

Regulation 25 Consultation

Technical & Public Consultation Summary

August 2009

Greater Norwich Development Partnership

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Development
Partnership



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Content

Chapter Title	Page
1. Introduction	1
2. Technical Consultation Methodology	6
3. Technical Consultation Summary	7
4. Summary of Technical Consultation Responses	42
5. Public Consultation Methodology	104
6. Public Consultation Summary	105
7. Summary of Public Consultation Responses	134
Appendices	214
Appendix A. List of Technical Consultees _____	215
Appendix B. Letter to Technical Consultees (August 2008) _____	257
Appendix C. Joint Core Strategy Summer Update Publicity Leaflet _____	259
Appendix D. Public Consultation Press Advertisement _____	265
Appendix E. Advertisement in 'Norwich Citizen' Magazine _____	268
Appendix F. Letter to General Consultees _____	271
Appendix G. Letter to Technical Consultees (February 2009) _____	273
Appendix H. Private Sector Forum Attendees _____	275
Appendix I. Public Exhibition Timetable _____	277
Appendix J. Exhibition Attendance _____	279
Appendix K. Community Groups and Residents' Associations in Norwich _____	281
Appendix L. List of Stakeholder Meetings and Presentations _____	290
Appendix M. Norwich Community Question Responses _____	292
Appendix N. Norwich Third Sector Forum Meeting Note _____	296
Appendix O. Broadland District Council : Letter to Parish Councils _____	299

1. Introduction

- 1.1.1 Broadland, Norwich and South Norfolk are working with Norfolk County Council as the Greater Norwich Development Partnership (GNDP) to develop a Joint Core Strategy for housing growth and jobs in the area.
- 1.1.2 Public consultation on “Issues and Options” took place in winter 2007/ 2008. The results of this consultation were published in the *Issues and Options: Report of Consultation 2008*. Following the public consultation and changes to planning procedures¹, the GNDP undertook a technical consultation with “specific bodies” (statutory agencies, service providers, organisations that deliver infrastructure and other key stakeholders, including faith councils) during August / September 2008.
- 1.1.3 Technical consultees were asked to consider three options for the distribution of major growth in and around Norwich, and draft policies covering the rest of the plan’s subject matter. Evidence and information was presented to Councillors from the four GNDP councils, who agreed to publish a draft joint core strategy for full public consultation.
- 1.1.4 A single favoured option for accommodating major growth in the Norwich Policy Area has been put forward by the GNDP which includes large scale housing in and around Norwich and on major sites in Broadland and South Norfolk. The GNDP undertook a public consultation from 2nd March to 24 April 2009 to gauge reaction and comment to this proposed favoured option for growth, the other draft policies and the draft Sustainability Appraisal. Following a review of the response, the consultation period was extended to Friday 12 June 2009.
- 1.1.5 The public were encouraged to take part in the consultation via an intensive publicity campaign with adverts in the local papers, council magazines and posters in public places. 38 public exhibitions took place across the whole area and the GNDP wrote to 2000 parish councils, community organisations and local organisations. Over 7000 letters to other people who took part in previous consultations were also distributed.
- 1.1.6 In addition the bodies who had engaged in the earlier technical consultation were asked to consider any changes resulting from adopting the favoured option for the Norwich Policy Area. This group were only asked to respond to a subset of questions (Q10 – Q13) due to their previous involvement in the consultation process with the caveat that they could respond to the full set of questions if they wished.
- 1.1.7 This report details the range of methods and the results of the consultation that will inform the joint core strategy submission.

¹ Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008

1.2 Consultation methods used

1.2.1 Regulation 25: Technical Consultation

In August 2008 an eight week 'technical consultation' took place. The Partnership wrote to statutory agencies, service providers, organisations that deliver infrastructure, and other key stakeholders and asked them for guidance to develop the 'content' of the strategy. Details of the organisations consulted are set out in Appendix one.

The consultees were sent the Technical Consultation: Regulation 25 document and a questions booklet. The letter sent to the technical consultees can be found in Appendix two. Documents were also made available on the GNDP website.

A leaflet was also sent to all householders and businesses in the three districts to update them on the joint core strategy process (Appendix three).

A series of dialogues had been held with developers and interested parties in the run up to the consultation, including a forum held on 4 July 2008.

1.2.2 Regulation 25: Public consultation

In March 2009 an eight week public consultation was launched. Towards the end of the consultation period the GNDP reviewed the number of representations received and decided to extend the consultation period to 12 June 2009 to ensure that consultees had adequate time to respond to the consultation.

A number of methods were used to advertise the consultation:

- A full page advert, detailing locations of exhibitions in the Eastern Daily Press, Great Yarmouth Mercury, Beccles and Bungay Journal, North Norfolk News, Evening News, Diss Express, Wymondham and Attleborough Mercury in week one of the consultation (Appendix four).
- A full page advert, detailing locations of exhibitions in the Eastern Daily Press, Evening News in week commencing 9 March and 30 March and again in the Eastern Daily Press, Great Yarmouth Mercury, Beccles and Bungay Journal, North Norfolk News, Evening News, Diss Express, Wymondham and Attleborough Mercury in week one of the consultation in week commencing 13 April 2009.
- A banner advertising the consultation on www.edp24.co.uk throughout the consultation period.
- Notices on the local authority websites and the GNDP website.
- Articles in council newsletters.
- An advert in Norwich City Council's Citizen magazine (Appendix five).

A letter of notification of the consultation was sent to all respondents to previous consultations and those who had expressed an interest in the process (Appendix six).

Technical consultees received a separate letter enclosing an extract of Policy 5 (the favoured option) as this was the only section to have changed since the previous consultation (Appendix seven). A briefing session was also held for developers and other interested parties on 20 March 2009. A note of those who attended can be found at Appendix eight.

Parish councils received the full document and a questions booklet to enable them to respond to the consultation.

The consultation documents were made available on the GNDP website and was also made available for reading at all Council Information Centres in the GNDP area.

The report was also made available at exhibitions (see below) and was sent to anyone requesting it.

In extending the consultation the Partnership wrote to all those who had responded to, or expressed an interest in, previous consultations, the current consultations. The Partnership also advertised the extension in the Eastern Daily Press and Evening News and in the GNDP Newsletter and website.

1.2.3 Regulation 25: Public consultation – Exhibitions

38 public exhibitions were held between 14 March 2009 and 18 April 2009 in a number of locations in the GNDP area. Details of these can be found in Appendix nine. These were held throughout the week and at weekends throughout the area at locations such as The Forum in central Norwich, community halls, shopping malls and market stalls. Permanent exhibitions were displayed in the district and county council offices. Officers from the GNDP authorities staffed the exhibitions and were available to help with enquiries and answering questions.

In summary a total of 1547 people were recorded as having attended exhibitions (although this probably underestimates actual attendance at busy times). Detailed exhibition attendance figures are set out in Appendix ten.

The exhibition displays were also available for viewing on the GNDP website.

1.2.4 Hard to reach groups

Hard to reach groups identified by the authorities were written to by the Partnership at the start of the consultation period and at three weeks before the end of the consultation period. These organisations were sent materials including a leaflet of the exhibition and a poster of exhibition dates.

Community groups and residents associations (Appendix 11) were written to asking them to raise awareness of the consultation and schools in the GNDP area were written to and offered a workshop with officers to enable young people to participate in the consultation.

1.2.5 Meetings held with, and presentations to, various stakeholders

A number of presentations were given to inform stakeholders about the consultation and to enable officers to answer any questions.

These included:

- Joint Local Strategic Partnerships (Broadland Community Partnership, City of Norwich Partnership, South Norfolk Alliance, County Strategic Partnership)
- GNDP Private Sector Forum
- Norwich Forum for the Construction Industry
- There were also a number of meetings with stakeholders including:
 - Landowners and agents representing interests in NE Norwich
 - Rail providers
 - Norfolk NHS

A full list is available in Appendix 12.

1.2.6 Other consultation activities

The individual authorities also carried out other activities as part of the regulation 25 consultation. Norwich City Council's Community Engagement officers were present at consultation events and asked residents a series of questions about growth in the city. The results of this exercise can be found in Appendix 13.

The city council also undertook a consultation with the Norwich Third Sector Forum on 9 April 2009. Results of this event can be found in Appendix 14.

Broadland District Council undertook a site-specifics consultation in conjunction with the Regulation 25 public consultation. A copy of the letter informing parish and town councils of this consultation can be found in Appendix 15.

1.3 Results analysis

1.3.1 Level of Response Received

The table below sets out the number of representations received on the two Regulation 25 reports, as a total and split by whether they were hard copy representations (using the questionnaire booklet or otherwise) or electronic responses (using JDI):

Document	Hard copy representations	Electronic representations	Total representations
Regulation 25 Technical consultation report	970	n/a	970
Regulation 25 Public consultation report	2310	894	3204

Monitoring information and representativeness of respondents for the public consultation is detailed in Appendix J.

2. Technical Consultation Methodology

Mott MacDonald was appointed in July 2009 to analyse and report on the technical representations received to the Regulation 25 consultation. A full set of data from the GNDP JDI system was used in this analysis. Officer responses from GNDP were also supplied.

To analyse key trends and comments received to the technical consultation all representations were read thoroughly and themes noted. From the themes identified, a number of codes were developed which would enable comments to be recorded numerically and represented in charts (section 3 of this report). Each representation could include several codes as multiple comments were made in many of the representations received.

Secondly, the representations were anonymised and summarised (section 4 of this report). A total count was made for representations which showed support, objection and general comment. This is shown at the top of each question summary.

Finally each question summary gives a condensed version of the officer responses to representations, outlining any actions or notes to be formally acknowledged by the consultation process.

3. Technical Consultation Summary

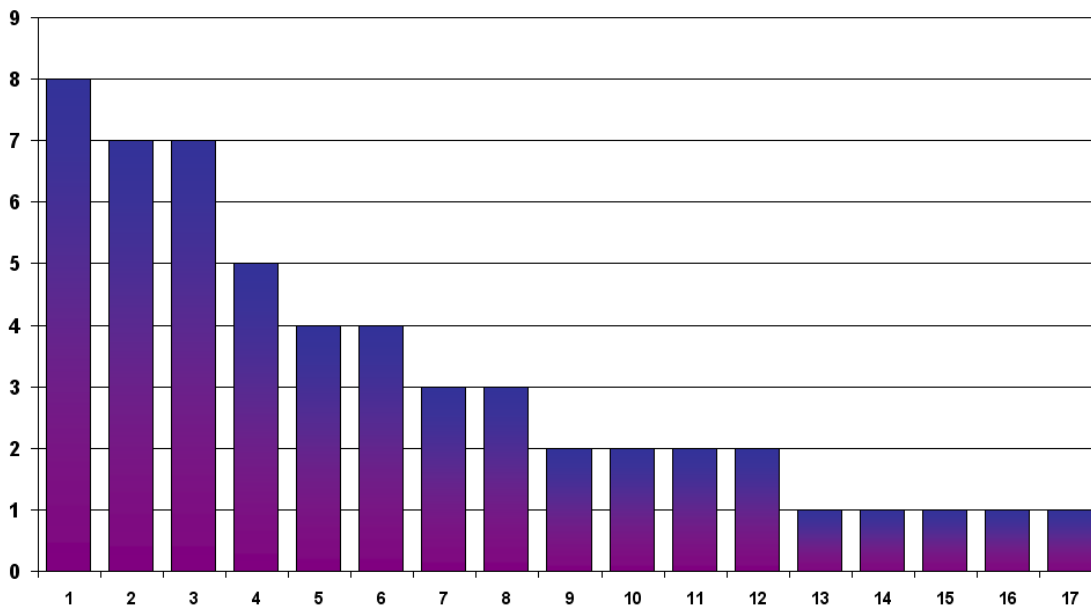
Q1. Have we identified the right critical infrastructure requirements?

Support	18	46%
Object	0	0%
Comments	21	54%

Issues and concerns were:

1. Transport infrastructure requirement
2. General support sites
3. General support non-specific
4. Synergy with other studies/strategies/partners
5. General support transport
6. Concern traffic/mode share
7. Concern service infrastructure (water/electricity etc)
8. Concern timescales/delivery
9. Requirement for leisure/culture facilities
10. General support environment
11. Funding
12. Concern environment/sustainability
13. Concern scale
14. Impact on local services
15. Classification of location
16. Affordable housing/type
17. Site specific comment

1. Have we identified the right critical infrastructure requirements?



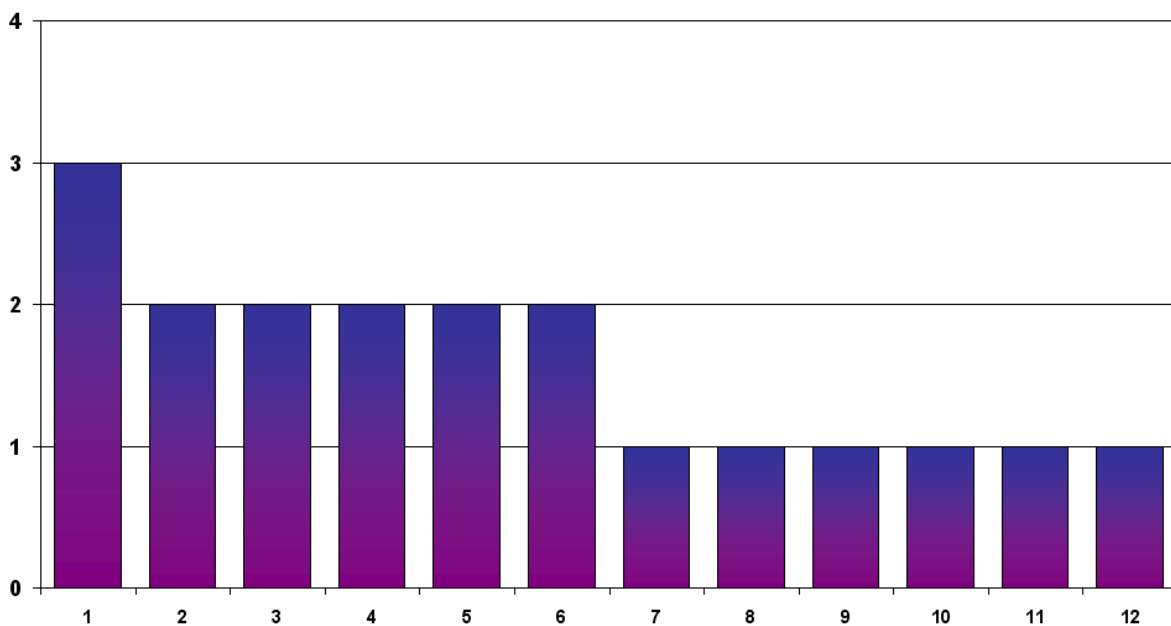
Q2. Are you aware of any issues that would prevent delivery of this proposed policy?

Support	2	14%
Object	1	7%
Comments	11	79%

Issues and concerns were:

1. Other
2. Concern scale
3. Transport infrastructure requirement
4. Requirement for leisure/culture facilities
5. General support non-specific
6. Concern environment/sustainability
7. Concern service infrastructure (water/electricity etc)
8. Synergy with other studies/strategies/partners
9. Affordable housing/type
10. Site specific comment
11. Concern crime/safety
12. Oppose site

2. Are you aware of any issues that would prevent delivery of this proposed policy?

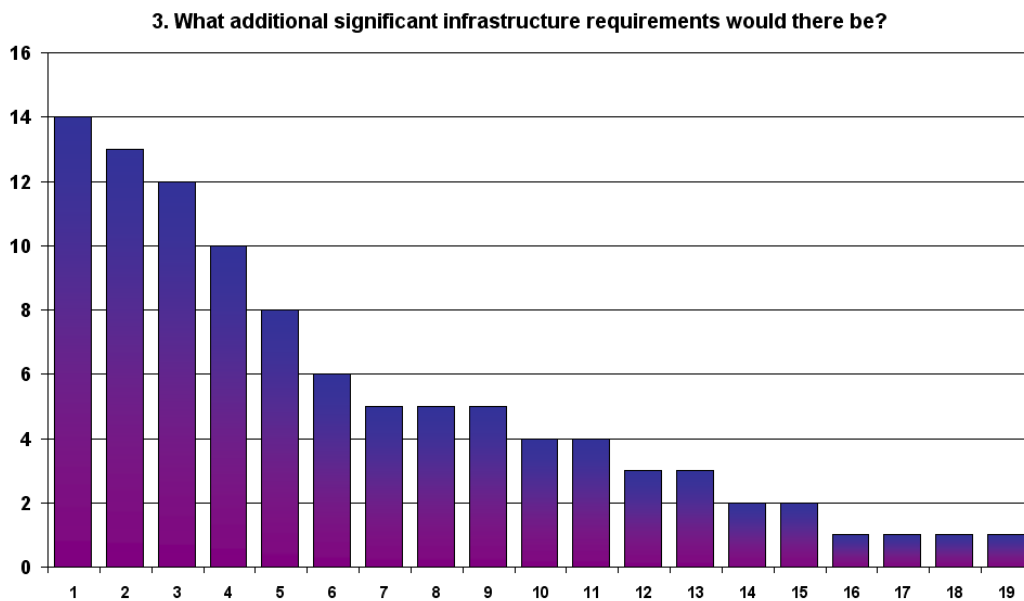


Q3. What additional significant infrastructure requirements would there be?

Support	5	9%
Object	6	11%
Comments	42	79%

Issues and concerns were:

1. Transport infrastructure requirement
2. Site specific comment
3. Concern service infrastructure (water/electricity etc)
4. Concern scale
5. Concern environment/sustainability
6. Concern infrastructure general
7. Synergy with other studies/strategies/partners
8. General support sites
9. Concern traffic/mode share
10. Oppose site
11. Other
12. Impact on local services
13. Requirement for leisure/culture facilities
14. General support transport
15. General support non-specific
16. Concern timescales/delivery
17. Funding
18. Employment/Industrial
19. Concern sites general



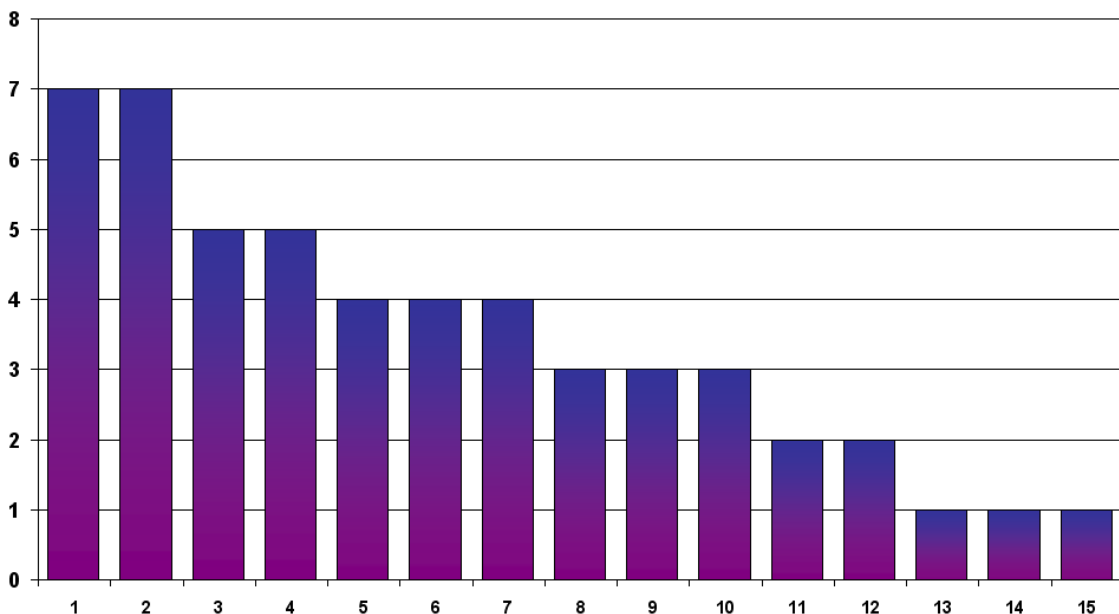
Q4. What are the constraints to delivery?

Support	0	0%
Object	0	0%
Comments	33	100%

Issues and concerns were:

1. Synergy with other studies/strategies/partners
2. Concern timescales/delivery
3. Site specific comment
4. Concern infrastructure general
5. Transport infrastructure requirement
6. Funding
7. Concern environment/sustainability
8. Impact on local services
9. Concern sites general
10. Other
11. Concern service infrastructure (water/electricity etc)
12. Employment/Industrial
13. Concern scale
14. General support sites
15. Oppose site

4. What are the constraints to delivery?



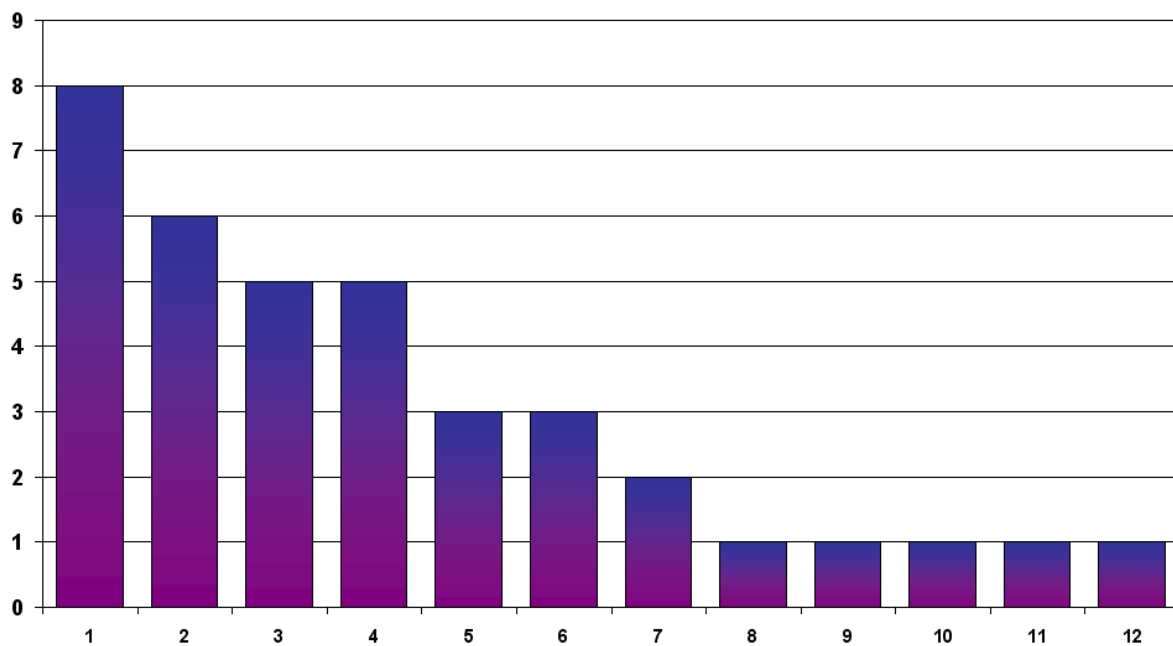
Q5. For Option 1 – What opportunities does this option present?

