off walking and cycling in the area.	The Proposed Scheme includes a comprehensive Non-Motorised User network in the immediate vicinity of the Proposed Scheme. This will significantly extend the available PROW network and join up existing fragmented routes to make a more usable network that links communities, for example Honingham Restricted Byway 1 is currently unattractive to users, but would be diverted to the east of the Proposed Scheme with enhanced surfacing and connections to a grade separated crossing of A47 provided by National Highways. Two new green bridges at the Broadway and north of Weston Road will offer grade separated Non-Motorised User routes crossing the new road and a new segregated path will be provided to Marl Hill Road with a new crossing on A1067 leading towards the Marriott's Way National Cycle Network. The Proposed Scheme is also supported by a **'Sustainable Transport Strategy' (Document Reference: 4.02.00)**, which will help to encourage uptake of cycling and walking in the surrounding network. The Proposed Scheme will also reduce traffic on the local rural road network between A1067 and A47, so those roads will be more attractive for cycling.
Local Access and Active Travel	The Scheme does not address cycling and public transport needs.	The Proposed Scheme complements the Transport for Norwich Strategy. An extensive network of new routes for Non-Motorised Users is proposed in the immediate vicinity of the Proposed Scheme – this comprises public rights of way diversions and enhancements which connect the existing fragmented network. There will also be a new segregated link from Weston Longville to Morton on the Hill with onward routes available to Attlebridge and The Marriott's Way strategic National Cycle Network route 1 which connects to central Norwich. With the Proposed Scheme in place, there will also be traffic reduction on existing roads making them safer and more attractive for Non-Motorised Users especially cyclists. A series of Cycle Friendly Routes are being developed in the wider network around the Proposed Scheme to connect with key land uses Such as Norfolk and Norwich University Hospital, Norwich Research Park and UEA. A separate bus strategy is being developed to offer complementary non-highway options for travel in shorter distance bands. This would connect Taverham, Drayton and Costessey with key retail, education, medical and employment sites in the west of Norwich by bus.
Noise	Sloped earth bunds will be ineffective in 'hiding' the noise, fumes, light pollution from the road.	As documented in **'Environmental Statement Chapter 7: Noise and Vibration' (Document Reference: 3.07.00)**, the bunds have been designed to integrate the Proposed Scheme into the landscape as far as practicable whilst providing some mitigation for noise and visual impacts. The earth bunds will not change the air quality impacts.
Noise	Earth bunding should be raised and planted when abutting the Ringland Estate to reduce audio and visual pollution.	The Proposed Scheme incorporates extensive earth bunding and tree planting including along the section near Ringland Estate to minimise impacts as far as practicable.
Noise	Concerned about noise from viaduct.	The impact of noise from the road including the viaduct is reported within the **'Environmental Statement Chapter 7: Noise and Vibration' (Document Reference: 3.07.00).** The summary of the findings of the Noise and Vibration assessment can be found in section 7.9 of the above referenced document and mitigation included in the design to reduce any adverse impacts includes low noise road surfacing and an environmental barrier across the viaduct.

Topic	Specific Issues Identified	Applicant's Response
Noise	Screens should run entire length of raised section over Ringland Lane to reduce noise. Noise impact barriers must be high enough to reduce noise levels.	The impacts of the Proposed Scheme on noise and vibration, and landscape and visuals, are reported in **'Environmental Statement Chapter 7: Noise and Vibration' (Document Reference: 3.07.00)**, this includes the consideration of proposed mitigation relative to the outlined impacts. Screening measures for noise mitigation generally only provide notable benefits in terms of noise level reduction where receptors are within 300m of the road carriageway. As there are few receptors within this distance to the Proposed Scheme carriageway, the benefits from additional screening measures, beyond those inherent in the Proposed Scheme design would be limited. The environmental barrier along the viaduct is designed to balance noise mitigation and other environmental, engineering and cost/effectiveness factors. The barrier chosen has been previously installed in similar schemes.
Safety	Horses will not feel safe close to traffic.	Where bridleways or restricted byways are proposed, as part of the **'Sustainable Transport Strategy' (Document Reference: 4.02.00)**, these will be segregated routes, seeking to connect into the existing public rights of way available for horse riders. In the design, consideration has been given to the separation of these routes taking in account the constraints of the available land.
Safety	At Barnham Broom Post Office crossroads there is already a dangerous situation with traffic. This is heavily used at certain times of the day by families walking their young children to the local Primary School.	A 20mph speed limit in the centre of Barnham Broom, which includes this junction, is proposed as part of the package of traffic mitigation to support the Proposed Scheme. The Applicant intends to examine potential physical measures that could be used to help compliance with the proposed 20mph speed limits. This will be undertaken in consultation with the parish councils.
Safety	Comments expressing a need for a pedestrian/cycle crossing on A1067 at Morton/Attlebridge.	An improved Non-Motorised User crossing at Attlebridge is proposed on the A1067 in this location as part of the Proposed Scheme, details of which can be found in the **'Sustainable Transport Strategy' (Document Reference: 4.02.00)**.
Safety	Footpath crossing the A1067 is likely to be significantly impacted by new traffic on the road, which will make it harder and less safe for walkers to cross. There should be some sort of under or over pass to allow footpath users to cross the road easily. A safe crossing for walkers and cyclists is needed across the A1067 to link with the Broadland Northway cycle route to the Marriotts Way bridge.	No crossing facilities are proposed at this location. This concept was initially considered in the Local Access Consultation 2020 but was not prioritised due to lack of support and limited catchment surrounding this crossing which would limit the benefit of a crossing in this location. However, the new roundabout proposed to link the new highway to Fakenham Road will help reduce traffic speeds at the location of the footpath. The Proposed Scheme also includes a crossing of the A1067 at Marl Hill Road, with a central refuge island which should improve safety for Non-Motorised Users. This offers onward connectivity towards the Marriott's way at Attlebridge, which is expected to be more frequently utilised.
Safety	The A47 is a very dangerous road, needs an extra roundabout.	The North Tuddenham to Easton dualling scheme is intended to improve highway safety by removing at grade junctions and replacing them with grade separated roundabouts at Taverham Road and Wood Lane. Details of the Transport assessment are contained within **'Transport Assessment' (Document Reference: 4.01.00)**, which identifies the potential accident reductions as a result of the Proposed Scheme. The Transport Assessment, referenced above, provides detailed information relating to the safety of the Proposed Scheme, how the scheme will benefit road and non-road user safety.
Safety	Concern about impacts on Great Melton – it has become impossibly dangerous for horse riders to use.	Great Melton is not considered to be adversely affected by traffic from the Proposed Scheme. Traffic flows on the surrounding road are predicted to remain low in this location.

Topic	Specific Issues Identified	Applicant's Response
Safety	Crossing the A47 is very dangerous.	National Highways A47 North Tuddenham to Easton dualling scheme includes new NMU grade separated crossings at Easton and Honingham. The Mattishall Lane underpass will also have footways and low traffic volumes, so there will be safe routes crossing A47 in the future.
Safety	B1108 turning onto the B1135 as this junction has very poor visibility.	The Applicant understands that this comment relates to the B1108/B1135 junction in the centre of Kimberley and as part of the suite of traffic mitigation measures that will support the Proposed Scheme, a reduction in the speed limits at this junction is proposed.
Safety	Beech Avenue and Ringland Road, has hundreds of school children crossing the road in the mornings and afternoons. The current mitigation is inadequate as cars ignore the 20/30mph signs.	Ringland Road will experience a significant reduction in traffic with the Proposed Scheme in place. The Proposed Scheme will provide an improved route parallel with Beech Avenue which is much more appropriate for longer distance traffic.
Safety	Do not create shared cycle and footpaths because they are dangerous.	Shared routes help to minimise land take and related environmental impacts and are suitable and sufficiently safe for rural routes where there are lower volumes of users and conflicts are less likely to occur.
Safety	Concerned about traffic on Mill Road in Barnham Broom. Young children and pets live very close to the road.	As part of the proposed package of traffic mitigation measures to support the Proposed Scheme, a 20mph speed limit reduction is proposed on the built-up section of Mill Road in Barnham Broom.
Safety	Ringland Lane to Weston is too narrow for safe cycle, pedestrian and vehicle use.	The Cycle Friendly Routes proposals include speed management measures on Ringland Lane and additional passing bays at Church Hill Lane (Weston Road) to make it easier for cars to pass Non-Motorised Users. These measures will be brought forward separately to the Proposed Scheme, as documented within **'Sustainable Transport Strategy' (Document Reference: 4.02.00)** which include links that are likely to experience a reduction in traffic flows, following the construction of the Proposed Scheme.
Safety	Destruction of the cycle path that is being built as part of the A47 dualling, forcing cyclists to either navigate both roundabouts at this junction or go on a 5km detour (Wood Lane). Cyclists are likely to use the roundabout on the A47 /NWL junction, which will be very dangerous.	The A47 North Tuddenham to Easton scheme includes a cycle track between the realigned Wood Lane and Hall Farm Underpass. This is shown as looping round the stub arm of the Wood Lane junction. The Applicant understands that this would be implemented by National Highways in the event the Proposed Scheme does not proceed. There are also grade separated crossings of the A47 proposed for Non-Motorised Users to be constructed by National Highways to the west at Mattishall Lane and to the east at Easton, and at Honingham as part of the North Tuddenham to Easton dualling scheme. For trips using B1535 Wood Lane, the Broadway green bridge proposed as part of the Proposed Scheme gives access to the revised Restricted Byway No 1 route to the east of new main carriageway and onward routes towards Norwich via the minor rural roads which will benefit from reduced traffic as a result of the proposed scheme so will become more conducive to cycling.
Safety	Safe walking path should be constructed between Ringland and Taverham.	The distance between Ringland and Taverham is approximately 2km. This is beyond easy walking distance for the majority of users; hence it is unlikely that a new walking path would be well used. There will also be a substantial reduction in traffic through Ringland with flows lower than 1000 vehicles per day with the Proposed Scheme in place enabling the existing route to be safer for walking. Speed management measures on Ringland Lane also form part of the Sustainable Transport Strategy Cycle Friendly routes. These measures are examples of the Complementary Sustainable Transport Measures being delivered as a supporting package.

Topic	Specific Issues Identified	Applicant's Response
Safety	The School on Norwich Road, Barnham Broom where congestion at drop off and pick up times, narrows the road. The part time temporary 20mph here does nothing the alleviate this.	This is outside of the scope of the Proposed scheme – the school could work with parents/carers to identify more suitable areas for pick up/drop off times or promote the use of Park and Stride. The package of mitigation proposals to support the Proposed Scheme do include a short section of permanent 20mph limit on approach to the crossroads at Barnham Broom, this may help reduce the speeds through Norwich Road passing the school.
Safety	There are very few options for circular walks, including Marriott's Way, without using unsafe narrow lanes such as Costessey Lane.	The proposed Non-Motorised User provision will enable easier crossing of the A1067 in close proximity to the Marriott's Way at Drayton and Attlebridge, enabling more opportunities for access to the National Cycle Route 1 (Marriott's Way). Circular walks will be created through the construction of the Proposed Scheme, e.g. with footpaths along the northern edge of the route, connecting to Ringland Lane, Marl Hill Road, Felthorpe Road and onto the Marriott's Way
Safety	Kimberley Green to Tuttles Lane, Wymondham, is not safe. The junctions at either end give poor visibility.	Diversion of traffic to alternative routes such as through Kimberley and the Chapel Lane underpass, would be reduced as a result of the revised proposals. In addition as part of the package of traffic mitigation measures to support the Proposed Scheme, the Applicant is proposing a 40mph speed limit on this road.
Safety	Railway bridge at the intersection of Tuttles Lane and Chapel Lane is sometimes dangerous and has been the site of several near misses around the blind corner.	The Applicant has considered and given regard to the overall comments on this proposal and following further discussion with local parish councils the originally proposed Barnham Broom Road, Carleton Forehoe closure has been removed from the package of proposed mitigation measures and replaced with traffic and speed management measures, including a proposed 20mph speed limit on the built-up length of the road closest to Tuttles Lane, a 30mph speed limit through Carleton Forehoe and a 40mph speed limit on the remainder of the road. This would help to discourage through traffic but keep the route open to users. Diversion of traffic to alternative routes such as through Kimberley and the Chapel Lane underpass, would be reduced as a result of the revised proposals. In addition as part of the package of traffic mitigation measures to support the Proposed Scheme, the Applicant is considering a 40mph speed limit on this road.
Safety	B1108 between Kimberley and Barford at Carleton Forehoe there is no pathway. This section is unsafe for walking and crossing.	The B1108 between Kimberley and Barford does not form part of an NMU route identified as part of the package of measures to support the Proposed Scheme. However, there are speed limit reductions proposed on a section of B1108 through Kimberley and on Barnham Broom Road, Carlton Forehoe. Effects of the scheme on Severance and Non-Motorised Users are considered in more detail in the **'Environmental Statement Chapter 19: Traffic & Transport' (Document Reference: 3.19.00)**. This route was not identified as one requiring additional mitigation for pedestrians.
Safety	Forcing already significant traffic onto narrow and unsuitable routes, between Wymondham and Barnham Broom, failing to take any account of school traffic and its parking congestion on Norwich Road, and failing to assess the existing challenges at crossroad.	The Applicant has considered and given regard to the overall comments on this proposal and following further discussion with local parish councils the originally proposed Barnham Broom Road, Carleton Forehoe closure has been removed from the package of proposed mitigation measures and replaced with traffic and speed management measures, including a proposed 20mph speed limit on the built-up length of the road closest to Tuttles Lane, a 30mph speed limit through Carleton Forehoe and a 40mph speed limit on the remainder of the road. This would help to discourage through traffic but keep the route open to users.

Topic	Specific Issues Identified	Applicant's Response
Safety	The wooded lane (The Cut) with Broadlands Park on the corner is very dark with many bikes/dog walkers/horse riders.	The originally proposed prohibited right turns at the Holt Road / Shortthorn Road junction are still intended to be included in the package of traffic mitigation measures but a phased approach to implementing them will be adopted. The Applicant proposes to take a monitor and manage approach to the introduction of the package of traffic mitigation proposals. This would ensure that traffic mitigation measures are introduced when required. The Applicant will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The Applicant will produce a monitoring plan ahead of the opening of the Proposed Scheme which details the locations and timescales for monitoring. The outcome of the monitoring together with consultation with communities will inform the decision whether to proceed with the implementation of the prohibited right turns at the Holt Road/Shortthorn Road junction. This 'monitor and manage' approach would not preclude the Applicant bringing forward traffic mitigation proposals before the opening of the Proposed Scheme if conditions on the network indicated its need. Details of the package of traffic mitigation proposals can be found in Section 9.0 of the **'Transport Assessment' (Document Reference 4.01.00)**.
Safety	Felthorpe Street desperately needs 20mph speed limit.	The Street in Felthorpe is proposed to be reduced to 20mph limit as part of the package of traffic mitigation measures to support the Proposed Scheme.
Safety	Horsford has now turned into a dangerous through road with no wide enough paths for children to walk to school.	The package of traffic mitigation measures to support the Proposed Scheme include a 20mph speed limit speed limit in Horsford. Norfolk County Council as the highway authority for this area, intends to examine the need for and feasibility of potential physical measures that could be used to help compliance with the proposed 20mph speed limits for Horsford. This will be undertaken in consultation with the parish council and will not be undertaken as part of the Proposed Scheme.
Safety	Lack of a crossing at the southern end of the NWL for cyclists and walkers using the new footpaths created as part of the A47 scheme.	No NMUs were recorded at Wood Lane junction or on RB1 in surveys carried out in October 2019, therefore the impact is expected to be negligible. For Honingham residents seeking access to RB1 a new underpass is to be provided to the east of Wood Lane which offers a safe crossing facility and onward access to the RB1 route proposed alongside the Proposed Scheme.
Safety	Need to provide some form of safe crossing at the Wood Lane junction.	The A47 North Tuddenham to Easton scheme includes a cycle track between the realigned Wood Lane and Hall Farm Underpass. This is shown as looping round the Proposed Schemes' stub arm of the Wood Lane junction. The Applicant understands that this route would only be implemented if the Proposed Scheme does not proceed. Users will have grade separated options for crossing A47 and accessing the east side of the Proposed Scheme via underpasses at Easton, Honingham and Mattishall Lane. The revised route of Honingham RB1 via The Broadway green bridge will also enable NMUs to cross the Proposed Scheme safely.
Safety	Speed limit along Tuttles Lane in Wymondham urgently needs to be reduced to 30mph.	The suggested speed limit reduction is part of the package of proposed traffic mitigation measures that supports the Proposed Scheme.

Topic	Specific Issues Identified	Applicant's Response
Safety	Closure of Barnham Broom Road, Carleton Forehoe will increase use of the junction with the B1108 at Skipping Block Corner. This junction is poorly aligned. Closure of Barnham Broom Road from Tuttles Lane needs to be a physical barrier (at the Tiffey Bridge) otherwise the road will not be safe for cyclists and walkers. Concern regarding loss of direct route (Barnham Broom Road) and resulting longer journeys.	The Applicant has considered and given regard to the overall comments on this proposal and following further discussion with local parish councils the originally proposed Barnham Broom Road, Carleton Forehoe closure has been removed from the package of proposed mitigation measures and replaced with traffic and speed management measures, including a proposed 20mph speed limit on the built-up length of the road closest to Tuttles Lane, a 30mph speed limit through Carleton Forehoe and a 40mph speed limit on the remainder of the road. This would help to discourage through traffic but keep the route open to users.
Safety	Concern that the traffic mitigation will only divert vehicles onto other roads where walking and cycling will be unsafe.	In developing the proposed mitigation scheme, scenario testing was carried out using a strategic traffic model and consultations were held with affected parishes. The modelling considered the secondary effects of adding mitigation measures and a package was developed which sought to balance the impacts across the area, without creating a significant increase elsewhere. In the event that secondary effects were expected as a result of the mitigation, additional measure were also proposed in relevant locations. For example, Holt Road Horsford has an extra speed limit proposed as secondary mitigation to minimise re-routing of traffic through the village in response to measures in Felthorpe. The Applicant will commit to the monitoring of traffic on a number of roads to ensure that the traffic effects on the surrounding road network are appropriately managed. The Applicant will produce a monitoring plan ahead of the opening of the Proposed Scheme which details the locations and timescales for monitoring.
Safety	Making the A47 safer between Longwater and Dereham is important as there's 1 crossroads right in the middle of it which is insanely dangerous and needs to be replaced with a roundabout.	This comment relates to the Wood Lane junction, where the existing crossroads will be replaced by a grade separated junction as part of the proposals for the A47 North Tuddenham to Easton scheme. This scheme also provides the link to the Proposed Scheme from the A47.
Safety	No safe place to cross/ access Deep Lane.	The Applicant understands that this comment relates to the crossing of Tuttles Lane West in the vicinity of Melton Road (Deep Lane being the unsurfaced track extending north from Tuttles Lane at this location). The Applicant proposes a reduction in speed limit to 30 mph on Tuttles Lane as part of the package of traffic mitigation measures that will support the NWL, which would aid crossing of the road at this location.

