

Report to Cabinet
26 March, 2014

Report of Deputy Chief Executive (Operations)

Subject Norwich northern distributor road – process for responding to consultation on the Nationally Significant Infrastructure Projects (NSIP) application

Item

18

Purpose

To consider the process to input into the Nationally Significant Infrastructure Projects (NSIP) process in an efficient and timely manner.

Recommendation

To delegate authority to the deputy chief executive (operations), in consultation with the portfolio holder for environment, development and transport, to :-

- 1) prepare the Statement of Common Ground (SOCG), the Local Impact Report (LIR) and other necessary documentation and evidence to be submitted to the Planning Inspectorate in relation to the Nationally Significant Infrastructure Projects (NSIP) application for the Norwich Northern Distributor Road (NDR)
- 2) produce these as joint statements with other local authorities (likely to be Broadland District Council and South Norfolk District Council) if deemed appropriate.

Corporate and service priorities

The report helps to meet the corporate priorities of A prosperous city and a Safe and Clean City

Financial implications

None

Ward/s: All wards

Cabinet member: Cllr Mike Stonard

Contact officers

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Background documents

None

Report

1. The county council's proposals for the construction of the NDR have been submitted to the Planning Inspectorate. The application for consideration of the scheme under the Nationally Significant Infrastructure Projects (NSIP) process has been accepted by the Planning Inspectorate and the processing of the application is a matter for them. The timescales for this process will be tight, with the Inspectorate expected to determine submission dates for certain key documents in mid April, with the deadline likely to be only a few weeks later. The council's response to the NDR proposals was considered at cabinet on the 11 September 2013 when it was agreed that the council should:
 - a) Advise Norfolk County Council that the city council has no objections to the proposal to construct the northern distributor route (NDR) subject to the delivery of a programme of measures to secure major improvements and enabling the promotion of more sustainable forms of transport as promoted within the Norwich area transportation strategy implementation plan (NATSIP);
 - b) Request that the county council supports its application for the NDR by demonstrating its place within the overall NATS Strategy and giving a commitment to deliver the whole of the NATSIP by 2026, such that the city council can offer unequivocal support for the scheme at the pre-examination and examination stage of the Nationally Significant Infrastructure Projects (NSIP) process; and
 - c) Request the county council, through detailed design, to ensure that the NDR enhances the potential for walking, cycling and public transport use between the expanding communities to the north and east of the city to ensure that any potential severance effects are fully mitigated.
2. The council's response to the initial consultation has already been submitted to the Inspectorate as part of the application and there is no need to add anything further to it.
3. The proposal is currently undergoing consultation and it is open to anyone to make representations and express an interest in attending the formal hearing by 23 April 2014. The local planning authorities through which the site passes, and those adjoining, are not obliged to make representations. However, a preliminary meeting with the inspector(s) will be held (likely to be in early May), following which the Inspectorate will consider the timing, duration and content of the hearing. The council will need to attend the hearing in due course.
4. Whilst this is not a requirement, the Planning Inspectorate expect that two key documents – a Statement of Common Ground (SOCG) and a Local Impact Report (LIR) – will be produced by the council, and the timescale that is likely to be announced by the Inspectorate on April 23rd will provide only a matter of weeks for the submission to be made. There will, therefore, be no opportunity for cabinet to consider the contents of these documents.
5. Both of the required documents are 'matters of fact'. The LIR will document the impacts that the NDR will have on the city, both positive and negative, but there is no requirement for any analysis, or balancing of these impacts to be undertaken, as

that is the role of the Planning Inspector. The SOCG is likely to include an explanation of the work, the policy background (covering, for example, the JCS, NATS and NATSIP (the programme of works to implement NATS that has been agreed by the council and NHAC). Neither document is likely to include any information that is neither a fact nor already approved or agreed.

6. Much of the information will be common to all of the district council areas potentially affected by the NDR and consequently it does make sense to consider producing joint documents to avoid duplication where that is appropriate. Clearly it will be necessary to differentiate between the districts where there are differences, and ensuring that there is clarity where an impact is felt in one area rather than another. There is potentially some overlap between the possible content of the SOCG and the LIR, and the final format of these documents has yet to be determined
7. In view of the factual nature of the LIR and SOCG, it is recommended that the production of these documents is delegated to the Deputy Chief Executive (Operations) in consultation with the portfolio holder. Furthermore it is also suggested that the production of joint documents is progressed where that is appropriate

Integrated impact assessment



NORWICH
City Council

The IIA should assess **the impact of the recommendation** being made by the report

Detailed guidance to help with completing the assessment can be found [here](#). Delete this row after completion

Report author to complete

Committee:	Cabinet
Committee date:	26 March 2014
Head of service:	Heads of planning and city development services
Report subject:	Norwich northern distributor road – Process for responding to consultation on the Nationally Significant Infrastructure Projects (NSIP) Application
Date assessed:	11 March 2014
Description:	

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposal will generate construction jobs in the wider Norwich area, future investment in the area and create opportunities for growth and jobs, particularly, in the NE side of the city. Coupled to delivery of other NATS measures the proposal will also create opportunities for growth and jobs elsewhere in Greater Norwich, including the city centre
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Potential to reduce traffic flows and associated pollution problems on parts of the city's radial routes and ring road if coupled with other transportation projects in the city

	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Potential to reduce traffic flows and improve highway safety on parts of the city's radial routes and ring road if coupled with other transportation projects in the city
Natural and built environment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No significant impact on the city (however there may be impact in Broadland not assessed)
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Potential to reduce traffic flows and hence pollution on parts of the city's radial routes and ring road if coupled with other transportation projects in the city
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments

	Impact			
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Recommendations from impact assessment

Positive

As the site is entirely within Broadland District Council administrative area, this analysis relates to the impacts on Norwich only. Overall there are positive features in terms of employment opportunities for construction and as part of the wider growth of the Norwich area. The positive impacts on the environment, traffic and pollution and health are dependent on a programme of improvements to transport on foot, by cycle and public transport, as opportunities for removing traffic capacity on key parts of radial routes and the ring road to the NE of the city are delivered. It is essential that these take place concurrently with the development.

Negative

Neutral

Issues