

## Helen Cowles

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**From:** Martin Thrower  
**Sent:** 17 January 2018 11:06  
**To:** Stephen Scowen; Phil Courtier  
**Subject:** FW: Food Enterprise Zone Easton  
**Attachments:** vps\_6432923122162687276.pdf

fyi

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### Martin Thrower

Head of Democratic Services & Monitoring Officer  
Broadland District Council

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**From:** Secretary [mailto:secretary@cprenorfolk.org.uk]  
**Sent:** 17 January 2018 11:05  
**To:** Poole, Liz  
**Cc:** food hub; Cox, Peter; Martin Thrower; Michael Rayner; CPRE Norfolk Chairman  
**Subject:** RE: Food Enterprise Zone Easton

Dear Ms Poole,

Thank you for your prompt reply to our letter dated 12 January 2018.

We note that the highway works will be funded by the developer but remain surprised that the payment commitment is not secured as part of the s.106 Agreement.

Your views would be appreciated on the limitation clause in the s.106 (Clause 9) which purports to relieve the developer from using this specific route after the improvements under Condition 2.20 have been carried out and appears to contradict your dictate for operation of the site, presumably for its duration. It is acknowledged that the users of the development are most likely to use this improved route but they will not be forced to do so and, by default, can use other inappropriate routes through the operation of this limitation.

It is appreciated that you are a consultee in the planning process and we understand that the details of the conditions concerning access in the LDO and s.106 were specified by you prior to the current proposals for the works to the A47. However, you opine that given the lack of surety for the HE proposals for the A47 upgrade, you have worked with Broadland to ensure that the FEZ could come forward using the existing highway network with

the specified improvements. Whilst there is no surety to the final design of the A47 improvements, there is now a government commitment that this work will be carried out. Although designs may be modified, planning matters must be considered against the factors known at any point in time.

Your position ignores the fact that the premise on which you advised Broadland, namely that the Easton roundabout would remain as part of the A47 improvements by HE [see attached doc vps\_6432923122162687276], was rescinded by later proposals in August 2017, prior to the execution of the S.106 and adoption of the LDO, both dated 31 October 2017.

We are concerned that in the intervening two months Broadland did not approach you and/or HE to seek clarification of any changes required within the proposed LDO arising from this major design variation, nor did you advise Broadland of the implications to your previous requirements. It is undeniable that the current published proposals for the surrounding road network has nullified the acceptable route specified in the LDO and s.106. It is our position that at 31<sup>st</sup> October 2017, Broadland failed to take account of these known changes in the HE proposals. We therefore question the legality of the adoption of the FEZ which simply ignores the revised A47 improvements and the removal of the Easton roundabout.

Kind Regards,

Bryan Robinson  
Branch Hon. Secretary.

[www.cprenorfolk.org.uk](http://www.cprenorfolk.org.uk)  
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15 Pigg Lane, Norwich, NR3 1RS

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**From:** Poole, Liz [<mailto:liz.poole@norfolk.gov.uk>]  
**Sent:** 16 January 2018 13:37  
**To:** Secretary  
**Cc:** food hub; Cox, Peter  
**Subject:** FW: Food Enterprise Zone Easton

Dear Mr Robinson,

Thank you for your letter dated 12 January 2018. I have commented on those matters that are pertinent to NCC as Local Highway Authority in our role as a consultee in the planning process. Any other matters will no doubt be considered by Broadland District Council who have been copied in on this email.

As part of the LDO consultation process, the Highway Authority requested that vehicles in excess of 7.5 tonnes were routed via the most appropriate and direct route to the strategic road network. This routing has been secured by Broadland Council via the S106 Agreement attached.

The delivery of the associated highway improvement works has been secured by condition. This ensures that the developer funds and delivers the necessary works in their entirety and is standard practice. The proposals which will be fully funded by the developer, will be fully assessed and safety audited by NCC as

part of the design and delivery process to ensure that the proposals are designed to recognised national standards and that all safety issues are suitably addressed.

The HE proposals for the A47 at this stage are indicative. The Local Highway Authority has worked with Broadland Council to ensure that, given the lack of surety of the HE proposals, the FEZ could come forward with appropriate conditions/agreements in place to mitigate its impact on the adjacent highway network.

Kind regards,

Liz

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**Principal Engineer (Major & Estate Development)**

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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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