Support	6	40%
Object	2	13%
Comments	7	47%

Issues and concerns were:

1. General support sites
2. General support transport
3. General support non-specific
4. Site specific comment
5. General support environment
6. Other
7. Employment/Industrial
8. Concern scale
9. Synergy with other studies/strategies/partners
10. Classification of location
11. Oppose site
12. Concern sites general

5. For Option 1 – What opportunities does this option present?

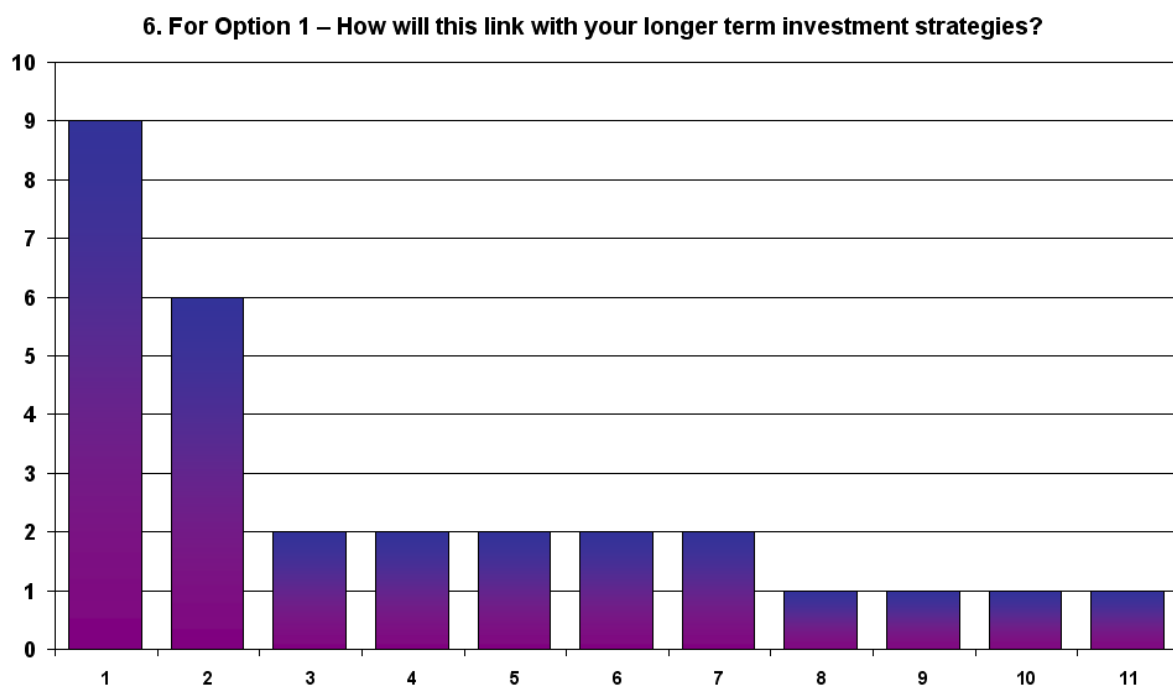


Q6. For Option 1 – How will this link with your longer term investment strategies?

Support	2	10%
Object	1	5%
Comments	17	85%

Issues and concerns were:

1. Site specific comment
2. General support sites
3. General support environment
4. General support non-specific
5. Funding
6. Oppose site
7. Other
8. Concern scale
9. Synergy with other studies/strategies/partners
10. Impact on local services
11. Concern timescales/delivery



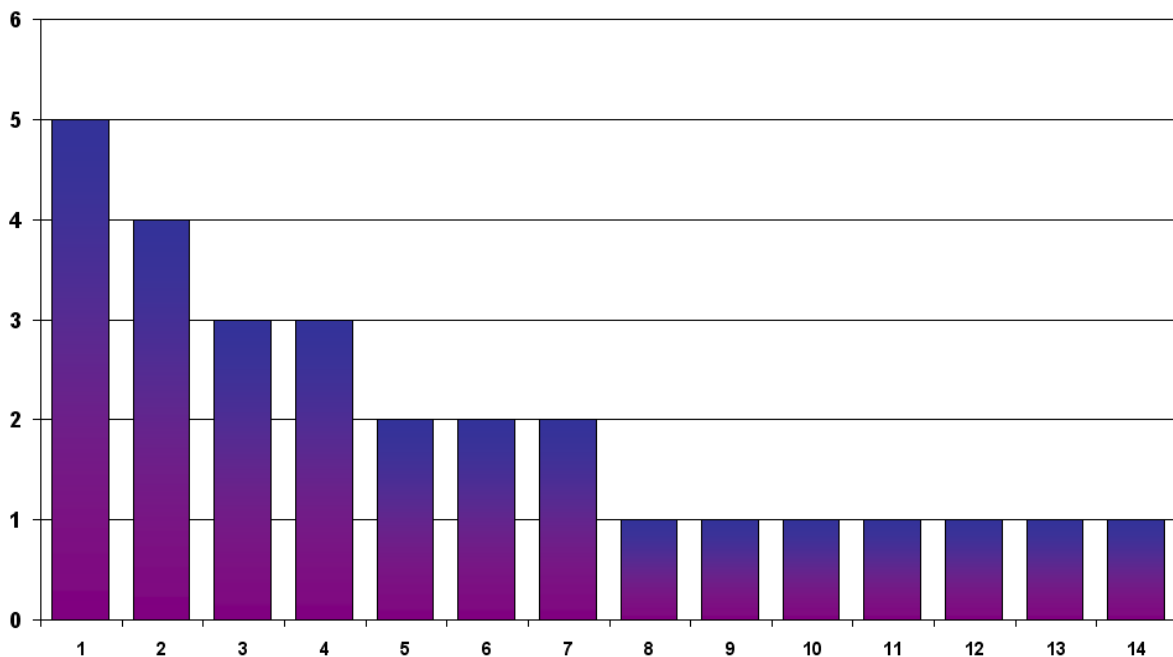
Q7. For Option 1 – Could your organisation commit to support it if it were selected?

Support	8	44%
Object	3	17%
Comments	7	39%

Issues and concerns were:

1. General support non-specific
2. Concern scale
3. General support sites
4. Other
5. Synergy with other studies/strategies/partners
6. General support environment
7. Oppose site
8. Concern service infrastructure (water/electricity etc)
9. Transport infrastructure requirement
10. Impact on local services
11. Classification of location
12. Affordable housing/type
13. Site specific comment
14. Concern sites general

7. For Option 1 – Could your organisation commit to support it if it were selected?



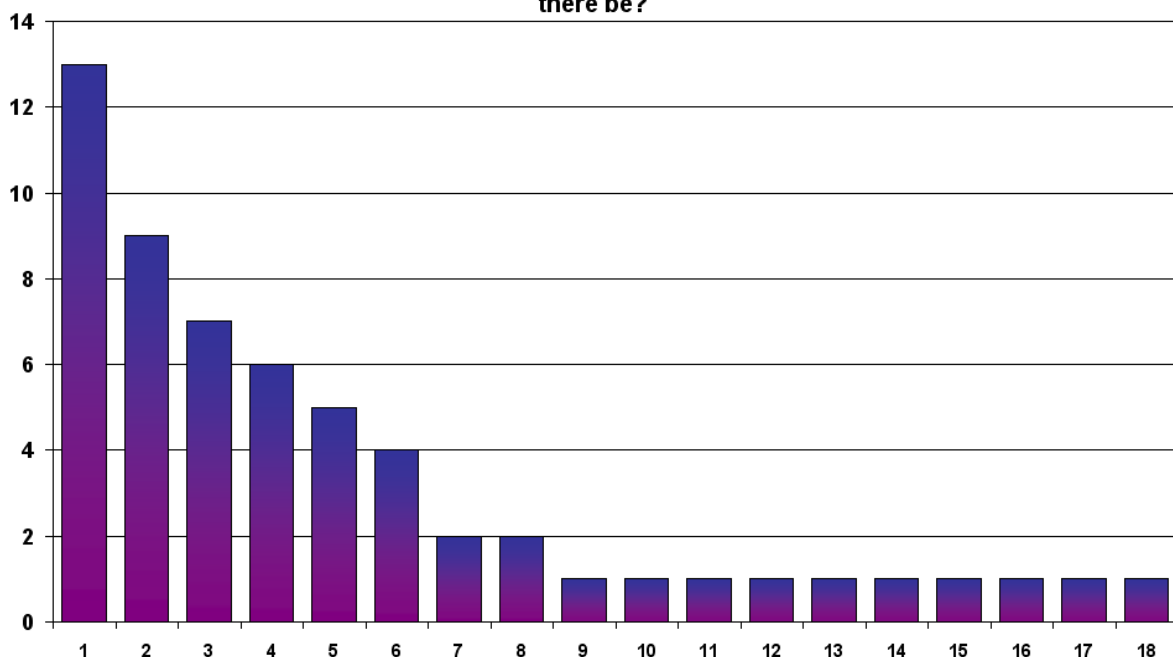
Q8. For Option 2 – What additional significant infrastructure requirements would there be?

Support	0	0%
Object	0	0%
Comments	34	100%

Issues and concerns were:

1. Transport infrastructure requirement
2. Concern environment/sustainability
3. Concern scale
4. Site specific comment
5. Concern infrastructure general
6. Concern service infrastructure (water/electricity etc)
7. Other
8. Agree infrastructure assessment
9. Synergy with other studies/strategies/partners
10. Impact on local services
11. Classification of location
12. General support sites
13. Concern timescales/delivery
14. Requirement for leisure/culture facilities
15. Concern traffic/mode share
16. Funding
17. Concern crime/safety
18. Concern sites general

8. For Option 2 – What additional significant infrastructure requirements would there be?



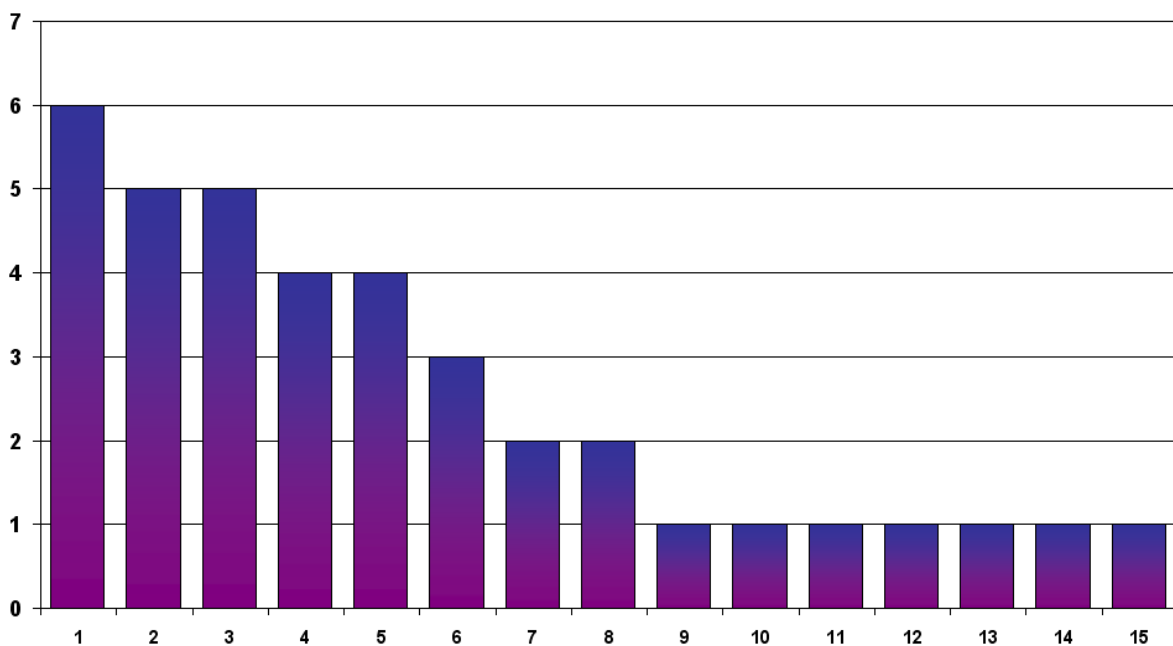
Q9. For Option 2 – What are the constraints to delivery?

Support	0	0%
Object	0	0%
Comments	25	100%

Issues and concerns were:

1. Site specific comment
2. Synergy with other studies/strategies/partners
3. Concern timescales/delivery
4. Concern environment/sustainability
5. Employment/Industrial
6. Transport infrastructure requirement
7. Concern scale
8. General support non-specific
9. Concern service infrastructure (water/electricity etc)
10. Impact on local services
11. General support sites
12. Concern traffic/mode share
13. Funding
14. Concern infrastructure general
15. Other

9. For Option 2 – What are the constraints to delivery?



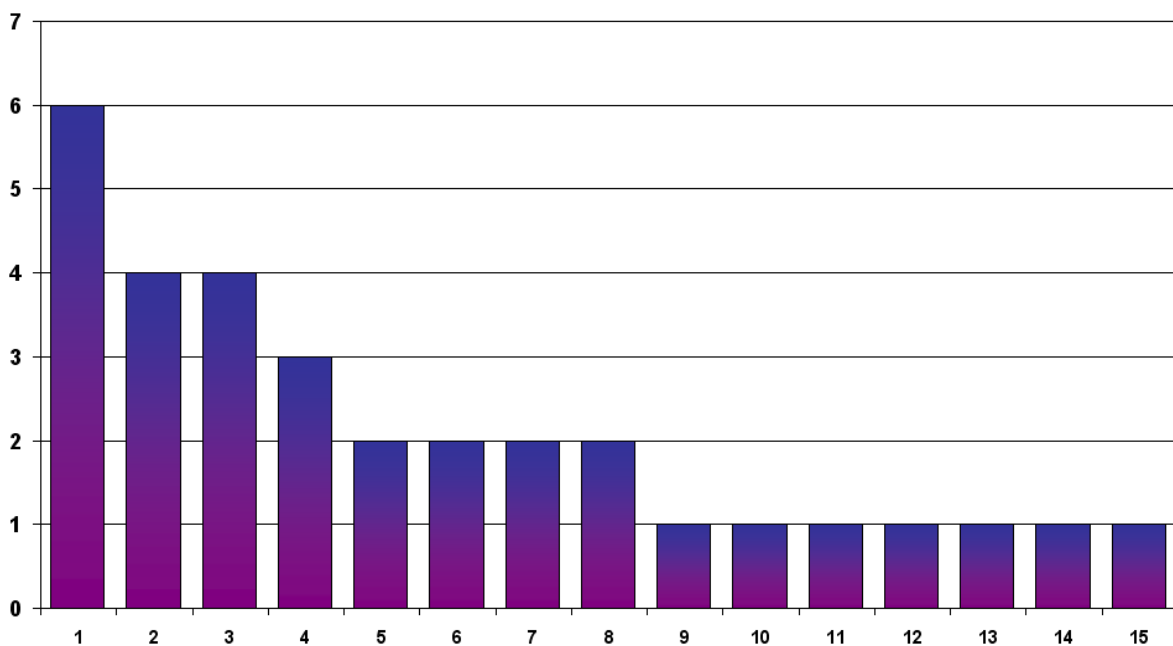
Q10. For Option 2 – What opportunities does this option present?

Support	3	13%
Object	1	4%
Comments	20	83%

Issues and concerns were:

1. General support sites
2. Concern scale
3. Synergy with other studies/strategies/partners
4. Employment/Industrial
5. General support transport
6. Site specific comment
7. Concern infrastructure general
8. Other
9. Transport infrastructure requirement
10. Impact on local services
11. Affordable housing/type
12. Requirement for leisure/culture facilities
13. General support environment
14. General support non-specific
15. Concern sites general

10. For Option 2 – What opportunities does this option present?



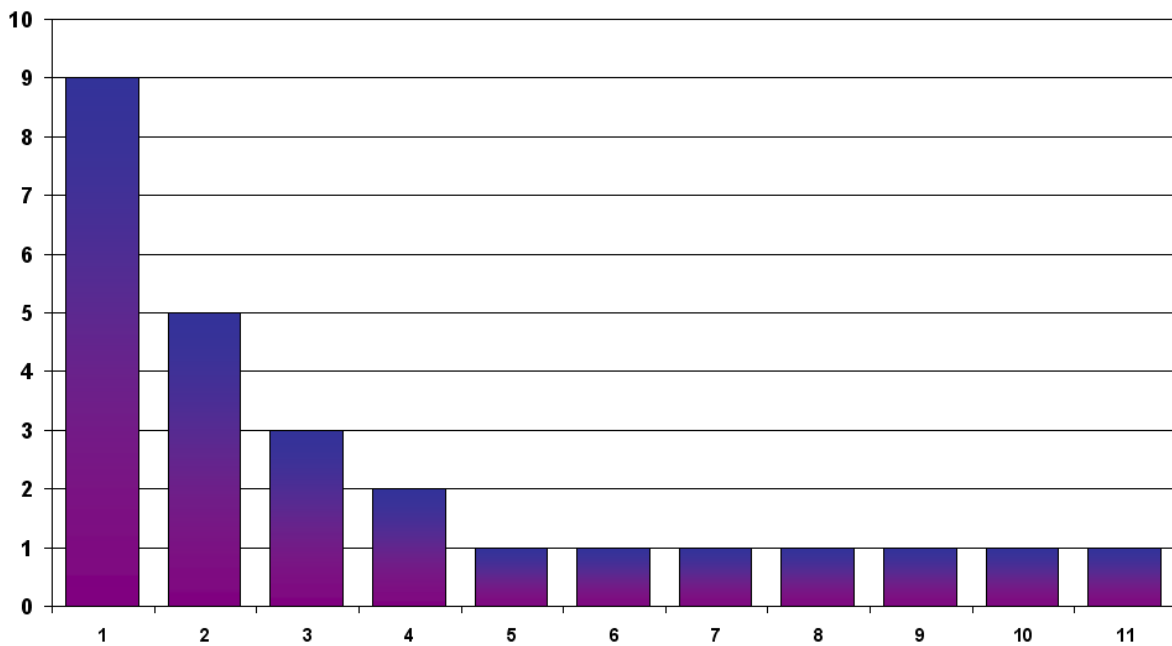
Q11. For Option 2 – How will this link with your longer term investment strategies?

Support	4	18%
Object	1	5%
Comments	17	77%

Issues and concerns were:

1. General support sites
2. Synergy with other studies/strategies/partners
3. Concern scale
4. Funding
5. General support environment
6. Site specific comment
7. Oppose site
8. Employment/Industrial
9. Concern sites general
10. Total future plans beyond 2026
11. Other

11. For Option 2 – How will this link with your longer term investment strategies?

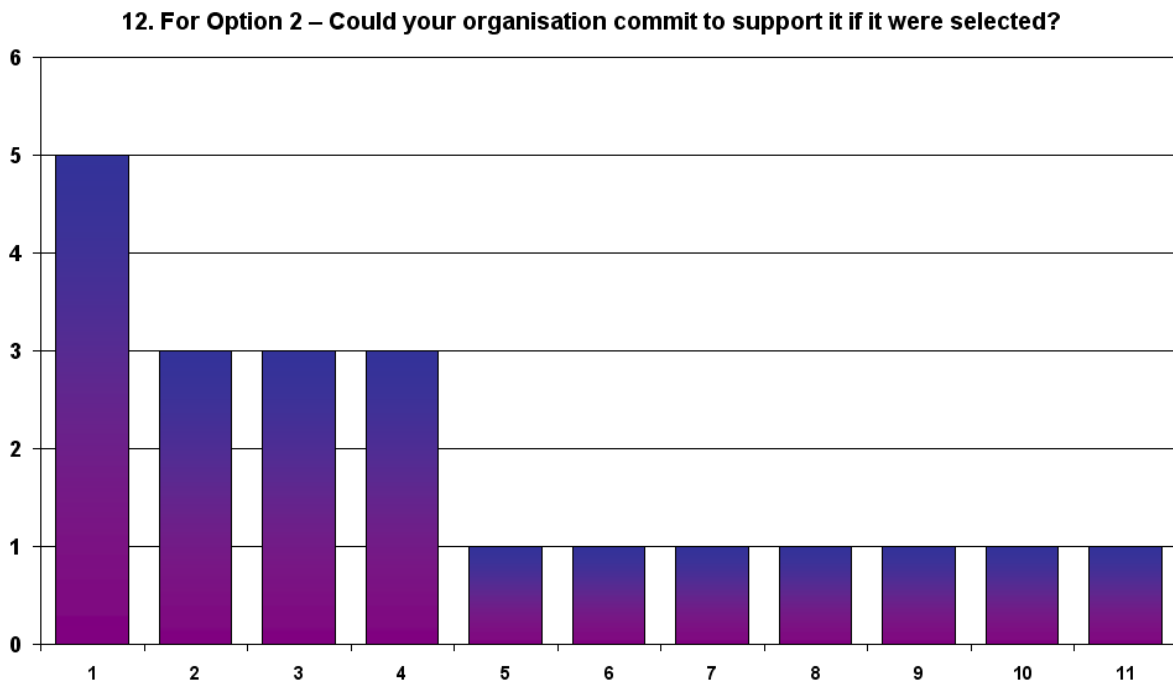


Q12. For Option 2 – Could your organisation commit to support it if it were selected?

Support	8	44%
Object	3	17%
Comments	7	39%

Issues and concerns were:

1. Synergy with other studies/strategies/partners
2. General support sites
3. General support non-specific
4. Oppose site
5. Concern scale
6. Classification of location
7. General support environment
8. Funding
9. Employment/Industrial
10. Concern sites general
11. Other



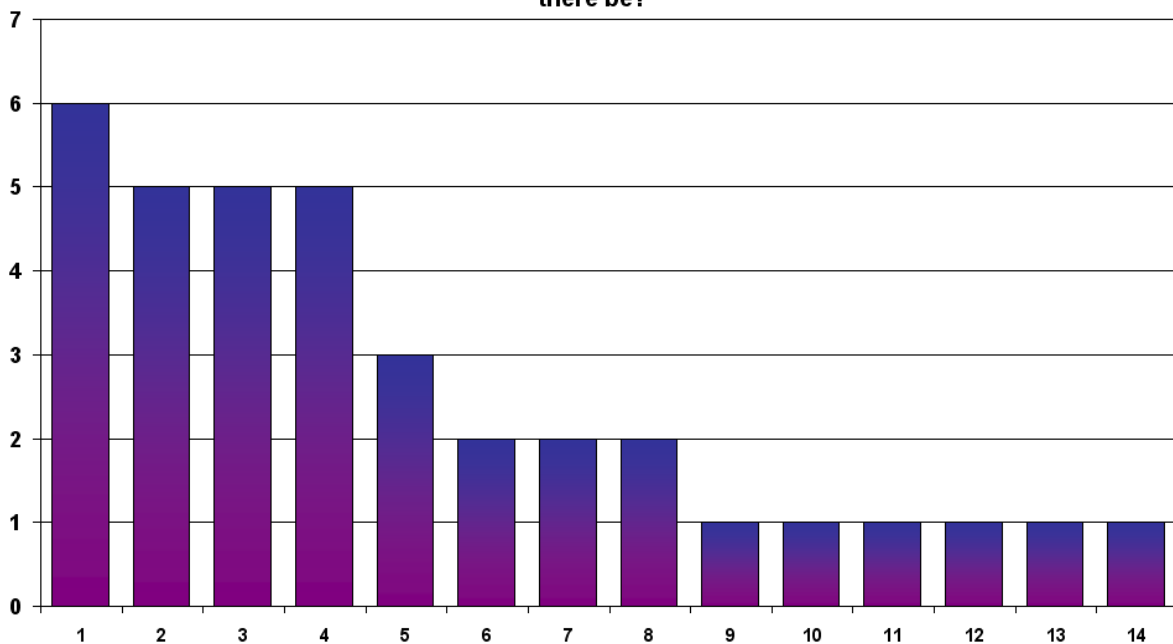
Q13. For Option 3 – What additional significant infrastructure requirements would there be?

