



Norwich Western Link Pre-application Consultation Report Appendix 11: Responses to Matters Raised at Pre-application Consultation (Organisation Responses)

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1 Responses to Matters Raised (Organisations)

1.1.1 The following tables outline the matters raised during consultation by organisations, groups, businesses, and elected members, as well as the Applicant's response to each matter.

- Table 1 - Elected Members and Councils
- Table 2 - Statutory and environmental bodies
- Table 3 - Non-statutory groups
- Table 4 - Local landowners and businesses

Table 1 Matters Raised by Organisations – Elected Members and Councils

Organisational Name	Specific Issues Identified	Applicant's Response
Attlebridge Parish Council	Strong concerns at the projected level of increased traffic through the parish, with related increase in numbers of speeding vehicles, and knock-on impacts, particularly on safety for pedestrians and also noise and pollution.	<p>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.</p> <p>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 the 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).</p> <p>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. 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). Further, the impacts of the Proposed Scheme on noise and vibration, are reported in 'Environmental Statement Chapter 7: Noise and Vibration' (Document Reference: 3.07.00).</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Attlebridge Parish	Suggest making Attlebridge – Station Road, Felthorpe Road and Fakenham Road an “Access Only” zone, and suggest changing the speed limits to 20mph.	<p>The responses regarding access only restrictions and speed limit reduction 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.</p> <p>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).</p>
Attlebridge Parish	Suggest including narrowing Station Road/Reepham Road Junction to a single track with a No Entry sign and road marking, adding “Access Only” sign for traffic from Reepham on Felthorpe Road/Reepham Road Junction and adding an Access Only sign in both directions to Old Fakenham Road/A1067 Junction.	The response regarding making Station Road / Reepham Road single track and access only were considered by the Applicant. The Applicant proposes to implement a prohibition of motor vehicles restriction as outlined in the above response. This would include the associated regulatory and ‘except for access’ signs as suggested by this comment.

Organisational Name	Specific Issues Identified	Applicant's Response
Attlebridge Parish	Felthorpe Road is currently narrow with no official pedestrian pathways, the increased traffic from the scheme could present a risk to both local motorised vehicle users and pedestrians.	The responses regarding the consultation proposals 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 this junction. 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 proposes to implement the alternative prohibition of motor vehicles restriction proposal. A phased approach to implementing the prohibition of motor vehicles will be adopted where, post opening of the Proposed Scheme, monitoring is proposed to assess actual traffic levels using Station Road and then, working with the communities, determine if actual traffic volumes confirm the need to move forward with its implementation. The proposed prohibition of motor vehicles restriction as outlined in the above responses would include Felthorpe Road.
Barford and Wrampingham Parish Council	Expresses a lack of confidence in the traffic modelling data.	The transport model has been produced in line with the Department for Transport (DfT) Transport Analysis Guidance (TAG). The DfT TAG set out how a transport model should be built starting from the collection of observed data through to traffic forecasting and reporting. The transport model has been reviewed and approved by the DfT. Further, the detailed Transport Assessment has been undertaken to appropriately assess the impacts of the Proposed Scheme and the proposed mitigation, The Transport Assessment also contains information on how the transport model has been developed, in accordance with guidance and best practice, this is detailed in the 'Transport Assessment' (Document Reference: 4.01.00) .
Barford and Wrampingham Parish Council	Concerns that the proposed Barnham Broom Road closure in Carlton Forehoe will result in substantially increased traffic through the parish, particularly in Barford Road/Back Lane, Wrampingham, Burdock Lane and Pockthorpe Road.	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 mitigation measures and replaced with traffic calming and speed management measures, including a proposed 20mph speed limit on the built-up length of the road closest to Tuttlles Lane, a 30mph speed limit through Carleton Forehoe and a 40mph speed limit on the remainder of the road. This would help to reduce through traffic but keep the route open to all users.
Barford and Wrampingham Parish Council	Suggest the closure of Barnham Broom Road is 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 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 Tuttlles 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.

Organisational Name	Specific Issues Identified	Applicant's Response
Barford and Wrampingham Parish Council	Instead of Barnham Broom Road closure, additional traffic calming should be implemented to limit traffic through narrow country lanes.	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 Tuttle 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.
Barford and Wrampingham Parish Council	Suggest the speed limit is reduced to 30mph and associated road safety measures are implemented along the B1108 through Barford.	A package of traffic mitigation measures has been developed in consultation with local communities south of A47 including Barford and Wrampingham Parish Council. Initial traffic modelling indicates that the measures proposed, offer a combined solution which seeks to balance traffic impacts across the network. 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 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 Tuttle Lane, a 30mph speed limit through Carleton Forehoe and a 40mph speed limit on the remainder of the road. This would help to reduce through traffic but keep the route open to all users. This should also minimise how much traffic is diverted through Barford.
Brandon Parva, Coston, Runhall and Welborne Parish Council	Opposes the closure of Barnham Broom Road (except for access) due to the loss of connection between villages and blind spots on the alternative roads.	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 calming and speed management measures, including a proposed 20mph speed limit on the built-up length of the road closest to Tuttle 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.
Portfolio Holder for Economic Development, Broadland District Council	Believes that the new PRow will be beneficial for local people.	The Applicant acknowledges support for the new PRow.
Portfolio Holder for Economic Development, Broadland District Council	Supports the design for the northern section of the route and inclusion of green bridges for wildlife crossings.	The Applicant acknowledges support for the design of the northern section of the route and inclusion of green bridges.
Portfolio Holder for Economic Development, Broadland District Council	Supports the construction of the viaduct as a way of mitigating the impact on the local environment.	The Applicant acknowledges support for the viaduct.
Portfolio Holder for Economic Development, Broadland District Council	Scheme supports local landowners to improve the natural capital of the area.	The Applicant acknowledges the support for the Proposed Scheme.

Organisational Name	Specific Issues Identified	Applicant's Response
Portfolio Holder for Economic Development, Broadland District Council	The Scheme will provide economic and social advantages to the north and west of Norwich.	The Applicant acknowledges the support for the Proposed Scheme.
Portfolio Holder for Economic Development, Broadland District Council	New road link is vital to connect Norwich urban fringe to major routes to the south and west.	The Applicant acknowledges the support for the Proposed Scheme.
Breckland District Council	Agrees with proposals for local access around the route, although is unclear about proposals for crossing the A47 as the existing Public Right of Way is proposed to be closed.	The existing Honingham Restricted Byway 1 (RB1) which currently crosses A47 at grade is proposed to be diverted to an underpass slightly further east which will be constructed by National highways as part of their North Tuddenham to Easton Improvement scheme. This will connect with the Non-Motorised User Provision for the Proposed Scheme with RB1 also diverted along the east side of the new road between A47 and The Broadway. There will also be other crossings of A47 at Mattishall Lane and a link to St Andrew's church plus an over bridge at Church Lane Easton to be constructed by National Highways.
Breckland District Council	Agrees with proposals for the northern section of the route, with support for the landscaping design.	The Applicant notes the support for the northern section of the route and landscape design.
Breckland District Council	Agrees with proposals for the central and southern sections of the route.	The Applicant acknowledges the support for the Proposed Scheme.
Breckland District Council	Disagrees with the proposals for the viaduct and believes an opportunity was missed to improve the design of the viaduct to make it visually beautiful.	The Proposed Scheme has been designed to consider the visual impact of the viaduct 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 different receptors, with varying levels of impact being reported. A key consideration in relation to the selection of the viaduct design was to minimise its visual impact in the landscape. The Applicant's development of the design of the viaduct is outlined in ' Environmental Statement Chapter 4: Reasonable Alternatives Considered, Appendix 4.5: Design Evolution Report ' (Document Reference: 3.04.05).
Breckland District Council	Strongly supports the development of NWL as it will improve connections between vital roads, support economic growth and improve traffic congestion.	The Applicant acknowledges the support for the Proposed Scheme.
Breckland District Council	Would like further details on measures that will be taken to prevent impact on water quality from the construction process.	As documented in construction phase, impact on habitats and species are assessed as part of the Environmental Statement including potential air and water pollution pathways, this is detailed in ' Environmental Statement Chapter 3: Description of Scheme, Appendix 3.1: Outline Construction Environmental Management Plan ' (OCEMP) (Document Reference: 3.03.01). Construction phase mitigation measures are outlined in the OCEMP such as pollution prevention measures.

Organisational Name	Specific Issues Identified	Applicant's Response
Breckland District Council	Will wait for the findings of environment, air, and noise quality assessments before commenting on the environmental mitigation.	The Applicant notes the response. Details on assessment findings and mitigation are outlined in the Environmental Statement. 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 in Section 6.6. 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) . Further, the impacts of the Proposed Scheme on noise and vibration, are reported in 'Environmental Statement Chapter 7: Noise and Vibration' (Document Reference: 3.07.00) .
Breckland District Council	Supportive of 10% biodiversity net gain principle from the development.	The Applicant acknowledges the support for the Biodiversity Net Gain (BNG) principles, and notes that whilst impacts to irreplaceable habitats mean that full BNG cannot be achieved, the detailed BNG assessment and findings are detailed within 'Environmental Statement Chapter 10: Biodiversity, Appendix 33: Biodiversity Net Gain Technical Report' (Document Reference: 3.10.33) .
Breckland District Council	Considers there to be insufficient detail on impacts on roads within the Breckland district to allow comment on the traffic mitigations proposed for the south of the A47, or the proposed closure of Honingham Lane.	<p>The traffic mitigation proposals south of the A47 were developed in consultation with local parish council representatives. The flows on local roads with and without the measures in place were shown in the consultation brochure. The main impact south of the A47 that the measures seek to mitigate relates to the predicted increase in traffic drawn through Barnham Broom from Wymondham, this exceeds the stated mitigation threshold of 1000 vehicles per day, hence reduced speed limits and supporting measures are proposed to mitigate this. 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 those which would otherwise be severed.</p> <p>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 the 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.</p>
Breckland District Council	Agrees with the proposals for traffic mitigations to the north of the A1067.	The Applicant acknowledges the support for the proposed traffic mitigations.

Organisational Name	Specific Issues Identified	Applicant's Response
Norfolk County Councillor Hevingham & Spixworth Division	Entirely endorses the views put forward by the Chair of Hevingham Parish Council.	The applicant acknowledges this view and issues raised by Hevingham Parish Council are responded to within this document.
Portfolio Holder Environmental Excellence, Broadland District Council	Supports the building of the NWL and agrees with current proposals.	The Applicant acknowledges the support for the Proposed Scheme.
Portfolio Holder Environmental Excellence, Broadland District Council	The NWL road is essential to connect Norwich urban fringe to major routes in the south and west.	The Applicant acknowledges the support for the Proposed Scheme.
Diss Town Council	Agrees with the proposals for local access around the route.	The Applicant acknowledges the support for local access proposals.
Diss Town Council	Agrees with the proposals for the northern, central, and southern sections of the route.	The Applicant acknowledges the support for the Proposed Scheme.
Diss Town Council	Agrees with the proposals for the viaduct.	The Applicant acknowledges the support for the River Wensum Viaduct.
Diss Town Council	Strongly agrees with the proposals for the water environment and drainage.	The Applicant acknowledges the support for water environment and drainage proposals.
Diss Town Council	Strongly agrees with the proposals for minimising the environmental and ecological impacts.	The Applicant acknowledges the support for proposed environmental mitigation measures.
Diss Town Council	Strongly agrees with the proposals for traffic mitigation to the south of the A47 and agrees with the proposals for traffic mitigation to the north of the A1067.	The Applicant acknowledges the support for traffic mitigation proposals.
Diss Town Council	Agrees with the proposals for a closure of Honingham Lane.	The Applicant acknowledges the support for Honingham Lane closure.
Drayton Parish Council	Strongly agrees with the proposals for local access around the route, including supporting the crossing facilities on the A1067 in Drayton.	The Applicant acknowledges the support for local access proposals.
Drayton Parish Council	Strongly agrees with the proposals for the northern section of the route.	The Applicant acknowledges the support for the northern section of the Proposed Scheme.
Drayton Parish Council	Agrees with the proposals for the viaduct and water environment.	The Applicant acknowledges the support for the River Wensum Viaduct and water environment.
Drayton Parish Council	Agrees with the proposals for ecological mitigation and enhancement.	The Applicant acknowledges the support for proposed ecological mitigation measures.

Organisational Name	Specific Issues Identified	Applicant's Response
Drayton Parish Council	Neither agrees nor disagrees with the traffic mitigation proposals for the south of the A47, or the traffic mitigation proposals for the north of the A1067; concerns regarding the no-right turn proposals on Shortthorn Road.	<p>Noted. 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, however a phased approach to implementing them will be adopted.</p> <p>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).</p>
East Tuddenham Parish Council	NWL has potential to cause an increase in traffic through the village.	<p>The traffic mitigation proposals south of the A47 were developed in consultation with local parish council representatives. The traffic flows on local roads with and without the measures in place were shown in the consultation brochure. The main impact south of the A47 that the measures seek to mitigate relates to the predicted increase in traffic drawn through Barnham Broom from Wymondham. There is predicted to be a small increase of Annual Average Daily Traffic (AADT) flow in the opening year of the Proposed Scheme in 2029 through Mattishall. This level of traffic increase is unlikely to be perceptible.</p>
East Tuddenham Parish Council	Would welcome an extension to current 30mph zone and for additional traffic calming measures to be installed to slow traffic within the village.	<p>Traffic flows at Mattishall Road, East Tuddenham are forecast to reduce with the Proposed Scheme in place without the traffic mitigation scheme in comparison with the future baseline situation without the Norwich Western Link. Hence no further speed limit intervention is proposed as there is no increase in traffic to mitigate as a result of the Proposed Scheme. The National Highways scheme is predicted to cause a significant reduction in traffic flows through the village.</p> <p>Any request for change in speed limits in the future would need to be considered and prioritised by Norfolk County Council (in its role as Traffic Authority) alongside other requests for highway improvements.</p>
Felthorpe Parish Council	Agree with proposals for local access, assuming that access for agricultural vehicles has been considered and local residents consulted on road closures.	<p>The Applicant acknowledges the support for local access proposals. Consideration has been given to the access of agricultural vehicles, through the development stage of the mitigation proposals.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Felthorpe Parish Council	Disagree with proposals for northern section of route due to concerns over the lack of detail about the flood compensation area, and the loss of mature woodland.	Specific measures relating to compensation and enhancement works at the flood compensation area have been considered and are incorporated within the 'Environmental Statement Chapter 12: Road Drainage and the Water Environment' (Document Reference: 3.12.00) . A detailed impact assessment outlining the impacts of the proposed scheme on mature 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) .
Felthorpe Parish Council	Suggests that more mature planting should be considered in lieu of poor-quality whips, supported by frequent monitoring and maintenance.	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. Existing trees and vegetation will be retained where practicable. 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.
Felthorpe Parish Council	Transparent environmental barrier is good idea in principle however road spray will remove transparency unless cleaned regularly.	The viaduct may require cleaning, and this will be carried out by the Highway Authority should this be considered necessary. The barrier has been designed so there is sufficient separation between the barrier and the back of the parapet rails (as well as between parapet rails) to gain access for cleaning. 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. The environmental barrier has been chosen to be close to transparent as a result of an architectural assessment that concluded that the integration of the viaduct structure in the landscape was better achieved this way rather than with a completely solid barrier.

Organisational Name	Specific Issues Identified	Applicant's Response
Felthorpe Parish Council	Viaduct columns will cause immense damage and disruption to the landscape, habitats, and the environment.	There has been a 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. 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 is 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 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).
Felthorpe Parish Council	Agree with proposals for the central section of route, particularly green bridges, and road closure proposals.	The Applicant acknowledges the support for the central section of the Proposed Scheme.
Felthorpe Parish Council	Query about how pollutants, particularly heavy metals, are removed from surface water before entering the drainage basin and onto the local environment and water table.	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 the proposals 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. Further, drainage ponds are proposed as part of the design solution, and have been designed to the required design standards based on geotechnical ground investigation analysis
Felthorpe Parish Council	Agree with proposals for ecological mitigation, including green bridges and landscaped bat crossing.	The Applicant acknowledges the support for proposed ecological mitigation measures.
Felthorpe Parish Council	Concerned about length of time mitigations may take to replace lost habitats.	The Environmental Statement includes an assessment of the potential effects on biodiversity and will 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). 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.
Felthorpe Parish Council	Agree with traffic mitigation proposals for south of A47, and north of the A1047.	The Applicant acknowledges the support for the proposed traffic mitigation measures.

Organisational Name	Specific Issues Identified	Applicant's Response
Felthorpe Parish Council	Strong desire for an HGV weight restriction through Felthorpe.	<p>A 20mph speed limit is proposed through Felthorpe as part of a package of traffic mitigation measures to support the Proposed Scheme.</p> <p>The potential for an 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 mitigation measures proposed for the village, including 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.</p>
Felthorpe Parish Council	The Shortthorn Road right turn ban may prove unpopular with Felthorpe residents due to the lack of village access from the Holt and Cromer Roads.	<p>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.</p> <p>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).</p>
Felthorpe Parish Council	Suggestion that Bilney and Brands Lane have access only restrictions applied for motor vehicles, to prevent them being used to bypass mitigation measures on The Street and Taverham Road.	This suggestion does not currently form part of the proposed package of traffic mitigation measures to support the Proposed Scheme. However, the Applicant will consider a reduced speed limit on these roads as part of the package of mitigation measures.
Felthorpe Parish Council	Imperative that all traffic mitigation measures for Felthorpe are included in the planning application and are implemented either before or during the NWL construction phase.	The Applicant has developed a package of traffic mitigation measures following a pre-application consultation undertaken in 2022. 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 proposed mitigation.
Hellesdon Parish Council	Agrees in general with proposals for Honingham Lane closure and pre-application consultation proposals.	The Applicant notes the support for the proposals outlined within the Parish Council's response.

Organisational Name	Specific Issues Identified	Applicant's Response
Hevingham Parish Council	Concerns over lack of previous consultation with the parish and potential for this to suggest that impacts on Hevingham have not been properly considered.	<p>During the pre-application consultation in 2022, concerns over traffic impacts at Hevingham were raised and a meeting was held with representatives from Norfolk County Council and the Parish Council at that time. Following this, as well as other feedback received through the pre-application consultation, it was agreed that monitoring of traffic flows through Hevingham would be included in the approach to traffic mitigation once the Proposed Scheme is open to traffic.</p> <p>The latest traffic modelling used to inform the 'Transport Assessment' (Document Reference: 4.01.00) indicates that the total traffic through Hevingham would increase by about 450 vehicles per day with the proposed mitigation scheme in place in comparison with the Do Minimum scenario in 2029 (opening year). However, through traffic is forecast to be less than 10% of the total flows on The Street, Hevingham in the centre of the village, with over 90% of traffic using the route originating or terminating in the village. The direction of travel for trips to and from Hevingham also changes in response to the Proposed Scheme and mitigation measures, with more traffic using Brick Kiln Road (west of the village) in the model including the Proposed Scheme.</p> <p>The project team did not engage with Hevingham ahead of the consultation period as there were no traffic mitigation measures proposed within the Hevingham parish boundaries. The traffic modelling didn't suggest that the Norwich Western Link or any proposed traffic mitigation would cause an increase in traffic in the parish that exceeded the threshold for intervention. Parish council representatives participated in the consultation process and set out a number of concerns, including that they were not made aware of the proposals before the consultation began. In light of these concerns, the team acknowledge that it would have been more considerate to have made them aware of the proposals and explained any implications for the parish before the consultation began, and we apologised for this. We have committed to keeping the parish council updated about future updates related to traffic mitigation proposals in nearby parishes.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
<p>Hevingham Parish Council</p>	<p>Concerns over Shortthorn Rd right-turn ban and potential for this to push traffic onto The Street/Brick Kiln Road and Church Lane/The Heath in Hevingham instead.</p> <p>Extending the 20mph zone on Shortthorn Road proposed to the junction of Cromer Road/ The Street may act as a deterrent as well as improve safety.</p>	<p>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.</p> <p>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).</p> <p>As part of the development of the traffic mitigation proposals north of the A1067 the feasibility of extending the reduced speed limit on Shortthorn Road will be examined.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Hevingham Parish Council	Concerns that traffic modelling figures through Hevingham are not shown in the consultation material and whether this suggests that these figures are not included in the model and therefore have not been factored into the proposals.	<p>During the pre-application consultation in 2022, concerns over traffic impacts at Hevingham were raised by the Parish Council and a meeting was held with representatives from Norfolk County Council and the Parish Council at that time. Following this, as well as other feedback received through the pre-application consultation, it was agreed that monitoring of traffic flows through Hevingham would be included in the approach to traffic mitigation once the Proposed Scheme is open to traffic. 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).</p> <p>The latest traffic modelling used to inform the 'Transport Assessment' (Document reference: 4.01.00) indicates that the total traffic through Hevingham would increase by about 450 vehicles per day with the proposed mitigation scheme in place. However, through traffic is forecast to be less than 10% of the total flows on The Street, Hevingham in the centre of the village, with over 90% of traffic using the route originating or terminating in the village. The direction of travel for trips to and from Hevingham also changes in response to the Proposed Scheme and mitigation measures, with more traffic using Brick Kiln Road (west of the village) with the scheme in place.</p>
Hevingham Parish Council	Concerns about the impact of Shortthorn Road right-turn-ban on local village businesses.	<p>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.</p> <p>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).</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Honingham Parish Council	Although the Pre-Application consultation proposals is generally supported, concerns raised over the potential creation of rat runs through the village.	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.
Honingham Parish Council	Suggestion of additional closure of Dereham Road to prevent the village becoming a rat run for traffic from the direction of Wymondham, Attleborough or Thetford to access the NWL (or vice versa), or alternatively Berry's Lane should remain open. Parishioners do not accept NCC's view that the preferred route to and from the Wymondham direction will be via the A47 – this route will be considerably longer in both time and distance.	<p>Traffic modelling indicates that the revisions to Wood Lane junction, closure of Berry's Lane and the new A47 bypassing Honingham, with the old A47 retained for local access, offers sufficiently attractive route choices which are quicker and easier than journeys through the village of Honingham.</p> <p>The traffic modelling 2029 forecast opening year results indicate that in the Do Minimum (without the Proposed Scheme) there will be about 800 vehicles per day and also about the same number in the Do Something with mitigation, this is predicted to reduce to around 600 vehicles per day. As documented in the 'Transport Assessment' (Document Reference: 4.01.00).</p>
Honingham Parish Council	The dualling of the A47 and the construction of the NWL will remove access to all walks and cycle ways currently accessed via quiet rural roads.	<p>The impact of the A47 North Tuddenham to Easton Improvement on walking and cycling routes was considered by National Highways as part of its Development Consent Order application, which was the subject of a subsequent public examination.</p> <p>The Proposed NWL Scheme includes a comprehensive Non-Motorised User network in the immediate vicinity of the Proposed Scheme. This will significantly extend the available Public Rights of Way network and join up existing fragmented routes to make a more usable network that links communities, for example Honingham Restricted Byway 1 is currently under-used (within survey data collected) 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.</p> <p>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 adjacent 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 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 the A1067 and A47, so those roads will be more attractive for cycling.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Honingham Parish Council	The likely increase in traffic in the village due to the NWL will prevent safe cycling in the village, and increased traffic on Mattishall Road will be hazardous to villagers wishing to cross the road or cycle to the south and would act to cut off the village from amenities on Colton Road.	<p>The traffic modelling 2029 forecast opening year results indicate that in the Do Minimum (without the Proposed Scheme) there will be about 800 vehicles per day and also about the same number in the Do Something with mitigation, this is predicted to reduce to around 600 vehicles per day.</p> <p>However, in 2019 the flows observed at that location were about 3000 vehicles per day, prior to A47 dualling, so in all scenarios there is 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. As documented in the 'Transport Assessment' (Document Reference: 4.01.00).</p>
Horsford Parish Council	Welcomes recognition of need for traffic impact mitigation in Horsford but disagrees with proposals in their current form.	<p>The Applicant has developed a package of traffic mitigation measures in discussion with the parish council following the pre-application consultation undertaken in 2022, that will mitigate the effects on traffic of the Proposed Scheme.</p> <p>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 proposed mitigation.</p>
Horsford Parish Council	Consultation materials do not demonstrate any recognition of the existing traffic congestion problems in Horsford and the parish council believes the traffic mitigation schemes proposed will not alleviate these problems.	<p>The Applicant has proposed measures to mitigate the impact of traffic on the B1149 through Horsford. 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.</p> <p>Any current traffic issues should be raised with Norfolk County Council as the local highway authority.</p>
Horsford Parish Council	Seeks an additional lane or suitable filter road at the Brewery Road roundabout link to the NDR to alleviate the problem of daily queuing traffic along Holt Road to Gordon Godfrey Way.	<p>The junction of Brewery Lane roundabout with A1270 is considered in more detail as Junction 21 in the 'Transport Assessment' (Document Reference: 4.01.00). This outlines that a feasibility study is ongoing and the emerging scheme design, which would provide additional approach lanes on the north and south arms (Brewery Lane and Drayton Lane respectively) has been considered based on the latest available design.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Horsford Parish Council	Open to the planned 20mph limit but the impact of the closure on Shortthorn Road will be to increase volume of traffic, increasing existing congestion issues and pollution.	<p>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. A phased approach to implementing them will be adopted.</p> <p>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).</p>
Horsford Parish Council	Concerns that the Aylsham Road interchange is not included in the scope of the consultation materials. The parish council's view is that how congested or not, access points to the NDR from Aylsham Road and Reepham Road will impact on traffic using Holt Road via Haverlingland Road (with the right-turn ban in place on Shortthorn Road).	<p>The Applicant has developed a package of traffic mitigation measures following a pre-application consultation undertaken in 2022.</p> <p>The Applicant proposes to take a monitor and manage approach to the introduction of the package of traffic mitigation proposals so 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.</p> <p>The result of these assessments is documented in the 'Transport Assessment' (Document Reference: 4.01.00). The strategic modelling work undertaken, which has informed the above referenced document, considers traffic re-routing effects in response to the Proposed Scheme with and without the additional package of traffic mitigation measures. The results demonstrate some limited impacts at A140/A1270 interchange as a result of the mitigation package. However, it is preferable for strategic traffic to remain on A roads such as A140. This junction will therefore to be included within the monitor and manage regime.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Horsford Parish Council	Considers that habitats and woodland should be conserved and enhanced, for the benefit of wildlife and residents. Refers to the National Planning Policy Framework July 2021 (Section 15, Paragraph 174) to evidence the need for this to be considered in the planning application.	The design of the Proposed Scheme has where possible included mitigation to avoid potential adverse effects to habitats and woodland. Measures to conserve and enhance these features are presented in the ' Environmental Statement Chapter 10: Biodiversity ' (Document Reference: 3.10.00). Mitigation has been developed on an iterative basis, with the mitigation hierarchy followed; preference is first given to avoiding effects, then reducing remaining effects, before applying targeted mitigation where necessary. Where residual effects remain after application of targeted Mitigation Measures, compensation has then been considered.
Horsford Parish Council	Concerns about the impact of new road schemes increasing overall road traffic and the consequences for climate change and net zero targets of this.	<p>The Proposed Scheme is an important component of wider transport infrastructure that is being delivered as part of the Transport for Norwich (TfN) Strategy and wider Norfolk County Council Local Transport Plan 4 (LTP4). The LTP4 Implementation Plan sets the target to achieve Net Zero carbon emissions from transport by 2050, in line with the government's Net Zero Strategy.</p> <p>The significance of the impact of the Proposed Scheme on greenhouse gas (GHG) emissions 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.</p> <p>Norfolk County Council have already committed to demonstrating tangible action towards carbon reduction through LTP4, Environmental Policy (2019) and the wider list of transport proposals and it has been successful in securing additional funding to advance decarbonisation in the area. To demonstrate the carbon credentials of the Proposed Scheme can be accommodated within local carbon targets, the results of the carbon assessment undertaken for the Proposed Scheme Environmental Statement will be integrated into the wider decarbonisation plan which is being developed to meet local carbon targets as outlined in the LTP4.</p>
Horsford Parish Council	All traffic mitigation proposals in Horsford must directly support the village's emerging Neighbourhood Plan Transport and Landscape Character policies, improve safety for all users and support the aim to provide 5 Star Rating roads for people walking and cycling in Horsford.	Modelling shows that the traffic will reduce through Horsford as a result of the Proposed Scheme, which will improve safety for all users included walkers and cyclists. Further engagement will be carried out with the Parish Council as the traffic mitigation measures are developed.

Organisational Name	Specific Issues Identified	Applicant's Response
Horsford Parish Council	Rejects claims that the proposals can be built, and the bat population safeguarded.	The project team have completed a survey effort in support of the Proposed Scheme that is proportional to the scale of the Proposed Scheme. The survey data captured has, and will continue, to allow us to appropriately and considerably develop the necessary environmental information and assessment, inform the ecological and environmental mitigation associated with the Proposed Scheme, and drive thorough due consideration of the ecological requirements within the design development. The Applicant's bat mitigation proposals are set out in the Outline Bat Mitigation Strategy and will need to be approved by Natural England. More information is provided in ' Environmental Statement Chapter 11: Bats, Appendix 6: Outline Bat Mitigation Strategy ' (Document Reference: 3.11.06).
Conservative MP for Broadland and Fakenham	Unequivocal support for the Pre-Application consultation proposals.	The Applicant acknowledges support for the Proposed Scheme.
Conservative MP for Broadland and Fakenham	Communities affected by traffic travelling from the Fakenham Rd to the A47 have been blighted by unacceptable levels of traffic on roads that are manifestly unsuitable.	The Proposed Scheme is intended to provide a purpose-built dual carriageway standard route linking the A47 and A1067 Fakenham Road, which is forecast to alleviate traffic from the existing minor roads through this area. Villages such as Weston Longville and Ringland are forecast to see around a 75% - 96% reduction in annual average daily traffic as a result of the Proposed Scheme in comparison with the future baseline situation without the Proposed Scheme.
Conservative MP for Broadland and Fakenham	Without the completion of an orbital route around Norwich, vehicles travelling from areas north and east of Norwich to the national road network will have no suitable access routes, adversely affecting regional economic growth.	The Applicant acknowledges support for the Proposed Scheme.
Conservative MP for Broadland and Fakenham	Plans to dual the A47 between North Tuddenham and Easton will increase existing traffic issues on existing filter routes without the NWL in place.	Traffic is predicted to increase without the Proposed Scheme in place, due in part to planned growth in and around Norwich. 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.
Conservative MP for Broadland and Fakenham	Encouraged that proposals have taken close account of environmental sensitivities of the area and will minimise adverse impacts and compensate for unavoidable impacts.	The Applicant acknowledges support for the environmental mitigations that form part the Proposed Scheme.
Conservative MP for Broadland and Fakenham	Is in support of the scheme as the current road system is wholly unsuitable for commercial vehicles given many of the roads are single track.	The Applicant acknowledges support for the Proposed Scheme, the ' Transport Assessment ' (Document Reference: 4.01.00) outlines the issues currently facing the network and how the Proposed Scheme will elevate and eliminate these issues.

Organisational Name	Specific Issues Identified	Applicant's Response
Kimberley and Carleton Forehoe Parish Council	Suggests replacing the 'Access Only' restriction on roads leading to Carleton Forehoe with a 30mph limit from the B1108 to just beyond the humpback bridge on the Barnham Broom Road, then 40mph to Tuttlles Lane.	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 Tuttlles 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.
Kimberley and Carleton Forehoe Parish Council	B1108 should have a 30mph zone from village gateway to Skipping Block Corner.	The Applicant has developed a package of traffic mitigation measures following a pre-application consultation undertaken in 2022. These measures will be implemented independently of the Proposed Scheme by Norfolk County Council in its capacity as the traffic authority. The mitigation package proposes a small section at the Kimberley junction with the B1108 is reduced to a 30mph speed limit, however, this does not extend to Skipping Block Corner, as this section of road is not considered of suitable character for a 30mphs limit. Further, due to revised mitigation at Carleton Forehoe, less traffic is expected to travel through Kimberley.
Kimberley and Carleton Forehoe Parish Council	Junction of B1135 and B1108 needs improvement to cope with forecast increase in traffic.	The Applicant understands that this comment relates to the B1108/B1135 junction (Norwich Road/Dereham Road) in the centre of Kimberley. Due to revised mitigation at Carleton Forehoe, less traffic is expected to travel through Kimberley. As part of the package of proposed traffic mitigation measures that will support the Proposed Scheme, a reduction in the speed limits at B1108/B1135 junction is proposed.
Kimberley and Carleton Forehoe Parish Council	Pedestrian crossing point should be provided on the B1135 at the Green in Kimberley for children getting on and off school bus and parishioners crossing the road for local amenities.	The package of proposed traffic mitigation measures to support the Proposed Scheme includes traffic speed limit reductions through Kimberley including part of the B1135 and B1108 at the Green. It is expected that reduced traffic speeds through the village would assist pedestrians to cross the road more easily in this location. With the proposed mitigation scheme in place, traffic volumes on both B1135 and B1108 are predicted to reduce. Hence no further measures are considered to be necessary.
Kimberley and Carleton Forehoe Parish Council	30mph speed restriction should be extended on the B1135 to the junction of Low Street, and thereafter 40mph until it joins Chapel Lane. This would in part help with pinch points at the railway bridge and where the road narrows before joining Chapel Lane.	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 Proposed Scheme and replaced with traffic and speed management measures, including a proposed 20mph speed limit on the built-up length of the road closest to Tuttlles Lane, a 30mph speed limit through Carleton Forehoe and a 40mph speed limit on the remainder of the road. This would help to reduce 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.

