

**From:** [Cathy Pye](#)  
**To:** [A47 Blofield to North Burlingham](#); [REDACTED]@planninginspectorate.gov.uk  
**Cc:** [Sonya Dickinson](#); [Chris Gates](#); [Tony](#)  
**Subject:** A47 dualling - Blofield to North Burlingham  
**Date:** 20 July 2021 11:55:52

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Re: A47 dualling, Blofield to North Burlingham.

Walkers, Cyclists and Horse Riders – Proposed overbridge at B1140

Lingwood and Burlingham Parish Council has already submitted comments which the Inspector has published. We now wish to submit further evidence for the need of a dedicated underpass (or adequate footbridge) for walkers, cyclists and horse riders to link both parts of our parish north and south of the A47.

Highways England's document, 'Case for the Scheme' (The Impact of the Scheme on Walking and Cycling, 4.4.8) states, *"The Scheme provides support to walking, cycling and vulnerable users by incorporating safe, convenient, accessible and attractive routes for pedestrians and cyclists to improve connectivity in areas local to the Scheme"*.

We take issue with this assertion. As mentioned previously, the A47 divides the Parish of Lingwood and North Burlingham. The Proposed Scheme includes a footpath on the proposed overbridge at the B1140 instead of an underpass or footbridge. Highways England maintains this is adequate to replace Burlingham FP3 which will be blocked.

Please see pasted below an email from British Sugar to the Chairman of Lingwood and Burlingham Parish Council. British Sugar has a factory at Cantley, a few miles south of North Burlingham. All lorries visiting their site turn off the A47 onto the B1140 (southbound) at the White House junction. The email confirms that 700 lorries per day could visit the site in peak periods. Each has to make a return journey, thus up to 1,400 HGVs could be crossing the proposed overbridge on any day, as well as general traffic.

Residents who live north of the A47 and who wish to cycle to their designated parish facilities in Lingwood (listed in our previous remarks) will be expected to cross the busy B1140, then travel over the proposed overbridge alongside convoys of HGVs and other traffic. Once over the

bridge, cyclists will travel onwards while the HGVs will be turning left across their path.

As mentioned in our previous remarks, the distance from North Burlingham to Lingwood across the overbridge would be too far for most pedestrians to walk. With no other option to cross the A47, they will be forced to drive, adding to the volume of traffic on the overbridge.

I assume no horse rider would attempt to use this overbridge!

How can the proposed overbridge be '*safe, convenient, accessible and attractive*'? And how does it improve connectivity in our parish if people are now forced to use cars?

Also concerning traffic on the overbridge, we wish to challenge the report submitted by Highways England on behalf of Norfolk Constabulary which is listed under 'Documents' in the 'Inspector's pre-examination'. (Ref AS-014).

We are extremely concerned this report is flagged by Highways England as, '*Importance – High*' and, as such, it will gain undue weight in the Inspector's eyes.

This report is flawed. It appears to be compiled by someone who has no working knowledge of the local area. No-one from Norfolk Constabulary has ever consulted the Parish Council about local traffic issues.

The report makes no mention of the lorries visiting Cantley sugar factory. I believe anyone who knows the B1140 (southbound) would have advised Highways England of the potential dangers for cyclists, pedestrians and horse riders on the proposed overbridge.

The report also refers to 'White House Lane' which does not exist! Anyone who knows the area is aware 'The White House junction' is named locally after a residential property and not a road. Might this suggest the report is an uninformative 'desk job'?

Cathy Pye

Chairman Lingwood and Burlingham Parish Council

Harvey, Paul [REDACTED]@britishsugar.com>

Thu 27/05/2021 10:35

To:

- You

Hi Cathy,

I can confirm that at the peak of our operational period, we potentially have up to 500 Beet delivery lorries per day, and a further 200 lorries per day for items such as Sugar Collection, Liquid Sugar Collection, Animal Feeds Collection and Various Deliveries.

Regards

Paul

**Paul Harvey**

Safety & Health Business Partner

British Sugar

Cantley

NR13 3ST

Landline: [REDACTED]



[www.britishsugar.com](http://www.britishsugar.com)