Support	1	4%
Object	3	12%
Comments	21	84%

Issues and concerns were:

1. Transport infrastructure requirement
2. Concern service infrastructure (water/electricity etc)
3. Concern environment/sustainability
4. Concern infrastructure general
5. Oppose site
6. Concern scale
7. Impact on local services
8. Other
9. Classification of location
10. General support sites
11. General support non-specific
12. Concern traffic/mode share
13. Employment/Industrial
14. Agree infrastructure assessment

13. For Option 3 – What additional significant infrastructure requirements would there be?

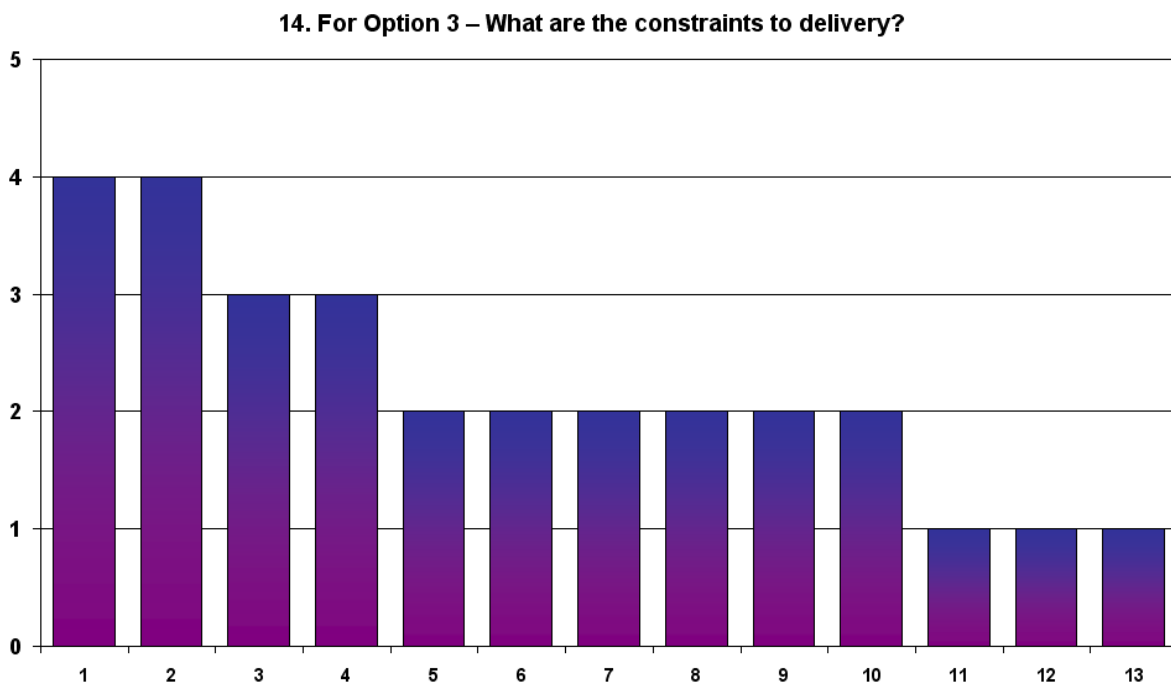


Q14. For Option 3 – What are the constraints to delivery?

Support	0	0%
Object	0	0%
Comments	19	100%

Issues and concerns were:

1. Transport infrastructure requirement
2. Employment/Industrial
3. Concern scale
4. Concern timescales/delivery
5. Synergy with other studies/strategies/partners
6. General support sites
7. Funding
8. Site specific comment
9. Concern environment/sustainability
10. Concern infrastructure general
11. Concern service infrastructure (water/electricity etc)
12. Impact on local services
13. Oppose site

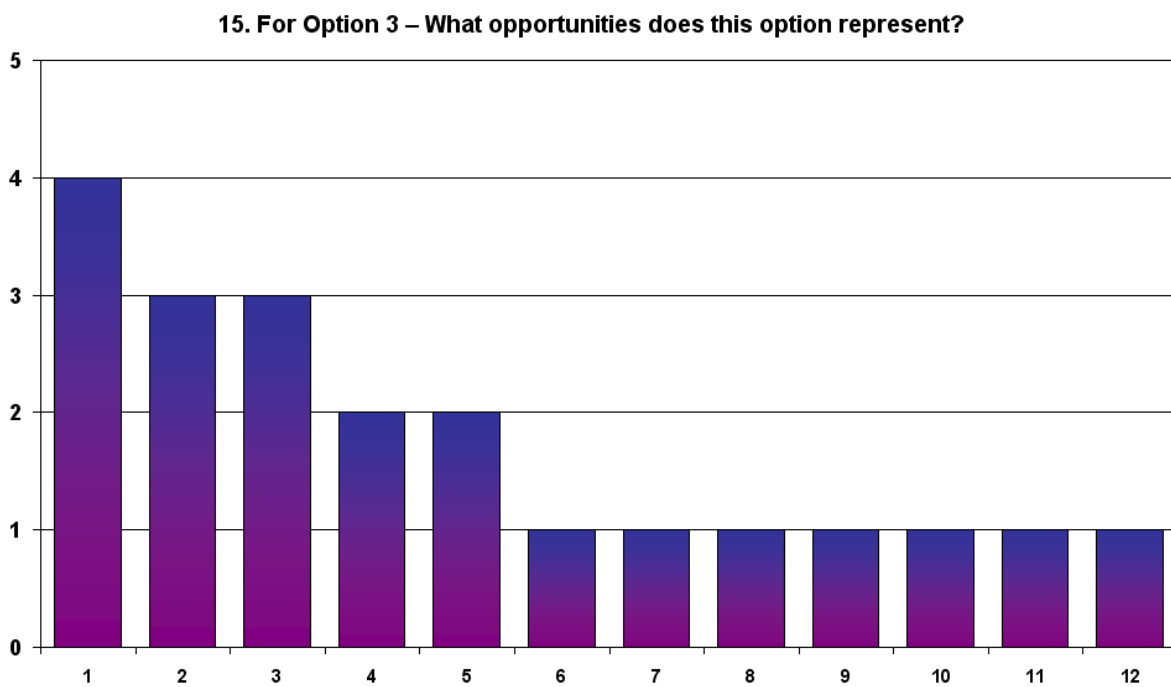


Q15. For Option 3 – What opportunities does this option represent?

Support	0	0%
Object	0	0%
Comments	18	100%

Issues and concerns were:

1. Transport infrastructure requirement
2. Concern scale
3. General support sites
4. Site specific comment
5. Employment/Industrial
6. Synergy with other studies/strategies/partners
7. Impact on local services
8. General support environment
9. General support non-specific
10. Funding
11. Concern sites general
12. Other



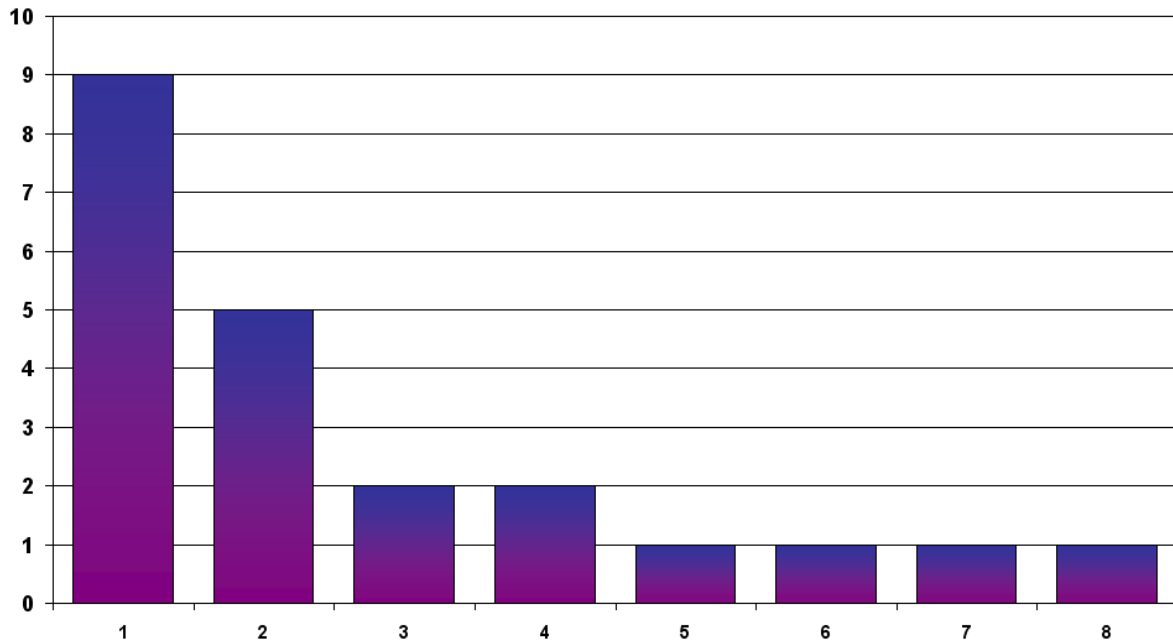
Q16. For Option 3 – How will this link with your longer term investment strategies?

Support	5	18%
Object	0	0%
Comments	13	72%

Issues and concerns were:

1. General support sites
2. Synergy with other studies/strategies/partners
3. Concern scale
4. Employment/Industrial
5. General support environment
6. General support non-specific
7. Funding
8. Other

16. For Option 3 – How will this link with your longer term investment strategies?

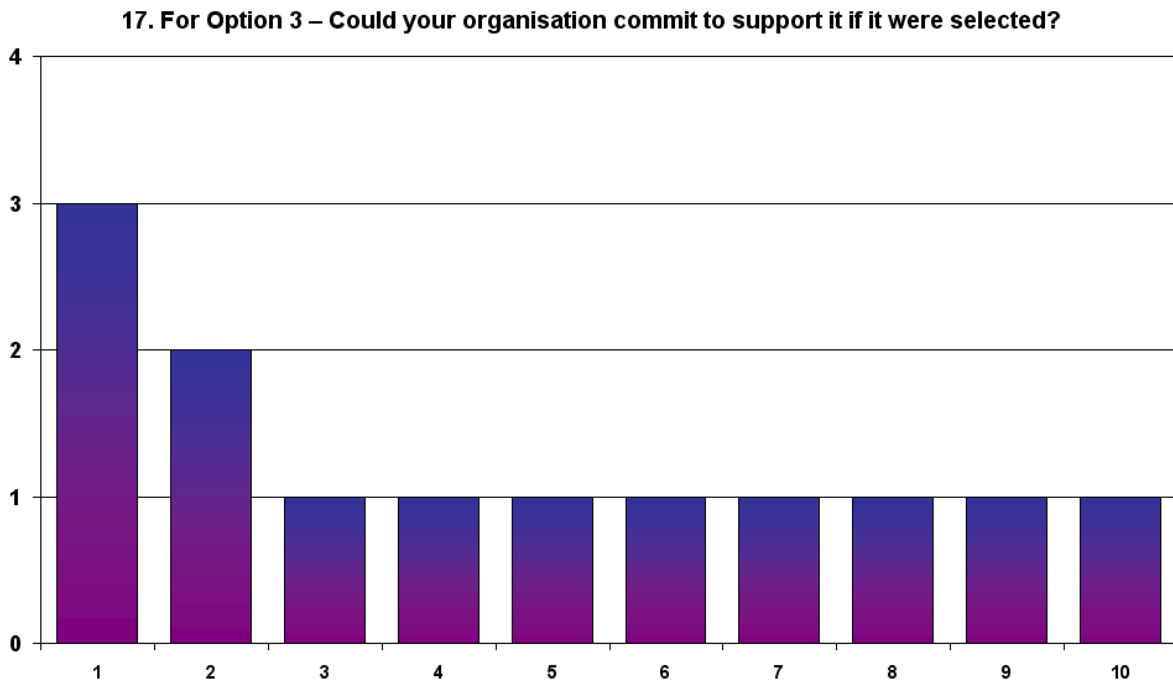


Q17. For Option 3 – Could your organisation commit to support it if it were selected?

Support	5	56%
Object	2	22%
Comments	2	22%

Issues and concerns were:

1. General support non-specific
2. Concern scale
3. Transport infrastructure requirement
4. Synergy with other studies/strategies/partners
5. General support sites
6. General support environment
7. Funding
8. Site specific comment
9. Oppose site
10. Employment/Industrial



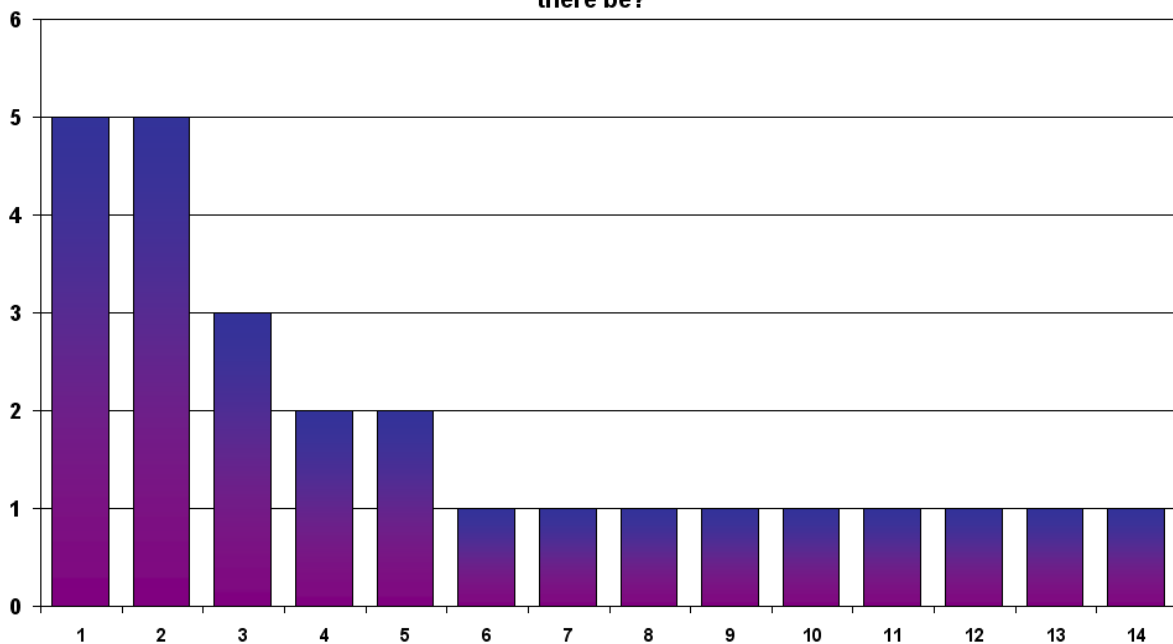
Q18. Main Towns – What additional significant infrastructure requirements would there be?

Support	1	7%
Object	0	0%
Comments	14	93%

Issues and concerns were:

1. Concern service infrastructure (water/electricity etc)
2. Transport infrastructure requirement
3. Impact on local services
4. Concern scale
5. Synergy with other studies/strategies/partners
6. General support sites
7. Requirement for leisure/culture facilities
8. General support non-specific
9. Concern traffic/mode share
10. Funding
11. Concern environment/sustainability
12. Oppose site
13. Employment/Industrial
14. Other

18. Main Towns – What additional significant infrastructure requirements would there be?

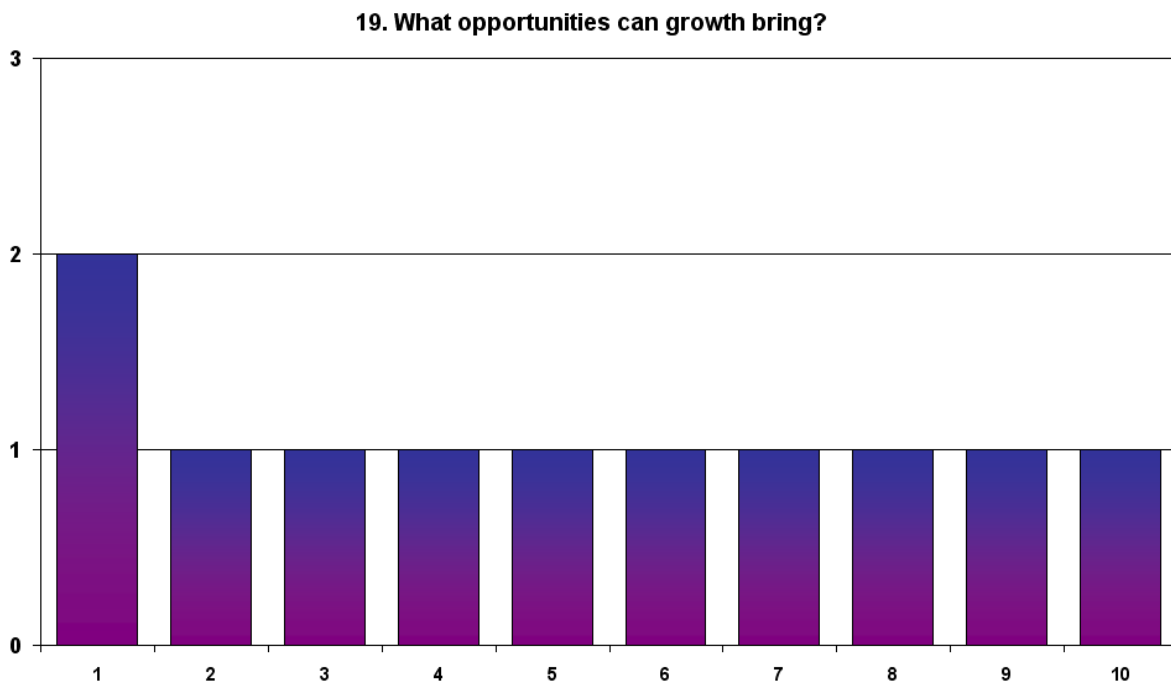


Q19. What opportunities can growth bring?

Support	0	0%
Object	0	0%
Comments	7	100%

Issues and concerns were:

1. Site specific comment
2. Concern scale
3. Synergy with other studies/strategies/partners
4. Affordable housing/type
5. Concern timescales/delivery
6. General support environment
7. Oppose site
8. Employment/Industrial
9. Concern sites general
10. Other

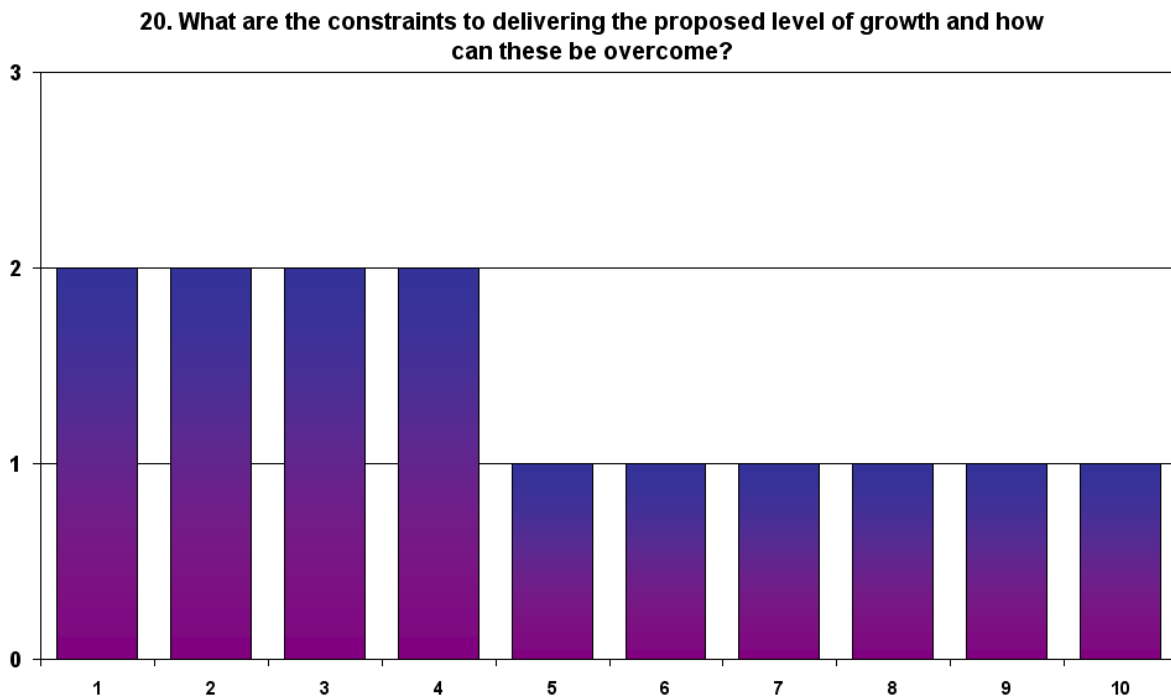


Q20. What are the constraints to delivering the proposed level of growth and how can these be overcome?

Support	0	0%
Object	0	0%
Comments	9	100%

Issues and concerns were:

1. Concern service infrastructure (water/electricity etc)
2. Synergy with other studies/strategies/partners
3. Concern environment/sustainability
4. Concern sites general
5. Concern scale
6. Concern timescales/delivery
7. Concern traffic/mode share
8. Funding
9. Site specific comment
10. Other

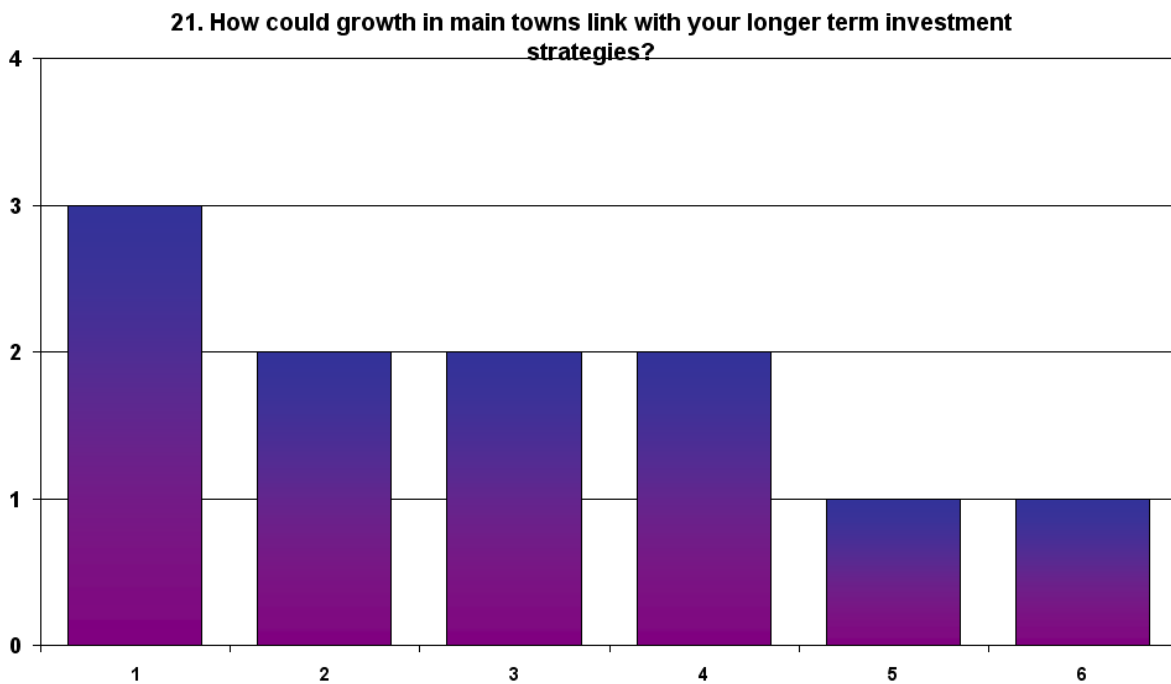


Q21. How could growth in main towns link with your longer term investment strategies?