Organisational Name	Specific Issues Identified	Applicant's Response
Morton on the Hill Parish Meeting - Local Liaison Group Representative	<p>Keen to maintain the rural character of the Morton on the Hill area after the construction of the proposed road.</p> <p>This includes not building an urban cycle track on Marl Hill and avoiding unnecessary streetlights or turnings which can increase fly-tipping.</p>	<p>The Applicant notes the comments about maintaining rural character in the Morton on the Hill area after the Proposed Scheme is constructed.</p> <p>The detail associated with the mitigation proposed for the Landscape and Visual impacts, can be located in section 9.7 of 'Environmental Statement Chapter 9: Landscape and Visual' (Document Reference: 3.09.00).</p> <p>Marl Hill Road is located on key desire lines between villages and will offer onward connections to the Marriott's Way which is a Sustainable Transport National Cycle route. A new segregated Non-Motorised User route between Weston Longville and Attlebridge will be provided adjacent to Marl Hill Road, parallel with the viaduct, without the need to cross the River Wensum.</p> <p>No street lighting is proposed on the Proposed Scheme, except at the junction with A47/Wood Lane and the provision of illuminated signs at the roundabout junction with the A1067. The Applicant has only provided turning heads where these are considered necessary.</p>
Morton on the Hill Parish Meeting - Local Liaison Group Representative	Suggests building a pedestrian bridge over the River Wensum to connect the public footpath network.	<p>The Proposed Scheme includes improvements to walking and cycling in the area. There are very few desire lines aligned with the viaduct from origins and destinations within easy walking distance. Therefore, a Non-Motorised User 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. The option to include signalisation of the crossing is considered as part of the Sustainable Transport Strategy for the Proposed Scheme. This accords with the guidance set out in LTN 1/20.</p>
Morton on the Hill Parish Meeting - Local Liaison Group Representative	Soundproofing on the embankments on the Ringland Lane underpass are inadequate and should include more planting.	<p>Operational noise modelling has been undertaken for the Proposed Scheme and details of this are presented in the Environmental Statement that is submitted as part of the planning application. Further planting will not reduce road traffic noise levels. A detailed impact assessment has been undertaken to assess the impacts of the Proposed Scheme on noise and vibration, this is reported in 'Environmental Statement Chapter 7: Noise and Vibration' (Document Reference: 3.07.00).</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Morton on the Hill Parish Meeting – Local Liaison Group Representative	Does not believe that a new Morton green bridge is suitable due to access requirements, damage caused to the landscape, and excessive cost when cheaper options may be available.	<p>This additional green bridge was added following the Local Access Consultation in 2020. Following analysis of data on wildlife activity, it was understood that a green bridge in the proposed location would offer the best form of ecological solution, and it needed to be in this location to align with bat flight paths. The Applicant proposed to re-route Non-Motorised Users to this bridge to maximise public benefit of the bridge, and to mitigate severance caused by closure of Weston Road to all users in response to feedback.</p> <p>The green bridge has been designed and located based on existing bat population and associated movements. The design is a key ecological mitigation measure in order to maintain existing bat flight paths, and therefore the bridge cannot be removed or replaced with alternative measures. The bridge location is also influenced by existing planting and vegetation, so the location is fixed.</p>
Morton on the Hill Parish Meeting – Local Liaison Group Representative	Supports a 40mph limit through the parish, as well as an HGV ban (except for access).	<p>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. As a result, the Applicant does not propose a HGV restriction on this road. The traffic mitigation proposals include a 40mph speed limit on a section of the A1067 and non-signalised Non-Motorised User 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.</p>
Morton on the Hill Parish Meeting – Local Liaison Group Representative	Church Hill Lane is a more suitable wildlife corridor for bats as there is more mature Oak trees than proposed along the new green bridge.	<p>An evidence-based approach to mitigation proposals has been proposed, informed by industry best practice and designed by a team including nationally recognised bat specialists. The effects of the Proposed Scheme upon bat species have been assessed in the 'Environmental Statement: Chapter 11: Bats' (Document Reference: 3.11.00).</p> <p>Locations of bat focused crossing features are chosen based on a number of key principles, including locating the feature on known commuting corridors. Higher levels of barbastelle activity have been recorded along the hedgerow north of Weston Road/ Church Hill Lane.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Morton on the Hill Parish Meeting – Local Liaison Group Representative	Honingham Lane should remain open to prevent traffic diverting through Weston Longville.	<p>As part of the proposals for the A47 North Tuddenham to Easton dualling scheme, National Highways proposes to apply a restriction as part of the A47 North Tuddenham to Easton scheme 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 those which would otherwise be severed.</p> <p>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.</p> <p>One of the aims of the Proposed Scheme is to provide relief to the traffic issues in Weston Longville. The Applicant is working with representatives of Weston Longville to develop a package of traffic measures for the village to mitigate the impacts of the A47 scheme proposals (including the Honingham Lane closure) for the period prior to the NWL being provided.</p>
Morton on the Hill Parish Meeting – Local Liaison Group Representative	Opposed to a temporary haul road alongside Ringland Lane, as there are currently other unofficial routes between Morton Lane and the proposed Ringland Lane Underpass which can cope with the increase in traffic.	<p>The haul road along Ringland Lane is required to eliminate the need to remove the existing vegetation along Ringland Lane. Ringland Lane forms part of the main access route to serve the viaduct construction where abnormal loads may be required. Permitted access routes have been defined to avoid heavy construction traffic passing through the villages. The permitted access routes include A47, A1067, B1535, Lyng Road, Stone Road, Marl Hill and Ringland Lane (between Marl Hill and Norwich Western Link). Morton Lane is not a permitted access route. It is a narrow county lane passing through some residential housing and some sections of this lane have highly vegetated verges.</p>
Morton on the Hill Parish Meeting – Local Liaison Group Representative	Ringland Lane should be temporarily closed to all traffic other than construction traffic whilst the construction of the Western Link is under way. This would eliminate the need for the temporary road.	<p>Ringland Lane forms part of the main access route to serve the viaduct construction where abnormal loads may be required. Temporary closure of Ringland Lane would not eliminate the need for a temporary road.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
<p>Norwich City Council</p>	<p>Does not support the proposals for the NWL as the Transport for Norwich Strategy, within which the project sits, is not ambitious enough to move the city towards a sustainable future for transport, in the absence of an agreed action plan or approved Local Cycling and Walking Infrastructure Plan. The council also cannot endorse a capital investment programme that spends more on road building than schemes that support sustainable transport, which has widened since the cost of the NWL has increased.</p> <p>Had previously stated circumstances under which the city council could support the NWL, to include air quality and decongestion benefits in the city, significant investment in public transport, cycling and walking, complementary schemes being delivered before the NWL is completed, and sufficient governance in place to ensure these commitments are implemented.</p> <p>Considers that insufficient progress had been made on implementing the actions in the Transport for Norwich Strategy.</p>	<p>The Local Transport Plan (LTP) 4 Strategy which covers the period 2021-2037 and its Implementation Plan was adopted by the County Council in 2022. The LTP strategy includes improvements to the strategic transport connections with Policy 8 stating that “Our priority will be to improve major road and rail connections between larger places in the county, and to major ports, airports and cities in the rest of the UK.” It identifies the Norwich Western Link (NWL) as being one of the priorities for enhancing strategic connections together with other priorities that include, improvements to the major rail links to London and Cambridge, the A140 Long Stratton Bypass, the A10 West Winch Housing Access Road, and full dualling of the A47.</p> <p>The Transport for Norwich (TfN) strategy was adopted in December 2021. It replaced the previous Norwich Area Transportation Strategy, adopted in 2004, which set out a transportation strategy for the Norwich area. The TfN strategy forms part of a wider suite of documents setting out transport policy in Norfolk. The Norfolk Local Transport Plan (LTP) covers transport policy across the whole of the county and the TfN strategy aligns with, and nests within this and provides the detail for the Norwich area.</p> <p>A report providing an update on the delivery of TfN was presented to Norfolk County Council's Cabinet meeting in July 2023. Funding to deliver transport improvement schemes across Greater Norwich as part of TfN comes from a range of different sources including the Department for Transport (DfT), Active Travel England (ATE), the Department for Environment, Food & Rural Affairs (DEFRA), developer contributions and local growth funds. The scope and successes from the most recent funding awards are summarised below:</p> <p>Transforming Cities Fund (TCF): Over the two tranches of TCF funding, £65m has been invested in sustainable and active travel in Norwich. This covers a wide range of elements including bus lanes, cycle lanes, widened footways, new crossings, traffic signal priority for buses and improvements to the public realm. We were the first local authority to deliver a scheme on the ground and are well positioned compared to other cities in terms of completion of our agreed programme.</p> <p>Zero Emission Bus Regional Area: In total £35.7m funding has been secured from DfT (£14.7m) and First Bus (£21m) for 70 zero emission buses, which are anticipated to be operational in Greater Norwich by March 2024 and will be the first of their kind in Norfolk. This investment will also see Norwich have one of the largest, full-electric bus depots in England.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
<p>Norwich City Council</p>	<p>Does not support the proposals for the NWL as the Transport for Norwich Strategy, within which the project sits, is not ambitious enough to move the city towards a sustainable future for transport, in the absence of an agreed action plan or approved Local Cycling and Walking Infrastructure Plan. The council also cannot endorse a capital investment programme that spends more on road building than schemes that support sustainable transport, which has widened since the cost of the NWL has increased.</p> <p>Had previously stated circumstances under which the city council could support the NWL, to include air quality and decongestion benefits in the city, significant investment in public transport, cycling and walking, complementary schemes being delivered before the NWL is completed, and sufficient governance in place to ensure these commitments are implemented.</p> <p>Considers that insufficient progress had been made on implementing the actions in the Transport for Norwich Strategy.</p>	<p>Active Travel Fund: The County Council was awarded £5.7m of countywide Active Travel Funding (ATF) over four phases. This is delivering improved environments for walking, wheeling and scooting.</p> <p>Bus Service Improvement Plan (BSIP): In November 2022, Norfolk County Council was awarded £49.5m to deliver the BSIP, which was one of the highest allocations in the country, with many local authorities failing to secure any funding at all. Strong progress has been made delivering early elements of this, which includes:</p> <ol style="list-style-type: none"> a. A countywide bus ticket covering all bus operators. b. A new customer charter for all bus operators c. A summer marketing campaign focusing on days out by bus. d. Engagement with concessionary pass holders to encourage them back on the bus. e. Developing a single brand for promoting sustainable transport across Norfolk. <p>In addition, a new transport interchange at North Walsham has been delivered, which was the first BSIP capital scheme delivered in the country.</p> <p>Air Quality Grant Fund: The County Council was awarded just over £170k of funding in 2023 from the Department of Environment, Food and Rural Affairs (DEFRA) Air Quality Grant Fund so that local businesses can trial using an e-cargo bike as an alternative to a van or other vehicle in Norwich, cutting operating costs whilst lowering emissions.</p> <p>Zero Emission Transport City: The County Council was successful in its submission for Norwich to be part of the Zero Emission Transport Cities (ZETC) programme. As a result, it is currently in discussion with the DfT's Science, Technology and Innovation Directorate and other partner organisations, to explore potential avenues for funding to take these aspirations forwards and build on our strong track record in attracting funding for sustainable transport projects.</p> <p>The delivery of the Proposed Scheme and the TfN will provide significant transport improvements across Greater Norwich and provide a transport network that meets future demands in terms of both growth and sustainable travel options.</p> <p>The Proposed Scheme includes a 'Sustainable Transport Strategy' (Document Reference: 4.02.00) which has been developed alongside the main NWL proposals and presents a range of measures integral to the proposed scheme together with a complementary package of wider interventions to support walking, cycling and public transport use, and to meet the sustainable travel objectives of the NWL. The package of measures proposed by the Sustainable Transport Strategy has been shaped by public consultation and stakeholder liaison.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Norwich City Council	Want to see evidence that wildlife and landscape impacts can be mitigated. The city council does not see any changes that would alter their position of opposing the scheme and they in fact have deepening concerns.	<p>A detailed Environmental Impact Assessment has been undertaken to thoroughly assess the environmental impacts of the Proposed Scheme.</p> <p>The Environmental Statement consists of 20 chapters capturing a significant amount of detail relevant to the various assessments undertaken. Which includes Air Quality; Noise and Vibration; Climate Greenhouse Gas; Biodiversity and Bats. 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.</p> <p>Further, a suite of relevant mitigation has been proposed and aligned to the assessments undertaken to mitigate and compensate for the impacts of the Proposed Scheme.</p> <p>The overview of the Environmental Impact Assessment process is detailed within 'Environmental Statement Chapter 5: Approach to EIA' (Document Reference: 3.05.00).</p> <p>Further, the detail associated with the mitigation proposed for the Landscape and Visual impacts, can be located in section 9.7 of 'Environmental Statement Chapter 9: Landscape and Visual' (Document Reference: 3.09.00).</p> <p>Further, a detailed assessment has been undertaken to understand the impacts the Proposed Scheme has on biodiversity and ecology, this is detailed within 'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00).</p> <p>Additionally, the Proposed Scheme and associated mitigations 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 are 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.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Norwich City Council	Improvements to cycling and walking associated with the project are modest and local to the scheme.	<p>The Proposed Scheme includes a comprehensive Non-Motorised User network in the immediate vicinity of the Proposed Scheme. This will significantly extend the available Public Rights of Way network and join up existing fragmented routes to make a more usable network that links communities, for example Honingham Restricted Byway 1 is currently unsuitable 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 adjacent to Marl Hill Road with a new crossing on A1067 leading towards the Marriott's Way National Cycle Network.</p> <p>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.</p> <p>As explained above, good progress has been made securing Transforming Cities Fund funding totalling £65m which has been invested in sustainable and active travel in Norwich and Norfolk County Council were the first local authority to deliver a scheme on the ground.</p>
Norwich City Council	The Local Cycling and Walking Infrastructure Plan (LCWIP) does not appear to have informed the proposals. For example, the LCWIP commits to extending the green pedalway beyond Bowthorpe over the A47 via Long Lane to connect with Easton whereas the NWL consultation promotes the enhancement of New Road between Bawburgh and Bowthorpe instead, which could be subject to traffic increases should the contingency site in the Greater Norwich Local Plan between New Road and Long Lane be developed.	A 'Sustainable Transport Strategy' (Document Reference: 4.02.00) has been developed separately to the Proposed Scheme which complements the LCWIP. The strategy will help to encourage uptake of cycling and walking in the surrounding network.
Norwich City Council	Disappointed that there is no update on the Western Arc bus route proposals or any other public transport measures which could be facilitated by the NWL.	The Western Arc bus route concept is still very much part of the 'Sustainable Transport Strategy' (Document Reference: 4.02.00) to accompany the Norwich Western Link scheme. Following the viability study which formed part of the STS, the eastern part of the proposed loop service is already operational as a commercial bus service in the form of Konectbus 512 service. Route 512 runs up to every 60 minutes between Hellesdon and Norfolk and Norwich University Hospital (NNUH) offering those living in the north of the city, a more sustainable and affordable way to travel. Since commencing in March 2023, Konectbus have recently introduced more earlier morning and evening buses for staff and visitors to the NNUH. It is envisaged that the western part of the loop could be implemented to coincide with strategic housing development growth in Taverham.

Organisational Name	Specific Issues Identified	Applicant's Response
Norwich City Council	Concerns about revised political governance arrangements for Transport for Norwich so that the joint committee does not have decision making powers.	<p>The change of governance for overseeing the delivery of transport in Norwich will see County and District Council councillors and lead officers working together on a Transport for Norwich Steering Group in a way that enables open and frank discussions to be held so that the best possible transport solutions and strategies can be developed.</p> <p>Agendas for the meetings will be agreed jointly so issues that District partners want to discuss can be raised and discussed as appropriate. As was the case with the previously existing Transport for Norwich Advisory Committee, this will not be a decision-making Group, but the discussions that take place will clearly and transparently inform the subsequent decisions taken on highway matters by the County Council Cabinet Member for Highways, Infrastructure and Transport.</p> <p>The County Council will continue to consult on highway schemes in the same way as before and this feedback will be shared with County and District Council members and will be clearly and transparently published as part of any decisions made. Councillors representing areas of Greater Norwich that will be affected by future transport proposals will be invited to attend and fully participate in discussions.</p> <p>This Steering Group approach will bring consistency with governance arrangements elsewhere in Norfolk while providing the opportunity to discuss wider topics around transport and deliver a useful platform for views to be shared. This change of governance was discussed at the County Council Scrutiny meeting on 25 September 2023.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Norwich City Council	Traffic modelling does not demonstrate traffic levels will be reduced in Norwich to a level that facilitates schemes to improve active travel or public transport.	<p>The Norwich Western Link forms part of a joined-up strategy which links with sustainable transport proposals within the Transport for Norwich (TfN) strategy. The Proposed Scheme would alleviate longer distance vehicle trips from minor rural road networks to the west of Norwich. Traffic is predicted to reduce on local roads which will help encourage active travel.</p> <p>Traffic modelling forecasts that there would be a reduction in traffic on Dereham Road around 11% and Taverham Lane around 20% as a result of the Proposed Scheme. These routes would become more attractive for walking, cycling and bus use, offering increased uptake of active travel and public transport in suburban Norwich.</p> <p>The Proposed Scheme also offers a route avoiding the inner and outer ring roads for access between radial routes on the west side of the city. It will also provide resilience in the road network in the event of roadworks, collisions or other incidents or events which could increase congestion and delays on other routes in and around Norwich.</p> <p>There are also Non-Motorised User improvements included in the Proposed Scheme. The Sustainable Transport Strategy includes Complementary Sustainable Transport Measures such as improved cycle routes to Costessey Park and Ride site and routes towards key destinations such as Norfolk and Norwich University Hospital and University of East Anglia which are key trip generators on the edge of the city.</p> <p>The Proposed Scheme will tackle existing traffic issues and the knock-on impacts these create and also to make sure 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.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
<p>Norwich City Council Green Party Group</p>	<p>There should be local access improvements without building the proposed road, and there should be a shift to sustainable modes of transport, such as bus routes between northwest Norwich and southwest Norwich. Traffic levels should be reduced, and new roads should not be built.</p>	<p>The Norwich Western Link forms part of a joined-up strategy which links with sustainable transport proposals within the Transport for Norwich (TfN) strategy.</p> <p>The Proposed Scheme would alleviate longer distance vehicle trips from minor rural road networks to the west of Norwich. Traffic modelling forecasts that there would be a reduction in traffic on Dereham Road of around 11% and Taverham Lane of around 20% as a result of the Proposed Scheme.</p> <p>These routes would become more attractive for walking, cycling and bus use, offering increased uptake of active travel and public transport within the city. The Proposed Scheme also offers a route avoiding the inner and outer ring roads for access between radial routes on the west side of the city.</p> <p>The Sustainable Transport Strategy also includes improved cycle routes to Costessey Park and Ride site and routes towards key destinations such as NNUH and UEA which are key trip generators on the edge of the city.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
<p>Norwich City Council Green Party Group</p>	<p>The proposed road will damage the habitat of the barbastelle bat and the Wensum Valley as mitigation measures are insufficient and ineffective. The proposed viaduct will damage the Valley, increase noise, and carbon emissions, and generate more traffic. Run off will pollute the water environment.</p>	<p>The project team have completed a bat survey effort in support of the Proposed Scheme that is commensurate to the scale of the Proposed Scheme, the survey data captured has, and will continue, to allow us to appropriately and considerably develop the necessary environmental information and assessment, inform the ecological and environmental mitigations associated with the Proposed Scheme, and drive thorough due consideration of the ecological requirements within the design development.</p> <p>An evidence-based approach to mitigation proposals has been proposed, informed by industry best practice and designed by a team including nationally recognised bat specialists. The effects of the Proposed Scheme upon bat species have been assessed in 'Environmental Statement Chapter 11: Bats' (Document Reference: 3.11.00). This includes the impacts and subsequent effectiveness of mitigation measures including green bridges. The efficacy of all bat mitigation measures will be considered by Natural England.</p> <p>The Wensum viaduct has been designed to avoid impacts to the SSSI/SAC meaning the mitigation is 'in-built'. 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.</p> <p>With these measures in place, the assessments conclude that there would be no adverse effects to the integrity of the SAC, and no likely significant effects to the SSSI. Additionally, the assessment of aquatic ecology impacts is 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).</p> <p>Regarding runoff, this will be managed and attenuated by the road drainage strategy thereby preventing pollution pathways to the water environment within the Wensum Valley. Details are provided within 'Drainage Strategy' (Document Reference: 4.04.00) and 'Environmental Statement Chapter 12: Road Drainage and the Water Environment, Appendix 1: Drainage Network Water Quality Assessment' (Document Reference: 3.12.01).</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Norwich City Council Green Party Group	The road is expensive and is contradictory to the action required in a climate emergency.	<p>The County Council has taken important steps towards meeting the net zero challenge by adopting its Environmental Policy and Local Transport Plan 4 (LTP4) and its Implementation Plan.</p> <p>LTP4 sets out how the council intends to continue to support the people of Norfolk in travelling to, from and around the County safely and efficiently for work, leisure and business whilst having regard to setting a trajectory of emissions that is consistent with achieving net zero targets.</p> <p>The unavoidable emissions arising from the Norwich Western Link scheme must be seen in this wider context of the other planned measures intended to support travel and reduce emissions in the County.</p> <p>It is accepted that to create a transport network fit for purpose, some new emissions will need to be emitted. The Proposed Scheme is an important component of wider transport infrastructure that is being delivered as part of the Transport for Norwich (TfN) Strategy and wider Local Transport Plan 4 (LTP4).</p> <p>The Council will need to balance the impact of the Proposed Scheme with the wider decarbonisation action plan, to achieve a sustainable transport network, aligned to carbon targets.</p>
Norfolk County Council Green Group	Opposed to the road because it will increase traffic, pollution, congestion, and noise, and will discourage residents and visitors from the area.	<p>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.</p> <p>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).</p> <p>Further, a detailed assessment of the transport impacts of the scheme is detailed in 'Transport Assessment' (Document Reference: 4.01.00).</p>
Norfolk County Council Green Group	Concerned about the cost.	<p>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.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Norfolk County Council Green Group	Concern regarding the potential impact on the protected barbastelle bat, as bat bridges and mitigation measures are ineffective and insufficient.	<p>The project team have completed a bat survey effort in support of the Proposed Scheme that is commensurate to the scale of the Proposed Scheme, and the survey data captured has, and will continue, to allow us to appropriately and considerably develop the necessary environmental information and assessment, inform the ecological and environmental mitigation associated with the Proposed Scheme, and drive thorough due consideration of the ecological requirements within the design development.</p> <p>An evidence-based approach to mitigation proposals has been proposed, informed by industry best practice and designed by a team including nationally recognised bat specialists. The effects of the Proposed Scheme upon bat species have been assessed in the Environmental Statement.</p> <p>The assessment of bats including barbastelle bats has been fully considered in 'Environmental Statement Chapter 11: Bats '(Document Reference: 3.11.00). This includes the impacts and subsequent effectiveness of mitigation measures including green bridges.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Norfolk County Council Green Group	Alternative options including improved public or active transport have not been seriously considered, and that a road is contradictory to the action required in a climate emergency.	<p>The Proposed Scheme is an important component of wider transport infrastructure that is being delivered as part of the Transport for Norwich (TfN) Strategy and wider Norfolk County Council Local Transport Plan 4 (LTP4). The LTP4 Implementation Plan sets the target to achieve Net Zero carbon emissions from transport by 2050, in line with the government's Net Zero Strategy.</p> <p>The significance of the impact of the Proposed Scheme on greenhouse gas (GHG) emissions reported in 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.</p> <p>'Environmental Statement Chapter 15: Climate – Greenhouse Gases' (Document Reference: 3.15.00) shows that the Proposed Scheme would, on average, increase carbon dioxide equivalent emissions each year, over the 60-year appraisal period. Therefore, when assessed in isolation the Proposed Scheme shows a disbenefit in carbon terms (i.e., an increase), which at a local level would appear to run counter to the Council's Net Zero objectives, as any increase in emissions could be considered material if not offset by wider mitigation measures.</p> <p>Therefore, it is important to ensure the results of the assessment are appropriately contextualised against the wider strategic objectives of the Proposed Scheme and the baseline carbon dioxide equivalent emissions from transport for Norfolk in 2019 (which were 1,718,000 tonnes, as set out in the LTP4 Implementation Plan). The unavoidable emissions arising from the Proposed Scheme must be seen in this wider context of the other planned measures intended to support travel and reduce emissions in the County.</p> <p>The summary of the impacts of the Proposed Scheme and the balanced perspective on the justification for the scheme is captured within the 'Planning Statement' (Document Reference: 01.01.00).</p> <p>Norfolk County Council have already committed to demonstrating tangible action towards carbon reduction through LT4, Environmental Policy (2019) and the wider list of transport proposals and it has been successful in securing additional funding to advance decarbonisation in the area. To demonstrate that the carbon credentials of the Proposed Scheme can be accommodated within local carbon targets, the results of the carbon assessment undertaken for the Proposed Scheme's Environmental Statement will be integrated into the wider decarbonisation plan which is being developed to meet local carbon targets as outlined in the LTP 4.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Norfolk County Council Green Group	Biodiversity offsetting cannot make up for the destruction of ancient and veteran woodland, nor the deaths of rare barbastelles and other species.	Potential impacts on habitat loss and fragmentation have been considered in the Environmental Statement and the loss of bat habitat in the form of roosting, foraging and commuting habitat, is acknowledged and a thorough impact assessment has been completed. This impact assessment informs the avoidance, mitigation, compensation, and enhancement design. As documented in 'Environmental Statement Chapter 11: Bats' (Document Reference: 3.11.00) .
Ringland Parish Council	Strongly agrees with the proposals for local access around the route; clarity still required as to what improvements will be made to the roads to achieve cycle friendly objectives, particularly on Ringland Lane and Ringland Road.	<p>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.</p> <p>There will also be a substantial reduction in traffic on the route with flows lower than 1000 vehicles per day with the Proposed Scheme in place enabling the existing route to be safer for walking.</p> <p>LTN 1/20 defines this level of traffic as suitable designation as a 'Quiet Lane'. Speed management measures are also proposed on Ringland Road as part of the 'Sustainable Transport Strategy' (Document Reference: 4.02.00) Cycle Friendly routes being delivered alongside the Proposed Scheme.</p>
Ringland Parish Council	<p>Thought should also be given to the existing green lane which runs from Ringland Hills across to Black Breck Lane. This is currently regularly used by dirt bikes and fly-tippers. The closure of Honingham Lane would make this a more attractive route from Ringland to the Ringland hills for walkers, cyclists, and horse riders than Weston Lane, which you currently show as the preferred cycle route although it will see a significant flow of cars cutting through to the Ringland River crossing.</p> <p>The width and poor sighting along sections of Ringland Lane and Ringland Road would imply a speed limit of 30mph should be enforced on the open sections, and preferably a 20mph limit through Ringland itself.</p> <p>Is it possible to consider removing the green lane status and making it a bridleway with no motorised access?</p>	<p>LTN 1/20 defines this level of traffic as suitable designation as a 'Quiet Lane'. Speed management measures are also proposed on Ringland Road as part of the 'Sustainable Transport Strategy' (Document Reference: 4.02.00). The detailed design for the cycle friendly route along Ringland Lane has yet to be carried out, but we will be looking to lower vehicle speeds through features such as painted roundels on the carriageway, gateway features and signage. We will also look to formalise passing bays to create more space for vehicles to pass cyclists safely.</p> <p>The Proposed Scheme reduces traffic impacts through the village of Ringland, so no further traffic mitigation is proposed. However, the Cycle Friendly Routes will help to influence more cautious driver behaviour. The existing highway geometry also helps to keep speeds down.</p> <p>Blackbreck Lane is proposed to be downgraded to Restricted Byway as part of the Proposed Scheme. This will remove public motorised vehicle access rights.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Ringland Parish Council	Does not like the viaduct but cannot see an obvious alternative. Remain concerned about noise and light pollution from the viaduct.	<p>The viaduct environmental barrier has been designed to consider and balance a range of requirements including noise, visual, engineering and effectiveness.</p> <p>Operational noise modelling has been undertaken for the Proposed Scheme and details of this will be presented in the Environmental Statement submitted with the planning application.</p> <p>The environmental barrier proposed along the viaduct will help to reduce road traffic noise levels. 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.</p> <p>Further, the detailed noise and visual impact assessments are set out in 'Environmental Statement Chapter 7: Noise and Vibration' (Document Reference: 3.07.00).</p>
Ringland Parish Council	Question use of clear environmental barrier on the viaduct. Whilst it may be argued that it reduces the visual impact of the viaduct, there will be the impact of car headlights, would be more expensive to keep clean and may lead to bird strikes.	<p>The clear environmental barrier on the viaduct has been designed to consider and balance a range of requirements including noise, visual, engineering and effectiveness.</p> <p>The viaduct has been designed to blend into the landscape and balances the needs of both the viewer and user. The edge barrier is a standard 3- rail steel vehicle barrier. The existing landscape and the barrier middle rail will help to interrupt the headlights and Daily Running Lights similar to any other bridge parapet.</p> <p>Emissions from vehicle headlights have been considered as part of ecological impacts assessment of artificial night-time lighting. Across the Proposed Scheme, 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.</p> <p>The environmental barrier has been designed so there is sufficient separation between the barrier and the back of the parapet rails (as well as between parapet rails) to gain access with cleaning equipment should this be considered necessary by the highway authority.</p>
Ringland Parish Council	Disappointed at lack of pedestrian/cycle/NMU crossing of the River Wensum to make the river crossing viable for cyclists and less abled bodied users.	For cycle access specifically, a route crossing the River Wensum would not be directly aligned with many of the desire lines that are within easy walking and cycling distance of this route. There are new Non-Motorised User routes proposed, connecting and enhancing existing isolated sections of Public Rights of Way to create a more comprehensive network.

Organisational Name	Specific Issues Identified	Applicant's Response
Ringland Parish Council	Fully support the decision to not use street lighting on any part of the NWL including the A1067 roundabouts.	The Applicant acknowledges the support for the decision to not use street lighting.
Ringland Parish Council	Supportive of the 1.4m solid barrier on Ringland Lane, however believe the barrier should be extended to reduce noise pollution.	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.
Ringland Parish Council	Supports the proposals for the majority of the southern route to be in a dip to help reduce noise pollution in Weston Green.	The Applicant notes the support for the southern route of the scheme to minimise noise pollution in Weston Green.
Ringland Parish Council	Suggests provision of a safe crossing at Wood Lane junction to reduce the distance to the Broadway green bridge for walkers and cyclists.	<p>The suggestion of a new crossing point at Wood Lane junction is noted. The design does not include a crossing point as a result of surveys (in October 2019) recording no non-motorised users (walkers, horse riders and cyclists) at Wood Lane junction or on byway RB1.</p> <p>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.</p>
Ringland Parish Council	Concern that environmental mitigation measures will not be fully implemented or maintained.	The Landscape and Environmental Management Plan (LEMP) will detail the maintenance proposals for the landscape areas. This document will form part of the planning application and a planning condition could be made conditioning that that the Proposed Scheme should not start construction until LEMP has been submitted to and approved by the local planning authority. The summary of what this LEMP shall specify is captured within ' Environmental Statement Chapter 3: Description of Scheme ' (Document Reference: 3.03.00).
Ringland Parish Council	Encouraged to see a robust plan for bat mitigation, but concerned how this will be fully implemented. Concern that the route changes in the region of Low Farm do not adequately benefit the bat population.	<p>The route alignment was selected through an optioneering process to identify the best alignment. Bats were a key factor in this. Further information is also provided within 'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00).</p> <p>The Landscape and Environmental Management Plan (LEMP) will detail the mitigation proposals for environment including bat mitigation. The summary of what this LEMP shall specify is captured within 'Environmental Statement Chapter 3: Description of Scheme' (Document Reference: 3.03.00).</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Ringland Parish Council	Majority of constituents support closure of Honingham Lane. It will mean significant inconvenience for some villagers, particularly those with caravans and motorhomes who want to get access to the A47, but it is hoped that the reduced traffic volumes predicted for the Ringland Hills are achieved and this makes this route viable for these users once more.	<p>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 those which would otherwise be severed.</p> <p>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.</p> <p>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.</p>
Ringland Parish Council	Once the road is complete, mitigation measures should be continually monitored for effectiveness, with additional mitigations to be introduced if required.	<p>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.</p> <p>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 elements of the proposed mitigation.</p>
Stratton Strawless Parish Council	Very much favour of the new road.	The Applicant acknowledges the support for the Proposed Scheme.

Organisational Name	Specific Issues Identified	Applicant's Response
Stratton Strawless Parish Council	Fully support the proposed traffic mitigation along Shortthorn Road.	<p>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.</p> <p>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).</p>
Stratton Strawless Parish Council	Requests that SSPC's comments and observations are made available to view on any online comments section in relation to the NWL.	The Applicant has summarised these comments as well as their response to the comments from Stratton Strawless Parish Council within this Appendix.
Stratton Strawless Parish Council	Request a speed reduction to 30mph along Shortthorn Road to help with road safety and deter use of Shortthorn Road as a rat run.	As part of the development of the traffic mitigation proposals north of the A1067 the feasibility of a speed limit reduction on Shortthorn Road was considered but was not found to be effective for mitigating the increase in through traffic forecast as a result of the Proposed Scheme. Hence this does not feature in the package of traffic mitigation measures now proposed.
Swannington with Alderford and Little Witchingham Parish Council	The Parish Council agrees with the proposed road and feels that the road is essential for stopping dangerous traffic in the north of Norwich when accessing the A47 and A11.	The Applicant acknowledges the support for the Proposed Scheme.

Organisational Name	Specific Issues Identified	Applicant's Response
District / County Councillor - Taverham	Agrees with the proposals for local access around the route and the proposal for a closure on Honingham Lane.	<p>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 those which would otherwise be severed.</p> <p>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.</p>
District / County Councillor - Taverham	Strongly agrees with the proposals for the northern, central, and southern sections of the route.	The Applicant acknowledges the support for the Proposed Scheme.
District / County Councillor - Taverham	Strongly agrees with the proposals for the viaduct and water environment and the proposals for drainage; drainage ponds must be properly engineered to the highway.	<p>The Applicant acknowledges the support for the Proposed Scheme.</p> <p>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).</p>
District / County Councillor - Taverham	Strongly agrees with the proposals for minimising the environmental impact and the proposals for ecological mitigation and enhancement.	The Applicant acknowledges the support for the Proposed Scheme.
District / County Councillor - Taverham	Strongly agrees with the traffic mitigation proposals for the south of the A47 and for the north of the A1067.	The Applicant acknowledges the support for the Proposed Scheme.
District / County Councillor - Taverham	Scheme should be progressed without further delays/cost overruns.	The Applicant acknowledges the support for the Proposed Scheme.
Thorpe St Andrew Town Council	Supports all proposals for the NWL.	The Applicant acknowledges the support for the Proposed Scheme.

Organisational Name	Specific Issues Identified	Applicant's Response
Weston Longville Parish Council	Strong support for keeping Ringland Lane open to motorised traffic, but it should be access only for HGVs with a 40mph speed limit.	<p>The Applicant can confirm that the Proposed Scheme includes an underpass that allows Ringland Lane to pass below the main carriageway, which means that it would remain open and provide a local link between the villages of Ringland and Weston Longville.</p> <p>It is not currently proposed to include a HGV or speed restriction as part of the Proposed Scheme. Strategic traffic modelling indicates that predicted traffic volumes are expected to be low and the existing onward alignment of the road at Ringland Lane would be self-enforcing as the majority of the route is narrow with bends that are not easy for HGVs to negotiate. This route is also unlikely to be more attractive than A1067 and A47 (once dualled) which are parallel for most journeys. It is therefore not expected to be a problem. The appropriateness of the existing speed limits and weight restrictions can also be reviewed again when the CSTM proposals are implemented post opening of the Proposed Scheme.</p>
Weston Longville Parish Council	Strong support for closing Weston Road to motorised vehicles, and for closing Breck Road to all vehicles. It is important to maintain as much tree cover as possible close to the bridge.	<p>The Applicant acknowledges the support for the Proposed Scheme. Weston Road and Breck Road will be closed to all traffic at the point they cross the Proposed Scheme.</p> <p>The Proposed Scheme has been designed to minimise tree loss where possible. The Proposed Scheme includes comprehensive tree and shrub planting which is shown in the 'Landscaping Design Plans' (Document reference 2.07.00).</p>
Weston Longville Parish Council	Support for keeping The Broadway open to farm vehicles, walkers, cyclists, and horse riders and for the provision of a green bridge. The Broadway should be closed at the Paddy's Lane end to prevent fly tipping and a no turning area would not be required at the junction with the NWL.	<p>The Broadway green bridge is to be available for private vehicular access only and for Non-Motorised Users (Walkers, Cyclists and Equestrians) via a bridleway.</p> <p>As a result of the pre-planning application consultation the turning head has been relocated immediately to the east of Paddy's Lane junction. At this point The Broadway will be gated. This will allow sufficient space for errant vehicles to turnaround and will help to minimise the likelihood of fly tipping.</p> <p>The Broadway is to be closed to all traffic and converted into a bridleway with private rights for vehicles to access adjacent land only. Therefore, this will prohibit public motor vehicles, except for private access to adjacent land via the Paddy's Lane junction.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Weston Longville Parish Council	There is very strong support for the proposal that the closure of Honingham Lane should be temporary (not permanent as proposed by NCC). It will vastly improve access to the A47 for Ringland residents and reduce the pressure on the remaining link roads, the B1535 and C167.	<p>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 those which would otherwise be severed.</p> <p>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.</p> <p>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.</p> <p>One of the aims of the Proposed Scheme is to provide relief to the traffic issues in Weston Longville. The Applicant is working with representatives of Weston Longville to develop a package of traffic measures for the village to mitigate the impacts of the A47 scheme proposals (including the Honingham Lane closure) for the period prior to the Proposed Scheme being provided.</p>
Weston Longville Parish Council	There is strong support for a cycle and pedestrian path from Weston village to the A1067 down Marl Hill.	A segregated Non-Motorised User route is included within the Proposed Scheme adjacent to Marl Hill Road, linking Ringland Lane with a crossing of the A1067 at Attlebridge.
Weston Longville Parish Council	To encourage the use of the path from Honingham to Telegraph Hill by walkers and cyclists the path should be outside the bunding and as far as possible from the road. Few people actually choose to walk next to a dual carriageway.	The walking and cycling provision is designed to be set back from the main carriageway and separated with earthwork bunds where it is close to the road at the same level.
Weston Longville Parish Council	There should be discussion with Weston, Morton, and Attlebridge Parish Councils as to the location and type of crossing of the A1067.	A feasibility study was carried out to consider options for this crossing. The location of the crossing is designed to facilitate access to the onward routes via The Street connecting to Attlebridge and the Marriott's Way. These principles were consulted upon in the Local Access Consultation 2020. The location is adjacent to Marl Hill Road on the Eastern side as there is space for the cycle track on this side of the road and the junction with The Street is also to the west. This location is also expected to influence reduced vehicle speeds on approach to Morton on the Hill from the east.

Organisational Name	Specific Issues Identified	Applicant's Response
Weston Longville Parish Council	It is not at all clear what the relationship of the maintenance track, described as being part of the PRow network, would be to existing paths or how cyclists and pedestrians would cross the river Wensum. WLPC support the provision of a continuous cycle/ pedestrian path crossing the Wensum either by a new bridge or by upgrading the existing footbridge.	As set out within the Local Access Consultation 2020, the maintenance track proposed on the west side of the viaduct would have a public footpath dedicated over it so that it is multipurpose to maximise public benefit. The new footpath would connect to the existing public footpaths around Ringland to the south of the scheme and Ringland Footpath 1 which crosses the River Wensum. At this stage, there are insufficient desire lines crossing the River Wensum between origins and destinations to justify a new crossing. Changes to the existing footbridge are therefore not proposed as part of the scheme but future proofing has been considered with an opportunity to install a new bridge at a later date if needed.

