

A47 Blofield to North Burlingham

Scheme Number: TR010040

Volume 8

8.13 Statement of Common Ground with Highways England and Blofield Parish Council

Rule 8(1)(e)

Infrastructure Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009

September 2021

Deadline 4

Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning
(Applications: Prescribed Forms and
Procedure) Regulations 2009**

**The A47 Blofield to North Burlingham Dualling
Development Consent Order 202[x]**

Statement of Common Ground – Blofield Parish Council

Regulation Number:	Rule 8(1)(e)
Planning Inspectorate Scheme Reference	TR010040
Application Document Reference	8.13
BIM Document Reference	HE551490-GTY-LSI-000-RP-TX-30045
Author:	A47 Blofield to North Burlingham Dualling Project Team, Highways England

Version	Date	Status of Version
Rev 0	September 2021	Deadline 4

STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) Highways England Company Limited and (2) Blofield Parish Council.

Signed

Nikki Rowley-Todd

Project Manager

On behalf of Highways England

Date: **INSET DATE**

Signed

NAME

POSITION

On behalf of Blofield Parish Council

Date: **INSERT DATE**

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1 INTRODUCTION

1.1 Purpose of this Document

1.1.1 This Statement of Common Ground (SOCG) relates to an application made by Highways England ("the Applicant") to the Planning Inspectorate ("PINS") under Section 37 of the Planning Act 2008 ("PA 2008") for a Development Consent Order (a "DCO"). If made the DCO would grant consent for the Applicant to undertake the A47 Blofield to North Burlingham Scheme ("the Scheme"). A detailed description of the Scheme can be found in the ES Chapter 2 The Proposed Scheme (**APP-40**).

1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application documents. All documents are available on the Planning Inspectorate website.

<https://infrastructure.planninginspectorate.gov.uk/projects/eastern/a47-blofield-to-north-burlingham/>

1.1.3 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties to it, and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific issues that may need to be addressed during the examination

1.2 Parties to this Statement of Common Ground

1.2.1 This SoCG has been prepared by (1) Highways England as the Applicant and (2) Blofield Parish Council.

1.2.2 Highways England became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain and enhance the network. Regulatory powers remain with the Secretary of State. The legislation establishing Highways England made provision for all legal rights and obligations of the Highways Agency, including in respect of the Application, to be conferred upon or assumed by Highways England.

1.2.3 Blofield Parish Council serves the Parish of Blofield which comprises the villages of Blofield and Blofield Heath.

1.3 Terminology

1.3.1 In the tables in Section 3 'Issues' of this SoCG the following terminology is used:

- "Agreed" indicates where the issue has been resolved
- "Not Agreed" indicates a final position
- "Under discussion" where these points will be the subject of on-going discussion wherever possible to resolve, or refine, the extent of disagreement between the parties

1.3.2 It can be taken that any matters not specifically referred to in the Issues chapter of this SoCG are not of material interest or relevance to Blofield Parish Council, and therefore have not been the subject of any discussions between the parties. As such, those matters can be read as agreed, only to the extent that they are either not of material interest or relevance to Blofield Parish Council.

2 RECORD OF ENGAGEMENT

- 2.1.1 A summary of the meetings and correspondence that has taken place between Highways England and Blofield Parish Council (BPC) in relation to the Application is outlined in Table 2-1.

Table 2-1 : Record of Engagement

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
12/03/21	Meeting	Scheme update
20/10/20	Meeting	Scheme update
15/02/21	Letter from BPC to MP & HE (Appendix A)	Requesting update on Cucumber Lane roundabout, traffic through Blofield, Blofield Allotments, Closure/redirection of Blofield FP7, Designated fund applications
12/03/21	Meeting & Minutes (Appendix B)	Scheme update, discussed issues raised in letter
26/03/21	Letter from BPC to HE (Appendix C)	Comments on the DCO
11/06/21	Letter to BPC from HE (Appendix D)	Addressing points on the car park, water tank, impact on mature trees, fences and access points, disturbance issues.
28/06/21	Email from BPC to HE (Appendix F)	Requesting further clarification on points above.
01/07/21	Email from BPC to HE (Appendix G)	Requesting further clarification on points above.

- 2.1.2 It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) Highways England and (2) Blofield Parish Council in relation to the issues addressed in this SoCG.

3 ISSUES

Table 3-1 : Issues

Issue	Document Reference	Blofield Parish Council Comment	Applicant's Response	Status	Date
Cucumber Lane Roundabout	Letter from BPC in Appendix A	<p>With increased existing and approved residential developments in the villages of Blofield, Blofield Heath and Brundall increased pressure on the village infrastructure continues to mount. Access West towards Norwich from these villages relies, in the main, on access to the A47 dual carriageway at the roundabout at the Cucumber Lane (from Brundall) / Yarmouth Road (from Blofield) junction.</p> <p>Traffic routes (as indicated on the map) show traffic emanating from Blofield Heath, Brundall and Blofield itself all concentrating on this junction. Already traffic on the A47 approaching from the East (Acle / Gt. Yarmouth) approaches the junction at high speed and volume causing congesting at the roundabout for traffic joining from the villages, causing tailbacks at peak times.</p> <p>Both Highways England and Norfolk Highways refuse to perceive this as a problem either now or in the future and have resisted taking a proactive approach to the problem by planning ahead instead positioning themselves on a “wait and see” approach. Local knowledge already sees this as a problem waiting to happen, but no authority will take responsibility for resolving in advance. All that has been tabled are, on the building of a further residential development towards said roundabout, minor changes to the roundabout layout and some minimal road widening on the approaches. Insufficient in the opinion of the local Parish Councils.</p>	<p>The traffic modelling takes into consideration future developments as set out in the uncertainty log, as agreed with the local authority. The Transport Assessment (REP1-044), Table 4-1 and Figure4-1, provides details of the planned developments which have been included in the uncertainty log.</p> <p>As stated in the Transport Assessment section 9.6.5 (REP1-044) the Applicant acknowledges that congestion is forecasted to increase at the A47/Brundall roundabout. However, the roundabout has existing traffic congestion issues in the 2015 base year scenario. These base year traffic congestion operational issues will be exacerbated by forecasted traffic growth. Therefore, the implementation of the Scheme is not the underlying reason for the capacity related operational issues at the junction.</p>		

Issue	Document Reference	Blofield Parish Council Comment	Applicant's Response	Status	Date
Cucumber Lane Roundabout	Letter from BPC in Appendix C	<p>As the proposal for the A47 junction will close off the gap in the central reservation, it is our view that traffic will be forced to enter Blofield and encounter the already congested road network in the vicinity of the current school site, doctors surgery and proposed new school site for onward travel to the A47 Cucumber Lane roundabout for onward travel to Norwich.</p> <p>Proposed development in the parish and beyond our boundary will further compound the traffic flow issues being encountered at the A47 Cucumber Lane roundabout.</p> <p>Traffic routes shown on the indication above demonstrate that flows from Brundall, Blofield and Blofield Heath concentrate at the A47 Cucumber Lane roundabout which is already causing congestion before the additional development proposals for housing have been built out.</p> <p>Both Highways England and Norfolk County Council refuse to perceive this as a problem either now or in the future and have resisted taking a proactive approach to the problem by planning, instead positioning themselves on a wait and see basis. Local knowledge already sees this as a problem waiting to happen, but no authority will take responsibility for resolving this in advance.</p> <p>It is with this knowledge why we proposed an alternative layout to the junction that could be achieved with minor alterations to the plans which, in our view, would alleviate the traffic flow issues demonstrated above.</p>	See response above in relation to Cucumber Lane Roundabout and below in relation to Yarmouth Road Junction.		
Yarmouth Road Junction	Letter from BPC in Appendix A	<p>During Consultation with Highways England on the proposed plans for dualling from Blofield to North Burlingham it became apparent that a reasonable number of Blofield Heath residents were travelling south out of their village towards Blofield, using the slip road to join the A47 East towards Acle and using the gap in the central reservation (access to east end</p>	<p>The modified junction, as proposed by BPC, is not a technically viable solution. The standards set out in the Design Manual for Roads and Bridges, for example, would not allow the proposed 'East' slip road to have direct access from properties and High Noon Lane.</p> <p>The technically viable solutions similar to this are</p>		

Issue	Document Reference	Blofield Parish Council Comment	Applicant's Response	Status	Date
		<p>of Blofield) to execute a U-turn at this junction to join the A47 WEST towards Norwich.</p> <p>As part of the dualling scheme Highways England plan to close this break in the central reservation therefore closing off this access route towards Norwich. The consequence of this is to force all of the traffic from Blofield Heath through the already congested village of Blofield and along Yarmouth Road to the Cucumber lane roundabout (see 1a above). <i>(Refer to Appendix A)</i></p> <p>Norfolk County Council also plan to build a new primary school in the next 2-3 years at the location shown on the map that is at least DOUBLE the size of the existing school thus creating even more traffic along a typical village road. As NCC had, at the point of the consultation with Highways England, not yet submitted planning applications, HE were unaware of this until advised by the Parish Council. They committed to consider this in their planning.</p> <p>During the consultation both the School and Blofield resident representation regarding the access route to Norwich were discussed at length.</p> <p>Following the meeting Blofield Parish Council proposed the alternate junction (see below) at the eastern end of Blofield that would potential alleviate both of the issues above.</p>	<p>Options B and C as set out in section 4.5 of the Scheme Design Report (REP1-046).</p> <p>These options were discounted due to the additional cost of the grade separated options against an at-grade option as well as the low use of the existing junction arrangement in the forecast future years do-minimum scenario within the strategic traffic model.</p> <p>The traffic modelling for the scheme uses a strategic model which does not model the schools.</p>		
Yarmouth Road Junction	Letter from BPC in Appendix A	The Parish Council, with its local knowledge, also suggested to HE an alternative road layout to improve traffic flow within the village, especially with the increasing traffic with the potential new school, which has been ignored.	See response above in relation to Yarmouth Road Junction.		
Yarmouth Road Junction	Letter from BPC in Appendix C	<p>2.3 Works Plans</p> <p>Blofield Parish Council is disappointed that the suggested alternative junction layout has been completely disregarded by Highways England.</p>	See response above in relation to Yarmouth Road Junction.		

