

MINUTES OF PLANNING COMMITTEE MEETING HELD IN  
HELD IN THE COUNCIL CHAMBER, KINGS HOUSE THETFORD  
ON TUESDAY 11<sup>th</sup> DECEMBER 2018 STARTING AT 7:00 P.M.

Present:

Councillors:

S J Armes (Vice Chair)  
B J Canham  
J James  
J Newton

C R P Burnett  
C Harvey  
R G Kybird (Chair)

Officer in attendance:  
Tina Cunnell  
Chris Crimmen

Town Clerk  
Committee Secretary

MINUTES

- 548/18 DECLARATIONS OF ANY DISCLOSABLE PECUNIARY INTERESTS  
None.
- 549/18 APOLOGIES FOR ABSENCE  
Apologies were received from Councillors M P Brindle, J Hollis and S N H Wright.
- 550/18 MINUTES  
**RESOLVED: The minutes of the Committee meeting held on 13<sup>th</sup> November 2018 received by Full Council on 27<sup>th</sup> November 2018, as a true record and signed/initialled by the Committee Chairman.**
- 551/18 PLANNING APPLICATIONS TO CONSIDER
- a) Plan No 1293 Consultation – Advertisement  
Applicant: Mr Neil Searle Erection of One Totem Sign Internally Illuminated Tulip Viking Caxton Way Thetford.  
Supporter.
- b) Plan No 1321 Consultation – Change of Use  
Applicant: Commercial Property Change of use from D1 to C3 (residential) Back in Motion 13 Earls Street, Thetford.
- c) Plan No 1334 Consultation – Householder  
Applicant: Mr I Champion Proposed two storey side extension to create annex for parent at first floor and ground floor gym/garden furniture store 5 Nunnery Drive Thetford.  
Supporter Subject to neighbours.
- d) Plan No 1354 Consultation – Householder  
Applicant: Mr Neil Adams Change in glazing to front projection 6 Mackenzie Road Thetford.  
Supporter.

552/18 LATE PLANNING APPLICATIONS RECEIVED AFTER AGENDA WAS PUBLISHED

a) Plan No 0011 Notification of Application

Applicant: Hopkins Homes Limited Local Authority Allroval of Tonure mix of affordable Housing Norwich Road Croxton.

Supporter.

b) Plan No 1180 Consultation Amendments – Full

Applicant: Taha Saih Proposed car wash business including demolition of existing reception building 4A Brandon Road Thetford.

Objector: Thetford Town Council objects for the following reasons:

1. Concerns about the effect of queuing on traffic at the lights during peak times.
2. If the need for any archaeological excavation is realised there needs to be a contaminated land survey.
3. Council concurs with Envrinmentsl Health Officers statement on noise, lighting and opening hours.

553/18 DECISIONS OF VARIANCE

None.

554/18 PARISH PARTNERSHIPS

The Town Clerk reported that Norfolk County Council had not approved any of the projects put forward for Parish Partnership funding.

555/18 NORWICH WESTERN LINK

The Committee discussed the letter from Norfolk County Council (see Appendix A) regarding the proposed Norwich Western Link road. After a discussion the Committee sent the following statement to NCC:

Thetford Town Council support option D as it is the closest to achieving a ring road in particular for those travelling from the south of the county.

556/18 ITEMS OF URGENT BUSINESS

At the discretion of the Town Clerk to table urgent business for discussion or information only. Any item is to be on an urgent operational matter.

557/18 COMMUNITY ENGAGEMENT

To discuss and agree any consultation or media release required.

Chairman.

## **Appendix A - Agenda Number 555/18**

**From:** Norwich Western Link <Norwichwesternlink@norfolk.gov.uk> **Sent:** 01 November 2018 19:15 **Subject:** Norwich Western Link

Dear Sir/Madam

I am writing to let you know that we have today published four shortlisted road options for a Norwich Western Link. You can find a map showing these routes attached and a description of each of the options below.