Organisational Name	Specific Issues Identified	Applicant's Response
<p>Weston Longville Parish Council</p>	<p>WLPC does not support the current location of the Morton green bridge. NCC should look again at locating the green bridge on Weston Road.</p> <p>WLPC would urge NCC to look again at providing a 'hopover' solution for bats.</p> <p>Planting on central reservations and the retention of trees to allow for bats crossing is preferable to providing green bridges that don't allow public access.</p> <p>More information is needed about how green bridges can provide the necessary density of planting to be effective and how they can be made to merge into the landscape.</p>	<p>Locations of bat focused crossing features are chosen based on a number of key principles, including locating the feature on known commuting corridors. Higher levels of barbastelle activity have been recorded along the hedgerow north of Weston Road/ Church Hill Lane which has informed the placement of the Morton green bridge.</p> <p>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 of the highway, landscape design, bridge width, were all individually assessed and designed for each specific green bridge location and recorded bat flight lines within that location.</p> <p>The designs have also been reviewed by independent bat experts, who are in agreement with the designs. The detail associated the proposed green bridges can be found in 'Environmental Statement Chapter 11: Bats' (Document Reference 11.00).</p> <p>The use of planting on central reservations and use of a 'hopover' solution for bats was considered within the mitigation design approach. However, as the designs need to be specific to the baseline surveys recorded, for both bats and habitats, these designs are not considered appropriate in this location.</p> <p>The separation of carriageways to provide a central reservation that may accommodate trees would increase the footprint / width of the Proposed Scheme and cause wider impacts, which makes this option less favourable.</p> <p>Introduction of new trees in a central reserve would take many years to establish to be effective. The solution needs to provide an 'immediate' effect to ensure functionality/use by bats, which has informed the use of instant hedges and solid bridge parapets to maintain a dark corridor over the green bridge.</p> <p>The planting on the green bridge is a combination of instant hedges (a product that provides a minimum 1.5-1.8m height native mix hedge), alongside double staggered rows of native hedgerow whips which will establish and allowed to grow to a height of 4m. This combination provides both the immediate effect needed, and longevity of native hedgerows found in the locality, with a management regime to ensure they are well established and maintained.</p> <p>The planting proposed extends over the length of the structure to aid connectivity with nearby habitat and woodland and maintain current flight lines.</p> <p>The use of a green bridge here offers further benefits as a route for non-motorised users and as a private access for the adjacent landowner.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Weston Longville Parish Council	A new wood has appeared at the junction of Weston Road and the NWL. Is this artistic licence or a planting intention?	<p>The consultation materials illustrated the integration of the Proposed Scheme with planting (showing it semi mature in places) with existing nearby habitat and woodlands retained.</p> <p>'The Landscape Plans' (Document Reference: 2.07.00) present the planting proposed, which includes species rich grass mix, scrub, and tree planting on earth bunds near the proposed closure of Weston Road (Church Hill Lane).</p>
Weston Longville Parish Council	Would support the provision of a continuous cycle/ pedestrian path crossing the Wensum either by a new bridge or by upgrading the existing footbridge.	<p>For cycle access a route crossing the viaduct would not be directly aligned with many desire lines within easy walking and cycle distance on this route.</p> <p>There are new Non-Motorised User routes proposed connecting and enhancing existing isolated sections of Public Rights of Way to create a more comprehensive network.</p> <p>At the north end of the Proposed Scheme, a new link from Morton Lane to A1067 will also improve connectivity between Weston Longville and Attlebridge.</p>
Weston Longville Parish Council	<p>Road should neither be seen nor heard from the parish; bunds should be a minimum of 5m and heavily planted & topped with fencing.</p> <p>What will be the height of the bunding on the west side of the NWL? It should be high enough to screen the NWL and to reduce noise.</p>	<p>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.</p> <p>Bund heights along the western side of route between Ringland Lane and The Broadway will provide a minimum of 4.5 metres effective screening when measured from the road level. This is considered to provide the optimum noise mitigation and additional fencing on the top of the bund is not proposed.</p> <p>The back slopes of bunds will be planted with saplings, providing additional screening which will increase as trees/shrubs become more established.</p>
Weston Longville Parish Council	To encourage the use of the path from Honingham to Telegraph Hill by walkers and riders as well as cyclists the path should be outside the bunding so that the road is not visible.	The design provides continuity with the A47 proposal in its placement of the restricted byway and earth bund. This arrangement has also been developed through engagement with the adjacent landowner to address the need for screening and separation from the road and the right of way.
Weston Longville Parish Council	How does the footpath cross the Tud?	The River Tud Tributary passes under the proposed road through an underpass culvert, in this location the restricted byway passes over this culvert alongside the road with fencing/barriers either side for safety.

Organisational Name	Specific Issues Identified	Applicant's Response
Weston Longville Parish Council	Why an underpass for the bats in this section but green bridges elsewhere?	<p>Ringland Lane requires use of an underpass due to the topography of the site in this location, and the need to maintain the current road alignment for vehicles (with sufficient headroom), non-motorised users, and a bat flightline. Underpasses and green bridges are proposed as suitable structures for use by bats, an underpass in this location means the current flightline can be maintained.</p> <p>The road engineering design requires smooth gradual slopes / angles, transitioning from being raised on earth embankments at the southern viaduct embankment beyond the floodplain, then in cutting (beneath ground level), briefly meeting ground level before rising up on embankments again where it passes over Ringland Lane to manage the steep topography in the area. To take Ringland Lane over the proposed road with a bridge structure would incur greater impacts from a larger scheme footprint, with significant approaches of hundreds of metres on either side of the structure to provide suitable gradients for the bridge users, and the headroom required beneath.</p>
Weston Longville Parish Council	Environmental mitigations need further detail, including how plants will be maintained.	<p>The Landscape and Environmental Management Plan (LEMP) will detail the maintenance proposals for the landscape areas. This document will form part of the planning application and a planning condition could be made conditioning that that the Proposed Scheme should not start construction until LEMP has been submitted to and approved by the local planning authority.</p> <p>The summary of what this LEMP shall specify is captured within 'Environmental Statement Chapter 3: Description of Scheme' (Document Reference: 3.03.00).</p> <p>In addition, mitigation 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).</p>
Weston Longville Parish Council	Supports the NWL but need more details on all mitigation proposals.	<p>The Landscape and Environmental Management Plan (LEMP) will detail the maintenance proposals for the landscape areas. It is anticipated a LEMP will be complete as a pre-development condition.</p> <p>This document will form part of the planning application and a planning condition could be made conditioning that that the Proposed Scheme should not start construction until LEMP has been submitted to and approved by the local planning authority. The summary of what this LEMP shall specify is captured within 'Environmental Statement Chapter 3: Description of Scheme' (Document Reference: 3.03.00).</p> <p>In addition, further mitigation measures are set out in 'Environmental Statement Chapter 3: Description of Scheme, Appendix 1: Outline Construction Environmental Management Plan' (Document Reference: 3.03.01).</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Weston Longville Parish Council	Some concern that the clear environmental barriers will make traffic visually more visible and hence intrusive.	The clear environmental barrier on the viaduct has been designed to consider and balance a range of requirements including noise, visual, engineering and effectiveness.
Weston Longville Parish Council	Query about the height of the bunding on the west side of the NWL. It should be high enough to screen the NWL and to reduce noise. The cross section suggests that it is not yet high enough.	Bund heights along western side of route between Ringland Lane and The Broadway have been adjusted to provide a minimum of 4.5 metres effective screening from the carriageway level and the existing ground level. The back slopes of bunds will be planted with saplings, providing additional screening (increasing as trees/shrubs become more established).
Weston Longville Parish Council	Do not support the provision of turning areas on the grounds that they attract litter and fly-tipping and will rapidly urbanise and degrade the environment.	The location of turning heads and road closures have been informed by the need to access properties. The locations of road closures were reviewed following the pre-planning application public consultation and modified where it was possible.
Weston Longville Parish Council	<p>Trees and shrubs should be planted along both sides of the NWL between Ringland Lane and The Broadway rather than as appears at the moment just a short stretch between Morton green bridge and Weston Road. The planting should take account of climate change.</p> <p>Cross-sections should be provided on this crucial section to show more detail.</p> <p>Where are the cuttings, heights of bunds indicated?</p>	<p>The Proposed Scheme includes comprehensive tree and shrub planting which is shown in the 'Landscaping Design Plans' (Document reference 2.07.00).</p> <p>The planting proposals presented in 'Landscape Plans' (Document Reference: 2.07.00) include tree planting, scrub, hedgerow types, and species rich grass mixes along the route between Ringland Lane and The Broadway. This has been developed to respond to the surrounding context and identified constraints such as: overhead powerlines, anticipated assets from renewable energy schemes that cross the scheme, and to positively respond to bat movement, providing connectivity to nearby woodland that discourages unsafe flightlines over the road.</p> <p>Planted earth bunds have been included to integrate the new road with its surrounding context and provide visual screening for local views.</p> <p>Native planting species of local provenance have been used to ensure suitability for the site and to take account of climate change.</p> <p>Cross sections of the proposed road are presented on 'Cross Section Plans' (Document Reference: 2.04.00). The 'Typical cross sections' illustrate how the road sits in relation to the earthworks, and earth bunds. These are best viewed in conjunction with the 'General Arrangement Plans' (Document Reference: 2.03.00) which provide the chainage locations to which the cross sections relate.</p>
Weston Longville Parish Council	Will hedges be reinstated on roads which the NWL will cut across?	Extensive hedgerows and planting are proposed along the length of the Proposed Scheme as shown in 'Landscaping Plans' (Document Reference: 2.07.00) . This includes hedgerows along Fakenham Road, Ringland Lane, over green bridges, and along the proposed boundary to provide continuity with the surrounding context.

Organisational Name	Specific Issues Identified	Applicant's Response
Weston Longville Parish Council	By only showing how the road will look in 20 years' time it evades the detailed question of how that mature growth will be achieved.	The planting proposed will provide native species of local provenance to ensure suitability for the site. This will be supported by Landscape Ecological Management Plan (LEMP), which set out the maintenance regime / tasks required to support successful establishment and longevity of the planting. Target conditions will be defined, to ensure the planting achieves the necessary objectives and functions, with monitoring and remedial works defined in the LEMP.
Weston Longville Parish Council	Further information is required about the temporary access roads and other temporary material storage areas. How will they be accessed and for how long? No mitigation proposals to deal with noise and visual intrusion during construction are currently available. A traffic management plan should be made available well before the submission of the planning application.	The ' Transport Assessment ' (Document reference 4.01.00) has been produced for the Proposed Scheme which includes in section 3.7 and section 10 details on construction access and phasing. 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.
Weston Longville Parish Council	Central section - there is no obvious justification for a lay by on such a short stretch of road. It increases the likelihood of overnight activity by HGVs, motor cyclists and fly tippers. If it is deemed legally necessary, it should be at the A47 end.	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 on the western side.
Weston Longville Parish Council	The traffic numbers on Station Road at Attlebridge suggest that a new rat run is being created. The measures proposed seem insufficient if it still means a rise from 200 to 1300 vehicles a day.	The responses regarding the consultation proposals 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 this junction. 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 proposes to implement the alternative prohibition of motor vehicles restriction proposal. A phased approach to implementing the prohibition of motor vehicles will be adopted where, post opening of the Proposed Scheme, monitoring is proposed to assess actual traffic levels using Station Road and then, working with the communities, determine if actual traffic volumes confirm the need to move forward with its implementation. The proposed prohibition of motor vehicles restriction as outlined in the above responses would include Felthorpe Road.
Weston Longville Parish Council	The figure for Weston Hall Road is 1500 it is not clear whether this figure assumes the HGV status on the road will be removed other than for access. NCC should commit to this step at the earliest opportunity. As it stands at the moment Weston will have 24,000 vehicles on the NWL and 2,100 per day passing through the parish. If this is the case the NWL is not doing the job it should be doing and steps need to be taken to oblige vehicles to use the NWL rather than minor roads.	The traffic flows predicted on Weston Hall Road do include for a weight restriction on Wood Lane (except for access) so the majority of HGVs will use the Proposed Scheme instead of B1535. However, there are some businesses which take access via B1535, so some traffic will still need to use B1535 even with restrictions in place. The B1535 is currently designed to be suitable for HGV movement. The modelling has been updated since the pre-application with revised background growth assumptions and the Proposed Scheme opening year has changed to 2029. The updated modelling forecast for the opening year now shows a total of 1200 vehicles at locations B and D on figure 4-23 of the ' Transport Assessment ' (Document Reference 4.01.00).

Organisational Name	Specific Issues Identified	Applicant's Response
Weybourne Parish Council	Supports the consultation.	The Applicant acknowledges the support for the consultation.
Weybourne Parish Council	Suggestion that roundabout design should be user friendly and less dangerous than those already in place.	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.
Weybourne Parish Council	<p>In the final planning application, the parishioners of Weston would like to see the same degree of protection being provided for them as for all the other sentient creatures.</p> <p>Mitigation proposals particularly as they relate to the central section do not meet the requirement that as far as possible the road should be neither seen nor heard.</p>	<p>The Environmental Statement includes an assessment of impact on visual receptors in Weston during the operational phase from the Proposed Scheme. Mitigation measures to reduce the visibility of the Proposed Scheme and integrate it into the landscape have been incorporated into the Proposed Scheme design where appropriate.</p> <p>In addition, The Environmental Statement includes an assessment of operational noise levels from the Proposed Scheme. Mitigation measures to reduce road traffic noise levels have been incorporated into the Proposed Scheme design where appropriate.</p>
Wymondham Town Council	Supports the completion of the Western Link Road for the benefits that it brings to travel from Wymondham to the north of the County and for Norfolk as a whole.	The Applicant acknowledges support for the Proposed Scheme.
Wymondham Town Council	Supports the proposals to the south of the A47 relating to reductions in speed limits.	The Applicant acknowledges support for the Proposed Scheme.
Wymondham Town Council	Opposes the proposal to prohibit through traffic along Barnham Broom Road to the North of Tuttle Lane and Low Road and considers that other mitigation measures such as a reduction in speed limits should be considered.	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 Proposed Scheme and replaced with traffic and speed management measures, including a proposed 20mph speed limit on the built-up length of the road closest to Tuttle Lane, a 30mph speed limit through Carleton Forehoe and a 40mph speed limit on the remainder of the road. This would help to reduce through traffic but keep the route open to all users.
Wymondham Town Council	Requests that roads in Wymondham likely to be affected by additional traffic flows, particularly Barnham Broom Road to the south of Tuttle Lane, Melton Road and Chapel Lane should have permanent speed awareness machines installed to advise drivers of the local speed limits.	<p>Barnham Broom Road and Melton Road, south of Tuttle Lane have an existing 30mph speed limit. The northern part of Chapel Lane is also proposed to additionally have a 30mph limit applied.</p> <p>Any future speed limiting measures or speed awareness signs would be the responsibility of NCC Traffic Authority as part of their network management functions.</p>
Wymondham Town Council	Requests consideration is given to the installation of priority signage on the Carleton Forehoe Bridge.	To help enforce a proposed 30mph speed limit through Carleton Forehoe the feasibility of traffic management measures that could include carriageway narrowing or priority working at the bridge and other locations will be examined in conjunction with the local community.

Table 2 Matters Raised by Organisations – Statutory and Environmental Bodies

Organisational Name	Specific Issues Identified	Applicant's Response
Environment Agency	Where there is a two-stage drainage pond system, the first should be lined with capacity to accommodate at least the volume expected if a road traffic accident occurred with two tankers in rainfall. A penstock or other closure device between the lined pond and the second drainage pond, to provide pollution containment, with the penstock able to be operated by emergency services. Ideally the second pond should retain some water even when there hasn't been recent rainfall, to bring greater benefits to wildlife.	The Drainage Network Water Quality Assessment in ' Environmental Statement Chapter 12: Road Drainage and the Water Environment ' (Document Reference: 3.12.00), includes details regarding pollution incident control and the basin storage volumes upstream of the pollution control valves. Pollution control valves are integrated into the proposed drainage system of all proposed outfalls from the proposed infiltration and attenuation basins. The sediment forebays will be lined to aid in preventing pollution to underlying groundwater receptors. Full details of the drainage design can be found in the ' Drainage Strategy Report ' (Document Reference: 4.04.00).
Environment Agency	Where possible, biodiversity net gain (BNG) should be delivered within the red line boundary of the project. If the scheme is unable to deliver the 10% within the red line boundary, the project may be able to buy BNG units from local landowners or purchase credits (although this is the least favourable option). The location of BNG units should be strategically placed and link in with the Local Nature Recovery Strategy or agreed through consultation with Natural England, and the overall approach will need to be agreed as part of the planning approval process. The scheme cannot use BNG where the habitats affected are on the list of irreplaceable habitats.	While quantitative Biodiversity Net Gain (BNG) 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 has been achieved. Details of this are set out in ' Environmental Statement Chapter 10: Biodiversity, Appendix 10.33: Biodiversity Net Gain Technical Report ' (Document Reference: 3.10.33), which confirms that all BNG will be delivered within the Red Line Boundary.
Environment Agency	Welcomes commitment regarding mitigation for changes to flows in the River Wensum being linked to the wider River Wensum Restoration Strategy.	The Proposed Scheme includes both enhancement and mitigation in the River Wensum floodplain.
Environment Agency	The Foxburrow Stream culvert should be sized to provide safe passage for wildlife and constructed with a 600mm freeboard to accommodate passage for otters in high flows, where mammal ledges are used.	The culvert is sized so it can be used by bats, as such it is significantly oversized for otters and other wildlife. The flows on Foxburrow Stream are low and there was no evidence of use by otters. For these reasons mammal ledges are not used.
Environment Agency	While no main rivers are to be culverted, alternatives to culverts should be used where possible. Where there is no alternative to culverts, fish passage should be maintained with a gravelly substrate as a base. Culverts should be sufficient in size to not restrict stream width.	Culverts on watercourses are proposed at Foxburrow Stream and Watercourse 5 (IDB drain (DRN112G0102) that runs along the southern boundary of the Wensum floodplain within the Site Boundary) in the River Wensum floodplain. Both structures satisfy these requirements. Details are provided within the ' Environmental Statement Chapter 12: Road Drainage and the Water Environment, Appendix 12.2: Flood Risk Assessment ' (Document Reference: 3.12.02).
Environment Agency	Expresses satisfaction that the consultation documents highlight appropriate flood risks that will need further detailed assessment.	The Applicant acknowledges support for the consultation documents.

Organisational Name	Specific Issues Identified	Applicant's Response
Environment Agency	Expectation for consultation with Environment Agency on the updated River Condition Assessment to reflect the refined alignment and on the further detailed assessment of any potential flood compensation areas.	<p>Further information on the updated River Condition Assessment can be found within 'Environmental Statement Chapter 10: Biodiversity, Appendix 33d: River Condition Assessment' (Document Reference: 3.10.33d).</p> <p>The Flood Risk Assessment (FRA) has been submitted for comment and assesses the impact of the Proposed Scheme without the flood compensation areas. Further consultation on these requirements has been undertaken, with additional technical information provided.</p> <p>The detailed FRA can be found in 'Environmental Statement Chapter 12: Road Drainage and the Water Environment, Appendix 2: Flood Risk Assessment' (Document Reference: 3.12.2).</p>
Environment Agency	Satisfied with information provided for both surface and groundwater quality issues in respect of the environmental baseline and likely environmental effects. Expresses a desire to review additional detail as the scheme progresses.	The Applicant acknowledges satisfaction of the information provided in relation to the environmental baseline and potential effects. Continued engagement is proposed to take place, detailed documentation has been submitted through the planning application submission process.
Environment Agency	Regarding water resource implications, impacts on local abstractions of water and on water availability as well as flow need to be considered and assessed.	<p>It is expected that there would be no significant changes between current and future baseline for groundwater resources. The objectives of improving the Water Framework Directive water body status (in particular the quantitative status) should result in the recovery of the water levels in the Chalk aquifer, i.e. baseline conditions may change to slightly higher groundwater level conditions in particular during drier periods. Water quality monitoring is proposed during construction.</p> <p>The supply is not for potable use but there may be impact to the ability to abstract immediately downstream of the Proposed Scheme if sediment levels are too high, although this would be a short-term temporary situation. The Environmental Statement identifies the mitigation measures to reduce these impacts as far as practicable.</p>
Environment Agency	Queries whether Attlebridge landfill site has been assessed as part of the information on potential on and off-site sources of contamination. Additional water quality monitoring may be needed to ensure any groundwater in the construction area is free from contamination.	<p>'Environmental Statement Chapter 13: Geology & Soils' (Document Reference: 3.13.00), assesses the Attlebridge landfill site. Attlebridge Landfill is included within the baseline assessment (as a potential source of contamination impacting the Red Line Boundary) and is also included as a sensitive receptor in its own right to assess the potential impact of the Proposed Scheme on the landfill.</p> <p>Ground investigation works undertaken to date have not reported significant contaminant impacts within groundwater underlying the Proposed Scheme which are considered to require remedial intervention. Impacts on Controlled Waters have been assessed as not significant following mitigation.</p> <p>The sensitivity of the former Attlebridge Landfill is low and the magnitude of impact, prior to mitigation, is negligible. Therefore, there is likely short to long-term neutral or slight adverse effect (not significant) on the former Attlebridge Landfill prior to the implementation of additional mitigation measures.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Environment Agency	Suggests that their advice on Sustainable Drainage Systems (SuDS), which contains links to further guidance, is adhered to.	The current EA guidance on SuDS refers to a document Ciria C609 (2004) which has been superseded by the 2015 SuDS Manual. The drainage design follows the CIRIA SuDS Manual 2015 confirmation of this compliance is documented in 'Drainage Strategy Report' (Document Reference: 4.04.00) .
Natural England	There are a number of matters that still need to be addressed by NCC prior to the planning application being submitted.	Noted. Continued engagement has taken place through the final stages of the planning application development, with information provided as appropriate, where requested and required.
Natural England	Concerns relating to the River Wensum designated sites. Further work should be undertaken to demonstrate that the pre-application consultation proposals will not damage these sites. Impact assessments for both the River Wensum SAC and SSSI need to be undertaken, applying the differing legislative and policy requirements. Without a draft 'shadow' Habitats Regulations Assessment (HRA), Natural England states they are unable to ascertain that there would be no adverse effect on the effect of the River Wensum SAC, or no significant impact on the River Wensum SSSI.	Nature conservation designations have been detailed and assessed accordingly in 'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00) , and the 'Habitats 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' (Document Reference: 3.03.01) , to manage pollution impacts. The assessments conclude that there will be no adverse effects to the integrity of the SAC, and no likely significant effects to the SSSI.
Natural England	No reference is made to Zones of Influence (ZOI) for different ecological features in the Environmental Information Document (EID) or the Environmental Impact Report (EIR). It would be appropriate to identify different ZOIs including, but not limited to, the notified features of the River Wensum SAC and SSSI.	Zones of Influence for biodiversity features have been clearly identified in the Environmental Statement, see 'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00) .
Natural England	A clear explanation should be given for screening out any designated sites from further consideration. Whitewell Common SSSI appears to have been omitted from Figure 4 in Appx A of the EID although it is within 5km of the NWL.	The detail and justification of the scoping of biodiversity features is presented in the Environmental Statement. This includes the Whitewell Common SSSI. More details can be found in the 'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00) .
Natural England	As the Norfolk Valley Fens SAC has been included in the baseline conditions in the EID and EIR, the unpinning SSSI components of this designated site should be listed too.	The Norfolk Valley Fens SAC is scoped into the assessment, and the relevant SSSI component of the Norfolk Valley Fens SAC is considered in the Environmental Statement and the Habitats Regulations Assessment.
Natural England	The assessment of impacts needs to take into account how the baseline conditions will change as a result of the project and associated activities and identify cumulative impacts arising from the proposal and other relevant developments.	The assessment has taken baseline considerations into account as well as the impacts as a result of cumulative effects.
Natural England	Welcomes proposals outlined in section 6.3 of the EID's biodiversity chapter – it would be helpful if detailed design proposals for the green bridges and underpasses could be provided to assess their potential benefits and success.	The Applicant notes the support for the proposals outlined in Section 6.3 of the EID's and the request for further detailed designs. Liaison with Natural England is appreciated and ongoing. The designs, justification of approach and associated landscape design of the green bridges and underpasses were issued as part of the draft bat European Protected Species mitigation licence, issued in early 2023.

Organisational Name	Specific Issues Identified	Applicant's Response
Natural England	Details of how the loss of the 12 ancient or veteran trees will be assessed and compensated for needs to be provided. As the loss of ancient or veteran trees is primarily of biodiversity concern, it would have been clearer to understand the impacts if all information relating to them was contained in the biodiversity chapter.	<p>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).</p> <p>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).</p>
Natural England	An assessment of how the NWL will affect individual County Wildlife Sites either through the construction or operational stages needs to be completed. A table that captures the impacts on individual County Wildlife Sites would be useful to help to understand the potential effects of the NWL on these sites. Effects that need to be considered, assessed, and mitigated where appropriate include habitat loss; severance and fragmentation; air pollution from vehicles and dust; changes to hydrology affecting surface and groundwater flows; noise; and light edge effects.	The submitted Environmental Statement considers impacts to all County Wildlife Site in the Study Area and considers all of the impacts of concern to Natural England as relevant to their proximity to the Proposed Scheme.
Natural England	There is not a clear assessment of the Habitats of Principal Importance within 200m of the NWL boundary included in the EID. Some of these habitats, such as the floodplain grazing marshes, have been omitted from Figures 5-9 in Appendix A of the EID.	An assessment of how the Proposed Scheme will affect Habitats of Principal Importance during the construction and operation stages is presented in the Environmental Statement.
Natural England	Welcomes the broad aim to provide BNG. Confirmation that the biodiversity baseline calculation will include all habitats (other than irreplaceable habitats and statutory designated sites) within the NWL boundary would be helpful. An indication of what BNG for the NWL could look like on a plan would also be helpful. Due to the loss of ancient and veteran trees BNG for the NWL as a whole is not possible.	<p>While quantitative Biodiversity Net Gain (BNG) 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 has been achieved.</p> <p>Details of this are set out in 'Environmental Statement Chapter 10: Biodiversity, Appendix 10.33: Biodiversity Net Gain Technical Report' (Document Reference: 3.10.33), which confirms that all BNG will be delivered in the Red Line Boundary.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Natural England	Proposals should complement and where possible enhance local distinctiveness and be guided by the local authority's landscape character assessment where available, policies protecting landscape character in their local plan and the relevant National Character Areas. Recommends assessments are undertaken using the Landscape Character Assessment and the methodology set out in 'Guidelines for Landscape and Visual Impact Assessment 2013 (3 rd edition)'. The assessment should also include the cumulative effect of the development with other relevant existing or proposed developments in the area.	<p>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. Further, it is intended that the viaduct does not detract from the beauty of the landscape in which it is situated by dominating visually in decorative form or colour, informing a prioritisation of a solution that minimises visual impact.</p> <p>Reducing the depth of horizontal line is important in the drive towards a visually minimal intervention to provide a structure threaded through the landscape rather one than imposed upon it. The shallow and flat nature of the Wensum Valley informed a preference for shallow construction forms and constant depth to avoid being overbearing visually in the landscape.</p> <p>Horizontal line refers to the visual effect of the viaduct structure in the landscape, spanning across the River Wensum floodplain between raised earth embankments at either end. This describes the need for the structure to be visually minimalistic and simplistic, the horizontal line is made up of the bridge deck structure and parapet – supported by a series of piers beneath. As an architectural form it must be sinuous and sleek rather than clunky, cluttered, or ornamental which would be inappropriate for the landscape in which it is situated.</p> <p>The Landscape and Visual Impact Assessment (LVIA) in the Environmental Statement considers all relevant NCAs, has been carried out in accordance with Guidelines for LVIA and considers cumulative impacts.</p>
Natural England	Although the red line boundary appears to be almost finalised, no indicative amounts has been provided for either temporary or permanent losses of agricultural land.	Indicative Temporary and Permanent land take of agricultural land are provided in 'Environmental Statement Chapter 13: Geology & Soils' (Document Reference: 03.13.00) .
Natural England	Welcomes the access proposals to help walkers, cyclists and horse riders connect with nature and enjoy the countryside.	The Applicant acknowledges support for the access proposals.
Natural England	The shadow HRA will need to consider the impacts on the water environment as part of assessing impact of the hydrological functioning of the River Wensum SAC as they are interconnected issues. The same approach should be taken for other features, particularly geology and air quality.	For the River Wensum, an impact assessment on fluvial geomorphology, and any potential alteration to physical habitat within the river has been undertaken for both construction and operation phases. This impact assessment is provided in the River Wensum Geomorphology Assessment Report. These results are summarised and fully considered in the 'Habitat Regulations Assessment' (HRA) (Document Reference: 4.03.00) that forms part of the planning application submission.
Natural England	There is little consideration provided about groundwater impacts in the road drainage and water environment chapter of the EID. There is also not adequate discussion in the document about the potential impacts on the lateral flow of water between the River Wensum and the floodplain, and flow of water across the floodplain, all of which are key to the ecological function of the river.	Detailed descriptions of the groundwater and surface water interactions in the Wensum floodplain are discussed in a specific technical appendix of 'Environmental Statement Chapter 12: Road Drainage and the Water Environment Appendix 12.5: River Wensum Crossing – Groundwater Modelling Report' (Document Reference: 3.12.05) , taking into account site ground investigation information and including numerical groundwater modelling.

Organisational Name	Specific Issues Identified	Applicant's Response
Natural England	Unclear from the documents what the relationship is between any mitigation required for the NWL and the River Wensum Restoration Strategy.	A review of the River Wensum Restoration Strategy has been undertaken and scheme mitigation and enhancements have been proposed to both align to the River Wensum Restoration Strategy and not to prevent the achievement of the strategy. 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: 3.12.04). 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).
Natural England	Disagrees with idea stated in the EID that it would acceptable if a macrophyte community is shaded out and then replaced by a different macrophyte community within the River Wensum, as this could lead to changes in the community types for which the river is designated.	Any macrophyte replacement would be within a narrow band of the river, beneath the viaduct. This would not change the general macrophyte assemblage of the River Wensum for which the river is designated. There is not anticipated to be a significant alteration in the macrophyte community within the River Wensum, with highly localised potential changes only. Features such as the high deck level of the viaduct have been implemented into the design to reduce potential impacts from shading. Further information is set out in the Environmental Statement and 'Habitat Regulations Assessment' (HRA) (Document Reference: 4.03.00).
Natural England	Satisfied that the NWL is unlikely to have a significant impact on the nearby Hockering Wood SSI, Whitwell Common SSSI, Alderford Common SSSI and Swannington Upgate Common SSSI.	The Applicant acknowledges that Natural England are satisfied that the Proposed Scheme is unlikely to have significant impact on the nearby Hockering Wood SSI, Whitwell Common SSSI, Alderford Common SSSI and Swannington Upgate Common SSSI.
Natural England	At this stage, there is not enough information to come to a view about the impacts of the NWL on various species of bats, including barbastelles. The impacts of the NWL on bats needed to be considered beyond the scheme's boundary and assessed at the wider local population levels.	<p>The presence of the barbastelle colonies is included within the impact assessment for the Proposed Scheme. 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' (Reference: 3.11.00).</p> <p>A full suite of bat surveys has been undertaken between 2019 and 2023. 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.</p> <p>Survey approach and effort has been discussed with Natural England throughout this timeframe. Additionally, the 2021 radio-tracking survey effort and approach was discussed with Norwich Bat Group.</p> <p>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.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Natural England	Broadly satisfied with the outline mitigation for badgers, barn owls and water voles.	The Applicant acknowledges the support for the mitigation measures of badgers, barn owls and water voles.
Natural England	Potential effects from the NWL on ancient woodland need to be assessed and mitigated.	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). Further, Standing Advice of Natural England and Forestry Commission has been considered in the design to ensure a 15m buffer from ancient woodland.
Natural England	Expectation that the NWL proposals should offer net environmental gains, consistent with paragraphs 104 and 120 of the National Planning Policy Framework. Opportunities should be sought to deliver net gains for the environment, not only to avoid, mitigate and where necessary compensate for impacts on important environmental features.	The Environmental Statement includes an assessment of the relative changes in the provision of 18 different ecosystem services associated with the proposals. This is documented in ' Environmental Statement Chapter 5: Approach to EIA, Appendix 5.5: Environmental Net Gain Report ' (Document Reference: 03.05.05).
Natural England	This must be sufficient to give confidence that the temporarily disturbed land would be restored to the highest practicable standard. Defra's 'Code of Practice for the Sustainable Use of Soils on Construction Sites' should be followed.	A robust suite of assessments has been undertaken, the purpose of which are to assess the various impacts of the Proposed Scheme, as well as outlining the mitigation measures required. The specific assessment of impacts can be found in the various chapters of the Environmental Statement. Further, the mitigation measures required are outlined within ' Environmental Statement Chapter 3: Description of Scheme, Appendix 1: Outline Construction Environmental Management Plan (OCEMP) ' (Document Reference: 3.03.01). In addition, 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).

Table 3 Matters Raised by Organisations – Non-Statutory Groups

Organisational Name	Specific Issues Identified	Applicant's Response
Barnham Broom Speed Safety Working Group and Residential Lobbying Team	Need for action now, rather than waiting for completion of the NWL.	<p>It is assumed that this comment relates to traffic mitigation proposals south of A47. 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.</p> <p>Following further discussion with local parish councils the originally proposed Barnham Broom Road, Carleton Forehoe closure has been removed from the scheme and replaced with traffic and speed management measures, including a proposed 20mph speed on the built-up length of the road closest to Tuttle Lane, a 30mph speed limit in Carleton Forehoe and a 40mph speed limit on the remainder of the road.</p> <p>The Applicant has given a commitment to monitor vehicles flows/speeds on Barnham Broom Road post NWL implementation with a view to considering the impacts of the new proposals. The package of proposed traffic mitigation measures to support the Proposed Scheme includes measures for Barnham Broom. The Applicant, in consultation with the parish council, will consider whether any of these measures could be brought forward and provided before the opening of the Proposed Scheme.</p>
Barnham Broom Speed Safety Working Group and Residential Lobbying Team	Many vehicles approaching the village at speed now, as well as HGVs using the village as a cut through between the A47 and A11.	The package of proposed traffic mitigation measures to support the Proposed Scheme includes measures for Barnham Broom. The Applicant, in consultation with the parish council, will consider whether any of these measures could be brought forward and provided before the opening of the Proposed Scheme.
Barnham Broom Speed Safety Working Group and Residential Lobbying Team	Request for implementation of speed limits on Bell Road, Wymondham Road, Spur Road and Honingham Road.	A 20mph speed limit on Honingham Road, Bell Road, Spur Road, and Wymondham Road, where these roads are located within the main built-up area of Barnham Broom, is proposed as part of the traffic mitigation measures to support the Proposed Scheme.
British Dragonfly Society	Strong concerns over the impact of the pre-application consultation proposals on the River Wensum Site of Special Scientific Interest and local water quality, reducing the habitat quality of dragonfly species including the endangered Norfolk Hawker dragonfly.	The Environmental Statement concludes that there are no significant impacts to invertebrates or the SSSI with all mitigation measures in place (including from water pollution).
British Dragonfly Society	Concerns that the risk of vehicle collision on the new dual carriageway will impact the endangered Norfolk Hawker dragonfly, which has been found along the River Wensum as far west as the Wensum wetlands near Fakenham.	It is not considered that there will be a realistic impact pathway between potential vehicle collision and Norfolk Hawker dragonfly. The River Wensum SAC would be avoided via the means of a viaduct.
British Dragonfly Society	Request that the potential impacts of the new road on Norfolk Hawker dispersal and breeding habitat suitability are taken into consideration.	The Scheme avoids direct impacts on the River Wensum SAC through the means of a viaduct. It is not considered that this would impact the dispersal of invertebrate species including Norfolk Hawker which is rapidly expanding its range in southern England.

Organisational Name	Specific Issues Identified	Applicant's Response
Campaign for the Protection of Rural England Norfolk	Planning justification being wrongly tilted in favour of the new road, while not giving sufficient weight to the environment, nature, and landscape.	No planning decision has been made on the Proposed Scheme. That decision will be made by the County Planning Authority in due course considering the evidence put forward in this planning application. The Applicant's position is that the planning balance weighs in favour of the Proposed Scheme, but the County Planning Authority will decide if they agree.
Campaign for the Protection of Rural England Norfolk	NCC has breached public trust by pursuing this scheme given that when planning permissions were being granted for the Norwich Northern Distributor Road, NCC did not promote the construction of the NWL "because of the environmental impact on the Wensum valley".	<p>In 2005, as part of the development of the Norwich Northern Distributor Road (NNDR) project, Norfolk County Council's Cabinet agreed that the NDR should be progressed from the A47 at Postwick to the east of Norwich to the A1067. The main reason for not including a link across the Wensum Valley was due to its status as a Special Area of Conservation (SAC), protected due to its international importance in biodiversity conservation.</p> <p>Separate to this process, a Full Council motion was agreed to continue the delivery of the NDR as quickly as possible and to commission a report to complete a link across the Wensum Valley from the A1067 to the A47</p> <p>In 2014 a study was commissioned to consider potential route options to complete a link across the Wensum Valley from the A1067 to the A47 as well as looking at a public transport alternative.</p> <p>Following discussions with Natural England and the Environment Agency, agreement was reached that a bridge crossing of the River Wensum could be acceptable, but this would be subject to more detailed design and mitigation proposals.</p> <p>The development of the Proposed Scheme is set out in 'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00).</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Campaign for the Protection of Rural England Norfolk	NCC are refusing to follow the (new) evidence regarding a supercolony of barbastelle bats which should stop the current route being pursued.	<p>The Applicant notes the views made and it is acknowledged that the multi-year Wensum Valley Barbastelles Research Project is currently underway, (a research project collaboration between Norfolk Wildlife Trust, the University of East Anglia, and Wild Wings Ecology).</p> <p>As a result of data collected, the Norfolk Wildlife Trust have advised the project team of a possible bat maternity roost in the vicinity of the Proposed Scheme. The applicant requested relevant data from third parties and regrettably did not receive the data in full. Multiple engagements have taken place to explore and understand the data outputted from the research project.</p> <p>Whilst limited information has been shared, the survey effort undertaken in support of the Proposed Scheme is commensurate to the scale of the Proposed Scheme, and the survey data captured has, and will continue, to allow us to appropriately and considerately develop the necessary environmental information and assessment, inform the ecological and environmental mitigation associated with the Proposed Scheme, and drive thorough due consideration of the ecological requirements within the design development.</p>
Campaign for the Protection of Rural England Norfolk	Biodiversity Net Gain cannot offset the harms to designated landscapes and species, particularly the loss of connectivity between existing habitats.	While quantitative Biodiversity Net Gain (BNG) 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 and is demonstrated in a report appended to the Biodiversity chapter of the Environmental Statement. As documented in 'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00) .
Campaign for the Protection of Rural England Norfolk	NWL will become a new outer-limit for Norwich's future development, including providing the justification for a new settlement at Honingham.	This matter sits outside of the Proposed Scheme. Local development will be in line with the Local Planning Authority's adopted development plans and emerging policy documents – they do not currently provide for this.
Campaign for the Protection of Rural England Norfolk	NCC should work with communities to provide a temporary solution to the traffic issues to the west of Norwich while a sustainable long-term solution is found.	The Proposed Scheme is intended to offer a longer-term solution. Temporary measures are proposed for Weston Longville if needed in the interim period between the opening of A47 North Tuddenham to Easton dualling scheme and the opening of the Proposed Scheme if there is a considerable time gap. A 'Sustainable Transport Strategy' (Document Reference: 4.02.00) has also been developed alongside the Proposed Scheme taking into account feedback from the earlier rounds of public consultation regarding complementary measures covering a range of travel modes.

