

**Joint Core Strategy – the Missing Link!
(or the elephant in the room)**

THE ADOPTION OF THE EXISTING LINK ROAD as part of the plan

26.09.05

Norfolk County Council (NCC) Cabinet accepts officers recommendations to:

1. to adopt the eastern blue route as part of the NDR between A47 at Postwick and A140.
2. to adopt red route as part of the NDR between A140 and A1067 Fakenham Road.
AND
3. to have “no NDR link between A47 and the A1067 BUT to pursue a separate scheme to address the existing local problems between Hockering and Lenwade”.

05.01.06

Weston Longville Parish Council report their recommendations as to the way forward to NCC and Broadland District Council.

29.01.07

NCC Cabinet approves the route options for the improvement of the A47/1067 link as shown in Appendix 3 to the report as the basis of public consultation.

Weston Longville Parish Council and the Morton-on-the-Hill Parish meeting make their views known to Broadland District Council

28.01.08

NCC Cabinet is advised of the results of the public consultation and recommends further investigation into options 1 to 3. No amendments are made at this stage to the Joint Core Strategy to accommodate the NCC decision even though the recommended route is entirely within the Broadland and South Norfolk District Council area.

June 2009

Weston Longville Parish Plan published, copies sent to Broadland District Council. Mid Norfolk MP, Keith Simpson, “hopes that Broadland District Council and Norfolk County Council will take note of the Parish plan when decisions are made about resources, planning and developments”.

2.11.09

Greater Norwich Development Partnership publishes their Joint Core Strategy with no commitment to upgrade the existing HGV link to Principal Route Standard. There is no

mention of any priority change to divert traffic away from Weston Longville, no traffic calming measures in Weston Longville and no proposals to upgrade the junction to the A47 (at Honingham) and A1067 (at Lenwade).

The strategy fails even to address the problem at a strategic or practical level as to how to manage the very real planned increase in HGV and commuter traffic from the proposed development areas to the north east of Norwich through the environmentally sensitive areas to the north west of Norwich.

4.11.09

The Planning, Transportation, Environment and Waste Overview and Scrutiny Panel report to the Cabinet. Norfolk County Council decides to accept the officers' recommendations to fund the necessary works to sections 4, 5, 6 and 7 and agree to spend an additional £300,000 to £1,000,000 for additional maintenance work to the Stone Road/Lyng Road route. HGV restrictions to be implemented in Hockering (Breckland District Council) and it is suggested that the existing Link Road is reclassified from a C road to a B road, with a 6.0m minimum width – lower than the 6.5m Main Distributor Standard.

23.11.09

Weston Longville Parish Council submit their response on the Joint Core Strategy (Transport for Norwich).

18.12.09

Broadland District Council advised that the current strategy is “unsound” because it does not include provision to improve the existing link road between the A47 and the A1067 to Principal Route Standard.

In summary – the JCS is deficient because there is no policy document to address the problem either at a strategic or practical level as to how to manage HGV commuter traffic in the environmentally sensitive areas to the west and north west of Norwich.

1. It has not been subject to a sustainability appraisal. The JCS does not provide for the existing link road to be upgraded as a pre requisite for further development – even though Norfolk County Council has resolved to do this and the route from the A47 to Lenwade is now entirely within the Broadland and South Norfolk areas.
2. It does not conform generally to the Regional Spatial Strategy as this is currently being implemented by Norfolk County Council.
3. It has not had regard to a Sustainable Community Strategy – as enunciated by the Weston Longville Parish plan.