

***Greater Norwich Development Partnership
Core Strategy***

Examination

October 2010

Representations on behalf of
Valori Brothers
on

Matter 3
Strategy and locations for major growth
including access issues

Prepared by E J Keymer FRICS MRTPI

Keymer Cavendish

Chartered Surveyors & Development Consultants

Woolmer Lodge, Brinkley, Newmarket CB8 0SW

Telephone: 01638 507121 Fax: 01638 507131

Email: keymercavendish@ricsonline.org

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Matter 3

Strategy and locations for major growth in the NPA (policies 9 and 10, and Appendix 5), including consideration of related access and transportation issues (policy 6) and other infrastructure issues.

B4 Transport issues related to the Growth Triangle

B.4.1 I think it is accepted that to meet the full population growth aspiration in the North East Growth Triangle, the Northern Distributor Road (NDR) will be required. What the Core Strategy lacks currently is any element of contingency planning to take account of probable delays in funding with the NDR and, possibly, the Postwick Junction.

B.4.2 There are clear parallels with military planning where, in spite of not having all the access points (or perhaps river crossings) the force requires, one makes do nevertheless with what has been, and can be, secured. I refer in particular now to Question B7.

B7 Does the JCS have flexibility to address a possible delay in the provision of the NDR, bearing in mind that Policy 10 states *'Delivery of the Growth Triangle is dependent on the implementation of the NDR'*.

B.7.1 There is little doubt that, as drafted, Policy 10 is inflexible and impractical. This is not a reason to declare the Plan unsound, but it is a reason to recommend substantial change to introduce the requisite flexibility, so that a percentage of the planned growth can be delivered without the NDR being in place and, if necessary, without the Postwick Interchange improvements.

- B.7.2 It is not, however, practical or desirable to place an embargo on growth pending completion of the Postwick Interchange improvements. No danger will result, merely traffic delays, if these improvements are deferred.
- B.7.3 I refer now to the Statement of Focused Changes-July 2010 and, in particular, to the plan on Page 27 entitled Key Transport Routes. I have attached this at Appendix I to this submission.
- B.7.4 Shown clearly by dotted parallel red lines is the proposed Inner Link Road (ILR) joining the Postwick Interchange to Plumstead Road and, to the north, joining the Salhouse Road to the Wroxham Road.
- B.7.5 It is quite incomprehensible that no link road is shown by a dotted line between the green and purple roads, namely Plumstead Road and Salhouse Road. It is almost as if the planning authority is in denial that this road is required to complete the ILR.
- B.7.6 Attached at Appendix II is an illustrative plan showing how this link might be provided. The illustration shows a small neighbourhood with housing (43.4ha), school and shop/petrol filling station. There will be a street frontage to much of the ILR and an element of village square to the west of the proposed primary school.
- B.7.7 No more detail than this is required to show how the ILR could act as a temporary stand-in for the NDR, if funding constraints so dictate.

B.7.8 Planning consent exists already for development north of the Salhouse Road and west of the proposed ILR. Further development could also be released north of Salhouse Road and west of the ILR, but not until the 'missing link' between the Salhouse Road and the Plumstead Road is in place.