Topic	Specific Issues Identified	Applicant's Response
Safety	Viaduct would need to close in strong winds, danger of HGVs tipping over.	The Applicant carried out the wind monitoring in the Wensum valley and compared the results with the wind monitoring at Norwich Airport. During the storm Eunice in February 2022, the conditions at the viaduct location were similar to the ones at the Norwich Airport. The conditions in the valley will not be dissimilar to other roads in the area. There are very few locations on the road network where wind barriers are provided and therefore it is upon drivers to take extra care when driving in adverse weather conditions. The UK Met Office provides advice for driving coaches and trucks in severe weather including high winds as the high sided vehicles are more affected by high winds. The proposed viaduct can be compared to the A47 Postwick Viaduct, located south-east of Norwich. This viaduct was built in 1992 and has a similar wind exposure. It has 1.0m high parapets and no wind barriers. The Applicant reviewed the entire accidents database for the A47 viaduct where three collisions have been recorded in high wind conditions.
Safety	Costessey Lane is narrow and unsafe.	The National Highways A47 North Tuddenham to Easton proposals will result in closure of Church Lane, Easton - this will reduce traffic on Costessey Lane.
Safety	Concern for safety after serious accident on B1108 between Kimberley and Barford at Carleton Forehoe.	The traffic forecasting indicates that traffic levels on B1108 in this location are expected to reduce as a result of the Proposed Scheme, with the proposed traffic mitigation measures in place south of A47, which have been amended in response to public consultation feedback. Hence there should not be an impact on highway safety. Details of traffic changes are contained within the **'Transport Assessment' (Document Reference: 4.01.00)**.
Traffic and Transport	Support no right turn (into Station Road) but feel it will increase traffic on Felthorpe Road, which is very narrow.	The responses regarding the consultation proposals of a turning restriction at the Reepham Road/Station Road junction north of Attlebridge were considered by the Applicant and regard has been given to them in developing the proposals for the package of traffic mitigation measures. As a result of this work the Applicant undertook a further localised consultation on an alternative proposal of a prohibition of motor vehicles restriction on Station Road (between Reepham Road and A1067 Fakenham Road) and Felthorpe Road (between Reepham Road and Station Road). Further details on this localised consultation are contained in the **'Consultation Report' (Document Reference: 5.01.00)**. The Applicant now proposes a prohibition of motor vehicles (except for access) restriction for Station Road and Felthorpe Road instead of the turning restriction at the Reepham Road/Station Road junction because it considers that this would sufficiently deter through traffic on this road whilst maintaining the right turn into Station Road for those that have legitimate access. The Applicant proposes to take a monitor and manage approach to the introduction of the package of traffic mitigation proposals. This would ensure that traffic mitigation measures are introduced when required. The Applicant will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The Applicant will produce a monitoring plan ahead of the opening of the Proposed Scheme which details the locations and timescales for monitoring. The outcome of the monitoring together with consultation with communities will inform the decision whether to proceed with the implementation of the prohibition of motor vehicles restriction on Station Road and Felthorpe Road. This 'monitor and manage' approach would not preclude the Applicant bringing forward traffic mitigation proposals before the opening of the Proposed Scheme if conditions on the network indicated its need. Details of the package of traffic mitigation proposals can be found in Section 9.0 of the **'Transport Assessment' (Document Reference: 4.01.00).**

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	Support (Barnham Broom Road) as will reduce traffic, improve safety, and reduce rat running to Wymondham. Comment in support of the Barnham Broom Road closure and that it should not be replaced by a speed limit as people have suggested.	The Applicant has considered and given regard to the overall comments on this proposal and following further discussion with local parish councils the originally proposed Barnham Broom Road, Carleton Forehoe closure has been removed from the package of proposed mitigation measures and replaced with traffic and speed management measures, including a proposed 20mph speed on the built-up length of the road closest to Tuttles Lane, a 30mph speed limit through Carleton Forehoe and a 40mph speed limit on the remainder of the road. This would help to discourage through traffic but keep the route open to users.
Traffic and Transport	The proposed closure of Barnham Broom Road, Carleton Forehoe will increase use of the junction with the B1108 at Skipping Block Corner. This junction is poorly aligned and is the site of a high number of RTAs. Improve Barnham Broom Road instead to include provision for cycling and walking. Consider introducing a weight limit/ HGV ban on Barnham Broom Road instead. Local road closures needs to be implemented and enforced, in order to reduce traffic and rat-running and improve safety, including for walkers and cyclists. Concerns regarding suitability and safety of alternative routes for drivers including HGVs and buses, pedestrians and equestrians, with potential for more accidents if more traffic uses other routes.	The Applicant has considered and given regard to the overall comments on this proposal and following further discussion with local parish councils the originally proposed Barnham Broom Road, Carleton Forehoe closure has been removed from the package of proposed mitigation measures and replaced with traffic and speed management measures, including a proposed 20mph speed on the built-up length of the road closest to Tuttles Lane, a 30mph speed limit through Carleton Forehoe and a 40mph speed limit on the remainder of the road. This would help to discourage through traffic but keep the route open to users.
Traffic and Transport	Supportive of mitigations but would also like speed indicator devices, with speed limits of 20 in Carleton Forehoe (& 20mph over the bridge there).	In consultation with local representatives the Applicant proposes a 30mph speed limit on Barnham Broom Road through Carleton Forehoe. This proposal will include consideration of the potential physical calming measures that could help support this speed limit.
Traffic and Transport	Speed limit (Barnham Broom) will be ignored. Speed limit will need to be enforced.	The Applicant intends to provide physical calming measures to support the proposed 20mph speed limit through Barnham Broom. The exact detail of these measures have not been finalised but will be developed in discussion with local representatives, including the parish council.
Traffic and Transport	Oppose speed limit (Barnham Broom) as not needed.	The proposed 20mph speed limit aims to help mitigate the impacts of traffic in the centre of Barnham Broom. Having given regard to this comment the Applicant intends to retain this proposal within the package of traffic mitigation measures to support the Proposed Scheme.

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	Alternative routes via the A47 or B1108 would be more dangerous and onerous for farm vehicles travelling through the local area than the route through Barnham Broom.	The B1108 Watton Road is part of the main road network and as such the expectation is that it should be used where possible. However, it is noted that the proposed weight restriction in the village of Barnham Broom would apply to goods vehicles only. Therefore, vehicles licenced as agricultural vehicles would not need to divert into the B1108 in order to avoid the proposed HGV ban in Barnham Broom.
Traffic and Transport	Traffic modelling data does not support the need for the ban. Concern that is unnecessary and will cause issues on B1135 from Chapel Lane to Kimberley, will increase traffic in Kimberley, will negatively impact businesses in Barnham Broom.	The Applicant has considered and given regard to the overall comments on this proposal and following further discussion with local parish councils the originally proposed Barnham Broom Road, Carleton Forehoe closure has been removed from the package of proposed mitigation measures and replaced with traffic and speed management measures, including a proposed 20mph speed on the built-up length of the road closest to Tuttles Lane, a 30mph speed limit through Carleton Forehoe and a 40mph speed limit on the remainder of the road. This would help to discourage through traffic but keep the route open to users.
Traffic and Transport	Closure of Dark Lane - I feel that this would help the north bound traffic from Dereham to Norwich over the size of a car (lorries, eight wheeled vehicles and articulated vehicles) as the T-junction onto the Watton Road, north of Kimberley village, would not.	The originally proposed Dark Lane closure has been removed from the package of traffic mitigation measures being brought forward to support the Proposed Scheme because the removal of the Barnham Broom Road, Carleton Forehoe closure does not then generate a change in traffic flows through the Dark Lane junction (at the B road 'Skipping Block Corner'). It was this secondary effect of traffic re-routing in response to the closure of Barnham Broom Road, Carleton Forehoe that helped to inform the proposal for Dark Lane and with the removal of that closure, the Dark Lane closure is no longer required to mitigate the effects of the Proposed Scheme. However, the Applicant will continue to work with the local communities to see whether a scheme can be delivered by agreement with the local communities and with relevant landowners independently from the Proposed Scheme.

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	If Dark Lane is closed, then a roundabout should be built just east of Kimberley. If Dark Lane is closed, then a roundabout should be built just east of Kimberley. Dark Lane is useful to avoid the B1108. A better option to keep traffic flowing safely would be to keep Dark Lane open and create a roundabout at the Skipping Block Corner junction. Keep Dark Lane open and one way only from the B1108 Skipping Block junction to the Dereham Road. Would prefer speed restriction (as opposed to Dark Lane closure) as used regularly. Closure of Dark Lane will increase traffic problems at other junctions, particularly for agricultural traffic. Make Dark Lane one way (no entry from B1135).	The originally proposed Dark Lane closure has been removed from the package of traffic mitigation measures being brought forward to support the Proposed Scheme because the removal of the Barnham Broom Road, Carleton Forehoe closure does not then generate a change in traffic flows through the Dark Lane junction (at the B road 'Skipping Block Corner'). It was this secondary effect of traffic re-routing in response to the closure of Barnham Broom Road, Carleton Forehoe that helped to inform the proposal for Dark Lane and with the removal of that closure, the Dark Lane closure is no longer required to mitigate the effects of the Proposed Scheme. However, the Applicant will continue to work with the local communities to see whether a scheme can be delivered by agreement with the local communities and with relevant landowners independently from the Proposed Scheme. One-way systems on rural roads can encourage higher vehicle speeds and lead to greater sign proliferation on rural roads and the Applicant does not intend to make Dark Lane one-way. Suggestions for such speed limits would need to be considered by Norfolk County Council in its function as the Local Traffic Authority taking account of both national and its own guidance on identifying the most appropriate speed limit for a road.
Traffic and Transport	Traffic mitigation to south of A47 will cause financial stress (longer journey times, more fuel).	The mitigation proposals south of A47 have been amended in response to feedback and no longer include access restrictions at Barnham Broom Road, Carlton Forehoe, which will reduce impacts on journey distance and times.
Traffic and Transport	Closure of Honingham Lane eases pressure on B1535 and C167. Access is needed from Honingham Lane to be able to access A47 from Ringland. Concerns around the closure of Honingham Lane and the impact on the local villages and local access.	As part of the proposals for the A47 North Tuddenham to Easton dualling scheme National Highways proposes to apply a restriction to prevent traffic using Honingham Lane to access the A47 via Ringland. This proposal was developed in discussion with Norfolk County Council and local parish councils. As part of the package of traffic mitigation measures to support the Proposed Scheme, it is proposed that this closure to motorised traffic will be made permanent. As such, the Proposed Scheme includes the land and works required to accommodate this closure whilst preserving private vehicular access to that which would otherwise be severed. The Applicant proposes to take a monitor and manage approach to the introduction of the package of traffic mitigation proposals. This would ensure that traffic mitigation measures are introduced when required. The Applicant will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The Applicant will produce a monitoring plan ahead of the opening of the Proposed Scheme which details the locations and timescales for monitoring. The outcome of the monitoring together with consultation with communities will inform any future decision whether to proceed with the removal of the Honingham Lane restriction.

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	The Scheme will increase traffic in Barford, Wramplingham, Pockthorpe Road and Turnpike Lane.	In the latest traffic modelling used to inform the **'Transport Assessment' (Document Reference: 4.01.00)** Barford is shown to increase in traffic flow with the Proposed Scheme in place in the opening year from 1600 AADT to 1690 AADT. With the additional mitigation measures there is predicted to be 1710 AADT. Pockthorpe Road shows no change in traffic flow in any of the scenarios.
Traffic and Transport	The Scheme will increase traffic in Costessey.	As detailed within the **'Transport Assessment' (Document Reference: 4.01.00)**. with the Proposed Scheme in place there would be a reduction in traffic travelling through Taverham and Costessey with daily traffic flows reduced by about 20% as a result of the proposals.
Traffic and Transport	Alternative route (Ringland Lane) is not suitable for large vehicles and has restricted access	HGVs would be able to use the Proposed Scheme which provides a suitable and high standard route that would be much more attractive for HGVs than Ringland Lane.
Traffic and Transport	The Scheme will negatively affect pub business (Ringland)	Vehicles accessing the public house in Ringland would be able to use Weston Road and Ringland Road to access the eastern edge of the village.
Traffic and Transport	Speed restrictions will not deter HGVs and commuters. Proposals should include an HGV weight limit at Horsford.	Holt Road through Horsford is the B1149 and as part of the main road network is expected to accommodate through traffic. The speed limits on the road are proposed to mitigate the impact of this traffic.
Traffic and Transport	Proposed speed limit (Holt Road) will not be obeyed without cameras.	The Applicant does not intend to use of speed cameras to help enforce the proposed speed limit on Holt Road. Enforcement of speed limits is the responsibility of the Norfolk Constabulary, which was included in the pre-application consultation and did not object to the speed limits originally proposed. It will have a further opportunity to comment on the speed limits and any additional limits proposed as a result of the regard given to the consultation comments when the Traffic Regulation Orders for these are formally advertised. As documented in **'Pre-application Consultation Report' (Document Reference: 5.01.00).**
Traffic and Transport	Reducing speed limit (Holt Road) will increase accidents. Pelican crossings needed for pedestrian safety on Holt Road.	The Applicant has proposed measures to mitigate the impact of traffic on the B1149 through Horsford. The speed limit proposals would help to deter through traffic and this is expected to improve highway safety. The Applicant intends to examine the need for and feasibility of potential physical measures that could be used to help compliance with the proposed 20mph speed limits for Horsford. This will be undertaken in consultation with the parish council.
Traffic and Transport	A 20mph speed should only be outside the school. 40mph and 30mph speed limits should be sufficient. (Holt Road)	The proposed mitigation measures for Holt Road through Horsford, including the 20mph speed limit, have been developed in conjunction with local parish councils and will help to deter through traffic from the village and encourage drivers to stay on A140 which is a more suitable route for long distance traffic. The Applicant does not propose to remove this measure from the package of traffic mitigation measures associated with the Proposed Scheme.
Traffic and Transport	Reduced speed (Holt Road) not needed because of reduced traffic levels.	In the 2022 public consultation brochure this road was shown to decrease in traffic flow slightly with the Proposed Scheme in place. With the additional mitigation measures there is a more pronounced reduction of vehicles. The speed limit is needed as secondary mitigation to deter traffic from re-routing through Horsford in response to mitigation measures in Felthorpe. A reduced speed limit is also consistent with the neighbourhood plan proposals being pursued by the parish.

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	Holt Road should have double yellows to prevent obstructions, particularly near shop and pub.	The provision of double yellow lines is not considered to be within the scope of the Proposed Scheme and associated traffic mitigation measures.
Traffic and Transport	Proposals will increase traffic onto other routes such as Brick Kiln Lane.	The strategic traffic modelling indicates that there will be minor increases through other routes in response to the mitigation measures. However, the majority of strategic traffic is predicted to use A140 as an alternative route. The other minor routes do not exceed the traffic mitigation threshold which has been set at 1000 vehicle increase per day. However, it has been agreed with affected parish councils that post-opening monitoring will be carried out.
Traffic and Transport	Station Road will be used as a cut through for people going North.	The responses regarding the consultation proposals of a turning restriction at the Reepham Road/Station Road junction north of Attlebridge were considered by the Applicant and regard has been given to them in developing the proposals for the package of traffic mitigation measures. As a result of this work the Applicant undertook a further localised consultation on an alternative proposal of a prohibition of motor vehicles restriction on Station Road (between Reepham Road and A1067 Fakenham Road) and Felthorpe Road (between Reepham Road and Station Road). Further details on this localised consultation are contained in the **'Consultation Report' (Document Reference: 5.01.00)**. The Applicant now proposes a prohibition of motor vehicles (except for access) restriction for Station Road and Felthorpe Road instead of the turning restriction at the Reepham Road/Station Road junction because it considers that this would sufficiently deter through traffic on this road whilst maintaining the right turn into Station Road for those that have legitimate access. The Applicant proposes to take a monitor and manage approach to the introduction of the package of traffic mitigation proposals. This would ensure that traffic mitigation measures are introduced when required. The Applicant will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The Applicant will produce a monitoring plan ahead of the opening of the Proposed Scheme which details the locations and timescales for monitoring. The outcome of the monitoring together with consultation with communities will inform the decision whether to proceed with the implementation of the prohibition of motor vehicles restriction on Station Road and Felthorpe Road. This 'monitor and manage' approach would not preclude the Applicant bringing forward traffic mitigation proposals before the opening of the Proposed Scheme if conditions on the network indicated its need. Details of the package of traffic mitigation proposals can be found in Section 9.0 of the **'Transport Assessment' (Document Reference: 4.01.00).**
Traffic and Transport	The Scheme will cause issues at Holt Road/Green Lane Horsford.	A detailed Traffic Assessment has been undertaken, this is examined within **'Transport Assessment' (Document Reference: 4.01.00)**. As detailed within the above referenced document, Mitigation measures to deter through traffic are proposed through the villages of Felthorpe and Horsford. Measures include speed limit reductions at The Street and Taverham Road, Felthorpe, and Holt Road, Horsford.
Traffic and Transport	Alternative route (A140) is long it is also not economical or environmentally friendly.	The A140 is part of the County Council's main road network, and as such is expected accommodate the majority of through traffic to destinations.
Traffic and Transport	Will cause frustration and accidents in Horsford. Will not have a positive impact on traffic levels.	The Applicant has included a proposed 20mph speed limit for Holt Road through Horsford to help mitigate impacts on this road.

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	Alternative route (Hevingham) is narrow and unsuitable, closure will result in extra traffic in Hevingham and traffic will be dangerous for pedestrians in Hevingham. The Scheme will result in 'war' between residents and planners. Alternative routes (Felthorpe woods) will cause disruption. Alternative route (Haveringland Lane) will result in wildlife fatalities.	The originally proposed prohibited right turns at the Holt Road/Shortthorn Road junction are still intended to be included in the package of traffic mitigation measures but a phased approach to implementing them will be adopted. The Applicant proposes to take a monitor and manage approach to the introduction of the package of traffic mitigation proposals. This would ensure that traffic mitigation measures are introduced when required. The Applicant will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The Applicant will produce a monitoring plan ahead of the opening of the Proposed Scheme which details the locations and timescales for monitoring. The outcome of the monitoring together with consultation with communities will inform the decision whether to proceed with the implementation of the prohibited right turns at the Holt Road/Shortthorn Road junction. This 'monitor and manage' approach would not preclude the Applicant bringing forward traffic mitigation proposals before the opening of the Proposed Scheme if conditions on the network indicated its need. Details of the package of traffic mitigation proposals can be found in Section 9.0 of the **'Transport Assessment' (Document Reference: 4.01.00)**.
Safety	Alternative route is dangerous for pedestrians.	The Applicant is unsure which alternative route this comment relates to, but the main alternative routes suggested by other responses are Haveringland Lane and Brick Kiln Lane through Hevingham. The Applicant's regard given to these comments is documented elsewhere in this table, and that any potential for such risk will be subject to the proposed monitor and manage approach to the introduction of the package of traffic mitigation proposals.
Traffic and Transport	Roundabout at Horsford (B1149/Haveringland Road/Green Lane junction) is too dangerous.	The Applicant understands that this comment relates to concerns that the proposed prohibited rights turns at the Holt Road/Shortthorn Road junction will increase turn movements at the B1149/Haveringland Road/Green Lane junction. The originally proposed prohibited right turns at the Holt Road/Shortthorn Road junction are still intended to be included in the package of traffic mitigation measures but a phased approach to implementing them will be adopted. The Applicant proposes to take a monitor and manage approach to the introduction of the package of traffic mitigation proposals. This would ensure that traffic mitigation measures are introduced when required. The Applicant will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The Applicant will produce a monitoring plan ahead of the opening of the Proposed Scheme which details the locations and timescales for monitoring. The outcome of the monitoring together with consultation with communities will inform the decision whether to proceed with the implementation of the prohibited right turns at the Holt Road/Shortthorn Road junction. This 'monitor and manage' approach would not preclude the Applicant bringing forward traffic mitigation proposals before the opening of the Proposed Scheme if conditions on the network indicated its need. Details of the package of traffic mitigation proposals can be found in Section 9.0 of the **'Transport Assessment' (Document Reference: 4.01.00)**.
Traffic and Transport	Traffic will be diverted through Horsford. Traffic will go through Horsford and make it busier.	The traffic mitigation proposals north of A1067 are designed to work as a combined package. The proposed speed limit reductions through Horsford will help to deter through traffic from the village and encourage drivers to stay on A140 which is a more suitable route for long distance traffic.

