

## Long Stratton PC

**From:** Long Stratton PC [longstratton.pc@btinternet.com]  
**Sent:** 02 February 2011 06:16  
**To:** '1stjohnhowe@hotmail.co.uk~'  
**Subject:** Comment re IC1 Para 6.18 revised

1<sup>st</sup> February 2011

### COMMENTS FROM LONG STRATTON PARISH COUNCIL:

**Re Possible Changes in Respect of the Joint Core Strategy for Broadland, Norwich and South Norfolk : IC1 Para 6.18 revised : Completion of a Bypass is a Pre-requisite for the scale of growth identified in Long Stratton.**

With reference to the above, I write to inform you that Long Stratton Parish Council is very concerned about the matter of an A140 bypass – this as the proposals now being put forward are for a single lane, shorter length one.

It is now being stated that funding of £20m could be sufficient for the provision of a bypass and improvements to the Hempnall crossroads.

It is pointed out that this is being stated when a line of a such bypass is not even established yet, and nor have the residents agreed to the building of 1800 additional houses.

There would, of course be the need for funding for necessary infrastructure - this in addition to the funding in respect of a bypass. It will be necessary to keep Long Stratton sustainable and to be able to provide additional services and facilities in view of there being additional houses and hence a large increase in the number of people in Long Stratton..

The point in writing to you now is to propose that there should be change to the wording as is in the revision re IC1 i.e:- Instead of the following wording 'Completion of a bypass is a pre-requisite for the scale of growth identified in Long Stratton' it is considered that the wording should be as follows: 'Completion of a bypass and agreement to 1800 houses is a pre-requisite for the scale of growth identified in Long Stratton', and the wording 'the bypass to be a dualled one such as planning permission was granted for and was later lapsed' should be added.

The reason for this being that the views of residents of just Long Stratton have not been identified as it was not possible to separate the views of the residents of Long Stratton from those of residents from surrounding villagers in the consultation carried out previously.

It was the bypass that planning permission was granted for but which later lapsed that residents were looking to have provided, and not a single carriageway, shorter length one.

The A140 is, in practice, the major trunk road linking Norwich with Ipswich and Felixstowe. Long Stratton is already the largest centre of population south of Norwich through which the road passes. The previously approved dual carriageway bypass was considered necessary even before the prospect of doubling the size of Long Stratton arose.

That a bypass is a pre-requisite for further development has been acknowledged.

Only a bypass as previously planned can be considered suitable for such a major road carrying large numbers of heavy goods vehicles.

It is believed that a single lane, shorter distance bypass would create a road where safety would be at risk. This for the following reasons:

- a single lane shorter bypass would create problems with overtaking.
- there are a large number of heavy goods vehicles coming through Long Stratton now, hence there would be alot which would use a bypass – car drivers would be wanting to pass.
- there could be problems for the large number of emergency vehicles which currently pass through the village every day with a single carriageway bypass.
- there would be drivers needing to join the bypass at junctions which could cause a problem.

It can be seen that such a road would create dangers for the users, and that with other buildings that would be needed to provide employment and keep long Stratton sustainable, the amount of traffic, even before the 1800 houses were to be built would be such that another bypass would be needed in the not too distant future.

Evelyn Riches

Evelyn Riches Clerk

02/02/2011

Please see copy of letter to Richard Bacon MP.

Clerk

Inspector Roy Foster MA MRTPI and  
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**Dear Mr Bacon,**

**You are thanked for having come along on Friday to hear the concerns of the Parish Council regarding the matter of homes for a bypass here at Long Stratton . It was appreciated and my Councillors will be pleased to meet with you again as soon as the result of the examination in respect of the soundness of the JCS is known.**

**As you could see there is real concern at the situation of there being proposal for a single lane, shorter length bypass It has been stated that £20m would be sufficient to fund the bypass and to cover the cost of improvements to the Hempnall crossroads.**

**This statement being made when the line of such bypass is not even known yet!!**

**It is considered that to provide a bypass such as this would be a waste of money as with all the traffic that comes through Long Stratton now, and ever increasing, and then with more traffic generated from the additional housing a bypass to bypass the bypass would very soon be required!.**

**The Parish council would rather wait for a bypass as was proposed - (a dualled one) - albeit that it may be a few more years. Without a dualled bypass the amount of traffic on a single carriageway one would be likely to cause traffic to come through Long Stratton, and that, together with traffic from the new houses needing to access the village could well bring more problems than are being experienced now.**