Earlier this year we carried out a public consultation which established there was very strong support for creating a new link between the A47 and Broadland Northway (formerly Northern Distributor Road), with the majority of those responding suggesting a new road as their preferred solution. This was prompted by long-standing concerns about traffic congestion on roads and in communities to the west of Norwich and calls from many people to fill in what they saw as the 'missing link' between the A47 and Broadland Northway.

Three new dual carriageway roads and a single carriageway upgrade to the B1535 make up the shortlisted options. While the majority of the new or improved roads would be built at or near ground level, viaduct-style bridges over river flood plains are included in some of the options. All of the routes also include improvements to the A1067 Fakenham Road.

The four routes have been published following months of work to identify which options would be most effective as a Norwich Western Link. This work followed Department for Transport assessment guidelines and included traffic surveys and modelling, gathering information on environmental and ecological factors in the area and developing a longlist of road and non-road options.

The shortlisted options, from west to east, are:

□ **Option A** – a 7.2 mile single carriageway upgrade to the B1535 and A1067, linking to the A47 at the Wood Lane junction north of Honingham. This option would significantly realign the current B road, smoothing it out to make it a higher standard route. The route would join the A1067 via a new junction at Lenwade and make use of the existing bridge across the River Wensum at Attlebridge.

It is predicted this route would carry around 10,000 vehicles a day by 2040. The estimated cost is £60 million.

□ **Option B** – a new dual carriageway route and dual carriageway upgrade of the A1067 totalling 5.2 miles, with the new route to the east of Weston Longville and linking to the A47 at Wood Lane. At the northern end of this route, two alternatives are given for how it could join the A1067. One would be via a new junction near Attlebridge which would include widening the existing River Wensum bridge at Attlebridge. The other would see a new 660 metre viaduct crossing of the Wensum created, joining the A1067 further to the east.

It is predicted this route would carry around 30,000 vehicles a day by 2040. The estimated cost is £155 million based on the viaduct alternative as this has a higher cost.

□ **Option C** – a new dual carriageway route and dual carriageway upgrade of the A1067, linking to the A47 at Wood Lane and totalling 3.9 miles. Around 350 metres of the A1067 would be duelled before a new junction would take the route between Weston Longville and Ringland, crossing the River Wensum on a 720 metre-long viaduct.

It is predicted this route would carry around 32,000 vehicles a day by 2040. The estimated cost is £153 million.

□ **Option D** – a new dual carriageway route and dual carriageway upgrade of the A1067 totalling 3.6 miles. The route is similar to Option C at its northern end, however it then runs to the west of Ringland and links to the A47 further east at the junction with Taverham Road. Around 400 metres of the A1067 would be duelled before a new junction would take the route between Weston Longville and Ringland, crossing the River Wensum on a 660 metre-long viaduct, then turning more to the south and crossing the River Tud on a second viaduct, this one 120 metres long, before it meets the A47.

It is predicted this route would carry around 31,000 vehicles a day by 2040. The estimated cost is £161 million.

While road options were found to be the most effective as a Norwich Western Link in isolation, we will still consider complementing any of these options with other transport measures such as walking and cycling routes and traffic management measures on other roads.

Councillors on Norfolk County Council's Environment, Development and Transport Committee will be asked next Friday (9 November) to give their approval of this shortlist and proceed with a public consultation on them between 26 November 2018 and 18 January 2019. You can read the full report on the Norwich Western Link options that councillors will receive here (item 12).

The consultation will help us identify a preferred option for a Norwich Western Link, which we intend to do by next spring. Further details on the routes will be published to coincide with the consultation's launch, along with details of consultation events and locations. When the consultation begins, I would encourage you to look through all the information available before responding, and if you have any questions that the published consultation information doesn't answer, please let us know – whether in person at one of our dedicated consultation events or by email. We will write to you again when the consultation launches to let you know all the details and how you can get involved.

Best wishes

Chris Fernandez

**Norwich Western Link**

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NWL Website: [www.norfolk.gov.uk/nwl](http://www.norfolk.gov.uk/nwl)

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