Organisational Name	Specific Issues Identified	Applicant's Response
Campaign for the Protection of Rural England Norfolk	Concerns about visual, light and noise impacts – proposed tree-planting will take decades to provide the benefits claimed and the current dark sky in the area will be lost due to car headlights.	<p>Environmental impacts are considered in the Environmental Statement. An evidence-based approach to mitigation proposals has been proposed for the Proposed Scheme. Operational noise modelling has been undertaken for the Proposed Scheme and details of this are presented in the Environmental Statement that is submitted as part of the planning application.</p> <p>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. Trees and vegetation will be retained where practicable.</p> <p>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).</p>
Campaign for the Protection of Rural England Norfolk	Polluting run-off have not been fully addressed by the new design features, and the roadside lagoons/ponds will have damaging ecological effects on existing habitats.	<p>The drainage design is set out in the Flood Risk Assessment and the 'Drainage Strategy' (Document Reference: 4.04.00) is appended to the Flood Risk Assessment in full.</p> <p>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 Road Drainage and Water Environment Chapter of the Environmental Statement.</p> <p>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.</p>
Campaign for the Protection of Rural England Norfolk	Concerns about viaduct proposals – the concrete pillars are likely to cause harm by the diversion of subterranean flow patterns.	<p>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.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Campaign for the Protection of Rural England Norfolk	Other less harmful solutions should be found to solve local transport problems, including improvements to the bus, cycling and walking networks. CPRE feels strongly that the six Bus Rapid Transport Corridors shown in the adopted Joint Core Strategy should be enacted before more money is spent on the NWL.	<p>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 Chapter 4 of the Environmental Statement. Non-road options were considered but found to be ineffective in comparison to the road-based options.</p> <p>While encouraging people to walk, cycle and use public transport over shorter distances is an important part of the project, a lot of the journeys through this area are over longer distances, by people seeking to get from the A47 to the area north of Norwich and beyond, and vice versa. It's unlikely that switching these journeys from a truck, van or car to another form of transport would be a reasonable option for them, so non-road measures would have limited impact in tackling the existing problems.</p>
Buglife	Proposed development will fragment a wildlife-rich area, damage a SSSI/SAC and destroy parts of three County Wildlife Sites.	<p>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 and County Wildlife Sites throughout the Scheme design process.</p> <p>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. 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 is 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). Included in the above referenced document is the consideration of potential impacts on habitat loss and fragmentation.</p>
Buglife	Proposed dual carriageway has potential to impact water quality of special chalk stream, home to the endangered white-clawed crayfish and Desmoulin's Whorl Snail as well as a wide range of freshwater invertebrates.	<p>The Environmental Statement includes 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). White-clawed Crayfish is not currently present in the River Wensum in the area in the vicinity of the Proposed Scheme.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Buglife	Application area includes parcels of conservation significance for invertebrates, including ancient woodlands therefore the scheme will have a significant and negative impact on the established populations of invertebrates and their habitats.	<p>The Proposed Scheme design involves no direct loss of ancient woodland. 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).</p> <p>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).</p> <p>The detailed impact assessment relating to biodiversity and ecology is captured within 'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00).</p> <p>The above referenced chapter concludes, following implementation of the mitigation measures set out within Section 10.39, the residual effects on Terrestrial Invertebrates are predicted to be not significant.</p>
Buglife	Considers it highly likely that the proposed road will have a highly significant and negative impact on nationally important populations of invertebrates, such as the umbellifer longhorn beetle, tanner beetle, click beetle and the cone-horn crane fly, and their habitats. Other species of conservation concern found through surveys in the development area include the five-banded-weevil-wasp, Alfken's mini-mining bee, four-spotted furrow bee and little sickle-jawed blood bee.	<p>The Applicant notes the comment about the impacts on invertebrates. The detailed impact assessment relating to biodiversity and ecology is captured within 'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00).</p> <p>The above referenced chapter concludes, following implementation of the mitigation measures set out within Section 10.39, the residual effects on Terrestrial Invertebrates are predicted to be not significant.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Climate Emergency Policy and Planning	Scheme does not comply with the Council's targets to reduce carbon emissions, with a heavy carbon burden from emissions during construction, and emissions generated by vehicles using the road once built.	<p>The Proposed Scheme is an important component of wider transport infrastructure that is being delivered as part of the Transport for Norwich (TfN) Strategy and wider Norfolk County Council Local Transport Plan 4 (LTP4). LTP4 sets out how the council intends to continue to support the people of Norfolk in travelling to, from and around the County safely and efficiently for work, leisure and business whilst having regard to setting a trajectory of emissions that is consistent with achieving net zero targets.</p> <p>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.</p> <p>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 incidents. The above is detailed within the 'Transport Assessment' (Document Reference: 4.01.00).</p> <p>Norfolk County Council have already committed to demonstrating tangible action towards carbon reduction through LTP4, Environmental Policy (2019) and the wider list of transport proposals and it has been successful in securing additional funding to advance decarbonisation in the area.</p> <p>To demonstrate the carbon credentials of the Proposed Scheme can be accommodated within local carbon targets, the results of the carbon assessment undertaken for the Proposed Scheme Environmental Statement will be integrated into the wider decarbonisation plan which is being developed to meet local carbon targets as outlined in the LTP4.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Climate Emergency Policy and Planning	Profound impact on wildlife habitats, including a super colony of barbastelle bats.	<p>The presence of the barbastelle colonies is included within the impact assessment for the Proposed Scheme. 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).</p> <p>A full suite of bat surveys has been undertaken between 2019 and 2023. 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 effort has been discussed with Natural England throughout this timeframe.</p> <p>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.</p>
Climate Emergency Policy and Planning	Scheme is using money that should be spent on other council priorities which are currently in crisis, linked to a £60m funding gap the council is facing.	<p>In December 2016 Norfolk County Council agreed a motion which stated that "the Council recognises the vital importance of improving our road infrastructure and that this will help to deliver the new jobs and economic growth that is needed in the years ahead."</p> <p>The Norwich Western Link was named as one of three priority infrastructure schemes. The 'Planning Statement' (Document Reference: 1.01.00) sets out the Case for the Proposed Scheme and the benefits that the investment into the project will bring. Confirmation that the Outline Business Case has been approved by the Department for Transport gives the County Council a commitment to provide more than £200 million of national funding to cover the majority of the cost of the project.</p>
Climate Emergency Policy and Planning	Borrowing money to help pay for the road in the context of borrowing rates and construction costs increasing means every Norfolk household will pay of the order of hundreds of pounds over 40 years for the road.	<p>The Norwich Western Link was named as one of three priority infrastructure schemes by the County Council in 2016. A report to Norfolk County Council Cabinet on 4 December 2023 set out the forecast project costs which were considered and approved by Norfolk County Council at its meeting on 30 January 2024.</p>
Climate Emergency Policy and Planning	Many people don't want this road to be built.	<p>As outlined in the 'Statement of Community Involvement' (Document Reference: 1.03.00), the Applicant has undertaken a number of public consultations that have been used to develop the Proposed Scheme.</p> <p>The first round of public consultation was carried out by the Applicant between May and July 2018 in an area to the north west of Norwich. The public were asked for their views on any transport issues which exist to the west of Norwich and the comments received demonstrated that respondents perceive the roads in the area to be unsuitable for the current levels and type of traffic, with rat-running and slow journey times also frequently mentioned as issues.</p> <p>The comments also showed a clear preference for developing a new road between the A1270 and A47 in order to tackle the transport issues.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Climate Emergency Policy and Planning	Neither the Environmental Impact Assessment (EIA) Scoping Report published in 2020 or the EIA Scoping Addendum published in 2022 have been consulted upon with the public, which is a serious omission as this is a fundamental precursor to the Environmental Statement.	The County Planning Authority carried out consultation in relation to the Scoping Opinions in accordance with the Town and Country Planning (Environmental Impacts Assessment) Regulations 2017, which involved consulting with, amongst others, key statutory bodies.
Climate Emergency Policy and Planning	The policy framework for the greenhouse gas assessment in the EIA Scoping Addendum needs to be updated as a) the IEMA guidance used is now five years out of date, b) European commission guidance on EIA practice is omitted but should be included, c) the carbon targets within the recently adopted Local Transport Plan 4 Strategy and Implementation Plan should be used and referred to for the assessment and d) the Government's 2021 Transport Decarbonisation Plan and 2021 Net Zero Strategy should be used and referred to for the assessment.	<p>The Environmental Statement assesses the significance of the impact of the Proposed Scheme on GHG emissions and reports the potential effects arising from the Proposed Scheme upon GHG emissions and the climate.</p> <p>The assessment was undertaken in line with the appropriate methodologies and guidance available at the time of writing (including IEMA guidance from 2022, Assessing Greenhouse Gas Emissions and Evaluating their Significance 2nd Edition). Further detail can be found within 'Environmental Statement Chapter 15: Climate – Greenhouse Gases' (Document Reference: 3.15.00).</p> <p>The estimated GHG emissions arising from the Proposed Scheme have been compared with UK carbon budgets (and the associated reduction targets) and end user traffic emissions have been contextualised against the Norfolk carbon targets for transport. Estimated GHG emissions have also 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.</p>
Climate Emergency Policy and Planning	The EIA Scoping Report does not identify that a cumulative assessment of carbon emissions is to be done for the project – it needs to be updated to include this and the ES must be prepared to reflect this. It should be noted that it is not sufficient to simply 'identify and describe' estimates of cumulative emissions (e.g. the 'do something' model outputs); such estimates must be identified, described, and assessed as separate statutory steps under the 2017 regulations.	<p>The 'Environmental Statement Chapter 15: Climate - Greenhouse Gases (Document Reference: 3.20.00) assesses the significance of the impact of the Proposed Scheme on GHG emissions and reports the potential effects arising from the Proposed Scheme upon GHG emissions and the climate.</p> <p>The assessment was undertaken in line with the appropriate methodologies and guidance available at the time of writing (including IEMA guidance from 2022, Assessing Greenhouse Gas Emissions and Evaluating their Significance 2nd Edition). Cumulative effects were also assessed as part of the Environmental Statement and further detail on the assessment is provided in 'Environmental Statement Chapter 20: Cumulative Effects' (Document Reference: 3.20.00).</p> <p>The estimated GHG emissions arising from the Proposed Scheme have been compared with UK carbon budgets and the associated reduction targets. Estimated GHG emissions have also 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.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Climate Emergency Policy and Planning	The council should publish in full the 60-year appraisal of GHGs including the annual 'Do Something' and 'Do Minimum' figures for 2025-84 and the relevant spreadsheets.	<p>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.</p> <p>End-user vehicle emissions were calculated in accordance with the Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3, Part 14 Climate: LA114. Emissions were quantified using WebTAG data from the Department for Transport. This took into account the proportions of the vehicle types, fuel type, forecast fuel consumption parameters and emission factors. From this, emissions were quantified for each year over the appraisal period of the Proposed Scheme.</p>
Climate Emergency Policy and Planning	Any carbon assessment that does not address the requisite contextual analysis based on comparison with sectoral and local budgets would be inadequate and will be challenged in the courts.	<p>The Environmental Statement assesses the significance of the impact of the Proposed Scheme on greenhouse gas (GHG) emissions and reports the potential effects arising from the Proposed Scheme upon GHG emissions and the climate.</p> <p>The assessment was undertaken in line with the appropriate methodologies and guidance available at the time of writing (including IEMA guidance from 2022, Assessing Greenhouse Gas Emissions and Evaluating their Significance 2nd Edition). Further detail can be found within 'Environmental Statement Chapter 15: Climate - Greenhouse Gases' (Document Reference: 3.15.00).</p> <p>The estimated GHG emissions arising from the Proposed Scheme have been compared with UK carbon budgets (and the associated reduction targets) and end user traffic emissions have been contextualised against the Norfolk carbon targets for transport.</p> <p>Estimated GHG emissions have also 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.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Climate Emergency Policy and Planning	It is essential that the Environmental Statement provides carbon data that follows guidance on assessment and significance from the Institute of Environmental Management and Assessment.	<p>'Chapter 15: Climate – Greenhouse Gases' (Document Reference: 5.15.00) from the Environmental Statement assesses the significance of the impact of the Proposed Scheme on GHG emissions and reports the potential effects arising from the Proposed Scheme upon GHG emissions and the climate. The assessment was undertaken in line with the appropriate methodologies and guidance available at the time of writing (including IEMA guidance from 2022, Assessing Greenhouse Gas Emissions and Evaluating their Significance 2nd Edition).</p> <p>The estimated GHG emissions arising from the Proposed Scheme have been compared with UK carbon budgets and the associated reduction targets. Estimated GHG emissions have also 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.</p>
Climate Emergency Policy and Planning	The Council has provided only unevidenced aspirational statements and falsehoods related to greenhouse gas emissions in the consultation brochure. The scheme clearly will impact on compliance with local and national carbon targets, but the council have avoided addressing the issue.	<p>The information presented in the consultation brochure reflected the outputs of assessments undertaken in advance of the pre-planning application consultation and were carried out following appropriate guidance.</p> <p>'Environmental Statement Chapter 15: Climate – Greenhouse Gases (Document Reference: 3.15.00) assesses the significance of the impact of the Proposed Scheme on GHG emissions and reports the potential effects arising from the Proposed Scheme upon GHG emissions and the climate. The assessment was undertaken in line with the appropriate methodologies and guidance available at the time of writing.</p> <p>The estimated GHG emissions arising from the Proposed Scheme have been compared with UK carbon budgets and the associated reduction targets. Estimated GHG emissions have also 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.</p> <p>The UK Government's commitment to new Net Zero carbon targets for 2050 is not a moratorium on the development of new roads or the improvement of existing roads. The net zero target includes the provision for emissions to increase, as long as there is a commensurate decrease, at national scale. Although the Proposed Scheme is expected to result in an increase in emissions it is not possible to deduce that the Proposed Scheme will stop the UK Government or Norfolk County Council from meeting their targets.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Climate Emergency Policy and Planning	Examining cumulative data, there will be no remaining annual LTP4 carbon budget after 2032 for any other part of the Norfolk transport network if the NWL is built.	<p>The Proposed Scheme is an important component of wider transport infrastructure that is being delivered as part of the Transport for Norwich (TfN) Strategy and wider Norfolk County Council Local Transport Plan 4 (LTP4).</p> <p>The LTP4 Implementation Plan sets the target to achieve Net Zero carbon emissions from transport by 2050, in line with the government's Net Zero Strategy.</p> <p>The significance of the impact of the Proposed Scheme on GHG emissions reported 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.</p> <p>Chapter 15 of the 'Environmental Statement Chapter 15: Climate – Greenhouse Gases (Document Reference: 3.15.00)' shows that the Proposed Scheme would, on average, increase carbon dioxide equivalent emissions each year, over the 60-year appraisal period. Therefore, when assessed in isolation the Proposed Scheme shows a disbenefit in carbon terms (i.e., an increase), which at a local level would appear to run counter to the Council's Net Zero objectives, as any increase in emissions could be considered material if not offset by wider mitigation measures.</p> <p>Therefore, it is important to ensure the results of the assessment are appropriately contextualised against the wider strategic objectives of the Proposed Scheme and the baseline carbon dioxide equivalent emissions from transport for Norfolk in 2019 (which were 1,718,000 tonnes, as set out in the LTP4 Implementation Plan). The unavoidable emissions arising from the Proposed Scheme NWL scheme must be seen in this wider context of the other planned measures intended to support travel and reduce emissions in the County.</p> <p>Norfolk County Council have already committed to demonstrating tangible action towards carbon reduction through LT4, Environmental Policy (2019) and the wider list of transport proposals and it has been successful in securing additional funding to advance decarbonisation in the area.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Climate Emergency Policy and Planning	Examining cumulative data, there will be no remaining annual LTP4 carbon budget after 2032 for any other part of the Norfolk transport network if the NWL is built.	<p>To demonstrate the carbon credentials of the Proposed Scheme can be accommodated within local carbon targets, the results of the carbon assessment undertaken for the Proposed Scheme Environmental Statement will be integrated into the wider decarbonisation plan which is being developed to meet local carbon targets as outlined in the LTP4. The NWL is an important component of wider transport infrastructure that is being delivered as part of the Transport for Norwich (TfN) Strategy and wider Norfolk County Council LTP4. LTP4 sets out how the council intends to continue to support the people of Norfolk in travelling to, from and around the County safely and efficiently for work, leisure and business whilst having regard to setting a trajectory of emissions that is consistent with achieving net zero targets. Draft results based on the updated model produced for the 'Environmental Statement Chapter 15: Climate – Greenhouse Gases'(Document Reference: 5.15.00), shows that the NWL would on average increase carbon dioxide equivalent emissions each year over the 60-year appraisal period and emissions are produced during construction. Therefore, when assessed in isolation the Proposed Scheme shows a disbenefit in carbon terms (i.e., an increase), which at a local level would appear to run counter to the Council's Net Zero objectives, as any increase in emissions could be considered material if not offset by wider mitigation measures. Therefore, it is important to ensure the results of the assessment are appropriately contextualised against the wider strategic objectives of the Proposed Scheme and the baseline carbon dioxide equivalent emissions from transport for Norfolk in 2019 (which were 1,718,000 tonnes, as set out in the LTP4 Implementation Plan). The unavoidable emissions arising from the NWL scheme must be seen in this wider context of the other planned measures intended to support travel and reduce emissions in the County. Norfolk County Council have already committed to demonstrating tangible action towards carbon reduction through LTP4, Environmental Policy (2019) and the wider list of transport proposals and it has been successful in securing additional funding to advance decarbonisation in the area. To demonstrate the carbon credentials of the Proposed Scheme can be accommodated within local carbon targets, the results of the carbon assessment undertaken for the Proposed Scheme's Environmental Statement will be integrated into the wider decarbonisation plan which is being developed to meet local carbon targets as outlined in the LTP4.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Climate Emergency Policy and Planning	Examining cumulative data, there will be no remaining annual LTP4 carbon budget after 2032 for any other part of the Norfolk transport network if the NWL is built.	<p>As noted in the Secretary of States decision letter (dated 12 August 2022) on the A47 North Tuddenham to Easton scheme it was stated that <i>“Although there is a 2019 model, it is noted this has not been approved for use by the DfT and as a result the 2015 NATS model remains the approved model and so was used in the Applicant’s assessment. The Secretary of State notes that the Applicant’s comparison of the 2015 and 2019 models demonstrated a good degree of consistency and that there were no other substantial changes in the intervening period unaccounted for .”</i></p> <p>It is not unusual that traffic models are updated at different stages of a scheme assessment. The transport model has been produced in line with the Department for Transport (DfT) Transport Analysis Guidance (TAG). The DfT TAG set out how a transport model should be built starting from the collection of observed data through to traffic forecasting and reporting. All this information is reviewed by the DfT, and comments addressed. The observed data used to build the base year transport model was collected in 2019 and as such represents 2019 traffic conditions.</p> <p>The Outline Business Case (OBC) for the Proposed Scheme was approved by DfT in October 2023. The OBC documentation is based on the updated 2019 modelling. Therefore the 2019 modelling is considered to be approved by DfT and now supersedes the 2015 modelling. For the planning application, further changes have been made to the modelling to reflect the latest Tempro forecasting published by DfT and the latest background growth assumptions on committed developments in the study area.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Climate Emergency Policy and Planning	Traffic modelling is inconsistent, using different models at different points of the project. The council has not indicated if DfT have approved the Norwich Area Transport Strategy (NATS) 2019 model. There are also large discrepancies in the traffic numbers between the NATS 2015 and 2019 models, with large numbers of vehicles apparently disappearing or appearing at locations. The technical issues with the modelling that leads to these differences need to be explained.	<p>The estimated GHG emissions arising from the Proposed Scheme have been compared with UK carbon budgets and the associated reduction targets. Estimated GHG emissions have also 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.</p> <p>As noted in the Secretary of State's decision letter (dated 12 August 2022) on the A47 North Tuddenham to Easton scheme it was stated that "Although there is a 2019 model, it is noted this has not been approved for use by the DfT and as a result the 2015 NATS model remains the approved model and so was used in the Applicant's assessment. The Secretary of State notes that the Applicant's comparison of the 2015 and 2019 models demonstrated a good degree of consistency and that there were no other substantial changes in the intervening period unaccounted for"</p> <p>It is not unusual that traffic models are updated at different stages of a scheme assessment. The transport model has been produced in line with the Department for Transport (DfT) Transport Analysis Guidance (TAG). The DfT TAG set out how a transport model should be built starting from the collection of observed data through to traffic forecasting and reporting. All this information is reviewed by the DfT, and comments addressed. The observed data used to build the base year transport model was collected in 2019 and as such represents 2019 traffic conditions.</p> <p>The Outline Business Case (OBC) for the Proposed Scheme was approved by DfT in October 2023. The OBC documentation is based on the updated 2019 modelling. Therefore the 2019 modelling is considered to be approved by DfT and now supersedes the 2015 modelling. For the planning application, further changes have been made to the modelling to reflect the latest Temprow forecasting published by DfT and latest background growth assumptions on committed developments in the study area.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Climate Emergency Policy and Planning	<p>The change in traffic model, and discrepancies in figures, also puts the 2019 NWL optioneering process in doubt. In addition, the existence and extent of the barbastelle bat super-colony post dates the 2019 option selection process. All the six route options should be reassessed in light of this new information and the new traffic model.</p> <p>The carbon emission data generated by the NATS 2019 model cannot be trusted, due to the inconsistencies between this and the 2015 model and the carbon emission conclusions reached in the Strategic Outline Business Case and Outline Business Case being completely different too.</p>	<p>The mitigation has been designed based on best practice and in response to the assessment work. This is required for NCC to adhere to its legal and policy requirements as the Applicant. As documented in 'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00).</p> <p>The transport model has been produced in line with the Department for Transport (DfT) Transport Analysis Guidance (TAG). The DfT TAG set out how a transport model should be built starting from the collection of observed data through to traffic forecasting and reporting. All this information is reviewed by the DfT, and comments addressed.</p> <p>The observed data used to build the base year transport model was collected in 2019 and as such represents 2019 traffic conditions. It is accepted that 2019 is pre-COVID and as such traffic patterns may have changed in the intervening period but having said that traffic volumes are almost back to pre-COVID levels.</p> <p>The DfT have recently issued guidance on how pre-COVID base year transport models can be reviewed and adjusted, if necessary, to e.g., 2023 base year from which traffic forecasts can be produced.</p>
Climate Emergency Policy and Planning	Strong belief that the road will not pass the planning stage and in the interest of saving public funds, we invite the council to cancel the project with immediate effect.	The 'Planning Statement' (Document Reference: 1.01.00) sets out the Case for the Proposed Scheme and the benefits that the investment into the project will bring.
Climate Emergency Policy and Planning	The proposed scheme will add traffic pressures to the area south of the A47 and Yare Valley. The proposed layby would encourage rubbish dumping.	<p>Concerns regarding traffic impacts south of A47 have been considered in the development of the Proposed Scheme. As set out within the pre-application public consultation materials, a package of traffic mitigation measures has been developed in consultation with local communities south of A47 seeking to mitigate impacts through Bell Road, Barnham Broom.</p> <p>Further details of traffic impacts of the Proposed Scheme and mitigation are set out within the 'Transport Assessment' (Document Reference: 4.01.00). National Highways are also proposing to close Berry's Lane as part of their North Tuddenham to Easton dualling scheme. This is also predicted to minimise traffic impacts south of A47. Laybys are proposed in accordance with current national design standards.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Community Planning Alliance	<p>Disagrees with the proposal as it is a waste of money and bad for the environment.</p> <p>The proposal endangers the River Wensum, will lead to increased water, noise, light, and air pollution, destroys the habitat of barbastelle bats, impacts biodiversity and destroys woodland.</p>	<p>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.</p> <p>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.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Community Planning Alliance	Suggests scheme should be scrapped, due to construction carbon emissions.	<p>The Proposed Scheme is an important component of wider transport infrastructure that is being delivered as part of the Transport for Norwich (TfN) Strategy and wider Norfolk County Council LTP4. LTP4 sets out how the council intends to continue to support the people of Norfolk in travelling to, from and around the County safely and efficiently for work, leisure and business whilst having regard to setting a trajectory of emissions that is consistent with achieving net zero targets.</p> <p>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.</p> <p>Chapter 14 of the Environmental Statement also includes the 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.</p> <p>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.</p> <p>Norfolk County Council have already committed to demonstrating tangible action towards carbon reduction through LTP4, Environmental Policy (2019) and the wider list of transport proposals and it has been successful in securing additional funding to advance decarbonisation in the area. To demonstrate the carbon credentials of the Proposed Scheme can be accommodated within local carbon targets, the results of the carbon assessment undertaken for the Proposed Scheme's Environmental Statement will be integrated into the wider decarbonisation plan which is being developed to meet local carbon targets as outlined in the LTP4.</p>
Friends of the Tud Valley	Agrees with the proposals for local access around the route.	The Applicant acknowledges the support of the proposals for local access around the route of the Proposed Scheme.
Friends of the Tud Valley	Agrees with the proposals for the northern, central, and southern sections of the route.	The Applicant acknowledges the agreement of the proposals for the northern, central, and southern sections of the Proposed Scheme.
Friends of the Tud Valley	Strongly agrees with the proposals for the viaduct and water environment.	The Applicant acknowledges the support for the River Wensum Viaduct and water environment proposals of the Proposed Scheme.
Friends of the Tud Valley	Agrees with the proposals for drainage.	The Applicant acknowledges the support for the proposals relating to drainage of the Proposed Scheme.
Friends of the Tud Valley	Strongly agrees with the proposals for minimising the environmental impact.	The Applicant acknowledges the support for the package of environmental mitigation measures as part of the Proposed Scheme.

Organisational Name	Specific Issues Identified	Applicant's Response
Friends of the Tud Valley	Agrees with the proposals for ecological mitigation and enhancement.	The Applicant acknowledges the support for the ecological mitigation and enhancements as part of the Proposed Scheme.
Friends of the Tud Valley	Agrees with the traffic mitigation proposals for the south of the A47 and with the traffic mitigation proposals for the north of the A1067.	The Applicant acknowledges the support for the traffic mitigation for the south of the A47 and also the north of the A1067 as part of the Proposed Scheme.
Friends of the Tud Valley	<p>Believes previous bat surveys have severely underestimated the importance of the barbastelle super-colony, a protected species.</p> <p>Super-colony is dependent on the habitats and features within the Core Sustenance Zone which will be bisected by the proposed road.</p>	<p>The presence of the barbastelle colonies is included within the Environmental Impact Assessment (EIA) for the Proposed Scheme. The Proposed Scheme survey efforts and all publicly available historical data, available to the assessment team, has been taken into consideration within the EIA, 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).</p> <p>A full suite of bat surveys has been undertaken between 2019 and 2023. This survey approach has been in line with best practice guidelines and is considered a sufficient level of survey effort to inform the EIA for the Proposed Scheme. Survey approach and effort has been discussed with Natural England throughout this timeframe.</p> <p>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.</p> <p>The effects of the Proposed Scheme upon bat species, including barbastelle has been assessed in the 'Environmental Statement Chapter 11: Bats' (Document Reference: 3.11.00). The barbastelle colonies within the vicinity of the Proposed Scheme have been taken into consideration within the impact assessment, and mitigation and compensation design. This is inclusive of impacts associated with habitat loss and fragmentation</p> <p>The assessment considers the effects of the Proposed Scheme upon bat populations informed by baseline survey data and taking into account proposed mitigation which includes measures to maintain habitat connectivity and available foraging habitat for bats. During the design of the Proposed Scheme an evidence-based approach to mitigation has been taken, informed by industry best practice. Mitigation has been designed by a team including nationally recognised bat specialists.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Norfolk and Norwich Bat Group (Norfolk Barbastelle Study Group)	Does not believe that proposed mitigation will be effective, and that the road will have a severe detrimental impact. New planting will take many years before it replaces what is lost or degraded with consequent declines in breeding success and survival.	<p>Comprehensive bat mitigation proposals are set out in the Outline Construction Environmental Management Plan and Outline Bat Mitigation Strategy. More information is provided in 'Environmental Statement Chapter 11: Bats, Appendix 6: Outline Bat Mitigation Strategy' (Document Reference: 3.11.06) and 'Environmental Statement Chapter 3: Description of Scheme, Appendix 1: Outline Construction Environmental Management Plan (OCEMP)' (Document Reference: 3.03.01).</p> <p>The 'Environmental Statement Chapter 11: Bats, Appendix 6: Outline Bat Mitigation Strategy' (Document Reference: 3.11.06) details a full suite of mitigation and compensation measures, to reduce impacts of the Proposed Development and loss of existing woodland. This is inclusive of improvement measures to existing woodlands to improve surrounding habitats in the short to medium term. Additionally, commuting corridors within the wider area will be improved and created, allowing connection to wider habitats.</p> <p>These documents 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.</p>
Norfolk and Norwich Bat Group (Norfolk Barbastelle Study Group)	The effectiveness of green bridges as bat crossing points is not proven.	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, width, were all individually assessed and designed for each specific 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.
Norfolk and Norwich Bat Group (Norfolk Barbastelle Study Group)	Due to the presence of high-quality habitats, the northern section of the route is a hotspot for bats, and at least 6 other bat species will be negatively affected by the road. If built, the road will cause a decline in the diversity and activity of important bat populations at a time of biodiversity crisis.	<p>The presence of multiple species roosting, foraging, and commuting within the whole Site Boundary, including the northern sections has been taken into account within the impact assessment, detailed within Environmental Statement Chapter 11: Bats.</p> <p>The Proposed Scheme includes comprehensive mitigation and compensation, detailed within the 'Environmental Statement Chapter 11: Bats, Appendix 6: Outline Bat Mitigation Strategy' (Document Reference: 3.11.06) and 'Environmental Statement Chapter 3: Description of Scheme, Appendix 1: Outline Construction Environmental Management Plan (OCEMP)' (Document Reference: 3.03.01), to reduce impacts to the extant bat populations within the Site Boundary.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
<p>Norfolk and Norwich Bat Group (Norfolk Barbastelle Study Group)</p>	<p>Serious concerns about the negative impact the proposed road will have on the environment, the River Wensum, and biodiversity.</p> <p>The viaduct will have serious negative impacts on the natural world, which supports wellbeing.</p>	<p>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.</p> <p>The overview of the Environmental Impact Assessment process is detailed within 'Environmental Statement Chapter 5: Approach to EIA' (Document Reference: 3.05.00).</p> <p>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).</p> <p>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).</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Norwich Friends of the Earth	The proposed road is in contradiction to the UN and UK Government research and Climate Change Committee and the Government's 2021 Environment Act that recognises the severity of climate change and the threat it poses to life on earth. The road pursues growth, which is no longer sustainable.	<p>The Proposed Scheme is an important component of wider transport infrastructure that is being delivered as part of the Transport for Norwich (TfN) Strategy and wider Norfolk County Council LTP4. LTP4 sets out how the council intends to continue to support the people of Norfolk in travelling to, from and around the County safely and efficiently for work, leisure and business whilst having regard to setting a trajectory of emissions that is consistent with achieving net zero targets.</p> <p>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.</p> <p>Also included within Chapter 15 of the Environmental Statement is the 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.</p> <p>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 Chapter 15 of the Environmental Statement, section 15.6.</p> <p>Norfolk County Council have already committed to demonstrating tangible action towards carbon reduction through LTP4, Environmental Policy (2019) and the wider list of transport proposals and it has been successful in securing additional funding to advance decarbonisation in the area. To demonstrate the carbon credentials of the Proposed Scheme can be accommodated within local carbon targets, the results of the carbon assessment undertaken for the Proposed Scheme's Environmental Statement will be integrated into the wider decarbonisation plan which is being developed to meet local carbon targets as outlined in the LTP4.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Norwich Friends of the Earth	Supporting the construction of a dual carriageway across the River Wensum special area of conservation, despite what we are told by the UN, world scientists and naturalists, is seen as prioritising the dubious benefits of short-term growth over the long-term sustainability of the planet.	<p>The Proposed Scheme is an important component of wider transport infrastructure that is being delivered as part of the Transport for Norwich (TfN) Strategy and wider Norfolk County Council LTP4. The LTP4 Implementation Plan sets the target to achieve Net Zero carbon emissions from transport by 2050, in line with the government's Net Zero Strategy.</p> <p>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.</p> <p>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.</p>
Norwich Friends of the Earth	Welcomes proposals to improve non-motorised access.	The Applicant acknowledges support for non-motorised user access.
Norfolk Local Access Forum	NLAF is primarily concerned with impact on access to walkers, cyclists, horse riders and carriage drivers.	<p>The Proposed Scheme includes a comprehensive Non-Motorised User network in the immediate vicinity of the Proposed Scheme. This will significantly extend the available Public Right of Way network and join up existing fragmented routes to make a more usable network that links communities, for example Honingham Restricted Byway 1 is not currently useable, 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. Restricted Byways can be used by all Non-Motorised Users including pedestrians, cyclists, equestrians and carriage drivers. 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 cycle path will be provided adjacent to Marl Hill Road with a new crossing on A1067 leading towards the Marriott's Way National Cycle Network.</p> <p>A positive beneficial effect on non-motorised users is predicted within the 'Environmental Statement Chapter 19: Traffic and Transport' (Document Reference: 3.19.00) with new routes created for walking and cycling in the west of Norwich as part of the Proposed Scheme which were previously inaccessible and fragmented. The NMU Provision is illustrated in the 'Sustainable Transport Strategy' (Document Reference: 4.02.00).</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Norfolk Local Access Forum	Road will be a major intrusion affecting the environment and habitats physically, visually and through raised noise levels.	<p>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.</p> <p>The overview of the Environmental Impact Assessment process is detailed within 'Environmental Statement Chapter 5: Approach to EIA' (Document Reference: 3.05.00).</p> <p>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. 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 also being developed in the wider network covering a 5km area around the Proposed Scheme to connect with key land uses which would be brought forward by the Council separately to the Proposed Scheme.</p>
Norfolk Local Access Forum	Improvements should be made to access and connectivity with the wider PRow network together with strong traffic calming measures.	<p>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 operation phase. Although an adverse effect on users of four routes have been identified during operation, the proposed improved Public Right of Way network and non-motorised user measures (including use of two green bridges), the development of cycle-friendly routes, new shared off-carriageway pedestrian/cycleway adjacent to Marl Hill Road is expected to improve access in both walking and cycling in the local area.</p>
Norfolk Local Access Forum	Wherever possible, access routes and new PRow should not parallel and be close to the new road. All possible measures should be taken to screen the road from PRow users	<p>The walking and cycling provision will be set back from the main carriageway and where possible separated with earthwork bunds where it is close to the road. This is not possible in some areas due to design constraints.</p>
Norfolk Local Access Forum	New and improved rights of way should be open to the widest range of users, with due consideration given to width, surface, gradient and nature of the routes affected.	<p>The majority of Public Right of Ways included in the NMU strategy for the Proposed Scheme, are offered as either Bridleway or Restricted Byway routes hence they offer provision for pedestrians, cyclists and equestrians.</p>
Norfolk Local Access Forum	Provision for carriage drivers is limited; it would be useful for green bridges to be available to them.	<p>Restricted byways are proposed on the east side of the Proposed Scheme where it is logical to do this to connect with existing public highways. Weston Longville FP9 is also to be upgraded to Restricted Byway status, which allows access by non-motorised carriages. On the west side of the Proposed Scheme, the B1535 route will have substantially reduced traffic so can become much more usable to carriage drivers. Ringland Lane is also available for crossing the Proposed Scheme.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Norfolk Local Access Forum	While Ringland Road remains open to all traffic, specific measures (including segregated lanes) should be taken to ensure the safety of non-motorised users	There will be a substantial reduction in traffic on the route with flows lower than 1000 vehicles per day with the Proposed Scheme in place enabling the existing route to be safer for walking and cycling, with low traffic flows of this magnitude it is not necessary to have segregated lanes.
Norfolk Local Access Forum	The closure of Weston Road would remove a popular cycling route, necessitating a detour on a new path to get to an alternative bridge. The proposed paths are not metalled and only fit for mountain bikes.	Ringland Lane and The Broadway will offer accessible and surfaced routes available for crossing the Proposed Scheme. Of the routes which cross the Proposed Scheme surveys indicate that Ringland Lane had the highest usage, followed by Breck Road/The Broadway. Hence users of Weston Road can use either of these alternative routes to cross the Proposed Scheme.
Norfolk Local Access Forum	Suggestion that Morton green bridge be replaced with mature planting either side of the dual carriageway and in the central reservation. Weston Road could be closed to motorised vehicles and a green bridge would provide for cyclists, pedestrians, and horse riders. This would provide a much better cycling route and it would preserve Blackbreck Lane as a footpath and wildlife corridor.	<p>This additional green bridge was added following the Local Access Consultation in 2020. Following analysis of data on wildlife activity it was determined that a green bridge in the proposed location would offer the best form of ecological solution, and it needed to be in this location to align with bat flight paths, so we proposed to re-route NMUs to this bridge to maximise public benefit of the bridge and to mitigate severance caused by the closure of Weston Road to all users in response to feedback.</p> <p>The green bridge has been designed and located based on existing bat population and associated movements. The design is a key ecological mitigation measure in order to maintain existing bat flight paths, and therefore the bridge cannot be removed or replaced with alternative measures. The bridge location is also influenced by existing planting and vegetation, so the location is fixed.</p>
Norfolk Local Access Forum	Suggestion to provide a walkers and cyclist crossing over the River Wensum.	The Proposed Scheme includes improvements to walking and cycling in the area. There are very few desire lines aligned with the viaduct from origins and destinations within easy walking distance. Therefore, a Non-Motorised User 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. The option to include signalisation of the crossing is considered as part of the Sustainable Transport Strategy for the Proposed Scheme. This accords with the guidance set out in LTN 1/20.
Norfolk Local Access Forum	The grade separated crossings of the A47 are essential, but beyond the scope of this scheme: steps should be taken to guarantee their inclusion should National Highways fail to provide them.	National Highways have committed to providing these crossings as part of their approved Development Consent Order.