Support	0	0%
Object	0	0%
Comments	8	100%

Issues and concerns were:

1. Other
2. Transport infrastructure requirement
3. Site specific comment
4. Employment/Industrial
5. Impact on local services
6. Concern sites general

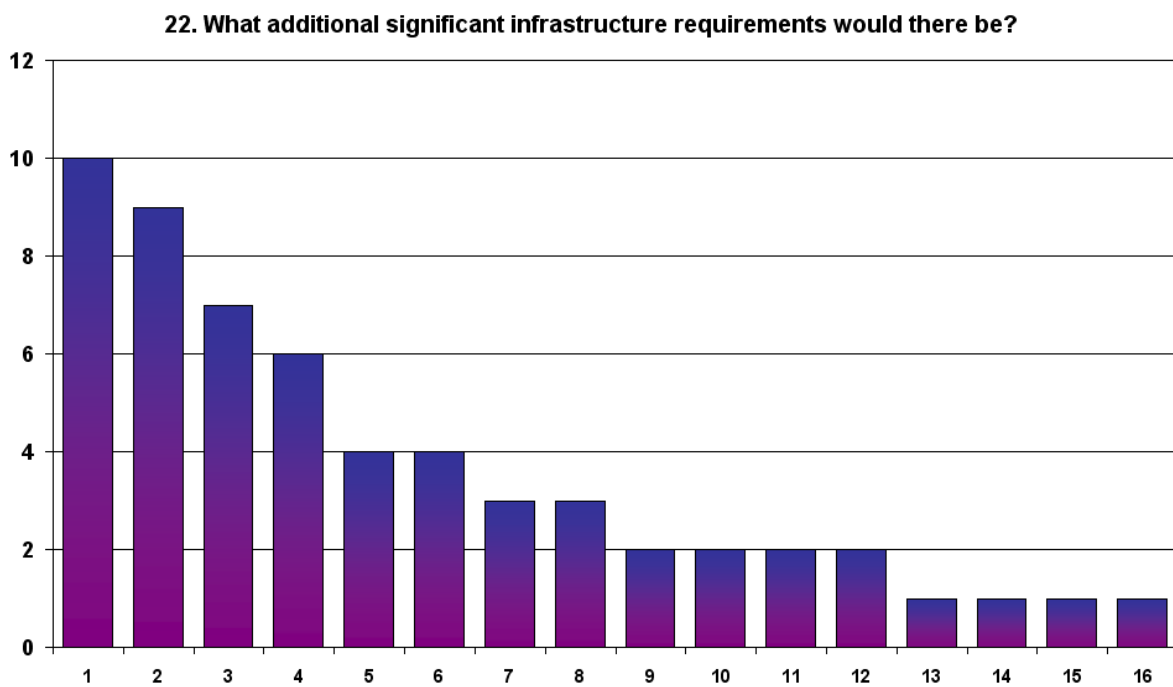


Q22. What additional significant infrastructure requirements would there be?

Support	0	0%
Object	0	0%
Comments	28	100%

Issues and concerns were:

1. General support sites
2. Concern scale
3. Site specific comment
4. Concern service infrastructure (water/electricity etc)
5. Synergy with other studies/strategies/partners
6. Impact on local services
7. Transport infrastructure requirement
8. Concern infrastructure general
9. Classification of location
10. Oppose site
11. Employment/Industrial
12. Total future plans beyond 2026
13. General support transport
14. General support non-specific
15. Concern sites general
16. Other



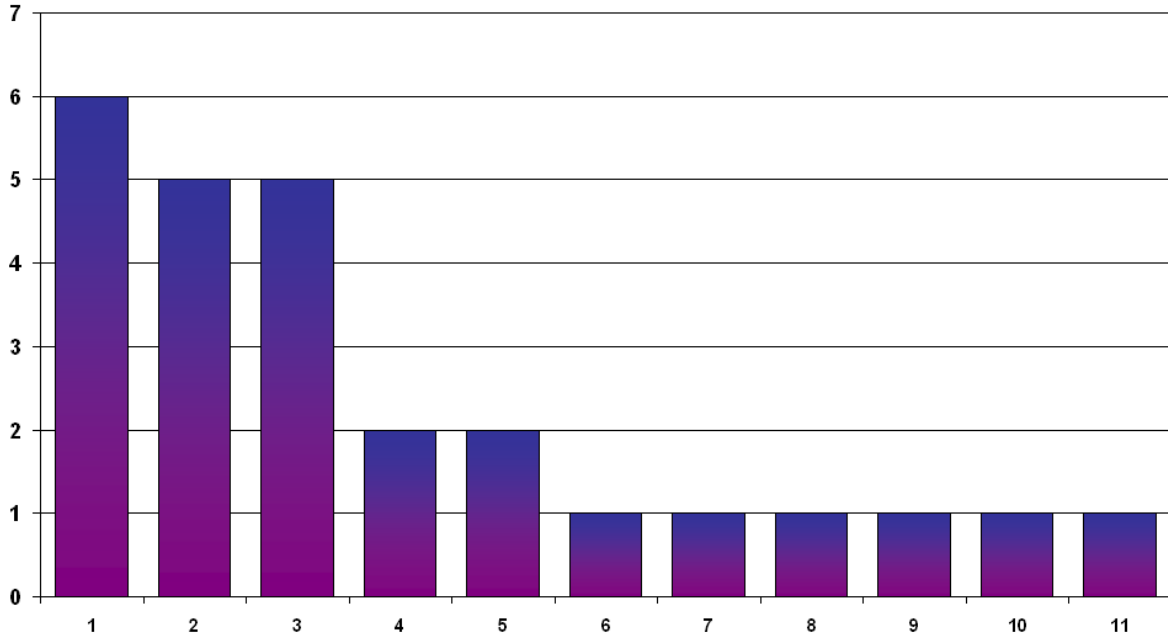
Q23. What opportunities can growth bring?

Support	5	25%
Object	0	0%
Comments	15	75%

Issues and concerns were:

1. Site specific comment
2. Concern scale
3. General support sites
4. General support non-specific
5. Other
6. Synergy with other studies/strategies/partners
7. Impact on local services
8. Classification of location
9. General support environment
10. Employment/Industrial
11. Total future plans beyond 2026

23. What opportunities can growth bring?

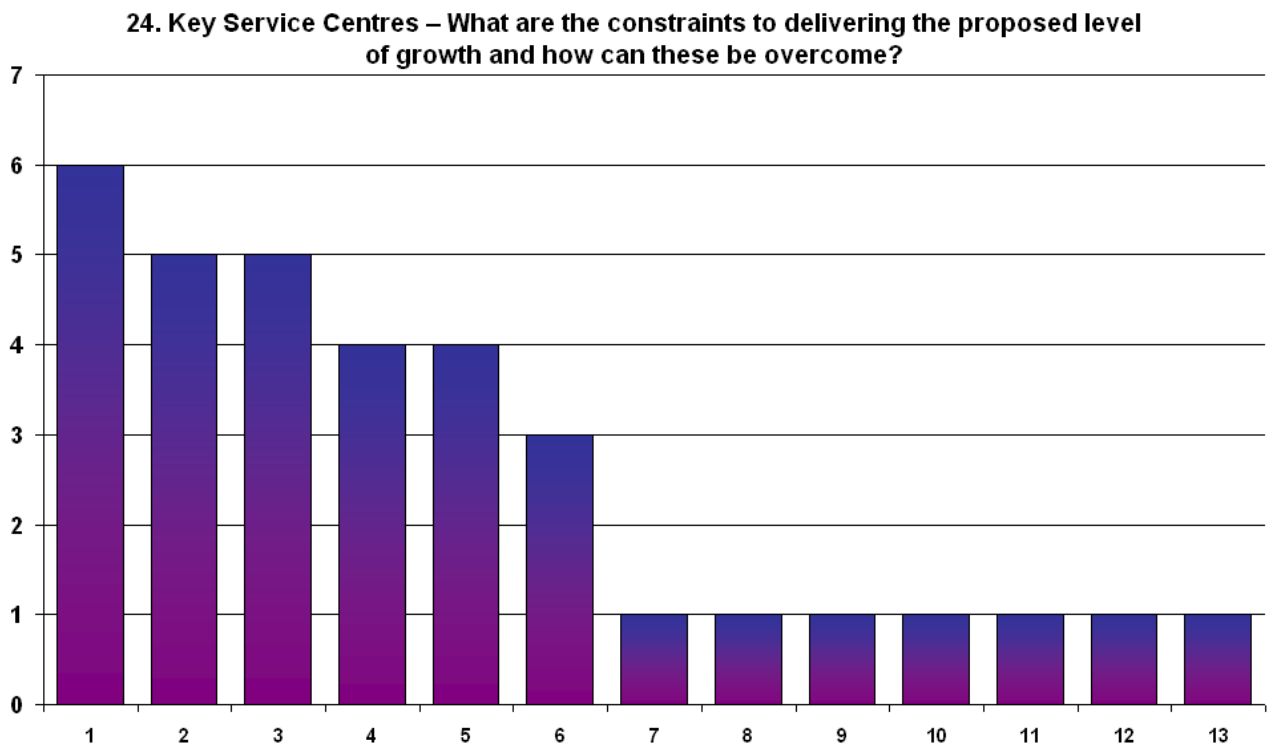


Q24. Key Service Centres – What are the constraints to delivering the proposed level of growth and how can these be overcome?

Support	1	4%
Object	2	8%
Comments	21	88%

Issues and concerns were:

1. Site specific comment
2. Concern scale
3. Synergy with other studies/strategies/partners
4. Concern service infrastructure (water/electricity etc)
5. Concern environment/sustainability
6. Concern infrastructure general
7. Transport infrastructure requirement
8. General support sites
9. Concern timescales/delivery
10. Concern traffic/mode share
11. Oppose site
12. Total future plans beyond 2026
13. Other

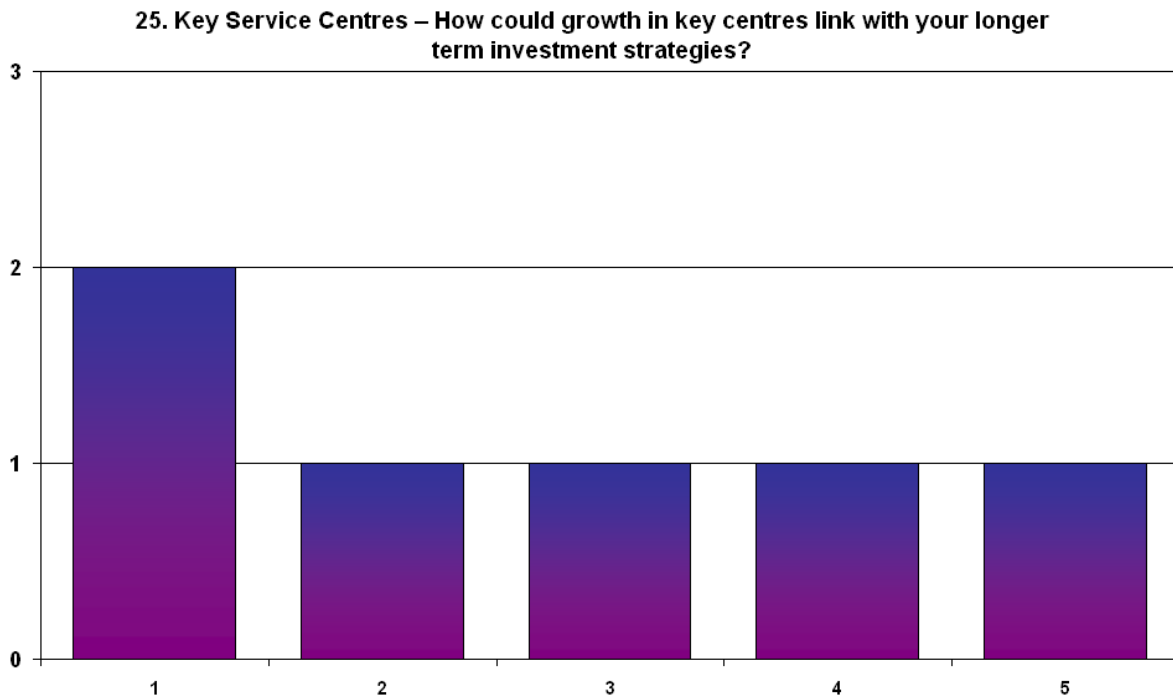


Q25. Key Service Centres – How could growth in key centres link with your longer term investment strategies?

Support	0	0%
Object	0	0%
Comments	6	100%

Issues and concerns were:

1. Synergy with other studies/strategies/partners
2. Concern scale
3. Site specific comment
4. Concern infrastructure general
5. Other



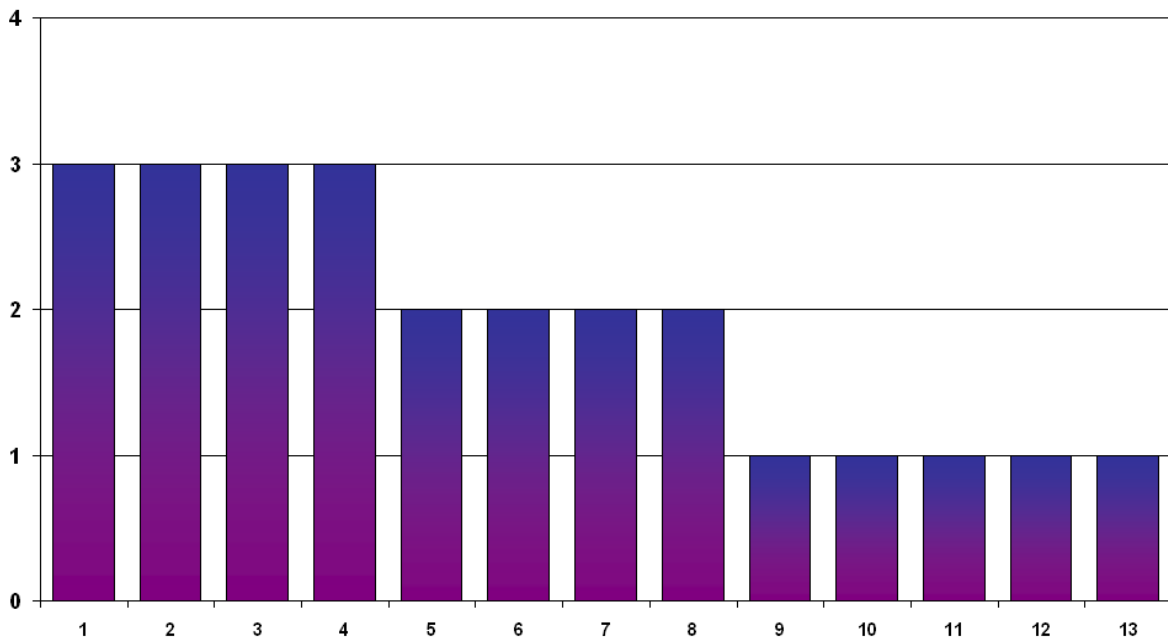
Q26. What additional significant requirements would there be?

Support	0	0%
Object	0	0%
Comments	16	100%

Issues and concerns were:

1. Concern service infrastructure (water/electricity etc)
2. Concern scale
3. Synergy with other studies/strategies/partners
4. General support sites
5. Site specific comment
6. Concern infrastructure general
7. Concern sites general
8. Other
9. Impact on local services
10. General support transport
11. Classification of location
12. General support non-specific
13. Concern environment/sustainability

26. What additional significant requirements would there be?



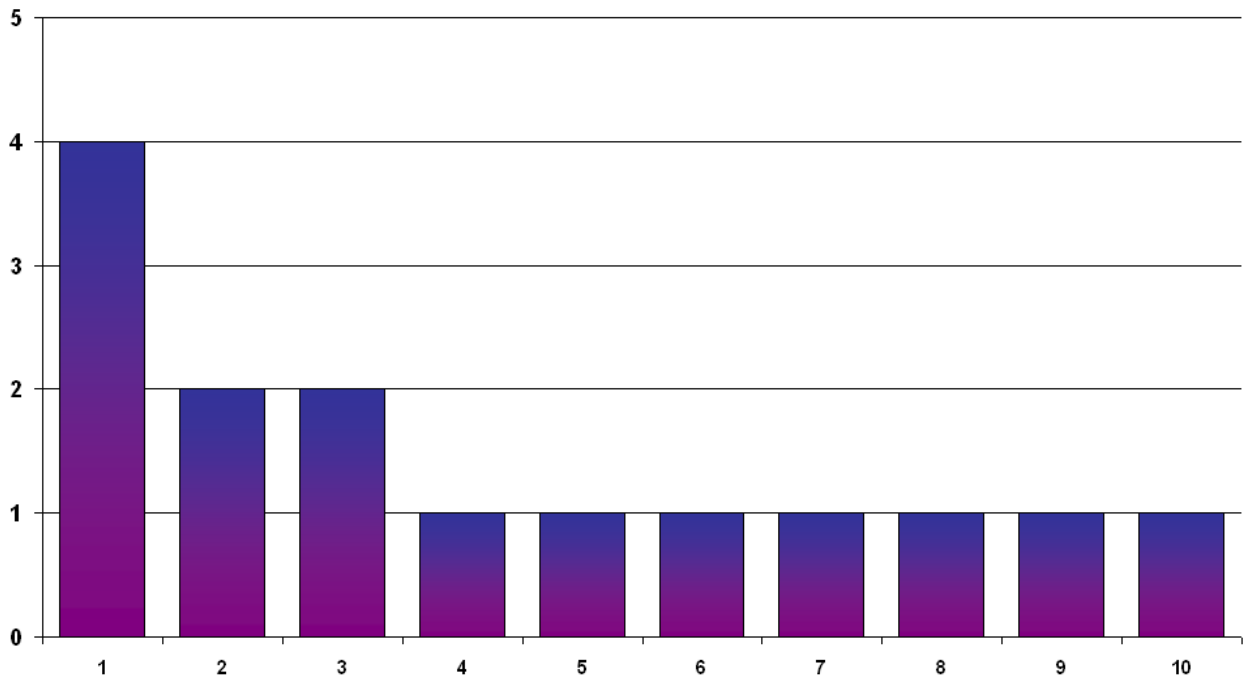
Q27. What opportunities can growth bring?

Support	3	30%
Object	1	10%
Comments	6	60%

Issues and concerns were:

1. Concern scale
2. General support sites
3. General support non-specific
4. Concern service infrastructure (water/electricity etc)
5. Classification of location
6. Site specific comment
7. Concern crime/safety
8. Concern sites general
9. Total future plans beyond 2026
10. Other

27. What opportunities can growth bring?



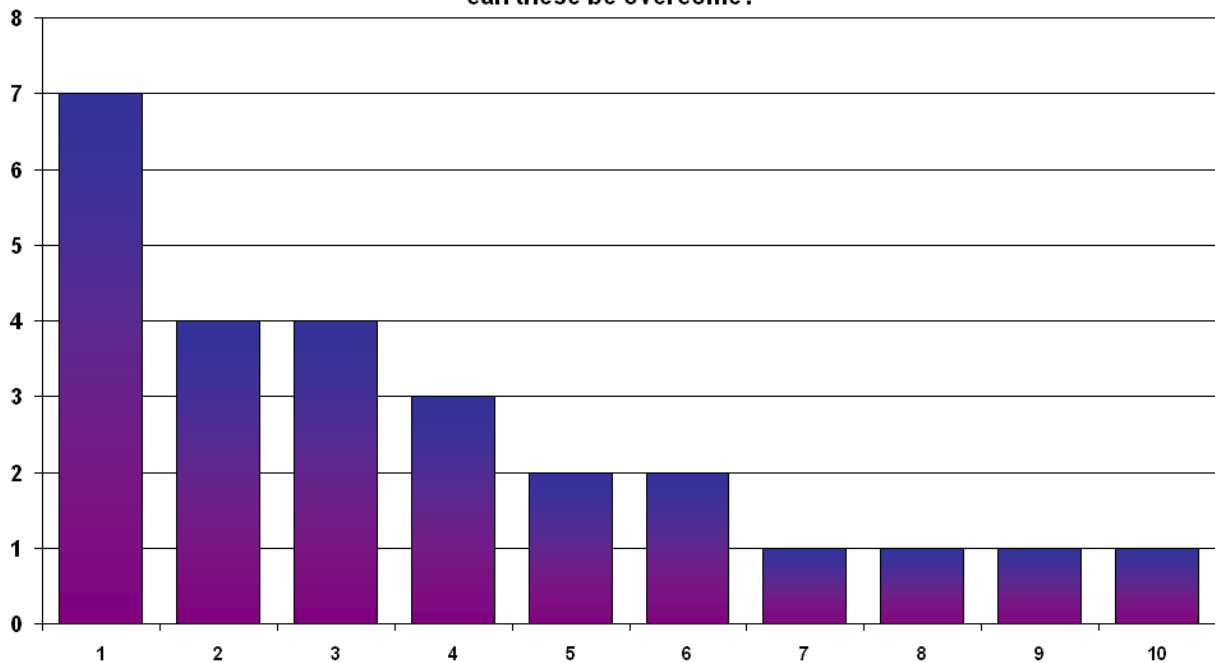
Q28. What are the constraints to delivering the proposed level of growth and how can these be overcome?

Support	0	0%
Object	0	0%
Comments	18	100%

Issues and concerns were:

1. Concern environment/sustainability
2. Concern scale
3. Classification of location
4. General support sites
5. Site specific comment
6. Concern sites general
7. Transport infrastructure requirement
8. Employment/Industrial
9. Concern infrastructure general
10. Other

28. What are the constraints to delivering the proposed level of growth and how can these be overcome?

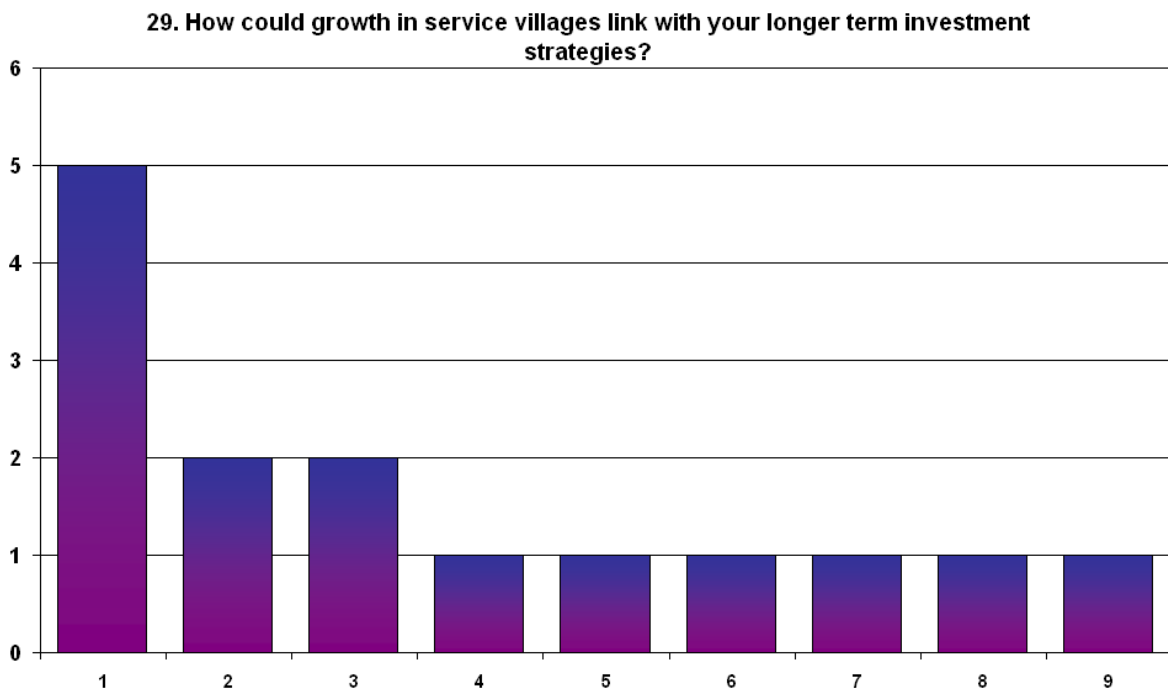


Q29. How could growth in service villages link with your longer term investment strategies?

