

A47/A11 Thickethorn Hearing – NCC Written Responses

Issue Specific Hearing 1 Session 1

On growth factors the council would wish to be covered in the modelling (38.48 in the transcript)

There is well defined DfT guidance on what developments (residential and commercial) to include in the strategic traffic modelling of future year scenarios, a process which uses an Uncertainty Log technique. NCC colleagues worked with National Highways to identify the status of likely developments to determine whether they should be included or not. Based on the information NCC supplied, we are confident that National Highways consultants have followed the DfT guidance and modelled the amount of specific growth based on the developments we advised and then applied factors to control the overall growth, so it did not exceed government forecasts.

On Cantley Lane walking, cycling and horse riding improvements (58.01 in the transcript)

In regard to Cantley Lane there are currently no funded schemes or identified schemes without funding. There is currently a proposal for an extension to Thickethorn Park and Ride.

The route is identified in the draft Greater Norwich Local Cycling and Walking Infrastructure Plan (LCWIP). This was consulted on in May and June 2021. The outcome has been reported to our Infrastructure & Development Committee and will go to Cabinet for approval early in the new year.

Cantley Lane is identified as a neighbourhood route but does not have any projects identified for it. The route and those identified projects in the short to medium term in Greater Norwich are shown on the following plan [REDACTED].

Other links to the consultation can be found below:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Issue Specific Hearing 1 Session 2

On 30 year compensation strategy to complement the environmental master plan (44.59 in the transcript)

The reason that 30 years was used was because this is what we would expect for a compensation strategy on our own land, based on the fact that we require commuted sums from developers for a 30 year maintenance period under S278 of the Highways Act and that compensation strategies for veteran tree removal often include ongoing woodland maintenance both inside and outside the red line of a development depending on the strategy requirements.

However, the Woodland Management Planning Grant (WMP) is a one-off payment to create a 10 year Woodland Management Plan which is UK Forestry Standard (UKFS) compliant. Therefore a 10 year compensation strategy with tree and woodland management plans may be more appropriate, however again, we can only recommend this rather than enforce it for this scheme (as this does not affect county council owned land).

To summarise, although Norfolk County Council would recommend a 30 year compensation strategy, if it is not considered reasonable, a compensation strategy in accordance with the NPPF (2021) Section 180c will be required to address the loss of veteran trees.