

Tel: [REDACTED].

RESPONSE TO THE LATEST JCS.

I was present at Broadland District Council offices for the planning application for the Beyond Green site which forms part of the JCS. I was horrified to hear the planning officer say that neither he, nor any member of his department, knew anything about flooding risk. I quote from the DEFRA document, supported by EA, entitled "Understanding the risks, Empowering Communities, building resilience".

Item 3 states "All forms of flooding and their impact on the natural and built environment are material planning considerations".

The above has not been taken into account during the progression of the JCS application. This must be rectified before the matter goes any further.

This massive urbanisation in an agricultural county does not make sense. The more land you cover with concrete etc. the more food will have to be imported and the more CO2 you put into the atmosphere which, by law, we have to reduce.

Now to the proposed dog leg on Wroxham Road. This is one of the busiest routes into the city. This will increase with N. Norfolk's building many properties at Hoveton also coming out on the A1151. The dog leg will hold up traffic with the proposed roundabout at Sprowston Manor and again at the Park & Ride roundabout when the road is built between it and Salhouse Road.

As for the NDR it appears to be waste of money as it does not link up with the A47. You propose to cross Wroxham Road in the dip between the fishing ponds and the Beck, with the latter flowing into the River Bure. In my time I have seen this section of road flooded. Why do you not return to the old pink route? With a single track in both directions it would relieve some of pressure from roads into the city. This would also keep the roads in Thorpe St. Andrew and the Plumsteads open. You could then use the money saved to begin dualling the A47 from Gt. Yarmouth a dire necessity.

Why are you still pursuing with this when you are still waiting for the Inspector's report?

Mrs. M. Howes.