

Appendix A:

Plan B Proposed Link Road



create
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**North East Norwich
Plan B**

NORTH EAST NORWICH

Plan B

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1.0 INTRODUCTION

- 1.1 Create Consulting Engineers Ltd have been instructed on behalf of Landstock Estates and the Landowners Group to consider the potential impact on the proposed North East Sector Growth Triangle of the non-delivery of both the Northern Distributor Road (NDR) and the Postwick Hub.
- 1.2 The report reviews the existing planning proposals that have been promoted in the area and their current status. It then reviews the extent of committed development in the area and outlines the proposed growth targets identified in the Joint Core Strategy GNDP.
- 1.3 The importance of the NDR is discussed and then potential issues that would need to be addressed if this strategic road scheme was delayed or deleted.
- 1.4 An alternative strategy (Plan B) for releasing development in the North East Sector is then outlined, including how this could be delivered without any major public sector funding, including highways, drainage and services.
- 1.5 This strategy is then reviewed with respect to potential delivery rates and the level of proposed growth which could be accommodated identified.
- 1.6 Create Consulting disclaims any responsibility to the Client and others in respect of any matters outside the scope of this report.
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2.0 EXISTING PROPOSALS

2.1 Over the last few years, a number of separate development proposals have been promoted in the North East Sector, including the following significant schemes:

i.	Blue Boar Lane (Tillet Land)	Residential
ii.	White House Farm	Residential
iii.	Thorpe St Andrews – Belmore Park	Residential
iv.	Land adjacent to Salhouse Road	Residential
v.	Broadland Business Park (Extension)	Employment
vi.	Brook Farm	Residential
vii.	Rackheath – Sustainable Community	Employment/Residential
viii.	Broadland Gate	Employment
ix.	Park and Ride Extension	Infrastructure

2.2 Blue Boar Lane and White House Farm (1,233 dwellings) have both received planning approval.

2.3 The Thorpe St Andrew – Belmore Park proposal is current at the masterplan development stage and is anticipated to incorporate up to 650 dwellings.

2.4 Both Broadland Business Park (Extension) and Brook Farm have been submitted to Broadland District Council as a mixed use development proposal. This application has recently gone to committee but was deferred on the ground of prematurity, side road order issues and the risk of judicial review. The housing element of the scheme allowed for 600 dwellings.

2.5 The land adjacent to Salhouse Road masterplan is being developed and a screening application for an Environmental Impact Assessment for a development of up to 800 dwellings has been determined.

2.6 The Rackheath Sustainable Community has undertaken pre-application consultation for a 250 dwellings which is intended to act as a first phase of the overall development of up to 4,000 dwellings.

2.7 The Broadland Gate development application allowed for 30 hectares of employment land, along with a strategic highway improvement known as the Postwick Hub. This application has been the subject of a committee resolution to grant, however, it is now potentially delayed due to a side roads order issue associated with the Postwick Hub. However a condition of the planning consent requires completion of the new Postwick Hub interchange before development is commenced. It should also be noted the Postwick Hub interchange is to the subject of Public Inquiry at some future point in time.

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- 2.8 The Joint Core Strategy (JCS) has identified the North East Sector as a potential location to accommodate significant housing growth identifying the area as the North East Growth Triangle. The total level of growth to be allocated in this area over and above the existing commitments is 7,000 dwellings in the period ending 2026 ultimately rising to 10,000.
- 2.9 It is, however, stated in the JCS that the vast proportion of this growth is dependent on the delivery of the NDR. Not only to facilitate the introduction of bus priority enhancements on the radial routes in the area but to also enable vehicle movements from the proposed growth areas to be distributed effectively.
- 2.10 The NDR is a Norfolk County Council (NCC) promoted scheme which has an anticipated cost of approximately £110m and will provide a dual carriageway link from the A1067 Fakenham Road, round to the east of the city connecting to the A47(T) at Postwick. The current status of the proposal is that the scheme has received ministerial support for the route from the A140 to Postwick, however, no firm commitment to releasing funding has been given. The proposal is still yet to be granted planning permission and there has been no public inquiry with respect to the route or the various orders that will be required to secure its delivery. It is therefore anticipated that with the public sector spending review currently being undertaken in October, this scheme will be delayed for the short to medium term at least.
- 2.11 GO East have now decided that the Postwick Hub proposal will be the subject of a side roads order inquiry with instructions being given to the Highways Agency not to organise the inquiry until after the public sector spending review in case financial support for this scheme is withdrawn.
- 2.12 With both the Postwick Hub and the NDR potentially delayed or removed altogether from the programme, an alternative strategy to deliver a level of growth in the North East Sector is required.

