

**From:** [REDACTED]  
**To:** [A47 NorthTuddenham to Easton](#)  
**Cc:** [REDACTED]  
**Subject:** Comments from North Tuddenham Parish Council  
**Date:** 22 October 2019 15:22:17  
**Importance:** High

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To whom it may concern

Good afternoon

Unfortunately our Parish Council was not a direct recipient of the EIA Scoping and Consultation document (which was very disappointing!) so I am grateful to Richard Hawker of Hockering PC for passing this on to me, but the time frame to respond has been somewhat limited.

As Vice Chairman of North Tuddenham Parish Council and their representative on highway matters, they have asked me to respond on their behalf.

Scanning a 200-page document at short notice is not an easy task and I have noted the replies made by Hockering PC and Honingham PC before responding. We concur with their comments and add a few of our own ...

North Tuddenham PC felt we should make some general points of our own at this stage about the whole route, pending deeper study of the facts.

1. We understand that the existing roundabouts at Easton and Honingham will not be part of the new route, but two new grade separated junctions at Wood Lane and near Blind Lane will be constructed and that a fast bus service from Dereham will by-pass the village of Hockering.
2. The main congestion problems are in the morning, in the direction of Norwich starting at North Tuddenham, and in the early evening as traffic from Norwich queues at the Easton roundabout. There is also considerable backing up of vehicles during the day approaching the Honingham roundabout. We assume that the planned housing and business development around Easton and Colton will be taken into account in the design of the junctions at Blind Lane and at Wood Lane so that they will be able to cope with all the extra traffic. **Very important.**
3. The removal of the Easton roundabout will have an impact on traffic going northerly towards Ringland and around St Peters Church Easton which should be carefully assessed.
4. Although outside the scope of this project, the Longwater Junction, just beyond Easton off the A47 leading into Costessey and Norwich, is a severe bottleneck and will need to be considered for improvement within the bigger picture of all traffic west of Norwich.
5. Agree that Berrys Lane is not suitable for heavy traffic nor are Church Lane or Sandy Lane.
6. The route does come very close to the River Tud as it bends south of Hockering and local agronomists have expressed reservations about this. May need more ground preparation than expected.
7. Mattishall Lane and Low Road East will be dissected by the new route, but as discussed among local parish councillors, these are routes where Hockering residents need access the GP's surgery in Mattishall. So, some sort of restricted vehicle access will be necessary under the new dual carriageway.

8. In North Tuddenham itself, we would like use to be made of the existing single carriageway north of Oak Farm to link it to the old Main Road to Dereham, next to Poppy Wood, and by means of a T-junction to the existing Lyng Road. (This appears to shown in the latest map.) This is essential to maintain access between North Tuddenham and Hockering villages, facilitate any future bus routes incorporating villages between Dereham and Easton and slow down HGVs which use the Lyng road to go west to Swaffham and Kings Lynn .

Finally, a team of local parish councillors affected by the dualling of the A47 has met frequently to discuss the route and minor roads and sent various reports to James Powis. I see no acknowledgement of this.

I do hope that Highways England will be presenting an update of the situation to local parishes in the very near future, as promised.

Yours sincerely,

Mike Smith

Vice Chairman North Tuddenham Parish Council