Issue	Document Reference	Blofield Parish Council Comment	Applicant's Response	Status	Date
		<p>This was proposed to Highways England due to the following concerns which have been ignored.</p> <p>Traffic flow from Blofield Heath suggests that a high number of parishioners are exiting Blofield Heath, travelling south towards Blofield, using the slip road to join the A47 East towards Acle and then using the gap in the central reservation to execute a U turn to then travel to towards Norwich on the westbound A47, as indicated below.</p>			
Yarmouth Road Junction	Letter from BPC in Appendix C	<p>6.1 Chapter 3- Assessment of Alternatives</p> <p>Junction option B detailed in 3.1.12 is pretty close to what the Parish Council wanted to see. Discounted purely on costs and what a computer has predicted as traffic flow, without seeking any local knowledge or insights. Again very disappointing to see this desirable option discounted or even a willingness to work with the Parish Council to see what is best for the local community.</p>	See response above in relation to Yarmouth Road Junction.		
Blofield Allotments - Land	Letter from BPC in Appendix A	<p>We desperately need to know which area of land HE will require. HE submitted the Development Consent Order in December 2020 but it takes over a year for a decision. HE have said that we will lose the present carpark and some of the top plots but at the moment we don't know how many. We renew leases at the beginning of April and we need to know who will lose plots, we also have a waiting list but are unable to offer any spaces until present plot holders have been relocated. Allotments take time, planning and money and the plot holders now need to know if they have to move. HE are hoping to do a site visit to mark the area required but no date has been arranged. HE have indicated that they may be able to provide some plots on an adjacent site, but it may be between the two trunk roads which isn't particularly environmental to be growing veg in the middle of exhaust fumes – If extra</p>	<p>The Applicant has now confirmed how the scheme affects the allotment plots. The scheme extents have been overlayed onto aerial imagery to confirm which plots are to be affected (see Appendix E).</p> <p>This has also been agreed with the Allotment society.</p> <p>It has now been agreed between the Applicant and BPC that provision of additional land adjacent to the A47 is not a suitable option and therefore will no longer be progressed.</p>		

Issue	Document Reference	Blofield Parish Council Comment	Applicant's Response	Status	Date
		land is made available – who will own that in the future?			
Blofield Allotments – Gas Main	Letter from BPC in Appendix A	A main gas line has had to be diverted and may require restricted access to the site – unsure of timings.	The gas main is planned to be installed Spring / Summer 2022 with a 6-month construction period. There will be a 2-week period within this with no access to the current carpark. Pedestrian access will be maintained to the area south the works, outside the DCO boundary.		
Blofield Allotments – Gas Main	Email from BPC in Appendix E	Carparking - during the two weeks of construction there will be no access to the current carpark - HE were going to discuss with the land owner of the neighbouring field the possibility of a temporary carpark/ access point - any update? It is thought HE were also going to try and reduce this car park closure to just a few days - especially if it will happen during the Summer months.	The Applicant will confirm	Ongoing	
Blofield Allotments - Carpark	Letter from BPC in Appendix A	The present carpark will be required by HE and is now in a very poor state of repair, with large potholes, flooding and mud with many cars getting stuck. We have tried temporary repairs, but we can't warrant spending large sums of money on a temporary solution. We have asked for assistance from HE for a temporary fix but to no avail. HE have indicated a new smaller car park will be provided but we don't know to what standard and what long term costs may impact the PC.	The Applicant is unable to assist in repairs to the existing carpark. However, the Applicant can confirm that road drainage will be provided on the re-aligned Yarmouth Road to capture road surface water and prevent run-off into the carpark. Drainage will not be provided within the carpark itself. The new carpark will be created from compacted stone. The new carpark will provide an equivalent area of parking for users of the Allotments.		
Blofield Allotments - Carpark	Letter from BPC in Appendix C	2.7 Drainage and Surface Water Plans The allotment car park seems to be vastly reduced compared to what is currently serving the allotment gardens. Will this new reduced size be sufficient to cater for peak growing season capacity?	See response above in relation to size of the carpark.		

Issue	Document Reference	Blofield Parish Council Comment	Applicant's Response	Status	Date
Blofield Allotments - Carpark	Letter from BPC in Appendix C	Will the proposed concrete dished channel be sufficient to cope with surface water run off to prevent the allotment car park from being flooded (as is the current issue) and water creating channels down the half plot side of the allotment gardens.	See response above in relation to drainage.		
Blofield Allotments - Carpark	Email from BPC in Appendix E	We need to see the new plans of the carpark entrance. The allotment carpark is shown as the small, hatched area - but looking again I can't see any drainage on the road to prevent the run off, the same problem we have at present. We know Michael Andrews was also very concerned about the proposed entry to the new car park being banked - and thus effectively preventing vehicle access to the allotments bordering Nick Crane's field - and possibly even to the main haulage way. This all needs to be clarified quickly.	The Applicant held a meeting with Mr Andrews, the landowner on 25 June 2021 to clarify the proposals and to discuss the updated plan, included in the General Arrangement Plans (REP1-005), which remove the 'banking'. A filter drain is proposed along the edge of the re-aligned Yarmouth Road to capture the surface water run-off, as shown on the Drainage and Surface Water Plans (APP-010).		
Blofield Allotments - Carpark	Email from BPC in Appendix F	The car park plans do not show provision of an area near the entrance which will be needed to store woodchip deliveries to site.	The Applicant was not previously aware of this requirement however will discuss with BPC to resolve.	Ongoing	
Blofield Allotments - Carpark	Email from BPC in Appendix F	Also can HE confirm the vehicle capacity of the new car park.	The new carpark will provide an equivalent area of parking for users of the Allotments as provided by the existing car park.		
Blofield Allotments - Trees	Letter from BPC in Appendix A	Most of the mature trees along the northern edge that act as a wind break will be lost, this will change the growing conditions on site.	The Applicant confirms that the existing mature trees will be lost due to the re-alignment of Yarmouth Road, however new trees will be planted alongside the new carpark boundary as shown on the Masterplan (REP1-041).		
Blofield Allotments - Trees	Letter from BPC in Appendix C	6.8 MasterPlan Replacement trees along the A47 by Plantation Park and the Allotment site are also welcomed but these ought to be of mature status to offer the same level of shielding the to be removed trees currently provide.	The mitigation principles embedded in the planting design (which address strategic and policy derived objectives and location specific screening and integration functions) are detailed in section 7.9 of ES Chapter 7: Landscape and Visual (APP-045).		

Issue	Document Reference	Blofield Parish Council Comment	Applicant's Response	Status	Date
			The Masterplan (REP1-041) shows the resulting planting design. This includes extra heavy standard trees in the vicinity of the allotment site.		
Blofield Allotments - Trees	Email from BPC in Appendix E	Mature trees - We are pleased that mature trees will be replaced along the Northern Alignment but we need to know who is responsible for the management of those trees - especially watering in the first year. Gemma was to check if it will be HE or NCC. No mention from HE of how many trees they are proposing to plant - will they run all along the Northern border of the allotments?	The Applicant will confirm	Ongoing	
Blofield Allotments – Water tank	Letter from BPC in Appendix A	The water supply will need to be moved	The Applicant is aware the water supply will need to be relocated however is not yet able to confirm the proposed location. The Applicant will ensure that the water supply is maintained, even if via a temporary source, whilst the works are ongoing.		
Blofield Allotments – Water tank	Email from BPC in Appendix F	Unless a new water tank is being provided by HE, the existing one will need to be moved and operational within 48 hours if the move takes place between 1 April and 30 September, when the water supply is turned on and therefore in regular use. Outside these dates there is more flexibility.	See response above in relation to the water tank		
Blofield Allotments – Fencing	Letter from BPC in Appendix A	New rabbit proof fencing installed etc and although these seem minor issues the plot holders are concerned.	The fencing design has been amended to reflect the concerns of the plot holders, as shown on the General Arrangement Plans (REP1-005).		
Blofield Allotments – Fencing	Letter from BPC in Appendix C	Will there be sufficient space to facilitate access to the two haulage ways on the main allotment plots?	The layout of the carpark and fencing has been amended to ensure access to the haulage ways on the main allotment plots, as shown on the General Arrangement Plans (REP1-005).		

