

Minutes of the meeting held on
 Monday 7th October 2019, 7.30pm in the Hall for All, Weston Longville

	<p>PRESENT: Clare Morton (Chair), Peter Ross (PR), Ruth Goodall (RG), Paul Cowley (PC), Barrie Keen (BK), Robert Banks (RB), Justin Cohu (JC)</p> <p>There were no members of the public in attendance. Minutes were taken by CEM</p>
1	<p>Chairman's welcome and to receive apologies for absence</p> <p>All were present</p>
2	<p>To receive Members' Declarations of interests for meeting tonight and to update declaration of interest forms.</p> <p>All Councillors declared an interest in respect of the proposed route of the Western Link, which would border the parish.</p>
3	<p>To discuss Highways issues</p> <p>3.1 To discuss whether any mitigation proposals for traffic management issues will be carried via simple majority or some other arrangement. A suggestion was made that any mitigations to go into the submission must be agreed by at least 5 of the councillors. This was countered by an argument that, since this was only the first pass of what would be protracted negotiation, that all possible mitigations should be put in since they could be removed later but it would be harder to put in later. There was a view that the 'normal' simple majority rule of any 4 councillors being in favour was not sufficient when some topics were very emotive. In the end it was agreed that each mitigation would be considered and see where there was consensus and that contentious ones would be discussed in detail.</p> <p>3.2 To discuss arrangements for presenting any proposals to the public. It was agreed that the list of mitigations would be submitted to NCC and that there would be subsequent opportunities for the parish to consider them at later consultations.</p> <p>3.3 Mitigations proposed</p> <ul style="list-style-type: none"> • NCC have publicly stated the willingness to 'tweak ' the route. This must mean moving the road further east, closer to the gas pipeline so that it lies the field currently used for outdoor reared pigs. AGREED – NOT TO GO THROUGH COUNTY WILDLIFE SITE AND BLUEBELL WOOD AT WOOD LANE. • Reduce the land take for hard building to an absolute minimum in terms of width AGREED • The road to be sunk into a cutting with embankments, with if necessary, fencing, to reduce noise and visibility. Embankments to be planted with trees and wildflowers. AGREED – CYCLEWAYS AND FOOTPATHS TO BE THE WESTON LONGVILLE

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SIDE OF THE BANKS.

- Use the latest quiet road surface technology and materials to minimise road noise.
AGREED
- Tree planting to be started ASAP so that trees are established before the road is built and opened. This will require support from NCC in respect to identifying possible access routes during construction to ensure any newly planted species are not removed once works commence AGREED
- Take additional land for tree planting now, so a wide belt can be planted either side of the road – SEE ABOVE
- Put in new hedges of at least the same length as any hedges lost on the building AGREED
- Access to footpaths and bridleways to be maintained at all times during construction
AGREED
- Preserve access to all existing footpaths and look to create alternative permissive footpaths with the cooperation of adjacent estates AGREED
- Close the Broadway and Breck Road and provide a footpath between Breck Road and the Broadway, and Breck Road and Weston Road. THERE WAS SOME DISCUSSION AS TO THE BALANCE BETWEEN THE INCONVENIENCE OF THE RESIDENTS OF WESTON GREEN NOW HAVING A DUAL CARRIAGEWAY WITHIN 800M OF THEM AND THEREFORE WANTING THE OTHER LOCAL CROSS ROUTES CLOSING, VS THE INCONVENIENCE OF HAVING NO CROSS ROUTES AVAILABLE TO PARISHIONERS. IT WAS THEREFORE AGREED TO REQUEST TO CLOSE BRECK RD AND WESTON RD AND TO LEAVE OUT MENTION OF THE BROADWAY.
- Close Weston Road to vehicles and provide a pedestrian/ horse and cycle crossing only.
AGREED
- Close Paddy's Lane at the junction with Wood Lane AGREED THAT THIS SHOULD BE REQUESTED ONLY AS A CONDITION IF THE TRAFFIC REDUCTIONS THROUGH THE PARISH DID NOT MATERIALISE AS PREDICTED.
- Remove the HGV status from the B1535 other than for access only AGREED – SHOULD ALSO INCLUDE HGV STATUS ON RINGLAND LANE EXCEPT FOR ACCESS.
- Noise and air pollution levels to be monitored on an ongoing basis and NCC required to commit to remedial action where levels exceed those predicted. AGREED THAT WE SHOULD ALSO ASK THAT A MAXIMUM NOISE LEVEL SHOULD BE DEFINED
- Use of speed monitoring measures to avoid the road becoming a racetrack. LEAVE OUT
- The road will have a significant impact on wildlife, all ecology reports should be made public and demonstrably effective measures put in place to reduce the death toll and damage to habitat. AGREED
- NCC to commit to working with residents who have a working knowledge of wildlife in and around the parish, especially in respect to protected species and mitigation measures
AGREED