Organisational Name	Specific Issues Identified	Applicant's Response
Norfolk Local Access Forum	<p>Proposal would result in unacceptable impacts of a significant scale on a wide range of habitats and species protected by wildlife law and planning policy. It would result in the loss of significant areas of Priority Habitats, including permanent damage to three County Wildlife Sites (CWS), impacts on rare chalk rivers and the likely loss of a recently discovered super-colony of barbastelle bats.</p>	<p>The Applicant has completed a survey effort in support of the Proposed Scheme that is commensurate to the scale of the Proposed Scheme, and the survey data captured has, and will continue, to allow the Applicant to appropriately and considerably develop the necessary environmental information and assessment, inform the ecological and environmental mitigation associated with the Proposed Scheme, and drive thorough due consideration of the ecological requirements within the design development.</p> <p>Nature conservation designations have been detailed and assessed accordingly in the '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 Proposed Scheme design process, as well as County Wildlife Sites.</p> <p>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' (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.</p> <p>Specific to bats, a full suite of bat surveys has been undertaken between 2019 and 2023. 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 effort 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.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Norfolk Wildlife Trust	Strongly disagree with the proposals for the northern section of the route; would likely results in the long-term complete loss of nationally important breeding colonies of barbastelle bats.	<p>The project team have completed a survey effort in support of the Proposed Scheme that is commensurate to the scale of the Proposed Scheme, and the survey data captured has, and will continue, to allow us to appropriately and considerably develop the necessary environmental information and assessment, inform the ecological and environmental mitigation associated with the Proposed Scheme, and drive thorough due consideration of the ecological requirements within the design development.</p> <p>An evidence-based approach to mitigation proposals has been proposed, informed by industry best practice, and designed by a team including nationally recognised bat specialists.</p> <p>The assessment of bats including barbastelle bats has been fully considered in 'Environmental Statement Chapter 11: Bats' (Document Reference: 3.11.00). This includes the impacts and subsequent effectiveness of mitigation measures including green bridges.</p>
Norfolk Wildlife Trust	Seriously concerned at the survey area for the proposal and believe that the focus on the immediate area around the road risks significantly underestimating the impacts on the maternity woodland colonies, which should be assessed at the population level	<p>The bat survey effort in support of the Proposed Scheme is commensurate to the scale of the Proposed Scheme and included survey extends beyond the Proposed Scheme boundaries to enable an assessment of impacts upon the local population. Natural England was consulted in relation to the survey methods and extents. The data captured informs the assessment of the effects of the Proposed Scheme upon bat species captured in the 'Environmental Statement Chapter 11: Bats' (Document Reference: 3.11.00).</p>
Norfolk Wildlife Trust	Strongly disagree with the proposals for the viaduct, and for the water environment. The road would require crossing the River Wensum SAC, and would also result in the loss of County Wildlife Site floodplain habitats which are functionally linked to the health of the SAC.	<p>There has been a focus on maintaining the integrity of the River Wensum SAC 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. 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 is 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 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). Potential impacts on habitat loss and fragmentation have been considered in the Environmental Statement. An evidence-based approach to mitigation proposals has been proposed for the Proposed Scheme.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Norfolk Wildlife Trust	Whilst the focus of the viaduct design appears to be on ensuring that adverse effects on the SAC are avoided, it is not clear at this stage from the information provided if the habitat loss, hydrological and pollution impacts on the SAC from losses to the functionally linked CWS have been considered.	<p>There has been a focus on maintaining the integrity of the River Wensum SAC 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. 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.</p> <p>For the River Wensum, an impact assessment on fluvial geomorphology, and any potential alteration to physical habitat within the river has been undertaken for both construction and operation phases. This impact assessment is provided in the River Wensum 'Geomorphology Assessment Report' (Document Reference: 3.12.04). These results are summarised in the 'Habitat Regulations Assessment' (HRA) (Document Reference: 4.03.00) that forms part of the planning application submission. Impacts on habitat loss on the flood plain and county wildlife sites are assessed in the 'Environmental Statement Chapter 10: Biodiversity' (Document 3.10.00).</p>
Norfolk Wildlife Trust	Recommend the full hydrological impacts on the functionally linked County Wildlife Site wetlands are assessed as part of any assessment of the impacts on the SAC.	Impacts on habitat loss on the flood plain and county wildlife sites are assessed in 'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00).
Norfolk Wildlife Trust	The impacts of the proposal on the long-term work to restore the ecological condition of the SSSI and SAC via the River Wensum Restoration Strategy (RWRS) should also be considered.	<p>A review of the River Wensum Restoration Strategy has been undertaken and scheme mitigation and enhancements have been proposed to both align to the River Wensum Restoration Strategy and not to prevent the achievement of the strategy.</p> <p>The River Wensum SAC is fully assessed in the 'Habitat Regulation Assessment' (HRA) (Document Reference: 4.03.00).</p>
Norfolk Wildlife Trust	We also consider the River Tud on the southern edge of the proposal to be of equal ecological value to the River Wensum. Whilst it is not designated as a SAC, and only partially designated as a CWS3, we believe it is of equal ecological value. It is also likely to suffer from in-combination effects from the A47 upgrades necessary to join to the Western Link.	The River Tud (and a tributary of the Tud that passes through the Proposed Scheme boundary) has been considered from an Ecological Perspective within 'Environmental Statement Chapter 10: Biodiversity' (Document Reference 3.10.00), and from a water environment perspective within 'Environmental Statement Chapter 12: Road Drainage and the Water Environment, Appendix 3: Water Framework Directive' (Document Reference: 3.12.03). The assessment has considered the Tud's value and recognises it has 'good' WFD ecological status, plus its current heavily modified condition and pollution related pressures. All watercourses (with the exception of the Wensum) have been assigned as Important Ecological Features at a County Scale. In-combination effects from the A47 upgrades have also been considered including consideration of surface water effects.

Organisational Name	Specific Issues Identified	Applicant's Response
Norfolk Wildlife Trust	Strongly disagree with the proposals for the central section of the route, which would result in the severance of a significant area for wildlife movement between the two adjacent river valleys, leading to long term degradation of habitat quality and reducing the ability of wildlife to move and adapt to climate change.	<p>With regards to habitat fragmentation, 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).</p> <p>Nature conservation designations have been detailed and assessed accordingly in the 'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00) and the '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, as well as County Wildlife Sites.</p> <p>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' (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.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Norfolk Wildlife Trust	Strongly disagree with the proposals for the southern section of the route; will lead to the destruction of part of the Land Adjoining Foxburrow CWS, as well as resulting in indirect impacts on the adjacent Old Covert Wood Lane CWS. We also expect permanent indirect damage to ancient woodland immediately adjacent to the proposal on the western side of the B1535 road.	<p>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 process of review is reported in 'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00).</p> <p>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).</p>
Norfolk Wildlife Trust	Strongly disagree with the proposals for minimising the environmental impact, concerns that a wide range of species will be lost from the county if climate targets are not met.	Potential impacts upon species have been considered in ' Environmental Statement Chapter 10: Biodiversity ' (Document Reference: 3.10.00). 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 local 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.

Organisational Name	Specific Issues Identified	Applicant's Response
<p>Norfolk Wildlife Trust</p>	<p>Strongly disagree with the statement on page 15 of the consultation brochure that there will be an overall reduction in carbon emissions. We believe the claim is misleading as it leaves out information from the Environmental Information Document which sets out the timescale over which this modelled reduction would be achieved.</p> <p>Very concerned that this road will significantly undermine society's transition to the 2050 net zero target, as well as undermining the work of Norfolk Wildlife Trust to achieve nature's recovery, and any progress by society to achieving the halt in wildlife decline by 2042 set out in the 2021 Environment Act.</p>	<p>The Proposed Scheme is an important component of wider transport infrastructure that is being delivered as part of the Transport for Norwich (TfN) Strategy and wider Norfolk County Council Local Transport Plan 4 (LTP4). The LTP4 Implementation Plan sets the target to achieve Net Zero carbon emissions from transport by 2050, in line with the government's Net Zero Strategy.</p> <p>The significance of the impact of the Proposed Scheme on GHG emissions reported in 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.</p> <p>Chapter 15 of the 'Environmental Statement Chapter 15: Climate – Greenhouse Gases' (Document Reference: 3.15.00) shows that the Proposed Scheme would, on average, increase carbon dioxide equivalent emissions each year, over the 60-year appraisal period. Therefore, when assessed in isolation the Proposed Scheme shows a disbenefit in carbon terms (i.e., an increase), which at a local level would appear to run counter to the Council's Net Zero objectives, as any increase in emissions could be considered material if not offset by wider mitigation measures. Therefore, it is important to ensure the results of the assessment are appropriately contextualised against the wider strategic objectives of the Proposed Scheme and the baseline carbon dioxide equivalent emissions from transport for Norfolk in 2019 (which were 1,718,000 tonnes, as set out in the LTP4 Implementation Plan). The unavoidable emissions arising from the Proposed Scheme must be seen in this wider context of the other planned measures intended to support travel and reduce emissions in the County.</p> <p>A summary of the impacts of the proposed schemes and the balanced perspective on the justification for the scheme is captured within the 'Planning Statement' (Document Reference: 01.01.00).</p> <p>Norfolk County Council have already committed to demonstrating tangible action towards carbon reduction through LTP4, Environmental Policy (2019) and the wider list of transport proposals and it has been successful in securing additional funding to advance decarbonisation in the area. To demonstrate the carbon credentials of the Proposed Scheme can be accommodated within local carbon targets, the results of the carbon assessment undertaken for the Proposed Scheme's Environmental Statement will be integrated into the wider decarbonisation plan which is being developed to meet local carbon targets as outlined in the LTP4.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Norfolk Wildlife Trust	Strongly disagree with the proposals for the ecological mitigations and enhancements; strongly disagree with the way Biodiversity Net Gain (BNG) is presented on page 16 of the brochure. Do not believe BNG is applicable or deliverable due to the amount of ecological features that will be lost and are irreplaceable during the BNG mandated 30-year post-development period.	While quantitative Biodiversity Net Gain (BNG) 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 and demonstrated in a report appended in 'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00) .
Norfolk Wildlife Trust	Concerned with the proposals for green bridges as they currently stand. Whilst in theory green bridges can provide connectivity, their success is highly dependent on their location and design.	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. 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) . The designs have also been reviewed by independent bat experts, who are in agreement with the designs.
Norfolk Wildlife Trust	Lack of any existing evidence that the 'hop-over' style design with trees in a central reservation would actually retain connectivity for the bat species using the existing connectivity features, or that they would result in bats crossing at a safe height (above the vehicle collision risk zone).	Green central reservations and hop-overs are not a specific component of the mitigation and compensation design. When the Applicant consulted in 2022, a landscaped bat crossing was one of the options being considered to provide connectivity for bats across the route of the Proposed Scheme at its northern end. Since then, it has been decided that a green bridge will be provided in that location.
Norfolk Wildlife Trust	We share the concerns raised by Buglife in their consultation response that the impacts of the proposal would likely result in highly significant negative impacts on nationally important populations of invertebrates and recommend that these impacts are taken seriously in any ecological assessment accompanying the planning application.	The detailed impact assessment relating to biodiversity and ecology is captured within 'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00) . The above referenced chapter concludes, following implementation of the mitigation measures set out within section 10.39, the residual effects on Terrestrial Invertebrates are predicted to be not significant.
Norfolk Wildlife Trust	Does not support the building of the NWL.	The Applicant acknowledges that the respondent does not support the Proposed Scheme.

Organisational Name	Specific Issues Identified	Applicant's Response
Norwich Cycling Campaign	The design of the dual carriageway makes no provision for NMUs.	<p>The Proposed scheme includes a comprehensive Non-Motorised User network in the immediate vicinity of the Proposed Scheme. This will significantly extend the available Public Right of Way network and join up existing fragmented routes to make a more usable network that links communities. For example, Honingham Restricted Byway 1 is not currently well used or easily accessible 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.</p> <p>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 cycle path will be provided adjacent to Marl Hill Road with a new crossing on A1067 leading towards the Marriott's Way National Cycle Network. In the north of the scheme new footpaths are proposed and a cycleway adjacent to Marl Hill Road from Morton Lane, Weston Longville to The Street Attlebridge. The Proposed Scheme is also supported by a Sustainable Transport Strategy 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.</p>
Norwich Cycling Campaign	Route should be mirrored by one for non-motorised transport i.e. providing adequate provision for NMUs which shadows the whole route of the Western Link Road. This route would, unlike the NWL, have intermediate junctions, which would be a key and integral part of the planned local sustainable travel network. It would link local communities to each other, opening up a network of shorter distance routes ideal for easy cycling.	<p>The Proposed Scheme includes a comprehensive Non-Motorised User network in the immediate vicinity of the Proposed Scheme. This will significantly extend the available Public Right of Way network and join up existing fragmented routes to make a more usable network that links communities, for example Honingham Restricted Byway 1 is not currently usable 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.</p> <p>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 cycle path will be provided adjacent to Marl Hill Road with a new crossing on A1067 leading towards the Marriott's Way National Cycle Network. The NMU Provision included in the Proposed Scheme will link local communities of Weston Longville, Weston Green, Honingham, Ringland, Attlebridge and Morton on the Hill more directly with short distance links. It doesn't need to 'shadow the whole route' to do this job as the desire lines between communities are different from the line of route for the new road. The new road will also reduce traffic on the local rural road network between A1067 and A47, so those roads will become more attractive for cycling.</p>
Norwich Cycling Campaign	All cycle infrastructure should conform to the latest best principles for Cycle Infrastructure Design as contained in Local Transport Note 1/20, July 2020.	Given the rural setting of the scheme, with relatively low usage anticipated in comparison with urban areas, a proportionate approach, intended to cater for the number of users expected, has been taken to the design of cycle infrastructure on the scheme. Where appropriate, cycling routes are compliant with LTN 1/20.

Organisational Name	Specific Issues Identified	Applicant's Response
Norwich Cycling Campaign	<p>The present proposals are not coherent and lack connectivity. There are presently no proposals for a direct route free of motor traffic from the Broadland Northway (commonly known as the NDR) to the proposed cycle tracks adjacent to the NWL south of Ringland Lane.</p> <p>The cycle track along the NWL should join in a coherent way with the cycle infrastructure on the NDR, involving properly grade-separated crossings of carriageways where necessary. The cycle track should be able to sustain speeds of up to 25 mph to allow for longer distance bicycle commuting. It would therefore not be suitable for shared use. Gradients should be kept as gentle as possible. We expect a minimum standard of a 3.5m wide segregated cycle track and a parallel 2m pedestrian track, using the same standard throughout the route.</p>	<p>The Proposed Scheme includes improvements to walking and cycling in the area. There are very few desire lines aligned with the viaduct from origins and destinations within easy walking distance. Therefore, a Non-Motorised User route alongside the viaduct would not support many journeys. A new segregated Non-Motorised User route will be provided parallel with the viaduct adjacent to Marl Hill Road from Weston Longville to Attlebridge. A new crossing on A1067 at Attlebridge is also proposed. The option to include signalisation of the crossing is considered as part of the Sustainable Transport Strategy for the Proposed Scheme. This accords with the guidance set out in LTN 1/20.</p>
Norwich Cycling Campaign	<p>For the Northern section, suggest a cycle lane across the viaduct, alongside one of the carriageways with an upgraded footpath to cycle lane to connect the viaduct to Ringland Lane or a surface crossing linking the maintenance tracks and upgrading them to a cycle track.</p>	<p>The Proposed Scheme includes improvements to walking and cycling in the area. There are very few desire lines aligned with the viaduct from origins and destinations within easy walking distance. Therefore, a Non-Motorised User route alongside the viaduct would not support many journeys.</p> <p>A new segregated Non-Motorised User route will be provided parallel with the viaduct adjacent to Marl Hill Road from Weston Longville to Attlebridge. A new crossing on A1067 at Attlebridge is also proposed. The option to include signalisation of the crossing is considered as part of the Sustainable Transport Strategy for the Proposed Scheme. This accords with the guidance set out in LTN 1/20.</p>
Norwich Cycling Campaign	<p>For the middle section, suggest an upgraded track from Ringland Lane to Church Hill Lane and a cycle track from Church Hill Lane to Telegraph Hill with space for horse riders.</p>	<p>The Proposed Scheme includes a comprehensive Non-Motorised User network in the immediate vicinity of the Proposed Scheme. This will significantly extend the available Public Right of Way network and join up existing fragmented routes to make a more usable network that links communities, for example Honingham Restricted Byway 1 is not currently usable 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.</p> <p>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 adjacent 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 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.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Norwich Cycling Campaign	Suggest a crossing at the NWL terminus to connect Wood Lane to the cycle track.	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.
Norwich Cycling Campaign	Welcomes safety measures for cyclists, at the point closure of Honingham Lane to vehicles and the route to the proposed Easton Pedestrian and Cycle Bridge.	<p>The support for safety measures for cyclists is noted. 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 (except for access) 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 those which would otherwise be severed.</p> <p>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.</p>
Norwich Cycling Campaign	Considers consultation to be premature and flawed.	<p>This is the fourth public consultation conducted on the Proposed Scheme. Information on our previous consultations can be found on the project website via www.norfolk.gov.uk/nwl.</p> <p>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.</p> <p>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).</p> <p>A further statutory consultation will be carried out by Norfolk County Council as the County Planning Authority, so people will have a chance to provide comments on the submitted planning application.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Stop the Wensum Link	Lack of up-to-date data on air quality and noise, or traffic data.	<p>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.</p> <p>The Air Quality assessment is presented in 'Environmental Statement Chapter 6: Air Quality' (Document Reference: 3.06.00).</p> <p>Operational noise modelling has been undertaken for the Proposed Scheme and is presented in 'Environmental Statement Chapter 7: Noise and Vibration' (Document Reference: 3.7.00).</p> <p>With regards to both the above referenced assessment, baseline data was collected as part of the initial stages of the impact assessments, this baseline data was collected across the Proposed Scheme to ensure sensitive receptor baseline information was captured. The assessments undertaken then measure the Proposed Scheme impacts on these sensitive receptors, based on the baseline dataset.</p>
Stop the Wensum Link	No up-to-date arboriculture survey making it difficult to ascertain the impact of the route on veteran trees especially in relation to air quality impact. No detail included on the negative impact of the proposed road to probable woodland loss at Primrose Grove.	<p>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.</p> <p>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).</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Stop the Wensum Link	The proposed route will pass close to known [bat] roost locations and catastrophically impact on habitat connectivity between Primrose Grove and Rose Carr.	<p>With regards to habitat fragmentation, 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).</p> <p>Nature conservation designations have been detailed and assessed accordingly in the 'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00) and the '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, as well as County Wildlife Sites.</p> <p>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' (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.</p>
Stop the Wensum Link	Proposed mitigation measures are scientifically unproven.	<p>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.</p> <p>During construction, the main works contractor will be required to develop and work in line with documents including Construction Environmental Management Plan and other management plans including Construction Lighting Management Plan etc. to minimise impacts on the environment.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Stop the Wensum Link	Impact of the road on landscape is significant and totally out of character with the surroundings.	<p>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. Further, it is intended that the viaduct does not detract from the beauty of the landscape in which it is situated by dominating visually in decorative form or colour, informing a prioritisation of a solution that minimises visual impact. Reducing the depth of horizontal line is important in the drive towards a visually minimal intervention to provide a structure threaded through the landscape rather one than imposed upon it. The shallow and flat nature of the Wensum Valley informed a preference for shallow construction forms and constant depth to avoid being overbearing visually in the landscape.</p> <p>Horizontal line refers to the visual effect of the viaduct structure in the landscape, spanning across the River Wensum floodplain between raised earth embankments at either end. This describes the need for the structure to be visually minimalistic and simplistic, the horizontal line is made up of the bridge deck structure and parapet – supported by a series of piers beneath. As an architectural form it must be sinuous and sleek rather than clunky, cluttered or ornamental which would be inappropriate for the landscape in which it is situated.</p> <p>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.</p>
Stop the Wensum Link	The road if built will expose humans, wildlife, flora, and trees to significant impacts in relation to detrimental air quality, including nitrogen deposition which has not been assessed.	<p>A robust assessment of the air quality impact, including nitrogen deposition, 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. 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).</p> <p>Further to the air quality impact assessment an Air Quality Compensation Strategy has been included within the application, detailing the proposed strategy to compensate for specific air quality impacts. This can be found in 'Air Quality Compensation Strategy' (Document Reference: 6.01.00).</p>
Stop the Wensum Link	The road if built will adversely impact on a heritage site and at least one public right of way.	<p>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, this 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.</p>
Stop the Wensum Link	The road if built will sever numerous hedgerows, the biodiversity impact of which has not been assessed, nor mitigation proposed.	<p>Potential impacts on biodiversity including those impacts of hedgerow removal have been considered in 'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00). An evidence-based approach to mitigation proposals has been proposed for the Proposed Scheme.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Stop the Wensum Link	The true impact of the road on the integrity of the River Wensum SAC is unclear due to the failure to provide an up-to-date condition report and the decision to defer disclosure of mitigation measures until the design stage of the process is reached.	<p>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.</p> <p>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' (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.</p>
Stop the Wensum Link	It will not solve local traffic problems as building more roads has been proven over and over to just create more traffic.	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 on the local road network, moving it onto the strategic network and increasing the safety of the road network through reduced incidents. The above is detailed within the 'Transport Assessment' (Document Reference: 4.01.00) .

Organisational Name	Specific Issues Identified	Applicant's Response
Stop the Wensum Link	<p>The road if built has two major impacts on meeting national and local climate change commitments. The first is the heavy carbon burden from embedded emissions in constructing the road. The second climate impact comes from vehicle exhaust emissions after opening.</p>	<p>The Proposed Scheme is an important component of wider transport infrastructure that is being delivered as part of the Transport for Norwich (TfN) Strategy and wider Norfolk County Council Local Transport Plan 4 (LTP4). The LTP4 Implementation Plan sets the target to achieve Net Zero carbon emissions from transport by 2050, in line with the government's Net Zero Strategy.</p> <p>The significance of the impact of the Proposed Scheme on greenhouse gas (GHG) emissions reported in 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.</p> <p>Chapter 15 of the 'Environmental Statement Chapter 15: Climate – Greenhouse Gases (Document Reference: 3.15.00)' shows that the Proposed Scheme would, on average, increase carbon dioxide equivalent emissions each year, over the 60-year appraisal period. Therefore, when assessed in isolation the Proposed Scheme shows a disbenefit in carbon terms (i.e., an increase), which at a local level would appear to run counter to the Council's Net Zero objectives, as any increase in emissions could be considered material if not offset by wider mitigation measures. Therefore, it is important to ensure the results of the assessment are appropriately contextualised against the wider strategic objectives of the Proposed Scheme and the baseline carbon dioxide equivalent emissions from transport for Norfolk in 2019 (which were 1,718,000 tonnes, as set out in the LTP4 Implementation Plan). The unavoidable emissions arising from the Proposed Scheme NWL scheme must be seen in this wider context of the other planned measures intended to support travel and reduce emissions in the County. The summary of the impacts of the proposed schemes and the balanced perspective on the justification for the scheme is captured within the 'Planning Statement' (Document Reference: 01.01.00).</p> <p>Norfolk County Council have already committed to demonstrating tangible action towards carbon reduction through LT4, Environmental Policy (2019) and the wider list of transport proposals and it has been successful in securing additional funding to advance decarbonisation in the area. To demonstrate the carbon credentials of the Proposed Scheme can be accommodated within local carbon targets, the results of the carbon assessment undertaken for the Proposed Scheme Environmental Statement will be integrated into the wider decarbonisation plan which is being developed to meet local carbon targets as outlined in the LTP 4.</p>
Stop the Wensum Link	<p>It will have huge negative and destructive impact on flora and fauna in the Valley.</p>	<p>The effects on Biodiversity have been assessed and identified within 'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00). An evidence-based approach to mitigation proposals has been proposed for the Proposed Scheme.'</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Stop the Wensum Link	It is fiscally irresponsible for the Council to continue this project.	The case for the project is set out in the Planning Statement 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.
Stop the Wensum Link	Lack of detail about public transport and active travel measures or impacts on PRoW.	<p>The Proposed Scheme includes a comprehensive Non-Motorised User network in the immediate vicinity of the Proposed Scheme. This will significantly extend the available Public Right of Way network and join up existing fragmented routes to make a more usable network that links communities, for example Honingham Restricted Byway 1 is not currently usable 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 adjacent to Marl Hill Road with a new crossing on A1067 leading towards the Marriott's Way National Cycle 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.</p> <p>The 'Sustainable Transport Strategy' (Document Reference: 4.02.00) includes a bus strategy which proposes a Western Arc service from Taverham/Drayton at its northern extent to NNUH/UEA at its southern extent. As a result of the work carried out by the Applicant promoting this with bus operators, this route is now already partially in place following the launch of a new bus service on part of the route by Konectbus in 2023. Route 512 runs up to every 60 minutes between Hellesdon and Norfolk and Norwich University Hospital offering those living in the north of the city, a more sustainable and affordable way to travel.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Stop the Wensum Link	Desmoulin Whorl snails - relocating and habitat creation elsewhere has failed in the past. This cannot be relied upon.	<p>The Applicant has completed a survey effort in support of the Proposed Scheme that is commensurate to the scale of the Proposed Scheme, and the survey data captured has, and will continue, to allow the Applicant to appropriately and considerately develop the necessary environmental information and assessment, inform the ecological and environmental mitigation associated with the Proposed Scheme, and drive thorough due consideration of the ecological requirements within the design development. This suite of surveys, in combination with compliance to industry guidance and best practice has informed the environmental mitigation proposals to ensure they are considered and effective as possible. 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' (Document Reference: 3.03.01). 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. Further information on the Desmoulin Whorl Snail can be found within the 'Habitat Regulations Assessment' (Document Reference: 4.03.00).</p>
Stop the Wensum Link	Object to the proposed NWL in its entirety.	The Applicant acknowledges Transport Action Network do not support the Proposed Scheme.

Organisational Name	Specific Issues Identified	Applicant's Response
Transport Action Network	The pre-application consultation proposals would lead to increased carbon emissions from its construction.	<p>The Proposed Scheme is an important component of wider transport infrastructure that is being delivered as part of the Transport for Norwich (TfN) Strategy and wider Norfolk County Council Local Transport Plan 4 (LTP4). The LTP4 Implementation Plan sets the target to achieve Net Zero carbon emissions from transport by 2050, in line with the government's Net Zero Strategy.</p> <p>The significance of the impact of the Proposed Scheme on greenhouse gas (GHG) emissions reported in 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.</p> <p>The 'Environmental Statement Chapter 15: Climate – Greenhouse Gases (Document Reference: 3.15.00)' shows that the Proposed Scheme would, on average, increase carbon dioxide equivalent emissions each year, over the 60-year appraisal period. Therefore, when assessed in isolation the Proposed Scheme shows a disbenefit in carbon terms (i.e., an increase), which at a local level would appear to run counter to the Council's Net Zero objectives, as any increase in emissions could be considered material if not offset by wider mitigation measures. Therefore, it is important to ensure the results of the assessment are appropriately contextualised against the wider strategic objectives of the Proposed Scheme and the baseline carbon dioxide equivalent emissions from transport for Norfolk in 2019 (which were 1,718,000 tonnes, as set out in the LTP4 Implementation Plan). The unavoidable emissions arising from the Proposed Scheme NWL scheme must be seen in this wider context of the other planned measures intended to support travel and reduce emissions in the County.</p> <p>The summary of the impacts of the Proposed Scheme and the balanced perspective on the justification for the scheme is captured within the 'Planning Statement' (Document Reference: 01.01.00).</p> <p>Norfolk County Council have already committed to demonstrating tangible action towards carbon reduction through LT4, Environmental Policy (2019) and the wider list of transport proposals and it has been successful in securing additional funding to advance decarbonisation in the area. To demonstrate the carbon credentials of the Proposed Scheme can be accommodated within local carbon targets, the results of the carbon assessment undertaken for the Proposed Scheme Environmental Statement will be integrated into the wider decarbonisation plan which is being developed to meet local carbon targets as outlined in the LTP 4.</p>
Transport Action Network	The pre-application consultation proposals will sever wildlife habitats and there is no guarantee the proposed mitigation will work.	<p>Potential impacts on habitat loss and fragmentation have been considered in the Environmental Statement. 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, as documented in 'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00).</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Transport Action Network	The pre-application consultation proposals will lead to an increase in air pollution from increased traffic. It will also lead to increased noise and light pollution in a sensitive rural landscape.	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).
Transport Action Network	The concrete and steel viaduct crossing the River Wensum Special Area of Conservation (SAC) is especially intrusive and unacceptable.	<p>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 minimising shading effects.</p> <p>The Proposed Scheme has been designed to consider the visual impact of the viaduct 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 different receptors, with varying levels of impact being reported.</p> <p>A key consideration in relation to the selection of the viaduct design was to minimise its visual impact in the landscape. The Applicant's development of the design of the viaduct is outlined in 'Environmental Statement Chapter 4: Reasonable Alternatives Considered, Appendix 4.5: Design Evolution Report' (Document Reference: 3.04.05).</p>
Transport Action Network	The pre-application consultation proposals would sever many country lanes and public rights of way, leading to long detours. The pre-application consultation proposals would make it less attractive to cycle and walk.	For cycle access specifically, a route crossing the River Wensum would not be directly aligned with many of the desire lines that are within easy walking and cycle distance of this route. There are new Non-Motorised User routes proposed, connecting and enhancing existing isolated sections of Public Rights of Way to create a more comprehensive network.

Organisational Name	Specific Issues Identified	Applicant's Response
Transport Action Network	The pre-application consultation proposals will cost around £300 million (although this is likely to rise). This is a huge sum of money that would be wasted during a time of escalating construction industry inflation, and a cost-of-living crisis with public services under increased pressure. The council should invest this money in projects that increase social benefits, cost less, and would increase public transport usage, cycling and walking, and will reduce carbon emissions and increase biodiversity.	<p>The anticipated cost of the Proposed Scheme is £273.9 million, and this includes allowances for inflation and risk.</p> <p>The Local Transport Plan (LTP) 4 Strategy which covers the period 2021-2037 and its Implementation Plan was adopted by the County Council in 2022. The LTP strategy includes improvements to the strategic transport connections with Policy 8 stating that "Our priority will be to improve major road and rail connections between larger places in the county, and to major ports, airports and cities in the rest of the UK." It identifies the NWL as being one of the priorities for enhancing strategic connections together with other priorities that include improvements to the major rail links to London and Cambridge, the A140 Long Stratton Bypass, the A10 West Winch Housing Access Road, and full dualling of the A47.</p> <p>The Transport for Norwich (TfN) strategy was adopted in December 2021. It replaced the previous Norwich Area Transportation Strategy, adopted in 2004, which set out a transportation strategy for the Norwich area. The TfN strategy forms part of a wider suite of documents setting out transport policy in Norfolk. The Norfolk Local Transport Plan (LTP4) covers transport policy across the whole of the county and the TfN strategy aligns with, and nests within this and provides the detail for the Norwich area.</p> <p>The delivery of the NWL and TfN will provide significant future transport improvements across Greater Norwich and provide a transport network that meets future demands in terms of both growth and sustainable travel options.</p>
Transport Action Network	No information about the cumulative impacts with other A47 proposals on bat populations and ancient woodland.	<p>The impacts of the Proposed Scheme, inclusive of those relating to the barbastelle bat colonies have been fully assessed and will be reported in the Environmental Statement. The avoidance, mitigation, compensation, and enhancement designs respond to impacts identified and will also be reported in the Environmental Statement. The mitigation and compensation designs are based on best practice guidelines and are informed by available scientific literature, designs are specific to this scheme. The designs have also been reviewed by independent bat experts, who are in agreement with the designs. As documented in 'Environmental Statement Chapter 11: Bats' (Document Reference: 3.11.00).</p> <p>The Proposed Scheme design involves no direct loss of ancient woodland. Potential impacts have been considered in the Environmental Statement. An evidence-based approach to mitigation proposals has been proposed for the Proposed Scheme.</p>
Transport Action Network	Does not support the route of the NWL.	The Applicant acknowledges that Visit Breckland do not support the Proposed Scheme.

Organisational Name	Specific Issues Identified	Applicant's Response
Visit Breckland	Opposes viaduct due to visual impact.	<p>The design of the Viaduct has been considered based on multiple factors including engineering requirements, ecological and environmental considerations, and well as key landscape considerations. The intent of the viaduct is to maintain as minimal a visual impact in the landscape as possible. 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).</p>
Visit Breckland	Opposes road going through Wensum Valley.	<p>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).</p> <p>Improving the B1535 to smooth out its sharp bends was also considered and included in our consultation on route options. While it was cheaper than the other new road options it was assessed as providing low value for money and was significantly less effective at taking traffic off local roads and out of communities. It was also the least popular of the all the options consulted on according to the responses received.</p>
Visit Breckland	Concerned about impact on archaeological sites in the area.	<p>The impact of the Proposed Scheme on heritage features such as archaeology and listed buildings is reported in Chapter 8 Cultural Heritage including mitigation measures. As documented in 'Environmental Statement Chapter 8: Cultural Heritage' (Document Reference: 3.08.00). Further, a detailed Archaeological Evaluation Report is included in 'Environmental Statement Chapter 8: Cultural Heritage, Appendix 8.3: Archaeological Evaluation Report (Oxford Archaeology 2022)' (Document Reference: 3.08.03).</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Visit Breckland	Mentioned several times that they were unable to locate the brochure, map and found the website hard to navigate to find the materials.	<p>The URL for the project webpages: Norfolk County Council Website, through which people could click directly through to access the 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).</p> <p>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.</p> <p>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.</p>
Visit Breckland	Disagrees with proposals to close Honingham Lane.	<p>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 those which would otherwise be severed.</p> <p>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.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Visit Breckland	Strongly disagree with a fully dualled orbital route around the city and the desecration of the Wensum Valley.	<p>A detailed Environmental Impact Assessment has been undertaken to thoroughly assess the environmental impacts of the Proposed Scheme, including the specific impacts to the Wensum Valley. 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.</p> <p>The overview of the Environmental Impact Assessment process is detailed within 'Environmental Statement Chapter 5: Approach to EIA' (Document Reference: 3.05.00).</p> <p>The Wensum viaduct has been designed to avoid impacts to the SSSI/SAC meaning the mitigation is 'in-built'. 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.</p> <p>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 is 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).</p> <p>Further, the route alignment was selected through an optioneering process to identify the best alignment. This considered multiple factors associated with the impacts associated with the scheme, as well as the objectives of the Proposed Scheme. The detail associated with this alignment process, as well as the assessment of alternatives is captured within 'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00).</p>
Wensum Valley Alliance	Believe the process so far within the Council has been undemocratic and the grounds for a challenge exist.	The Applicant disagrees with this assertion. The Proposed Scheme has been through multiple rounds of consultation and the planning decision will ultimately be made by the planning authority.
Wensum Valley Alliance	Believes the process has been unsound and needs short list of options to be reappraised, public consultation, and new preferred route selection.	The Applicant's process for developing the route of the Proposed Scheme is outlined in 'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00) , which sets out that the project has been through a comprehensive optioneering process.