3.0 PROPOSED LINK ROAD

- 3.1 In order to provide relief from through traffic rat-running through the outer suburbs of Thorpe St Andrew along Blue Boar Lane, Woodside Road, Thunder Lane and Harvey Lane. It is proposed that a new link road will be promoted from Wroxham Road to Postwick Junction. See Drawing Number 156/01/103.
- 3.2 The link road will connect to Salhouse Road and Plumstead Road, providing vehicles wishing to travel to and from Wroxham in the north east with an effective link, which can also act as a HGV route, relieving the Outer Ring Road and St Williams Way. The link road will be a well designed, wide single carriageway with at grade junctions. Access will be restricted onto the road providing an effective distributor road between the radial routes in the north east.
- 3.3 The northern part of the proposed route has already gained planning approval as part of the White House Farm development proposals. The southern part of the proposed link has protected route status within the extant Broadland Local Plan as part of the original Broadland Business Park proposal and future development beyond the Local Plan period.
- 3.4 The only section of the link road which currently has no planning status is the section between Plumstead Road and Salhouse Road. Following the recent change in landownership of a parcel of land in this location, the route of this final section of the link road is now available allowing completion of the entire link from Wroxham Road to the Postwick junction being promoted within this Plan B.
- 3.5 This proposed link road can therefore be provided from developer contributions without any requirement for public sector funding or land acquisitions.

4.0 POSTWICK INTERCHANGE

- 4.1 The proposed Postwick Hub proposal had been specifically designed to enable the future connection of the proposed NDR, see Appendix A. The provision of this scale of highway improvement is far in excess of what would be required to secure the proposed growth areas identified in the JCS. Without the need to accommodate the future traffic flows which would be generated by the NDR, there are a number of alternative junction arrangements which can provide sufficient additional capacity to meet a proportion of the proposed growth planned for the North East Sector.
- 4.2 The original Postwick Improvement proposals developed as part of the Broadland Business Park scheme, included the widening or duplication of the existing overbridge and the provision of a new 'curly' westbound on slip which removed the conflict with the flows from the existing A47(T) westbound off slip.
- 4.3 Since this proposal was developed, additional employment land has been proposed at Broadland Gate, as well as additional housing further in the North East Sector.
- 4.4 In order to accommodate this potential additional housing growth and to accommodate both the employment allocation of Broadland Gate and the existing and extended Broadland Business Park, an updated Postwick Stage 2 improvement has been developed.
- 4.5 Drawing Numbers 156/01/04 and 156/01/05 show proposed alternative arrangements at Postwick, which not only has sufficient capacity to serve the projected growth but can also be developed to incorporate bus priority measures to facilitate access into the city for Park and Ride buses.
- 4.6 Initial capacity modelling of this junction has shown that an additional 3,600 dwellings can be accommodated through the scheme, together with capacity to accommodate the outstanding committed developments and the employment sites.
- 4.7 The junction improvement requires only one parcel of land to enable delivery, we believe that this area is controlled by the same landowner who would benefit from the release of Broadland Gate, therefore, having an invested interest in the delivery of the proposal.
- 4.8 The scale of the improvement is capable of being developer funded without any major public sector funds being required in order to allow the scheme to progress.