Topic	Specific Issues Identified	Applicant's Response
Local Access	Closure will limit access to Holt, Cromer and Aylsham.	Holt, Cromer and Aylsham are located on the main road network (A and B roads), and as a result vehicles would be expected to use these routes to access the destinations.
Local Access	Access limited to Felthorpe, Reepham and Holt. Will disadvantage people from Felthorpe, Stratton Strawless and Taverham. The Scheme would limit access to Cawston. Horsford already has limited access. The Scheme will negatively impact on businesses in Hevingham and Horsford. The Scheme will push traffic to Brick Kiln Road.	The originally proposed prohibited right turns at the Holt Road/Shortthorn Road junction are still intended to be included in the package of traffic mitigation measures but a phased approach to implementing them will be adopted. The Applicant proposes to take a monitor and manage approach to the introduction of the package of traffic mitigation proposals. This would ensure that traffic mitigation measures are introduced when required. The Applicant will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The Applicant will produce a monitoring plan ahead of the opening of the Proposed Scheme which details the locations and timescales for monitoring. The outcome of the monitoring together with consultation with communities will inform the decision whether to proceed with the implementation of the prohibited right turns at the Holt Road/Shortthorn Road junction. This 'monitor and manage' approach would not preclude the Applicant bringing forward traffic mitigation proposals before the opening of the Proposed Scheme if conditions on the network indicated its need. Details of the package of traffic mitigation proposals can be found in Section 9.0 of the **'Transport Assessment' (Document Reference: 4.01.00)**.
Traffic and Transport	Closure (restricted right turn on Holt Road) does not make sense given numbers.	As shown in the 2022 consultation brochure, without the proposed turning bans (and other mitigation measures) traffic flows through Felthorpe village are shown to almost double from 3,500 vehicles AADT to 6,000 at The Street. Updated traffic forecasting is set out within the **'Transport Assessment' (Document Reference: 4.01.00)** which similarly shows that in the opening year traffic flows would increase from 3,400 to 5,600 per day without the right turning ban (and other mitigation measures in place). Whereas, with the full mitigation package and the Proposed Scheme in place traffic would reduce to about 1,200 vehicles per day. Inclusion of the right turning bans was the most effective way of mitigating impacts on the village of Felthorpe and would also address existing safety issues at the junction. The TA also identifies highway safety issues at this junction, which could be addressed with the right turning ban in place.
Traffic and Transport	Slip road from A1270 into Horsford is needed. Need for new road between Holt Road and Broadland Northway.	Improvements are being developed for the A1270 junction with B1149 Brewery Lane as a separate scheme by Norfolk County Council. For further details please refer to the Transport Assessment Junction 21 of the **'Transport Assessment' (Document Reference: 4.01.00)**.
Traffic and Transport	Could consider an HGV ban in Felthorpe.	A 20mph speed limit is proposed through Felthorpe as part of a package of traffic mitigation measures to support the Proposed Scheme. The Applicant intends to examine the need for and feasibility of potential physical measures that could be used to help compliance with the proposed 20mph speed limits. This will be undertaken in consultation with the parish council. The potential for a HGV restriction covering the village is not intended as part of the NWL mitigation measures as it is understood that this has previously been investigated. In addition, the proposed mitigation measures proposed for the village, and the potential future introduction of the prohibited right turns at the Holt Road/Shortthorn Road junction are considered likely to reduce HGV movements through the village.

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	Much traffic will simply turn left through to the mini roundabout at Horsford and into Haveringland Road to go via Felthorpe. Traffic might turn off the A140 to Church Lane/ The Heath. Will increase traffic in Horsford which might increase the risk. Increased traffic on Brick Kiln Road will put horses and pedestrians at risk. Proposals will make Hevingham busier. No right turn creates extra journey time limits access to local access of Stratton Strawless and Felthorpe, inc. businesses there.	The originally proposed prohibited right turns at the Holt Road/Shortthorn Road junction are still intended to be included in the package of traffic mitigation measures but a phased approach to implementing them will be adopted. The Applicant proposes to take a monitor and manage approach to the introduction of the package of traffic mitigation proposals. This would ensure that traffic mitigation measures are introduced when required. The Applicant will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The Applicant will produce a monitoring plan ahead of the opening of the Proposed Scheme which details the locations and timescales for monitoring. The outcome of the monitoring together with consultation with communities will inform the decision whether to proceed with the implementation of the prohibited right turns at the Holt Road/Shortthorn Road junction. This 'monitor and manage' approach would not preclude the Applicant bringing forward traffic mitigation proposals before the opening of the Proposed Scheme if conditions on the network indicated its need. Details of the package of traffic mitigation proposals can be found in Section 9.0 of the **'Transport Assessment' (Document Reference: 4.01.00)**.
Traffic and Transport	Need for more traffic calming. Traffic ignores speed limits and endangers pedestrians. Pedestrian safety desire for more pelican crossings. Lowering speed to 20mph is not sufficient. Need for traffic calming in Horsford to reduce speeding. New speed limit requires cameras/enforcement. Consider more speed calming for Felthorpe and Horsford. Ramps may be needed, and lorries should be diverted to join the Cromer Road.	The Applicant intends to examine the need for and feasibility of potential physical measures that could be used to help compliance with the proposed 20mph speed limits for Horsford, Felthorpe and Barnham Broom. This will be undertaken in consultation with the parish council.

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	No right turn will force HGVs on an unsuitable alternative route adjacent to the roundabout on Green Lane Horsford & Holt Road.	The Applicant believes that this comment relates to the section of Haveringland Road between the Shortthorn Road and the B1149 Holt Road. The originally proposed prohibited right turns at the Holt Road/Shortthorn Road junction are still intended to be included in the package of traffic mitigation measures but a phased approach to implementing them will be adopted. The Applicant proposes to take a monitor and manage approach to the introduction of the package of traffic mitigation proposals. This would ensure that traffic mitigation measures are introduced when required. The Applicant will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The Applicant will produce a monitoring plan ahead of the opening of the Proposed Scheme which details the locations and timescales for monitoring. The outcome of the monitoring together with consultation with communities will inform the decision whether to proceed with the implementation of the prohibited right turns at the Holt Road/Shortthorn Road junction. This 'monitor and manage' approach would not preclude the Applicant bringing forward traffic mitigation proposals before the opening of the Proposed Scheme if conditions on the network indicated its need. Details of the package of traffic mitigation proposals can be found in Section 9.0 of the **'Transport Assessment' (Document Reference: 4.01.00)**.
Traffic and Transport	Running/traffic increases in Honingham. Honingham will be used as a short cut.	The National Highways North Tuddenham to Easton dualling scheme includes closure of Berry's Lane which re-directs traffic around the village to Norwich Road, avoiding the majority of dwellings and residential streets.
Traffic and Transport	Proposals for Shorthorn Road will increase traffic in Horsford and Felthorpe. Proposals will make Horsford busier and increase traffic which might increase the risk of accidents.	The proposed speed limit reductions through Horsford and Felthorpe will help to deter through traffic from the village and encourage drivers to stay on A140 which is a more suitable route for long distance traffic. The originally proposed prohibited right turns at the Holt Road/Shortthorn Road junction are still intended to be included in the package of traffic mitigation measures but a phased approach to implementing them will be adopted. The Applicant proposes to take a monitor and manage approach to the introduction of the package of traffic mitigation proposals. This would ensure that traffic mitigation measures are introduced when required. The Applicant will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The Applicant will produce a monitoring plan ahead of the opening of the Proposed Scheme which details the locations and timescales for monitoring. The outcome of the monitoring together with consultation with communities will inform the decision whether to proceed with the implementation of the prohibited right turns at the Holt Road/Shortthorn Road junction. This 'monitor and manage' approach would not preclude the Applicant bringing forward traffic mitigation proposals before the opening of the Proposed Scheme if conditions on the network indicated its need. Details of the package of traffic mitigation proposals can be found in Section 9.0 of the **'Transport Assessment' (Document Reference: 4.01.00)**.
Traffic and Transport	Taverham Road/Reepham Road and Fir Covert Road needs improving.	There will not be a significant increase in traffic on these routes with the proposed mitigation in place. However, there would be an increase without mitigation.

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	Proposals will cause more traffic on rat runs including Station Road.	The responses regarding the consultation proposals of a turning restriction at the Reepham Road/Station Road junction north of Attlebridge were considered by the Applicant and regard has been given to them in developing the proposals for the package of traffic mitigation measures. As a result of this work the Applicant undertook a further localised consultation on an alternative proposal of a prohibition of motor vehicles restriction except for access on Station Road and Felthorpe Road (to Reepham Road Further details on this localised consultation are contained in the **'Consultation Report' (Document Reference: 5.01.00)**. The Applicant proposes to take a monitor and manage approach to the introduction of the package of traffic mitigation proposals. This would enable traffic mitigation measures to be introduced when required. The Applicant will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The Applicant will produce a monitoring plan ahead of the opening of the Proposed Scheme which details the locations and timescales for monitoring. The outcome of the monitoring together with consultation with communities will inform the decision whether to proceed with the implementation of the prohibition of motor vehicles restriction on Station Road and Felthorpe Road. This 'monitor and manage' approach would not preclude the Applicant bringing forward traffic mitigation proposals before the opening of the Proposed Scheme if conditions on the network indicated its need. Details of the package of traffic mitigation proposals can be found in Section 9.0 of the **'Transport Assessment' (Document Reference: 4.01.00)**.
Traffic and Transport	Suggestion of reducing the speed limit in Shorthorn Road.	The Applicant will consider the suggestion of a reduced speed limit on Shortthorn Road as part of the package of traffic mitigation measures to support the Proposed Scheme.
Traffic and Transport	Alterations needed to dangerous roundabout at junction of Green Lane and Holt Road.	The responses regarding the consultation on the proposed prohibition of right turns at the Holt Road/Shortthorn Road junction were considered by the Applicant and regard has been given to them in developing the proposals for this junction. The Applicant still proposes to provide this measure but will first undertake post Proposed Scheme implementation monitoring on Haveringland Lane and Holt Road (the two roads that join this roundabout) before confirming the need for it. The locations for this monitoring will be agreed in discussion with local parish councils.
Traffic and Transport	New slip road required between A1270 and Horsford.	Improvements are being developed for the A1270 junction with B1149 Brewery Lane as a separate scheme by Norfolk County Council. For further details please refer to the Transport Assessment Junction 21 of the **'Transport Assessment' (Document Reference 4.01.00)**.
Traffic and Transport	How will new bus services be funded?	With the Proposed Scheme in place, offering traffic redistribution, there are opportunities to improve bus services. These opportunities are outlined in the **'Sustainable Transport Strategy' (Document Reference 4.02.00)** NCC are currently working with operators to determine if any services can be provided in and around the area to meet local and new demand. In addition, Norfolk County Council, as the Local Highway Authority, has published a Bus Service Improvement Plan (BSIP) covering a five-year period from 2022 to 2027. It has already also received funding of £49.55m to deliver the measures outlined in the BSIP over a 3-year period from April 2022 - March 2025. The measures are to include fare offers for those under 25 years old; contactless payment and next stop announcement displays on buses; better bus stop standards; and more modern buses and the introduction of zero emission buses.

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	More train routes needed to make deliveries by rail/ Improve rail services.	The provision of new railway infrastructure is considered outside the scope of the Proposed Scheme.
Traffic and Transport	Need to improve transport infrastructure.	The Proposed Scheme is recognised in the Norfolk Strategic Infrastructure Delivery Plan 2021 as one of the top infrastructure priorities. The Proposed Scheme includes a **'Sustainable Transport Strategy' (Document Reference 4.02.00)** which includes proposals for walking, cycling and public transport.
Traffic and Transport	There is a lack of buses in the evening to rural areas.	Using our Bus Service Improvement Plan funding, received in November 2022, Norfolk County Council has introduced many new services, particularly in rural areas and in the evenings. Examples include later services between North Walsham and Norwich, a new service between Watton and Attleborough serving all rural villages in between, and evening services between Wroxham and Norwich. With the Proposed Scheme in place, offering traffic redistribution, there are opportunities to improve bus services. These opportunities are outlined in the **'Sustainable Transport Strategy' (Document Reference: 4.02.00)**. NCC are currently working with operators to determine if any services can be provided in and around the area to meet local and new demand. In addition, Norfolk County Council, as the Local Highway Authority, has published a Bus Service Improvement Plan (BSIP) covering a five-year period from 2022 to 2027. It has already also received funding of £49.55m to deliver the measures outlined in the BSIP over a 3-year period from April 2022 - March 2025. The measures are to include fare offers for those under 25 years old; contactless payment and next stop announcement displays on buses; better bus stop standards; and more modern buses and the introduction of zero emission buses.
Traffic and Transport	Need ecofriendly public transport.	First Bus will soon be introducing 70 electric buses on routes across and around Norwich – the first went into operation on Monday 30th October 2023.
Traffic and Transport	Need information more about public transport and prioritise public transport/ new bus service.	Norfolk County Council is working with operators to determine if any services can be provided in and around the area to meet local and new demand.
Local Access	There are no junctions provided with the NWL for Wensum Valley. Residents would need to use the A47 or NDR to access the NWL.	Early consultation on the Norwich Western Link proposals indicated a strong preference for avoiding local connectivity for vehicles to prevent additional traffic being drawn through the villages to reach the new road, hence the Proposed Scheme only connects with A47 and A1067.

Topic	Specific Issues Identified	Applicant's Response
Safety	Increase in traffic is a danger to drivers and the many public walkers who access Station Road in Attlebridge. There is no footpath around the church on Station Road in Attlebridge that is safe and accessible for all to use. Residents who have to get to the bus stop on the Fakenham Road at Morton and there is nowhere safe to cross on Station Road to get to Morton.	The responses regarding the consultation proposals of a turning restriction at the Reepham Road/Station Road junction north of Attlebridge were considered by the Applicant and regard has been given to them in developing the proposals for the package of traffic mitigation measures. As a result of this work the Applicant undertook a further localised consultation on an alternative proposal of a prohibition of motor vehicles restriction on Station Road (between Reepham Road and A1067 Fakenham Road) and Felthorpe Road (between Reepham Road and Station Road). Further details on this localised consultation are contained in the '**Consultation Report' (Document Reference: 5.01.00)**. The Applicant now proposes a prohibition of motor vehicles (except for access) restriction for Station Road and Felthorpe Road instead of the turning restriction at the Reepham Road/Station Road junction because it considers that this would sufficiently deter through traffic on this road whilst maintaining the right turn into Station Road for those that have legitimate access. The Applicant proposes to take a monitor and manage approach to the introduction of the package of traffic mitigation proposals. This would ensure that traffic mitigation measures are introduced when required. The Applicant will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The Applicant will produce a monitoring plan ahead of the opening of the Proposed Scheme which details the locations and timescales for monitoring. The outcome of the monitoring together with consultation with communities will inform the decision whether to proceed with the implementation of the prohibition of motor vehicles restriction on Station Road and Felthorpe Road. This 'monitor and manage' approach would not preclude the Applicant bringing forward traffic mitigation proposals before the opening of the Proposed Scheme if conditions on the network indicated its need. Details of the package of traffic mitigation proposals can be found in Section 9.0 of the **'Transport Assessment' (Document Reference: 4.01.00)**.
Traffic and Transport	Better to have slip roads and underpass in place for when the A47 is upgraded. Roundabouts will slow traffic on the A47 at this point with traffic turning right to use the link coming from the East.	The grade separated junction at the southern end of the Proposed Scheme is designed and constructed by National Highways as part of their North Tuddenham to Easton dualling scheme. The design has been approved via the Development Consent Order process. The Proposed Scheme is designed to cater for the future traffic flows associated with the Proposed Scheme, so the current design would be sufficient.
Local Access	Restricted access road from Weston Longville to Ringland Lane should be accessible to all village residents, not just the 3 properties in that lane.	The prohibition of motor vehicle restriction on Ringland Lane (between Church Street and Ringland Lane) was provided to prevent through traffic using this narrow lane, to bypass traffic management measures on Church Street. The Applicant currently does not intend to remove this restriction as part of the package of traffic mitigation being developed for the village.
Traffic and Transport	Traffic will create more hassle for local residents.	The mitigation measures proposed are intended to balance the needs of local residents and minimise the effect of strategic traffic using the route. There may be some local inconvenience as a result. However, this may be preferable to increased traffic through the village.

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	Honingham Lane closure should be temporary (not permanent as proposed by NCC). Will make access difficult for residents. Traffic modelling numbers do not justify the need to close Honingham Lane, alternative measures such as reduced speed limits or HGV bans would be better.	As part of the proposals for the A47 North Tuddenham to Easton dualling scheme National Highways proposes to apply a restriction to prevent traffic using Honingham Lane to access the A47 via Ringland. This proposal was developed in discussion with Norfolk County Council and local parish councils. As part of the package of traffic mitigation measures to support the Proposed Scheme, it is proposed that this closure to motorised traffic will be made permanent. As such, the Proposed Scheme includes the land and works required to accommodate this closure whilst preserving private vehicular access to that which would otherwise be severed. The Applicant proposes to take a monitor and manage approach to the introduction of the package of traffic mitigation proposals. This would ensure that traffic mitigation measures are introduced when required. The Applicant will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The Applicant will produce a monitoring plan ahead of the opening of the Proposed Scheme which details the locations and timescales for monitoring. The outcome of the monitoring together with consultation with communities will inform any future decision whether to proceed with the removal of the Honingham Lane restriction.
Traffic and Transport	Roundabout proposed on A1067 will create traffic congestion.	In **'Transport Assessment' (Document Reference: 4.01.00)**, traffic modelling in the of the proposed roundabout design for A1067 connection has been carried out and this shows that in the future year of 2039 (10 years after opening of the Proposed Scheme), the roundabout will continue to operate within acceptable capacity thresholds with minimal queues and delays.
Traffic and Transport	Shortthorn Road is effectively a closed road with no right turns at each end. This means more traffic miles for everyone using A140?	With the Proposed Scheme in operation traffic modelling indicates that forecast vehicle flows on Shortthorn Road would increase by more than an average of 1,000 vehicles per day. As a result, the Applicant, in discussion with local parish councils, proposed the prohibited no right turns at the Holt Road/Shortthorn Road junction as part of the traffic mitigation measures to support the Proposed Scheme. The originally proposed prohibited right turns at the Holt Road/Shortthorn Road junction are still intended to be included in the package of traffic mitigation measures but a phased approach to implementing them will be adopted. This will see the speed management measures developed with the communities and introduced before the opening of the Proposed Scheme. The Applicant will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The Applicant will produce a monitoring plan ahead of the opening of the Proposed Scheme which details the locations and timescales for monitoring. The outcome of the monitoring together with consultation with communities will inform the decision whether to proceed with the implementation of the prohibition of motor vehicles restriction.
Traffic and Transport	No need for closures once traffic is on the new route.	The Proposed Scheme will reduce traffic on many local roads. However, in a few locations increases are forecast as traffic seeks to access the new road. On the more minor rural roads through local communities where an increase of more than 1,000 vehicles is forecast the Applicant has considered traffic mitigation measures (which could include prohibition of motor vehicles restrictions) in consultation with local parish councils.