Issue	Document Reference	Blofield Parish Council Comment	Applicant's Response	Status	Date
Blofield Allotments – Fencing	Email from BPC in Appendix E	Also, we think HE need to clarify what type of fence they will put beside the new Lingwood road, as this Northern fence will also hopefully provide security for the allotment car park (and terminate at the new gates).	The fence is proposed to be post and 3 rail along the northern boundary of the carpark to the gate.		
Blofield Allotments – Fencing	Email from BPC in Appendix E	Wildlife fencing - just to clarify it is deer and rabbit proof and will it be 6' high.	The Applicant can confirm the fence will be “rabbit and deer fencing” 1.9m (6') high.		
Blofield Allotments – Disturbance	Email from BPC in Appendix E	Disturbance issues - At present - There are four mature heritage apple trees that need to be moved, this can't be done until the site has been marked out as we are hoping to move them by the new gates at the top of the allotments and a tree spade will be required during the winter season. Please can this be discussed and confirmed.	The Applicant will confirm	Ongoing	
Blofield Allotments – Disturbance	Email from BPC in Appendix E	Obviously, there may be other issues when works commence. Can we ask that they nominate an onsite contact when work begins, to resolve day to day issues?	The Applicant will confirm	Ongoing	
Closure / redirection of FP7	Letter from BPC in Appendix A	An existing Public Footpath exists across the busy A47 behind what is now a new residential development. Blofield Parish Council has attempted to have this footpath redirected to negate the risk but to no avail. (See Appendix A for further information)	FP7 is outside the boundary of the scheme and is unaffected by the scheme.		
Designated Funds	Letter from BPC in Appendix A	At the start of the proposal to widen the A47 we were informed that a Designated Fund would be available for the local area to apply to. This seems to have disappeared as no local council seems to have benefitted. We have submitted a revised application after we were told the criteria had changed, which hasn't been yet been acknowledged.	The Applicant has recently appointed a resource to progress designated funds on the A47. Funding is available for biodiversity schemes. The Applicant will be in contact with Blofield Parish Council to arrange a meeting.		

Issue	Document Reference	Blofield Parish Council Comment	Applicant's Response	Status	Date
FP4	Letter from BPC in Appendix C	<p>2.4 Rights of Way and Access Plans</p> <p>It would appear that FP4 is going to be diverted through the back of what would be the new school site. Currently FP4 borders the top of the bank running adjacent to the A47 and through the small section of woodland before turning to the south to join up with Yarmouth Road adjacent to Turret House.</p> <p>The Council would urge that you consult with NCC Childrens Services and NPS who are evolving plans for the new school site to ascertain if a redirected footpath is relevant.</p>	FP4 is outside the boundary of the scheme and is unaffected by the scheme.		
WCH	Letter from BPC in Appendix C	<p>2.4 Rights of Way and Access Plans</p> <p>It would appear that only a cycle track is being provided over the new overbridge whereas the Council understood that this was going to be a footpath as well to facilitate safer pedestrian access to Blofield from the residents on the northern side of the A47 (and on which a housing proposal was passed for a sub division on the premise there would be footpath connectivity – which doesn't appear to be the case)</p>	As is confirmed in Applicant's Response to the Rule 9 Letter dated 5 th February 2021 (AS-001) the term "cycle track" refers to shared use highways (available for use by pedestrians and cyclists).		
WCH	Letter from BPC in Appendix C	<p>6.8 MasterPlan</p> <p>The Council welcomes the addition of what seems to be proper footpaths connecting the allotment site to Norwich Camping and also the footpath to the north of Waterlow, the new bridge and to join up with the "old" A47 path. It is a shame that this seems to contradict the maps detailed in 2.4 and so the Council would appreciate confirmation that these footpaths will be delivered. It also notes a lack of crossing points which would be welcomed to facilitate slower traffic entering Blofield or some other form of physical speed restraint.</p>	The Applicant can confirm that the footpaths will be provided as shown on the Masterplan (REP1-041). As referenced above the term "cycle track" refers to shared use highways (available for use by pedestrians and cyclists).		

Issue	Document Reference	Blofield Parish Council Comment	Applicant's Response	Status	Date
WCH	Email from BPC in Appendix E	Gemma was also going to speak to her colleagues with regard to the footpath crossing the A47 from Yarmouth Road to Shack Lane.	See response above regarding the footpath.		
Waterflow flooding	Letter from BPC in Appendix C	2.4 Rights of Way and Access Plans Will the proposed soakaways be sufficient to protect the properties at Waterlow from surface water flooding?	<p>The Applicant has responded in the 'Applicant's Response to Relevant Representations (REP1-060) to RR-053.</p> <p><i>In response to the potential flooding impact anticipated in the representation at Waterlow Cottage, Waterlow, Blofield. NR13 4LJ, it is recognised that all of the surface water from the natural catchment including the existing A47 impermeable carriageway comes down the field at the back of the property and pools on the road outside Waterlow Cottage as this is the lowest point in the area. This has been confirmed from surface flow mapping of the hydrological regime as part of the development of the Proposed Scheme. It is for this reason that the drainage of the Proposed Scheme has been developed to drain by infiltration and in addition the design has sought to reduce the incidence of existing surface water flooding by routing the overland flows through clean water soakaways to slow down the natural overland flows.</i></p> <p>The A47 Blofield to North Burlingham Scheme is however not a flood relief scheme. The Applicant is obligated not to increase flood risk as a result of the Scheme and that is what the drainage design is designed to achieve.</p>		
Road Lighting	Letter from BPC in Appendix C	2.6 General Arrangement Plans The proposed 20 lighting columns would be in contradiction of the Blofield Neighbourhood Plan	As described in the Scheme Design Report (APP-122) lighting is proposed at the Yarmouth Road as road safety mitigation.		

Issue	Document Reference	Blofield Parish Council Comment	Applicant's Response	Status	Date
		Environment 5 Policy regarding Dark Skies. If the proposed junction was amended as per our suggestion at the beginning of this document, then the junction lighting would not be in contradiction to our local plan policy.	The modified junction arrangement as proposed by Blofield Parish Council is not a technically viable solution. Whilst Option B, considered in the Scheme Design Report (REP1-046) may not require lighting, it would have other environmental impacts resulting from the increased land take and additional construction.		
Road Lighting	Email from BPC in Appendix E	There are also a lot of street lighting columns which is against the dark skies policy of the council.	See response above regarding street lighting.		
Hedgerows	Letter from BPC in Appendix C	2.9 Hedgerow Plans The Council is disappointed that there appears to be limited new hedging being planted to offset the hedging being removed.	The hedgerows to be provided are shown on the Masterplan (REP1-041). The scheme results in a biodiversity net gain of greater than 40%.		
Speed limits	Letter from BPC in Appendix C	2.11 Traffic Regulation Plans Could the proposed 30MPH limit be extended to cover the entrance to the allotment gardens carpark thus enabling safer access to the allotments, considering a footway is going to be provided to encourage walking to the allotments it would be beneficial to have the opportunity for speeding cars to be reduced.	Provision of the footway enables safer access to the allotments. The speed limits proposed are appropriate for the road.		
Speed limits	Letter from BPC in Appendix C	Considering the A47 will now be national speed limit, is the slip road off the Westbound side to enter Blofield sufficient to slow drivers down from the 70MPH limit into a tight turn off for either Waterlow or Yarmouth Road restricted at 30MPH? The Council can foresee accidents occurring and would really encourage Highways England to reconsider the junction plans as mentioned at the start of this document.	The diverge taper from A47 to Yarmouth Road has been increased in length, when compared to the existing layout, to give vehicles more time to slow down. This along with the provision lighting and the dual carriageway itself will improve the safety at this junction.		
Landscape	Letter from BPC in Appendix C	6.1 Chapter 7 – Landscape and Visual Effects 7.9.2 mentions providing an appropriate Blofield gateway semi ornamental landscape treatment at the junction of the A47 with the Yarmouth Road. The	Requirement 5 'Landscaping' to the dDCO (REP1-006) includes for consultation with the relevant planning authority prior to approval by the Secretary of State.		

Issue	Document Reference	Blofield Parish Council Comment	Applicant's Response	Status	Date
		<p>parish council would like to be consulted over this gateway.</p> <p>7.9.2 also mentions retaining or replacing and reinforcing existing vegetation where this contributes to the distinctive qualities of the landscape, including a notable line of poplar trees on the north-eastern edge of Blofield. Presumably this excludes the line of Poplar trees on the allotment site as they will be destroyed for the realignment of Waterlow, but we would appreciate clarity over the tree treatments for works alongside the A47 and what is proposed to provide security for the allotments as the current line of poplar trees prevents open access to the allotment site.</p> <p>However section 7.10.4 seems to contradict the above, stating :- The Proposed Scheme would result in the loss of a line of mature shelterbelt trees on the southern edge of Waterlow, adjacent to the allotments on the north eastern edge of Blofield. A line of mature trees along the northern edge of the A47 to the west of the Yarmouth Road junction at Blofield would also be removed by construction.</p>	<p>The Applicant considers that this is appropriate. The Applicant will however provide the details of the proposals to the Parish Council.</p>		
Arboriculture	Letter from BPC in Appendix C	<p>6.2 Appendix 7.7 Arboricultural Impact Assessment.</p> <p>This document seems to show that the line of trees adjacent to Plantation Park will be removed along with all the trees adjacent to the allotment site and those adjacent to the A47. This is a devastating loss of mature trees with seemingly limited plans to replace said mature trees.</p>	<p>As part of the best-practice precautionary approach, the Arboricultural Impact Assessment shows a worst case scenario of vegetation clearance as a result of the Scheme.</p> <p>The design principles embedded in the Scheme to avoid environmental constraints (including tree loss) are detailed in section 7.9 of ES Chapter 7: Landscape and Visual (APP-045).</p> <p>The Masterplan (REP1-041) shows the resulting planting design and maps both trees to be retained and proposed planting. This includes the mitigation proposed as part of the arboricultural and landscape and visual impact assessments. The Scheme has a positive Biodiversity Net Gain.</p>		

