

Greater Norwich Joint Core Strategy Examination 7172  
November 2010

Local Alternatives to NDR – Plan B Partial Alternative

**Note by NNTAG (7172) to Examination 25 November 2010  
(following issue of Document RF-75 by Inspectors)**

Dear Inspectors,

**NNTAG/CPRE Norfolk Local Alternatives to NDR**

Following the submission of a 'Plan B' partial alternative by Landstock Estates & Landowners Group, NNTAG wishes to draw to the Inspectors' attention to the version of that alternative which was presented to the Department for Transport originally in December 2008, and to Norfolk CC in February 2009 by NNTAG and CPRE Norfolk.

The powerpoint slides (notably slide 9 showing the proposed Broadland Business Park Link and Blue Boar Lane Link and closure of the gap) need to be studied with this Note and compared with the Landstock Estates 'Plan B' drawings.

NNTAG and CPRE propose the same concept as is proposed as in the Landstock Estates' 'Plan B' A4-size drawings:

- The two sections of road shown as reserved alignments on the Broadland Local Plan 2006 Proposals Map
- A section joining the two between Plumstead Road and Salhouse Road

On NNTAG / CPRE's plan the section of road between Plumstead Road and Salhouse Road is shown in dotted pink. This length while not in full detail does not follow the same route as the 'Plan B' route submitted (Create Consulting Engineers plan 01/103). In particular it would avoid Racecourse Plantation, the locally valued woodland between Plumstead Road and Salhouse Road (and a designated County Wildlife Site).

The Inspectors are asked to conclude that the 'Plan B' concept can be implemented without needing to build a road through the woodland; that there

are local design and routeing options; and that the delivery, largely by the private sector, can be handled by Area Action Plan (AAP) procedures.

The slides also show other information of relevance:

- The defects in the current Norfolk County Council /Highways Agency proposals for Postwick Hub (Slide 7). This design pre-dated the amended design of August 2009 involving closure of the A47 off-slip road to Yarmouth Road East, which would force even greater numbers of drivers to negotiate a 'Hub'.
- The relevant Inset Plan from the 2006 Broadland Local Plan Proposals Map (saved policies) showing road alignment reserved (Policy TSA3) between A47 at Postwick and Plumstead Road (Slide 8)

The overall gist of our presentation to DfT was that

- growth planned for Norwich offers an opportunity to implement a major modal shift to public transport, walking and cycling in line with RSS policy for Norwich.

- growth planned for Norwich is focused on a SW – NE axis (strategic employment to SW of Norwich and strategic housing to NE). It would be better served by high quality public transport system starting with SW – NE corridors, than by an outer orbital road to the north.

- growth planned for east/NE Norwich can be served by

i) implementing developer-funded highways works specified in Broadland Local Plan 2006 to unlock land allocated for employment and housing (on-line improvements to Postwick junction, Broadland Business Park Link Road, Blue Boar Lane orbital road);

ii) new dedicated bus services for east/NE Norwich area, linking eco-town at Rackheath to Broadland Business Park and communities in between (Rackheath eco-town developer has drawn up an embryonic plan); iii) new and upgraded rail infrastructure/services between Rackheath and BBusiness Park.

We would be happy to send you the whole powerpoint presentation if you would find it helpful.

Yours sincerely, Denise Carlo, NNTAG