Organisational Name	Specific Issues Identified	Applicant's Response
Wensum Valley Alliance	Request for extension to consultation period to allow consideration of the revised. Scoping Opinion which was published in September 2022.	<p>The County Planning Authority carried out consultation in relation to the Scoping Opinion in accordance with the Town and Country Planning (Environmental Impacts Assessment) Regulations 2017, which involved consulting with, amongst others, key statutory nature conservation bodies.</p> <p>The statutory consultation by the planning authority will provide interested parties with the opportunity to consider the planning application documents including the Environmental Statement and respond to the planning authority.</p>
Wensum Valley Alliance	Claims that new purpose of NWL is growth. The Greater Norwich Local Plan states growth targets that are not dependent on the NWL.	The Proposed Scheme will both address the existing issues in the road network as well as provide capacity to help support the delivery of the proposed economic development that is contained in the GNLP. The planned growth will logically increase existing pressure on the road network to the west of Norwich. The case for the project is set out in Chapter 3 (Needs and Benefits of the Proposed Scheme) of the Planning Statement that forms part of the planning application. See 'Planning Statement' (Document Reference: 01.01.00) .
Wensum Valley Alliance	Concerns relating to the environmental details and surveys being inadequate for previous consultations on route options, leading to the route selection being unsafe. Environmental Statements with comparative assessments against alternatives will be unsound.	<p>The process of considering Reasonable Alternatives is detailed within 'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 03.04.00).</p> <p>The Applicant's approach to optioneering has been informed by an evolving picture of the baseline as is common with all projects, and each decision has been informed by the proportionate level of information required for each stage.</p>
Wensum Valley Alliance	Contrary positions set out in the SOBC (which states that lack of strategic north/south road connectivity is a constraint to housing and economic growth in West Norwich and the NWL will enhance connectivity to key employment growth sites) and the Greater Norwich Local Plan state that no employment or housing is dependent on the NWL. This suggests growth ambitions will be unaffected whether NWL is built or not, as current growth areas are along the A11 and the NDR. No supporting evidence has been produced for job growth based on age profiles and places of residence of the Greater Norwich population which requires the NWL.	The Proposed Scheme has been assessed both for direct and indirect benefits, with economic growth assessments not necessarily linked to the immediate vicinity of the Proposed Scheme itself or the locally based labour supply. The Proposed Scheme is seen as a catalyst of wider economic growth, and its development will enable economic and job growth both during and in the post construction phases. The 'Planning Statement' (Document Reference: 1.01.00) submitted in support of the proposed Scheme provides full coverage of the transport, economic and social benefits brought about by the development. Please refer to Chapter 3 (Needs and Benefits of the Proposed Scheme) of the Planning Statement for full details.
Wensum Valley Alliance	No evidence is provided to indicate why growth in the north predicted as a result of the NDR is now also dependent on a NWL or whether the growth will be increased and if so by how much.	The Proposed Scheme is not related to dependant development. However more balanced patterns of traffic may be possible with the Proposed Scheme in place as it opens up opportunities for orbital movement around Norwich to the west as well as the east and alleviates future pressure on A47 southern bypass east of A11 by redistributing traffic to the A1270.

Organisational Name	Specific Issues Identified	Applicant's Response
Wensum Valley Alliance	Road infrastructure is important to the economy for the logistics of moving goods but there is no explanation as to how industry will benefit from adding the NWL to the road system.	<p>The Proposed Scheme will offer benefits to business and industry, some examples of this are Norwich University Hospital (NNUH) which is a key employment site and trip attractor from across Norfolk and the wider region with a significant number of staff based at the main campus at the western edge of Norwich urban, the NWL would support access to this area through its improvement to the strategic road network. Further, the University of East Anglia (UEA) located at the western fringe of the city plays an important role for employment and education, with about 17,000 students and 3,700 staff based at the campus. The site is co-located with NNUH and Norwich Research Park (NRP). In addition to UEA, NRP has over 115 companies based at the site, with around 30,000 jobs provided in this area at the west of the city, it is a major trip attractor which would substantially benefit from improved accessibility as a result of the Proposed Scheme.</p> <p>Additionally, nearby at Easton, a Local Development Order was granted for a new Food Enterprise Zone (FEZ) where up to 50,000sqm development is permitted on a site totalling 19 Hectares adjacent to Blind Lane within 300m of the A47. This site will benefit from enhanced strategic access once the Proposed Scheme is in place. Other specific examples of how the proposed scheme benefits business and industry can be found in Chapter 4 of the Transport Assessment (Document Reference: 4.01.00).</p>
Wensum Valley Alliance	The Addendum to the OBC requires wholesale reassessment of previous conclusions and of the other options previously discounted.	<p>The Applicant understands that this comment relates to the alignment refinement exercise that was undertaken and how it was assessed against the original 82 routes options. The alignment of the route of the Proposed Scheme was refined in 2022 to take account of evidence gathered through bat surveys in 2021.</p> <p>Optioneering of refined alignments of the preferred route was undertaken and reported to Norfolk County Council's Cabinet in July 2022. At the same Cabinet meeting delegated authority was sought to submit an Addendum to the OBC, which took account of the alignment refinement. In light of the refinement of Option C a reassessment of options considered in 2019 was undertaken to establish if the 2019 conclusions remained the same.</p> <p>This is documented in 'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00) and the conclusion was that on balance the refined Option C was still considered to present the better alignment option overall.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Wensum Valley Alliance	Construction emissions from building the road make an immediate material impact on whether both Norfolk and the UK can meet the 4th carbon budget. Appropriate assessments on how the road impacts NCC's LTP4 commitments have not been made.	<p>'Environmental Statement Chapter 15: Climate - Greenhouse Gases (GHG) (Document Reference: 3.15.00) from the assesses the significance of the impact of the Proposed Scheme on greenhouse gas (GHG) emissions and reports the potential effects arising from the Proposed Scheme upon GHG emissions and the climate. The assessment was undertaken in line with the appropriate methodologies and guidance available at the time of writing.</p> <p>The estimated GHG emissions arising from the Proposed Scheme have been compared with UK carbon budgets and the associated reduction targets. Estimated GHG emissions have also 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.</p> <p>The UK Government's commitment to new Net Zero carbon targets for 2050 is not a moratorium on the development of new roads or the improvement of existing roads. The net zero target includes the provision for emissions to increase, as long as there is a commensurate decrease, at national scale. Although the Proposed Scheme is expected to result in an increase in emissions it is not possible to deduce that the Proposed Scheme will stop the UK Government or Norfolk County Council from meeting their targets.</p>
Wensum Valley Alliance	The Council is not meeting its duty under the Natural Environment and Rural Communities Act 2006 and Habitats Directive to protect and enhance, with no definitive proposals which are guaranteed to improve the environment for the barbastelle bats.	<p>The Applicant disagrees with this assertion and notes that these duties apply in different ways to NCC as promoter compared to decision maker.</p> <p>The Planning Statement considers the NERC and HRA Regulation 9 duties from the former position, noting that given the conclusions of the Environmental Statement and Biodiversity Net Gain (leading to enhancement) and the 'Habitat Regulations Assessment (HRA) (Document Reference: 4.03.00), the Applicant has met its duty in promoting the Proposed Scheme.</p>
Wensum Valley Alliance	Due to changing predictions in traffic impacts, cannot say that it will have a definitive impact on rat running.	Modelling evidence used to inform the 'Transport Assessment' (Document Reference: 4.01.00) is based on the most up to date TAG guidance published by DfT. The strategic modelling shows there are significant reductions predicted on routes through Weston Longville, Ringland and Costessey as well as B1535 and other routes further west between A1067 and A47 with the Proposed Scheme in place in comparison with the Do Minimum future baseline scenario.
Wensum Valley Alliance	Strongly disagrees to the survey questions and the presentation of the questions to gain support for the project on principle as being part of a scheme to which the respondent continues to object as environmentally destructive, without invitation for an 'open response'.	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.

Organisational Name	Specific Issues Identified	Applicant's Response
Wensum Valley Alliance	Disappointed in the lack of details despite costs accrued so far, and the increase in costs. Feels there has been a lack of explanation for the increase in budget and whether this was due to preconceived decisions.	<p>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.</p> <p>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 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).</p> <p>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.</p> <p>The Applicant has provided updates on the costs accrued and forecast budget for the Proposed Scheme in publicly available reports to Norfolk County Council's Cabinet. The most recent reports have been to the Cabinet meetings of 4 December 2023.</p>
Wensum Valley Alliance	Argues that the format of the questions (strongly disagree to strongly agree) does not allow for nuance and is not a good basis for assessing the robustness of 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.
Wensum Valley Alliance	The public has not been able to agree or disagree to the principle of the NWL or a preferred option against full environmental information.	<p>Reasonable Alternatives have been considered and are detailed within 'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 03.04.00). The Environmental Statement Chapter provides details on the optioneering process and justifications for the preferred option, based on Environmental, Engineering and Economic factors.</p> <p>The statutory public consultation by the planning authority will provide interested parties with the opportunity to consider the planning application documents including the Environmental Statement and respond to the planning authority.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Wensum Valley Alliance	NCC have ignored that the preliminary consultation in 2018 was asking about a problem that had already been solved (traffic in villages) through agreement to upgrade the B1535 in 2007. This was only partly completed in 2015 due to 'financial constraints'. Discounting completing the upgrade of the B1535 in favour of a dual carriage way was subjective.	<p>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 Proposed Scheme objects outlined in 'Planning Statement Chapter 3' (Document Reference: 1.01.00).</p> <p>As described in '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.</p>
Wensum Valley Alliance	OAR sifting process was closed – public were not consulted. This provides no basis for support or preference for the options presented in 2018/19.	'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00) provides information on the sifting process used to identify the route options which were taken forward for public consultation in 2018/2019. It also explains how this consultation, together with other factors, informed the identification of the preferred route for the Proposed Scheme.
Wensum Valley Alliance	Argues that HGV traffic is very small percentage of traffic and will still use B1535 anyway as it is the most direct route to Lenwade.	<p>The B1535 will be reclassified once the Proposed Scheme opens. An HGV access only restriction to maximise the uptake of opportunities for HGVs to use the Proposed Scheme is intended for this route but a phased approach to implementing this will be adopted.</p> <p>The Applicant proposes to take a monitor and manage approach to the introduction of this restriction. 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 an HGV access only restriction on the B1535. 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.</p>
Wensum Valley Alliance	Preference for a combination of a number of non-highway options as a solution to the original traffic concerns.	'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00) demonstrates why a new dual carriageway in the west of Norwich would best meet the Proposed Scheme objectives and therefore offers the most effective solution to the problems identified in the west of Norwich, rather than other non-highways options which were considered at an earlier stage of the project.

Organisational Name	Specific Issues Identified	Applicant's Response
Wensum Valley Alliance	Doc NCC/NWL/ARAR/001: Alignment Refinement Appraisal Report, 4 July 2022 with 7 options to reduce impact on bats - not publicly consulted on or the need for wider reviews.	The route alignment was selected through an optioneering process to identify the best alignment as noted in that report, with the conclusion reported to Cabinet. Since then, the Applicant has undertaken a comparison of that refined option against the options previously discounted in 2019 and the preferred option continues to perform best based on the same factors considered in 2019.
Wensum Valley Alliance	Alternative option set out in NCCT41793-03-C-18 still passes through barbastelle bat foraging area. No attempt has been made to find out whether one of the other discounted options will cause no or minimal harm/disturbance to the barbastelle Population.	The route alignment was selected through an optioneering process to identify the best alignment. Bats were a key factor in this.
Wensum Valley Alliance	Asserts that a preferred route was selected in 2019 without the appropriate environmental surveys being undertaken. 2021 studies by non-NCC scientists (e.g. Dr Packman) showed bats in areas not identified by the 2019 and 2020 studies, but the selection of a preferred route was not halted.	<p>Bat surveys undertaken have been extensive and robust; in addition, methodologies applied have been derived through consultation with Natural England. The 2022 and 2023 optioneering exercises considered the latest bat data at time for the preferred route.</p> <p>Multiple engagements have taken place with Dr Packman and the NWT team to explore and understand the data outputted from the research. Where this data was within the public domain, the information has been included within the impact assessment.</p> <p>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.</p>
Wensum Valley Alliance	The activity of bats in the area impacted by the route is larger than NCC acknowledges and may be designated as an SSSI/SAC. NCC does not seem to deem this information as relevant, and we sent a letter to the Head of Paid Service in 2021 outlining this position. We received no response.	The bat survey effort in support of the Proposed Scheme is commensurate to the scale of the Proposed Scheme and included survey extents beyond the Proposed Scheme boundaries to enable an assessment of impacts upon the local population. Natural England was consulted in relation to the survey methods and extents. The data captured informs the assessment of the effects of the Proposed Scheme upon bat species captured in the Environmental Statement. No SSSI or SAC designation applies to the bat population in this area.
Wensum Valley Alliance	Does not fulfil the legal requirements of the Habitats Regulation to avoid damage to habitats as alternatives routes have not been considered. The scheme is unlikely to be given a pass due to overriding public interest, as it does not aid the Greater Norwich Local Plan.	The ' Habitat Regulations Assessment (HRA) ' (Document Reference: 4.03.00) submitted with the planning application concludes that there are no adverse effects to integrity to any Natura 2000 site (noting there are no designations for bats in the study area). As such, the consideration of alternatives is not required for HRA purposes. Even if that were not the case, the Applicant notes that alternative routes have been considered through a wide-ranging optioneering process.
Wensum Valley Alliance	The claim to provide job growth and economic growth is unsubstantiated and does not account for labour supply. Population statistics suggest that growth ambitions are unrealistic. This has not been properly communicated through the consultation.	The Proposed Scheme has been assessed both for direct and indirect benefits, with economic growth assessments not necessarily linked to the immediate vicinity of the Proposed Scheme itself or the locally based labour supply. The Proposed Scheme is seen as a catalyst of wider economic growth, and its development will enable economic and job growth both during and in the post construction phases.

Organisational Name	Specific Issues Identified	Applicant's Response
Wensum Valley Alliance	OBC and Addendum Benefit cost ratio must be reassessed as based on DfT and National Highways processes that give roads a biased and unrealistic financial benefit.	The OBC was developed in accordance with the applicable guidance at the time. The OBC was approved by DfT in October 2023. The final decision will be made by DfT if planning permission and the statutory orders are granted, when the FBC is submitted for approval.
Wensum Valley Alliance	No evidence that the road will reduce the need for traffic to enter the city – unsubstantiated claim.	The Proposed Scheme would provide a new A Road standard route which offers a suitable alternative to the Outer Ring Road A140 (Sweet Briar Road) and the Inner Ring Road (both of which fall within the Norwich City Boundary). This would particularly benefit traffic with origins west of the city and destinations north and east of the city. In the opening year, the strategic modelling results indicate that a reduction in traffic of around 11% is expected on A1074 Dereham Road which forms the main route towards the city centre from the west of Norwich. Further details of traffic changes as a result of the Proposed Scheme are included within the 'Transport Assessment' (Document Reference: 4.01.00) .
Wensum Valley Alliance	What is the evidence that time savings on commuting journeys have a monetised financial benefit to the local economy, how can the monetised value from an unrealistic assessment of carbon emission reductions over 60 years form part of the calculation if the country is committed to be net zero for transport after 25 years? Why are the emissions from construction not monetised and included on the cost side of the BCR equation when they are significant and occurring in the near future, meaning that adjustment to the base year will be only marginally discounted?	<p>The Outline Business Case (OBC) and the subsequent OBC addendum set out the economic benefits of the Proposed Scheme and appraised its resulting Value for Money (VfM), which was just into the 'high' category. Although detailed Benefit Cost Ratio (BCR) calculations have not been rerun on the revised budget, previous analysis indicates that the VfM would be likely to drop into the higher end of the Medium category. This would indicate a BCR of 1.5 to 2.0 and therefore for every £1 spent the scheme would expect monetised benefits of between £1.50 and £2.</p> <p>The assessment of the carbon emissions as a consequence of the introduction of the Proposed Scheme has followed Government guidance which sets how to assess the carbon emissions of a scheme i.e., assessment over a 60-year period.</p> <p>A Construction Environmental Management Plan provides information on measures to manage the impact of construction on the environment. An Outline CEMP will be submitted with the planning application as a framework document explaining the key principles. This will sit alongside a Construction Traffic Management Plan which will provide information on measures to manage and mitigate the traffic and transport impacts of construction traffic. A detailed Construction Traffic Management Plan will be produced in due course and a monetised assessment of the traffic impacts will be undertaken.</p>
Wensum Valley Alliance	Claims of public transport without details do not allow the public to assess the potential benefits of the scheme.	The 'Sustainable Transport Strategy' (Document Reference: 4.02.00) includes a bus strategy which proposes a Western Arc service from Taverham/Drayton at its northern extent to NNUH/UEA at its southern extent. As a result of the work carried out by the Applicant promoting this with bus operators, this route is now already partially in place following the launch of a new bus service on part of the route by Konectbus in 2023. Route 512 runs up to every 60 minutes between Hellesdon and Norfolk and Norwich University Hospital offering those living in the north of the city, a more sustainable and affordable way to travel. Additional earlier morning and evening buses for staff and visitors to the Hospital have also subsequently been introduced.

Organisational Name	Specific Issues Identified	Applicant's Response
Wensum Valley Alliance	The benefit of reduced traffic only applies to those travelling from the A47 to the Airport as other routes to the North of the City from the A11 and A140 already travel via the Southern Bypass and NDR to access the Northeast of the Norwich urban area and will continue to do so.	<p>The Proposed Scheme would provide a new A Road standard route which offers a suitable alternative to the Outer Ring Road A140 (Sweet Briar Road) and the Inner Ring Road (both of which fall within the Norwich City Boundary). This would particularly benefit traffic with origins west of the city and destinations north and east of the city.</p> <p>Whilst there is a route available via southern bypass and A1270 east of the city, it is less direct than via the Proposed Scheme. There are also new opportunities for orbital movement in a counter-clockwise direction when coupled with the A47 improvements proposed by National Highways. Overall additional capacity is predicted to be created across Norwich as a result of the Proposed Scheme and relief to minor roads will also make them more attractive for walking and cycling. Further details of traffic changes as a result of the Proposed Scheme are included within the 'Transport Assessment' (Document Reference: 4.01.00).</p>
Wensum Valley Alliance	Footpath from the A1067 under the viaduct and on towards Ringland are not shown on visualisations or fly through.	The Proposed Scheme's NMU (Non-Motorised User) Provision includes a new shared surface footway/cycleway route from A1067 to Morton Lane adjacent to Marl Hill Road with onward connection to Ringland Lane. Ringland Lane passes under the viaduct and there are sections of public footpaths proposed to be dedicated over the Proposed Scheme maintenance tracks adjacent to and passing under the viaduct on the south side of the River Wensum. These connect to Ringland Lane. These maintenance tracks are shown in the fly-through video published at the time of public consultation in 2022. There is also an existing public footpath known as Ringland Footpath 1 which will remain in-situ. This passes under the viaduct but is not evident on the video as it is not a metalled path.

Organisational Name	Specific Issues Identified	Applicant's Response
Wensum Valley Alliance	'Cycle friendly improvements' are too vague and do not go anywhere useful e.g. connecting to shops. What does this mean? Are any physical interventions anticipated or is the statement relying on a reduction of traffic as being the cycle friendly solution?	<p>The Complementary Sustainable Transport Measures selected for inclusion in the Sustainable Transport Strategy have been developed with input from various representative user groups including Norfolk Local Access forum and keen cyclists from the Wensum Valley Cycling club amongst others. The rationale and shortlisting of these measures can be found in the 'Sustainable Transport Strategy (STS)' (Document Reference: 4.02.00).</p> <p>The Cycle Friendly Routes were selected to connect communities and facilities as well as providing an integrated network that is designed to link with the proposals being brought forward by National Highways as part of their North Tuddenham to Easton dualling scheme. A long list was developed and consulted on in the Local Access Consultation 2020 and then a prioritisation process was carried out based on a multi-criteria assessment. Options which were shown to offer best value for money were selected for inclusion in the STS.</p> <p>The specific measures will be worked up in more detail and would be achieved within the available extents of public highway. The types of measures would be limited to works that can be achieved within the existing highway boundary, such as priority for cycles at junctions and pinch points, branding of routes and signage to increase driver awareness of cyclists, speed management features, public realm enhancements, advisory cycle lanes, logo markings and gateway features. The intention is to deliver these measures once the Proposed Scheme is in place as traffic will be reduced on the surrounding network of minor rural roads. This reduction in traffic is also expected to make the routes more conducive to cycling.</p>
Wensum Valley Alliance	A potential flood compensation area is shown in the triangular area adjacent Rose Carr which appears to ignore the contours on the OS publications showing this to be at 10m datum at the edge of the existing flood plain rising to circa 17m at the back edge of Rose Carr. This lower level is also required for a new service trackway to the pond on the other side of the viaduct also indicating a change of levels. How does this impact the woods at Rose Carr?	<p>It is reflective of floodplain compensation requirements that the design lowers areas that are not currently in the floodplain-to-floodplain levels. This detail is captured within the 'Drainage Strategy' (Document Reference: 4.04.00) and assessed within 'Environmental Statement Chapter 12: Road Drainage and the Water Environment, Appendix 2: Flood Risk Assessment' (Document Reference: 3.12.02).</p> <p>The Flood Compensation Area (FCA) referred to is considered to be a sufficient distance from the edge of Rose Carr woodland that the levels considerations attributed to its construction are deemed to have no impact on the woodland. In addition, the FCA and service track have been designed in accordance with DMRB and have taken into consideration the existing ground levels. Details associated with the levels of the Proposed Scheme can be found in 'Cross Section Plans' (Document Reference: 2.04.00) and 'Long Sections Plans' (Document Reference: 2.05.00).</p>
Wensum Valley Alliance	Road levels, and therefore the levels of cut and fill, are unclear and more information needs to be provided.	The details associated with the material balance of the Proposed Scheme are assessed within 'Environmental Statement Chapter 14: Materials & Waste' (Document Reference: 3.14.00) .

Organisational Name	Specific Issues Identified	Applicant's Response
Wensum Valley Alliance	Bat bridges are unproven and not enough detail is provided. If a green bridge is required in the northern section of the route, it should be of a width equal to that of the woodland removed to preserve the continuity of the landscape. There is no reference to the additional woodland clearance for the permanent maintenance access track and whether this second gap in the tree canopy will form part of the green bridge in this location by an increased length.	<p>An evidence-based approach to mitigation proposals has been proposed, informed by industry best practice and designed by a team including nationally recognised bat specialists. The effects of the Proposed Scheme upon bat species have been assessed in the 'Environmental Statement Chapter 11: Bats' (Document Reference: 3.11.00). This includes the impacts and subsequent effectiveness of mitigation measures including green bridges.</p> <p>A great deal of consideration has gone into defining the green bridge proposals, 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. 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). 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.</p>
Wensum Valley Alliance	Middle section cut does not show how the protection zone of trees can be respected.	A tree survey has been undertaken and a Tree Constraints Plan with root protection areas is shown in 'Environmental Statement Chapter 10: Biodiversity, Appendix 10.35: Arboricultural Impact Assessment' (Document reference 3.10.35) . The OCEMP requires the Applicant's Contractor to comply with the Arboricultural Method Statement which requires tree protection zones to be imposed.
Wensum Valley Alliance	Viaduct has no architectural or aesthetic merit.	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. Further, it is intended that the viaduct does not detract from the beauty of the landscape in which it is situated by dominating visually in decorative form or colour, informing a prioritisation of a solution that minimises visual impact. Reducing the depth of horizontal line is important in the drive towards a visually minimal intervention to provide a structure threaded through the landscape rather one than imposed upon it. The shallow and flat nature of the Wensum Valley informed a preference for shallow construction forms and constant depth to avoid being overbearing visually in the landscape.
Wensum Valley Alliance	Single deck viaduct is not what was anticipated and causes significant noise, if similar to the Whitlingham viaduct.	Anticipated noise impacts associated with the Proposed Scheme have been detailed and assessed in the Environmental Statement. The environmental barrier along the viaduct will help to reduce road traffic noise levels. Details can be found in 'Environmental Statement Chapter 7: Noise and Vibration' (Document Reference: 3.07.00) . The Whitlingham viaduct does not have a similar environmental barrier.

Organisational Name	Specific Issues Identified	Applicant's Response
Wensum Valley Alliance	It is of great concern that the EID states that shade tolerant species would colonise areas caused by the viaduct. No ecological impact of this has been provided.	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 Environmental Statement and 'Habitat Regulations Assessment (HRA)' (Document Reference: 4.03.00) specifically consider impacts arising from shading and conclude that they do not lead to adverse effects on integrity or significant effects to the Wensum.
Wensum Valley Alliance	Noting that the single width carriageway deck solution was suggested by Environment Agency as a possible alternative solution which appears to have been adopted, it is assumed that the comparisons were submitted and approved by the EA before being offered in this consultation, suggesting that the height of the viaduct must already be established. Why have the height and road contours not been given?	The Applicant is having regular discussions with the Environment Agency who will make comment on the design at the Planning Application Stage. More detailed design has been undertaken since the consultation and has been provided in the Planning Application documents. The height of the viaduct over the floodplain is variable. Over the river Wensum the clearance between the ground level and the underside of the viaduct girders is approximately 10.5 metres. Since the carriageway has a longitudinal slope of 0.5% from north to south, the finished road level varies also, this range is approximately between 22.5m AOD at the north abutment, and 20m AOD at the south abutment.
Wensum Valley Alliance	The consultation brochure shows 9 columns and the fly-through video shows 8 columns. Which is it?	The fly-through video was based on an older design with the visualisation in the consultation brochure showing the correct number of 9 columns.
Wensum Valley Alliance	The designation of existing, revised, and new public rights of way collectively labelled in the consultation as "Future Public Rights of Way" is misleading. There should be a distinction between the three categories.	The consultation brochure shows 'Future public rights of way, including existing routes', and 'Existing public right of way to be closed'. These two definitions were used to clearly indicate any proposed changes to the public rights of way.
Wensum Valley Alliance	Attempts have been made to estimate the cutting and height of the viaduct, but they are only assumptions and guesses (see 12.22- 12.26) What are the correct values? If the height is not what has been previously stated, has the impact of shading been assessed for the proposed height?	<p>More detailed design has been undertaken since the consultation and has been provided in the Planning Application documents. The height of the viaduct over the floodplain is variable. Over the river Wensum the clearance between the ground level and the underside of the viaduct girders is approximately 10.5 metres. Since the carriageway has a longitudinal slope of 0.5% from north to south, the finished road level varies also, this range is approximately between 22.5m AOD at the north abutment, and 20m AOD at the south abutment.</p> <p>The impact of shading has been assessed for the proposed height. The Environmental Statement and 'Habitat Regulations Assessment (HRA)' (Document Reference: 4.03.00) specifically consider impacts arising from shading and conclude that they do not lead to adverse effects on integrity or significant effects to the Wensum.</p>
Wensum Valley Alliance	Further clarification and details needed about the environmental barrier as the flythrough and description do not match. Why has the height reduced from 3m to 1.5m?	There is no reference to the height of the barrier in the fly-through video or the consultation brochure. More detailed design has been undertaken since the consultation and has been provided in the Planning Application documents. 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.
Wensum Valley Alliance	Weathered steel is susceptible to salted run-off from roads and presumably the design has considered this with a positive disposal system for the whole length of the viaduct. There are no details given in the consultation.	The bridge will incorporate a positive drainage system along its length in the form of a carrier pipe hanging from the underside of the structure. In addition, careful steelwork detailing will ensure controlled run-off from weathering steel surfaces in order to minimise any staining to the substructure.

Organisational Name	Specific Issues Identified	Applicant's Response
Wensum Valley Alliance	The viaduct is likely to be the lowest datum of the whole road length (as indicated from the OSR Option C section) but there are no drainage settlement lagoons shown to accommodate this considerable discharge volume at this lower level on to the flood plain. Details are required to enable an informed comment. Concerned about impact of run off on integrity of River Wensum SAC.	The drainage design is set out in the Flood Risk Assessment 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 Road Drainage and Water Environment Chapter of the Environmental Statement. 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.
Wensum Valley Alliance	The cross-section of the southern section shows the extent of re-profiling with the overall width 4 times that of the road. To what purpose? Have appropriate environmental surveys been done to establish existing habitats effected?	The cross-section re-profiling includes environmental bunds which will widen the highway corridor. They are designed to mitigate visual and noise effects and to be integrated into the landscape. Potential impacts on habitat loss and fragmentation have been considered in the Environmental Statement as documented in 'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.01) – this considers all works in the Red Line Boundary.
Wensum Valley Alliance	The consultation is premature and makes assumptions on the ES outcome for aspects such as the viaduct without either the revised Scoping Opinion from the Planners or the ES.	<p>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. 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 at a number of local venues, and this was referenced in the consultation brochure. As documented in 'Pre-Application Consultation Report' (Document Reference: 5.01.01).</p> <p>Once the planning application has been submitted, a further statutory consultation will be carried out by the planning authority, so people will have another chance to provide comments on the proposals when more detail will be available, including considering the Environmental Statement.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Wensum Valley Alliance	<p>The draft Addendum to the OBC notes that the carbon associated with the construction is approximately 100,000tCO_{2e}20. The OBC noted that reductions amounting to 457,000tCO_{2e} from traffic in the study area would result over a 60-year period by constructing the NWL. It is assumed that this has been simplistically interpreted as an overall reduction (475,000 – 100,000 = 375,000)tCO_{2e} without consideration of other aspects.</p>	<p>The Proposed Scheme is an important component of wider transport infrastructure that is being delivered as part of the Transport for Norwich (TfN) Strategy and wider Norfolk County Council Local Transport Plan 4 (LTP4). The LTP4 Implementation Plan sets the target to achieve Net Zero carbon emissions from transport by 2050, in line with the government's Net Zero Strategy.</p> <p>The significance of the impact of the Proposed Scheme on greenhouse gas (GHG) emissions reported in 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.</p> <p>The document 'Environmental Statement Chapter 15: Climate – Greenhouse Gases (Document Reference: 3.15.00)' shows that the Proposed Scheme would, on average, increase carbon dioxide equivalent emissions each year, over the 60-year appraisal period. Therefore, when assessed in isolation the Proposed Scheme shows a disbenefit in carbon terms (i.e., an increase), which at a local level would appear to run counter to the Council's Net Zero objectives, as any increase in emissions could be considered material if not offset by wider mitigation measures. Therefore, it is important to ensure the results of the assessment are appropriately contextualised against the wider strategic objectives of the Proposed Scheme and the baseline carbon dioxide equivalent emissions from transport for Norfolk in 2019 (which were 1,718,000 tonnes, as set out in the LTP4 Implementation Plan). The unavoidable emissions arising from the Proposed Scheme NWL scheme must be seen in this wider context of the other planned measures intended to support travel and reduce emissions in the County.</p> <p>Norfolk County Council have already committed to demonstrating tangible action towards carbon reduction through LT4, Environmental Policy (2019) and the wider list of transport proposals and it has been successful in securing additional funding to advance decarbonisation in the area. To demonstrate the carbon credentials of the Proposed Scheme can be accommodated within local carbon targets, the results of the carbon assessment undertaken for the Proposed Scheme Environmental Statement will be integrated into the wider decarbonisation plan which is being developed to meet local carbon targets as outlined in the LTP 4.</p>
Wensum Valley Alliance	<p>The OBC transport modelling as used in the GHG Workbook does not take into account either the cessation of tail pipe emissions after 2050 or the changes in transport which are necessary between now and 2050 to reach the net zero carbon legislated deadline.</p>	<p>'Environmental Statement Chapter 15: Climate – Greenhouse Gases (Document Reference: 3.15.00) discusses the end-user vehicle emissions.</p> <p>End-user vehicle emissions were calculated in accordance with the Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3, Part 14 Climate: LA114. Emissions were quantified using WebTAG data from the Department for Transport. This took into account the proportions of the vehicle types, fuel type, forecast fuel consumption parameters and emission factors. From this, emissions were quantified for each year over the lifetime of the Proposed Scheme (up to 2088).</p>

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Wensum Valley Alliance	<p>Currently accepted official transport formulae (and emissions factor libraries e.g. the emissions factors toolkits) assume a degree of carbon emissions are applicable for electric vehicles (EVs) as the production of some of the source electricity to power them still use fossil fuels despite there being no tail end emissions associated with EVs. In October 2021, the Department for Business, Energy and Industrial Strategy (BEIS) brought forward the commitment date to decarbonise the electricity supply in UK to 2035 but DfT has yet to update the formulae. The fact that an accepted methodology is out of date means that the calculations are unreliable.</p> <p>If all vehicles are intended to be EVs by 2050 there is no need to consider comparative emissions from alternative proposals with no tail end emissions. After 2050 this becomes irrelevant. Also see points 17.14-17.22.</p> <p>The Addendum figures have been calculated using an "alternative transport modelling methodology" in response discussions with the DfT. The 456,434tCO₂e reduction is still quoted in the Addendum as the upper end of a range but no explanation has been given how two different models can apply, particularly when the Council has been asked to provide the second calculation by the DfT.</p>	<p>The Addendum figures referred to relate to the Outline Business Case which does not form part of the planning application. 'Environmental Statement Chapter 15: Climate – Greenhouse Gases (Document Reference: 3.15.00) discusses the end-user vehicle emissions and assesses the significance of the impact of the Proposed Scheme on GHG emissions and reports the potential effects arising from the Proposed Scheme upon GHG emissions and the climate. The assessment was undertaken in line with the appropriate methodologies and guidance available at the time of writing (including IEMA guidance from 2022, Assessing Greenhouse Gas Emissions and Evaluating their Significance 2nd Edition).</p> <p>End-user vehicle emissions were calculated in accordance with the Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3, Part 14 Climate: LA114. Emissions were quantified using WebTAG data from the Department for Transport. This took into account the proportions of the vehicle types, fuel type, forecast fuel consumption parameters and emission factors. From this, emissions were quantified for each year over the lifetime of the Proposed Scheme (up to 2088).</p>
Wensum Valley Alliance	The June 2022 Environmental Impact Report (EIR) notes that viewpoint locations were agreed in 2020 for the Landscape Visual Impact Assessment (LVIA) but no details of before and after at these locations are presented in the consultation.	The viewpoints reported in the EIR were agreed for the purpose of undertaking an assessment of the Landscape & Visual Impact of the Proposed Scheme. The detailed impact assessment is included within 'Environmental Statement Chapter 9: Landscape and Visual' (Document Reference: 3.09.00) .
Wensum Valley Alliance	The consultation and EIR contradict each other on the visual impact of the viaduct. Viaduct will have a severe (large adverse) environmental impact not moderate adverse.	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) .
Wensum Valley Alliance	Confirmation is required of how and where the compensation replacement areas of woodlands are to be implemented with the 1:3 ratio, noting the loss of 11.1ha.	A detailed impact assessment outlining the impacts of the Proposed Scheme on areas of woodland are reported-in 'Environmental Statement Chapter 10: Biodiversity, Appendix 35 Arboricultural Impact Assessment' (Document Reference: 3.10.35) . Also included in this document is the detail surrounding the mitigation proposed, including woodland planting, and replacement ratios aligned to Natural England Standing Advice.