APPENDIX A - LETTER FROM BLOFIELD PARISH COUNCIL, 15 FEBRUARY 2021

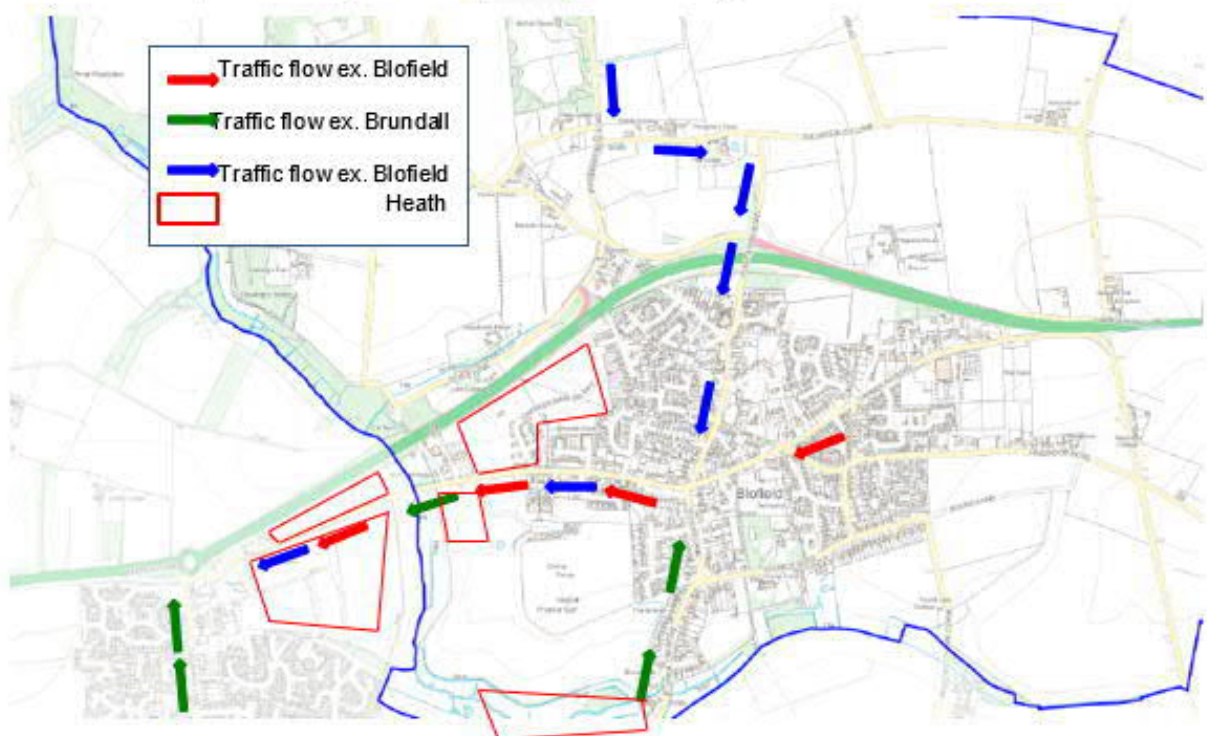


Blofield Parish Council



1. Highways England a. Cucumber Lane Roundabout

With increased existing and approved residential developments in the villages of Blofield, Blofield Heath and Brundall increased pressure on the village infrastructure continues to mount. Access West towards Norwich from these villages relies, in the main, on access to the A47 dual carriageway at the roundabout at the Cucumber Lane (from Brundall) / Yarmouth Road (from Blofield) junction.



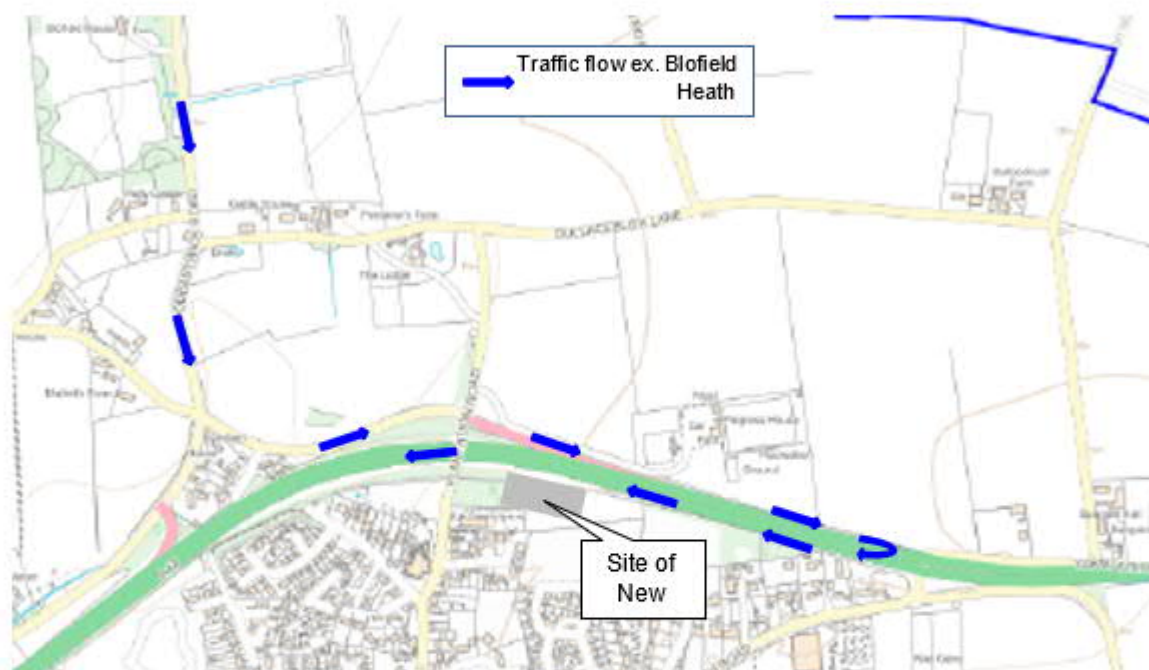
Traffic routes (as indicated on the map) show traffic emanating from Blofield Heath, Brundall and Blofield itself all concentrating on this junction. Already traffic on the A47 approaching from the East (Acle / Gt. Yarmouth) approaches the junction at high speed and volume causing congesting at the roundabout for traffic joining from the villages, causing tailbacks at peak times.

Both Highways England and Norfolk Highways refuse to perceive this as a problem either now or in the future and have resisted taking a proactive approach to the problem by planning ahead instead positioning themselves on a "wait and see" approach.

Local knowledge already sees this as a problem waiting to happen but no authority will take responsibility for resolving in advance. All that has been tabled are, on the building of a further residential development towards said roundabout, minor changes to the roundabout layout and some minimal road widening on the approaches. Insufficient in the opinion of the local Parish Councils.

b. Traffic flow through the village

During Consultation with Highways England on the proposed plans for dualling from Blofield to North Burlingham it became apparent that a reasonable number of Blofield Heath residents were travelling south out of their village towards Blofield, using the slip road to join the A47 East towards Acle and using the gap in the central reservation (access to east end of Blofield) to execute a U-turn at this junction to join the A47 WEST towards Norwich.






As part of the dualling scheme Highways England plan to close this break in the central reservation therefore closing off this access route towards Norwich. The consequence of this is to force all of the traffic from Blofield Heath through the already congested village of Blofield and along Yarmouth Road to the Cucurbit lane roundabout (see 1a above).

Norfolk County Council also plan to build a new primary school in the next 2-3 years at the location shown on the map that is at least DOUBLE the size of the existing school thus creating even more traffic along a typical village road. As NCC had, at the point of the consultation with Highways England, not yet submitted planning applications, HE were unaware of this until advised by the Parish Council. They committed to consider this in their planning.

During the consultation both the School and Blofield resident representation regarding the access route to Norwich were discussed at length.

Following the meeting Blofield Parish Council proposed the alternate junction (see below) at the eastern end of Blofield that would potential alleviate both of the issues above.



-  - A47 Dualling
-  - Local Roads
-  - Farm Access Track

Blofield East Modified A47 Junction Suggestion

Access West towards Norwich from Blofield Heath:

- Down existing down slip to A47 Eastbound
- Off new slip towards Overbridge
- Over bridge to Blofield
- Join A47 Westbound at existing on slip

Access Eastbound from Norwich to Blofield Heath

- Existing off slip on A47 to Shack Lane

Access to Blofield Westbound from Acle

- Off new slip road Westbound
- Enter Blofield at existing junction

Access from Blofield Westbound to Norwich

- From existing junction now designated Westbound only
- No traffic entering from East

Note

- New Farm access track from new Westbound slip road

This was submitted to Highways England for consideration (as it was felt only minor changes were required) but has been completely ignored and discounted in the final plans and submission of the DCO.

2. Assistance with Highways England

Update on the A47 Improvements and the impact to Blofield Allotments.

Background

Since 2013 Blofield Parish Council has leased two adjoining areas of land to provide allotment space for the Parish of Blofield. We currently have approximately 50 plots ranging in size from a quarter to full size plots. We also have a community plot and community orchard. The site lies just south of the Old Yarmouth Road and very close to the exit from the A47 into the Village of Blofield.

