

**From:** [Denise](#)

**Sent:** Friday, August 27, 2010 11:15 AM

**To:** '[POServices](#)'

**Subject:** A47 Postwick Interchange - Secs of State to hold local inquiry depending on SR 2 Aug 2010

Dear Simon,

### **Postwick Hub - A47 Postwick Interchange Slip and Side Roads Orders**

I wonder if you could forward this email together with the Department for Transport link below to the Inspectors please as they may not have received a copy via the GNDP?

<http://www.dft.gov.uk/pgr/roads/network/strategic/programme/decisionletters/a47/pdf/letter.pdf>

The letter dated 2 August from GO-EM reports the Secretaries of State decision to hold a local inquiry into the Postwick Interchange Draft Orders, depending on the outcome of the Spending Review.

Paragraph 4 of the letter is noteworthy:

*"In so doing, the Secretaries of State are satisfied that in the circumstances of this case the remaining objections raise issues of such significant public importance that they should be debated publicly at a local inquiry and that an inquiry is likely to produce significant new information relevant to their decision".*

NNTAG is one of the objectors to the draft Orders and pressed the case for a local inquiry. The background to the draft Orders is unusual and does indeed raise issues of significant public importance:

Norfolk County Council instructed the Highways Agency to publish draft Orders in order to implement the Postwick Hub.

Norfolk County Council and Ifield Estates submitted a joint planning application to Broadland District Council for Postwick Hub in January 2009 comprising:

- outline application for Broadlandgate Business park (phase 3);
- full planning permission for Postwick Hub road scheme, ostensibly to provide access to the business park within its boundaries. However, Postwick Hub is also the first stage of a Norwich Northern Distributor Road although there was no reference to a NDR in the planning application.

Normally, a highways authority would submit a planning application to itself for a local highways scheme and depending on the weight of objections, a local

planning inquiry would be held. However, by submitting Postwick Hub as an application to a local planning inquiry, Norfolk County Council sought to avoid the need for a planning inquiry into the road scheme. Furthermore, if built, Postwick Hub would pre-empt the outcome of any inquiry into the section of NDR between Postwick Hub and A140.

Notwithstanding the fact that the business park and road schemes were departures from the Broadland Local Plan 2006, Broadland District Council gave planning permission for Postwick Hub in December 2009. GO-East took advice on the legality of this but said that it was up to objectors to take action in the High Court. In the case of the business park, the Council gave ten years for submission of a detailed application which belies the County's case that Postwick Hub is urgently required to serve Broadland Business Park phase 3, especially as planning permission for Phase 2 has yet to be decided.

Also, the public has not been properly consulted on the Postwick Hub design. An amendment to Postwick Hub planning application was submitted involving closure of the A47 off-slip road to A1042 Yarmouth. Although seemingly a small change, it would have a significant impact on junction movements as people wanting to travel into Norwich would no longer be able to make a simple turn left from the bypass via Postwick off-slip road, but would instead have to make a lengthy detour around Postwick Hub through a number of junctions and link roads.

Therefore, given the history of the Postwick Hub and the impact on movements through Postwick junction, there can be no guarantee that the Draft Orders will be made, with implications for a NDR and the Joint Core Strategy.

Thank you.

regards, Denise Carlo, NNTAG