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Wensum Valley Alliance	<p>Although a 15m buffer is the minimum distance for root protection of ancient woodlands as government guidance (which happens to be distance of Primrose Grove ancient woodland from the road)), it also recommends that if there are ancient or veteran trees on the boundary of the woodland the buffer should be at least 15 times larger than the diameter any tree. There is no evidence that this has been assessed. The buffer should be at least 100m for Primrose Grove where the bats are.</p>	<p>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).</p> <p>Also included in this document is the detail surrounding the mitigation proposed, including woodland planting, and replacement ratios aligned to Natural England Standing Advice, including that relating to the RPA for ancient and veteran trees. 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).</p>
Wensum Valley Alliance	<p>Mitigation and Enhancements: There seems to be an overlapping of the understanding of mitigation, compensation, and enhancement as these are all classified as mitigation in the table of key species.</p> <p>There are numerous differences in what is required and proposed for mitigation and compensation and the consultation deliberately minimises the extent of difficulties in protecting the key species.</p>	<p>The Biodiversity and Bats chapters of the Environmental Statement clearly sets out what and where designed mitigation measures, mitigation for protected species, compensation and Biodiversity Net Gain delivery are each proposed to take place.</p>
Wensum Valley Alliance	<p>There is only one underpass suitable for badgers along the route.</p>	<p>To improve connectivity for nocturnal wildlife in and across the Proposed Scheme, the design includes both green bridges and underpasses. Green bridge designs will be suitable for crossing of other species including badgers and deer. The Proposed Scheme includes five structures, (four green bridges and one underpass).</p>
Wensum Valley Alliance	<p>EIA says that there should be at least 100m between higher quality bat habitats and the road to reduce risk, but it is uncertain if this has been applied to existing and newly planted areas of woodland.</p>	<p>The outline bat mitigation strategy confirms that the majority of habitat compensation and enhancement, designed to mitigate effects upon bats, is set back from the road by at least 100m. More information is provided in 'Environmental Statement Chapter 11: Bats, Appendix 6: Outline Bat Mitigation Strategy' (Document Reference: 3.11.06).</p>
Wensum Valley Alliance	<p>Green bridges are utilitarian and ineffective, as on the NDR: As with the NDR, the green bridges will inflict a mass of angular concrete and steel into the landscaped verges, missing the opportunity to soften the edges and blend in with the natural environment.</p> <p>2015 research on behalf of Natural England shows green bridges should be at least 40-50m wide. The surveys note that all three bridges are required as part of the mitigation strategy for bats but does not mention whether they are required for or can encourage other animals to use them.</p>	<p>An evidence-based approach to mitigation proposals has been proposed, informed by industry best practice and designed by a team including nationally recognised bat specialists.</p> <p>The assessment of bats including barbastelle Bats has been fully considered in 'Environmental Statement Chapter 11: Bats' (Document Reference: 3.11). This includes the impacts and subsequent effectiveness of mitigation measures including green bridges.</p> <p>The location and design of the crossing locations have been led by survey data, and appropriate design guidance and scientific research. The width of the bridges takes in to account the surrounding habitat, with an aim to reduce habitat loss, as well as the designed use as a crossing point for bats. The green bridges maintain habitat connectivity in line with good practice guidance, for a range of animals not just bats, including deer and other mammals.</p>

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Wensum Valley Alliance	It is not possible to comment on the option to leave a central island between the two carriageways without a better understanding of how deep each carriageway will be cut into this hillside and how the 100m mitigation zone away from the road will be accommodated as the June 2022 EIR. Given the destruction to woodland caused by construction, depth of cutting and permanent protection to the root system of mature trees means that this is not a feasible solution.	The option to retain a central island was considered during design development however, green central reservations are not a specific component of the mitigation and compensation design. General arrangement plans for the scheme, as well as cross and long sections can be found in ' General Arrangement Plans ' (Document Reference: 2.03.00), ' Cross Section Plans ' (Document Reference: 2.04.00), and ' Long Section Plans ' (Document Reference: 2.05.00).
Wensum Valley Alliance	<p>Despite asking for an explanation of why the traffic figures keep changing and the factors used to calculate them, there has not been any explanation offered.</p> <p>Concern relating to traffic modelling inconsistencies (Inconsistencies with the figures in the pre-planning consultation document and the June 2022 environmental impact report), there is 43% difference in emissions between the original traffic modelling and the modelling in the June 2022 Environmental Impact Report. This does not reconcile with the vehicle kilometres being 1/1000th of the original model.</p>	<p>As noted in the Secretary of States decision letter (dated 12 August 2022) on the A47 North Tuddenham to Easton scheme it was stated that "<i>Although there is a 2019 model, it is noted this has not been approved for use by the DfT and as a result the 2015 NATS model remains the approved model and so was used in the Applicant's assessment. The Secretary of State notes that the Applicant's comparison of the 2015 and 2019 models demonstrated a good degree of consistency and that there were no other substantial changes in the intervening period unaccounted for.</i>"</p> <p>It is not unusual that traffic models are updated at different stages of a scheme assessment. The transport model has been produced in line with the Department for Transport (DfT) Transport Analysis Guidance (TAG). The DfT TAG set out how a transport model should be built starting from the collection of observed data through to traffic forecasting and reporting. All this information is reviewed by the DfT, and comments addressed. The observed data used to build the base year transport model was collected in 2019 and as such represents 2019 traffic conditions.</p> <p>The Outline Business Case (OBC) for the Proposed Scheme was approved by DfT in October 2023. The OBC documentation is based on the updated 2019 modelling. Therefore the 2019 modelling is considered to be approved by DfT and now supersedes the 2015 modelling. For the planning application, further changes have been made to the modelling to reflect the latest Tempro forecasting published by DfT and latest background growth assumptions on committed developments in the study area.</p>
Wensum Valley Alliance	How long will it be before carbon sequestration from the new plantings will balance that lost from the mature trees which will be sacrificed?	<p>Changes to carbon sequestration are described in Chapter 15, Climate (GHG) (Document reference 3.15.00). The chapter describes a net positive impact to carbon sequestration over the operational lifespan of the Proposed Scheme, in large part due to additional planting and soil improvement included as part of the Proposed Scheme.</p> <p>The assessment undertaken to calculate the impact on carbon sequestration did not allow for temporal data to be extracted. However, in both an arbitrary "linear" change, and when the data is reviewed with professional judgement, it would be reasonable to say that carbon sequestration is negatively impacted during construction of the Proposed Scheme, but due to planting and measures such as soil improvement included as part of the Proposed Scheme, the impact of construction works (inclusive of removed vegetation and mature trees) upon carbon sequestration will be compensated for after between 25 and 35 years.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Wensum Valley Alliance	Further details are required for positive drainage from the viaduct and how will this be discharged into the flood plain with measures to avoid pollution to the ground water feeding both the river Wensum and the water extraction protection zone.	<p>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.</p> <p>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.</p>
Wensum Valley Alliance	To date both NCC (for NWL) and NH (for A47NTE) have consistently ignored requests for a common traffic model for the two schemes to eliminate the discrepancies of traffic forecasts which then form the basis of carbon emissions calculations.	<p>The Applicant has undertaken regular and consistent engagement with National Highways to ensure common understanding, cooperation, and collaboration across the Proposed Scheme and the relevant A47 DCO schemes. The current Traffic Model for the Proposed Scheme includes the modelling associated with the A47 DCO schemes. Further, the Strategic Traffic Model for the Proposed Scheme was derived from an earlier version of the same model which informed the A47 DCO applications for North Tuddenham to Easton Dualling, North Burlingham to Blofield and Thickthorn improvements. The main difference is the proposed scheme model has been updated to reflect a 2019 base year following the opening of the A1270 Broadland Northway. This updated model was not available in a DfT approved form at the time of the National Highway DCO applications. However, the more recent 2019 version has used consistent coding for the NH A47 scheme components and forecasting has been aligned. The Proposed Scheme baseline forecasting in all scenarios also includes all three of the NH schemes. The 2019 version has been vetted by DfT as part of the OBC approval and is now considered to be the approved most recent version. Therefore both schemes have used the most recent approved version of the same model at the time of their respective applications. This approach accords with the DfT Transport Analysis Guidance (TAG).</p>
Wensum Valley Alliance	No information provided about how new footpaths will impact landowners.	<p>Engagement has been carried out with landowners throughout the design process which includes the locations of new and diverted non-motorised user facilities and access to private land.</p> <p>The 'Sustainable Transport Strategy' (Document Reference: 4.02.00) sets out the complementary measures that will be introduced to support walking and cycling.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Wensum Woodlanders Association	Strongly disagrees with proposals for the north section of the route as it will go through the heart of the largest known barbastelle bat colony	<p>The presence of the barbastelle colonies is included within the impact assessment for the Proposed Scheme. 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).</p> <p>A full suite of bat surveys has been undertaken between 2019 and 2023. 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 effort 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.</p>
Wensum Woodlanders Association	The road will also pass through the land of several landowners and cut in half our community of land ownership in Primrose Grove, nursery, and Rose Carr. No clear strategy for compensation has been made known to us.	Access to retained woodland will be from the maintenance access track for land to the north of the Proposed Scheme and from the existing access track for land to the south. Compensation for land acquired under CPO will be provided and negotiations are ongoing with affected landowners.
Wensum Woodlanders Association	Road will endanger the river and wildlife dependent upon it. The viaduct will create nitrogen pollution, affecting water quality, but also noise and light pollution.	<p>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.</p> <p>The clear environmental barrier on the viaduct has been designed to consider and balance a range of requirements including noise, visual, engineering and effectiveness. Technical assessment of the noise performance has been accompanied by a drive to minimise the visual impact of the barrier resulting in a 1.2m high transparent screen with a cranked top. Views out will be unencumbered by the screens.</p> <p>Operational noise modelling has been undertaken for the Proposed Scheme and details of this will be presented in the Environmental Statement Chapter 7: Noise and Vibration (Document Reference 3.07.00).</p>
Wensum Woodlanders Association	Disagree with the destruction, fragmentation and degradation of existing habitats such as established woodland, hedgerows, and meadows. These are needed to support a thriving and biodiverse wildlife population.	Potential impacts on habitat loss and fragmentation have been considered in the Environmental Statement and the loss of bat habitat in the form of roosting, foraging and commuting habitat, is acknowledged and a thorough impact assessment has been completed. This impact assessment informs the avoidance, mitigation, compensation and enhancement design. As documented in ' Environmental Statement Chapter 11: Bats ' (Document Reference: 3.11.00).

Organisational Name	Specific Issues Identified	Applicant's Response
Wensum Woodlanders Association	Strongly disagrees with proposals for traffic mitigation to the north of the A1067 as it will be awful for the residents of Felthorpe.	It is noted that there may be a short diversion required for local trips within the village. However, traffic flows through the village of Felthorpe are expected to almost double without the proposed mitigation measures in place. Hence the traffic mitigation package was developed, and the modelling indicates that traffic would reduce through the village with the scheme in place in comparison with the future baseline situation without the Proposed Scheme.
Wensum Woodlanders Association	Mitigation and compensation methods for wildlife and woodland will be ineffective. Similar mitigation used along the NDR has been ineffective and the bats are no longer there.	Monitoring of the mitigation incorporated into the NDR designs is ongoing. This is separate to the Proposed Scheme. The results of ongoing monitoring are published by NCC and can be found on the following link: https://www.norfolk.gov.uk/roads-and-transport/major-projects-and-improvement-plans/norwich/broadland-northway
Wensum Woodlanders Association	Hop overs don't work because: 1. The trees here are unsuitable for such a design (conifers - liable to windfall - not great next to a dual carriageway). 2. According to papers on this subject you would need continuous tree cover (which I can't see happening on a dual carriageway). 3. barbastelle bats fly under the canopy, not over it, and therefore would still be liable to road fatalities.	When the Applicant consulted in 2022, a landscaped bat crossing was one of the options being considered to provide connectivity for bats across the route of the Proposed Scheme at its northern end. Since then, it has been decided that a green bridge will be provided in that location.
Wensum Woodlanders Association	There will undoubtedly be increased traffic as people try to cut across from the A47 to Wymondham/A11.	<p>Concerns regarding traffic impacts south of A47 have been considered in the development of the Proposed Scheme. As set out within the pre-application public consultation materials, a package of traffic mitigation measures has been developed in consultation with local communities south of A47 seeking to mitigate impacts.</p> <p>Further details of traffic impacts of the Proposed Scheme and mitigation are set out within the 'Transport Assessment' (Document Reference: 4.01.00). National Highways are also proposing to close Berry's Lane as part of their North Tuddenham to Easton dualling scheme. This is also predicted to minimise traffic impacts south of A47.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Wensum Woodlanders Association	Keep Honingham Lane open. It is lovely and quiet lane and closing it will disconnect villages south of the A47 from those North of it, leading to a loss of community access.	<p>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 those which would otherwise be severed.</p> <p>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.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Wensum Woodlanders Association	Construction of the viaduct and vehicle use on the new road will not reduce carbon emissions in line with Government projections in the Net Zero Strategy and local projections in the Local Transport Plan.	<p>The Proposed Scheme is an important component of wider transport infrastructure that is being delivered as part of the Transport for Norwich (TfN) Strategy and wider Norfolk County Council Local Transport Plan 4 (LTP4). The LTP4 Implementation Plan sets the target to achieve Net Zero carbon emissions from transport by 2050, in line with the government's Net Zero Strategy.</p> <p>The significance of the impact of the Proposed Scheme on greenhouse gas (GHG) emissions reported in 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.</p> <p>Chapter 15 of the 'Environmental Statement Chapter 15: Climate – Greenhouse Gases (Document Reference: 3.15.00)' shows that the Proposed Scheme would, on average, increase carbon dioxide equivalent emissions each year, over the 60-year appraisal period. Therefore, when assessed in isolation the Proposed Scheme shows a disbenefit in carbon terms (i.e., an increase), which at a local level would appear to run counter to the Council's Net Zero objectives, as any increase in emissions could be considered material if not offset by wider mitigation measures. Therefore, it is important to ensure the results of the assessment are appropriately contextualised against the wider strategic objectives of the Proposed Scheme and the baseline carbon dioxide equivalent emissions from transport for Norfolk in 2019 (which were 1,718,000 tonnes, as set out in the LTP4 Implementation Plan). The unavoidable emissions arising from the Proposed Scheme must be seen in this wider context of the other planned measures intended to support travel and reduce emissions in the County. The summary of the impacts of the proposed schemes and the balanced perspective on the justification for the scheme is captured within the 'Planning Statement' (Document Reference: 01.01.00).</p> <p>Norfolk County Council have already committed to demonstrating tangible action towards carbon reduction through LT4, Environmental Policy (2019) and the wider list of transport proposals and it has been successful in securing additional funding to advance decarbonisation in the area. To demonstrate the carbon credentials of the Proposed Scheme can be accommodated within local carbon targets, the results of the carbon assessment undertaken for the Proposed Scheme Environmental Statement will be integrated into the wider decarbonisation plan which is being developed to meet local carbon targets as outlined in the LTP 4.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Wensum Woodlanders Association	The concrete and steel design is unsuited to the rural nature of this area.	<p>The Proposed Scheme has been designed to consider the visual impact of the viaduct 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 different receptors, with varying levels of impact being reported. A key consideration in relation to the selection of the viaduct design was to minimise its visual impact in the landscape. The Applicant's development of the design of the viaduct is outlined in Environmental Statement Chapter 4: Reasonable Alternatives Considered, Appendix 4.5: Design Evolution Report' (Document Reference: 3.04.05)</p> <p>Concrete and steel are standard construction materials necessary to construct a viaduct structure of this nature and scale. Structures must have a design life of 120 years, with minimal maintenance requirements, withstanding vehicle loading / forces, and climate change throughout its lifespan.</p> <p>Visually the use of weathered steel is considered sympathetic to the landscape setting, the rusty red complements the landscape setting requiring minimal maintenance compared to a coated steel solution. It provides a timeless appearance as if it has succumbed to the elements and natural processes with its rusty appearance. The grey of the concrete is also visually recessive in the landscape, not intended to be painted or coloured to maintain visual simplicity.</p>
Wensum Woodlanders Association	<p>Strongly opposes the proposed route alignment on the basis of deterioration and loss of numerous ancient, veteran, and notable trees, as well as loss and deterioration of ancient and secondary woodland areas.</p> <p>Concerned about potential detrimental impact to Primrose Grove, a Plantation on Ancient Woodland Site which is designated on Natural England's Ancient Woodland Inventory (AWI) and as a County Wildlife Site (CWS) which is within close proximity to the proposed route. This will lead to light, dust, and noise pollution.</p>	<p>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). 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 process of review is reported in 'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00).</p> <p>Standing Advice of Natural England and Forestry Commission sets out measures to take with regards to protecting ancient woodland like Primrose Grove which includes a 15m buffer. Construction phase mitigation measures are outlined in the 'Environmental Statement Chapter 3: Description of Scheme Appendix 3.1: Outline Construction Environmental Management Plan' (Document Reference: 3.03:01) such as pollution prevention measures.</p> <p>Further to the above, impact assessment has been carried out for Air Quality, Noise & Vibration, and Landscape and Visual Assessments. These are captured in the respective Document Reference numbers (3.03.00, 3.07.00, and 3.19.00).</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Woodland Trust	The proposals should be regarded in light of national and local policies to reduce carbon emissions and climate change commitments.	<p>The 'Environmental Statement Chapter 15: Climate – Greenhouse Gases' (Document Reference 3.15.00) assesses the significance of the impact of the Proposed Scheme on GHG emissions and reports the potential effects arising from the Proposed Scheme upon GHG emissions and the climate. The assessment was undertaken in line with the appropriate methodologies and guidance available at the time of writing (including IEMA guidance from 2022, Assessing Greenhouse Gas Emissions and Evaluating their Significance 2nd Edition).</p> <p>The estimated GHG emissions arising from the Proposed Scheme have been compared with UK carbon budgets (and the associated reduction targets) and end user traffic emissions have been contextualised against the Norfolk carbon targets for transport. Estimated GHG emissions have also 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.</p>
Woodland Trust	All areas of woodland adjacent to or within the pre-application consultation proposals boundary should be assessed for their ancient woodland status, and appropriately protected from the impacts of the development. Natural England's opinion should also be sought on the ancient woodland status of the affected woodlands.	The location of ancient woodlands has been taken from MAGIC, a government website with data from Natural England in order to inform our assessment within the Environmental Statement.
Woodland Trust	The proposed route will likely lead to habitat severance and disruption of foraging behaviour for numerous species associated with ancient woods and veteran trees.	<p>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' (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 will 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.</p> <p>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 also shown that, taking into account the proposed mitigation, the majority of species and habitats assessed would not be significantly affected by the Proposed Scheme.</p> <p>During construction, the main works contractor will be required to develop and work in line with documents including Construction Environmental Management Plan and Cother management plans including Construction Lighting Management Plan etc. to minimise impacts on the environment.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Woodland Trust	All ancient and veteran trees identified by the Woodland Trust should be retained and protected with room for growth in line with Natural England and the Forestry Commission's advice.	<p>A survey of the site has been undertaken and veteran trees recorded, protection of retained veteran trees is based on the Standing Advice of Natural England and Forestry Commission. A summary of impacts on trees is in 'Environmental Statement Chapter 10: Biodiversity, Appendix 10.35 Arboriculture Impact Assessment' (Document Reference: 3.10.35). A total of seven veteran trees would be removed for the Proposed Scheme.</p> <p>Additionally, an assessment of the road alignment including, where possible, the avoidance of 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). In support of the above referenced documents, surveys have been conducted and veteran trees recorded. Standing Advice of Natural England and Forestry Commission has been considered in the design.</p> <p>An Outline Compensation Strategy is proposed which includes retaining felled veteran trees for habitat, proactively managing veteran trees and ancient woodland along with tree planting.</p>
Woodland Trust	We also wish to highlight a potential area of unmapped ancient woodland that is likely to be directly affected by the proposed route. We understand that this woodland is home to several ancient woodland indicator species (AWIS), including dominant bluebell coverage. The woodland parcel is also visible on the 1st Edition OS mapping, although falls below the 2-hectare threshold for original inclusion in the inventory. Therefore, we would strongly object to any loss of this potentially irreplaceable habitat. All areas of woodland adjacent to or within the scheme boundary should be assessed for their ancient woodland status, and appropriately protected from the impacts of the development. Natural England's opinion should also be sought on the ancient woodland status of the affected woodlands.	<p>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). In support of the above referenced documents, surveys have been conducted and veteran trees recorded.</p> <p>The location of ancient woodland is based on data from Natural England. Protection of ancient woodland is based on the Standing Advice of Natural England and Forestry Commission. A summary of impacts on trees is in 'Environmental Statement Chapter 10: Biodiversity, Appendix 10.35 Arboriculture Impact Assessment' (Document Reference: 3.10.35) with no removal of ancient woodland.</p>
Woodland Trust	We also share the concerns of Norfolk Wildlife Trust and other local campaigning and environment groups regarding the potential impact of the scheme on important bat populations found within the surrounding area, including a large maternity barbastelle bat roost. The proposed route will likely lead to habitat severance and disruption of foraging behaviour for numerous species associated with ancient woods and veteran trees, so it is crucial that appropriate mitigation is explored in line with best practice.	As documented in ' Environmental Statement Chapter 11: Bats ' (Document Reference: 3.11.00), the project team have completed a survey effort in support of the Proposed Scheme that is commensurate to the scale of the Proposed Scheme, and the survey data captured has, and will continue, to allow us to appropriately and considerately develop the necessary environmental information and assessment, inform the ecological and environmental mitigation associated with the Proposed Scheme, and drive thorough due consideration of the ecological requirements within the design development. As documented in ' Environmental Statement Chapter 11: Bats ' (Document Reference: 3.11.00)

Organisational Name	Specific Issues Identified	Applicant's Response
Woodland Trust	The pre-application consultation proposals are likely to have considerable indirect impacts in the form of dust, noise and light pollution, run-off containing pollutants, as well as potential damage to tree roots. Therefore, a buffer zone of at least 50 metres to all areas of ancient woodland should be incorporated into the design plans.	The drainage design is set out in the Flood Risk Assessment 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 Road Drainage and Water Environment Chapter of 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. Further to the above, detailed impact assessment have been undertaken for air quality, noise and vibration, and landscape and visual. The detail of these assessment can be found in the respective Document References (3.06.00, 3.07.00, and 3.09.00) .
Woodland Trust	For ancient or veteran trees (including those on the woodland boundary), the buffer zone should be at least 15 times larger than the diameter of the tree. The buffer zone should be 5 metres from the edge of the tree's canopy if that area is larger than 15 times the tree's diameter.	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) . In summary the 15m buffer recommended by Natural England and Forestry Commission Standing Advice would be fenced off and protected during construction. A root protection area for all veteran trees is shown on 'Environmental Statement Chapter 10: Biodiversity Appendix 10.35: Arboricultural Impact Assessment Sub Appendix D: Sensitive Arboricultural Features (Document Reference: 3.10.35d) which is 15 times larger than the diameter of the tree whether in a woodland or open grown. Contained within the above referenced document is the detail surrounding the mitigation proposed, including woodland planting, and replacement ratios aligned to Natural England Standing Advice, including that relating to the RPA for ancient and veteran trees. 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) .

Organisational Name	Specific Issues Identified	Applicant's Response
Woodland Trust	<p>The buffer zone should be kept free of development unless the proposed works would aid in further alleviating impacts on the ancient woodland, i.e., in the form of barriers, fencing, bunds, or embankments. In the case of the aforementioned features, it is important that such works remain 15m away from the ancient woodland, not only to prevent impacts on the root systems of the trees that make up the woodland edge, but also to prevent other indirect impacts associated with construction works.</p> <p>To this end, we recommend that the buffer zone is planted prior to construction, to create a phased habitat to the ancient woodland that absorbs the indirect impacts occurring during the construction and operational phase.</p>	<p>Protection of veteran trees and ancient woodland is based on Standing Advice from Natural England and Forestry Commission.</p> <p>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).</p> <p>Contained within the above referenced document is the detail surrounding the mitigation proposed, including woodland planting, and replacement ratios aligned to Natural England Standing Advice, including that relating to the RPA for ancient and veteran trees.</p> <p>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).</p> <p>Where possible, the option to begin planting prior to construction would be explored, and further details are provided in the Outline Construction and Environmental Management Plan (CEMP). The CEMP would also control dust, noise, and light during construction. Details can be found in 'Environment Statement Chapter 3: Description of Scheme Appendix 3.1: Outline Construction Environmental Management plan (OCEMP)' (Document Reference: 3.03.01).</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Woodland Trust	Consider the pre-application consultation proposals in its current form is in direct contravention of national planning policy (National Planning Policy Framework paragraph 180 and 174) designed to protect ancient woods and trees.	<p>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), in summary there would no impact on ancient woodland but there would be the removal of seven veteran trees. 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) which shows that alternative designs would result in the removal of an increased number of veteran trees.</p> <p>In support of the above referenced documents, surveys have been conducted and veteran trees recorded. Standing Advice of Natural England and Forestry Commission has been considered in the design to ensure a 15m buffer from ancient woodland.</p> <p>An evidence-based approach to mitigation has been proposed for the Proposed Scheme and a comprehensive suite of measures, based on best practice, is set out in the 'Environment Statement Chapter 3: Description of Scheme Appendix 3.1: Outline Construction Environmental Management plan (OCEMP)' (Document Reference: 3.03.01).</p> <p>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). The LEMP would include a detailed Compensation Strategy in relation to the loss of veteran trees and satisfy National Planning Policy Framework. An outline of what the Compensation Strategy would include is in 'Environmental Statement Chapter 10: Biodiversity, Appendix 35 Arboricultural Impact Assessment' (Document Reference: 3.10.35) which includes retaining felled veteran trees for habitat, proactively managing veteran trees and ancient woodland along with tree planting.</p>
Woodland Trust	Concerned about impact to veteran trees to facilitate construction of a proposed new road carriageway. Identified more veteran trees that would be impacted than identified in the Environmental Information Document.	A survey of the site has been undertaken and veteran trees recorded, protection of retained veteran trees is based on the Standing Advice of Natural England and Forestry Commission. A summary of impacts on trees is in ' Environmental Statement Chapter 10: Biodiversity, Appendix 10.35 Arboriculture Impact Assessment ' (Document Reference: 3.10.35). A total of seven veteran trees would be removed for the Proposed Scheme, alternative designs were considered but they would have resulted in an increased number of veteran trees removed.

1.1.2 The following organisation responses from local landowners and businesses have been redacted and numbered from 1 to 35 to ensure confidentiality.

Table 4 Matters Raised by Local Landowners and Businesses

Organisational Name	Specific Issues Identified	Applicant's Response
Business/Landowner Response No 1	Strongly agrees with proposals for all sections of the route.	The Applicant acknowledges that this consultee strongly agrees with all sections of the Proposed Scheme.
Business/Landowner Response No 1	Strongly agrees with proposals for the viaduct.	The Applicant acknowledges that this consultee strongly agrees with the proposals for the viaduct.
Business/Landowner Response No 1	Disagrees with proposals for minimising the environmental impact.	The assessment of the environmental impacts of the Proposed Scheme are detailed in the Environmental Statement. The proposed methods of mitigation have been proposed and developed to ensure the Proposed Scheme, is compliant with 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) .
Business/Landowner Response No 1	Strongly disagrees with the proposals for ecological mitigations and enhancements.	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. 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) .
Business/Landowner Response No 1	Strongly disagrees with the proposals for traffic mitigation to the north of the A1067, and with the proposal for a point closure on Honingham Lane.	<p>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 per day is forecast the Applicant has considered traffic mitigation measures in consultation with local parish councils.</p> <p>The Applicant proposes to take a monitor and manage approach to the introduction of the proposals for Attlebridge and the prohibited right turns at the Holt Road/Shortthorn Road junction. 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 more restrictive measures. 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 that it would be required. Details of the package of traffic mitigation proposals can be found in Section 9.0 of the 'Transport Assessment' (Document Reference 4.01.00).</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Business/Landowner Response No 2	Strongly opposed to building the road on environmental grounds and in light of the climate emergency. Strongly disagrees with proposals for all sections of the route, including the proposals for the viaduct and water environment, due to loss of natural habitat and increased air and noise pollution. Considers that if there was any insight into the environment the project would not go ahead.	<p>The Proposed Scheme is an important component of wider transport infrastructure that is being delivered as part of the Transport for Norwich (TfN) Strategy and wider Norfolk County Council Local Transport Plan 4 (LTP4). LTP4 sets out how the council intends to continue to support the people of Norfolk in travelling to, from and around the County safely and efficiently for work, leisure and business whilst having regard to setting a trajectory of emissions that is consistent with achieving net zero targets.</p> <p>There has been a 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. 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 is 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 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).</p> <p>The significance of the impact of the Proposed Scheme on greenhouse gas (GHG) emissions reported in 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.</p> <p>The 'Environmental Statement Chapter 15: Climate – Greenhouse Gases' (Document Reference: 3.15.00) shows that the Proposed Scheme would, on average, increase carbon dioxide equivalent emissions each year, over the 60-year appraisal period. Therefore, when assessed in isolation the Proposed Scheme shows a disbenefit in carbon terms (i.e., an increase), which at a local level would appear to run counter to the Council's Net Zero objectives, as any increase in emissions could be considered material if not offset by wider mitigation measures.</p> <p>Therefore, it is important to ensure the results of the assessment are appropriately contextualised against the wider strategic objectives of the Proposed Scheme and the baseline carbon dioxide equivalent emissions from transport for Norfolk in 2019 (which were 1,718,000 tonnes, as set out in the LTP4 Implementation Plan). The unavoidable emissions arising from the Proposed Scheme NWL scheme must be seen in this wider context of the other planned measures intended to support travel and reduce emissions in the county.</p> <p>The summary of the impacts of the proposed schemes and the balanced perspective on the justification for the scheme is captured within the 'Planning Statement' (Document Reference: 1.01.00).</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Business/Landowner Response No 3	Strongly agrees with the proposals for local access around the route.	The Applicant acknowledges that this consultee strongly agrees with the proposals for local access around the route.
Business/Landowner Response No 3	Strongly agrees with the proposals for the northern, central, and southern sections of the route.	The Applicant acknowledges that this consultee strongly agrees with the proposals for the northern, central, and southern sections of the route.
Business/Landowner Response No 3	Strongly agrees with the proposals for the viaduct and water environment.	The Applicant acknowledges that this consultee strongly agrees with the proposals for the viaduct and water environment.
Business/Landowner Response No 3	Strongly agrees with the proposals for minimising the environmental and ecological impacts.	The Applicant acknowledges that this consultee strongly agrees with the proposals for minimising the environmental and ecological impacts.
Business/Landowner Response No 3	Disagrees with the proposals for the traffic mitigations to the south of the A47.	<p>The package of traffic mitigation measures detailed in the pre-application consultation for the south of the A47 were proposed for communities on the more minor road network where an increase in average annual daily traffic of more than 1,000 vehicles per day is predicted. The Applicant developed these measures through discussion with local parish councils and it will continue to develop the measures with them.</p> <p>The mitigation proposals south of A47 have been amended in response to feedback from the pre-application consultation and no longer include access restrictions at Barnham Broom Road, Carlton Forehoe.</p>
Business/Landowner Response No 3	Supports a 30mph limit on Honingham Road in Barnham Broom but suggests extending it beyond the proposed section.	The extents of the proposed speed limits in Barnham Broom have been developed in consultation with the local community representatives and will be considered further during the further development of these proposals.
Business/Landowner Response No 3	Does not support an HGV ban for Barnham Broom as this would negatively affect the community and local businesses.	The Applicant proposes to take a monitor and manage approach to the introduction of the more restrictive traffic mitigation measures. This would ensure that the 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 this measure. 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 that it would be required. Details of the package of traffic mitigation proposals can be found in Section 9.0 of the 'Transport Assessment' (Document Reference 4.01.00) .
Business/Landowner Response No 3	Strongly agrees with the proposals for traffic mitigation to the north of the A1067.	The Applicant acknowledges that this consultee strongly agrees with the proposals for traffic mitigation to the north of the A1067.
Business/Landowner Response No 3	Strongly agrees with the proposals for a closure of Honingham Lane.	The Applicant acknowledges that this consultee strongly agrees with the proposals for a closure of Honingham Lane.
Business/Landowner Response No 4	Strongly agrees with the proposals for local access around the route.	The Applicant acknowledges that this consultee strongly agrees with the proposals for local access around the route.
Business/Landowner Response No 4	Strongly agrees with the proposals for the northern, central, and southern sections of the route.	The Applicant acknowledges that this consultee strongly agrees with the proposals for the northern, central, and southern sections of the route.
Business/Landowner Response No 4	Strongly agrees with the proposals for the viaduct, water environment and drainage.	The Applicant acknowledges that this consultee strongly agrees with the proposals for the viaduct, water environment and drainage.
Business/Landowner Response No 4	Strongly agrees with the proposals for minimising the environmental and ecological impacts.	The Applicant acknowledges that this consultee strongly agrees with the proposals for minimising the environmental and ecological impacts.

Organisational Name	Specific Issues Identified	Applicant's Response
Business/Landowner Response No 4	Strongly agrees with the proposals for traffic mitigation to the south of the A47 and to the north of the A1067.	The Applicant acknowledges that this consultee strongly agrees with the proposals for traffic mitigation to the south of the A47 and to the north of the A1067.
Business/Landowner Response No 4	Strongly agrees with the proposals for a closure of Honingham Lane.	The Applicant acknowledges that this consultee strongly agrees with the proposals for a closure of Honingham Lane.
Business/Landowner Response No 5	Strongly disagrees with the proposals for local access around the route.	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.
Business/Landowner Response No 5	Does not agree that Holt Road/Shortthorn Road should be included in the proposals. Does not agree that it should be closed from Holt Road and Horsford/Felthorpe.	<p>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.</p> <p>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).</p>
Business/Landowner Response No 6	Strongly agrees with the proposals for local access around the route; the current single-track roads linking Costessey to Taverham are not fit for purpose.	The Applicant acknowledges that this consultee strongly agrees with the proposals for local access around the route.
Business/Landowner Response No 6	Strongly agrees with the proposals for the northern, central, and southern sections of the route.	The Applicant acknowledges that this consultee strongly agrees with the proposals for the northern, central, and southern sections of the route.
Business/Landowner Response No 6	Strongly agrees with the proposals for the viaduct, water environment and drainage.	The Applicant acknowledges that this consultee strongly agrees with the proposals for the viaduct, water environment and drainage.
Business/Landowner Response No 6	Agrees with the proposals for traffic mitigation to the south of the A47 and to the north of the A1067.	The Applicant acknowledges that this consultee agrees with the proposals for traffic mitigation to the south of the A47 and to the north of the A1067.
Business/Landowner Response No 6	Agrees with the proposals for a closure of Honingham Lane.	The Applicant acknowledges that this consultee agrees with the proposals for a closure of Honingham Lane.
Business/Landowner Response No 7	Strongly agrees with the proposals for local access around the route.	The Applicant acknowledges that this consultee strongly agrees with the proposals for local access around the route.
Business/Landowner Response No 7	Strongly agrees with the proposals for the northern, central, and southern sections of the route.	The Applicant acknowledges that this consultee strongly agrees with the proposals for the northern, central, and southern sections of the route.
Business/Landowner Response No 7	Strongly agrees with the proposals for the viaduct, water environment and drainage.	The Applicant acknowledges that this consultee strongly agrees with the proposals for the viaduct, water environment and drainage.

Organisational Name	Specific Issues Identified	Applicant's Response
Business/Landowner Response No 7	Strongly agrees with the proposals for minimising the environmental and ecological impacts.	The Applicant acknowledges that this consultee strongly agrees with the proposals for minimising the environmental and ecological impacts.
Business/Landowner Response No 7	Strongly agrees with the proposals for traffic mitigation to the south of the A47 and to the north of the A1067.	The Applicant acknowledges that this consultee strongly agrees with the proposals for traffic mitigation to the south of the A47 and to the north of the A1067.
Business/Landowner Response No 7	Strongly agrees with the proposals for a closure of Honingham Lane.	The Applicant acknowledges that this consultee strongly agrees with the proposals for a closure of Honingham Lane.
Business/Landowner Response No 8	Agrees with the proposals for the central and southern sections of the route.	The Applicant acknowledges that this consultee agrees with the proposals for the central and southern sections of the route.
Business/Landowner Response No 8	Agrees with the proposals for drainage.	The Applicant acknowledges that this consultee agrees with the proposals for drainage.
Business /Landowner Response No 8	Disagrees with the proposals for minimising the environmental impacts; the road will have a permanent effect on the environment and climate through increased traffic.	<p>The significance of the impact of the Proposed Scheme on greenhouse gas (GHG) emissions reported 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.</p> <p>The 'Environmental Statement Chapter 15: Climate – Greenhouse Gases' (Document Reference: 3.15.00) shows that the Proposed Scheme would, on average, increase carbon dioxide equivalent emissions each year, over the 60-year appraisal period. Therefore, when assessed in isolation the Proposed Scheme shows a disbenefit in carbon terms (i.e., an increase), which at a local level would appear to run counter to the Council's Net Zero objectives, as any increase in emissions could be considered material if not offset by wider mitigation measures.</p> <p>Therefore, it is important to ensure the results of the assessment are appropriately contextualised against the wider strategic objectives of the Proposed Scheme and the baseline carbon dioxide equivalent emissions from transport for Norfolk in 2019 (which were 1,718,000 tonnes, as set out in the LTP4 Implementation Plan). The unavoidable emissions arising from the Proposed Scheme must be seen in this wider context of the other planned measures intended to support travel and reduce emissions in the county.</p> <p>The summary of the impacts of the Proposed Scheme and the balanced perspective on the justification for the scheme is captured within the 'Planning Statement' (Document Reference: 1.01.00).</p> <p>Norfolk County Council have already committed to demonstrating tangible action towards carbon reduction through LT4, Environmental Policy (2019) and the wider list of transport proposals and it has been successful in securing additional funding to advance decarbonisation in the area. To demonstrate that the carbon credentials of the Proposed Scheme can be accommodated within local carbon targets, the results of the carbon assessment undertaken for the Proposed Scheme Environmental Statement will be integrated into the wider decarbonisation plan which is being developed to meet local carbon targets as outlined in the LTP 4.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Business/Landowner Response No 8	Strongly disagrees with the proposals for traffic mitigation to the south of the A47; if Barnham Broom Road is closed the alternative is not an improvement. More traffic calming is needed such as priority signage at Carleton Forehoe bridge, chicanes or road narrowing and speed limits. Closures to through traffic will force businesses to close.	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 Tuttle 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.
Business/Landowner Response No 8	More traffic modelling is needed.	For the planning application, further modelling has been carried out to reflect the latest forecasting published by DfT and latest background growth assumptions on committed developments in the study area. The revised opening year of the Proposed Scheme has also been amended to 2029. The strategic traffic modelling has been produced to accord with DfT guidance and is therefore considered to be suitable and sufficient for a planning application of a scheme of this nature. Further modelling has been carried out for individual junctions within the scope of the 'Transport Assessment' Document Reference: 4.01.00 . The 'Environmental Statement Chapter 19: Traffic and Transport' (Document Reference 3.19.00) has also been prepared which considers the Annual Average Daily Traffic Flow changes as a result of the Proposed Scheme.
Business/Landowner Response No 8	The road closures are unenforceable.	The Applicant understands that this comment is in reference to the original proposals for Barnham Brom Road. 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 Tuttle 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.
Business/Landowner Response No 8	Agrees with the proposals for a closure of Honingham Lane; suggests closure of Berry Lane.	The Applicant acknowledges that this consultee agrees with the proposals for a closure of Honingham Lane. Direct access onto the A47 from Berrys Lane is removed as part of the A47 North Tuddenham to Easton improvement scheme being promoted by National Highways.
Business/Landowner Response No 9	Strongly disagrees with all of the proposals; noting destruction of ecosystem and any disruption is negative and cannot be recreated to suit plans.	Potential impacts on habitat loss and fragmentation have been considered in the Environmental Statement. An evidence-based approach to mitigation proposals has been proposed for the Proposed Scheme. The River Wensum SSSI / SAC is avoided through the scheme design of the viaduct in order to maintain this habitat and wildlife corridor. As documented in 'Environmental Statement Chapter 10: Biodiversity' (Document Reference: 3.10.00) .
Business/Landowner Response No 10	Preference for route to be further west or not happen at all, but would like to move the alignment west.	The route alignment was selected through an optioneering process to identify the best alignment. Further information is also provided within 'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00) .
Business/Landowner Response No 10	Reluctantly prepared to accommodate the existing alignment if agreement can be reached on several associated issues.	The Applicant acknowledges the comments on the alignment of the Proposed Scheme. The further issues raised are detailed below.
Business/Landowner Response No 10	Landscape embankment from Wood Lane to The Broadway – Landowners approval predicated on discussed embankments being retained.	The Applicant acknowledges the comments. Landowner discussions are ongoing.