Impact by A47 Improvements

Part of this land will be required by Highways England (HE) for the dualling scheme of the A47 from Blofield towards Acle. As a Parish Council we have been working closely with the team from Highways England but as we are only lease holders we don't really have much influence. Our main difficulties at the moment are:

- We desperately need to know which area of land HE will require. HE submitted the Development Consent Order in December 2020 but it takes over a year for a decision. HE have said that we will lose the present carpark and some of the top plots but at the moment we don't know how many. We renew leases at the beginning of April and we need to know who will lose plots, we also have a waiting list but are unable to offer any spaces until present plot holders have been relocated. Allotments take time, planning and money and the plot holders now need to know if they have to move. HE are hoping to do a site visit to mark the area required but no date has been arranged. HE have indicated that they may be able to provide some plots on an adjacent site, but it may be between the two trunk roads which isn't particularly environmental to be growing veg in the middle of exhaust fumes – If extra land is made available – who will own that in the future?
- A main gas line has had to be diverted and may require restricted access to the site – unsure of timings.
- The present carpark will be required by HE and is now in a very poor state of repair, with large pot holes, flooding and mud with many cars getting stuck. We have tried temporary repairs, but we can't warrant spending large sums of money on a temporary solution. We have asked for assistance from HE for a temporary fix but to no avail. HE have indicated a new smaller car park will be provided but we don't know to what standard and what long term costs may impact the PC.
- At the start of the proposal to widen the A47 we were informed that a Designated Fund would be available for the local area to apply to. This seems to have disappeared as no local council seems to have benefitted. We have submitted a revised application after we were told the criteria had changed, which hasn't been yet been acknowledged.
- Most of the mature trees along the northern edge that act as a wind break will be lost, this will change the growing conditions on site.
- The water supply will need to be moved, new rabbit proof fencing installed etc and although these seem minor issues the plot holders are concerned.
- The Parish Council, with its local knowledge, also suggested to HE an alternative road layout to improve traffic flow within the village, especially with the increasing traffic with the potential new school, which has been ignored.

3. **Footpath across A47**

An existing Public Footpath exists across the busy A47 behind what is now a new residential development. Blofield Parish Council has attempted to have this footpath redirected to negate the risk but to no avail. A copy of their representation to the Open Spaces Society, outlining the issue, is copied below.

Dear Sirs,

Blofield Parish Council is writing to you to seek your comments, recommendations and hopefully canvas your support in relation to a proposed redirection of a footpath within our village for the reasons stated below.

Whilst we recognise that your organisation primarily has the interests of maintaining accessibility and maintenance of existing footpaths, and fully supporting this as a Parish Council, we have the unenviable task of balancing this commendable remit against risks to, and the safety of, our Parishioners.

History

As you will see from the map in Figure 1 below Footpaths 5 and 7 (FP5 , FP7) traversed what historically was an agricultural cultivated field and converged at the northern boundary of the field before traversing the busy A47 dual carriageway and continuing on as Footpath 3 to the north. These footpaths were used frequently by adult walkers, with or without dogs.

In 2015 this field was sold and planning permission granted for the residential development of 167 new homes with provision for greenspace and a children's play area along the northern boundary of the site, adjacent to the A47, between that road and the housing development.

Since 2017 the Council has been lobbying the local planning authority, Broadland District Council, and Norfolk County Council, to highlight what the PC identifies as a consequent increased potential risk and safeguarding issue with the Children's play areas so close to the footpath and its access to the A47. No method of restricting and securing access to the A47 has been forthcoming from either Council to mitigate the risk the PC identified nor an acceptance of responsibility for the risk and therefore liability. The PC has major concerns that children may use this route to retrieve play equipment e.g. balls that go over the development boundary or indeed in extreme cases think it fun to play "chicken" on the A47 or use the access to play hide and seek. The traffic on this stretch of the A47 regularly is travelling at 70 mph, often beyond, and visibility on the carriageway as you approach the crossing point is limited. With residential developments in our own and other local parishes the traffic flows can but continue to increase. When the crossing point was created there were no houses adjacent to it.

To date the developer has only proposed a 6 foot close boarded fence along the northern boundary, staggered at the footpath access to "obscure" the opening.



Figure 1

FP5 and FP7 access will be maintained by the developer across the residential site.

Proposal

As a consequence of the above the Council is proposing to seek redirection of the footpath as outlined in Figure 2 below.

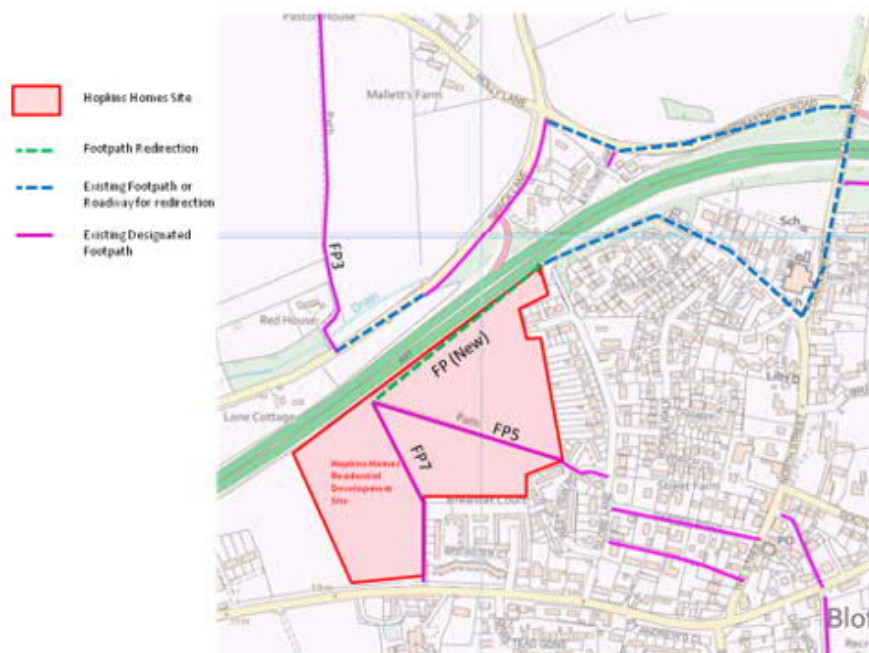


Figure 2

Due to limited crossing points of the A47 the redirection would be as follows :

- Establishment of new recognised footpath along the Northern Boundary going north-east to join existing footpath to North Street.
- South-east along pavement to Plantation Road
- North along Plantation Road, crossing A47 over roadway bridge
- West on Woodbastwick Road
- South-west on Shack Lane to rejoin FP3 at existing point

Whilst this redirection involves a much greater distance the PC feels that this is the only option to eliminate the risk and safeguarding issues identified.

Again the Parish Council wishes to re emphasise support for your organisation and the principles you hold dear but hopefully you can appreciate the position in which we are placed and our desire to protect our Parishioners. We seek your guidance, advice and support in lobbying for the required change.

For reference Appendix A includes some photographs of the existing crossing point viewed towards the residential development in progress. You can see how close the site boundary is to the A47 and how easy it will be for children or adults to access the roadway.

Yours etc.



Existing crossing point on A47 showing central refuge
(Foot path access arrowed)



View looking East on A47 from the northern side of the A47 at the crossing point

Designated Funds

As Jerome asked for a few details, I have had a bit of a dig and found some emails. I have tried to put them in chronological order starting with the original email from [REDACTED] which says play equipment etc is included and telling us to be bold with ideas. [REDACTED] I have highlighted an email from you as it notes an email from [REDACTED] I also have one from [REDACTED] asking for more details on play equipment -it just shows what a waste of time it all was. I have attached the final version that I submitted in October if you want to send it on to [REDACTED] for info.

8.10.20
Blofield PC GI Proposal.docx
3 MB
MM Designated funds V2.docx
24 KB
2 attachments (3 MB) [Download all](#) Save all to OneDrive
Hi Nikki,

At our meeting last week, after some investigation you said our Designated Fund Application for Marty's Marsh was unacceptable as it would have paid a third party for the purchase of the land. Since that application was submitted, we have now purchased the land and wondered if the attached application for development works could be considered. Do we need to we resubmit via the formal route or are you able to pass it to the relevant person, any guidance would be greatly appreciated? I have sent it directly as Melanie, our parish clerk is away at present, but please contact her - [REDACTED] or myself if you need any further clarification.

On another note - any news on revised plans surrounding the allotments? Also, just to update you, Melanie has emailed all allotment holders again to try and get more consents to share names and addresses and she will update you on her return.

Many thanks for your help.
Kind regards,
[REDACTED]

3rd September 2020 [REDACTED] forwarded the original applications to [REDACTED]

Blofield Parish Council
Fri 31/05/2019 09:33
Good morning all,

Having a read through regarding the Designated Funds I am both surprised and frustrated. At a meeting I had attended with Paul when I was pregnant, [REDACTED], stated that new playground equipment would be funded. With regard to the original applications I had an email from a lady called [REDACTED] stating that our applications had gone to committee and were not successful but would go into the next ballot. When asked when would this be and if there was anything I could change to make the bid stronger I was ignored.

After re-working both applications and sending them to HE I have subsequently been ignored and even when chased and asked for HE to just confirm they had received the applications I have still been ignored.

Anyway rant over...for now.

