



Matter 3C – Easton/Costessey  
Representor No. 8826

**JOINT CORE STRATEGY FOR BROADLAND,  
NORWICH AND SOUTH NORFOLK**

**EXAMINATION**

**MATTER 3C – EASTON/COSTESSEY**

**SUBMISSION ON BEHALF OF TAYLOR  
WIMPEY DEVELOPMENTS AND HOPKINS  
HOMES**

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## **1. PLANNED URBAN EXTENSIONS**

- 1.1 The delivery of the spatial strategy for the Norwich area will incorporate development arising at planned urban extensions of a moderate scale, interlinked with an existing neighbourhood of Norwich, to create the economies of scale capable of supporting/providing, in tandem, high quality public transport services, enhanced retail opportunities and improved educational provision. Medium scale urban extensions can make a significant and sustainable contribution to the growth agenda and the regeneration of deprived areas of Norwich.
- 1.2 The achievement of the necessary housing delivery rates in the short/medium term will be secured as the JCS promotes an approach which incorporates a range of urban extensions, both in terms of scale and distribution. In the early years, the required rate of delivery will be achieved by concentrating new housing on sites that presently have the benefit of planning permission and new allocations which can be developed expeditiously, augmenting and building upon existing facilities in established neighbourhoods. Not only is it important to ensure that new housing is supported by essential community facilities/infrastructure but it is also equally vital to confirm that the proposed urban extensions are integrated with the existing built-up area of Norwich. New development areas associated with the built-up area of the City should exhibit a strong degree of interaction with that existing urban area.
- 1.3 Further housing can be delivered at Costessey, as an extension of the present Lodge Farm development, related to the public transport corridor focussed on Dereham Road. This location is well related to the existing built-up area of Norwich and responds to the requirement at Policy 10 of the JCS that the growth locations are integrated with neighbouring communities.
- 1.4 Policy 10 of the JCS refers to the facilities available at Longwater and Bowthorpe. The area at the western edge of Norwich exhibits strong sustainability credentials. It is an appropriate location for growth and an extension of the existing Lodge Farm development can play a vitally important role in the short/medium term by assisting in the generation of the required initial momentum for the Norwich growth area.

### **Urban fringe parishes**

- 1.5 Paragraph 6.2 of the JCS indicates that growth is distributed according to a settlement hierarchy, the first element of which is the Norwich urban area. That urban area includes the built-up parts of the urban fringe parishes, including

Costessey. Paragraph 6.30 of the JCS acknowledges that the existing suburbs are a key to the successful development of the area. They are *“home to a significant number of people, businesses and environmental assets, and provide the links between the city centre and the surrounding area. There are a range of opportunities for redevelopment, regeneration and enhancement. The range of issues warrants a comprehensive and dedicated approach in this strategy.”* An extension of the existing development at Lodge Farm, in conjunction with improvements to the A47 Longwater Interchange, provides the opportunity to enhance the Dereham Road gateway to Norwich.

- 1.6 The implementation of the proposed larger development areas described in Policy 9 of the JCS will encompass a number of years. That being the case, it is important to ensure that an adequate supply of housing land is maintained in the NPA, in accordance with the principles established in PPS3. Given the amount of new housing to be provided in the NPA, the housing land supply in the short/medium term will not be delivered purely by means of the development of previously developed land or a reliance on a limited number of large urban extensions. Medium-size urban extensions, such as that suggested for the western edge of Norwich, should be brought forward to accommodate new housing in the short term to ensure that the growth momentum is not compromised in its initial phase.

### **Costessey**

- 1.7 Development is presently proceeding at Lodge Farm and an expansion of the existing area could readily be achieved, enabling continuity in the delivery of housing. The availability of deliverable sites is acknowledged in the SHLAA. The Costessey area provides an opportunity to achieve housing completions at an early stage in the implementation of the proposals contained in the JCS.
- 1.8 Section 5.2 of TP8 states that *“as a Norwich fringe parish Costessey has consistently been seen as a suitable location for further residential and commercial development.”* It is recognised that the Longwater area presently contains a variety of commercial uses including a supermarket, retail warehouses, restaurants, general industry, car showrooms, and storage uses. These provide *“both local employment opportunities and facilities that serve a wider catchment as a strategic employment location.”*
- 1.9 TP8 indicates that *“environmental, landscape and character constraints make accommodating significant development around Old Costessey undesirable. Consequently the options for large-scale growth are focussed on extensions to*

*Lodge Farm/Bowthorpe and at Easton.” Furthermore, “given the limited number of settlements in which to locate the unallocated smaller sites in the South Norfolk NPA,” TP8 considers that Costessey/Easton “will need to absorb some of the unallocated 1,800 units.”*