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	Closing roads will make others busier and makes journeys longer. Roads in Wymondham are poor in bad weather.	The Applicant has considered and given regard to the overall comments on this proposal and following further discussion with local parish councils the originally proposed Barnham Broom Road, Carleton Forehoe closure has been removed from the package of proposed mitigation measures and replaced with traffic and speed management measures, including a proposed 20mph speed limit on the built-up length of the road closest to Tuttles Lane, a 30mph speed limit through Carleton Forehoe and a 40mph speed limit on the remainder of the road. This would help to discourage through traffic but keep the route open to users.
Safety	Closing roads will make other roads less safe for walkers, cyclists and equestrians.	It is acknowledged there will be some minor localised re-routing in response to traffic mitigation measures north of A1067. However, the scheme is designed to work as a package predicted to result in a balanced situation, with the majority of through traffic remaining on A140 with the scheme in place. Modelling of the Proposed Scheme shows that it will reduce the use of inappropriate routes through the rural villages to the west of Norwich which will improve the quality of life for local residents. The traffic reduction through these villages will help make the network more suitable and attractive for walking and cycling and would help to promote active travel in the area.
Traffic and Transport	Closing roads will send large vehicles down more unsuitable roads mitigation proposals will force traffic onto unsuitable roads/to use rat runs.	The mitigation proposals have been designed as a package which creates a balanced effect across the network, without focussing impact on a single route or community.
Traffic and Transport	Closing roads will make others busier, such as Rack Heath Lane.	The planning application considers both options, so there is an opportunity to test the outcome once the Proposed Scheme is in place and remove the restriction or make it permanent once monitoring has been carried out.
Traffic and Transport	Broadway, Weston Rd and Breck Road should be kept open to all traffic.	A Local Access Consultation was held in 2020 which considered whether existing roads that cross the Proposed Scheme should be kept open to all users or closed to vehicles. There was good support for closing the roads that cross the Proposed Scheme except Ringland Lane which was decided to be kept open. The Broadway and Weston Road were observed to be in very low usage, so would offer little benefit to keep these routes open. However, routes will remain available for all Non-Motorised Users which will offer enhanced opportunity for active travel. Affected landowners will also be able to use the Broadway green bridge. All decisions made in relation to road closures and mitigation proposals, have been thoroughly assessed based on their requirements and merits, aligned to the impacts of the Proposed Scheme. These have then been proposed through consultation to determine the level of public support, to better allow the Application to determine the correct implementation. Full detail of the Transport Assessment can be found in **'Transport Assessment' (Document Reference: 4.01.00)**.
Traffic and Transport	Traffic increase through Morton on the Hill.	The County Council has a Route Hierarchy network which classifies roads according to their function and level of use. The A1067 through Morton on the Hill is identified as a principal road whose function as part of the main road network is to accommodate the majority of through traffic. The traffic mitigation proposals include a 40mph on the A1067 in the area of the proposed NMU crossing, this could extend westwards, so it encompasses the main area of the village. This proposal will be subject to further consultation.

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	40mph and pelican crossing needed on A1067.	The traffic mitigation proposals include a 40mph on the A1067 and non-signalised NMU crossing in the area of Marl Hill Road. The Applicant will consider the feasibility of extending the 40mph speed limit so that it includes the main area of Morton on the Hill. Signalisation was considered but the Applicant decided that it would be preferable to avoid adding signals in a rural setting, especially in the context of the dark skies policy which is applicable to the surrounding area. Similar crossings elsewhere on A1067 are also unsignalised.
Traffic and Transport	Cars do not obey speed limits.	It is an offence to exceed a speed limit which could result in a fine, penalty points or disqualification from driving.
Safety	It is unsafe to walk to the bus stop as there is no footway link.	The Applicant understands that this comment relates to the bus stop on the A1067 in the area where The Street (eastern arm) meets this road, the existing speed limit at this point is 50mph. The Applicant currently proposes a new 40mph speed limit on the A1067, in the area of Marl Hill Road where a new NMU crossing is proposed. It will examine the extension of this 40mph speed limit to see whether it can be extended to encompass this bus stop.
Local Access and Active Travel	Concerns about A1067 crossing facilities for cyclists and pedestrians.	The **'Sustainable Transport Strategy' (Document Reference: 4.02.00)** sets out the complementary measures that will be introduced to support walking and cycling. These measures include improved crossing facilities for the A1067 at Morton/Attlebridge as part of the Cycle Friendly Routes proposals. This proposal will be subject to further public consultation.
Traffic and Transport	Support for the unlit roundabout and steep earth bunds on the A1067.	The support for the roundabout and earth bunds is noted by the Applicant.
Noise	Use tunnels for road to reduce noise impact.	The option for a tunnel was explored during the optioneering process. Reasons for discounting a tunnel included engineering challenges, large land use requirements and likely impacts on groundwater flows and their relationship with the River Wensum SAC compared to non-tunnel options.
Viaduct	Viaduct could be extended to provide wildlife access at ground level (under the viaduct).	The viaduct does allow wildlife access at ground level under the viaduct. The length of the viaduct has been carefully designed to fit within the landscape and minimise the impact on the surroundings.
Traffic and Transport	Closure of the Easton roundabout will stop rat running without the need for the NWL.	The closure of Church Lane, Easton will reduce through traffic on Ringland Road, but will not resolve the issues of rat -running and traffic congestion on other roads to the west of Norwich that were not designed to take the volumes or size of vehicles that are now using them.
Traffic and Transport	Layby will be in line of sight and sound of properties and should therefore be moved towards viaduct where no properties affected	Design standards and other constraints, including the need to site the lay-bys on a straight stretch of road for road safety reasons, mean there is no good alternative location for the lay-by.
Traffic and Transport	Turning areas on road will turn into car parks and fly tipping	It is believed this comment refers to the proposed turning head on Weston Road close to its junction with Weston Green Road. The location of the proposed turning head is governed by the need to maintain access to the adjacent residential property. The turning head serves two purposes that of a turning head and that of a private means of access.

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	Needs direct slip roads on the roundabouts.	The grade separated junction at the southern end of the Proposed Scheme is designed and constructed by National Highways as part of their North Tuddenham to Easton dualling scheme. The design has been approved via the Development Consent Order process. The Proposed Scheme is designed to cater for the future traffic flows associated with the Proposed Scheme, so the current design would be sufficient.
Traffic and Transport	Wrong route chosen, request for a more westerly option.	A long list of options were considered before these were refined down to a smaller number of route options, measured for their effectiveness, against the project objectives. These shortlisted options were then consulted upon before the preferred route was adopted. The process undertaken to develop the route option for the Proposed Scheme is outlined in the **'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00).**
Traffic and Transport	A good size roundabout should be built at the junction with Shorthorn Road and the Holt Road on the B1149 to enable traffic to access all routes and join the Holt Road northbound. Replace staggered crossroads at Shortthorn/Holt Rd with a roundabout.	A roundabout in this location would not be likely to deter through traffic from using the route, which is the principal objective of the traffic mitigation scheme.
Traffic and Transport	A roundabout needs to be put in place at Honingham Lane, no need to close and would be detrimental to businesses and families.	A roundabout would be unlikely to deter traffic from travelling through Ringland village. As part of the proposals for the A47 North Tuddenham to Easton dualling scheme National Highways proposes to apply a restriction to prevent traffic using Honingham Lane to access the A47 via Ringland. This proposal was developed in discussion with Norfolk County Council and local parish councils. As part of the package of traffic mitigation measures to support the Proposed Scheme, it is proposed that this closure to motorised traffic will be made permanent. As such, the Proposed Scheme includes the land and works required to accommodate this closure whilst preserving private vehicular access to that which would otherwise be severed. The Applicant proposes to take a monitor and manage approach to the introduction of the package of traffic mitigation proposals. This would ensure that traffic mitigation measures are introduced when required. The Applicant will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The Applicant will produce a monitoring plan ahead of the opening of the Proposed Scheme which details the locations and timescales for monitoring. The outcome of the monitoring together with consultation with communities will inform any future decision whether to proceed with the removal of the Honingham Lane restriction.
Traffic and Transport	NDR roundabouts too busy at peak times.	A **'Transport Assessment' (Document Reference: 4.01.00)** has been produced which considers traffic impacts on the A1270 Broadland Northway (formerly referred to as the NDR) junctions west of A140. This shows that the Proposed Scheme is not forecast to have a severe impact on the operation of existing NDR junctions in the future year of 2039 during highway peak hours, or where potential capacity issues are predicted to arise, would be subject to a monitor and manage regime with consideration of future mitigation measures, so that the highway network can continue to operate acceptably.

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	Laybys should not be located near residential properties; request earth bunds are a minimum height of 4.5 metres.	Design standards and other constraints, including the need to site the lay-bys on a straight stretch of road for road safety reasons, mean there is no good alternative location for the lay-by. Bund heights have been reviewed along the western side of route between Ringland Lane and The Broadway and adjusted to provide a minimum of 4.5 metres effective screening from the proposed carriageway level.
Traffic and Transport	Request for a layby to be converted to a license service and amenities area such as 'Welcome Break'.	Due to the existence of amenity locations in nearby areas, the Applicant does not consider that the provision of service areas as part of the Proposed Scheme is appropriate.
Traffic and Transport	Request for two lanes only on roundabouts to avoid driver confusion.	The new A1067/Norwich Western Link roundabout will utilise spiral markings and although three lane approaches are required for capacity reasons, the movements allow the spiral markings to be developed so that the circulatory carriageway does not require 3 lanes. It should be noted that the proposals have been developed in consultation with the Highway Authority Road Safety team.
Traffic and Transport	Safety speed limit at 30mph along the B1108 where it passes through Barford.	The provision of an 30mph speed limit on the B1108 through Barford is not considered to be within the scope of the Proposed Scheme and associated traffic mitigation measures.
Traffic and Transport	Change Broadway Greenbridge to an underpass.	An underpass is not possible at this location due to the existing topography.
Traffic and Transport	Wrong route chosen - should be closer to Ringland. Request NWL design change to single carriageway.	The process undertaken to develop the route option for the Proposed Scheme is outlined in the **'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00)**. This assesses the detailed options proposed for the Proposed Scheme. Single carriageway options were considered at the Option Selection stage but were found to offer less capacity enhancement and network resilience and would provide benefit to fewer transport network users in comparison with dual carriageway options.
Traffic and Transport	Design safer roundabouts than NDR, visible and same lane direction.	Where the Proposed Scheme connects with the A1067 it offers a continuation of the NDR (A1270 Broadland Northway). Existing NDR roundabouts have been improved since installation by means of additional signage and road markings. Larger and more visible chevron signs have now been incorporated. A similar approach will be taken for new roundabouts on the Proposed Scheme. The new A1067/Norwich Western Link roundabout will utilise spiral markings and although three lane approaches are required for capacity reasons, the movements allow the spiral markings to be developed so that the circulatory carriageway does not require 3 lanes. Larger and more visible chevon signs will be provided to improve the roundabout visibility from the distance.
Traffic and Transport	Too many roundabouts on A1067.	The proposed new roundabout on A1067 was designed to meet design standards and based on traffic modelling. It has been designed to avoid the need to divert a high-pressure gas main, and it provides for a more perpendicular crossing of the Wensum floodplain and avoids a direct impact on the golf course. The only new roundabout proposed as part of the Proposed Scheme is at the A1067 at its northern extent. The operation of the A1067 roundabout has been assessed within the **'Transport Assessment' (Document Reference: 4.01.00)** and will operate without significant queuing.
Local Access and Active Travel	Scheme should include rapid bike charging stations.	Facilities exist in nearby service centre locations. No facilities are included as part of the Proposed Scheme.

Topic	Specific Issues Identified	Applicant's Response
Green Bridges	Request alternative location for Morton Greenbridge.	The precise bridge setting out is based on the movements of the existing bat population. Design is a key ecological mitigation measure in order to maintain existing bat flight paths. The bridge location is also influenced by existing planting and vegetation.
Traffic and Transport	Traffic calming in points A, B and C (Station Road, Old Fakenham Road and Felthorpe Road, Attlebridge).	The responses regarding the consultation proposals of a turning restriction at the Reepham Road/Station Road junction north of Attlebridge were considered by the Applicant and regard has been given to them in developing the proposals for the package of traffic mitigation measures. As a result of this work the Applicant undertook a further localised consultation on an alternative proposal of a prohibition of motor vehicles restriction on Station Road (between Reepham Road and A1067 Fakenham Road) and Felthorpe Road (between Reepham Road and Station Road). Further details on this localised consultation are contained in the **'Consultation Report' (Document Reference: 5.01.00)**. The Applicant now proposes a prohibition of motor vehicles (except for access) restriction for Station Road and Felthorpe Road instead of the turning restriction at the Reepham Road/Station Road junction because it considers that this would sufficiently deter through traffic on this road whilst maintaining the right turn into Station Road for those that have legitimate access. The Applicant proposes to take a monitor and manage approach to the introduction of the package of traffic mitigation proposals. This would ensure that traffic mitigation measures are introduced when required. The Applicant will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The Applicant will produce a monitoring plan ahead of the opening of the Proposed Scheme which details the locations and timescales for monitoring. The outcome of the monitoring together with consultation with communities will inform the decision whether to proceed with the implementation of the prohibition of motor vehicles restriction on Station Road and Felthorpe Road. This 'monitor and manage' approach would not preclude the Applicant bringing forward traffic mitigation proposals before the opening of the Proposed Scheme if conditions on the network indicated its need. Details of the package of traffic mitigation proposals can be found in Section 9.0 of the **'Transport Assessment' (Document Reference: 4.01.00)**.
Traffic and Transport	Ringland route should not be closed.	It is no longer proposed to be closed, will remain open for traffic.
Traffic and Transport	Suggestion for roadside lighting on roundabout especially on NDR.	No street lighting is proposed on the Proposed Scheme and the A1067 roundabout. Similar to the NDR, only illuminated signs will be installed. The Proposed Scheme will connect to the A47 North Tuddenham to Easton improvement at the Wood Lane junction which is proposed to be lit.
Traffic and Transport	Slip roads and underpass when joining A47 - Roundabouts will slow traffic from the east. Needs direct on/off slip roads on the roundabouts. Request that a slip road is created to allow continuous flow for NWL traffic without having to stop to meet merging traffic.	As part of the A47 Easton to North Tuddenham scheme, being promoted by National Highways a grade separated junction with slip roads is proposed where it will join with the Proposed Scheme. Capacity modelling of the proposed layout presented by National Highways in their DCO application indicated that the proposed design would operate acceptably with and without the Proposed Scheme in place.
Traffic and Transport	Ideally bypass/relief road(s) to take traffic around villages such as Hoveton/Wroxham and Horstead/Coltishall.	This is outside the scope of the Proposed Scheme. It would need to be considered by Norfolk County Council in its role as the Local Highway Authority.

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	Request route is moved towards Attlebridge.	The process undertaken to develop the route option for the Proposed Scheme is outlined in **'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00)**. This assesses the detailed options proposed for the Proposed Scheme.
Traffic and Transport	Request Broadway & Ringland Lane remain open to all traffic. Increase tree planting along central NWL section over what was shown in brochure.	Ringland Lane will remain open. It is proposed that new passing bays will be installed to make it easier for vehicles to pass Non-Motorised Users. Ringland Lane is proposed to be open for all traffic. The Broadway is to be closed to all traffic, except cycles and for access to adjacent land. The Broadway closure was informed by feedback from the Local Access consultation held in 2020. All opportunities for new tree planting have been explored and the landscape proposal form part of the planning application.
Traffic and Transport	Keep all roads open without restriction.	A public consultation on Local Access was undertaken between July and September 2020. Various local route options were explored, and the consultation process informed the final scheme design and mitigation package.
Traffic and Transport	The proposed roundabouts will cause tail backs.	Roundabouts are required to connect the Proposed Scheme to the A1270 and A47. The A47 junction at Wood Lane will be converted to a grade separated junction by National Highways and the new layout will prevent traffic blocking back onto A47. The only new roundabout proposed as part of the Proposed Scheme is at the A1067 at its northern extent. The operation of the A1067 roundabout has been assessed within the '**Transport Assessment' (Document Reference: 4.1.00)** and will operate without significant queuing.
Traffic and Transport	The Scheme should have a single carriageway for joining A1067 and A47.	Single carriageway options were considered at the Option Selection stage but were found to offer less capacity enhancement and network resilience and would provide benefit to fewer transport network users in comparison with dual carriageway options. The process undertaken to develop the route option for the Proposed Scheme is outlined in the **'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00)**.
Traffic and Transport	Bypass round Felthorpe from Holt Road to Fir Covet/Reepham Road (or straight from Holt Road to the new roundabout on the A1067 where the NWL will start).	Strategic traffic modelling forecasts that with the Proposed Scheme in place and associated traffic mitigation north of A1067, there will be a reduction in traffic through Horsford village. Therefore, further mitigation is not required as part of the Proposed Scheme.
Traffic and Transport	Get rid of roundabout and have slip roads for A47.	The A47 scheme design is already approved and contains a new grade separated dumbbell roundabout junction to which the Proposed Scheme can connect.
Traffic and Transport	Route should meet A47 at Easton. Should go to New Easton junction on A47. Road needs to continue from Fakenham Road to the Easton roundabout or near to that as possible.	The Easton roundabout is being removed as part of National Highways' scheme to dual the A47 between North Tuddenham and Easton, so there will be no junction for the Proposed Scheme to tie into at Easton.
Traffic and Transport	Honingham roundabout section looks horrendous - no exit at Honingham will make cut through routes at Honingham, Barnham Broom, Deopham, Wicklewood.	The junction with the A47 is part of National Highways' scheme to dual the A47 between Easton and North Tuddenham and is not part of the Norwich Western Link project.
Traffic and Transport	No second roundabout at A47. Need at Colton/Easton A47 junction is too far west.	The junction with the A47 is part of National Highways' scheme to dual the A47 between Easton and North Tuddenham and is not part of the Norwich Western Link project.
Traffic and Transport	No more roundabouts, too many on NDR.	The main route of the Proposed Scheme will not have any junctions with minor roads, other than one connection with the A47 and one new roundabout with the A1067 to the north.

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	Access from Taverham /Ringland to the A47 and vice versa - Road should be closed to traffic in the area of the junction of Ringland Road & Costessey Lane.	As part of the proposals for the A47 North Tuddenham to Easton dualling scheme National Highways proposes to apply a restriction to prevent traffic using Honingham Lane to access the A47 via Ringland. This proposal was developed in discussion with Norfolk County Council and local parish councils. As part of the package of traffic mitigation measures to support the Proposed Scheme, it is proposed that this closure to motorised traffic will be made permanent. As such, the Proposed Scheme includes the land and works required to accommodate this closure whilst preserving private vehicular access to that which would otherwise be severed. The Applicant proposes to take a monitor and manage approach to the introduction of the package of traffic mitigation proposals. This would ensure that traffic mitigation measures are introduced when required. The Applicant will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The Applicant will produce a monitoring plan ahead of the opening of the Proposed Scheme which details the locations and timescales for monitoring. The outcome of the monitoring together with consultation with communities will inform any future decision whether to proceed with the removal of the Honingham Lane restriction.
Design	The designs, shapes and colours of finishes on all structures should be pleasing to the eye and appropriate in the landscape.	The Proposed Scheme aesthetics have been considered to best fit into the existing landscaping surroundings, including a transparent environmental barrier on the viaduct. Further information is contained in the **'Design and Access Statement' (Document Reference: 1.02.00)** which forms part of the planning application.
Traffic and Transport	A B-road that went all the way to Briston/Melton, which had decent junctions, would save half the rat running.	The process undertaken to develop the route option for the proposed scheme is outlined in the **'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00)**. This assesses the detailed options proposed for the Proposed Scheme.
Traffic and Transport	Upgrade Dereham Road and via the ring road to connect to the North of Norwich.	Dereham Road and Outer Ring Road are existing routes which suffer from peak time congestion. The Proposed Scheme offers a new route further west which enables traffic to avoid existing congested routes. The public consultation figures showed as reduction in traffic on Dereham Road and the Outer Ring Road as a result of the Proposed Scheme. The detailed junction assessments demonstrate that the vast majority of junctions within the TA scope are found to operate within capacity in the 2039 future year 10 years after opening of the Proposed Scheme with at least 18 junctions receiving traffic reduction as a result of the Proposed Scheme. These include Marl Hill Road junction with A1067, B1535 Weston Hall Road junction with A1067 and Longwater Lane junction with Dereham Road
Traffic and Transport	Carriageway link road between Holt Road (at or just south of the Shortthorn Road junction) and The Broadland Northway (at or around its crossing with Reepham Rd).	This would be a major new highway scheme which would be required to be considered as a separate project as it is beyond the scope of the Proposed Scheme. The Applicant proposes a package of traffic mitigation proposals that will support the Proposed Scheme, this includes developing mitigation proposals, in conjunction with the local communities in the villages of Hosford and Felthorpe.