5.0 FOUL AND SURFACE WATER DRAINAGE

- 5.1 Without the guarantee of the NDR being delivered, there is a real possibility that utility providers, such as Anglian Water, will reconsider their locations for providing strategic infrastructure. On reviewing the evidence that has been submitted in support of the JCS growth allocation in the North East Sector, new drainage infrastructure will be required to drain both foul and surface water.
- 5.2 The recently permitted White House Farm development already has an agreed drainage strategy and is utilising some of the existing capacity in the Blue Boar rising main for its foul drainage. With surface water being drained by a number of sustainable drainage features discharging into the existing drainage catchment to the north of Wroxham Road.
- 5.3 It is proposed that foul drainage from the development areas within Plan B will be pumped to Whitlingham STW. This can be achieved by initially pumping to the Broadland Business Park system. Then to upgrade the terminal pumping station adjacent to the A1042 to fully utilise the existing twin rising mains to Whitlingham STW, which were installed as part of the original Broadland Business Park infrastructure.
- 5.4 It is intended that surface water will be drained using a number of SUDS features, located within an existing dry valley. Attenuation/soakage ponds will be required to accommodate the flows during extreme rainfall events.

6.0 UTILITIES

- 6.1 The JCS outlines in Appendix 7 the various infrastructure items which are required to release development in the North East Sector. With a reduced amount of development released by Plan B it is anticipated that not all of these improvements will be required.

Electricity

- 6.2 EDF have stated that a new primary substation would be required at both Norwich Airport and at Sprowston. In order to feed both these primary sub-stations a new North East Grid station was to be developed off Green Lane to the south of Thorpe End costing £17m. It is envisaged that the now the level of growth proposed being significantly reduced that the North East Grid proposal will not be required.

Water

- 6.3 Anglian Water have confirmed that they can supply sufficient water to serve the proposed development areas. Initially water is to be taken from the existing source boreholes at Thorpe and Colney. It is therefore not envisaged that there will be any programme or cost restrictions in relation to the delivery of a suitable water supply which would prevent Plan B from coming forward.

7.0 SUSTAINABLE TRANSPORT

- 7.1 One of the key aims of the NDR was to remove traffic from the existing radial routes and to enable bus priority and other sustainable transport initiatives to be introduced. The provision of the Plan B link road will provide substantially the same relief between Wroxham Road and Postwick junction.
- 7.2 The Link Road will provide an effective corridor for an orbital bus service linking the employment areas to the north of the city, with the growth areas in the North East Sector and the employment areas at Broadland Business Park. The link will also enable better access to both the Sprowston and Postwick Park and Ride facilities.
- 7.3 It is intended as part of the Plan B scheme that a BRT should be developed along the Salhouse Road. This could be ultimately extended out to Rackheath, with the first phase introducing bus priority measures along the existing Salhouse Road corridor. Bus priority can be introduced at the existing junction with Blue Boar Lane, as well as the outer ring road adjacent to Sprowston Retail Park. It would also be possible to introduce a bus lane along this route, within existing highway. The final section of the route into the city would involve using Gurney Road through Mousehold Heath.
- 7.4 The improved bus measures would be integrated with existing bus services already in this area. The new service would incorporate high quality vehicles, with real time passenger information being provided along the route, giving both details of bus times and available seat capacity. The level of service is proposed to be increased to a ten minute frequency along this route.

8.0 SUMMARY

- 8.1 Although the NDR has been identified as a critical element of infrastructure to deliver the full level of growth proposed in the North East Sector. An alternative Plan B strategy which is not dependent on public sector funds can release a significant proportion of the proposed housing, in the order of 3,600 dwellings over and above the existing commitments.
- 8.2 Sustainable transport measures such as the Salhouse Road BRT can be implemented and the extension of the Postwick Park and Ride can also be released.
- 8.3 The proposed Plan B improvements at Postwick can be readily brought forward and funded by developer contributions and would not be dependent on large scale public sector finance being required.

APPENDICES