

Matter: 3
Representor Reference Number:



GREATER NORWICH DEVELOPMENT PARTNERSHIP
JOINT CORE STRATEGY EXAMINATION
REPRESENTATIONS IN RESPONSE TO INSPECTOR'S QUESTIONS

MATTER 3: STRATEGY AND LOCATIONS FOR MAJOR GROWTH IN THE NORWICH POLICY AREA

Part A – Overall distribution of Growth:

Question A1 - The appropriateness of the main locations:

Policy 9 identifies a number of locations where growth is to be focussed. This includes provision for 2,200 dwellings at Wymondham where Pelham Holdings have an interest.

Policy 9 also makes provision for 15 hectares of employment land within Wymondham.

Wymondham has a significant degree of self containment being served by a range of retail, community and employment facilities together with a choice of public transport modes to Norwich by bus or rail.

The evidence base (document INF1) indicates that further growth will require additional infrastructure provision within the town to accommodate the proposed development. Such infrastructure improvements will be of benefit to the existing community and the level of growth proposed in the town will have the ability to provide for a phased release of development commensurate with the improvements to local infrastructure.

The consultation South Norfolk Site Specific Allocations document indicates that the local authority will publish an Area Action Plan to allow for phasing of housing and infrastructure to be provided in a co-ordinated manner and to include developer contributions.



The preparation of the JCS has been informed by a range of technical studies which have identified existing infrastructure constraints across the Norwich Policy Area. The evidence base has identified the opportunity for improved infrastructure to be funded by development and statutory bodies.

The growth locations identified within Policy 9 can generally be related to the proposed transport infrastructure improvements identified in Policy 6.

Accordingly therefore, the proposed growth distribution follows the evidence base and ensures consistency between policies contained within the JCS.

Question A2 – Deliverability of development:

Our client's Pelham Holdings consider that the Wymondham housing market has the potential to recover and be robust.

The infrastructure needs for Wymondham to meet the level of growth proposed is set out within the evidence base and will be phased in accordance with housing development coming forward.

The policies and the infrastructure requirements and the implementation as set out in the Joint Core Strategy are known to Pelham Holdings and will be accommodated within the development proposals for the site at South Wymondham.

Question A3 – Flexibility:

Policy 9 expresses the housing requirement as a minimum figure. This allows flexibility to respond to changing circumstances should an increased dwelling provision be required in the latter part of the plan period.



The infrastructure requirements relating to access and transportation set out in Policy 6 has the potential to defer development should these improvements not come forward. The evidence base of the Joint Core Strategy has identified the infrastructure requirements to accommodate the growth proposed. The development control process will ensure the providers of infrastructure (both private and public) address any shortfall.

Wymondham has local infrastructure capacity to ensure continuation of development within the town whilst making provision for improved infrastructure through the plan period.

It is our view therefore that the JCS through its policies relating to housing, infrastructure and implementation provides the flexibility against which individual planning applications can be assessed and provision made for related infrastructure to ensure delivery of the JCS.

Question A4 – Dependencies:

The JCS at Policies 6, 9, and 10 identifies the key infrastructure requirements for each growth area. Insofar as land at South Wymondham is concerned, Pelham Holdings anticipate that, in respect of any planning application, there will be a requirement for Section 106 contributions to provide for infrastructure both on and off-site.

Accordingly, it is our view that the Joint Core Strategy when read in-conjunction with the evidence base sets out key infrastructure requirements that can be followed through and applied to individual development proposals within each of the growth locations.

Question A5 – Integration with existing communities:

Policy 10 sets out guidance on specific areas for future growth within the Norwich Policy Area. The interest for Pelham Holdings lies in Wymondham where development proposals, through the juxta-position of the existing settlement, will make provision for open space and community facilities together with footpath and cycle links to serve the existing community. Development and its contribution to improved community facilities and the local economy generally will move Wymondham towards greater self containment.



The third bullet point of Policy 10 as currently worded in the Joint Core Strategy cannot be achieved by all development proposals since they will vary in scale and form of development. It is more accurate to describe the objective for individual proposals to be as set out in Question A5; i.e. “integrating well with neighbouring areas while also contributing to a higher level of self containment for the host town/community”.

Question A6 – Provision of Community Infrastructure:

The suggested wording set out in the question is consistent and compatible with Pelham Holdings objectives for development at South Wymondham. It is recognised that whilst there is initial infrastructure capacity to accommodate the early phases of the proposed development in Wymondham, subsequent phases of development will require improvements to local infrastructure that will also benefit the existing community. In that regard, new housing development should therefore be seen as making a positive contribution to existing local communities.

Part B – North-East Norwich Growth Triangle:

We raise no points in relation to this section.

Part C – Other Major Locations: Wymondham

Question A – Growth proposals:

The Joint Core Strategy, taken together with the evidence base, sets out clear justification for the level of growth proposed at Wymondham.

The town has a well established infrastructure base both within the public and private sectors and additional development at the scale proposed will be at a level that ensures the viable delivery of enhanced infrastructure that will benefit the existing community and also provide improved access to jobs through improved public transport services.



Question B – Critical infrastructure:

Policy 10 of the Joint Core Strategy identifies the key infrastructure requirements for Wymondham. These may be summarised as relating to provision of additional green infrastructure; improved bus services and new education facilities.

The Site Specific Allocations document published by South Norfolk Council is currently on public consultation and this anticipates the provision of such infrastructure will be through phasing of development and developer contributions.

The phasing of housing development as set out on Page 111 of the Joint Core Strategy anticipates a progressive release of housing delivery that appears to be achievable in the context of the size and location of Wymondham. It is a matter for the Site Specific Allocations document and the development control process to ensure that housing development is phased in relation to provision of the infrastructure required to support such housing.

Question C – Soundness of Joint Core Strategy:

From the above the Joint Core Strategy is sound in respect of its policies and objectives for Wymondham.

Question K – Public Transport in the A11 Corridor:

Wymondham at present has the benefit of regular public transport services both bus and rail to Norwich and as such provides an established base from which public transport services may be enhanced. Growth within the A11 corridor as proposed by the Joint Core Strategy, as well as provision of housing development, also makes provision for employment growth and which itself may contribute to enhanced bus services where this can be seen to be benefitting existing and proposed commercial enterprises.

Objective 7 within the Joint Core Strategy can be met by the proposed development within the A11 corridor. It is important to note that in respect of any provision of a Bus Rapid Transit system that it will be founded on existing frequent bus services to Norwich and will



not be starting from a zero base where start-up subsidies may be significant. The existing settlements within the A11 have access to a regular bus service and are of a total population size and critical mass that has the potential to ensure a viable Bus Rapid Transport system.

The Joint Core Strategy and the local authority's Site Specific Allocations document set out the policy framework for seeking contributions to enhance public transport services within the A11 corridor.

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