Support	0	0%
Object	0	0%
Comments	12	100%

Issues and concerns were:

1. Classification of location
2. Concern scale
3. Other
4. Concern service infrastructure (water/electricity etc)
5. Impact on local services
6. Concern timescales/delivery
7. General support non-specific
8. Funding
9. Site specific comment



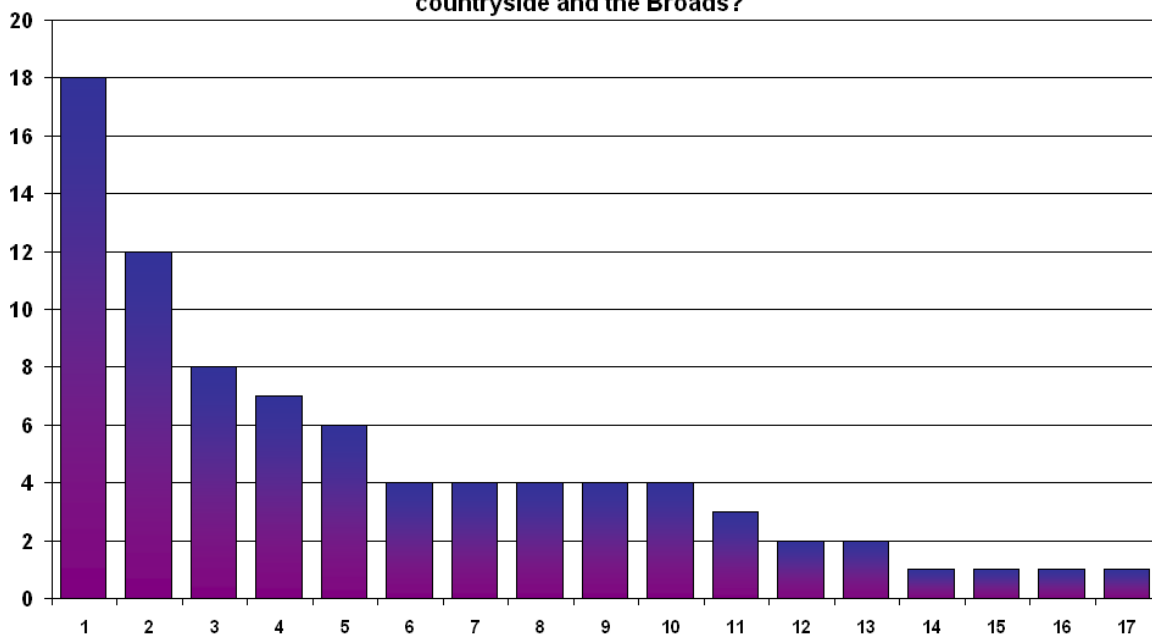
Q30. Do you agree with the approach to development in other villages, the countryside and the Broads?

Support	9	26%
Object	4	11%
Comments	22	63%

Issues and concerns were:

1. Classification of location
2. General support environment
3. General support non-specific
4. Site specific comment
5. General support sites
6. General support transport
7. Affordable housing/type
8. Requirement for leisure/culture facilities
9. Employment/Industrial
10. Other
11. Concern environment/sustainability
12. Transport infrastructure requirement
13. Synergy with other studies/strategies/partners
14. Concern service infrastructure (water/electricity etc)
15. Concern scale
16. Concern traffic/mode share
17. Oppose site

30. Do you agree with the approach to development in other villages, the countryside and the Broads?



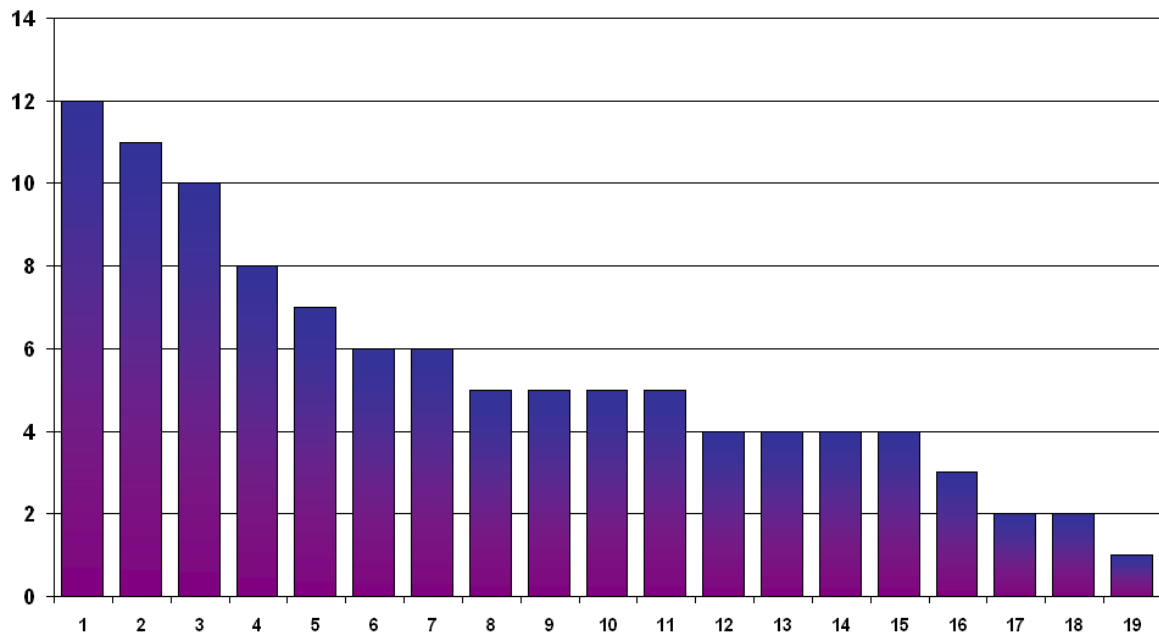
Q31. Do you agree these policies will deliver the vision and objectives?

Support	9	26%
Object	3	9%
Comments	23	65%

Issues and concerns were:

1. General support sites
2. Other
3. Site specific comment
4. Concern scale
5. Concern environment/sustainability
6. Concern timescales/delivery
7. General support non-specific
8. Synergy with other studies/strategies/partners
9. Classification of location
10. Employment/Industrial
11. Concern infrastructure general
12. Affordable housing/type
13. Requirement for leisure/culture facilities
14. Concern sites general
15. Total future plans beyond 2026
16. General support transport
17. Transport infrastructure requirement
18. Concern traffic/mode share
19. Oppose site

31. Do you agree these policies will deliver the vision and objectives?



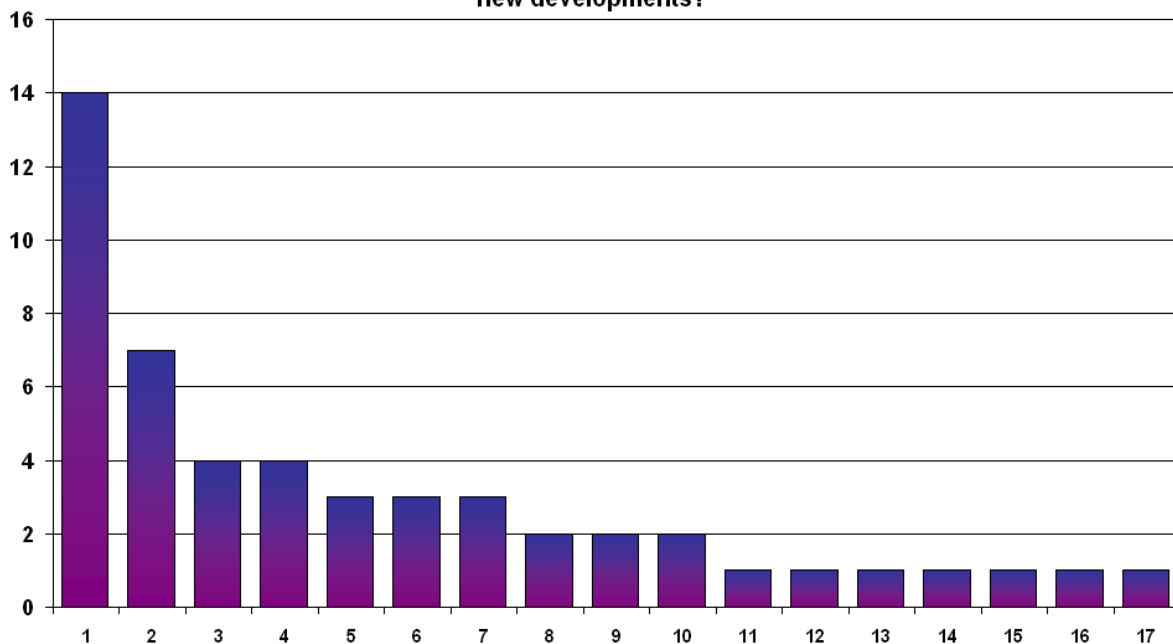
Q32. Do you support our approach to funding infrastructure and promoting quality in new developments?

Support	7	35%
Object	0	0%
Comments	13	65%

Issues and concerns were:

1. Funding
2. General support non-specific
3. Site specific comment
4. Other
5. Concern service infrastructure (water/electricity etc)
6. Concern timescales/delivery
7. Concern environment/sustainability
8. Synergy with other studies/strategies/partners
9. Impact on local services
10. Requirement for leisure/culture facilities
11. Concern scale
12. Transport infrastructure requirement
13. Classification of location
14. Affordable housing/type
15. General support environment
16. Concern infrastructure general
17. Concern sites general

32. Do you support our approach to funding infrastructure and promoting quality in new developments?

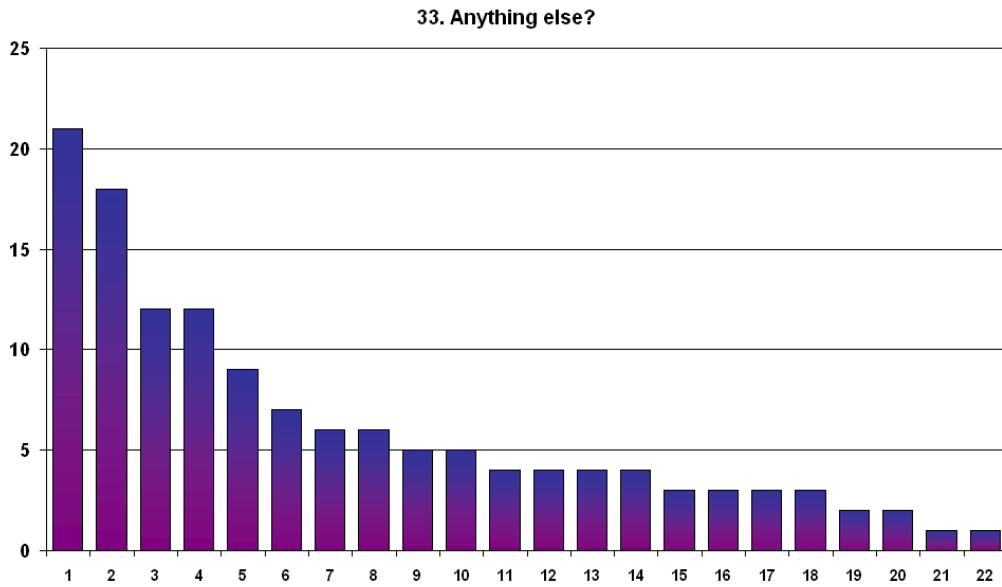


Q33. Anything else?

Support	10	18%
Object	2	3%
Comments	44	79%

Issues and concerns were:

1. Site specific comment
2. Other
3. Concern scale
4. General support sites
5. Classification of location
6. Concern environment/sustainability
7. Affordable housing/type
8. General support non-specific
9. Transport infrastructure requirement
10. Concern infrastructure general
11. Synergy with other studies/strategies/partners
12. Concern timescales/delivery
13. Concern sites general
14. Total future plans beyond 2026
15. Concern service infrastructure (water/electricity etc)
16. Concern traffic/mode share
17. Funding
18. Employment/Industrial
19. Requirement for leisure/culture facilities
20. General support environment
21. Impact on local services
22. Agree infrastructure assessment



4. Summary of Technical Consultation Responses

Q1. Have we identified the right critical infrastructure requirements?

A total of 39 responses were received to this question. One comment was recorded as a duplicate of another response so has been discounted from analysis (7294/7295). General support has been received for the infrastructure requirements identified, it is unclear from some responses categorised above as 'comment' as to whether they support or object to the general aspects of the plan. A number of specific points were received:

- Some clarification on the wording of priorities was sought, particularly surrounding water and sewage and green infrastructure.
- The addition of dualling of the A11 and A140 Long Stratton by-pass as requirements was identified by a number of respondents
- It was felt that there should be greater synergy between the requirements of this plan and that of the RSS and Need and Funding studies
- The impact of the plan on rural dwellers and their need for access to the city was raised, with some concern relating to the impact of improved public transport on city road space
- Acknowledgement was given to the benefits that can be generated through the critical mass of new development and the delivery of associated key services such as health and leisure
- The case for increasing growth at Hethersett was considered to be particularly strong
- The protection of the natural environment must be maintained and enhanced where possible

Some concern was raised over the following:

- The NDR not linking to the A47 to the West of the city
- Increased levels of traffic at Thickthorn and Cringleford
- The viability of some of the delivery timescales outlined and the potential dependency of growth on the delivery of the NDR
- The level of growth outlined for Diss and the lack of existing infrastructure at Mangreen
- The high prominence of road upgrades contained within the plan and associated impacts on more sustainable modes
- The protection of strategic waste management sites not being explicit within the plan
- The level of commitment to improving the track record of developing renewable energy within the region
- Some concerns were raised about the supply of health services in areas of high growth levels

The main objections from respondents related to:

- The strategy of converting general traffic road space to more sustainable modes within the city
- Small scale developments being required to contribute to geographically distant infrastructure projects

Officer Response

We will consider the wording throughout in relation to the definition of critical and essential infrastructure.

We will ensure that the need for health facilities to support growth will be taken account of.

The findings of the study will inform the infrastructure requirements set out in the implementation section.

We will consider implications for the trunk road network in further assessment of objective, including the dualling of the A11 with reference to the responsibilities of the Highways Agency and a Long Stratton Bypass.

Norfolk County Council has concluded that the NDR should not link to the A47 to the West of Norwich due to environmental impacts on the Wensum Valley.

We will consider the soundness of any proposed strategic options in relation to the Regional Spatial Strategy.

We will take account of support for dispersal of development when choosing growth options.

We will consider the inclusion of indoor and outdoor leisure and cultural facilities as essential infrastructure.

We will consider the role of small scale developments in contributing to the larger scale infrastructure.

The strategy will take account of delivery issues in identifying the most appropriate locations for development.

We have noted the support for growth at Hethersett.

We will take account of the outcomes of the Water Cycle study in looking at the detail of water supply throughout the plan area.

Detail of transport interventions needed to support growth will be set out in the Norwich Area Transport Study.

Q2. Are you aware of any issues that would prevent delivery of this proposed policy?

A total of 14 responses were received. One response was a duplication (6997/7347) and has been discounted in the analysis. A number of specific points were raised:

- The development of the city centre requires improved and affordable public transport
- The industrial estate should be located away from residential areas and closer to arterial routes
- There was support for the policy as it contains all the elements to maintain Norwich in its role as regional centre.
- The potential saturation of the market for apartments and need for family housing may limit potential in the city

Some concern was raised over the following:

- Limitations of capacity may restrict the amount of housing that can be accommodated in the city centre
- Some city centre sites are now being developed at lower densities due to market downturn
- The capacity of city centre sewers and water infrastructure
- Concern over city centre crime rate

Officer Response

We will amend the policy to cover the findings of the concert hall study.

We will consider the allocation of green spaces in other DPDs.

Q3. What additional significant infrastructure requirements would there be?

A total of 53 responses were received to this question. Opinion was split and a number of specific points were raised:

- Options that contain growth locations with existing services, employment sites and shops and that are well connected with the city centre via public transport are preferred
- Housing allocations should be restricted as Water Cycle Study but does not address all the towns. Sewerage and surface water issues require investment
- The implementation of the NDR is important in relation to development of certain sites
- Land is available for a high quality business park on the A11 corridor, and the growth agenda must incorporate a mixture of small and large sites
- Option 1 is considered the most viable due to findings of existing studies
- Consideration to developing one town rather than spreading development
- Proposals for an Eco-town at Rackheath could be integrated with existing homes
- Consideration by NHS Norfolk to be given regarding additional capacity required for community services such as district nursing and midwifery
- Consider potential of smaller urban fringe areas in helping to achieve overall growth targets
- There is opportunity for a new Parkway railway station at Mangreen to serve housing and act as a catalyst for economic growth
- Electrical grid upgrades may be required to ensure continuity of supply with the number of homes proposed
- Propose strategy based on multiple locations around the urban fringe with limited development beyond the A47
- Ensure highways implications of choice of options is considered further
- More evidence required to support the cost of improvements required on the A47 network.
- Technical consultation should include more specific locations for growth
- The scale of development at sites should be made more clear
- With no proposals to enlarge the employment area at Longwater there could be a larger proportion of out-commuting from the residential area here
- The core strategy should seek to maximise the amount of development in the North East to support infrastructure and plan for 10,000 dwellings in 2031 and clarify details of NNDR and Rackheath
- Adequate links and corridors should be planned for green spaces within developments
- An interdisciplinary approach may help to improve the provision of flood plain in central Norwich and in turn reduce flood risk overall
- Infrastructure needs to be in place before any major development

Some concern was raised over the following:

- Concern that there is no mention of leisure facilities as they are considered a vital infrastructure requirement to support communities

- The redevelopment of existing industrial sites should be considered new locations further away from residential areas sought
- It is highly unlikely that levels of development for Long Stratton will fund a bypass for the necessary growth in schools and other infrastructure
- New green infrastructure is needed
- Strategic waste management facilities need to be considered
- Links to existing infrastructure, housing and employment should be maintained
- Bus service, roads, cycle paths, rail stops, sewage and drainage inadequate at present
- Be aware of issues regarding impact on character and identity of villages
- Options need further evaluation for impact on highways including forecast of flows

The main objections from respondents related to:

- Opposition to further development in Cringleford
- Additional new infrastructure is required to implement a new business park north of the airport
- There is a need for improved broadband connections in a number of areas that may require new telephone exchange infrastructure
- Hethersett lacks the infrastructure to accommodate 4,000 homes. Development in this area would be contrary to current planning policies
- Question why Costessey and Easton options have been included as they are unsuitable for development being part of the Yare Valley and protection zone
- Strong objection to all three options as the scale of housing is incompatible with maintaining a rural hinterland
- Norfolk Constabulary objects to the current details of significant infrastructure requirements

Officer Response

We will ensure issue of use of Northumberland Street industrial area is considered through the Norwich Site Allocation Plan.

We will take account of constraints in Little Melton and the Hethersett area.

We will ensure highways implications of the choice of options are considered further.

We will engage police further through JCS to identify the best use of existing resources and the further infrastructure needs.

We have noted the support needed for growth at Easton/Costessey.

We will investigate further with Network Rail if additional stations would be acceptable and practicable on the London mainline.

We will investigate the potential for a rail halt on the Sheringham line to serve any future growth.

We will ensure Level 2 SFRA will be done for the Norwich site allocation DPD. This will help us evaluate the option of more housing and employment at Cringleford.

We will ensure the final text clarifies what is required across the North East. It is likely individual 'neighbourhoods' will be developed according to individual detailed master plans.

We will take account of Eco Town proposal in considering choice of options.

We have noted the views on limited services in Hethersett to accommodate growth.

We will ensure the Water Cycle Study continues.

We will consider the surface water issues through the plan.

We have taken into account the services that are necessary to support any growth at Long Stratton.

There is potential of smaller urban fringe areas in helping to achieve overall growth targets.

The investment required in different options will be the source of choosing the growth option.

We will consider the issue of broadband connections including the services in Costessey.

We have noted the water infrastructure issues as required by RSS when choosing options.

We have noted the views on growth in Wymondham and the need for any growth to be supported by improvements and landscape protection.

We will take account of sustainable transport potential at Easton in relation to the options.

We will consider including Trowse in option 1.

We will take account of existing infrastructure and services in making choice of options.

We will ensure further work for the transport improvements to support growth.

We have noted the opposition to growth in Hethersett.

There are potential threats to the Yare Valley in the choice options.

We have noted that multiple urban fringe sites should be promoted through the strategy.

Q4. What are the constraints to delivery?

A total of 33 comments were received. A number of specific points were raised:

- There is a need for greater clarity concerning the proposed settlement hierarchy and coordination between agencies for planning of infrastructure
- Both green and conventional infrastructure should be in place on time with the use of phasing
- Delivery of housing land in will require considerable site assembly and co-ordination of landowners and developers
- Critical to maintain the high bio-diversity value of Yare Valley, the West and Bawburgh Lakes
- More housing should be allocated to areas that already has a range of social infrastructure
- The growth strategy should favour smaller sites as opposed to the larger sites which are dependent on considerable investment in associated infrastructure.
- A number of employment sites are constrained and definitions need revising
- The Police would require capital funding via the CIL to provide additional infrastructure to support development
- A link road from Wroxham Road to Broadland Business Park is important in ensuring delivery
- Developments should be treated as a discrete part of Growth sector and not involved in the Masterplan exercise to ensure early delivery

Some concern was raised over the following:

- The Wymondham delivery is constrained by access to land. There is no access to the A11 and access to the town centre is constrained by the narrow rail bridge
- Improvements to the highway infrastructure would be required
- With additional jobs in the health sector, a major constraint to delivery could be availability of primary, community and secondary healthcare sectors
- Concern that employment business park is reserved on land south of the NDR which is within operational airport and unavailable
- Water and drainage infrastructure availability and quality
- The proximity to nature reserves and statutorily designated sites and associated impacts on protected species, habitats, archaeological features and green corridors could lead to funding shortfalls for green infrastructure
- Link between NNDR and A47 required to make options sustainable
- Volatility of housing market, erosion of green belt and open countryside and a loss of identity for existing towns

Officer Response

Members will need to accept the range of criteria when selecting the favoured strategy. The reduced need for allocations at a 2008 base date, compared with 2006 will be a significant factor. Together, these may point to an outcome which varies from all the consultation options.

We will consider if there is a need for phasing of development sites through the JCS or subsequent plans.

We will ensure the plan makes the best use of existing infrastructure.

Future drafting of the strategy will contain a framework that identifies necessary infrastructure and funding, when it will need to be in place and the agency who will deliver.

We will ensure JCS contains a strategic requirement for development to include archaeology and subsequent plans which can provide detailed management policies.

We will consider moving the employment symbol to the North of the airport on the key diagram.

We will incorporate later findings of Water Cycle Study as the plan develops.

Detailed issues of used classes will be resolved in site and area action plans.

We will ensure the plan includes infrastructure required to support any growth location.

We will ensure the plan shows the evidence base and environmental appraisals so that growth options enhance and promoted biodiversity locally.

Q5. For Option 1 – What opportunities does this option present?