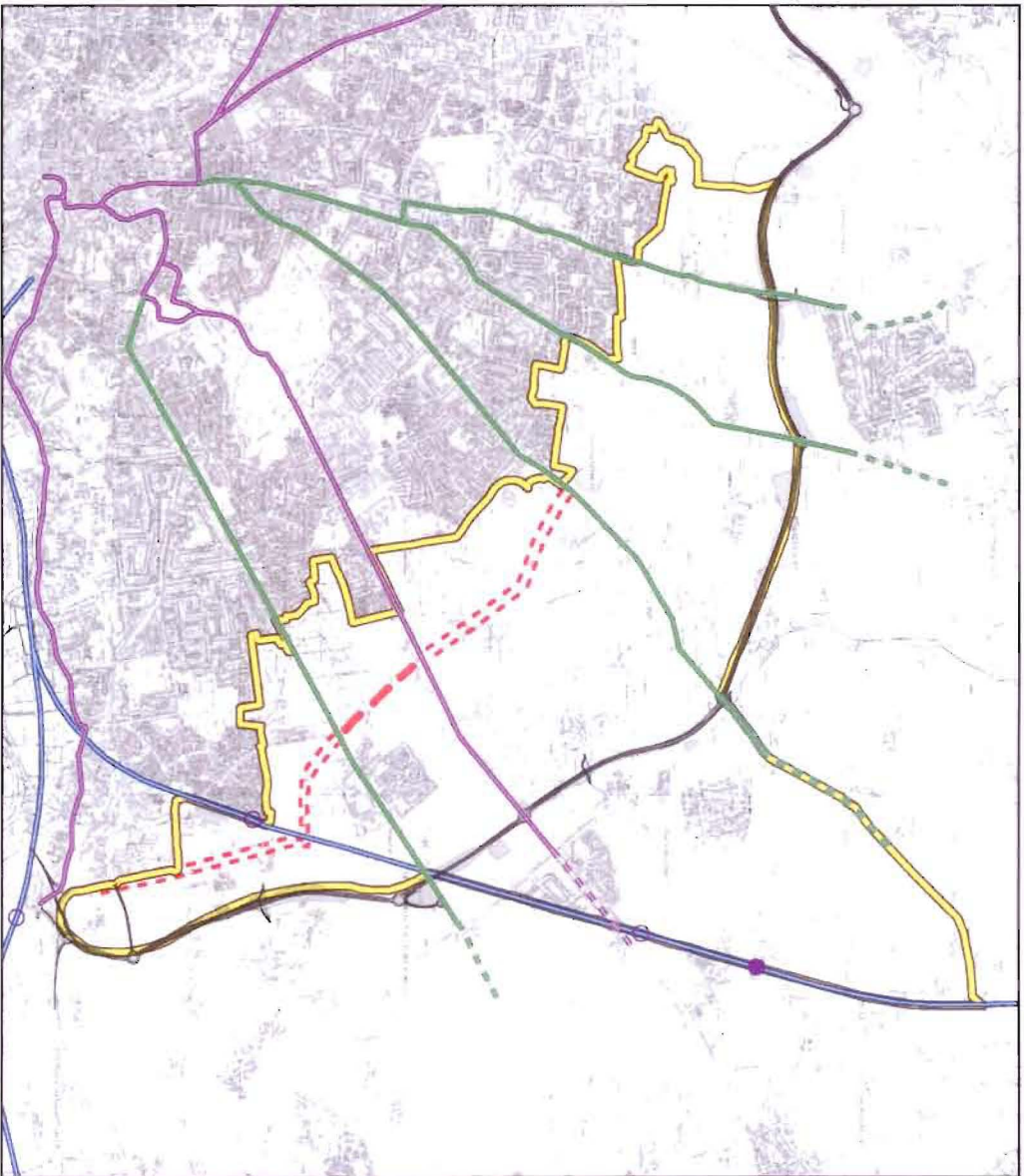
B.7.9 The task facing the JCS planners (and I use the word 'task' rather than the hackneyed and overused word 'challenge') is to plan early phases of the development around the ILR, so that there is an element of contingency planning to their proposals.

B.7.10 In short, the strategic release must be holistically planned, but delivered as commercial circumstances dictate.

B.7.11 Again using a military analogy if, in the short term, this requires a Bailey bridge rather than a permanent bridge, it need not be *A Bridge Too Far*.









Finally, a small point of detail relates to the map attached at Appendix III. A small area of land just west of Thorpe End is shown as being included within the Racecourse Plantation Norfolk County Wildlife Site.

This area is, in fact, the derelict Heath Farm pig unit. It is covered with concrete, collapsed sheds, slurry pits and other detritus of intensive farming. In short the small area shown hatched blue should be removed from the Wildlife Site. This is important, because it lies on the likely alignment of the Inner Link Road.



Key Transport Routes

Legend

-  Proposed BRT Route
-  Core Bus Route
-  Possible New Rail Station
-  Existing Rail Station
-  Rail Line
-  Proposed Link Road
-  Proposed NLR Route
-  Growth Triangle Boundary



Scale 1:30000

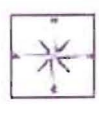
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Barn A, Dixies
 High Street, Ashwell
 Tel: 01462 743647
 Fax: 01462 743648
 Email: ashwell@csaenvironmental.co.uk

Project: NE Norwich - Old Grange Farm, Salhouse Road		Drawing Number: CSA/1384/100	
Title: Development Proposals			
Date: May 2009	Drawn: SG	Client: Keymer Cavendish Development Consultants	
Scale @ Size: See Scale Bar	Checked: CS	Revision: -	

- Historic Parks & Gardens
- Outdoor Sports
- Norfolk County Wildlife Sites
- Area of Landscape Value
- Green Spaces
- Proposed NDR Route
- Growth Triangle Boundary



Scale 1:30000

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