Topic	Specific Issues Identified	Applicant's Response
Viaduct	Request viaduct traverses Golf Club land to avoid an additional roundabout.	Other route options were considered as part of the Option Selection process. Routes closer to Easton were discounted as they were required to cross the River Tud in addition to the River Wensum and also the strategic high pressure gas main. The natural topography is also more challenging further east. The Proposed Scheme has also been designed to provide a for a more perpendicular crossing of the Wensum floodplain and avoids a direct commercial impact on the golf course. The process undertaken to develop the route option for the Proposed Scheme is outlined in the **'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00)**.
Traffic and Transport	Request that road is built further west of current Option C.	Routes closer to Attlebridge were discounted as they were too close to the local community at Weston Longville and would have a longer route alignment in comparison with the current option, so would offer less journey time and distance savings for road users. The process undertaken to develop the route option for the proposed scheme is outlined in the **'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00)**.
Traffic and Transport	Request for single carriageway.	Single carriageway options were considered at the Option Selection stage but were found to offer less capacity enhancement and network resilience and would provide benefit to fewer transport network users in comparison with dual carriageway options. The process undertaken to develop the route option for the Proposed Scheme is outlined in the **'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00)**.
Green bridges	Request Morton green bridge is moved to Weston Road.	The bridleway is proposed to cross the Morton Green Bridge on a skewed alignment because the bridge is aligned with observed bat fight paths for bat mitigation.
Traffic and Transport	Route to have better layby for LGVs, NDR only has 2 by Postwick.	The finalised layby positioning and dimensions are designed in accordance with national design standards set out in the Design Manual for Roads and Bridges (DMRB). The layby geometries are suitable for all sizes of vehicles.
Local Access and Active Travel	Request a full cycle route from Broadland Northway, over river Wensum	A Cycle Friendly Routes scheme, as outlined the **'Sustainable Transport Strategy' (Document Reference: 4.02.00)** forms part of a package of transport measures to support the Proposed Scheme. Once the Proposed Scheme is in place, this is expected to alleviate existing local roads from through traffic and make them more conducive to cycling, with some additional measures to influence more cautious driver behaviour. These routes are more aligned with desire lines between origins and destinations, in particular towards Norwich City Centre, The hospital, Easton College and retail areas such as Longwater. This is expected to offer more benefit than a route crossing the River Wensum as it is more closely aligned with people's day to day journeys. The Proposed Scheme is also expected to free up capacity on local minor roads in the west of Norwich including existing routes that cross the River Wensum. These would become more attractive for cycling with the Proposed Scheme in place.
Traffic and Transport	Point closure at Carleton Forehoe be reconsidered.	The Applicant has considered and given regard to the overall comments on this proposal and following further discussion with local parish councils the originally proposed Barnham Broom Road, Carleton Forehoe closure has been removed from the package of proposed mitigation measures and replaced with traffic and speed management measures, including a proposed 20mph speed on the built-up length of the road closest to Tuttles Lane, a 30mph speed limit through Carleton Forehoe and a 40mph speed limit on the remainder of the road. This would help to discourage through traffic but keep the route open to users.

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	Increase roundabout visibility.	The proposed roundabout on the A1067 has been designed in accordance with national design standards set out in the Design Manual for Roads and Bridges.
Traffic and Transport	Slowing at roundabouts create tyre wear and break dust. Consider junction options that eradicate braking.	All junction forms require some degree of turning and braking. A roundabout junction is considered the most appropriate form of junction based on the forecast traffic flows anticipated in the design year.
Traffic and Transport	West End in Costessey will continue to be a 'rat-run' between Longwater and the Northern Distributor Road at the A1067, continuing congestion in the village, and continuing to negatively impact the village's historic rural character.	Congestion at Longwater is predicted to increase in the future without the Proposed Scheme which would increase queues and delays on the route through Costessey. Once the Proposed Scheme is in place, a more attractive higher speed route from A47 to A1270 would be available which would reduce traffic through Costessey. This is backed up by the traffic modelling published in the **'Transport Assessment' (Document Reference: 4.01.00)** which shows a reduction in traffic on Taverham Lane (just north of the West End junction) of about 20% when the Proposed Scheme opens.
Local Access and Active Travel	Lack of NMU crossing at southern end of NWL (Wood Lane).	Cyclists and pedestrians can cross via The Broadway green bridge from Wood Lane. Observed flows close to the Wood Lane junction showed very low usage by NMUs. A bridge in this location is therefore not expected to offer good value for money.
Traffic and Transport	Reepham Road should be upgraded to a B road instead of the proposed road closures. This would prevent rat running and diverting larger vehicle along unsuitable roads.	The Applicant notes this suggestion regarding Reepham Road. The transport assessment work has demonstrated that creating a new link between the western end of Broadland Northway and the A47, is the most effective way of tackling these transport issues.
Local Access and Active Travel	Improved crossing facilities required where Marl Hill meets the A1067 in Morton On The Hill. Could be a bridge, tunnel or pedestrian crossing.	The traffic mitigation proposals include a Non-Motorised User crossing in the vicinity of Marl Hill Road with a central refuge and a 40mph speed limit on the A1067. This proposal will be subject to further consultation.
Traffic and Transport	Please make the roundabouts round (unlike the Salhouse Rd roundabout) and make the entry less than perpendicular to the roundabout which will aid a higher entry speed aiding traffic flow.	The proposed roundabout on the A1067 is designed in accordance with national standards as set out in the Design Manual for Roads and Bridges and is optimised for capacity and road safety rather than speed.
Traffic and Transport	Weston Longville to Ringland Lane should be open to all local traffic.	The prohibition of motor vehicle restriction on Ringland Lane (between Church Street and Ringland Lane) was provided to prevent through traffic using this narrow lane, to bypass traffic management measures on Church Street. The Applicant currently does not intend to remove this restriction as part of the package of traffic mitigation being developed for the village.
Traffic and Transport	Request layby near roundabout to look over Wensum Valley.	The finalised layby positioning is based on national standards as set out in the Design Manual for Roads and Bridges (DMRB).
Traffic and Transport	Move new A1067 roundabout more westwards so that NWL link is 90 degrees to A1067 – reduces length of viaduct.	The alignment of the route has been carefully designed to fit within the landscape and surrounding biodiversity. Please refer to the '**Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00)**.
Land	Requested separation distance increased between listed building and NWL alignment.	Impacts to Low Farm Barn are assessed in the **'Environmental Statement Chapter 8: Cultural Heritage Chapter' (Document Reference: 3.08.00)** and the desk-based assessment technical appendix. The process undertaken to develop the route option for the Proposed Scheme is outlined in the **'Environmental Statement Chapter4: Reasonable Alternatives Considered' (Document Reference: 3.04.00)**.

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	The dual roundabouts for the A1270 and A1067 should be merged. Route should have continued where the Broadland Northway joins Fakenham Road.	The proposed new roundabout on the A1067 is designed to avoid the need to divert a high-pressure gas main, it provides for a more perpendicular crossing of the Wensum floodplain and avoids a direct impact on the golf course.
Traffic and Transport	Existing road link between the A1067 and the A47 is adequate but needs better maintenance.	Assessment work has demonstrated that creating a new link between the western end of Broadland Northway and the A47, is the most effective way of tackling the current transport issues.
Traffic and Transport	Improve the existing B1535, including dualling. Upgrade and improve the existing road joining the A1067 and A47 by incorporating a bypass for Weston Longville.	The improvements to existing roads, between the A47 at its junction with Wood Lane and the A1067 at Lenwade, were undertaken over a number of years as resources from Norfolk County Council's Highway Capital Programme allowed. They included widening of the carriageway to allow HGVs to pass each other more easily and the classification of the route as the B1535 on completion. Whilst the improved B1535 route did provide some strategic benefits and help traffic issues in local communities (particularly Hockering) the Applicant does not consider that these improvements achieve the scheme objects outlined Chapter 3 of the **'Planning Statement' (Document Reference: 1.01.00).** As described in the **'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00)** a route option for the Proposed Scheme generally along the line of the B1535 but providing a more direct link between the A47 at its junction with Wood Lane and the A1067 at Lenwade, was included in the option appraisal process and the shortlist of 6 options for public consultation in 2018/19. It was discounted during the preferred route selection process described in the Reasonable Alternatives Chapter.
Traffic and Transport	Remove as many roundabouts of the NDR as possible.	The design of the NDR (now known as A1270 Broadland Northway) was fixed via the DCO process and is not proposed to be significantly changed. However, post-opening monitoring for the A1270 is an ongoing process and the Local Highway Authority are proceeding with this in accordance with the Requirements of the DCO process.
Traffic and Transport	Improve road through Weston Longville. Changes should be made to the B1535 to take traffic away from Weston Longville.	The route through Weston Longville already includes traffic calming and is subject to a 20mph limit. The Proposed Scheme will offer a new purpose-built dual carriageway standard road with National Speed Limit that avoids the village. Traffic modelling shows an 80-90% traffic reduction through Weston Longville, as a result of the Proposed Scheme.

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	Improving the B1147 would have less impact on the environment and cost less.	There is no B1147 and we assume the query relates to the B1525. A wide range of options were considered in the earlier stages of the project for the alignment of the viaduct and its position in relation to key constraints such as ancient woodland, listed buildings, existing properties and topography. An options consultation was carried out in late 2018-early 2019 and an Option Selection Report was published in July 2019. A connection which is as direct as possible with the A1270 was considered to offer the most viable solution and minimises the extent of A1067 dualling required and length of diversion for vehicles as the intention is to reduce the use of inappropriate routes through the west of Norwich. B1525 is too far west and would not alleviate a significant volume of traffic from villages such as Weston Longville.
Safety	Add a roundabout to the A47 junction to improve safety.	As part of the National Highways North Tuddenham to Easton dualling scheme a grade separated dumbbell roundabout is proposed at Taverham Road south of Honingham Lane, where it meets the A47. This should address existing safety issues at the A47 junction.
Traffic and Transport	Should use an existing river crossing.	A route option that included improving an existing road crossing of the river Wensum at Attlebridge was considered before the preferred route was agreed. However, due to the longer route from A47 to A1270 offered by this option, the benefits were expected to be less than for a new link. The process undertaken to develop the route option for the Proposed Scheme is outlined in the **'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00)**. Detail of the above option is captured within section 4.7 of the above referenced document.
Wildlife/habitats	Should be further east to avoid the bat issues.	The process to adopt the preferred route for the Proposed Scheme is described in **'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00)**. Bats were a key factor in this.
Traffic and Transport	Route should start at the airport roundabout and go south through Drayton.	A wide range of options were considered in the earlier stages of the project for the alignment of the viaduct and its position in relation to key constraints such as ancient woodland, listed buildings, existing properties and topography. An options consultation was carried out in 2019 and an Option Selection Report was published in July 2019. A connection which is as direct as possible with the A1270 was considered to offer the most viable solution and minimises the extent of A1067 dualling required and length of diversion for vehicles as the intention is to reduce the use of inappropriate routes through the west of Norwich. Routes closer to Drayton were considered but discounted because the topography is extremely challenging, and the Proposed Scheme would place high volumes of traffic in close proximity to residential properties. The process undertaken to develop the route option for the Proposed Scheme is outlined in '**Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00)**.
Noise	Road should be in a tunnel to reduce noise impact.	The option for a tunnel was explored during the optioneering process. Reasons for discounting a tunnel included engineering challenges, large land use requirements and likely impacts on groundwater flows and their relationship with the River Wensum SAC.
Noise	Concern over noise pollution travelling from the viaduct and from NWL.	The Environmental Statement forms part of the planning application documents. **'Environmental Statement Chapter 7: Noise and Vibration' (Document Reference: 3.07.00)** and **'Environmental Statement Chapter 7: Noise and Vibration: Appendix 7.3: Operational Road traffic noise assessment assumptions and source information' (Document Reference: 3.07.03)** provide an assessment of the noise and visual impact of the Proposed Scheme and appropriate mitigation measures.

Topic	Specific Issues Identified	Applicant's Response
Noise	Public footpaths will suffer from traffic noise from NWL. Need for low noise surface of road. Traffic noise will impact negatively on wildlife.	The impact of noise from the road including the viaduct is reported within the **'Environmental Statement Chapter 7: Noise and Vibration' (Document Reference: 3.07.00)**. Mitigation included in the design to reduce any adverse impacts include low noise road surfacing and an environmental barrier across the viaduct. The summary of the findings of can be found in **'Environmental Statement Chapter 7: Noise and Vibration' (Document Reference: 3.07.00)**. The assessment has taken into account multiple receptors across the Proposed Scheme, and demonstrates the scale of the impacts caused to each receptor group. For the entire Proposed Scheme, a low noise surface will be used. For context, at speeds above 75kph, a low noise road surface will be 3 dB quieter than a standard hot rolled asphalt surface type (based on the road surface corrections provided in DMRB LA 111). Further, impacts of the Proposed Scheme on biodiversity, including aquatic ecology, have been assessed in detail in the '**Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00)**.
Noise	Need for low noise surface of road.	For the entire Proposed Scheme, a low noise surface will be used. For context, at speeds above 75kph, a low noise road surface will be 3 dB quieter than a standard hot rolled asphalt surface type (based on the road surface corrections provided in DMRB LA 111).
Noise	Need for lots of planting to screen noise.	Vegetation planting is not required for noise mitigation purposes. The Proposed Scheme elements to help minimise noise impacts include earth bunds and low noise surfacing.
Land	The Scheme will destroy the rural character.	The detailed Landscape and Visual assessment, assessing the Proposed Schemes impacts on the landscape character are reported in **'Environmental Statement Chapter 9: Landscape and Visual' (Document Reference: 3.09.00)**. This details the residual effects to assessed receptors and considers the proposed mitigation for the scheme.
Viaduct	Visual impacts on residents - the viaduct would be an eyesore and views ruined.	The Proposed Scheme has been designed to consider the visual impact of the structure in the landscape, and how it is perceived by people near (including drivers on the structure) and far from it. The landscape and visual impact assessment is included within **'Environmental Statement Chapter 9: Landscape and Visual' (Document Reference: 3.09.00)**, which provides the assessment of the visual impact of the viaduct on difference receptors, with varying levels of impact being reported. Further, the impacts of the Proposed Scheme on Human health receptors are reported in **'Environmental Statement Chapter 17: Population and Health' (Document Reference: 3.17.00)**.
Noise	Noise and light pollution - Noise levels and emissions would make it very unpleasant to use, pollution on residents also, for walkers, riders and cyclists.	The **'Environmental Statement Chapter 7: Noise and Vibration' (Document Reference: 3.07.00)** provides an assessment of the noise and visual impact of the Proposed Scheme and appropriate mitigation measures. Lighting is limited to a small number of lighting columns and road signage. The main scheme carriageway will not include lighting. A robust assessment of the air quality impact of the Proposed Scheme and proposed mitigation is included in **'Environmental Statement Chapter 6: Air Quality' (Document Reference: 3.06.00)**.

Topic	Specific Issues Identified	Applicant's Response
Viaduct	Viaduct structure impact on the river Wensum SSSI.	Nature conservation designations have been detailed and assessed accordingly in the **'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00)**. There has been focus on maintaining the integrity of the River Wensum SAC and SSSI throughout the Proposed Scheme design process. This led to the inclusion of a viaduct over the river which avoids direct effects (habitat loss), an environmental barrier on the viaduct and mitigation measures set out in the **'Environmental Statement Chapter 3: Description of Scheme, Appendix 1: Outline Construction Environmental Management Plan' (OCEMP) (Document Reference: 3.03.01)** to manage pollution impacts.
Viaduct	Overall impact of the viaduct structure is negative impact.	The viaduct within the Proposed Scheme has been designed to: Consider the visual impact of the structure in the landscape, and how it is perceived by people near (including drivers on the structure) and far from it; Not adversely impact the integrity of the environmental designations of the River Wensum (SAC/SSSI), or the wider floodplain; Enable continued movement of wildlife beneath the structure with planting placed appropriately to guide birds and bats; Minimise maintenance requirements with the materials and design details used; and Enable a construction methodology that responds to the environmental constraints and need to minimise impact on the floodplain. As a result of the Proposed Scheme design, no significant effects are reported in the Environmental Statement as a result of the viaduct.
Land	Colour choice of materials could blend better into the environment.	The Proposed Scheme has been designed to consider the visual impact of the structure in the landscape, and how it is perceived by people near (including drivers on the structure) and far from it. This includes the selection of colours and materials for the viaduct structure. The girders are chosen as weathering steel. This type of steel has been chosen in order to reduce maintenance works occurring over the floodplain area. The landscape and visual impact assessment is included within **'Environmental Statement Chapter 9: Landscape and Visual' (Document Reference: 3.09.00)** which provides the assessment of the visual impact of the viaduct on difference receptors, with varying levels of impact being reported.
Viaduct	Concrete pillars an ugly eyesore.	The Proposed Scheme has been designed to consider the visual impact of the structure in the landscape, and how it is perceived by people near (including drivers on the structure) and far from it. The landscape and visual impact assessment is included within **'Environmental Statement Chapter 9: Landscape and Visual' (Document Reference: 3.09.00)** which provides the assessment of the visual impact of the viaduct on difference receptors, with varying levels of impact being reported.
Land	Effect of scheme on historical bridges and cottages within ancient landscape.	A detailed assessment of Cultural heritage assets has been undertaken, included within this is an assessment of the setting impacts to above ground cultural asset and curtilage structures, this is detailed within **'Environmental Statement Chapter 8: Cultural Heritage, Appendix 1: HEDBA' (Document Reference: 3.08.01)**

Topic	Specific Issues Identified	Applicant's Response
Local Access and Active Travel	Policy focuses too much on cars and not on active travel or public transport. Public transport and active transport need investment.	Norfolk County Council is making significant investments in public transport and active travel, for example through its Transport for Norwich and Bus Service Improvement Plan projects. The Applicant investigated a wide range of options including non-road based option at an earlier stage of the project. These are set out in **'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00).** Non-road options were considered, but found to be ineffective in comparison to the road-based options. The Proposed Scheme will also support walking, cycling and public transport use by taking traffic off local roads and through the introduction of complementary measures designed to encourage the use of more sustainable forms of transport. Supporting the planning application is the **'Sustainable Transport Strategy' (Document Reference: 4.02.00)** which includes improvements to be made for pedestrians, cyclists and horse riders, as well as improvements to public transport. Non-Motorised User provision is included, a Cycle Friendly Routes scheme and bus improvements. A local access consultation was held in July 2020 seeking views on measures to complement the Proposed Scheme.
Evidence	Case for road has not been made. Benefits of new road are not proven.	The case for the project is set out in the **'Planning Statement' (Document Reference: 1.01.00)** that forms part of the planning application. The Proposed Scheme will tackle existing traffic issues and the knock-on impacts these create and to make sure the transport networks can cope with anticipated housing and employment growth. For these reasons it has a strong business case and is a priority infrastructure project for Norfolk County Council.
Environmental impact	Scheme not needed because of environmental impact and impact on wildlife.	The case for the project is set out in the '**Planning Statement' (Document Reference: 1.01.00)** that forms part of the planning application. The Proposed Scheme will tackle existing traffic issues and the knock-on impacts these create and to make sure the transport networks can cope with anticipated housing and employment growth. For these reasons it has a strong business case and is a priority infrastructure project for Norfolk County Council. Where the Environmental Statement assessment has identified significant environmental impacts, mitigation measures have been identified to minimise impacts as far as practicable. The Planning Statement concludes that in the planning balance the benefits of the Proposed Scheme outweigh the limited adverse effects identified.
Cost	The Scheme costs too much money.	The case for the project is set out in the **'Planning Statement' (Document Reference: 1.01.00)** that forms part of the planning application. The Proposed Scheme will tackle existing traffic issues and the knock-on impacts these create and also to make sure the transport networks can cope with anticipated housing and employment growth. For these reasons it has a strong business case and is a priority infrastructure project for Norfolk County Council.
General	There is no support for the scheme.	The Applicant's NWL Options Consultation in 2018/19, asked respondents to what extent they agreed there was a need for a Norwich Western Link, which 77% of respondents either agreed or mostly agreed.