A total of 15 responses were received to this question. A number of specific points were raised:

- Support for development in the North East
- Development can bring more affordable homes, improved transport links and community and leisure facilities
- Norfolk Constabulary feel growth will provide the opportunity for cross working between public service providers
- The large scale option would provide a new high school as opposed to improvements to the existing schools
- This option would create a strong cross-city development corridor to support high quality rail and road based public transport
- Towns that are well connected with a range of social infrastructure, employment and retail should have allocation increased
- Presents the opportunity to review the health needs for Greater Norwich Area over next 15 – 20 years
- Opportunity to deliver a large scale growth location in an area suitable for sustainable transport infrastructure
- Options 1 and 2 are preferred to Option 3
- The plan could make a rapid contribution of smaller sites in the early years based on current infrastructure availability
- Opportunity to create locations which are vibrant and sustainable and attract enterprise and innovation
- Believe there is scope to reuse employment sites not currently fit for purpose and define employment uses
- Ensuring satisfactory removal of unpleasant smells
- Opportunities for improvements to green infrastructure and habitat creation

Some concern was raised over the following:

- Fails to realise the economic opportunity that RSS put in place therefore in terms of employment growth it represents a missed opportunity
- Limited opportunities as to the amount of investment in existing locations restricted by their environment

Officer Response

We have taken note that local services needed that could be addressed through any development at Hethersett.

We will ensure plans take account of specific green infrastructure requirements in different locations.

We will consider moving the employment symbol to the North of the airport on the key diagram.

We will take account of support for the option.

We have noted Breckland's support for the option and associated transport improvements.

We will ensure the final text clarifies what is required across the North East. It is likely individual 'neighbourhoods' will be developed according to individual detailed master plans.

We will consider Magreen in choice of growth options.

We will take account of support for option including growth at Easton.

We will take account of support for options 1 and 2.

We have noted the employment opportunities in choice of growth options.

Members will need to accept the range of criteria when selecting the favoured strategy. The reduced need for allocations at a 2008 base date, compared with 2006 will be a significant factor. Together, these may point to an outcome which varies from all the consultation options.

We will action the public transport issues in choice of options.

We will consider the growth beyond 2026.

We will ensure site allocation plan for South Norfolk covers employment at Wymondham, we will take account of opposition to this option.

We will take account of support for the option.

We will consider transport issues in choice of options.

We will refer to the Water Cycle Study Stage 2A report.

We will consider transport implications in choice of options.

We will focus on growth in Wymondham in choice of options.

Q6. For Option 1 – How will this link with your longer term investment strategies?

A total of 21 responses were received, one of is a duplicate comment and has been discounted from analysis. Specific points raised include:

- Norfolk Constabulary is already investing in “Long Term Estates Strategy” replacing police stations which are not fit for purpose but population growth will place additional demand on capital budgets
- The sustainable development of the area needs financial models, carefully constructed in terms of time scales and yields for landowners in respect of funds, cash flows and anticipated returns
- Site allocations for missed uses schemes should be included
- An investment strategy should be developed as part of a masterplan for the long term sustainability of growth areas and should include identified growth beyond the plan period to provide confidence to landowners and developers
- Habitat creation initiatives align with existing proposals for Claylands project
- Consideration should be given to including Mangreen in plans
- Need to ensure that as plans develop that the Environment Agency is kept up to date with developments to meet the remit of permissive rights for maintenance of designated main rivers and construction of flood defences
- The option for a strategic employment site at Norwich Airport is welcomed but the map should show the site as both North and South of the NDR
- Partnership working at Easton will allow investment in community facilities and will also enable the college to invest in and develop educational facilities
- There will be a strong link with the long term investment strategy to deliver an eco-community in Rackheath
- The plan could cause delays to the production of a Parish Plan until the development potential is finalised
- The plan will help drive longer term investment in health facilities

Some concern was raised over the following:

- No link to longer term strategies apparent

The main objections from respondents related to:

- It completely opposes the strategy of the Parish Plan 2006

Officer Response

We will consider Mangreen as one of the options of growth.

We will consider Easton as one of the options of growth.

We will ensure there is adequate consultation and agreement on the implementation framework set out in the plan; this will enable the plan to co-ordinate between agencies and developers.

There is potential for achieving on site provision of services as a key element in choosing appropriate options.

We will consider the need to amend the plan to relocate the airport employment area symbol.

There will be co-ordination through the plan between green infrastructure provided by new development and existing projects in South Norfolk.

We will consider Mangreen amongst the options for achieving housing growth targets.

We have noted the opposition to major growth in Little Melton expressed through the 2006 Parish Plan.

We will consider the Water Cycle Study in choosing growth options.

Allocation of specific sites for housing development will be through subsequent Development Plan Documents.

Q7. For Option 1 – Could your organisation commit to support it if it were selected?

A total of 18 responses were received to this question. Responses were mixed in terms of support and opposition, specific points include:

- Support if the option is modified to include reference to residential development at Colney Lane/Cringleford
- Support for appropriate healthcare developments regardless of option
- The option will have to be mindful of the significant growth planned for market towns outside the study area on trunk roads
- Support given, and also for city centre proposals
- Support for developing self-sufficient settlements with employment and services
- It is important to revise maps to show the area to the east of the airport and south of the NDR as part of Sprowston/Rackheath Strategic Growth location
- Oppose further development of commuter towns and villages on the rural fringe, support limited development in smaller villages to improve sustainability
- Support if the Water Cycle Study produces an agreed strategy
- Developments in small villages should be undertaken exclusively as locally controlled Community Land Trusts
- Will support if opportunities for green infrastructure and creation of new bio-diverse rich landscapes are part of any new developments
- Further growth should be allocated to towns where there is capacity within existing infrastructure and services

Some concern was raised over the following:

- Support would be given reluctantly and with reservations to ensure participation

The main objections from respondents related to:

- Opposed but give no reason
- No it represents over development of the Salhouse area
- No, option 1 concentrates investment away from the south

Officer Response

We will take account of the opposition to option 1.

We have noted the need of reducing travel in choosing growth options and support for some growth in smaller villages to support local services.

We will consider the views in choice of options for growth at Wymondham including a focus of growth at Wymondham taking account of support from growth at Wymondham.

We will consider appropriate proportion of new development to be given over to green infrastructure through this plan.

We will ensure WCS completion and informs strategy.

We will take account of opposition of these parish councils to option 1.

We will take account of commitment to support option 1 by Belton Estate in choice of options.

We will take account of support for this option dependent on identification of Colney/Cringleford for growth.

We will take account of growth planned in Breckland in choosing options for growth.

We will consider site in relation to the Area Action Plan.

We will take account of commitment to option 1.

We will ensure the water related evidence base is taken into account when choosing the appropriate growth options.

Q8. For Option 2 – What additional significant infrastructure requirements would there be?

34 responses were received to this question. A number of specific points were raised:

- There should be links to the existing infrastructure rather than requiring entirely new
- More detailed maps are required for Wymondham
- Additional roads/transport provision would be required to enable access to the new developments from existing major roads
- Commercial led mixed use development could be delivered within the existing infrastructure in some cases
- Highway improvements and foul and surface water discharge problems would require attention
- Recognition that NDR is a part of NATS and the important role this plays in delivering growth along with utilising the underused Bittern Line and constructing a rail halt within a new urban extension in the North East
- The possibility of re-introducing old rail stations should be investigated
- Requirement to increase the size of Safer Neighbourhood Schemes and enhance Response and Protective Police Services
- If significant growth takes place in Long Stratton it will require habitat creation in addition to a green infrastructure corridor.
- The Long Stratton Bypass would need to be irrevocably committed before the strategy can deliver 2000 houses
- New or enhanced leisure facilities, sports grounds and community halls are required
- Consideration needs to be given to what additional capacity will be required for health services
- Commitment to improving specific pedestrian and cycle links has been made
- Maximum growth in an area would assist in the investigation of potential rail services

Some concern was raised over the following:

- Recent applications will show the issues any development would be confronted with and should be reviewed
- The impact of large growth on a town's character would be substantial
- The location of the railway line in Wymondham could make integration between new development and the town difficult
- Transport, sewerage, drainage and internet access are generally inadequate
- Adequate links and corridors to developments require strategic planning
- There is a need for the A47 to link to the NDR
- Strategic waste management services are needed and should be referred to as necessary infrastructure
- The strategy should identify the overall scale of development in each area and clarify the intentions for growth within the NDR

- No indication has been given as to how public transport priority will be achieved along the A140 corridor or junction capacity of the A47
- Large scale growth at Hethersett/Little Melton would require major road improvements and likely impact on Yare Valley
- The amount of housing development is incompatible with maintaining a rural hinterland to Norwich

Officer Response

We will take account of the potential constraints in Long Stratton.

The favoured option should include a reference to the need for additional police infrastructure in major development locations as appropriate.

Strategic Waste Management will be included in the implementation strategy.

We will assess need for further consultation with Network Rail.

We will consider transport requirements for development in the NE through the Area Action Plan and other DPDs.

Members will need to accept the range of criteria when selecting the favoured strategy. The reduced need for allocations at a 2008 base date, compared with 2006 will be a significant factor. Together, these may point to an outcome which varies from all the consultation options.

We will add a reference to community health services under the “health” bullet points in policy 18.

We will delete the reference to Trowse and as a “service village” and ensure it is retained within the description of Norwich urban fringe parishes in policy 1 or its successor.

We will consider implications for section 106 monies available to support the development in Long Stratton.

We will take account of existing evidence in choosing growth options.

Have noted the points made are valid and will need to be taken on board at the site specific/area action plan stage and in any master planning work.

We will consider the need to identify the scope for development beyond 2026 through this document. We will consider the potential size development NE of Norwich within the proposed NNDR.

Q9. For Option 2 – What are the constraints to delivery?

A total of 25 responses were received to this question. A number of specific points were raised:

- Programming of infrastructure works and ensuring adequate and timely investment in public transport
- Several of the areas of search include areas of archaeological importance and will require mitigation in the form of preservation in situ
- Current imbalance between homes and jobs and the need to release further commercial land
- The vast majority of the land within the line of the proposed Long Stratton bypass is soon to be in the control of one owner so could be a developer funded scheme
- A number of firm commitments are given to the development of specific sites and joint-working between developers in certain areas is offered
- A clear framework to guide employment uses and definitions of development land
- Green infrastructure needs to be planned from the outset with existing sensitive areas carefully managed

Some concern was raised over the following:

- Evidence of how phased regular supply of building plots can be assured
- The North East could be delayed if a single master plan is required, and should instead be delivered in discrete parts
- Lack of appropriately skilled staff in the primary, community and secondary healthcare sectors
- Large scale development can lead to higher levels of commuting and transport problems and this could impact on the short term deliverability of some sites
- Additional capital funding will be required for police services

The main objections from respondents related to:

- It must be ensured that sufficient land is delivered to facilitate the provision of employment floor space, the options fail to deliver sufficient sites of the right type in the right location and this will be a constraint on development
- Hethersett, Little Melton and Long Stratton are unable to accommodate the proposed level of growth

Officer Response

We will ensure any development takes careful account of environmental designations and provides links to sites, if appropriate through more details DPSs and master plans.

We accept more work will be needed on the implementation strategy for the pre-submission publication document.

We will ensure the final text clarifies what is required across the North East. It is likely individual 'neighbourhoods' will be developed according to individual detailed master plans.

Members will need to accept the range of criteria when selecting the favoured strategy. The reduced need for allocations at a 2008 base date, compared with 2006 will be a significant factor. Together, these may point to an outcome which varies from all the consultation options.

We will ensure green infrastructure projects take careful account of environmental designations.

We will ensure further DPDs and master plans contain more detail on infrastructure required to support any development at Wymondham.

We will consider the need for phasing through subsequent DPDs and master plans.

We will ensure the design and green infrastructure policies will take account of its setting and that green spaces are created within and between settlements.

We will take account of additional demands on police facilities, and indicate an appropriate level of contribution from the developer funding to top up the mainstream.

We will consider site for development through the South Norfolk Site Allocation Plan.

We will ensure the Royal Norfolk Golf Club is considered for allocation through later DPDs.

We will check existing references within the document.

Q10. For Option 2 – What opportunities does this option present?

24 responses were received to this question. Specific comments included:

- Flexible approach to accommodating sui generis uses within mainstream employment areas would assist economic growth
- Support for Options 1 and 2 and for development well connected to Norwich with a good range of shops and services
- Growth in certain areas will provide affordable housing for local people with the development of improved community facilities
- The JCS should be capable of accommodating an increase in provision as part of the review of the East of England Plan
- In north east there is potential for large scale growth and further development but needs clarity over long term growth potential
- Allocation at some sites should be increased to allow Norwich related growth to be accommodated in settlements close to Norwich
- Each option creates an opportunity to review and plan strategically for health needs
- Option 2 creates a strong cross-city development corridor which would support high quality road and rail based public transport
- Option 2 could deliver additional employment, leisure facilities, affordable housing, medical and educational facilities, sustainable transport links and improvements to drainage and water issues
- Growth will provide opportunity for greater cross working between public service providers to share new infrastructure to mitigate cost impact to services and the public
- The proposal for the North East offers opportunity for a well planned coherent development with good connectivity with potential for landscape and biodiversity enhancement and innovative design
- All options will ensure a phased release of land and the opportunity for historic park land to be retained in the North East
- A larger number of smaller sites reduces the risk of delay and allows better use of infrastructure, the cost of which could be shared by developers
- A bypass at Long Stratton would relieve the single largest bottleneck between Ipswich and Norwich bringing wider benefit to the region
- Creates opportunities for new green spaces links and corridors including improvement of water environment, removing the reliance on old sewer networks
- Strongly support options 1 and 2

Some concern was raised over the following:

- Large sites, the difference between 2,000 and 4,000 new residents to assimilate in to a local area is considerable and could remove the requirement for new settlements
- All options have overlooked the potential to create a new town at Long Stratton

- Option 2 is likely to fail to realise the economic opportunity that the RSS Growth Strategy has put in place for the Norwich sub-region. In terms of employment growth it represents a missed opportunity

The main objections from respondents related to:

- An opportunity is being missed by reliance upon the existing employment areas as identified in an earlier study

Officer Response

We will use the findings of the employment study to identify appropriate locations for employment growth and consider further through subsequent DPDs.

We will clarify the ultimate scale of development in the policy and supporting text in all locations where development is expected to continue after 2026.

We will ensure that the detailed text supporting the favoured option includes the reference to the need for green infrastructure to the plan from the outset and to embrace a variety of habitats and provide alternatives to take pressure of existing habitats.

Members will need to accept the range of criteria when selecting the favoured strategy. The reduced need for allocations at a 2008 base date, compared with 2006 will be a significant factor. Together, these may point to an outcome which varies from all the consultation options.

We will review this strategy dependent on Regional Strategy review.

We will assess the relative merits of the potential growth options.

We will consider the need for employment allocations in Wymondham through an area action plan or site specific allocations DPD.

We will ensure that infrastructure needs to serve new development for Hethersett are incorporated in plans.

Q11. For Option 2 – How will this link with your longer term investment strategies?

A number of specific points were received:

- It will support the allocation of 2000 dwellings for land South of Wymondham but additional land for commercial use should be identified
- There is potential to expand to available land to the North East
- Supports the identification of a strategic employment site at Norwich airport but should seek further land to both North and South of the NDR
- Investment by the Police is already underway but additional growth would place further demand on capital budgets
- Committed to sustainable development in the but investment should be long term and would need a joint approach from all land owners
- Option 2 will provide an important growth point in the region
- Habitat creation initiatives in South Norfolk would be consistent with the project for Claylands Living Landscape Project
- Growth areas could perhaps combine with other villages in some ways
- Part of the development in the North East is compatible with continued farming on other parts
- Support for growth emphasis on the A140 corridor
- Strategy for health investment will be guided by whichever option is chosen
- Identifying growth locations beyond the plan period will provide confidence to landowners and developers to invest long term

Some concern was raised over the following:

- General support but of scale of residential development is required
- Any development plans must link to Parish Plans and may result in delay to delivery
- Additional land for commercial use should be identified including a more flexible policy for reuse of existing sites

The main objections from respondents related to:

- Complete opposition to the Parish Plan where the majority of the villagers want no significant development to occur

Officer Response

We will clarify the ultimate scale of development in the policy and supporting text in all locations where development is expected to continue after 2026.

We will include police and other emergency services in the development of an implementation of strategy, but seek to utilize mainstream funding as far as possible.

Members will need to accept the range of criteria when selecting the favoured strategy. The reduced need for allocations at a 2008 base date, compared with 2006 will be a significant factor. Together, these may point to an outcome which varies from all the consultation options.

Wymondham was included in all the options consulted upon, though the scale of allocation varied. (+ above) The merits of Wymondham will need to be considered.

In the light of the Arup study, we will consider the need for additional allocations for employment purposes, and clarify the scale of any such allocations in the pre submission publication.

We will ensure the policies governing quality in major developments are sufficiently robust and take account of the need for coordination between developers and/or landowners.

We will ensure that the description of the favoured option includes appropriate references to the creation of green infrastructure.

Q12. For Option 2 – Could your organisation commit to support it if it were selected?

18 responses were received, and general support was given. A number of specific points included:

- Support subject to modification to include specific developments, larger allocations or areas of land
- Support subject to provision of green infrastructure and biodiversity-rich landscapes
- Support option 2
- Appropriate healthcare developments would be supported regardless of the option chosen
- Support can be given assuming that the Water Cycle Study produces an agreed strategy
- Land owners are committed to deliver a viable urban extension and welcome identification of 6000 new homes
- Option 1 and 2 are more sustainable than 3 as growth is located in more sustainable urban extensions rather than new settlements
- Option 2 least objectionable
- Option 2 improves on Option 1 for Wymondham

Some concern was raised over the following:

- Concern that all options are based on the assumption of new jobs being brought into the area, and it is unclear where these jobs are coming from
- Cannot commit to support until funding position known
- Growth option maps need to be revised to clearly show strategic growth

The main objections from respondents related to:

- Oppose the overall scale of development irrespective of the option selected
- Definitely not the preferred option, but would work to obtain the best benefit for the village regardless of ultimate option
- Oppose as it would result in continuous development from Norwich to Wymondham
- Oppose option 2

Officer Response

Members will need to accept the range of criteria when selecting the favoured strategy. The reduced need for allocations at a 2008 base date, compared with 2006 will be a significant factor. Together, these may point to an outcome which varies from all the consultation options.

We accept a decision on an option will need to be made; this may be in the absence of complete certainty about funding. The text of the per submission publication document will need to be more explicit about contingencies.

The employment allocation will be more clearly indicated.

Q13. For Option 3 – What additional significant infrastructure requirements would there be?

A total of 25 responses were received. Not all responses related specifically to infrastructure requirements. Specific points raised included:

- Development in the North East should be maximised with clarification of how much development is proposed inside and outside the NDR
- Existing infrastructure should be utilised as far as possible rather than promoting development that requires new infrastructure
- Options 2 and 3 both require the added significant infrastructure of the Long Stratton Bypass
- The reduced allocation for Wymondham compared to option 1 will avoid the need for a new settlement but areas of significant wildlife and flood risk must be avoided
- More detail of the flood risk is required
- Coherent approach to green infrastructure will be required, including wildlife habitat creation particularly in Option 2 and 3
- A link between the A47 and the NDR is required
- Distance from Norwich should form part of the assessment for growth, particularly where current transport links are poor
- Additional retail provision is needed to cater for areas of major growth
- Support is given to Bus Rapid Transit schemes and rail connections and improvements should be investigated
- Any major development in the A140 corridor will require improvements to the A47A146 junction, particularly Options 2 and 3

Some concern was raised over the following:

- General scepticism over provision of infrastructure to accommodate growth
- The water cycle study recognises that the sewerage system within Norwich is generally believed to be at capacity and will require significant investment
- Scale of growth will require significant additional police facilities especially safer neighbourhood schemes for the North East and South West
- The infrastructure requirements of option 3 make it an expensive option
- Option 3 is the least deliverable in terms of water related infrastructure
- Option 3 requires major junction improvements on the A47 and is not so well related to strategic non-car facilities
- Transport, sewerage and drainage is generally inadequate

The main objections from respondents related to:

- Strongly oppose Mangreen on environmental grounds and the benefit of the rail connection remains uncertain adding to transport investment costs
- Development in the West is opposed on the grounds of landscape constraints in the Yare Valley

Officer Response

Members will need to accept the range of criteria when selecting the favoured strategy. The reduced need for allocations at a 2008 base date, compared with 2006 will be a significant factor. Together, these may point to an outcome which varies from all the consultation options.

We will include references to the ultimate scale of development at particular locations expected to continue growing beyond 2026 within the relevant policies and supporting text.

We will add a reference to community health services under the “health” bullet points in policy 18.

We will include the strategic waste management in the implementation strategy.

Based on more detailed work into infrastructure requirements for the favoured option, we will include a reference to the need for additional police infrastructure in major development locations as appropriate.

We will delete the reference to Trowse and as a “Service Village” and ensure it is retained within the description of Norwich urban fringe parishes in policy 1 or its successor.

Will we take on board the points made as they are valid and will need to be taken on board at the site specific/area action plan stage, and in any master planning work.

Depending on the option for growth selected, we will retain the reference to the need for a Long Stratton bypass.

Q14. For Option 3 – What are the constraints to delivery?

A total of 19 responses were received. Specific points included:

- Several areas include sites of archaeological interest
- Green infrastructure should be planned from the outset
- The completion of an inner link from Wroxham Road to Broadland Business Park would enable early commencement of development in the North East
- Additional funding for police services will be required from Community Infrastructure Levy
- A single masterplan approach could lead to delay in delivery of major growth areas which would be better delivered in discrete parts
- Note the current imbalance between homes and jobs
- A proposal for the north is supported but it will require coordination of infrastructure via a master planning process

Some concern was raised over the following:

- Too many identified employment sites are constrained
- Option 3 is more dispersed than others and risks increasing infrastructure costs and reducing the opportunity to deliver high quality developments
- A more detailed flood risk assessment is required for Norwich City Centre
- A number of sites are not sustainable locations as there is little employment and poor access
- There is a lack of clarity in definition of uses on employment sites
- There is a lack of appropriately skilled staff in various departments of the Health Service
- Limited growth would not provide the critical mass for improvements at major interchanges and along public transport corridors

The main objections from respondents related to:

- Oppose development at Mangreen as there is little background evidence and too many unanswered questions about how major development can be delivered

Officer Response

Members will need to accept the range of criteria when selecting the favoured strategy. The reduced need for allocations at a 2008 base date, compared with 2006 will be a significant factor. Together, these may point to an outcome which varies from all the consultation options.

We will ensure the pre submission publication plan includes within the description of the strategy clear reference to the need for green infrastructure to be included as an integral part of the strategy.

We will ensure the final text clarifies what is required across the North East. It is likely individual 'neighbourhoods' will be developed according to individual detailed master plans.

We will take account of the additional demands on police facilities, and indicate an appropriate level of contribution from the developer funding to the extent that it is necessary to top up mainstream funding.

We will indicate the scale of allocations to be made at strategic employment locations, including Wymondham.

We accept more work will be needed on the implementation strategy for the pre-submission publication document.

Q15. For Option 3 – What opportunities does this option represent?

A total of 18 responses were received, a number of which debated the scale of development. The following specific points were received:

- Allocation at some sites should be increased to allow Norwich-related growth to be accommodated in settlements close to the city
- It creates opportunities for new green spaces, links and corridors including improvement of water environment
- It would maximise the use of existing retail infrastructure
- A flexible approach to accommodating sui generis uses within the mainstream employment areas would assist economic growth
- Reliance on smaller sites reduces risk of delay inherent in single large sites and offers opportunity to share infrastructure costs
- Creates an opportunity to plan health needs, police and other infrastructure strategically
- The North East offers a well planned coherent development opportunity with good connectivity
- avoid

Some concern was raised over the following:

- This option offers less opportunity for a coherent public transport led strategy
- Reliance on existing employment areas will lead to missed development opportunities

Officer Response

We accept more work will be needed on the implementation strategy for the pre-submission publication document.