- 1.10 The critical mass of population that could be secured by virtue of the existing housing land allocations in Costessey and the provision of further housing as anticipated in the JCS would provide the opportunity to secure a quality public transport link along Dereham Road to the centre of Norwich. The plan at page 61 of the JCS identifies Dereham Road as a BRT corridor with bus priority measures.
- 1.11 Dereham Road constitutes a public transport corridor into the centre of Norwich with a park and ride site in the vicinity of the junction between the A47 and Dereham Road. Further housing at the western edge of Norwich would make appropriate use of these existing facilities and provide a clear opportunity to enhance their value. More bus priority can be promoted on this key radial route whilst equally recognising the need to ensure capacity is available for movement by private car.
- 1.12 The JCS acknowledges the economic strengths of the Norwich area and indicates that there are opportunities to build upon those existing prospects. Norwich is a key regional centre and represents a focus for the accommodation of new housing and employment opportunities. That being the case, Costessey is an apposite and sustainable location for further housing, being well related to the urban area of Norwich and situated in close proximity to important existing employment areas. Further housing at the western approach to Norwich can assist in a positive manner in the provision of facilities such as enhanced public transport and improved bus/cycle links. The area already contains significant and important employment at Longwater and Bowthorpe.
- 1.13 The spatial vision at page 22 of the JCS notes that *“new and expanded communities will be highly sustainable with good access to local jobs and strategic employment areas and will be served by new or expanded district and local centres.”* There are substantial/important existing strategic employment locations at Longwater and Bowthorpe, close to the housing being provided on the southern side of Dereham Road. The Costessey area is an appropriate location for growth given the relationship between the proposed new housing and the existing employment locations. The inclusion of Costessey/Easton at Policy 10 of the JCS represents a justified and effective growth proposal. The public transport service along Dereham

Road provides the basis for the establishment of a BRT corridor as advanced in the JCS

## **2. INFRASTRUCTURE DELIVERY**

### **Strategy For Growth In The Norwich Policy Area**

- 2.1 Policy 9 of the JCS states that the NPA is the focus for major growth and development. Costessey/Easton is expected to deliver a minimum of 1,000 dwellings. The construction of new dwellings at the western edge of Norwich has formed a consistent theme during the preparation of the JCS. The locational advantages of the Costessey area identify it as a place where sustainable and effective growth can be achieved.
- 2.2 The strategic significance of Costessey was discussed during the course of the South Norfolk Local Plan Inquiry. When considering the Norwich Policy Area, the Inspector was of the view that the bulk of the new housing provision should be in locations on the edge of Norwich and in settlements with good communication links to the City. He regarded Costessey as being in the highest category of housing locations available within the NPA.

### **Key infrastructure**

- 2.3 EIP 84 'EM conclusions Issue 1: Infrastructure' categorises critical infrastructure into three priorities and provides a critical path of infrastructure projects for each of the growth locations.
- 2.4 Priority 1 projects in the south west growth area along the A1047 Dereham Road corridor are:
- T5 Longwater Junction improvements, required to be completed in the short term,
  - T9 Bus Rapid Transit via Dereham Road – Phase 1, initially to be completed in the short term with bus service improvements thereafter,
  - T18 Pedestrian/Cycle Links to Longwater, required to be completed in the short term,
  - SP2 Interceptor Sewer for Hethersett, Cringleford, Easton/Costessey, required in the medium term to long term.

### **T5 Longwater Interchange Junction**

- 2.5 Improvements to the Longwater Interchange is listed as a Priority 1 Infrastructure scheme in EIP 84 is acknowledged but due to the location of Costessey to the east of the interchange does not impact on the delivery of the Lodge Farm extension from 2013.

- 2.6 Based on existing travel patterns, twice the number of vehicle trips from a development in Costessey is predicted to travel towards the centre of Norwich than they are to the Longwater Interchange and the A47. These vehicles approaching the interchange from Costessey will predominately wish, at the north-eastern roundabout, to turn left to the A47 southbound on-slip or to travel over the A47 over bridge. These movements fortunately do not cross the path of a bus route originating from Easton or Queen Hills and also the far greater proportion of traffic from the over bridge wanting to head into Norwich or the Longwater Retail Park.
- 2.7 Some traffic will want to turn right to the Longwater Retail Park and Queen Hills. Initial assessment of trips from an extension of Lodge Farm of 500 dwellings however predicts that the roundabout has capacity to accommodate these movements. This is aided by a large proportion of the trips to this area being to a Sainsbury's Store and the store not attracting many customers during the morning traffic peak period.
- 2.8 The initial assessment also showed that during the evening peak, thanks largely to a decrease in traffic approaching the northern roundabout from the A47 offslip and from Dereham Road compared to the morning flows, there is sufficient capacity to accommodate traffic generated from the Lodge Farm site extension.
- 2.9 Bus Rapid Transit and a bus link from Easton/Costessey to Norwich Research Park will also reduce the demand of the Longwater Interchange by removing traffic from the area that would otherwise have used it.
- 2.10 Policy 10 of the Joint Core Strategy states that Easton/Costessey will provide enhanced bus links to Norwich Research Park. Such a bus link, the route of which being easily provided through the Lodge Farm site and along the western side of Bowthorpe and its employment area by following the path of the Lodge Farm foul sewer, will remove private car trips from the development that would otherwise have used the Longwater Interchange to join the A47.
- 2.11 Subsequent development in either Costessey or Easton will require improvements to the Longwater Interchange and the meeting of the 2016 estimated delivery date will allow continuous delivery of development in the area, which can start in 2013, beyond 2016.