Topic	Specific Issues Identified	Applicant's Response
Local Access and Active Travel	On Ringland Road and Beech Avenue should be focusing on public transport and active travel instead.	Alongside the planning application is the '**Sustainable Transport Strategy' (Document Reference: 4.02.00)** which includes improvements to be made for pedestrians, cyclists and horse riders, as well as improvements to public transport. Non-Motorised User provision is included, a cycle friendly routes scheme and bus improvements. A local access consultation was held in July 2020 seeking views on measures to complement the Proposed Scheme. Traffic will be reduced on Beech Avenue and Ringland Road with the Proposed Scheme in place, making them more conducive to cycling and active travel.
Traffic and Transport	Should be focussing on modal shift rather than new roads.	Norfolk County Council's adopted Local Transport Plan (LTP) 4 Strategy, describes the council's strategy and policy framework for transport. The LTP supports and is supported by a range of plans and strategies to encourage modal shift including a Bus Service Improvement Plan and a Safe Sustainable Development Local Cycling and Walking Infrastructure Plans. The LTP also identifies the Proposed Scheme as being one of the priorities for enhancing strategic connections. Supporting the planning application for the Proposed Scheme is the **'Sustainable Transport Strategy' (Document Reference: 4.02.00)** which includes improvements to be made for pedestrians, cyclists and horse riders, as well as improvements to public transport. Non-Motorised User provision is included, a cycle friendly routes scheme and bus improvements. Such improvements will support modal shift.
Cost	The NWL will have excessive maintenance costs.	The Local Highways Maintenance grant is calculated, for the A class road network on length. Therefore, the Proposed Scheme, a future A class road, would attract extra funding through this formula.
General	Concerns the road will lead to more housing developments.	There is no development that is directly dependent on the Proposed Scheme, but it is expected to support and facilitate forecasted and planned growth.
Traffic and Transport	NWL will alleviate traffic in local villages (Drayton, Weston Longville, Taverham, Ringland, Costessey).	The Applicant acknowledges the support for the Proposed Scheme in alleviating traffic in local villages.
Traffic and Transport	Mitigations to south of A47 will help alleviate traffic local area.	The Applicant acknowledges the support for the Proposed Scheme in alleviating traffic in local villages.
Traffic and Transport	NWL will alleviate traffic into the city and outskirts	The Applicant acknowledges the support for the Proposed Scheme in alleviating traffic in the surrounding areas.

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	Honingham Lane closure will stop the rat run from Taverham.	The Applicant acknowledges the comment about the closure of Honingham Lane. As part of the proposals for the A47 North Tuddenham to Easton dualling scheme National Highways proposes to apply a restriction to prevent traffic using Honingham Lane to access the A47 via Ringland. This proposal was developed in discussion with Norfolk County Council and local parish councils. As part of the package of traffic mitigation measures to support the Proposed Scheme, it is proposed that this closure to motorised traffic will be made permanent. As such, the Proposed Scheme includes the land and works required to accommodate this closure whilst preserving private vehicular access that which would otherwise be severed. The Applicant proposes to take a monitor and manage approach to the introduction of the package of traffic mitigation proposals. This would ensure that traffic mitigation measures are introduced when required. The Applicant will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The Applicant will produce a monitoring plan ahead of the opening of the Proposed Scheme which details the locations and timescales for monitoring. The outcome of the monitoring together with consultation with communities will inform any future decision whether to proceed with the removal of the Honingham Lane restriction.
Traffic and Transport	GHG based on traffic modelling is fundamentally wrong. The climate material provided in the brochure is manifestly wrong traffic modelling and option development are wrong based on change in model and issues with model. Traffic survey data out of date/not accurate.	The transport model has been produced in line with the Department for Transport (DfT) Transport Analysis Guidance (TAG). The assessment of Greenhouse Gases (GHG) has been undertaken based on DfT guidance. The planning application has been produced in consultation with the CPA (County Planning Authority), in accordance with applicable local policy and guidance
Traffic and Transport	Make Barnham Broom Road one way where it joins the A47.	Barnham Broom Road does not connect directly to the A47. However, as part of the National Highways North Tuddenham to Easton dualling scheme, Berry's Lane will be closed, which will limit direct access to the route through Barnham Broom Road from A47. One-way systems on rural roads can encourage higher vehicle speeds and lead to greater sign proliferation on rural roads and the Applicant does not intend to make Barnham Broom Road one-way.
Traffic and Transport	Reduce speed limit and put in road safety measures on B1108.	The responses regarding the consultation proposals for Barnham Broom Road have been considered by the Applicant and regard has been given to them in developing the proposals for this road. Following further discussion with local parish councils the originally proposed Barnham Broom Road, Carleton Forehoe closure has been removed from the Proposed Scheme and replaced with traffic, HGV and speed management measures, including a proposed 20mph speed on the built-up length of the road closest to Tuttles Lane, a 30mph speed limit in Carleton Forehoe and a 40mph speed limit on the remainder of the road. The Applicant has given a commitment to monitor vehicles flows/speeds on Barnham Broom Road post implementation of the Proposed Scheme with a view to considering the impacts of the new proposals.

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	Measures won't be effective unless enforced.	The Applicant intends to examine the need for and feasibility of potential measures that could be used to help compliance with the proposed mitigation measures. This will be undertaken in consultation with the relevant parish councils. It is expected that in order to support the speed management proposals south of A47, there will need to be some physical measures put in to help make the speed limit self-enforcing. Traffic monitoring will be carried out after opening which will include periodic speed and volume counts. If a problem is shown to arise and persist, the case for additional measures can be considered.
Traffic and Transport	Install speed awareness machines along Tuttles Lane, Melton Road, Barnham Broom Road inside Tuttles Lane and Chapel Lane in Wymondham to mitigate the impact of traffic flows along these roads.	The Applicant intends to examine the need for and feasibility of potential physical measures that could be used to help compliance with the proposed speed limits. This will be undertaken in consultation with the relevant parish councils. It is expected that in order to support the speed management proposals south of A47, there will need to be some physical measures put in to help make the speed limit self-enforcing. Such measures could include chicanes, lines and signs and interactive speed limit signs which alter drivers when they are exceeding the speed limit.
Traffic and Transport	HGV ban on Marl Hill Road.	Marl Hill Road already has signage to prohibit HGVs through Weston Longville as the onward routes are not suitable.
Traffic and Transport	Make Wood Lane into Paddy's Lane access only.	Once the Proposed Scheme is in place, the new road will be sufficiently attractive that the vast majority of through traffic will be eliminated in Weston Green and Weston Longville. Therefore, an access only restriction would not be required. Traffic modelling indicates an 80-90% reduction in traffic on Paddy's Lane. In consultation with local representatives, the Applicant is currently considering options to mitigate traffic impacts on Weston Longville for the interim period between the A47 North Tuddenham and Easton improvements and the Proposed Scheme coming into operation. An access only restriction at Paddy's Lane could be considered as part of this work.
Traffic and Transport	Make Honingham Lane one way instead of closing it.	One-way restrictions would impact on access to residential properties along the road and often result in traffic speed increases as the opposing flows are removed reducing risk and conflict, so drivers tend to travel less cautiously. As part of the proposals for the A47 North Tuddenham to Easton dualling scheme National Highways proposes to apply a restriction to prevent traffic using Honingham Lane to access the A47 via Ringland. This proposal was developed in discussion with Norfolk County Council and local parish councils. As part of the package of traffic mitigation measures to support the Proposed Scheme, it is proposed that this closure to motorised traffic will be made permanent. As such, the Proposed Scheme includes the land and works required to accommodate this closure whilst preserving private vehicular access to that which would otherwise be severed. The Applicant proposes to take a monitor and manage approach to the introduction of the package of traffic mitigation proposals. This would ensure that traffic mitigation measures are introduced when required. The Applicant will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The Applicant will produce a monitoring plan ahead of the opening of the Proposed Scheme which details the locations and timescales for monitoring. The outcome of the monitoring together with consultation with communities will inform any future decision whether to proceed with the removal of the Honingham Lane restriction.

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	Traffic calming measures needed in Ringland.	The Proposed Scheme will reduce traffic through Ringland village, with a purpose built route connecting A47 with A1067 this will reduce the need for through traffic to travel through Ringland.
Traffic and Transport	Traffic calming/management should be brought in to keep traffic at current levels.	The Greater Norwich area is growing and due to the rural nature of the surrounding area of Norfolk, travel distances for many people are beyond walking and cycling distance and it is not viable to serve a sparsely populated area with good enough levels of public transport to attract them away from private car travel. The Norwich Western Link is proposed as part of an overall Transport for Norwich Strategy (TfN) and is recognised in the LTP4. The Proposed Scheme includes a **'Sustainable Transport Strategy' (Document Reference: 4.02.00)** which contains complementary measures to support people to walk, cycle and use public transport on shorter distance journeys in the urban fringe on the west side of Norwich. Traffic calming / management would not address the issues the Proposed Scheme aims to address, providing a strategic road network link, to enable the re-distribution of both existing and growth traffic away from local roads and villages.
Traffic and Transport	Weight restriction needed on Ringland Lane (except access/farm vehicles).	The majority of HGV's predicted to use Ringland Lane in the future would be those taking access to the adjacent properties. Therefore, the ban would be ineffective.
Traffic and Transport	Reduce speed limit on A1067 through Morton.	The traffic mitigation proposals include a 40mph on the A1067 and non-signalised NMU crossing in the area of Marl Hill Road. This proposal will be subject to further public consultation. The Non-Motorised User Provision includes a new crossing on A1067 at Morton. This will require a reduced speed limit of 40mph on approaches and the Applicant will consider the feasibility of extending this speed so that it includes the main area of Morton.
Traffic and Transport	The Hill 40mph speed limit should be enforced by a safety camera.	Speeds limits are enforced by Norfolk Constabulary and the Norfolk Safety Camera Partnership. The provision of safety/speed cameras at a particular location would need to be considered by these two parties rather than the Applicant, which is not proposing the use of these cameras as part of the package of mitigation measures.
Traffic and Transport	Close road through Ringland Hills to deter rat running.	The option to close Ringland Lane to vehicles was consulted on in 2020 as part of the Local Access Consultation. The feedback indicated that Ringland Lane needed to be kept open to all users in order to minimise the diversion length for local trips and to preserve agricultural access to adjacent land. Ringland Lane is predicted to see a significant reduction in traffic as a result of the Proposed Scheme with forecast opening year flows of 2,700 vehicles per day without the Proposed Scheme predicted to reduce to about 600 vehicles per day when the new road opens.

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	Reopen Honingham Lane after A47 upgrade is complete.	As part of the proposals for the A47 North Tuddenham to Easton dualling scheme National Highways proposes to apply a restriction to prevent traffic using Honingham Lane to access the A47 via Ringland. This proposal was developed in discussion with Norfolk County Council and local parish councils. As part of the package of traffic mitigation measures to support the Proposed Scheme, it is proposed that this closure to motorised traffic will be made permanent. As such, the Proposed Scheme includes the land and works required to accommodate this closure whilst preserving private vehicular access to that which would otherwise be severed. The Applicant proposes to take a monitor and manage approach to the introduction of the package of traffic mitigation proposals. This would ensure that traffic mitigation measures are introduced when required. The Applicant will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The Applicant will produce a monitoring plan ahead of the opening of the Proposed Scheme which details the locations and timescales for monitoring. The outcome of the monitoring together with consultation with communities will inform any future decision whether to proceed with the removal of the Honingham Lane restriction.
Traffic and Transport	50mph speed limit on NWL.	The Proposed Scheme is intended to keep traffic moving and offer improved journey times. Therefore, as a dual carriageway, it is able to operate at 70mph which would offer increased benefits to users as opposed to a 50mph road.
Traffic and Transport	Introduce traffic chicanes on Bell Road and Honingham Road to slow traffic.	20mph speed limit reductions are proposed on these roads in built-up area of Barnham Broom. In consultation with local representatives the Applicant will consider the feasibility of and needed for physical measures to support the speed limit. One option to be considered could be the use of chicanes.
Traffic and Transport	Cycle friendly routes should have suitable speed limits.	There are no new speed limits included in the Cycle Friendly Routes schemes. However, some of the routes proposed include roads that are already subject to 30mph limits or less. Other measures will be considered to reduce traffic speeds and influence more cautious driver behaviour.
Traffic and Transport	HGV ban needed in Felthorpe.	A 20mph speed limit is proposed through Felthorpe as part of a package of traffic mitigation measures to support the Proposed Scheme. The applicant intends to examine the need for and feasibility of potential physical measures that could be used to help compliance with the proposed 20mph speed limits. This will be undertaken in consultation with the parish council. The potential for a HGV restriction covering the village is not intended as part of the NWL mitigation measures as it is understood that this has previously been investigated. In addition, the proposed mitigation measures proposed for the village, and the potential future introduction of the prohibited right turns at the Holt Road/Shortthorn Road junction are considered likely to reduce HGV movements through the village.

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	Reduce speed limit on Shortthorn Road instead of right turn ban.	The originally proposed prohibited right turns at the Holt Road/Shortthorn Road junction are still intended to be included in the package of traffic mitigation measures but a phased approach to implementing them will be adopted. The Applicant proposes to take a monitor and manage approach to the introduction of the package of traffic mitigation proposals. This would ensure that traffic mitigation measures are introduced when required. The Applicant will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The Applicant will produce a monitoring plan ahead of the opening of the Proposed Scheme which details the locations and timescales for monitoring. The outcome of the monitoring together with consultation with communities will inform the decision whether to proceed with the implementation of the prohibited right turns at the Holt Road/Shortthorn Road junction. This 'monitor and manage' approach would not preclude the Applicant bringing forward traffic mitigation proposals before the opening of the Proposed Scheme if conditions on the network indicated its need. Details of the package of traffic mitigation proposals can be found in Section 9.0 of the **'Transport Assessment' (Document Reference: 4.01.00).**
Traffic and Transport	Keep Honingham Lane open to public transport (but not other motorised traffic).	This would be of limited benefit as Honingham Lane is not currently served by a public transport route and if a new route was introduced it would serve a limited catchment of users, so may not reach viability.
Traffic and Transport	Put an access only restriction in at the junction of Paddy's Lane and Honingham Road.	Once the Proposed Scheme is in place, the new road will be sufficiently attractive that the vast majority of through traffic will be eliminated in Weston Green and Weston Longville. Therefore, an access only restriction would not be required. Traffic modelling indicates an 80-90% reduction in traffic on Paddy's Lane. In consultation with local representatives, the applicant is currently considering options to mitigate traffic impacts on Weston Longville for the interim period between the A47 North Tuddenham and Easton improvements and the Proposed Scheme coming into operation. An access only restriction at Paddy's Lane could be considered as part of this work

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	Alternative measures for Attlebridge required to mitigate traffic impact.	The responses regarding the consultation proposals of a turning restriction at the Reepham Road/Station Road junction north of Attlebridge were considered by the Applicant and regard has been given to them in developing the proposals for the package of traffic mitigation measures. As a result of this work the Applicant undertook a further localised consultation on an alternative proposal of a prohibition of motor vehicles restriction on Station Road (between Reepham Road and A1067 Fakenham Road) and Felthorpe Road (between Reepham Road and Station Road). Further details on this localised consultation are contained in the **'Consultation Report' (Document Reference: 5.01.00)**. The Applicant now proposes a prohibition of motor vehicles (except for access) restriction for Station Road and Felthorpe Road instead of the turning restriction at the Reepham Road/Station Road junction because it considers that this would sufficiently deter through traffic on this road whilst maintaining the right turn into Station Road for those that have legitimate access. The Applicant proposes to take a monitor and manage approach to the introduction of the package of traffic mitigation proposals. This would ensure that traffic mitigation measures are introduced when required. The Applicant will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The Applicant will produce a monitoring plan ahead of the opening of the Proposed Scheme which details the locations and timescales for monitoring. The outcome of the monitoring together with consultation with communities will inform the decision whether to proceed with the implementation of the prohibition of motor vehicles restriction on Station Road and Felthorpe Road. This 'monitor and manage' approach would not preclude the Applicant bringing forward traffic mitigation proposals before the opening of the Proposed Scheme if conditions on the network indicated its need. Details of the package of traffic mitigation proposals can be found in Section 9.0 of the **'Transport Assessment' (Document Reference: 4.01.00)**.
Traffic and Transport	NWL will not improve traffic/congestion.	Strategic modelling indicates that the Proposed Scheme will alleviate the use of inappropriate routes from minor rural routes in the west of Norwich and will also take pressure off the radial routes into central Norwich and key junctions on the A47 southern bypass around Norwich.
Traffic and Transport	Proposals will make traffic on NDR worse. Roundabouts on NDR are congested.	Strategic modelling indicates that there will be a shift of traffic from the southern A47 bypass to the A1270 Broadland Northway (formerly known as the NDR). However, the A1270 has only recently opened to traffic and has not yet reached capacity. Junction modelling within the **'Transport Assessment' (Document Reference: 4.01.00)** indicates that the junctions within the Transport Assessment scope are able to operate acceptably in the future year of 2039 with the Proposed Scheme in place.
Traffic and Transport	Roundabouts on NDR are poorly designed (entry too narrow for HGV).	The roundabouts have been designed to meet the requirements of guidance set out within the Design Manual for Roads and Bridges. They are therefore suitable for HGV movement.
Traffic and Transport	Church St Horsford should have weight limit to restrict HGV use.	Within Horsford the proposed mitigation measures include speed limit reductions to minimise the attractiveness of the route through the village and encourage strategic traffic to use A140. As part of the feasibility work with local representatives to develop the detail of these mitigation measures the Applicant intends to consider extending the speed reduction measures onto Church Street. The need for and feasibility of any physical measures that would support the new limit will also be considered. However, the Applicant is not currently proposing a weight limit on this road.

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	Weston Longville should have a weight limit to restrict HGV use.	In consultation with local representatives, the applicant is currently considering options to mitigate traffic impacts on Weston Longville for the interim period between the A47 North Tuddenham and Easton improvements and the Proposed Scheme coming into operation. Whilst the village of Weston Longville currently has an HGV restriction, the extents of these will be considered as part of this work.
Traffic and Transport	Construction traffic routes should avoid local roads to minimise disruption.	The construction traffic routes will be carefully managed, looking at existing traffic and the nature of local roads. Using local roads to access the site compounds in the immediate vicinity of the Proposed Scheme cannot be fully avoided. However, the majority of construction traffic will approach via roads that are designated HGV routes such as A47 and A1270, A1067 and B1535. The only local roads to be used are Wood Lane, Paddy's Lane (for access to the main compound), Marl Hill Road and Ringland Lane. A haul road is also proposed parallel with Ringland Lane to the west of Proposed Scheme to minimise traffic impacts. The mainline of the Proposed Scheme will also be used as an internal haul road where possible. A Construction Traffic Management Plan will be developed prior to construction setting out more detail on construction access and mitigation proposals.
Traffic and Transport	More traffic from Wymondham to the NDR will be created by the NWL.	A package of traffic mitigation measures is proposed which includes speed limit reductions in the north of Wymondham and on routes between Wymondham and Honingham to deter through traffic towards the Proposed Scheme.
Traffic and Transport	When new roads are built, they fill up and journey times aren't reduced.	The strategic modelling has been carried out in accordance with DfT Transport Assessment Guidance (TAG), which indicates that there will be journey time reduction and economic benefit to users of the Proposed Scheme in the future years.
Environmental Impact	The NWL will lead to an increase in vehicle use and therefore to more carbon emissions.	The significance of the impact of the Proposed Scheme on GHG emissions reported in the **'Environmental Statement Chapter 15: Greenhouse Gases' (Document Reference: 3.15.00)** has been assessed with reference to the UK's trajectory towards net zero, as well as guidance from Institute of Environmental Management and Assessment and the use of professional judgement. Operational GHG emissions have been put into context through comparison with the respective UK carbon budgets to assess their compatibility with the UK's net zero trajectory. As documented in **'Environmental Statement Chapter 15: Climate - Greenhouse Gases' (Document Reference: 3.15.00)**.
Traffic and Transport	Providing new roads encourages car use.	The '**Sustainable Transport Strategy' (Document Reference: 4.02.00)** includes walking, cycling and public transport proposals to complement the Proposed Scheme. This will support people to travel by non-car options and encourage mode shift for shorter journeys where alternative travel options are more realistic. The Proposed Scheme in general will cater for longer distance trips and HGV movements which are less able to shift to other modes.
Wildlife/habitats	The increase in traffic the road will create will lead to more wildlife deaths.	Wildlife crossings are included in the Proposed Scheme to enable safe passage of animals across the Norwich Western Link main carriageway. For example, green bridges and a wildlife underpass have been positioned carefully to align with observed bat movement in the area. Bat radio-tracking surveys have been carried out to inform this.