See you tonight.

Kindest regards
[REDACTED]
Assistant Clerk to Blofield Parish Council

Sent: 11 February 2019 11:53
To: Blofield Parish Clerk [REDACTED]
Cc: A47 Blofield to North [REDACTED]
Subject: RE: FW: Designated Funds Opportunities

Dear [REDACTED]

In the original email regarding the multi-generational playground you mentioned that you already had three quotes for the work. We're preparing the initial application for this **designated** fund submission and it would be helpful if we could include the quotes you already have. Would you be able to send them to me please.

If you can send them over as soon as possible that would be great as we're preparing to submit the application by the end of this month.

Let me know if you have any questions.

Kind regards
[REDACTED]

Hi [REDACTED]

Thanks a lot for your email regarding the playground for all generations in Blofield.

Can you give me a bit more information on the plans for the playground. It would be helpful to know the background of this project and how it came about. Also, any information you have regarding the demand for the playground for all generations and who it will benefit specifically. Please can you let me know the proposed location and the apparatus you are considering installing.

Please can you also send me the quotes you have received.

We will then prepare an application to our Designated Funds department.

Let me know if you have any questions.

Kind regards
[REDACTED]

Project Support Officer - Regional Investment Programme (East)
Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
Email: [REDACTED]
Web: www.highwaysengland.co.uk

Blofield Parish Council
Fri 31/05/2019 09:33

□
□
□
□

To:

• [REDACTED]
• [REDACTED]
• [REDACTED]
• [REDACTED]
• [REDACTED]
• [REDACTED]

+3 others

Good morning all,

I have now heard from Highways England regarding our bids for **Designated Funds**.

- Marty's Marsh Bid - this has been to their board and on this occasion has been unsuccessful - they are hoping to put it in the next round of bids. I have asked if there is anything we can change to the bid to make it more appealing - I am yet to hear anything back.

- Play Area Bid for MHH and Heathlands - this has been submitted.

Highways England have confirmed that its next round of looking at bids received is likely to be toward the end of this financial year.

Slightly frustrated!!!!

Kindest regards

[Redacted]

[Redacted]

Tue 30/10/2018 08:46

☐
☐
☐
☐

To:

Dear [Redacted]

• You

Thank you for your email of 29 October regarding Designated Funds.

If you would be able to kindly supply some more details about the funding you would be interested in, we would be very happy to pass your details on to the relevant department. Our Designated Funding is separated into workstreams dependent upon the area of work, so we would then ensure you are put in touch with the right people.

Thank you again for contacting us. If there's anything else we can help you with please email or telephone our contact centre, 0300 123 5000 or email info@highwaysengland.co.uk.

To help us identify and make improvements to our responses, I'd be very grateful if you could please take our feedback survey by [clicking here](#).

Kind regards

[Redacted]

Business Support Manager
Safety, Engineering & Standards
Highways **England** | Woodlands | Manton Lane | Bedford | MK41 7LW
Web: www.highwaysengland.co.uk

----- Forwarded Message -----

Subject: Designated Funds Opportunity

Date: Thu, 21 Jun 2018 10:30:26 +0000

From: [Redacted]

To: [Redacted]

Dear Blofield Parish Council

As we are refining our design for the new A47 Blofield to North Burlingham improvements we would like to draw the Parish councils attention to the opportunity to provide ideas to the A47 team for improvements that could be made to the local area.

Designated funds are a series of ring fenced funds for Highways England to address a range of issues beyond the traditional focus of road investment. I have provided an email link here that provides more information <https://www.gov.uk/guidance/highways-england-designated-funds>

As you know the communities and areas better than anybody and we would like ideas from the Parish Council that benefits the community. We would then be happy to take forward any suitable ideas to our decision committee to apply for funding. We are not able to guarantee the funding as there is criteria to be met but there is strong appetite to spend this money on the local communities. The designated funds are not tied in to our scheme funds so your ideas to improve the community can be realised very quickly.

Some examples of funding that has been improved but not exclusive to are:

- New play parks
- Improvements to a rugby pitch.
- Clean up of significantly poor land areas.
- New and or improvements to footpaths and cycleway
- Improvements and repairs to community buildings

Plan going forward:

We would like you to have a short discussion within the Parish Council members to generate any ideas and send these to us, (the more the merrier). We don't need a lot of detail at this point just the idea and how it benefits the community.

We will then review these and arrange to come and talk to you about these in more detail so that we can submit the application to our decision committee.

Please be bold with your ideas and if you need any assistance then let me know and I'll be happy to help.

Kind regards


Assistant Project Manager - Regional Investment Programme (East)
Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
Tel: 
Email: 
Web: <http://www.highways.gov.uk>

APPENDIX B - MEETING MINUTES, 12 MARCH 2021

Blofield Parish Council Meeting

Date	Friday 12 March 2021
Time	11:00am – 12:00pm
Venue	Microsoft Teams
Chair	Gemma Malone
Attendees	Gemma Malone (GM) Nikki Rowley (NR) Stuart Smith (SS) Steven Bratten (SB) Sophie May (SM) Sarah Dhesi (SD) Tim Sayers (TS) Jon Barnard (JB) Leonie Owens (LO) Veena Dudhia (VD)

Topic	Discussion
Update on scheme	GM - Application for DCO end of December. Currently in representation period until end of April followed by hearing to finish June 202. Works to start Autumn 2022. Traffic open spring 2024.
Government climates strategy	SS – Is there an issue that the schemes does not adhere to the Government Climate Strategy? This was written in the local press. NR – Not aware of any issues aware
Talk through letter	GM has spoken to the Norfolk County Council regarding the letter
Increase in traffic between Blofield heath from Brundall	GM – The area is not a part of the scheme. Sweco has carried out design modelling, the results show that in the first year, there is not a significant increase in traffic flow. HE will aim to set up a monitoring regime once opened for any other future amendments.

	<p>SM – Other development plans have been spoken to about the increase in traffic. Cucumber lane is an issue without the scheme.</p> <p>NR to recommend to Operations about the roundabout speed and turns.</p>
Flow through the village	<p>GM – HE to carry out analysis to find out type of junction.</p> <p>JB - Send a copy of traffic flow plan with and without the scheme to the Parish Council.</p> <p>SD – What is the Traffic flow when the school opens?</p> <p>SM – School is not a part of the development plan. The school will have a responsibility to look at the impact when open.</p>
Allotments	<p>The plot on the far right will be used for the gas main diversion.</p> <p>SM - Need to make adjustment to red line, top half will be lost.</p> <p>SD asked about the location of the water tank.</p> <p>SM - No location for the water tank yet.</p> <p>Gas Mains Location</p> <p>NR – Gas mainline will not be tunnelled under. It will be through the car park, North of the blue line on the plans.</p> <p>GM – times for gas main installation is estimated to be Spring / summer 22 with a 6-month construction period.</p> <p>SB – For the Gas mains construction, there will be a 2-week period with no access to the current car park.</p> <p>Below the red line, locals will have access by foot to the allotments.</p> <p>6-month period will be the full construction time.</p>
Repairs to Car Park	<p>GM - Not in HE plans.</p>
Impact on Mature Trees	<p>SM confirms that the mature trees will be removed. Planning to plant new trees along the northern alignment of the allotments.</p>

Drainage	SM- There will be no drainage in the car park, only on the road.
Footpath across A47	GM – This is outside of the scheme scope. Norfolk council to raise this with their own projects team.
Designated funds	GM - HE has recruited a resource for designated funds on the A47. HE does have funding for Bio-diversity on the Blofield Scheme. The HE designated funds resource will be in contact with Blofield Parish Council to arrange a meeting.
AOB	SM – A statement of common grounds to be created by Sweco for the inspector.