2.12 The layout of the Longwater Interchange lends itself to improvements by signalisation, bus priority measures and intelligent transport systems. It is noted from EIP 88 that some modelling work has already been carried on the junction but further work is required to investigate bus priority solutions. Dereham Road can readily accommodate a bus lane on its approach to the interchange with an intelligent transport system to allow additional priority. There is also potential to signalise the south-western roundabout to manage the approaching flows and provide a level of bus priority.

#### **T9 Bus Rapid Transit via Dereham Road**

2.13 Project T9, Bus Rapid Transit (BRT) *via* Dereham Road will benefit development in Easton/Costessey by removing private cars from the A1074 Dereham Road corridor. The location of the Lodge Farm extension adjacent to Dereham Road will allow it to take full benefit of the BRT and to improve it in the form of junction improvements, bus priority measures and bus stop enhancements.

2.14 Provision for these improvements were allowed for in the previous highway works undertaken for the existing Lodge Farm development. These provisions include the incorporation of future bus lanes to the Dereham Road/Longwater Lane junction with selected vehicle detection and the strategic placement of enhanced bus stops.

2.15 The undertaking of these bus priority infrastructure improvements is possible in the short/medium term.

#### **T18 Pedestrian/Cycle Links to Longwater**

2.16 Pedestrian and Cycle links to Longwater Retail Park is listed as T18 with an estimated delivery date of 2016. A shared cycle and footway exists along the northern side of A1074 Dereham Road with a toucan crossing approximately half way between Longwater Interchange and the Longwater Lane junction with Dereham Road.

2.17 These existing links are therefore sufficient safe and direct cycle/pedestrians routes from an extension of Lodge Farm to Longwater. However, in addition to this, the location of the Lodge Farm makes it ideally suited to provide cycle and pedestrian routes between other local areas and facilities.

2.18 Bowthorpe and its employment area are adjacent to Lodge Farm. Locally improved pedestrian and cycle links between Bowthorpe is an requirement of Policy 10 and

EIP 85, the Draft Local Investment Plan and Programme, and can be readily accommodated in the extension of Lodge Farm. A link through the site *via* Long Lane to the Longwater Bus Park and Ride and the Royal Norfolk Showground is also possible. This creates the possibility of a pedestrian and cycle link between Easton and Bowthorpe that avoids the Longwater interchange.

- 2.19 Using the route taken by the Lodge Farm foul sewer gives the possibility of providing a safe and direct pedestrian and cycle link to Bawburgh Lakes. Policy 10 and the Draft Local Investment Plan and Programme mention the formation of a country park at Bawburgh Lakes and the requirement of locally improved countryside access.
- 2.20 This route can then extend beyond Bawburgh Lakes to Colney, Norfolk and Norwich University Hospital, Norwich Research Park and the University of East Anglia.

**SP2 Interceptor Sewer for Hethersett, Cringleford, Easton/Costessy**

- 2.21 Project SP2 is a strategic interceptor sewer for Hethersett, Cringleford and Easton/Costessey areas. EIP 85, the Draft Local Investment Plan and Programme, states that up to 500 dwellings only are possible without the construction of a new strategic interceptor sewer connection to Whitlingham waste water treatment works.
- 2.22 As a part of the existing Lodge Farm development, a foul sewer was laid with the intention to serve 1500 dwellings, including the existing development. Confirmation was received from Anglian Water in 2006 that the accommodation of 1500 dwellings is possible within the public foul sewer at the manhole to which the Lodge Farm sewer connects.
- 2.23 Therefore, the waste water infrastructure is in place to commence delivery of at least 500 dwellings at the Lodge Farm extension from 2013.
- 2.24 This allows the delivery of 500 dwellings, which are not reliant on an Interceptor Sewer, to commence immediately while the design and construction of the sewer takes place for further growth in the rest of the Easton/Costessey area.