Organisational Name	Specific Issues Identified	Applicant's Response
Business/Landowner Response No 10	Discussions about additional mitigation where the alignment crosses marshland are needed.	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 decision makers to draw the balance where the identified need and benefits of the project will be weighed against the adverse planning impacts, including environmental impacts. 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) .
Business/Landowner Response No 10	Alignment is detrimental to the landscape and ecology across the arable, marsh and woodland areas and the land nearby which is badly affected.	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. 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) .
Business/Landowner Response No 10	Alignment is detrimental to the farming operation and access to severed land will be necessary.	The route alignment was selected through an optioneering process to identify the best alignment. Further information is also provided within 'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00) .
Business/Landowner Response No 10	Welcomes the private means of access near the Broadway and Foxburrow Plantation meaning that the A47/Wood Lane junction would need to be used, which would be challenging.	The Applicant acknowledges the comments regarding provision of a private means of access near the Broadway and Foxburrow Plantation.
Business/Landowner Response No 10	Welcomes attempts to ensure large vehicles can access the severed land.	The Applicant acknowledges the comments. Landowner discussions are ongoing.
Business/Landowner Response No 10	Should Honingham Lane's temporary closure become permanent, access will be required by the landowners for agricultural vehicles	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. The Applicant is currently negotiating an agricultural vehicle bypass of the point closure, which would be provide as part of the National Highways proposal, using adjacent land and for the use by specific landowner vehicles. The Applicant intends to retain this access is part of the closure of Honingham Lane.
Business/Landowner Response No 10	Proposed route for RB1 is through a farmyard; this is potentially dangerous and causes security issues. This should be reconsidered.	It is not clear where the farmyard mentioned by the respondent is located. However, the existing route of RB1 goes through a farmyard adjacent to Wood Lane. The proposed new RB1 route would avoid the existing access through the farmyard and instead users would be re-routed to the east side of the Norwich Western Link on a purpose-built route connecting to an underpass of the A47 proposed by National Highways as part of their North Tuddenham to Easton dualling scheme. There would be a clear boundary between the new route and neighbouring land, so that users of the Public Right of Way are not expected to walk through a farmyard in the future situation when the Proposed Scheme is in place. This should offer a significant improvement in quality of route for users of RB1.

Organisational Name	Specific Issues Identified	Applicant's Response
Business/Landowner Response No 10	Requests that RB1 is diverted to the A47 roundabout to run northwards alongside Wood Lane, through an area of ancient woodland and re-join Wood Lane at Mousewood Farm immediately to the south before entering the farm premises, if NWL does not proceed. If NWL is approved, RB1 can be diverted as proposed to provide the access link.	<p>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.</p> <p>The Applicant understands that this route would only be implemented if the Proposed Scheme does not proceed.</p> <p>The Proposed Scheme provides a diversion of Honingham RB1 adjacent to the carriageway to the Broadway where a green bridge is to be provided over the carriageway. This is a grade separated crossing.</p>
Business/Landowner Response No 10	Welcomes further discussion about boundary treatments. Fencing and planting should be installed along the boundary.	The Applicant acknowledges the comments. Landowner discussions are ongoing.
Business/Landowner Response No 11	Strongly disagree with the proposals for local access around the route; looks unworkable and will increase pollution and the use of carbon due to the construction process and road itself.	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.
Business/Landowner Response No 11	Noise pollution will be bad for local wildlife including the bat colonies.	The assessment of bats including barbastelle bats has been fully considered in 'Environmental Statement Chapter 11: Bats' (Document Reference: 3.11.00) . This includes the impacts and subsequent effectiveness of mitigation measures including green bridges.
Business/Landowner Response No 11	Strongly disagrees with the proposals for the northern, central, and southern sections of the route, the proposals are expensive; resources could be used towards issues in the local area such as the fuel crisis.	The Applicant acknowledges that this consultee strongly disagrees with the proposals for the northern, central, and southern sections of the route. The 'Planning Statement' (Document Reference: 1.01.00) sets out the Case for the Proposed Scheme and the benefits that it would bring.
Business/Landowner Response No 11	The River Wensum will be endangered.	The conclusions of the Environmental Statement and 'Habitat Regulations Assessment' (HRA) (Document Reference 4.03.00) are that this is not the case.
Business/Landowner Response No 11	Strongly disagrees with the proposals for minimising the environmental impact; mitigation will never make up for the destruction of old tree growth and rare wildlife.	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) .
Business/Landowner Response No 11	Strongly disagrees with the proposals for the viaduct, water environment and drainage; the project will damage the local water environment and bat colonies. Strongly disagrees with the proposals for ecological mitigation and enhancement.	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) .

Organisational Name	Specific Issues Identified	Applicant's Response
Business/Landowner Response No 11	Strongly disagrees with the traffic mitigation proposals for the south of the A47, and for the north of the A1067.	<p>The package of traffic mitigation measures detailed in the pre-application consultation for the south of the A47 and north of the A1067 were proposed for communities on the more minor road network where an increase in average annual daily traffic of more than 1000 vehicles per day is predicted. The Applicant developed these measures through discussion with local parish councils and it will continue to develop the measures with them.</p> <p>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 more restrictive measures. 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 that it would be required. Details of the package of traffic mitigation proposals can be found in Section 9.0 of the 'Transport Assessment' (Document Reference 4.01.00).</p>
Business/Landowner Response No 11	Strongly disagrees with the proposal for a closure on Honingham Lane.	<p>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 those which would otherwise be severed.</p> <p>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.</p>
Business/Landowner Response No 12	Strongly agrees with the proposals for local access around the route.	The Applicant acknowledges that this consultee strongly agrees with the proposals for local access around the route.
Business/Landowner Response No 12	Strongly agrees with the proposals for the northern, central, and southern sections of the route, as long as wildlife and nature are respected.	The Applicant acknowledges that this consultee strongly agrees with the proposals for the northern, central, and southern sections of the route.
Business/Landowner Response No 12	Strongly agrees with the proposals for the viaduct and water environment.	The Applicant acknowledges that this consultee strongly agrees with the proposals for the viaduct and water environment.
Business/Landowner Response No 12	Agrees with the proposals for minimising the environmental impact and with the proposals for ecological mitigation and enhancement.	The Applicant acknowledges that this consultee agrees with the proposals for minimising the environmental impact and with the proposals for ecological mitigation and enhancement.
Business/Landowner Response No 12	Agrees with the traffic mitigation proposals for the south of the A47 and for the north of the A1067.	The Applicant acknowledges that this consultee agrees with the traffic mitigation proposals for the south of the A47 and for the north of the A1067.

Organisational Name	Specific Issues Identified	Applicant's Response
Business/Landowner Response No 13	Strongly agrees with the proposals for local access around the route.	The Applicant acknowledges that this consultee strongly agrees with the proposals for local access around the route.
Business/Landowner Response No 13	Agrees with the proposals for the northern and southern sections of the route.	The Applicant acknowledges that this consultee agrees with the proposals for the northern and southern sections of the route.
Business/Landowner Response No 13	Strongly agrees with the proposals for the central sections of the route.	The Applicant acknowledges that this consultee strongly agrees with the proposals for the central sections of the route.
Business/Landowner Response No 13	Agrees with the proposals for the viaduct, water environment and drainage.	The Applicant acknowledges that this consultee agrees with the proposals for the viaduct, water environment and drainage.
Business/Landowner Response No 13	Agrees with the proposals for minimising the environmental impact, and for ecological mitigation and enhancement.	The Applicant acknowledges that this consultee agrees with the proposals for minimising the environmental impact, and for ecological mitigation and enhancement.
Business/Landowner Response No 14	Stresses the importance of agricultural access through Honingham Road, Barnham Broom, and through Carleton Forehoe as alternative routes are not suitable.	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 Tuttle 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.
Business/Landowner Response No 14	Supports closure of Honingham Lane as long as agricultural access is retained via controlled access near the Ringland Estate Yard.	The support for closure of Honingham Lane is noted The Applicant acknowledges that this consultee supports the proposal for a closure on Honingham Lane. The Applicant is currently negotiating an agricultural vehicle bypass of the point closure using adjacent land and for the use by specific landowner vehicles.
Business/Landowner Response No 14	Questions need for a physical concrete bat bridge in the proposed location in the northern section.	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. 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) .
Business/Landowner Response No 14	Suggests the viaduct is excessive and should be lower to minimise impact on the valley.	The height of the viaduct has been developed to avoid direct impacts on the SAC and SSSI, particularly removing direct impacts on the River Wensum and minimise shading effects. The Proposed Scheme has been designed to consider the visual impact of the viaduct 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 different receptors, with varying levels of impact being reported. A key consideration in relation to the selection of the viaduct design was to minimise its visual impact in the landscape. The Applicant's development of the design of the viaduct is outlined in 'Environmental Statement Chapter 4: Reasonable Alternatives Considered, Appendix 4.5: Design Evolution Report' (Document Reference: 3.04.05) .
Business/Landowner Response No 14	Agricultural access over the Broadway and Morton green bridges would be required.	The Broadway is to be closed to all traffic, except pedestrians and cycles and for access to adjacent land along the road. It is understood that this consultee would require access to adjacent land and would therefore be able to use the green bridge. The Broadway closure was informed by feedback from the Local Access consultation held in 2020.

Organisational Name	Specific Issues Identified	Applicant's Response
Business/Landowner Response No 14	Ask for soil bunding/banks and planting along the road to minimise noise and light pollution.	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 summary of the findings of the Noise and Vibration assessment can be found in Section 7.9 of the above referenced document.
Business/Landowner Response No 14	Direct access at Blind Lane from Honingham Thorpe Farm and Business Park is needed for safe passage of HGV and Agricultural vehicles during and after construction to minimise impact on villages.	The Applicant understands that this comment relates to Blind Lane between the A47 and Norwich Road to the east of Colton. There are no proposals to close this road either as part of the Proposed Scheme or the package of traffic mitigation measures that support it.
Business/Landowner Response No 14	Ecological measures should be implemented with the support of local landowners to ensure best application.	The request for collaboration with landowners throughout the implementation of ecological measures is noted and will be part of ongoing landowner discussions.
Business/Landowner Response No 14	Strongly agrees with the point closure on Honingham Lane to protect Ringland from rat running.	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 those 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.
Business/Landowner Response No 14	Controlled access at Ringland Farm Yard is essential for agricultural access.	The Applicant understand that this comment relates to Blind Lane between the A47 and Norwich Road to the east of Colton. There are no proposals to close this road either as part of the Proposed Scheme or the package of traffic mitigation measures that support it.
Business/Landowner Response No 15	Fully supports completion of the NWL.	The Applicant acknowledges that this consultee fully supports completion of the Proposed Scheme.
Business/Landowner Response No 15	Strongly agrees with the proposals, including traffic mitigations and environmental mitigations.	The Applicant acknowledges that this consultee strongly agrees with the proposals, including traffic mitigations and environmental mitigations.
Business/Landowner Response No 15	Agrees with the point closure on Honingham Lane.	The Applicant acknowledges that this consultee agrees with the point closure on Honingham Lane.
Business/Landowner Response No 16	Opposes closure of Barnham Broom and Low Road roads through Carleton Forehoe. Alternative routes are not suitable and will impact on their business in terms of fuel costs and efficiency as some of the proposed alternative routes do not allow large and small vehicles to pass at the same time and increased time spent in traffic.	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 Tuttle 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.

Organisational Name	Specific Issues Identified	Applicant's Response
Business/Landowner Response No 16	Fully supports other road projects but the closures do not offer any improvement to the traffic network.	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 more restrictive traffic mitigation measures. 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 that it would be required. Details of the package of traffic mitigation proposals can be found in Section 9.0 of the ' Transport Assessment ' (Document Reference 4.01.00).
Business Response/Landowner No 17	Strongly disagrees with the proposals for local access around the route as alternative routes would add mileage and time to routes.	<p>The package of traffic mitigation measures detailed in the pre-application consultation for the south of the A47 and north of the A1067 were proposed for communities on the more minor road network where an increase in average annual daily traffic of more than 1000 vehicles per day is predicted. The Applicant developed these measures through discussion with local parish councils and it will continue to develop the measures with them.</p> <p>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 more restrictive measures. 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 that it would be required. Details of the package of traffic mitigation proposals can be found in Section 9.0 of the 'Transport Assessment' (Document Reference 4.01.00).</p>
Business Response/Landowner No 17	Strongly disagrees with the proposals for traffic mitigation to the south of the A47 as this would incur added expenses and time to their route and they may not be able to continue to provide assistance to that area.	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 Tuttle 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.
Business/Landowner Response No 18	Agrees with all proposals for the Proposed Scheme.	The Applicant acknowledges that this consultee agrees with all proposals for the Proposed Scheme.

Organisational Name	Specific Issues Identified	Applicant's Response
Business/Landowner Response No 18	Concerns that venue will be difficult to find for clients/deliveries if proposals are implemented. Concerned about a section of Carleton Forehoe being removed from satnav. Already have issues with clients finding the venue location.	The Applicant understands that this comment relates to concerns about the originally proposed closure of Barnham Broom Road. 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 Tuttle 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.
Business/Landowner Response No 18	Requests white signage alongside Carleton Forehoe to direct guests to the venue at each end of Barnham Broom Road, off the B1108 and the junction with Tuttle Lane.	The Applicant understands that this is a request for traffic signage at a specific location on Barnham Broom Road in the event that Barnham Broom Road is closed. The originally proposed Barnham Broom Road closure has been removed from the package of proposed mitigation measures and replaced with traffic and speed management measures. Therefore, additional signing to this location is not intended as part of the package of traffic mitigation measures to support the Proposed Scheme and would need to be considered by Norfolk County Council in its role as the Highway Authority.
Business/Landowner Response No 18	Supports proposals to the south of A47 to avoid Barnham Broom Road becoming a rat run.	The Applicant acknowledges that this consultee supports proposals to the south of A47 to avoid Barnham Broom Road becoming a rat run. However, 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 Tuttle 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.
Business/Landowner Response No 19	Agrees with all the presented proposals for the Proposed Scheme.	The Applicant acknowledges support for the Proposed Scheme.
Business/Landowner Response No 19	Height of environmental barrier on the viaduct should be high enough to reduce noise.	<p>The viaduct environmental barrier has been designed to consider and balance a range of requirements including noise, visual, engineering and effectiveness. The barrier height is 1.2m. 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</p> <p>Operational noise modelling has been undertaken for the Proposed Scheme and details of this are presented in the Environmental Statement. The viaduct barrier will help to reduce operational road traffic noise levels from the Proposed Scheme. More details are provided in Environmental Statement Chapter 7: Noise and Vibration (Document Reference 3.07.00).</p>
Business/Landowner Response No 19	Environmental barriers required over Ringland Lane.	<p>An environmental barrier will be in place on Ringland Lane, which has been designed to consider and balance a range of requirements including noise, visual, engineering and effectiveness. The barrier height is 1.2m.</p> <p>Operational noise modelling has been undertaken for the Proposed Scheme and details of this are presented in the Environmental Statement that is submitted as part of the planning application. A detailed impact assessment has been undertaken to assess the impacts of the Proposed Scheme on noise and vibration, this is reported in 'Environmental Statement Chapter 7: Noise and Vibration (Document Reference: 3.07.00)'.</p>

Organisational Name	Specific Issues Identified	Applicant's Response
Business/Landowner Response No 19	Suggests scale is added to the plans as the distances, heights and widths are unclear.	The Applicant notes the comments about the plans and drawings at consultation. The planning application includes a suite of plans (Document References 2.00.00 to 2.12.00), which include scales.
Business/Landowner Response No 19	In favour of Honingham Lane point closure.	The Applicant acknowledges that this consultee agrees with the point closure on Honingham Lane.
Business/Landowner Response No 20	Strongly agrees with proposals for local access around the route.	The Applicant acknowledges that this consultee strongly agrees with proposals for local access around the route.
Business/Landowner Response No 20	Supports proposals for northern, central, and southern sections of the route.	The Applicant acknowledges that this consultee supports proposals for northern, central, and southern sections of the route.
Business/Landowner Response No 20	Strongly agrees with proposals for the viaduct, water environment and drainage.	The Applicant acknowledges that this consultee strongly agrees with proposals for the viaduct, water environment and drainage.
Business/Landowner Response No 20	Strongly agrees with the proposals for minimising the environmental impact, and for ecological mitigation and enhancement.	The Applicant acknowledges that this consultee strongly agrees with the proposals for minimising the environmental impact, and for ecological mitigation and enhancement.
Business/Landowner Response No 21	Strongly agrees with all the proposals; very much looking forward to the project being completed.	The Applicant acknowledges that this consultee strongly agrees with all the proposals.
Business/Landowner Response No 21	Links around Norwich will be fantastic for business transport.	The Applicant acknowledges that this consultee considers that the Proposed Scheme will be fantastic for business transport.
Business/Landowner Response No 21	Strongly agrees with the permanent closure of Honingham Lane and changes to local roads to stop rat running and reduce dangerous traffic levels.	The Applicant acknowledges that this consultee strongly agrees with the permanent closure of Honingham Lane and changes to local roads to stop rat running and reduce dangerous traffic levels.
Business/Landowner Response No 22	Road is desperately needed - journey times have increased over the past 12 years.	The Applicant acknowledges that this consultee considers that the Proposed Scheme is desperately needed - journey times.
Business/Landowner Response No 22	Disagrees with the proposals for environmental mitigations and ecological mitigations and enhancements.	The mitigation for the Proposed Scheme has been designed based on best practice, industry guidance, and in response to the assessment work. 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). 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).
Business/Landowner Response No 22	Agrees with the proposals for the viaduct and water environment.	The Applicant acknowledges that this consultee agrees with the proposals for the viaduct and water environment.
Business/Landowner Response No 22	Strongly agrees with the proposals for the northern, central, and southern sections of the route.	The Applicant acknowledges that this consultee strongly agrees with the proposals for the northern, central, and southern sections of the route.
Business/Landowner Response No 22	Strongly agrees with the proposal for local access, and the proposal to close Honingham Lane.	The Applicant acknowledges that this consultee strongly agrees with the proposals for the northern, central, and southern sections of the route.
Business/Landowner Response No 22	Strongly agrees with the proposals for traffic mitigation to the north of the A1067 and to the south of the A47.	The Applicant acknowledges that this consultee strongly agrees with the proposals for traffic mitigation to the north of the A1067 and to the south of the A47.

Organisational Name	Specific Issues Identified	Applicant's Response
Business/Landowner Response No 22	Strongly agrees with the proposals for drainage.	The Applicant acknowledges that this consultee strongly agrees with the proposals for drainage.
Business/Landowner Response No 23	Strongly disagrees with proposals for south of the A47, disagrees with point closure of Honingham Lane.	<p>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 those which would otherwise be severed.</p> <p>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.</p>
Business/Landowner Response No 23	The Wymondham to Barnham Broom Road is a vital link between communities and closing the road will push traffic to unsuitable alternative routes. The road closure will disrupt businesses and residents as it will add additional mileage to their journeys, this will also increase emissions. Questions why Barnham Broom Road should be closed as it is in an unbuilt area. Closing the Barnham Broom Road will displace traffic pushing it into other areas such as Melton Road, which is too narrow for two vehicles to pass.	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 Tuttle 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.
Business/Landowner Response No 23	Agrees with drainage proposals; route and drainage into the pond to provide habitats for wildlife look good in principle.	The Applicant acknowledges that this consultee agrees with drainage proposals.
Business/Landowner Response No 23	Nestboxes for owls need to be installed before work starts.	The Applicant notes the comment about the timings of erecting owl nestboxes. Timings and details of environmental mitigation measures are outlined within ' Environmental Statement Chapter 3: Description of Scheme, Appendix 1: Outline Construction Environmental Management Plan (OCEMP) ' (Document Reference: 3.03.01).
Business/Landowner Response No 24	Strongly agrees with the proposals for local access; this will make local roads safer.	The Applicant acknowledges that this consultee strongly agrees with the proposals for local access.
Business/Landowner Response No 24	Strongly agrees with the proposal for a closure on Honingham Lane.	The Applicant acknowledges that this consultee strongly agrees with the proposal for a closure on Honingham Lane.
Business/Landowner Response No 24	Agrees with the proposals for the northern, central, and southern sections of the route.	The Applicant acknowledges that this consultee agrees with the proposals for the northern, central, and southern sections of the route.
Business/Landowner Response No 24	Agrees with the proposals for the viaduct, water environment and drainage.	The Applicant acknowledges that this consultee agrees with the proposals for the viaduct, water environment and drainage.
Business/Landowner Response No 24	Agrees with the proposals for the environmental mitigation and ecological mitigations and enhancements.	The Applicant acknowledges that this consultee agrees with the proposals for the environmental mitigation and ecological mitigations and enhancements.
Business/Landowner Response No 24	Strongly agrees with proposals for local access around the route.	The Applicant acknowledges that this consultee strongly agrees with proposals for local access around the route.

Organisational Name	Specific Issues Identified	Applicant's Response
Business/Landowner Response No 25	Agrees with proposals for the northern, central, and southern sections of the route.	The Applicant acknowledges that this consultee agrees with drainage proposals.
Business/Landowner Response No 25	Agrees with proposals for the water environment, drainage, and minimising environmental impact; proposals are sympathetic to the environment.	The Applicant acknowledges that this consultee agrees with proposals for the northern, central, and southern sections of the route.
Business/Landowner Response No 25	Strongly agrees with the proposals for traffic mitigation to the south of the A47; rat running particularly by HGVs is a problem. Must take this opportunity to make our roads safer.	<p>The Applicant acknowledges that this consultee strongly agrees with the proposals for traffic mitigation to the south of the A47.</p> <p>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 Tuttlles 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.</p>
Business/Landowner Response No 26	Strongly disagrees with the proposal for traffic mitigation to the south of the A47.	<p>The package of traffic mitigation measures detailed in the pre-application consultation for the south of the A47 were proposed for communities on the more minor road network where an increase in average annual daily traffic of more than 1000 vehicles per day is predicted. The Applicant developed these measures through discussion with local parish councils and it will continue to develop the measures with them.</p> <p>The mitigation proposals south of A47 have been amended in response to feedback from the pre-application consultation and no longer include access restrictions at Barnham Broom Road, Carlton Forehoe.</p>
Business/Landowner Response No 26	Strongly disagrees with the proposal of access only through Carleton Forehoe; alternative routes are not suitable. Local businesses rely on access between Wymondham and Barnham Broom. Traffic mitigation will unfairly impact businesses in the next village of Barnham Broom. In addition, alternative routes, via Wrampingham and Kimberley, are longer and more challenging with an increase in traffic Speed limits on Barnham Broom Road would resolve issues and make it less attractive for rat running.	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 Tuttlles 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.
Business/Landowner Response No 26	The NWL route is in the wrong place; should be closer to the city.	The route alignment was selected through an optioneering process to identify the best alignment. Further information is provided within ' Environmental Statement Chapter 4: Reasonable Alternatives Considered ' (Document Reference: 3.04.00).
Business/Landowner Response No 27	Strongly agrees with proposals for local access.	The Applicant acknowledges that this consultee strongly agrees with proposals for local access.
Business/Landowner Response No 27	Strongly agrees with proposals for traffic mitigation to the south of the A47.	The Applicant acknowledges that this consultee strongly agrees with proposals for traffic mitigation to the south of the A47.

Organisational Name	Specific Issues Identified	Applicant's Response
Business/Landowner Response No 27	Existing routes are vital for support workers who visit vulnerable adults living in the community; alternative routes would mean extra mileage and travel time would be incurred which may mean having to cease being able to provide support to people in that area.	The Applicant understands that this comment relates to concerns about the originally proposed closure of Barnham Broom Road. 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 Tuttle 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.
Business/Landowner Response No 28	Agrees with the proposals for local access; very necessary for Weston Longville.	The Applicant acknowledges that this consultee agrees with the proposals for local access.
Business/Landowner Response No 28	Agrees with proposals for the northern section of the proposal.	The Applicant acknowledges that this consultee agrees with proposals for the northern section of the proposal.
Business/Landowner Response No 28	Strongly disagrees with the proposals for traffic mitigation to the south of the A47 as the access only through Carleton Forehoe will impact on business. Doesn't see how the joining of the Western Link with the existing A47 is likely to increase traffic on the Watton Road.	The Applicant understands that this comment relates to concerns about the originally proposed closure of Barnham Broom Road. 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 Tuttle 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.
Business/Landowner Response No 28	Speed limit through Barnham Broom village is needed	A 20mph speed limit within the main built-up area of Barham Broom is proposed as part of the traffic mitigation measures.
Business/Landowner Response No 28	Questions how HGV ban would be policed.	Weight limits are usually enforced by the police, and this would be dependent on their priorities and resource availability.
Business/Landowner Response No 28	Agrees with proposals for the viaduct, water environment, proposals to minimise environmental impact and ecological mitigations.	The Applicant acknowledges that this consultee agrees with proposals for the viaduct, water environment, proposals to minimise environmental impact and ecological mitigations.
Business/Landowner Response No 29	The closure of Barnham Broom Road would impact both businesses and other local businesses based on the road. Customers are unlikely to come via 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 limit on the built-up length of the road closest to Tuttle 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.

Organisational Name	Specific Issues Identified	Applicant's Response
Business/Landowner Response No 29	Strongly believes Barnham Broom Road is no busier than any other roads in Wymondham.	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 Tuttle 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.
Business/Landowner Response No 29	Strongly disagrees with the proposals and all planning of the project.	The ' Planning Statement ' (Document Reference: 1.01.00) sets out the Case for the Proposed Scheme and the benefits that it will bring.
Business/Landowner Response No 29	Strongly disagrees with proposals for local access and requests that plans are re-thought.	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.
Business/Landowner Response No 30	The proposal to close Barnham Broom Road to through traffic is unacceptable; the road is important for north / south cross country and local travel. Alternative routes are unsuitable as they are narrower and have poor visibility. The increased mileage constant acceleration and deceleration along these roads will increase energy consumption and pollution.	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 Tuttle 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.
Business/Landowner Response No 30	Agrees with proposals for the northern, central, and southern sections of the route.	The Applicant acknowledges that this consultee agrees with proposals for the northern, central, and southern sections of the route.
Business/Landowner Response No 30	Agrees with proposals for the viaducts, environmental impacts, drainage.	The Applicant acknowledges that this consultee agrees with proposals for the viaducts, environmental impacts, drainage.
Business/Landowner Response No 30	Disagrees with ecological mitigation and enhancements, as bat bridges are costly and ineffective on the A11. Concerned about financial wastage and asks if there is evidence of bats using these means to cross new roads	An evidence-based approach to mitigation proposals has been proposed, informed by industry best practice and designed by a team including nationally recognised bat specialists. A great deal of consideration has gone into defining the green bridge proposals, 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. The detail regarding the locations of the green bridges is contained within Environmental Statement Chapter 11: Bats, Appendix 6: Outline Bat Mitigation Strategy Reference: 3.11.06). The designs have also been reviewed by independent bat experts, who are in agreement with the designs.

Organisational Name	Specific Issues Identified	Applicant's Response
Business/Landowner Response No 30	Proposal to reduce speed limits on Tuttle Lane and Chapel Lane Wymondham are not supported by accident data.	The speed limit proposals have been developed with local community representatives. They are included as part of the package of mitigation measures to support the Proposed Scheme that lead to a more balanced outcome in relation to traffic impacts south of A47 as reducing speed limits influences the route choice for trips with origins and destinations in Wymondham.
Business/Landowner Response No 30	Closure of Dark Lane, and reduction of speed limits to 20mph in Felthorpe and Horsford, are not necessary, the through traffic will migrate to smaller surrounding roads Closure of Dark Lane is unnecessary will displace traffic onto the B1108.	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.
Business/Landowner Response No 30	Design of roundabouts need to be better than those on Broadland Northway.	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.
Business/Landowner Response No 30	Concerned about ambulance arrival times affected by the proposed road closures.	The Applicant understands that this comment relates to concerns about the originally proposed closure of Barnham Broom Road. 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 Tuttle 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.
Business/Landowner Response No 30	Supports proposed connection from Berrys Lane to the southern end of the NWL.	The Applicant acknowledges that this consultee supports the proposed connection of the Proposed Scheme with the A47 in the area of Wood Lane/Berrys Lane.
Business/Landowner Response No 30	When roads are limited to only cycle and pedestrian use, they become overgrown without maintenance.	The Applicant is unsure whether this comment relates to a specific location, but Norfolk County Council's Transport Asset Management Plan sets out its overall strategic approach to the management, operation, preservation and enhancement of its highway infrastructure. The frequency of maintenance inspections will depend upon a road's function and location so there this an optimised allocation of resources towards the locations where it is most needed.
Business/Landowner Response No 31	Strongly disagrees with the proposals for traffic mitigation to the south of the A47; the access-only proposal for Carleton Forehoe will make access to businesses in Barnham Broom more difficult from Wymondham, also increased difficulty for residents to the north of Carleton Forehoe and school buses to access schools, shops and stores in Wymondham. Traffic will divert to the route via Wrampingham, a narrower country road with many blind corners.	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 Tuttle 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.
Business/Landowner Response No 32	Supports all proposals for the NWL.	The Applicant acknowledges that this consultee supports all proposals for the Proposed Scheme.

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Business/Landowner Response No 33	Strongly disagrees with the proposals for traffic mitigation to the south of the A47; if the route through Carleton Forehoe is access only it will isolate a number of people and impact our and other businesses. Suggests reducing speed limit instead. Alternative routes through Wrampingham and Kimberley are not safe as most roads are single file, they will not be safe with an increase in traffic. Concern about school buses using alternative routes on single track roads and adding additional time to travelling to and from school.	The Applicant understands that this comment relates to concerns about the originally proposed closure of Barnham Broom Road. 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 Tuttle 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.
Business/Landowner Response No 34	Strongly disagrees with proposals for local access including lack of continuity of cycle route – there is no link across the river.	<p>The Proposed Scheme includes improvements to walking and cycling in the area. There are very few desire lines aligned with the viaduct from origins and destinations within easy walking distance. Therefore, a Non-Motorised User 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. The option to include signalisation of the crossing is considered as part of the Sustainable Transport Strategy for the Proposed Scheme. This accords with the guidance set out in LTN 1/20.</p> <p>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 onward routes via minor rural lanes through Ringland and Costessey which will have reduced traffic as a result of the NWL 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 crossing the viaduct would also not be directly aligned with desire lines on this route.</p>
Business/Landowner Response No 34	Strongly disagrees with proposals for the northern section of the route. Only route for residents from local villages, including Ringland and Taverham, to join the A47 will be at Longwater via the Western Link. The two roundabouts this will cause traffic delays.	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 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

Organisational Name	Specific Issues Identified	Applicant's Response
Business/Landowner Response No 34	Proposals are damaging to the SAC/SSSI and highly damaging to the bat colony.	<p>Potential impacts on habitat loss and fragmentation have been considered in the Environmental Statement. An evidence-based approach to mitigation proposals has been proposed for the Proposed Scheme. The River Wensum SSSI / SAC is avoided through the scheme design of the viaduct in order to maintain this habitat and wildlife corridor. No adverse effects on integrity on the SAC and no significant effects to the SSSI have been identified from the Proposed Scheme in the 'Environmental Statement' and Habitat Regulations Assessment (HRA) (Document Reference 4.03.00) submitted with the planning application.</p> <p>The effects of the Proposed Scheme upon bat species, including barbastelle has been assessed in the 'Environmental Statement Chapter 11: Bats' (Document Reference: 3.11.00).</p> <p>The assessment considers the effects of the Proposed Scheme upon bat populations informed by baseline survey data and taking into account proposed mitigation which includes measures to maintain habitat connectivity and available foraging habitat for bats. During the design of the Proposed Scheme an evidence-based approach to mitigation has been taken, informed by industry best practice. Mitigation has been designed by a team including nationally recognised bat specialists.</p>
Business/Landowner Response No 34	Disagrees with proposals for the central and southern sections of the route; it should be closer to Weston Longville and in cutting to reduce impact.	<p>The route alignment was selected through an optioneering process to identify the best alignment. Further information is also provided within 'Environmental Statement Chapter 4: Reasonable Alternatives Considered' (Document Reference: 3.04.00). 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.</p>
Business/Landowner Response No 34	Disputable whether bat mitigations will work.	<p>An evidence-based approach to mitigation proposals has been proposed, informed by industry best practice and designed by a team including nationally recognised bat specialists. The effects of the Proposed Scheme upon bat species have been assessed in the 'Environmental Statement Chapter 11: Bats' (Document Reference: 3.11.00). This includes the impacts and subsequent effectiveness of mitigation measures including green bridges.</p> <p>A great deal of consideration has gone into defining the green bridge proposals, 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. 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). The designs have also been reviewed by independent bat experts, who are in agreement with the designs.</p>

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Business/Landowner Response No 34	Strongly disagrees with proposals for the viaduct and water environment; all aspects of the plan appear damaging and ecological enhancement is poor and will take generations to be effective.	<p>The provision of a viaduct in the Proposed Scheme the 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.</p> <p>The drainage design is set out in the 'Flood Risk Assessment' (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 Road Drainage and Water Environment Chapter of the Environmental Statement. 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.</p>
Business/Landowner Response No 34	Disagree with proposals for drainage; cites damage to River Tud.	<p>The drainage design is set out in the 'Flood Risk Assessment' (Document Reference: 3.12.02) and the '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 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.</p> <p>The River Tud (and a tributary of the Tud that passes through the Proposed Scheme boundary) has also been considered within the Environmental Statement within the Chapters above.</p>
Business/Landowner Response No 34	Barnham Broom will become a rat run as will be the shortest route to join A11.	The package of mitigation proposals to support the Proposed Scheme includes measures for Barnham Broom, which have been developed in discussion with the local community representatives.
Business/Landowner Response No 34	Viaduct will adversely affect the business; will be visible from the hotel and noise will carry from it, affecting both the golf and wedding business.	The viaduct has been designed to minimise visual impacts in the local area. A clear environmental barrier on the viaduct has been designed to consider and balance a range or requirements including noise, visual, engineering and effectiveness. Technical assessment of the noise performance has been accompanied by a drive to minimise the visual impact of the barrier resulting in a 1.2m high transparent screen with a cranked top.

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Business/Landowner Response No 34	Closing access from Holt Road to Felthorpe will cause rat runs. Attlebridge residents increased traffic from 200 to 1,300. This will make access difficult for residents.	<p>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.</p> <p>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).</p>
Business/Landowner Response No 35	Suggestions as to locations of tree planting and drainage ponds to reduce impact on operations, from Low Farm to the northeastern corner of the field and reduced in size.	The location of the drainage lagoon has been determined based on the existing topography of the ground to find the optimum location, minimise excavation and maximise the distance above the ground water level.
Business/Landowner Response No 35	Requests investigations into moving the drainage lagoon to the west of the proposed carriageway.	The Applicant investigated the feasibility of relocating the drainage lagoon and this was not possible. This is because the area to the west is identified as most suitable for the flood compensation area, is not a big enough area to house the proposed lagoon and is constrained by woodland on the boundary of the area in discussion.
Business/Landowner Response No 35	Embankments should be raised and planted to avoid visual and audio pollution on the eastern side of the proposed road.	Operational noise modelling has been undertaken for the Proposed Scheme and details of this are presented in the Environmental Statement that is submitted as part of the planning application. Further planting will not reduce road traffic noise levels. A detailed impact assessment has been undertaken to assess the impacts of the Proposed Scheme on noise and vibration, this is reported in ' Environmental Statement Chapter 7: Noise and Vibration ' (Document Reference: 3.07.00). The Proposed Scheme includes earth bunds as detailed on the ' General Arrangement Drawings ' (Document Reference: 2.03.00) and ' Cross Sections Drawings ' (Document reference: 2.04.00). Bunds have been designed considering noise and visual impacts amongst other environmental constraints.
Business/Landowner Response No 35	Central reservation bat "hop over" should be used to restore the canopy of trees and avoid creating a potential trespass route over the green bridge.	The location and design of the crossing locations have been led by survey data, and appropriate design guidance and scientific research. Bat hop overs are not proposed within the design. Further detail on bat mitigation is provided in ' Environmental Statement Chapter 11: Bats ' (Document Reference: 3.11.00).

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Business/Landowner Response No 35	<p>From perspective section drawing the fence and raised kerb may create dangerous conflict between vehicles and pedestrians. Broadway green bridge should be designed to be suitable width (4m) for agricultural use and have a layout with no kerbs or post/rail fencing, to allow more space for pedestrians and agricultural vehicles to avoid one another safely.</p>	<p>The green bridge designs have been developed to maintain environmental connectivity for wildlife, and where appropriate, a route for non-motorised users and private access. The kerbs and fencing either side of the central track provide protection for the planting proposed over the structure, to support successful establishment and longevity of the hedgerow species planted there. The fencing immediately beside the track is only proposed over the length of the structure.</p> <p>It is anticipated that the green bridges will be infrequently used by vehicles for private access, therefore the proposed design is appropriate, and courteous / considerate use of the space much like the other nearby rural route is expected.</p> <p>Broadway green bridge features 3.65m between kerbs, and 4.65m between fence lines width on the central track which is sufficient for its anticipated use.</p>