Members will need to accept the range of criteria when selecting the favoured strategy. The reduced need for allocations at a 2008 base date, compared with 2006 will be a significant factor. Together, these may point to an outcome which varies from all the consultation options.

We will ensure the final text clarifies what is required across the North East. It is likely individual 'neighbourhoods' will be developed according to individual detailed master plans.

We will refer to the need for more detailed, level 2, flood risk assessment in the supporting text to the city centre policy.

Consideration of phasing should be undertaken but any artificial restraint is unlikely to be justified on the basis of evidence to date.

We will seek clarification from the Highways Agency and Breckland District Council what contributions can be expected to improvements to the Thickthorn junction, from developments elsewhere in the A11 corridor.

The implementation strategy will take account of additional demand on police facilities, and indicate an appropriate level of contribution from developer funding to the extent that it is necessary to top up mainstream funding. The implementation strategy will be tested alongside the Core strategy at the Public Examination.

We will ensure the pre submission publication plan includes within the description of the strategy clear reference to the need for green infrastructure to be included as an integral part of the strategy.

We will indicate the broad scale of allocations to be made at strategic employment locations in the Core Strategy, including Wymondham.

Q16. For Option 3 – How will this link with your longer term investment strategies?

There was general support for Option 3. A number of specific points were received:

- Habitat creation would be consistent with “Claylands” Living Landscape Project
- Commitment to sustainable development and the investment strategy is long term rather than being directed at short term profit, but this approach needs to be ratified by all relevant land owners
- The scale of residential development requires clarification in some cases
- Support for Option 3 as developments close to existing facilities encourage further investment
- The opportunity to spread development and investment along key corridors is attractive
- Police already investing in facilities, additional growth would place further demand on capital budgets
- Support for the identification of employment site at Norwich airport, and would suggest that the development area should extend north and south of the NDR
- Continued cooperation between Environment Agency and Local Planning Authorities is essential

Some concern was raised over the following:

- Option 3 undermines the investment strategy for Easton College
- The strategy could include a more flexible policy approach to the reuse of existing employment sites that are no longer fit for purpose

Officer Response

Members will need to accept the range of criteria when selecting the favoured strategy. The reduced need for allocations at a 2008 base date, compared with 2006 will be a significant factor. Together, these may point to an outcome which varies from all the consultation options.

We accept the decision on an option may be made in the absence of complete certainty about funding. The text of the pre-submission publication document will be more explicit about contingencies.

The scale of employment allocation will be more clearly indicated.

Q17. For Option 3 – Could your organisation commit to support it if it were selected?

Responses were mixed with some strong support and opposition registered. A total of 9 responses were received, including the following specific points:

- Support offered providing that green infrastructure and the need for new biodiversity rich landscapes were an integral part of any development, achieving the eco town standard of 40%
- Support for Option 3 as existing retail facilities could be expanded
- Support for Option 3 but concerns about sustainability

Some concern was raised over the following:

- Support cannot be committed until funding position known

The main objections from respondents related to:

- Oppose option 3 due to limited growth proposed, difficulties in achieving public transport solutions, and undermining specific investment plans
- Opposition to the scale of development whichever option is selected

Officer Response

Members will need to accept the range of criteria when selecting the favoured strategy. The reduced need for allocations at a 2008 base date, compared with 2006 will be a significant factor. Together, these may point to an outcome which varies from all the consultation options.

We accept the decision on an option may be made in the absence of complete certainty about funding. The text of the pre-submission publication document will be more explicit about contingencies.

The scale of employment allocation will be more clearly indicated.

Q18. Main Towns – What additional significant infrastructure requirements would there be?

A number of specific points were received:

- Police facilities at Aylsham, Diss and Harleston are adequate. Higher levels of growth in Wymondham will require investment for Safer Neighbourhood Schemes
- The scale of growth is unlikely to require significant health infrastructure beyond current and potential investment in Wymondham and Diss
- In Wymondham there is requirement for more central bus/coach facilities.
- Improved green links to rural catchment areas are needed
- Junction improvements will be required around growth areas
- Leisure facilities need expanding to cope with increased demand
- Additional retail floor space will be required in some towns along with detailed traffic management to focus movement toward the town centre
- More explicit support needed for development in the A11 corridor as there is good access to Norwich Research Park

Some concern was raised over the following:

- The need for the NNDR and investment in infrastructure needed to make Wymondham a main town is prohibitive
- Flooding and drainage problems need attention, foul and surface sewers are old and are likely to require significant investment
- Challenge the adequacy of the total scale of development in main towns, key service centres and service villages in south Norfolk

The main objections from respondents related to:

- A focus on road improvements which would encourage car based travel

Officer Response

We will examine through the infrastructure the needs and funding study undertaken based around the favoured option, and incorporated in the implantation.

Have noted the points made are valid and will need to be taken on board at the site specific/area action plan stage and in any master planning work.

We will retain the reference to the need for major green infrastructure and the need for local trunk road improvements in Wymondham, if it is the favoured option.

We will add the reference to need to improve leisure facilities.

We will consider the whether the adjustments to the housing provision figure should be made.

Members will need to accept the range of criteria when selecting the favoured strategy. The reduced need for allocations at a 2008 base date, compared with 2006

will be a significant factor. Together, these may point to an outcome which varies from all the consultation options.

Q19. What opportunities can growth bring?

A total of 7 responses were received. A number of specific points were raised:

- Development will bring business and employment
- Town centre services and retail should focus on local business rather than edge of town car-based retail parks
- Growth in some towns would make better use of existing underused infrastructure and provide affordable homes
- Development could promote provision of green infrastructure

Some concern was raised over the following:

- Allocation should be increased to help meet locally generated demand

The main objections from respondents related to:

- Opinions regarding the suitability of one town over another for major growth

Officer Response

We will consider further potential for employment growth at Wymondham, and include more explicit guidance on the scale of land allocated for this.

We will consider the outcome of stage 2B of the water cycle study and further dialogue with Children's Services and NHS Norfolk to see if an adjustment to the scale of allocation in individual main towns is justified.

We will re-examine the potential for an allocation at Aylsham following completion of the stage 2B of the water cycle study.

Q20. What are the constraints to delivering the proposed level of growth and how can these be overcome?

A number of specific points were received:

- A strategy of using smaller sites will assist in avoiding lead-in delays and make better use of local infrastructure. Developers can share the cost of the more major infrastructure
- Lack of capacity at sewage treatment works can be overcome through the provision of the necessary infrastructure through Anglian Water's capital programme
- Local area of environmental sensitivity will need to be protected as will areas of archaeological importance

Some concern was raised over the following:

- The impact of the current economic climate should be acknowledged
- Local objections are the key obstacles to delivering transport improvements and most appropriate renewable energy options. Inclusive consultation should seek to overcome this

Officer Response

We will ensure that the implementation strategy takes full account of all mainstream funding sources.

We will consider an allocation at Aylsham, of about 300 dwellings, subject to the outcome of stage 2B of the water cycle study.

In the light of the renewable energy study, this policy will be strengthened and made more explicit.

Q21. How could growth in main towns link with your longer term investment strategies?

A total of 8 responses were received. A number of specific points were raised:

- Growth could support better public transport in key corridors, including Park and Ride
- Existing proposals for a food store could serve growth and should be categorised as a “district centre”. Potential exists for increased convenience floor space
- Plan should include Attleborough, however it is outside the Plan area
- Existing food stores in growth areas could be expanded to serve a growing population, minimising public investment in infrastructure
- Mixed use development including employment, affordable housing and open space should be promoted where possible
- Services to rural areas could be supported by development in main towns

Some concern was raised over the following:

- No connection seems to be apparent to the investment strategy

Officer Response

We will consider the potential for an allocation of public transport at Aylsham in the light of the water cycle study stage 2B.

We will reconsider the precise scale of allocation proposed at capital Diss in discussion with service providers and in the light of the water cycle study stage 2B.

Q22. What additional significant infrastructure requirements would there be?

A total of 28 responses were received. A number of specific points were raised:

- General support for policies 7 and 9 was received
- 100 extra houses would exceed capacities for health, educational, community facilities and low water pressure in some areas
- Certain locations were considered for reclassification, particularly with regard to the scale of development that can be delivered
- Growth may require resources for Safer Neighbourhood schemes and additional front line policing
- Impact on the trunk road will be lessened by promoting local employment

Some concern was raised over the following:

- Access to some proposed sites would require improved road access
- The double-counting of some sites as Service Village and Growth Location
- The proposed number of new dwellings in some areas are inconsistent with lack of capacity in the necessary services and too low to justify costly new investment
- Reliability and quality of existing bus services, junction capacity issues may impact on the viability of some sites
- The Water Cycle Study shows that sewers are at capacity and suitable investment would be required

Officer Response

We will consider the 100 additional dwellings at Hingham as part of the production of the submission version of the JCS based on responses from the technical consultees.

Issues of Wroxham and Poringland will be examined as part of preparation of submission version of the JCS.

We will assess the outcomes of the water cycle strategy on the timing of development in key service centres and identify any key constraints in the JCS.

We will review the potential for allocations in the context of the Water Cycle Study.

We will consider policy 8 and policy 9 as part of a proposed settlement hierarchy review.

We will consider the role/function/constraints/requirements of Long Stratton as a growth location, or in the review of the settlement hierarchy not a growth location.

We will consider the transport improvements necessary to facilitate further growth at Wroxham and that already planned for Hoveton in the North Norfolk Core Strategy and make a specific reference to NATS.

We will consider the role/function of Brundall, including the potential for larger housing allocations, in the review of the settlement.

We will consider the need to identify a specified employment allocation at Long Stratton in the JCS.

We will review the function/role of Acle as part of the overall review of the settlement hierarchy.

We will take account of infrastructure requirements required to serve any growth at Hethersett.

We will consider a reference to enhancing the Park and Ride network in policy 16.

We will consider all site-specific policies development plan document.

We will consider the role and function of Ditchingham as part of the review of the settlement Hierarchy.

We will assess the extent of the infrastructure constraints listed and whether they can be addressed by an allocation of 1-200 dwellings.

We will clarify further the elements Policing/Crime Prevention may reasonably be covered by developer funding.

Q23. What opportunities can growth bring?

A total of 20 responses were submitted. A number of specific points were received:

- A number of sites were identified and changes to categorisation of growth areas suggested
- Opportunities were seen for growth to support existing businesses
- Development sites which provide links to the south with affordable housing and existing transport infrastructure should be considered highly
- Opportunities to create new green spaces, links and corridors exist to improve biodiversity and habitat creation

Some concern was raised over the following:

- The level of development within each category may need to be reviewed to ensure sustainability
- Level of growth in some areas may impact on policing levels

Officer Response

We will consider the role/function/constraints/requirements of Long Stratton as a growth location, or in the review of the settlement hierarchy not a growth location.

We will consider the role/function of Hethersett as a growth location in the development of the favoured option, or in the review of the settlement hierarchy not a growth location.

Dwellings will be considered in the preparation of the site specific policies development plan document.

Additional housing will be considered as part of the production of the submission version of the JCS based on responses from the technical consultees.

Further clarifications of what elements policing/crime prevention will be made.

We will review the role of the NE in accommodating major growth in developing the favoured option.

Q24. Key Service Centres – What are the constraints to delivering the proposed level of growth and how can these be overcome?

A total of 24 responses were received. These included:

- Key Service Centre housing provision should not be too low to provide viable solutions to infrastructure constraints
- A number of locations have significant flooding and environmental constraints and housing allocation in other less constrained areas should be increased
- Parking is a big problem in some areas and Village Greens are a valuable amenity area to be preserved
- Reallocation of specific areas is suggested
- Recognise that a development of 4000 homes at Hethersett would require considerable new/improved infrastructure
- Whilst the impacts of congestion may improve through road building this would be at significant cost to the environmental
- Several development areas contain sites of archaeological interest

Some concern was raised over the following:

- Some Key Service Centres are constrained by close proximity to SSSI's, SAC's SPA's and NNR's
- Increased levels of visitors pressure may have negative impacts
- The findings of the Water Cycle Study are vital in assessing growth locations
- Coordination between agencies must be maintained

The main objections from respondents related to:

- The lack of new housing provision for some areas on the basis of a lack of development on existing allocations

Officer Response

We have noted the detailed list of designated sites provided and will further investigate any potential impacts upon them arising as a result consequence of development proposals.

We will await the decision on the level of growth in Hingham town and site specifics DPD.

We will consider growth/housing/dwelling as part of the production of the submission version of the JCS, based on responses from the technical consult tees.

We will refer to the water cycle study stage 2A report.

We will continue to consult with NLA (& English Heritage) on potential growth locations and site specific proposals.

We will await a decision to be made on how to promote community cohesion/placemaking, this will be a key action once growth locations decided.

Q25. Key Service Centres – How could growth in key centres link with your longer term investment strategies ?

A total of 6 responses were received. Comments included:

- Several sites were identified for reallocation
- Links to parish plans should be maintained

Officer Response

We will consider allocated dwellings as part of the production of the submission version of the JCS, based on responses from the technical consultees.

Q26. What additional significant requirements would there be?

A total of 16 responses were received to this question. One comment was recorded as a duplicate of another response so has been discounted. General support has been received for the infrastructure requirements identified, it is unclear from some responses categorised above as 'comment' as to whether they support or object to the general aspects of the plan. A number of specific points were received:

- A number of local infrastructure improvements are identified although the focus of respondents tends to be for additional school capacity and water/sewerage issues
- Where smaller numbers of dwellings (less than twenty) are planned, there is generally little requirement noted for additional infrastructure and requirements should be assessed on a case-by-case basis
- Service villages within the Norwich Policy Area could potentially be reclassified as fringe within the settlement hierarchy

Some concern was raised over the following:

- The limit of 10-20 dwellings for service villages, is not an efficient use of brownfield sites

Officer Response

We will reconsider the scale of allocation which could be made at Aylsham, following stage 2B of the water cycle study.

The role, function and capacity of Service Villages will be considered as part of a review of the settlement hierarchy following consultation, including Trowse, Long Stratton and South Walsham.

We will consider dwellings as part of the production of the submission version of the JCS, based on responses from the technical consultees.

All parishes below Main Town level will be considered in the review of the settlement hierarchy.

We will reconsider the restriction of 10-20 units for Service Villages, particularly in the NPA.

Following a review of the settlement hierarchy, we will request further information from Anglian Water as to the wastewater treatment capacity in these locations individually and in combination with other proposed development.

Q27. What opportunities can growth bring?

A total of 11 responses were received to this question. One comment was recorded as a duplicate of another response so has been discounted. A number of specific points were received:

- An opportunity to create affordable housing and other benefits such as jobs to the community exists
- A more sustainable way of life can be achieved

Some concern was raised over the following:

- A focus on larger developments may result in rural communities missing out on environmental improvements such as renewable energy
- In rural areas, there may be increased levels of public disorder and crime as the size of villages grows

The main objections from respondents related to:

- The classification of specific villages and the limit of 10-20 dwellings applied to this category

Officer Response

We will consider the role, function and capacity of Service Villages as part of a review of the settlement hierarchy, including whether different approaches are needed in the NPA and RA.

Higher growth will be considered as part of the production of the submission version of the JCS, based on responses from the technical consultees.

The role, function and capacity of Service Villages will be considered as part of a review of the settlement hierarchy following consultation.

Q28. What are the constraints to delivering the proposed level of growth and how can these be overcome?

A total of 18 responses were received to this question. Common themes from responses include the associated requirements for development of infrastructure, the preservation of biodiversity and minimising the environmental impact of growth. It is unclear from some responses categorised above as 'comment' as to whether they support or object to the general aspects of the plan. A number of specific points were received:

- In certain cases, service villages may not be of a sufficient size to attract the appropriate levels of investment in infrastructure and economies of scale should be considered
- Green infrastructure should be incorporated as part of a Norfolk-wide strategy
- The merits of each proposed location should be considered separately particularly with regard to the integration within any existing community
- Small scale employment should be considered for 'service villages' and not just 'key service centres'
- Growth should relate to existing capacity of suitable villages
- The preservation and required mitigation of sites of archaeological importance

Some concern was raised over the following:

- Classification of specific locations as 'service village'
- Planning 'exception policies' must ensure the safeguarding of biodiversity and due consideration must be given to protected sites and conservation areas

Officer Response

Accommodating service villages of greater investments will be considered as part of the preparation of submission version of JCS.

Role, function and capacity of Reedham and Barford will be considered through a review of the settlement hierarchy.

We will consider revising policy 15 'the economy' to better reflect the needs of smaller settlements/rural areas.

Consideration will be given to a more flexible wording regarding the overall amount of development suitable of Service Villages.

Q29. How could growth in service villages link with your longer term investment strategies?

A total of 12 responses were received to this question. A number of responses are site specific and relate to the classification given within the consultation exercise and the impact this has on the development (and investment) potential of the site. A number of points were received:

- Classification should relate to existing services which may include a greater level of development than currently outlined and planned longer term investment strategies should elevate the status of a location
- Whilst limited growth could enhance sustainability, schools do not have capacity for major expansion
- Increase in waste water treatment would be funded through the industry's regulatory process
- Brownfield land could be made available in particular locations for housing and employment to support investment

Some concern was raised over the following:

- A lack of opportunities for small-scale developments will limit delivery particularly in the short term
- Clarification should be made between 'service villages' and new district centres in growth areas (Rackheath/EcoTown in this instance)

Officer Response

The role, function and capacity of the settlements below main town level will be considered as part of the review of the settlement hierarchy, incorporating 2009 database of information on parish services, requested from parish clerks.

We will revise the submission version of the Joint Core Strategy to identify Rackheath as part of the locations for growth in the Norwich Policy Area.

Q30. Do you agree with the approach to development in other villages, the countryside and the Broads?

A total of 35 responses were received to this question. A number of specific points were received:

- Exception policies should seek to protect biodiversity to the same extent as other developments
- The inclusion of certain locations in more than one category was seen to be confusing
- Village halls and community centres should be protected and promoted within growth areas
- Existing employment uses should be redeveloped and intensified to improve job provision with little additional infrastructure
- Support was shown for the opportunity to use exceptions site for affordable housing in Other Places
- Support was given to the allocation of land for both housing and employment in smaller villages to avoid polarisation and to generate affordable housing and other community benefits
- It was felt that development boundaries should be reviewed regularly
- The impact on the trunk road network will need to be evidenced and improvements to sustainable modes and other mitigation measures will need to be monitored
- A coordinated multi-agency/spatial planning approach to infrastructure was welcomed
- Support was given to the general policy for protecting the environmental quality and character of The Broads

Some concern was raised over the following:

- The total number of permitted dwellings for Service Villages was felt to be too low by a number of respondents
- The impact on The Broads of large scale developments may put additional pressure on leisure activities
- Policy 9 should be revised to allow for small scale development in many small villages
- Consideration should be given to dealing with settlements in the Norwich Policy Area and Rural Policy Area to reflect spatial differences

The main objections from respondents related to:

- Many areas within this category have high landscape and biodiversity value and were not felt to be suitable for development or sustainable
- A number of specific locations were suggested for reclassification. In most cases this related to upgrading of status to Policy 9 Service Village but one request was for down grading from Service Centre

Officer Response

We will re-examine smaller villages such as Barnham Broom, Kirby Cane, Wortwell, Hainford, Little Melton, Hempnall, Wroxham, Wicklewood and Foulsham as part of settlement hierarchy review.

We will consider the role of Easton as part of the growth locations for the area.

We will delete Easton from policy 9 'Other Villages' if it remains a growth location.

The role, function and capacity of the settlements below main town level will be considered as part of the review of the settlement hierarchy, including Frettenham, incorporating 2009 database of information on parish services, requested from parish clerks.

We will consider including Brampton in the settlement hierarchy review.

We will keep site details on file until appropriate stage of site specific DPD.

We will consider the sustainability of further development in particular settlements as part of the review.

Policy 14 and 15 will be amended reasoned justification to address concerns.

We will include in the reasoned justification to policy 19 an example(s) of an 'accredited participatory design process'.

Q31. Do you agree these policies will deliver the vision and objectives?

A total of 35 responses were received to this question. A number of specific points were received:

- Reclassification of certain sites should be considered
- Policy 14 quantity and tenure split should be determined on a site by site basis
- The settlement boundary could be increased in scale to 100-200 dwellings
- Option 3 more non-location specific in Broadland
- A policy of health and well-being should be included along with promotion of health impact assessments
- Inclusion of leisure and entertainment spaces in larger settlements to develop and maintain activities
- Support for self-containment for major developments and the NNDR as a key element of transport infrastructure. Support Option 3 as it promotes a higher level of provision in non location-specific fringe sites within Broadland
- JCS should have regard to the prospect of review, including an increase of at least 15% in housing provision
- The policy does not acknowledge the Regional Spatial Strategy target of 35% affordable housing, despite current identified need of 45%, and the tenure split should be 65% socially rented
- The allocation for some locations should be increased in line with other Key Service Centres
- Policy 13 is unreasonable in requiring all new housing to match current housing corporation requirements and greater flexibility is required
- Support for NE allocation
- Support for Policy 13, 15, 16, 17, 18
- Greater promotion of rural employment should be given to contribute to sustainability
- Policy 18 requires a clearer definition of culture and leisure
- Support for Policy 15 which seeks to develop the local economy in a sustainable manner
- Support options 1, 2 and 3
- Support for area wide policies to deliver the vision and objectives
- Support Policy 17
- Access to employment by non car modes, environmental considerations and infrastructure implications including cost and deliverability should be taken into account
- Policy 14 should be based on a strategic housing market assessment that considers the proportion of affordable housing, and set out in a development plan document
- A number of technical points were made regarding environmental policy throughout the document
- Support options 1, 2 and 3
- Secured by design build standards should be a requirement and not just a recommendation
- More emphasis should be given to supporting small enterprises in Policy 15

- Support options 1 and 2
- Ease of delivery of specific sites should be considered, particularly where there are well defined public transport corridors and other local infrastructure

Some concern was raised over the following:

- Some confusion was brought about by the diagram and location of employment sites
- The recent changes in economic circumstances will have an impact on the scale of requirements
- A number of proposed developments are situated in sites of archaeological importance which must be preserved in situ or recorded
- The risk of restricting land supply in the early years, and impact on timescale of development of major sites
- Allocation with rural Broadland may not achieve the 1130 indicated in Policy 14
- Policy 15 is less well supported in the Regulation 25 document than in the earlier Issues and Options with regard to small scale rural enterprise
- The development of brownfield sites should be undertaken before Greenfield sites and the residual requirement of development should be more evenly spread across the region
- The promotion of Norwich Airport is unlikely to reduce the impact on climate change and road schemes will only contribute where they are combined with other measures and be demonstrated to relieve congestion
- Growth in housing must be accompanied by corresponding employment growth

The main objections from respondents related to:

- There is no firm target for carbon reduction and consideration should be given to the establishment of an energy supply company
- Policy 15 makes no reference to construction or environmental fields as potential economic growth areas or to job growth up to 2026 and is too reliant on existing strategic employment sites
- Policy 16 needs more innovative approaches to commuting
- Extensive allocation of Greenfield sites
- The definition in Policy 14 of the Norwich Policy Area is at odds with the Regional Spatial Strategy
- Policy 16 should not include Long Stratton as the delivery of a bypass is uncertain
- A number of area-wide policies do not accord (PPS12) and do not add local dimension
- Object to Option 3 due to diagram

Officer Response

Members will need to accept the range of criteria when selecting the favoured strategy. The reduced need for allocations at a 2008 base date, compared with 2006 will be a significant factor. Together, these may point to an outcome which varies from all the consultation options.

We will include an appropriate policy (implementation or design, for example) a requirement for all major developments to undertake a screening process to consider whether a full health impact assessment is needed.