**The Government is continually creating changes. Could it not consider re-instatement of the planning permission that was granted for a duelled bypass, and agree to the making up of funding required for an A140 Long Stratton Bypass available by the removal of the amount required from the ear marked funding for the NDR? This to enable the A140 road to be commenced as soon as possible – after all the NDR is nowhere near being ready for a start. The cost to the people of Norfolk has already been great, and funding for further planning and remodelling is apparently still to be allowed for in the Norfolk County Council budget for 2011/12 – **and this when the outcome of the examination in public in respect of the Joint Core Strategy is not yet known.****

**The cost to the people of Norfolk in respect of the planning and modelling costs re the A140 Long Stratton bypass was in excess of £1m – the cost to them re the works relating to the NDR is already well in excess of this.**

**It is considered that a single lane shorter distance bypass would be a waste of time in planning and modelling for, and would create a road where safety would be at risk - especially so with there being so many heavy vehicles that would use the road.**

**There would be problems for emergency vehicles with a single lane bypass and this should be taken into consideration. There are numbers of emergency vehicles racing through Long Stratton almost every day. It can be seen that such a road would create danger for the users, and not only that with 1800 houses and the other buildings that would be necessary for Long Stratton to be sustainable, the use of which would attract workers from other areas, the amount of traffic (even before the whole of the 1800 were to be built), would be increased considerably.!!**

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There would be a huge effect on the side roads in Long Stratton – ones where there are problems now with the use of them being great at certain times of the day, speed of vehicles etc. Reference here is to Flowerpot Lane, Manor Road and Swan Lane in particular i.e:- Flowerpot Lane where the amount of traffic is high and there are concerns at the speed of some vehicles.

Swan Lane where there are a lot of vehicles during each day – this including some larger ones. The V C Middle School, the Long Stratton Surgery, Saffron Housing Trust Offices, Saffron works Depot, South Norfolk House, the Leisure Centre, the Fire Station, access to St Michaels Road which is used to gain access to the South Norfolk Shopping Centre, there is the access to the East of England Cooperative store and to some other shops and a Bistro and also to the Pharmacy off Swan Lane. There are also residential dwellings.

There is also access to St Michaels Road and the Closes off it albeit that there are restrictions, but who is there all the time to control those!

Access to Manor Road via Swan Lane is necessary for many parents who take their children to the schools on Manor Road. There is also the Village Playing Field access of Manor Road and of course there are a large number of residential dwellings. There is already concern by residents about traffic on Manor Road. The number of vehicles parked along that road at times of dropping off and picking up of children creates problems now, as the police could no doubt confirm.

There is often **gridlock** along the A140 due to the sheer volume of traffic and it can clearly be seen that a dualled bypass is required.

In any case to spend funding on a single lane, shorter length one when there would be further problems in a few years time would be folly, and surely would not be the best use of the funding, and especially not at the present time.

**We all know that in this current economic climate money is in short supply, and likely will be for some considerable time to come, but if there is even just the slightest possibility of the funding required for a dualled bypass as the planning permission was granted for, then all ways of obtaining funds must surely be explored, and this with this view in mind there to be cooperation of the District and the Parish Council..**

**Some £1.5m was spent on the planning and modelling for the A140 Bypass, only for the planning permission to be allowed to lapse after 5 years ( this in June 2010). – this meant that the money raised from tax used for this ( tax paid by the inhabitants of Norfolk) was wasted.**

An item recently appeared in the press which informed that ‘the construction of a bypass was again a realistic prospect ‘ and there was reference to ‘the new Government initiatives’

**That item did not explain that a bypass being talked about now was not the bypass that the planning permission had been given for. There was no information that the line of such a bypass had not even been agreed!!.**

It was also included in the item that South Norfolk Council is to consult with residents – it should be noted that it is proposed by South Norfolk Council to consult residents of the neighbouring parishes as well as of Long Stratton, this is as it was in the previous consultation, but it is understood that there will

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be the requirement for responders to add their postcode, therefore the number of responders from Long Stratton should be known.. Their views need to be clearly known which was not possible in respect of the previous consultation which resulted in there being no knowledge as to how many Long Stratton residents responded and as to what their response was – yet the GNDP went ahead with the number of 1800 houses in the JCS - this made the whole thing flawed and in the opinion of the Parish Council UNSOUND.