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<p>3.4</p> <p>3.5</p>	<ul style="list-style-type: none"> • AGREED THAT PATHS BETWEEN RINGLAND LANE AND THE A1067, AND ROYAL HILL TO ATTLEBRIDGE SHOULD BE PROVIDED ALONG WITH SAFE CROSSING OF THE A1067 AT MORTON / ATTLEBRIDGE. <p>Subsequent to the meeting the final submission was made as detailed in appendix A</p> <p>To discuss traffic management through the parish pre Western Link</p> <p>There was no discussion</p> <p>To complete the NCC questionnaire on sustainable transport measures. To be completed by CEM outside the meeting.</p>
<p>4</p>	<p>To receive any other business There was none</p>
<p>5</p>	<p>To confirm the date of future meetings:</p> <p>Monday 11 November</p> <p>Meeting closed at 10:05 pm.</p>

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Appendix A – final submission.

NWL Preferred Route: Mitigation Measures: submission from Weston Longville Parish Council

The recommendations below are based on proposals arising from a meeting with David Allfrey (NCC), a meeting for residents at the Pump Farm end of Weston Green Road, discussion within Weston Parish Council and the NWL Liaison Meeting on 17th September and agreed at the meeting of WLPC on 7th October 2019.

The measures below are intended to mitigate the impact of noise, air and visual pollution and loss of access to what is currently a tranquil landscape much valued by walkers, cyclists, horse riders and residents of the local parishes. They are also designed to minimise the impact of the junction at Wood Lane, and to deter traffic from continuing to travel through the village and reduce to a minimum HGV traffic on the B1535 and thus go some way to returning the roads around Weston to cyclists, walkers and riders.

The Tweak

1. At its meeting on 15th July the NCC Cabinet stated its willingness to 'tweak' the route. This must mean moving the road further east, closer to the gas pipeline so that it lies in the field currently used for outdoor reared pigs and crosses The Broadway closer to the water tower. However, if therefore the NWL moves closer to Wood lane, it should not encroach on the bluebell wood which is a designated a County Wildlife site.

Road Construction

2. The land take for hard building should be reduced to an absolute minimum in terms of width.

3. The road between Ringland Lane and The Broadway to be sunk into a cutting with high embankments, with if necessary, fencing, to reduce noise and visibility. The embankments on either side to be planted with trees and wildflowers along its full length.

4. The latest quiet road surface technology and materials to be used to minimise road noise.

5. New hedges to be planted of at least the same length as any hedges lost on the building.

6. Additional land should be taken in order to create a wide belt of trees on either side of the road. Tree planting should begin as soon as possible so that trees are established before the road is built and opened. This will require NCC to identify possible access routes during construction to ensure any newly planted species are not removed once works commence.

7. Access to footpaths and bridleways to be maintained at all times during construction (as per Marriott's Way during the construction of the NDR).

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Footpaths, road closures and restrictions

8. Preserve access to all existing footpaths and look to create new and alternative permissive footpaths with the cooperation of adjacent estates.
9. To enable access to bus services on the A47, a bridle way/ footpath / cycleway should be provided along the western side of the road to be constructed between Ringland Lane and the A47. This will also provide a circular route for walkers to compensate for the loss of easy access to the Ringland Hills.
10. The footpath from Royal Hill (Ringland) to the A 1067 to be improved to allow for pedestrian and cycle access.
11. Breck Road to be closed to vehicles with access for cyclists, walkers and horse riders only.
12. Weston Road to be closed to vehicles and a pedestrian/ horse and cycle crossing provided . Preferably this should be a ramped bridge or underpass.
13. If planning permission for the NWL is granted it should include a condition that if the volume of traffic passing through the village of Weston Longville is not reduced to a level agreed in advance with WLPC then NCC will be required to implement further measures to reduce volumes of traffic.
14. The HGV status to be removed from the B1535 other than for access only.
15. HGV status to be removed from Ringland Lane other than for access only.
16. NCC to ensure that SATNAV technology is updated so that drivers use appropriate routes.

Reducing community severance

17. The existing permissive path which runs alongside Marl Hill from the A1067 to Church Street is inadequate and therefore unused and should be upgraded to provide easy pedestrian access from Morton and Attlebridge to the playing field, village hall, church and Parson Woodforde pub and to bus services on the A1067.
18. Given that traffic volumes on the A1067 are predicted to rise considerably a footbridge or traffic light crossing across the A1067 should be provided to mitigate severance between Weston, Morton and Attlebridge, all of which share a village hall in Weston.

Human and wildlife welfare

19. Noise and air pollution levels to be monitored on an ongoing basis and NCC to be required to commit to remedial action where levels exceed those predicted.

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20. The road will have a significant impact on wildlife, all ecology reports should be made public and demonstrably effective measures put in place to reduce the death toll and damage to habitat.
21. NCC to commit to working with residents who have a working knowledge of wildlife in and around the parish, especially in respect to protected species and mitigation measures.