Topic	Specific Issues Identified	Applicant's Response
Air quality	Some of the proposed traffic mitigation measures will mean people having to take long detours and travel further, creating knock on effects such as more pollution.	The Proposed Scheme aims to re-distribute traffic away from local roads and villages, onto a strategic road network. The mitigation proposed has been developed through traffic and junction modelling, in partnership with detailed engagement with local parishes. The Air quality impacts associated with the Traffic Mitigation has been assessed within **'Environmental Statement Chapter 6: Air Quality' (Document Reference: 3.06.00).**
Traffic and Transport	Proposed traffic mitigation in Attlebridge seem insufficient given the projected increase in traffic through the village.	The responses regarding the consultation proposals of a turning restriction at the Reepham Road/Station Road junction north of Attlebridge were considered by the Applicant and regard has been given to them in developing the proposals for the package of traffic mitigation measures. As a result of this work the Applicant undertook a further localised consultation on an alternative proposal of a prohibition of motor vehicles restriction on Station Road (between Reepham Road and A1067 Fakenham Road) and Felthorpe Road (between Reepham Road and Station Road). Further details on this localised consultation are contained in the **'Consultation Report' (Document Reference: 5.01.00)**. The Applicant now proposes a prohibition of motor vehicles (except for access) restriction for Station Road and Felthorpe Road instead of the turning restriction at the Reepham Road/Station Road junction because it considers that this would sufficiently deter through traffic on this road whilst maintaining the right turn into Station Road for those that have legitimate access. The Applicant proposes to take a monitor and manage approach to the introduction of the package of traffic mitigation proposals. This would ensure that traffic mitigation measures are introduced when required. The Applicant will commit to the monitoring of traffic on a number of roads to determine the impact of actual traffic volumes following opening of the Proposed Scheme. The Applicant will produce a monitoring plan ahead of the opening of the Proposed Scheme which details the locations and timescales for monitoring. The outcome of the monitoring together with consultation with communities will inform the decision whether to proceed with the implementation of the prohibition of motor vehicles restriction on Station Road and Felthorpe Road. This 'monitor and manage' approach would not preclude the Applicant bringing forward traffic mitigation proposals before the opening of the Proposed Scheme if conditions on the network indicated its need. Details of the package of traffic mitigation proposals can be found in Section 9.0 of the **'Transport Assessment' (Document Reference: 4.01.00)**.
Traffic and Transport	The road between Wymondham and Dereham is unsuitable to take any large or additional traffic.	Mitigation is proposed on this route including speed limit reduction measures to prevent it becoming attractive as a through route. Berry's Lane will also be closed as part of the National Highways North Tuddenham to Easton dualling scheme.
Traffic and Transport	Chapel Lane should be closed at its junction with Tuttles Lane to prevent it being a rat run.	Mitigation is proposed on this route including speed limit reduction measures which to help limit the attractiveness of the route.
Traffic and Transport	NWL will create new rat runs south of the A47.	Mitigation measures are proposed for the area south of A47 to deter the use of inappropriate routes.
Traffic and Transport	The NWL won't reduce traffic travelling between Longwater retail park and urban areas to the north such as Drayton and Taverham.	The route from Drayton and Taverham to Longwater is currently used by some through traffic as well as predominantly local traffic. Strategic modelling predicts the Proposed Scheme could offer about a 20% reduction in traffic on this route.
Traffic and Transport	Concerns traffic will still cut through Weston Longville and Weston Green rather than travel further to use the NWL.	Traffic modelling forecasts an 80-90% traffic reduction through Weston Longville as a result of the Proposed Scheme.

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	Roads into Wymondham from Kimberley and Carleton Forehoe are of an unsuitable standard to take any more traffic.	The traffic mitigation proposals will help deter traffic from Carleton Forehoe. The Applicant has considered and given regard to the overall comments on this proposal and following further discussion with local parish councils the originally proposed Barnham Broom Road, Carleton Forehoe closure has been removed from the package of proposed mitigation measures and replaced with traffic and speed management measures, including a proposed 20mph speed limit on the built-up length of the road closest to Tuttles Lane, a 30mph speed limit through Carleton Forehoe and a 40mph speed limit on the remainder of the road. This would help to discourage through traffic but keep the route open to users. As part of the package of traffic measures to support the Proposed Scheme the Applicant proposes a 30mph speed limit on the B1108 through Kimberly. The B1108 forms part of the main road network and as such is suitable to carry the forecast traffic flows.
Traffic and Transport	The location of the connection with the A47 means local residents and commuters are still likely to use West End in Costessey as a rat run to the NDR.	The traffic modelling forecasts that there would be a reduction in traffic through Costessey of around 20% with the Proposed Scheme in place, hence rat-running would be considerably reduced.
Traffic and Transport	The NWL will make the existing congestion/bottleneck at the NDR junction with Holt Rd worse.	There is a separate feasibility study for capacity enhancements at this junction being carried out by the Local Highway Authority to alleviate queues and delays at the B1149 junction with A1270.
Traffic and Transport	Roundabouts with A1067 and NDR will be congested/become bottlenecks.	Traffic modelling has been carried out to test the proposed roundabout design for the new roundabout at the A1067 and the existing junction of A1067/A1270 which will have the west arm dualled to connect to the Proposed Scheme. The modelling forecasts that both roundabouts would work within acceptable capacity thresholds in the assessment year of 2039.
Traffic and Transport	Concern regarding the impact it will have on traffic flows along the A1067 between Lenwade and the bottom of Marl Hill.	There will be an increase on A1067 of less than 1000 vehicles but this is inevitable as traffic is drawn towards the new link. A1067 is considered to be suitable to tolerate an increase as it is a Primary Road in the NCC road hierarchy. However, speed limit reductions are proposed at Morton on the Hill along with new crossing facilities.
Traffic and Transport	NWL won't help Costessey.	Updated traffic modelling indicates that the Proposed Scheme will result in a forecast traffic reduction through Costessey of around 20%. The modelling information can be found in **'Transport Assessment' (Document Reference: 4.01.00)**.
Traffic and Transport	A CPRE report has found that road building increases traffic through induced demand.	Variable Demand Modelling has been carried out to take into account any effects of induced demand. A Sustainable Transport Strategy is also proposed to provide complementary measures which support walking, cycling and public transport journeys in the west of Norwich.
Traffic and Transport	Concern about increased traffic through East Tuddenham.	It is forecast that there will be a substantial decrease in comparison with the observed base flows. This is largely a result of the A47 North Tuddenham to Easton dualling scheme, which is included as a baseline scheme in the strategic modelling for the Proposed Scheme.
Traffic and Transport	The projected decrease of 619 vehicles in Lenwade is inexplicable.	Due to the introduction of the Proposed Scheme, traffic modelling forecasts a re-routing of traffic from the A1067 Fakenham Road to the A47. The transport model indicates that traffic makes this decision around the King's Lynn area.

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	Closing Barnham Broom Road should be abandoned as will shift traffic onto less appropriate routes such as the road between Barford and Wramplingham. It will cause inconvenience and make other roads busier.	The Applicant has considered and given regard to the overall comments on this proposal and following further discussion with local parish councils the originally proposed Barnham Broom Road, Carleton Forehoe closure has been removed from the package of proposed mitigation measures and replaced with traffic and speed management measures, including a proposed 20mph speed on the built-up length of the road closest to Tuttles Lane, a 30mph speed limit through Carleton Forehoe and a 40mph speed limit on the remainder of the road. This would help to discourage through traffic but keep the route open to users.
Traffic and Transport	The Scheme will make local routes busier (Bell Road and Barnham Broom Road).	The inclusion of the proposed traffic mitigation measures on Bell Road / Honingham Road are predicted to make the route through Barnham Broom less busy. The proposed measures will help to minimise effects of the Proposed Scheme on local communities to the south of the route and help keep traffic speeds low through villages. South of A47, National Highways will also be closing Berry's Lane as part of their North Tuddenham to Easton dualling scheme. This will help to minimise the attractiveness of using inappropriate routes through the area between Honingham and Wymondham.
Traffic and Transport	Existing 20 mph limit at the school on Norwich Road (close to Tuttles Lane) only slows congestion down, does not alleviate it	The Applicant believes this response is using Norwich Road as an example of where a speed limit reduction does not alleviate traffic (reduce traffic volume), thus, proposing a speed limit reduction would not be effective at alleviating traffic. The proposed Tuttles Lane 30mph speed limit aims to help mitigate the impacts of traffic on this road, through speed reduction, the modelling shows that in the opening year (2029), the traffic mitigation package south of the A47 would lead to a reduction of 600 vehicles per day, equating to circa 13% reduction. This speed limit reduction is one part of the wider traffic mitigation package, which reduced the traffic volume. In addition, the proposed speed limit reduction would provide a benefit to non-motorised users and residents due to slower traffic movement. Having given regard to this comment the Applicant intends to retain the proposed extent of this limit within the package of traffic mitigation measures to support the Proposed Scheme.
Traffic and Transport	Speed limit is not required along Tuttles Lane; suspect is because of/will lead to more housing.	The measures are proposed as a package to mitigate secondary effects on the network. The appropriateness of other development is a matter for the Local Planning Authority to consider as part of its plan making and local development management functions. While the Proposed Scheme will support future economic growth it is not required in order to support any specific proposed development.
Traffic and Transport	Speed limit along Tuttles Lane is not needed (apart from where housing on both sides of road).	For the majority of the proposed length of 20mph speed limit there is property frontage on either side of the road. The exception is at the northern and southern ends of the restriction where there is property frontage on one side only. The exact extents of the speed limit will be considered when the Traffic Regulation Order is promoted although at this stage the Applicant expects that including the lengths of road where there is property frontage on one side only within the restriction is appropriate.
Traffic and Transport	Speed limit overlooks other serious congestion and safety issues on the railway bridge at the intersection of Tuttles Lane and Chapel Lane.	A reduced speed limit should help improve road safety. The revised mitigation proposals at Barnham Broom Road would also limit the extent to which traffic diverts through the railway bridge to the west of Chapel Lane.
Traffic and Transport	Speed cameras/ awareness machines needed. Speed limit will not be followed.	The Applicant has given a commitment to monitor vehicles flows/speeds post implementation with a view to considering the impacts of the new proposals.

Topic	Specific Issues Identified	Applicant's Response
Traffic and Transport	Horsford should have double yellow lines near the shop and pub.	The Applicant does not propose waiting at any time restrictions at these locations. Suggestions for such restrictions would need to be considered by Norfolk County Council in its function as the Local Traffic Authority taking account of both national and its own guidance.
Traffic and Transport	Oppose 20mph limit in Felthorpe. No need for proposals given low numbers.	The proposed 20mph speed limit for the Street, Felthorpe, aims to help mitigate the impacts of traffic on this road. Having given regard to this comment the Applicant intends to retain the proposed speed limit within the package of traffic mitigation measures to support the Proposed Scheme.
Traffic and Transport	20mph seems slow through Felthorpe.	The Street, Felthorpe, has an existing 30mph speed limit and its reduction to 20mph speed limit aims to help mitigate the impacts of traffic on this road. Having given regard to this comment the Applicant intends to retain the proposed speed limit within the package of traffic mitigation measures to support the Proposed Scheme.
Traffic and Transport	Proposals will cause increased traffic through Felthorpe.	Without the proposed traffic mitigation scheme north of the A1067, it is expected that traffic would increase through Felthorpe, hence the Applicant has developed a package of interventions which will help to reduce traffic volumes and speeds through the village. This includes speed limit reductions at The Street and Taverham Road, Felthorpe, and also through Horsford.
Traffic and Transport	Other traffic calming measures may be necessary. Felthorpe HGV ban except access. More speed calming measures in Felthorpe and Horsford to reduce HGV and speed.	A 20mph speed limit is proposed through Felthorpe as part of a package of traffic mitigation measures to support the Proposed Scheme. The Applicant intends to examine the need for and feasibility of potential physical measures that could be used to help compliance with the proposed 20mph speed limits. This will be undertaken in consultation with the parish council. The potential for a HGV restriction covering the village is not intended as part of the NWL mitigation measures as it is understood that this has previously been investigated. In addition, the proposed mitigation measures proposed for the village, and the potential future introduction of the prohibited right turns at the Holt Road/Shortthorn Road junction are considered likely to reduce HGV movements through the village.
Traffic and Transport	Reducing speed limit on entering Mill Lane from The Street Felthorpe to improve safety for pedestrians and cyclists.	A 20mph speed limit is proposed through Felthorpe as part of a package of traffic mitigation measures to support the Proposed Scheme. The Applicant will consider the inclusion of the southern section of Mill Lane (i.e. the section closest to the centre of the village) into this 20mph speed limit. This will be undertaken in consultation with the parish council.
Traffic and Transport	More studies needed on Haveringland Road.	The originally proposed prohibited right turns at the Holt Road/Shortthorn Road junction are still intended to be included into the traffic mitigation proposals but, a phased approach to implementing the prohibited right turn bans will be adopted. This will see the speed management measures developed with the communities and introduced before the opening of the NWL. There will then be post NWL opening monitoring (including Haveringland Road) to determine with the communities the impacts of actual traffic volumes before confirming the need to move forward with the implementation of the prohibited right turns.

Topic	Specific Issues Identified	Applicant's Response
Cost	Maintenance costs - £1m/year maintenance costs should instead be spent on greener public transport upgrades.	The case for the project is set out in the '**Planning Statement' (Document Reference: 1.01.00)** that forms part of the planning application. The Proposed Scheme will tackle existing traffic issues and the knock-on impacts these create and also to make sure our transport networks can cope with anticipated housing and employment growth. For these reasons it has a strong business case and is a priority infrastructure project for Norfolk County Council. The County Council investigated a wide range of options including non-road based option at an earlier stage of the project. These are set out in **'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00)**. Non-road options were considered but found to be ineffective in comparison to the road based options.
Trees/plants	The Scheme will cause damage to mature trees	A detailed impact assessment outlining the impacts of the proposed scheme on ancient woodland are reported in '**Environmental Statement Chapter 10: Biodiversity, Appendix 35 Arboricultural Impact Assessment' (Document Reference: 3.10.35).** Additionally, an assessment of the road alignment to avoid ancient & veteran trees is reported in **'Environmental Statement Chapter 4: Reasonable Alternatives Considered, Appendix 4: Ancient and Veteran Tree Avoidance Alignment Optioneering Report' (Document Reference: 3.04.04)**.
Trees/plants	Saplings are not an effective replacement for mature trees and hedgerows.	The planting of larger tree stock results in a greater chance of establishment failure and so have been targeted to specific locations. Young planting stock like saplings have a greater chance of establishment and in addition grow quicker to overtake larger stock in the medium term. A 3-for-1 replacement of the RPA of high quality trees has been proposed, a 2-for-1 replacement of the RPA of moderate quality trees has been proposed, and a 1-for-1 replacement of the RPA of low quality trees has been proposed.
Trees/plants	Use climate change adaptable and resilient species of plants to make it clear this is referring to plants.	The Proposed Scheme has promoted extensive habitat enhancement and compensation, meeting a quantitative net gain, including woodland habitat. The mix of species will consider all options in order to focus on a successful outcome including climate resilience. There will be an establishment period once planted to ensure successful establishment.
Trees/plants	Planting should be extended to cover the length of the section between Ringland Lane and The Broadway.	The landscaping for the Proposed Scheme provides for tree planting on the outside of the bunds between Ringland Land and The Broadway.
Trees/plants	New hedgerow is not mitigation for the loss of ancient hedgerow.	The Proposed Scheme has promoted extensive habitat enhancement and compensation, meeting a quantitative net gain, including hedgerow habitat.
Trees/plants	Wrong sort of trees (conifers) being proposed in northern section and bat crossing.	The landscaping for the Proposed Scheme includes a mixture of species but this does not include conifer trees. Landscape plans have been produced that detail the proposed planting for the Proposed Scheme, these are detailed in **'Landscape Plans' (Document Reference: 2.07.00)**.
Trees/plants	What is the maintenance plan for plant/trees as these will need to be well maintained.	The Applicant will be developing landscape and ecological management plan(s) (LEMPs) to be approved by the local planning authority which will outline how it intends to undertake maintenance of the environmental mitigation areas.

Topic	Specific Issues Identified	Applicant's Response
Trees/plants	Hotter summers like the one we have just experienced will make it difficult/impossible to establish new woods and grassland.	Extreme temperatures and conditions would be likely to have some impact on how successfully the planting establishes. However, a maintenance regime will be put in place to help the planting to establish and replace any planting that has died. A Landscape & Environmental Management Plan is proposed to be developed, in advance of the commencement of the proposed works, the summary of what this LEMP shall specify is captured within **'Environmental Statement Chapter 3: Description of Scheme' (Document Reference: 3.03.00)**. Climate resilience has been considered in the choice of planting proposed and has been assessed.
Trees/plants	Trees died on NDR/weren't maintained/didn't work.	It has been unfortunate that several of the summers post completion have had significant periods of drought which has led to some plants dying and sadly it is not practical to water many thousands of plants along a 12-mile length of dual carriageway. However, with the replanting already carried out there is now a very high success rate. Norfolk County Council continue to monitor the landscape planning on Broadland Northway (NDR) using a qualified consultant landscape architect (who actually designed the planting scheme) to carry out quarterly inspections. We are required by the Development Consent Order to replace plants that die withing 5 years of completion of the planting scheme which was in 2019. We have carried out regular 'replacement programmes' each planting season since the Proposed Scheme was completed and will be replanting again in the coming season, which runs from November through to March.
Trees/plants	Concerned about removal of trees from ancient woodland.	There will be no loss of ancient woodland as part of the Proposed Scheme. Details of the tree losses and compensation are outlined in the **'Environmental Statement Chapter 10: Biodiversity, Appendix 10.35 Arboricultural Impact Assessment' (Document Reference: 3.10.35)**.
Trees/plants	The Scheme should plant mature trees on the central reservation and on either side to create a bat friendly corridor.	Green central reservations are not a specific component of the mitigation and compensation design. Planting is included either side of the road in association with green bridges to provide a natural flight path from one side of the road to the other, across the green bridge. Planting is also included either side of the road in some locations where it is in cutting, this is to raise the height of vegetation so that if bats do cross in these locations, they are likely to cross above the traffic corridor. There is insufficient data to support widening and planting the central reservation to promote a 'hop-over' for bats. The mitigation proposed has been designed in consultation with bat experts and focuses on the use of green bridges to maintain habitat connectivity in line with good practice guidance.
Trees/plants	Using trees as screening is essential.	The design has both looked to minimise the loss of trees where practicable and in addition the landscape design includes tree planting to facilitate landscape integration and provide screening (alongside earth bunds).
Trees/plants	Earth bunds should be heavily planted to ensure road can't be seen or heard. Trees and shrubs should be planted on both sides of the NWL between Ringland Lane and The Broadway.	The earth bunds planting, and locations have been developed following consideration of various environmental factors, including landscape, noise and ecology and consideration of the cut and fill balance of the Proposed Scheme. The landscape design includes tree and scrub planting on both sides of the road between Ringland Lane and the Broadway. The locations of bunds are detailed on the **'General Arrangement Drawings' (Document Reference: 2.03.00)** and **'Cross Sections Drawings' (Document Reference 2.04.00)**.