Long Stratton Parish Council considers that there must be full facts made known to the community as it will be the Long Stratton Community that will be most affected by what does happen.

The village will more than double in size with 1800 houses and that does not include those now built at The Limes, or those that are being considered – if the developments now being thought about go ahead (this includes the possibility of one at Tharston which would, in effect affect Long Stratton more than Tharston) there will be in the region of 2060 extra houses by 2026 (supposing all the 1800 were built by then )

**We leave everyone to think about this very seriously – why should any community have to have this happen to it, and happen it will if the forcing of the houses having to be built in return for a bypass goes through – this can never be right!!**

It is considered that the Government should make sure that the funding required can be possible by the reduction of the earmarked funding to schemes that are nowhere ready to 'go'.and in this way the savings could well fund the Long Stratton A140 bypass.

Long Stratton Parish Council lives in hope that the Government will see the logic of this.

There would be the need for more services/shops/leisure facilities, parking ( there is not enough of that now in the centre of the village, yet alone when there are more houses, and obviously more people will need to come into Long Stratton to catch public service vehicles to go to Norwich and other areas, or will need to use the A140 to get to where they need to go to work.

There would be the need for extensions to schools, probably for the surgery and more facilities etc..

FULL FACTS MUST THEREFORE BE PUT BEFORE THE COMMUNITY - THE COMMUNITY MUST BE ALLOWED TO DECIDE HOW IT WISHES TO SEE LONG STRATTON GROW / BE IMPROVED.

**Regarding the Localism bill there is information that the bill will introduce a new right for communities to shape their local areas , and that there will be a duty to cooperate i.e: local**

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**authorities and public bodies to cooperate with each other, and for prospective developers to consult local communities before submitting planning applications in respect of large developments. Therefore South Norfolk Council must not assume that the proposals in the JCS will be acceptable to the residents of Long Stratton and the surrounding villages.**

**There would be the need for there to be more employment in Long Stratton for it to be . Sustainable and you are referred here to the statement that was in the Joint Core Strategy for Broadland, Norwich and South Norfolk Issues and Options It was stated under Initial indications that:-**

**'Long Stratton provides a range of local services and some local job opportunities. It is poorly related to strategic employment sites. Even with a bypass, road access and public transport accessibility to Norwich or to the south is poor. This might constrain employment growth in the village. It does not appear to be a suitable location for further investigation for strategic growth at this time'.**

**This has not changed** – certainly not radically so – there are already more houses, there is a possibility of more jobs if the proposed new care home is approved and built – but how much more would be required with 1800 houses ?.

The reference in that statement was obviously to a **dualled bypass**.

**The people must have a real chance to have their say!!.**

With the Community Infrastructure Levy – developer contributions , the interest that could be accrued between the time of the funding being paid and to when it needs to be spent and various other things, the New Homes Bonus Scheme, and again the interest that could accrued could be substantial. If all of the funding possible were to come to the requirements for Long Stratton, surely effort could be made for provision of the balance needed for a dualled bypass as permission was granted for, as this would be more prudent – especially so as there would be savings in the long run..

There could of course be a way in which this could be possible – i.e:- Funding earmarked for use re the Northern Distributor Road - it is not certain that provision of this road will go ahead – if it does not then could not the small amount that would be needed to enable the A140 Long Stratton bypass to go ahead ( this small in comparison to the £90m earmarked for the NDR) be made available for the Long Stratton bypass to be proceeded with?

This for a bypass that must be the longest awaited one ever, that is needed to reduce the high pollution rate that there is, for the safety of all, the alleviation of long waits from accessing the A140 from side roads, and the delays and extra costs that all who use the A140 have to bear through the gridlocks that occur which in turn affect the economy to some degree.

The road through Long Stratton was de-trunked – if it had not been we would likely have had our bypass in place by now. It was recommendations from a Quango that went to went to Government for decision as to where road funding was to be spent that meant that there was no funding for the A140 Long Stratton

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bypass – please let us see the Government recognise and help the people of Long Stratton by finding the funding necessary to enable a ‘dualled bypass’ to be built and soon

**Where, oh! where is the logic!! – surely it would be more prudent to have something that is urgently required - the Long Stratton Bypass, rather than allowing for expenditure on something that may never be, and that many do not want!.**  
**We are in an economic crisis – money needs to be spent wisely – please ask the powers that be to think again about what is happening!!**

Yours faithfully,.

Richard Bacon M.P  
HOUSE OF COMMONS  
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