

From: [REDACTED]
To: [A47 Blofield to North Burlingham](#)
Subject: Re: Issue Specific Hearing - 9th November
Date: 28 October 2021 17:28:47

Dear James

Thank very much for this information.
I think on reflection I would like to withdraw my request to speak at the hearing.

I am attaching the words I was going to say below. I am not sure whether this can be considered in a written format but I thought I would send them just in case.

Thank you for your help
Kind Regards

Eleanor Laming

Comments for the ISH on 9 November 2021

Mr Chairman

This scheme does not exist in isolation as the County Council has plans for other road expansion schemes such as dualling of the A47 at another location and changes to the Thickthorn Junction in the radial area surrounding Norwich, the Norwich Western Link and the Long Stratton bypass.

These schemes are scheduled for completion in a similar time period.

All of these schemes will produce carbon emissions, from road construction and ongoing and increasing motor vehicle use and so the cumulative impact should be taken into account.

Instead the Environmental Impact Assessments take the effect of the schemes separately which does not give an adequate overview of the situation. My understanding is that the EIA regulations require a cumulative carbon assessment to be carried out.

The UK has been given guidance by the Climate Change Committee to reduce net annual emissions by 78% by 2035 (from a 1990 baseline). It recommends reduction of emissions through all types of decisions made about infrastructure, and this includes roads.

NPPF paragraph 152 requires the planning system to support the transition to a low carbon future and contribute to radical reductions of greenhouse gas emissions. Paragraph 7 defines sustainable development at a very high level as “meeting the needs of the present without compromising the ability of future generations to meet their own needs.” Increasing carbon emissions will add to the impact of climate change which will alter the lives of future generations negatively.

Paragraph 11a requires development to improve the environment and mitigate climate change. The process of road construction and road use damages the environment and contributes to climate change.

The Net Zero Strategy was published by the UK government in October 2021 and outlines a strategy to reduce domestic transport emissions by up to 45% by 2030.

Decarbonisation is stated as an aim in the transport sector. The continuation of new road building and expansion schemes will not enable the UK to reach the stated goals. Instead, vast investment in active travel and public transport is needed.