

## Stephen Scowen

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**From:** Poole, Liz <liz.poole@norfolk.gov.uk>  
**Sent:** 12 January 2018 16:12  
**To:** Stephen Scowen  
**Subject:** FW: Food Enterprise Zone Easton  
**Attachments:** Letter to NCC 12 01 18.pdf; 20170052 Routing Agreement.pdf

Hi Steve

See letter attached. Obviously I will draft a response but thought you would be interested. Can the LDO be withdrawn?

Liz

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**From:** Secretary [<mailto:secretary@cprenorfolk.org.uk>]  
**Sent:** 12 January 2018 15:18  
**To:** Poole, Liz <[liz.poole@norfolk.gov.uk](mailto:liz.poole@norfolk.gov.uk)>  
**Cc:** Michael Rayner <[michaelr@cprenorfolk.org.uk](mailto:michaelr@cprenorfolk.org.uk)>  
**Subject:** Food Enterprise Zone Easton

Dear Ms Poole,

Please find attached letter and accompanying details for your attention.

Kind Regards,

Bryan Robinson  
Branch Hon. Secretary.

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View and read CPRE Norfolk's Vision for Norfolk at <http://v4n.org.uk/>

*CPRE Norfolk is a county branch of the [Campaign to Protect Rural England](http://www.cpre.org.uk) and is a separate registered charity, no. 210706.*

*Read more about our work, sign up for our newsletter, join as a member or just donate to a campaign.*

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Working locally and nationally to  
protect and enhance a beautiful,  
thriving countryside for everyone  
to value and enjoy

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12<sup>th</sup> January 2018

Dear Ms. Poole,

**Broadland District Council: Easton Food Enterprise Zone (FEZ): Local Development Order**

Broadland District Council (Broadland) has adopted the above Local Development Order (LDO) which includes an s106 Routing Agreement for Heavy Goods Vehicles (as attached) for discharge of the restriction imposed by its Cabinet dated 23 May 2017.

It appears from e-mail correspondence between you and Mr. Peter Milliken of Easton Parish Council that NCC was not consulted by Broadland on this document before it was issued.

CPRE Norfolk opposes the proposed FEZ due to the loss of agricultural land, damage to the rural setting and unsuitability of roads for access. The s106 for the routing of HGVs on which the LDO relies is ineffective and we therefore consider that the LDO should be withdrawn. We are currently in discussions with Broadland on this subject.

The Planning Obligation is qualified at Clause 9 as operative "*until such time as a vehicular access is provided between the Site and the A47 Trunk Road in accordance with the requirements of Conditions 2.20 and 2.21 of the LDO*".

However, Condition 1.18 of the LDO sets out the requirements for the Planning Obligation and is clear that the routing applies to both construction **and operation of the site**. The Agreement attempts to release the landowner/developer from the site operational aspect of Condition 1.18.

Your e-mail dated 21 November 2017 to Mr. Milliken confirmed that the developer should fund the proposed highway improvement works. This is normally underwritten within the s106 Agreement but Broadland has failed to obtain the appropriate commitment from the developer.

The route in the Agreement cannot be implemented against the current proposals by Highways England (HE) which includes the removal the existing Easton roundabout, which is supported by local residents on safety grounds, as part of the A47 improvements.

HE staff in attendance to Marlingford and Colton parish council meeting of 12 September 2017 reported the decision to move this existing roundabout at Easton to a position at the end of Blind Lane in the design of the A47 upgrade between North Tuddenham and Easton is to accommodate the FEZ. However

*continued*

it is understood that this section of the proposed dual carriageway will be an expressway which will dictate all grade separated junctions, contrary to the design of a roundabout specifically for the FEZ.

It is our view that the suitability of this site is at large and is now dependent on approval for HGV access by both HE and NCC against the developing and changing circumstances from the A47 designs. It is apparent that neither you nor HE has been asked for or given an opinion.

We wish to understand your position with regard to the s106 Routing Agreement which does not satisfy the conditions which you have stipulated or reflect the current situation of the A47 improvements. In particular, please advise on whether, as the Highways Authority, you have powers to intervene to enforce your recommendations if these are not being followed or the changes in circumstances require further consideration..

Yours sincerely,



Bryan Robinson  
Branch Hon. Secretary.