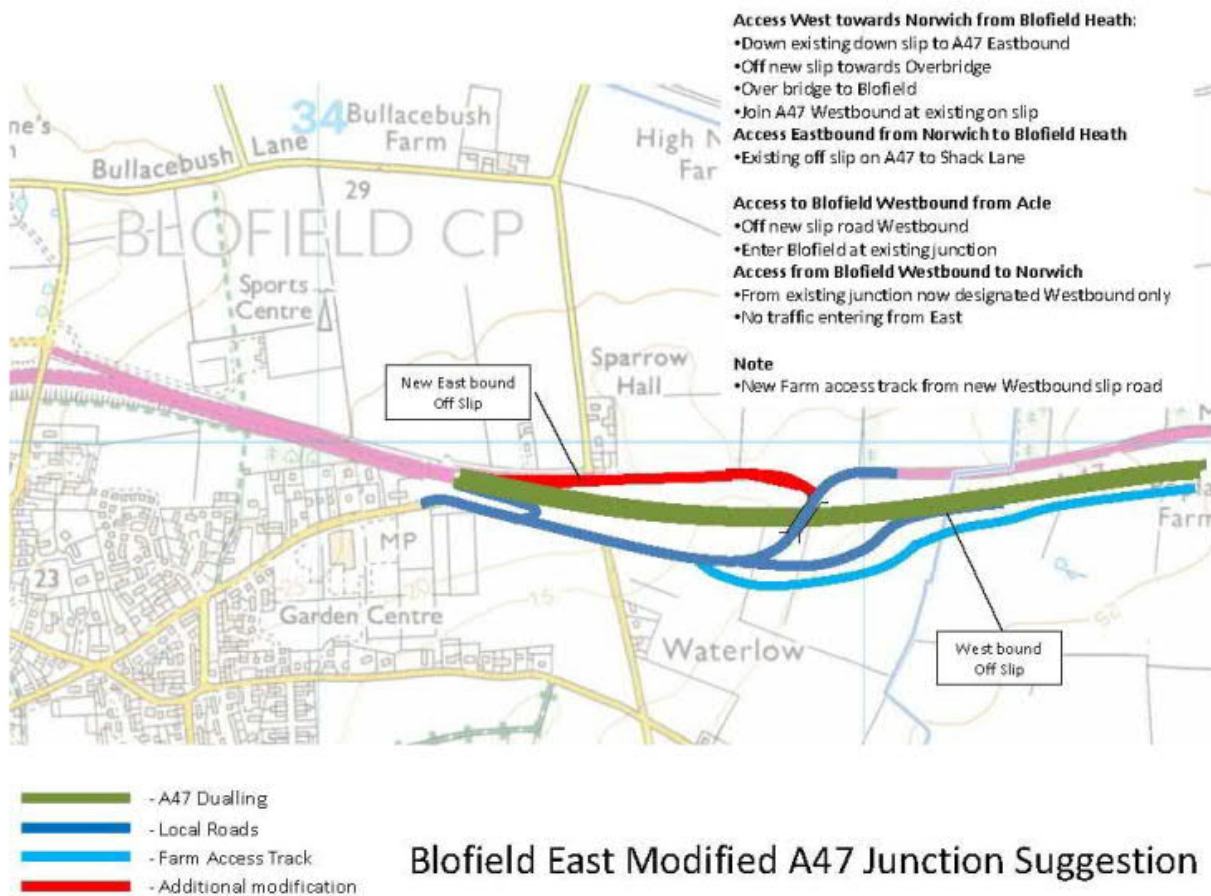
Owner	Actions	Date
NR	NR to recommend to Operations about the roundabout speed and turns.	
JB	Send a copy traffic flow plan with and without the scheme to the parish	
GM	Designated funds meeting set up in few weeks	

APPENDIX C - LETTER FROM BLOFIELD PARISH COUNCIL, 26 MARCH 2021

Blofield Parish Council comments on Highways England A47 Blofield to North Burlingham DCO

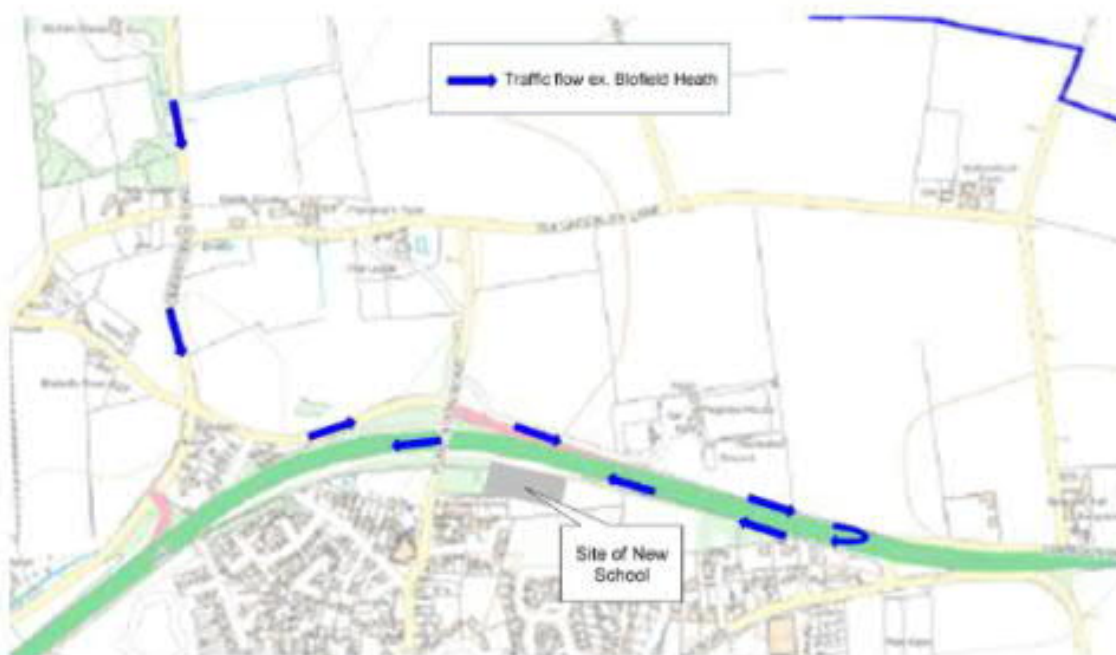
2.3 Works Plans

Blofield Parish Council is disappointed that the suggested alternative junction layout has been completely disregarded by Highways England.



This was proposed to Highways England due to the following concerns which have been ignored.

Traffic flow from Blofield Heath suggests that a high number of parishioners are exiting Blofield Heath, travelling south towards Blofield, using the slip road to join the A47 East towards Acle and then using the gap in the central reservation to execute a U turn to then travel to towards Norwich on the westbound A47, as indicated below.



As the proposal for the A47 junction will close off the gap in the central reservation, it is our view that traffic will be forced to enter Blofield and encounter the already congested road network in the vicinity of the current school site, doctors surgery and proposed new school site for onward travel to the A47 Cucumber Lane roundabout for onward travel to Norwich.

Proposed development in the parish and beyond our boundary will further compound the traffic flow issues being encountered at the A47 Cucumber Lane roundabout.



Traffic routes shown on the indication above demonstrate that flows from Brundall, Blofield and Blofield Heath concentrate at the A47 Cucumber Lane roundabout which is already causing congestion before the additional development proposals for housing have been built out.

Both Highways England and Norfolk County Council refuse to perceive this as a problem either now or in the future and have resisted taking a proactive approach to the problem by planning, instead positioning themselves on a wait and see basis. Local knowledge already sees this as a problem waiting to happen, but no authority will take responsibility for resolving this in advance.

It is with this knowledge why we proposed an alternative layout to the junction that could be achieved with minor alterations to the plans which, in our view, would alleviate the traffic flow issues demonstrated above.

2.4 Rights of Way and Access Plans

It would appear that FP4 is going to be diverted through the back of what would be the new school site. Currently FP4 borders the top of the bank running adjacent to the A47 and through the small section of woodland before turning to the south to join up with Yarmouth Road adjacent to Turret House.

The Council would urge that you consult with NCC Childrens Services and NPS who are evolving plans for the new school site to ascertain if a redirected footpath is relevant.

It would appear that only a cycle track is being provided over the new overbridge whereas the Council understood that this was going to be a footpath as well to facilitate safer pedestrian access to Blofield from the residents on the northern side of the A47 (and on which a housing proposal was passed for a sub division on the premise there would be footpath connectivity – which doesn't appear to be the case) Will the proposed soakaways be sufficient to protect the properties at Waterlow from surface water flooding?

2.6 General Arrangement Plans

The proposed 20 lighting columns would be in contradiction of the Blofield Neighbourhood Plan Environment 5 Policy regarding Dark Skies. If the proposed junction was amended as per our suggestion at the beginning of this document, then the junction lighting would not be in contradiction to our local plan policy.

2.7 Drainage and Surface Water Plans

The allotment car park seems to be vastly reduced compared to what is currently serving the allotment gardens. Will this new reduced size be sufficient to cater for peak growing season capacity? Will there be sufficient space to facilitate access to the two haulage ways on the main allotment plots?

Will the proposed concrete dished channel be sufficient to cope with surface water run off to prevent the allotment car park from being flooded (as is the current issue) and water creating channels down the half plot side of the allotment gardens.

2.9 Hedgerow Plans

The Council is disappointed that there appears to be limited new hedging being planted to offset the hedging being removed.

2.11 Traffic Regulation Plans

Could the proposed 30MPH limit be extended to cover the entrance to the allotment gardens carpark thus enabling safer access to the allotments, considering a footway is going to be provided to encourage walking to the allotments it would be beneficial to have the opportunity for speeding cars to be reduced.

Considering the A47 will now be national speed limit, is the slip road off the Westbound side to enter Blofield sufficient to slow drivers down from the 70MPH limit into a tight turn off for either Waterlow or Yarmouth Road restricted at 30MPH? The Council can foresee accidents occurring and would really encourage Highways England to reconsider the junction plans as mentioned at the start of this document.

6.1 Chapter 3- Assessment of Alternatives

Junction option B detailed in 3.1.12 is pretty close to what the Parish Council wanted to see. Discounted purely on costs and what a computer has predicted as traffic flow, without seeking any local knowledge or insights. Again very disappointing to see this desirable option discounted or even a willingness to work with the Parish Council to see what is best for the local community.

6.1 Chapter 7 – Landscape and Visual Effects

7.9.2 mentions providing an appropriate Blofield gateway semi ornamental landscape treatment at the junction of the A47 with the Yarmouth Road. The parish council would like to be consulted over this gateway.

7.9.2 also mentions retaining or replacing and reinforcing existing vegetation where this contributes to the distinctive qualities of the landscape, including a notable line of poplar trees on the north-eastern edge of Blofield. Presumably this excludes the line of Poplar trees on the allotment site as they will be destroyed for the realignment of Waterlow, but we would appreciate clarity over the tree treatments for works alongside the A47 and what is proposed to provide security for the allotments as the current line of poplar trees prevents open access to the allotment site.