Topic	Specific Issues Identified	Applicant's Response
Trees/plants	Ancient trees should be retained.	Through the development of the Proposed Scheme a lot of effort has been made to avoid and minimise impacts on trees especially ancient trees. Those impacted are otherwise unavoidable. An assessment of the road alignment to avoid ancient & veteran trees is reported in **'Environmental Statement Chapter 4: Reasonable Alternatives Considered, Appendix 4: Ancient and Veteran Tree Avoidance Alignment Optioneering Report' (Document Reference: 3.04.04)**
Trees/plants	Bunding should have trees along the top and trees alone should not be considered screening due to time taken to reach maturity.	Trees do not provide effective noise mitigation and therefore the **'Environmental Statement Chapter 7: Noise and Vibration (Document Reference: 3.07.03)** has not considered this in the residual effect. The landscape assessment factors in that in the year of opening the screening planting will not be established and later reports the impact 15 years post opening once is has matured. Trees will be planted on the outside of the bunds where practicable but has avoided the roadside to prevent encouraging bats close to the carriageway.
Viaduct	Questions need to raise viaduct to reduce shadowing as this in minimal compared to trees that line the river.	The viaduct design has responded to a range of engineering and environmental considerations including to look to maximise the clearance below the structure to minimise shading in response to Statutory Stakeholder concerns, whilst looking to respond to the landscape as afar as possible. The Environmental Statement does not report any residual concerns with regards to shading.
Viaduct	Light pollution from vehicles	Emissions from vehicle headlights have been considered as part of ecological impacts assessment of artificial night-time lighting. We explored potential solutions to this significant challenge to minimise these impacts whilst balancing drivers' needs at night and avoiding risk of night time accidents. Substantial reduction in the light pollution has been achieved by removal of the street lighting from the Proposed Scheme viaduct and the A1067 roundabout. Emissions from headlights are inevitable as the use of headlights is inextricably associated with the night-time visual needs of drivers.
Viaduct	The proposed viaduct is too high.	The provision of a viaduct in the Proposed Scheme design is for avoidance of direct impacts on the SAC and SSSI, particularly removing direct impacts on the River Wensum and minimise shading effects. The viaduct is considered to be at an appropriate height not to impact bat species. Construction impacts on bats due to the creation of the viaduct have been taken into consideration within the mitigation and compensation design. The height is considered to be optimal following assessment work which considered the topography, tie into the A1067, minimising shading of the River Wensum and form in the landscape.
Viaduct barrier	Screens/barriers on the viaduct will be ineffective.	The viaduct environmental barrier has been designed to consider and balance a range or requirements including noise, visual, engineering and effectiveness. Noise has been assessed within **'Environmental Statement Chapter 7: Noise and Vibration' (Document Reference: 3.07.00)** and the environmental barrier along the viaduct has been designed to balance noise mitigation and other environmental, engineering and cost/effectiveness factors.
Viaduct barrier	Barriers should be transparent.	The environmental barrier will be transparent.

Topic	Specific Issues Identified	Applicant's Response
Viaduct barrier	Barrier must be higher - too low to stop noise, spray and particulate pollution. Need for barriers demonstrates how invasive the viaduct will be - proposed water spray protection panels.	The viaduct environmental barrier has been designed to consider and balance a range or requirements including noise, visual, engineering and effectiveness. The barrier height is 1.2 metres. The barrier has been selected after completing a risk assessment in accordance with DMRB CD377 to determine the containment class. It needs to be compliant with BS EN 1317. These requirements have set out the main metallic structure dimensions for the vehicle parapet part of the barrier. There has been focus on maintaining the integrity of the River Wensum SAC and SSSI throughout the Scheme design process. This led to the inclusion of a viaduct over the river which avoids direct effects (habitat loss), an environmental barrier on the viaduct and mitigation measures set out in **'Environmental Statement Chapter 3: Description of Scheme, Appendix 1: Outline Construction Environmental Management Plan' (Document Reference: 3.03.01)**, to manage pollution impacts.
Viaduct barrier	Not enough information about the barrier - will it reduce noise, no evidence to indicate it would minimise any kind of pollution.	The viaduct environmental barrier has been designed to consider and balance a range or requirements including noise, visual, engineering and effectiveness.
Water quality	Drinking water quality will be negatively affected as a result of drainage from the road.	The drainage design is set out in the Flood Risk Assessment documented in **'Environmental Statement Chapter 12: Road Drainage and the Water Environment' (Document Reference: 3.12.02)** as well as detailed within **'Drainage Strategy' (Document Reference: 4.04.00)**. The strategy sets out the proposals for managing surface water runoff from the Proposed Scheme and the impact of these proposals on the water environment are described and assessed in the **'Environmental Statement Chapter 12: Road Drainage and the Water Environment' (Document Reference: 3.12.02)**. The assessments are in accordance with Design Manual for Roads and Bridges and confirm that the design is appropriate to mitigate impacts to the water environment.
Water quality	Sewage could outflow into the river Wensum.	The risk of flooding from sewers is addressed in the **'Environmental Statement Chapter 12: Road Drainage and the Water Environment, Appendix 12.2 Flood Risk Assessment' (Document Reference: 3:12:02)**. The Proposed Scheme is located in rural areas and is not in proximity to recorded sewer flooding. The Proposed Scheme works do not connect to sewers.

Topic	Specific Issues Identified	Applicant's Response
Water quality	Concern about potential for scheme to pollute the River Wensum.	There has been focus on maintaining the integrity of the River Wensum SAC and SSSI throughout the Scheme design process. This led to the inclusion of a viaduct over the river which avoids direct effects (habitat loss), an environmental barrier on the viaduct and mitigation measures set out in **'Environmental Statement Chapter 3: Description of Scheme, Appendix 1: Outline Construction Environmental Management Plan' (OCEMP) (Document Reference: 3.03.01)**, to manage pollution impacts. With these measures in place, the assessments conclude that there are no adverse effects to the integrity of the SAC, and no likely significant effects to the SSSI. Additionally, the assessment of aquatic ecology impacts are reported in **'Environmental Statement Chapter 10: Biodiversity, Appendix 33: Biodiversity Net Gain Technical Report', Sub Appendix 33d: River Condition Assessment (Document Reference: 3.10.33d)**. Further, the drainage design is set out in the Flood Risk Assessment documented in **'Environmental Statement Chapter 12: Road Drainage and the Water Environment' (Document Reference: 3.12.02)** and the drainage strategy is appended to the Flood Risk Assessment in full. The strategy sets out the proposals for managing surface water runoff from the Proposed Scheme and the impact of these proposals on the water environment are described and assessed in the **'Environmental Statement Chapter 12: Road Drainage and the Water Environment' (Document Reference: 3.12.00)**. The assessments are in accordance with Design Manual for Roads and Bridges and confirm that the design is appropriate to mitigate impacts to the water environment.
Water quality	Increases in pollution and potential impacts.	Potential impacts of pollution on biodiversity have been considered in the **'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00)**. An evidence-based approach to mitigation proposals has been proposed for the Proposed Scheme.
Water quality	Concern that litter would end up in the Wensum and marshland.	As Highway Authority the County Council will routinely monitor litter levels and take action as necessary.
Wildlife/habitats	Bat mitigation on NDR did not work and bats have disappeared from this area.	Monitoring of the mitigation incorporated into the NDR designs is ongoing. This is separate to the current scheme. The results of ongoing monitoring are published by NCC, as documented in **'Environmental Statement Chapter 11: Bats' (Document Reference: 3.11.00)**.
Wildlife/habitats	Drainage ponds so close to the road will not be used by wildlife.	Drainage features have been located near the road to perform their primary function in drainage design. These features will still provide secondary wildlife benefits.
Wildlife/habitats	Bat boxes and bird boxes are not sufficient replacements for roost sites in trees which could be lost as a result of the project.	Bat and bird boxes are just one part of a wider and substantial approach to mitigation and enhancement which is focused on habitat provision. Provision of alternative bat roosting opportunities also includes veteranisation of existing trees. Full details are set out in the **'Environmental Statement Chapter 11: Bats, Appendix 11.6 Outline Bat Mitigation Strategy' (Document Reference: 3.11.00)**.
Wildlife/habitats	There is nothing to encourage increasing the Barn Owl populations.	A detailed assessment has been undertaken to understand the impacts the Proposed Scheme has on Barn Owls, this is detailed within **'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00)**. Examples of the mitigation and enhancement proposed include**,** the commitment for the scheme to remain generally unlit during the operational period, creation and enhancement of grassland, and the provision of nesting boxes. Additional mitigation pertaining to Barn Owl is detailed in **'Environmental Statement Chapter 3: Description of Scheme, Appendix 1: Outline Construction Environmental Management Plan' (OCEMP) (Document Reference: 3.03.01)**.

Topic	Specific Issues Identified	Applicant's Response
Wildlife/habitats	The Scheme endangers specific wildlife (Water Vole, Desmoulin Whorl Snail, White-clawed Crayfish, Brook Lamprey, Norfolk Hawker Dragonfly).	A detailed assessment has been undertaken to understand the impacts the Proposed Scheme has on biodiversity and ecology including from potential pollution effects, this is detailed within **'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00)**. Mitigation is proposed where it is required. White-clawed Crayfish is not currently present in the River Wensum in the area in the vicinity of the Proposed Scheme. The ES does not report any significant effect arising to these species as a result of the Proposed Scheme.
Wildlife/habitats	Don't think that BNG is being provided.	While quantitative Biodiversity Net Gain cannot be attained for the Proposed Scheme due to the loss of a number of veteran trees, qualitative BNG of over 10% on applicable habitats will be provided as demonstrated in **'Environmental Statement Chapter 10: Biodiversity, Appendix 10.33: Biodiversity Net Gain Technical Report' (Document Reference: 3.10.33)**.
Wildlife/habitats	No consideration of the Water Fence area (a complex area of habitats and chalk streams).	The Applicant notes the comment raised regarding the absence of a 'water fence', this term is not recognised, nor presented within the consultation material. Without further clarification as to what is meant by the term 'water fence' no additional detail can be provided. The potential direct and indirect impacts on habitats and chalk streams and the ecological features they support are subject to assessment within **'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00)**.
Wildlife/habitats	The Scheme will cause significant damage to biodiversity. Comments suggests effectiveness of environmental considerations is speculative and not evidence based.	An evidence-based approach to mitigation proposals has been proposed for the Proposed Scheme and a comprehensive suite of measures is proposed, based on best practice, set out in the **'Environmental Statement Chapter 3: Description of Scheme Appendix 3.1: Outline Construction Environmental Management Plan' (OCEMP) (Document Reference: 3.03.01)**, **'Environmental Statement Chapter 11: Bats, Appendix: 11.6 Outline Bat Mitigation Strategy' (Document Reference: 3.11.00)** and the **'Environmental Statement Chapter 10: Biodiversity, Appendix: 10.32 Ecological Mitigation Strategy' (Document Reference: 3.10.32)** and the **'Ecological Mitigation Strategy' (Document Reference: 3.10.32)**.
Wildlife/habitats	Concerns raised regarding loss and destruction of habitats, species and wildlife corridors.	Potential impacts on habitat loss and fragmentation have been considered in the **'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00)**. An evidence-based approach to mitigation proposals has been proposed for the Proposed Scheme. The River Wensum SSSI / SAC is avoided through the Proposed Scheme design of the viaduct in order to maintain this habitat and wildlife corridor.
Wildlife/habitats	Concerns raised regarding light pollution impact on bats.	Potential impacts have been considered in the **'Environmental Statement Chapter 11: Bats' (Document Reference: 3.11.00)**. An evidence-based approach to mitigation proposals has been proposed for the Proposed Scheme. Impacts resulting from light pollution upon the River Wensum SSSI / SAC are avoided through the scheme design of the viaduct. Similarly, design features including solid parapets adjacent to underpasses and along green bridges avoid light pollution of adjacent habitats and mitigate impacts upon the local bat population.

Topic	Specific Issues Identified	Applicant's Response
Wildlife/habitats	The Schemes cut into existing ancient woodland and other important habitats which are irreplaceable.	A detailed impact assessment outlining the impacts of the Proposed Scheme on ancient woodland are reported on in **'Environmental Statement Chapter 10: Biodiversity, Appendix 35 Arboricultural Impact Assessment' (Document Reference: 3.10.35)**. Additionally, an assessment of the road alignment to avoid ancient & veteran trees is reported in **'Environmental Statement Chapter 4: Reasonable Alternatives Considered, Appendix 4: Ancient and Veteran Tree Avoidance Alignment Optioneering Report' (Document Reference: 3.04.04)**. The **'Environmental Statement Chapter 9: Landscape and Visual' (Document Reference: 3.09.00)** assesses the local landscape and habitat, and appropriate mitigation has been included in the Proposed Scheme design. Furthermore, the Air Quality impacts associated with the Proposed Scheme are reported in **'Environmental Statement Chapter 6: Air Quality' (Document Reference: 3.06.00)**.
Wildlife/habitats	Concern regarding significant impact of viaduct on bats.	The viaduct is considered to be at an appropriate height not to impact bat species during the operation of the Proposed Scheme. Construction impacts on bats, due to the creation of the viaduct, have been taken into consideration within the mitigation and compensation design. This is explained further in the **'Environmental Statement Chapter 11: Bats, Appendix 11.6: Outline Bat Mitigation Strategy' (Document Reference: 3.11.00)**.
Wildlife/habitats	The Scheme will increase 'Roadkill'.	The viaduct design chosen does allow wildlife access at ground level under the structure. Furthermore, the Proposed Scheme provides green bridges across the length of the Proposed Scheme to help prevent this.
Wildlife/habitats	The viaduct structure will destroy habitats and would cause great damage to the marshland.	There has been focus on maintaining the integrity of the River Wensum SAC and SSSI throughout the Scheme design process. This led to the inclusion of a viaduct over the river which avoids direct effects (habitat loss), an environmental barrier on the viaduct and mitigation measures set out in **'Environmental Statement Chapter 3: Description of Scheme, Appendix 1: Outline Construction Environmental Management Plan' (OCEMP) (Document Reference: 3.03.01)**, to manage pollution impacts. With these measures in place, the assessments conclude that there no adverse effects to the integrity of the SAC, and no likely significant effects to the SSSI. Additionally, the assessment of aquatic ecology impacts are reported in '**Environmental Statement Chapter 10: Biodiversity, Appendix 33: Biodiversity Net Gain Technical Report', Sub Appendix 33d: River Condition Assessment (Document Reference: 3.10.33d)**.
Wildlife/habitats	Bunds will reduce noise but not help wildlife.	Bunds perform several functions including reducing noise from the road. The bunds will be planted in a way which will provide a wildlife habitat.
Wildlife/habitats	Pollinators and other insects are already in sharp decline in the UK (with scientists citing it as a mass extinction event). Development such as roads divide up the green transport corridors these insects depend on to navigate between habitats to find food and for their survival. Maintaining these wildlife corridors is essential for biodiversity.	The Environmental Statement has included assessment of the potential direct and indirect impacts on both terrestrial and aquatic invertebrates and concludes, following implementation of additional mitigation measures, effects on aquatic macroinvertebrates are predicted to be not significant during operation, further, with the establishment of reinstated and created habitats and maturation of planting as per the mitigation proposed, the residual effect on terrestrial Invertebrates is predicted to be not significant. The above information can be found within **'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00)**.

Topic	Specific Issues Identified	Applicant's Response
Wildlife/habitats	The council is legally obliged to protect the barbastelle bat super colony.	The legal status of bats has been considered by the application, and a mitigation licence will be sought from Natural England. There is no designation for bats in the area that the Proposed Scheme passes through, but the **'Environmental Statement Chapter 11: Bats' (Document Reference: 3.11.00)** has treated the barbastelle bat presence to be of national importance in any event.
Wildlife/habitats	The Scheme should include bat homes under viaduct or nearby.	The Proposed Scheme design includes boxes in nearby woodland and veteranisation of existing trees, it does not include roosting resource fixed to structures to avoid any conflict in future use.
Wildlife/habitats	The Scheme should consider introduction of beavers.	It is outside the scope of the Proposed Scheme to reintroduce beavers as it is seeking to avoid interference with the Wensum SSSI/SAC as much as possible.
Wildlife/habitats	Need for high fences to prevent wildlife access to roads, should include deer proof fencing.	The Applicant notes the comments about the need for high fences. This is not standard practice. The biodiversity assessment within **'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00)** deals specifically with protected species, thus the assessments undertaken and therefore the design mitigation proposed, supports the ability of protected species to cross the proposed road network, to minimise protected species mortality. There are no legislative or planning policy requirements to consider deer from a biodiversity perspective although deer will be able to use the green bridges.
Wildlife/habitats	Pollution will impact habitats and wildlife population during construction.	Construction phase mitigation measures are outlined in the **'Environmental Statement Chapter 3: Description of Scheme, Appendix 3.1: Outline Construction Environmental Management Plan' (OCEMP) (Document Reference: 3.03.01)** such as pollution prevention measures and dust control. With these in place, impacts to habitats and wildlife population will be minimised.
Wildlife/habitats	Pollution will impact habitats and wildlife population after construction.	A suite of detailed assessment has been undertaken to determine the impacts of the Proposed Scheme during both the construction and operational phases of the road. These assessment include, Air Quality, Noise and Vibration, Biodiversity, including terrestrial and aquatic ecology, Road Drainage and the Water Environment, and Climate Greenhouse Gases. Each of these assessments considers the proposed impacts, as well as the proposed mitigation to draw conclusions on the likely effects of the Proposed Scheme. The respective Document References of the above information are **(Document Reference: 3.06.00, 3.07.00, 3.10.00, 3.12.00, 3.15.00 respectively)**.
Wildlife/habitats	Bat gantries will not work. Bat nets on the NDR cost millions of pounds and have been triggered twice.	These features are not included within the mitigation and compensation design for the Proposed Scheme. Monitoring of the mitigation incorporated into the A1270 Broadland Northway (formerly referred to as the NDR) designs is ongoing. This is separate to the current scheme. The results of ongoing monitoring are published by Norfolk County Council.
Wildlife/habitats	The Scheme will destroy bat habitat.	The loss of bat habitat in the form of roosting, foraging and commuting habitat, is acknowledged and a thorough impact assessment has been completed in **'Environmental Statement Chapter 11: Bats' (Document Reference: 3.11.00)**. This impact assessment informs the avoidance, mitigation, compensation and enhancement design.

Topic	Specific Issues Identified	Applicant's Response
Wildlife/habitats	More connectivity is needed for the bat population and can be achieved by increased planting.	The impacts of the Proposed Scheme, inclusive of those relating to the barbastelle bat colonies, are fully assessed and reported in the **'Environmental Statement Chapter 11: Bats, Appendix 11.6: Outline Bat Mitigation Strategy' (Document Reference: 3.11.06)**. The avoidance, mitigation, compensation and enhancement designs respond to the impacts identified are reported in the **'Environmental Statement Chapter 11: Bats, Appendix 11.6: Outline Bat Mitigation Strategy' (Document Reference: 3.11.06)**. The mitigation and compensation designs are based on best practice guidelines and are informed by available scientific literature, designs are specific to this scheme, to enable continued connectivity for bats. The designs have also been reviewed by independent bat experts, who are in agreement with the designs.
Wildlife/habitats	Green central reservations do not support wildlife.	Green central reservations are not a specific component of the mitigation and compensation design. Planting is included either side of the road in association with green bridges to provide a natural flight path from one side of the road to the other, across the green bridge. Planting is also included either side of the road in some locations where it is in cutting, this is to raise the height of vegetation so that if bats do cross in these locations, they are likely to cross above the traffic corridor.
Wildlife/habitats	Clear barrier will be a collision risk for wildlife - flying animals, will get dirty quickly, won't stop headlight light pollution.	The viaduct environmental barrier has been designed to consider and balance a range or requirements including noise, visual, tyre spray, engineering and effectiveness, and the design takes into account collision risk from flying animals. These considerations have been assessed in support of the design development tasks to ensure an effective design solution that achieves the required objectives.