However section 7.10.4 seems to contradict the above, stating :- The Proposed Scheme would result in the loss of a line of mature shelterbelt trees on the southern edge of Waterlow, adjacent to the allotments on the north eastern edge of Blofield. A line of mature trees along the northern edge of the A47 to the west of the Yarmouth Road junction at Blofield would also be removed by construction.

6.2 Appendix 7.7 Arboricultural Impact Assessment.

This document seems to show that the line of trees adjacent to Plantation Park will be removed along with all the trees adjacent to the allotment site and those adjacent to the A47. This is a devastating loss of mature trees with seemingly limited plans to replace said mature trees.

6.8 MasterPlan

The Council welcomes the addition of what seems to be proper footpaths connecting the allotment site to Norwich Camping and also the footpath to the north of Waterlow, the new bridge and to join up with the "old" A47 path. It is a shame that this seems to contradict the maps detailed in 2.4 and so the Council would appreciate confirmation that these footpaths will be delivered. It also notes a lack of crossing points which would be welcomed to facilitate slower traffic entering Blofield or some other form of physical speed restraint.

Replacement trees along the A47 by Plantation Park and the Allotment site are also welcomed but these ought to be of mature status to offer the same level of shielding the to be removed trees currently provide.

APPENDIX D - LETTER FROM HIGHWAYS ENGLAND TO BLOFIELD PARISH COUNCIL, 11 JUNE 2021



Blofield Parish Council
19 Willow Close
Brundall
Norwich
NR13 5PZ

Friday 11 June 2021

Dear Blofield Parish Council,

I am writing to you today to outline and confirm the details that were discussed in the Allotment meeting held on 17th March 2021.

New Car Park

The plan attached shows the proposed new car park for the allotments, which is directly next to the allotment gardens highlighted in light blue strips. It was agreed that the new car park surface will be laid with stone.

The new gas main will run through the middle of the existing car park. The gas main installation is due to commence Spring to Summer 2022, and this will be a 6-month construction period. For two weeks during construction there will be no access to the current car park.

There will be continued access as before as required by the landlord Mr Andrews to the track running from the entrance alongside the eastern edge of the allotments to the land to the south (not yet shown on plans, a new plan will be sent as soon as details added).

Water Tank

During installation of the gas main, the current water tank will be relocated which will be accessible to all plot owners. At this current stage, we do not know the exact location to where the water tank will be moved however, to minimise disruption to the plot owners, a temporary water supply will be provided until the permanent water tank has been positioned.

Impact on Mature Trees

The mature trees along the northern edge of the existing car park will be removed for construction. Once the construction has finished in the area, new mature trees will be planted alongside the Northern Alignment of the allotments.

Fences and access point.

There will be a double gate for vehicles and a side pedestrian gate at the entrance of the allotment car park.

In regard to the allotments, wildlife fencing will be positioned at the top of the allotments with two vehicle gates and a pedestrian gate to allow access to the gardens.

Disturbance issues.

If any costs are incurred during the works to any effected allotment holders i.e., say shed relocation or any damage to existing assets, then these must be evidenced, and fair and reasonable re-imbursement will be considered through discussion with our appointed lands valuer.

Please can you respond to this letter as confirmation on details that Highways England are providing and that the Parish Council remain happy with the proposed solutions and construction to the allotments.

Should you have any queries about this correspondence please don't hesitate to contact me using our Scheme inbox address which is:
A47BlofieldtoNorthBurlinghamRIS@highwaysengland.co.uk

Yours sincerely,



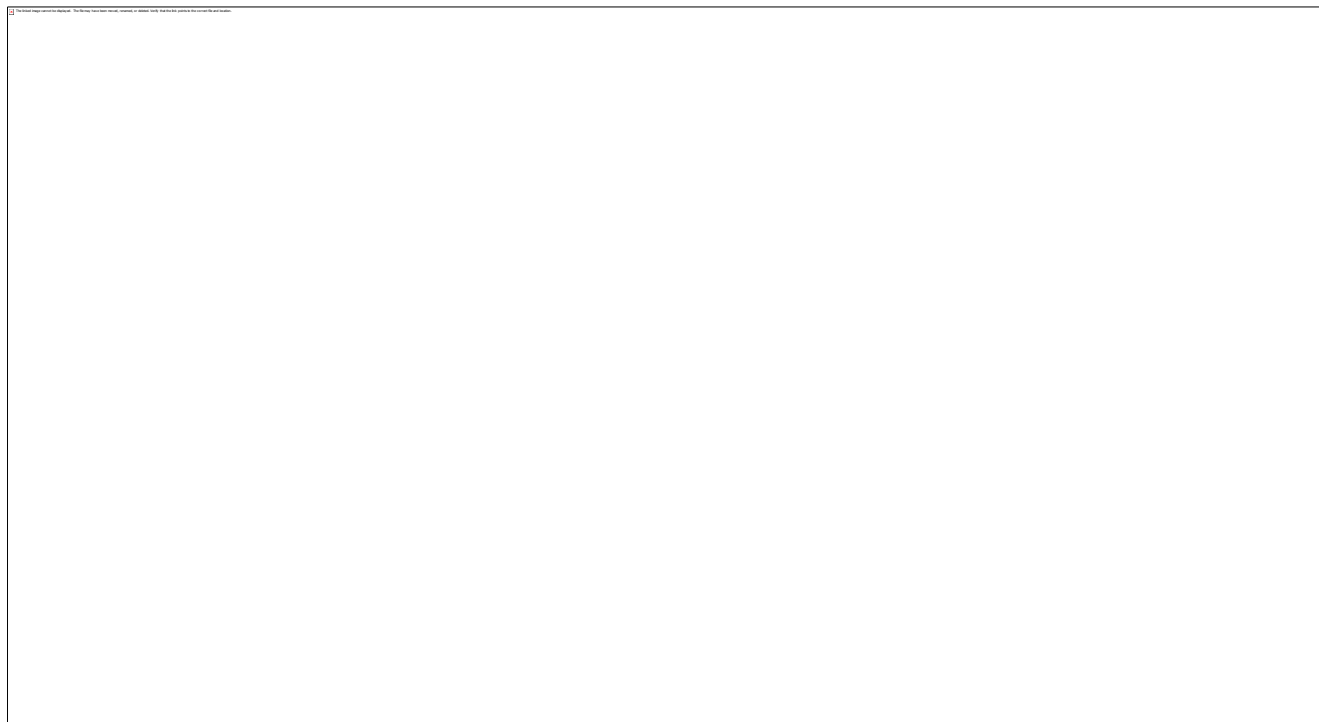
Gemma Malone

Highways England Senior Project Manager

Tel : 0300 123 5000

Email: A47BlofieldtoNorthBurlinghamRIS@highwaysengland.co.uk

APPENDIX E – AERIAL IMAGERY AT ALLOTMENTS



(Blue line = DCO Boundary)

APPENDIX F – EMAIL FROM BLOFIELD PARISH COUNCIL, 28 JUNE 2021

Good afternoon,

I can confirm that I have received the meeting notes and plan and the Parish Council would like to make the following comments: -

- Carparking - during the two weeks of construction there will be no access to the current carpark - HE were going to discuss with the land owner of the neighbouring field the possibility of a temporary carpark/ access point - any update? It is thought HE were also going to try and reduce this car park closure to just a few days - especially if it will happen during the Summer months.
- We need to see the new plans of the carpark entrance. The allotment carpark is shown as the small, hatched area - but looking again I can't see any drainage on the road to prevent the run off, the same problem we have at present. We know Michael Andrews was also very concerned about the proposed entry to the new car park being banked - and thus effectively preventing vehicle access to the allotments bordering Nick Crane's field - and possibly even to the main haulage way. This all needs to be clarified quickly.
- Mature trees - We are pleased that mature trees will be replaced along the Northern Alignment but we need to know who is responsible for the management of those trees - especially watering in the first year. Gemma was to check if it will be HE or NCC. No mention from HE of how many trees they are proposing to plant - will they run all along the Northern border of the allotments? Also, we think HE need to clarify what type of fence they will put beside the new Lingwood road, as this Northern fence will also hopefully provide security for the allotment car park (and terminate at the new gates).
- Wildlife fencing - just to clarify it is deer and rabbit proof and will it be 6' high.
- Disturbance issues - At present - There are four mature heritage apple trees that need to be moved, this can't be done until the site has been marked out as we are hoping to move them by the new gates at the top of the allotments and a tree spade will be required during the winter season. Please can this be discussed and confirmed.
- Obviously, there may be other issues when works commence. Can we ask that they nominate an onsite contact when work begins, to resolve day to day issues?
- There are also a lot of street lighting columns which is against the dark skies policy of the council.
- Gemma was also going to speak to her colleagues with regard to the footpath crossing the A47 from Yarmouth Road to Shack Lane.

We look forward to hearing from you.

Kindest regards

APPENDIX G – EMAIL FROM BLOFIELD PARISH COUNCIL, 01 JULY 2021

Good afternoon,

Further to my email on Monday there are two further points that need to be made and these are as follows: -

- Unless a new water tank is being provided by HE, the existing one will need to be moved and operational within 48 hours if the move takes place between 1 April and 30 September, when the water supply is turned on and therefore in regular use. Outside these dates there is more flexibility.
- The car park plans do not show provision of an area near the entrance which will be needed to store woodchip deliveries to site. Also can HE confirm the vehicle capacity of the new car park.

I look forward to hearing from you.

Kindest regards