We will redraft policy 18 to include a more positive contribution from new development to meeting these objectives.

We will include in the policy the current expectation in terms of threshold, proportion of affordable housing and tenure mix, with suitable caveats regarding these.

We will reword the policy and supporting text for key service centres to say that the scale of development indicated is a scale of allocation, and a floor rather than a ceiling, and that slightly larger developments may be considered acceptable where they can clearly demonstrate that they will support or improve local services and sustainability.

We will recast the aspects of policy 13 concerned with energy efficiency and local energy generation in the light of the renewable energy study.

We will revise the key diagram to avoid the impression of undue precision.

We will amend or redraft the policy on climate change in the light of the renewable energy study.

We will amend the supporting text to the policy on the economy to refer to the significance of construction and environmental specialists.

While it is excessively detailed to specify the needs of an individual sport in the core strategy, policy 18 will be more explicit about the need for additional facilities to meet local standards to be defined in subsequent DPDs and based on local audits.

We will amend the wording of policies for Service Villages and Other Villages to indicate that the broad scale of development identified is a scale of allocation, and to indicate that a development exceeding the indicative amount could be accepted where it demonstrably supports and enhances a local facilities and sustainability.

Policies 6 and 7 will be more explicit requiring site specific allocations documents to ensure that sufficient undeveloped land identified for employment purposes remains, or to make additional allocations.

We will re-examine the settlement hierarchy and Key Service Centres to see if additional flexibility can be built in without compromising the overall strategy of the plan.

They will be a redraft of policy 18 to be more explicit.

There will be correct references to the housing needs assessment, ensuring it is clear.

Policy 15 will be amended, or other policies to include an indication of the scale of allocation proposed in different places.

We will re-examine policies for main towns to include a requirement to ensure there is land in each for local employment.

Q32. Do you support our approach to funding infrastructure and promoting quality in new developments?

A total of 20 responses were received to this question. A number of specific points were received:

- General support of CIL as it will provide certainty and ensure contribution from a wider range of developments but should be transparent and avoid double counting with S106
- More emphasis could be given to biodiversity and green infrastructure
- Any decision to proceed should only follow a guarantee of available funding
- The development of one new town should be considered, with very little development elsewhere
- Policing requirements should be included with a CIL
- Exceptions sites should be considered in settlements not categorised in the JCS, and should not necessarily require an explicit assessment, unlike district-wide housing
- Utility providers should ensure networks have the capacity to deal with growth beyond the planned area
- Any implementation must involve key delivery partners and mainstream funding must also be coordinated so investment proceeds in tandem with development
- Green infrastructure is likely to be needed to avoid pressure on sensitive areas and should have an agreed percentage of CIL funds
- Cultural assets should be explicitly included in Policy
- An emphasis on public transport and reduced energy consumption in public buildings should be maintained

Some concern was raised over the following:

- The introduction of CIL may hamper development in the current economic climate
- CIL should not be considered for funding utilities
- Provision of strategic infrastructure is critical and the cost should take account of predictability and sustainability
- CIL is another form of taxation and should only be introduced as a last resort

The main objections from respondents related to:

- A uniform rate for development which may promote Greenfield sites over brownfield

Officer Response

Members will need to accept the range of criteria when selecting the favoured strategy. The reduced need for allocations at a 2008 base date, compared with 2006 will be a significant factor. Together, these may point to an outcome which varies from all the consultation options.

The implementation policy will be revisited following the conclusion of the work by EDAW, and in the light of any further guidance emerging. Members will wish to give some thought. It is recommended that interests represented on the local strategic partnerships with an interest in the provision of infrastructure, including social and green, should be at the heart of the process.

Supporting text for policy 14 will be amended to make it clear that off site provision will only be acceptable where both the local planning authority and developer agree that on site provision is not viable. Also, we will make amendments along the lines of government policy on exceptions sites but without specifying the precise method.

We will re-examine the settlement hierarchy, and, provided the favoured option includes development at Costessey/Easton, retain the proposal for enhanced recreation facilities including at Bawburgh.

We will ensure that the policy on community does make clear that this includes cultural facilities.

We will add more specific policy seeking to bring about high quality design.

Q33. Anything else?

A total of 56 responses were received to this question. A considerable number of responses (13) related to the promotion of specific sites by developers. Two anonymous responses did not make any relevant comment and one response was a duplicate (7644 and 6798). A number of responses outlined specific changes to technical aspects of the document including changes to particular words. A number of other points were received:

- Some reclassification of sites are suggested
- Housing numbers quoted in the document need to be as up to date as possible to take account of ongoing development and current financial climate
- Support option 3
- Infrastructure needs to be in place in advance of the occupation of new dwellings
- Support chapter 5 Spatial Vision and objective 5 in particular
- Support chapter 7 and Policy 12 Hierarchy of Centres
- Support Policy 9
- The percentage of affordable housing should be set in Policy 14 and tested throughout the process
- Support policies, in particular the Settlement Hierarchy and definition of service levels
- To achieve completion targets, growth should be distributed over a range of sizes of sites. Smaller sites can be integrated using spare existing infrastructure and have shorter lead-in times
- Support NE
- Suggestion of a further urban extension to the South of Norwich around Harford
- There may be scope to relocate Norwich International Airport and redevelop the site however promotion of air travel in general can not be considered sustainable when attempting to reduce carbon emissions
- There was agreement that the A11 corridor must be coordinated with growth at Thetford, Snetterton and Attleborough
- Support NE
- The development plans for certain areas are obviously linked to funding new road schemes
- The slowdown in the housing market should be used as an opportunity to improve the aesthetic quality and environmental credentials of new buildings
- Local planning policies should protect sites for potential rail freight opportunities and rail capacity issues should be identified as constraints under External Connections
- Greater economic diversity and self-ownership should be promoted along with small scale manufacturing. The use of building as an economic stimulus is likely to lead to low skilled jobs
- Consideration should be given to developing one large site rather than the proposed spread of growth
- Policy on woodlands and forestry should be more explicit within the document
- The role of the church in creating new communities should be considered

Some concern was raised over the following:

- The level of affordable housing is too low and many prevent development of smaller brownfield sites
- The limit in size and location of traveller sites and a need for specific recognition of New Travellers
- The further development of areas where infrastructure and services are already over capacity
- The impact of visitors and tourism/leisure activities on the area and whether or not this has been covered within the Appropriate Assessment
- Transport and utilities supply throughout the A11 corridor and a greater commitment to renewable energy should be included
- That developers' objectives do not rank one objective at the expense of another
- The level of protection of environmental assets and commitment to low/zero carbon buildings are not seen to be sufficiently explicit
- That the NDR will impact on community integration and permeability and that 'interlocking villages' will deter walking
- Affordable housing results in the development of small, cramped homes which are still not affordable
- The omission of certain growth areas due to the constraints identified in the Water Cycle Study require further investigation
- That property investors will still be able to price local first time buyers out of the market
- A need to lobby government to finance affordable housing as quote levels may not be achievable through planning gain
- The growth in the North East area is being used to bolster the case for the NDR where modal shift has not been proven. NE growth area is not well located for access to strategic employment sites and existing infrastructure, contradicting the requirement for growth to be sustainable. Priority should be given to bus and rail improvements
- There will be little interest in brownfield sites if such large volumes of Greenfield sites are allocated
- Total number of growth required and supply outnumbering demand if proposed growth rates are adhered to
- Water consumption must be minimised and the loss of water source from agricultural land should be acknowledged
- There appears to be a contradiction between the promotion of Norwich city centre for retail and that of the development of new town centres
- The lack of variation within Broadland across the three options is not explained and there is insufficient information on the large new community proposed
- A lack of costs for proposals outlined in the document

The main objections from respondents related to:

- Definitions of certain growth areas as Service Village are too restricting and will not allow for higher levels of development

- The Costessey/Easton development area is too constrained by landscape designations to accommodate up to 2,000 dwellings and may impact on the biodiversity and setting

Officer Response

Assess the role, function and capacity of Easton/Costessey, Frettenham in developing the favoured option.

We will add 40% affordable housing requirement to policy 14, but retain the caveat that this may change based on more up to date information.

The role of Great and Little Plumstead will be reviewed as part of overall review of the settlement.

We will amend supporting text, Para. 8, 9 to reflect that site size is based on local experience and management factors.

Suggested wording "...provision will be sought in locations that reflect the findings of the Gypsy and Traveller Accommodation Needs Assessments. Sites should be capable of being served..."

We will consider suggestion (4500 urban extension south of City to A47 around Harford Bridge Tesco) when developing favoured option.

We will review settlement hierarchy.

We will include a reference to river valleys within objective 8.

We will review service provision in Acle and the potential for improvement and review the capacity of Aylsham to accommodate further housing once the water cycle study stage 2B is received.

JCS will incorporate policies that seek to maximise local, renewable generation as part of large-scale development based on the outcomes of the PPS1 study.

We will investigate the potential to enhance the policies regarding low/zero carbon development.

Further consideration to the characteristics and capacity of the NE Norwich area in developing the favoured option will be made.

We will reconsider the scale of allocation that could be made at Aylsham.

The role, function and capacity of Trowse will be considered as part of a comprehensive review of the settlement hierarchy, with a view to clarifying its positions as 'Norwich Fringe'.

The role of Stoke Holy Cross will be reviewed as part of overall review of the settlement hierarchy.

We will consider strengthening policies relating to the design quality and environmental performance of new development.

We will fully consider the existing capacity, infrastructure constraints and requirements and environmental impacts.

The third bullet point of policy 16 will be amended to say “enhanced and innovative use and re-use of the local rail network including provisions for road/rail interchanges.”

We have noted the points made and seek to take them on board when developing the JCS submission document.

We will prepare a topic paper to address the lack of variation between the growth options shown for Norwich and Broadland.

Members will need to accept the range of criteria when selecting the favoured strategy. The reduced need for allocations at a 2008 base date, compared with 2006 will be a significant factor. Together, these may point to an outcome which varies from all the consultation options.

We will consider the relative merits/implications of alternative patterns and scales of development.

There will be ongoing development of measurable targets for the monitoring framework.

We will consider the suggestion as part of deliberations/alternatives leading up to formulation of a favoured option.

5. Public Consultation Methodology

Mott MacDonald was appointed in July 2009 to analyse and report on the public representations received to the Regulation 25 consultation. A full set of data from the GNDP JDI system was used in this analysis. Officer responses from GNDP were also supplied.

To analyse key trends and comments received to the public consultation all representations were read thoroughly and themes noted. From the themes identified, a number of codes were developed which would enable comments to be recorded numerically and represented in charts (section 6 of this report). Each representation could include several codes as multiple comments were made in many of the representations received.

It should be noted that questions 10 to 13 inclusive of the public consultation were to be answered only by technical respondents. As such, the coding used for these questions relates to that used in the technical consultation in sections 2 and 3 of this report.

Representations were anonymised and summarised (section 7 of this report). A total count was made for representations which showed support, objection and general comment. This is shown at the top of each question summary.

Finally each question summary gives a condensed version of the officer responses to representations, outlining any actions or notes to be formally acknowledged by the consultation process.

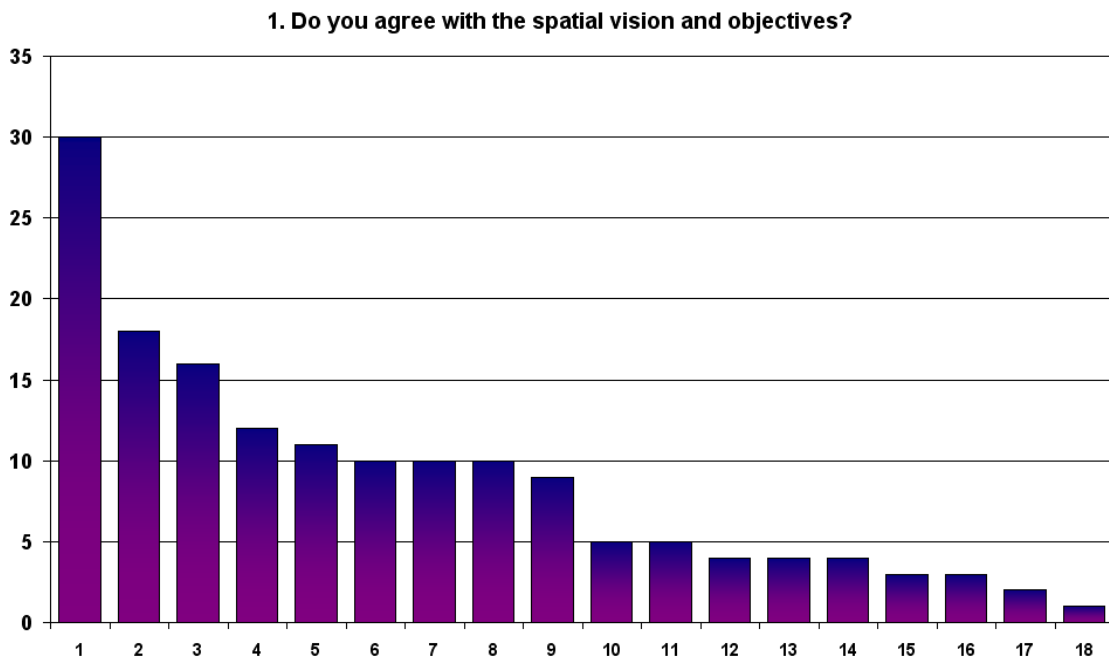
6. Public Consultation Summary

Q1. Do you agree with the spatial vision & objectives?

Support	38	20%
Object	69	37%
Comments	80	43%

Issues and concerns were:

1. Concern/object about the scale of growth
2. Viable alternatives to car/emphasis on sustainable modes
3. Transport infrastructure improvements
4. Loss of local distinctiveness/quality of life
5. Environmental/ecological concerns
6. Provision of more/modest housing/growth in certain rural areas
7. Improve existing conditions for local community
8. NDR is a contradiction
9. Unemployment as a result of growth
10. Waste water infrastructure
11. Better links with other strategies/national policy
12. Concern about quality of developments
13. Consideration for agricultural sector
14. Traffic increase
15. Availability of funding
16. Better services/better access to services
17. Impact on rural areas
18. Parking concerns



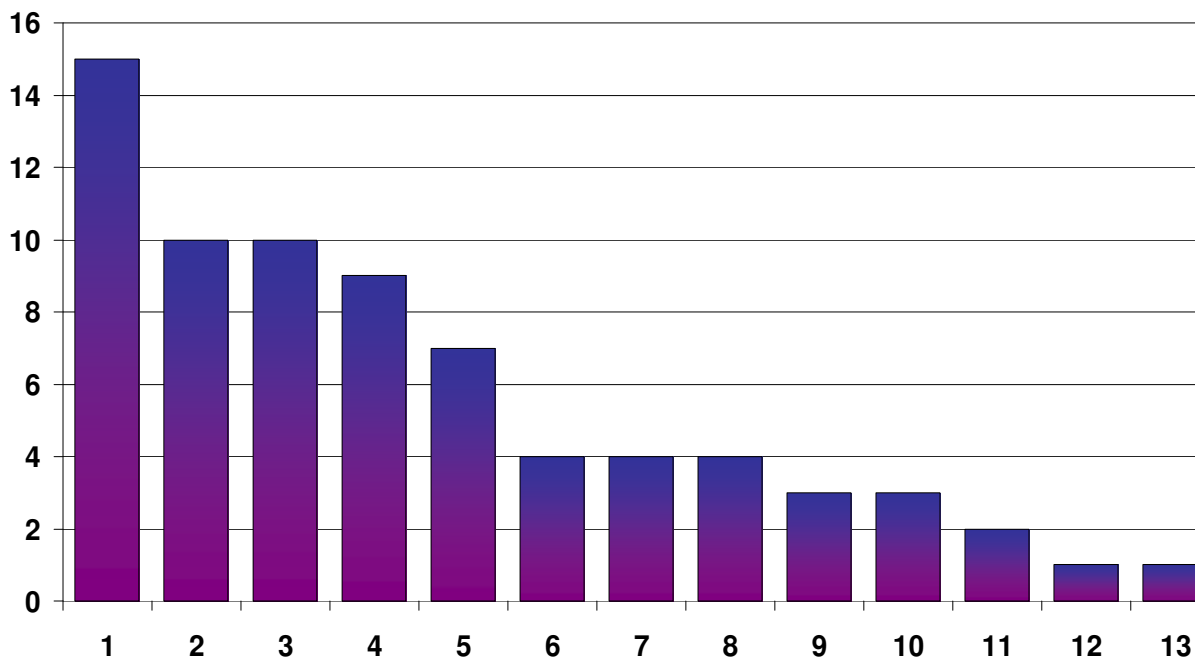
Q2. Have we identified the right critical infrastructure requirements?

Support	10	7%
Object	114	83%
Comments	13	9%

Issues and concerns were:

1. Supporting service infrastructure needed (e.g. utilities, education, health)
2. Alternatives to car/sustainable modes
3. NDR will create further problems
4. Investment/funding
5. Transport infrastructure improvements (old and new)
6. Lack of green infrastructure
7. Traffic/congestion increase
8. Maintain and improve existing infrastructure
9. Insufficient evidence for Long Stratton proposals
10. Concern about scale and impact of growth on rural character
11. Lack of linkages between services
12. Environmental concerns
13. Deprivation should be tackled

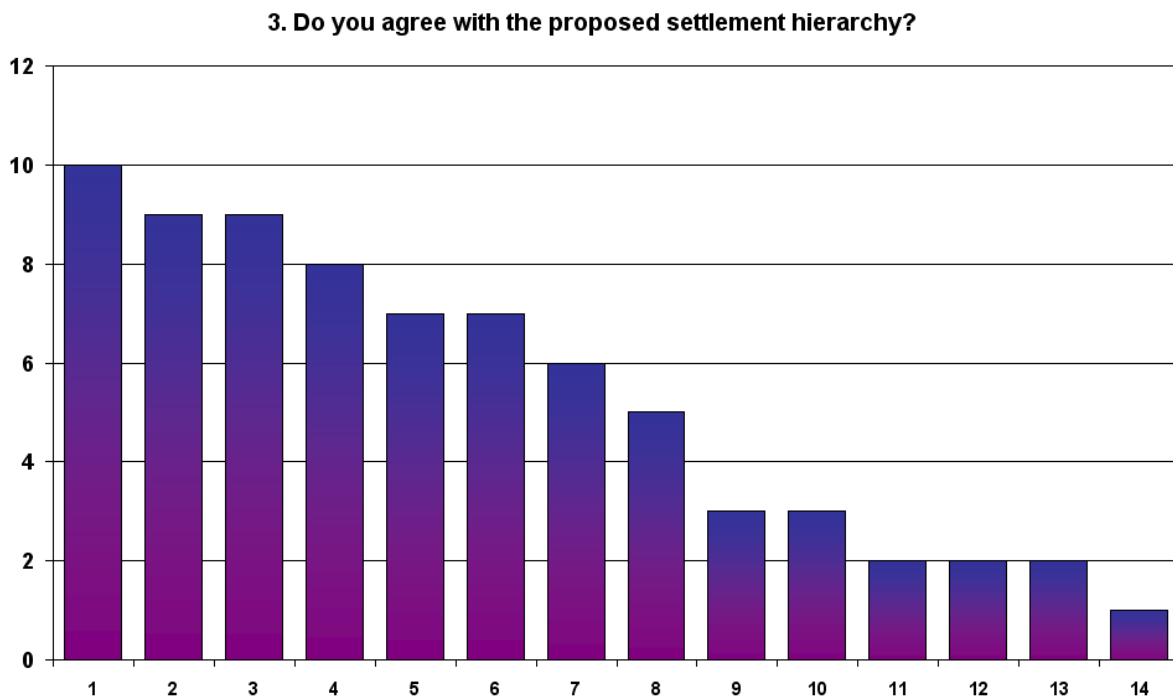
2. Have we identified the right critical infrastructure requirements?



Q3. Do you agree with the proposed settlement hierarchy?

Support	15	10%
Object	62	42%
Comments	71	48%

1. Dispersal versus urban concentration is needed/smaller scale developments
2. Environmental concerns
3. No further growth/too much growth
4. Flexible hierarchy needed
5. Lack of supporting infrastructure
6. Transport concerns/adequate transport infrastructure needed
7. Some locations to be recognised as key service centres/villages
8. Norwich and fringe already overdeveloped
9. Loss of local character
10. Focus on urban area
11. Not enough evidence for basis of growth forecasts
12. Impact of growth on rural community
13. Too Norwich focused
14. Too high level/top down approach

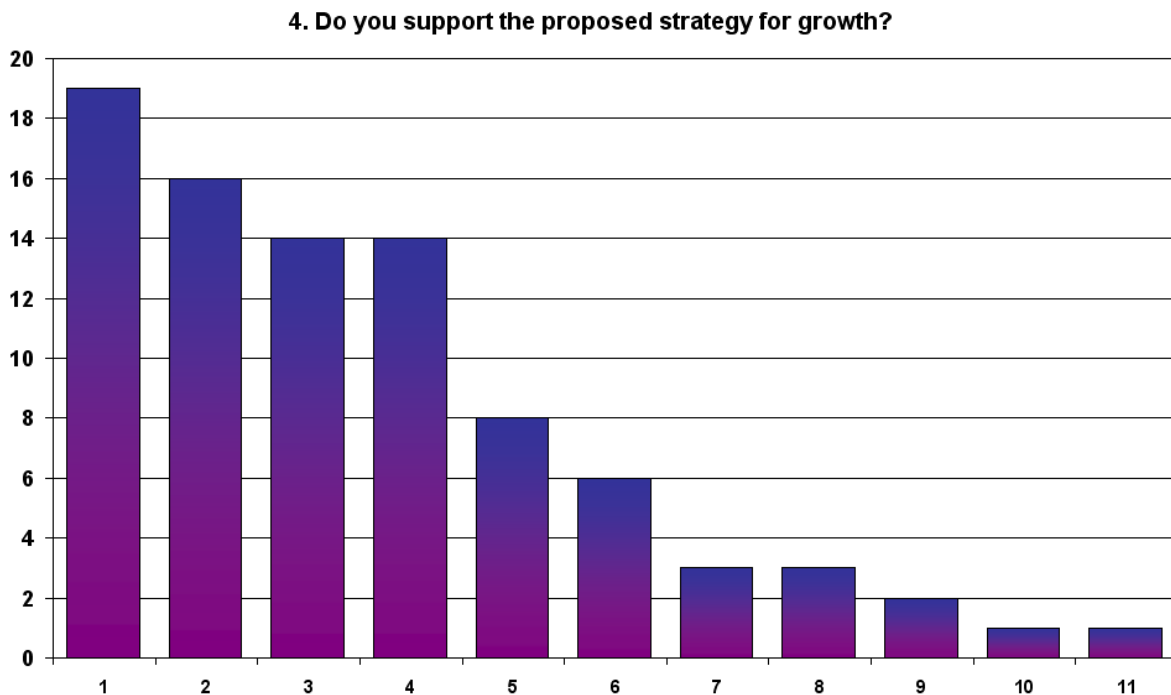


Q4. Do you support the proposed strategy for growth?

Support	16	11%
Object	104	71%
Comments	26	18%

Issues and concerns were:

1. Link between employment and growth to be clearer/employment concerns
2. Concern about scale and pace of growth/development
3. Clarity on development/service infrastructure provision
4. Transport infrastructure concerns/more sustainable modes/too much emphasis on roads
5. Green infrastructure
6. Unsustainable locations proposed
7. Better involvement of key service centres/smaller settlements/too focused on large sites
8. Too Norwich focused
9. Funding/investment gaps
10. Consider agricultural industries
11. Flexible approach needed
12. Support for rural economy

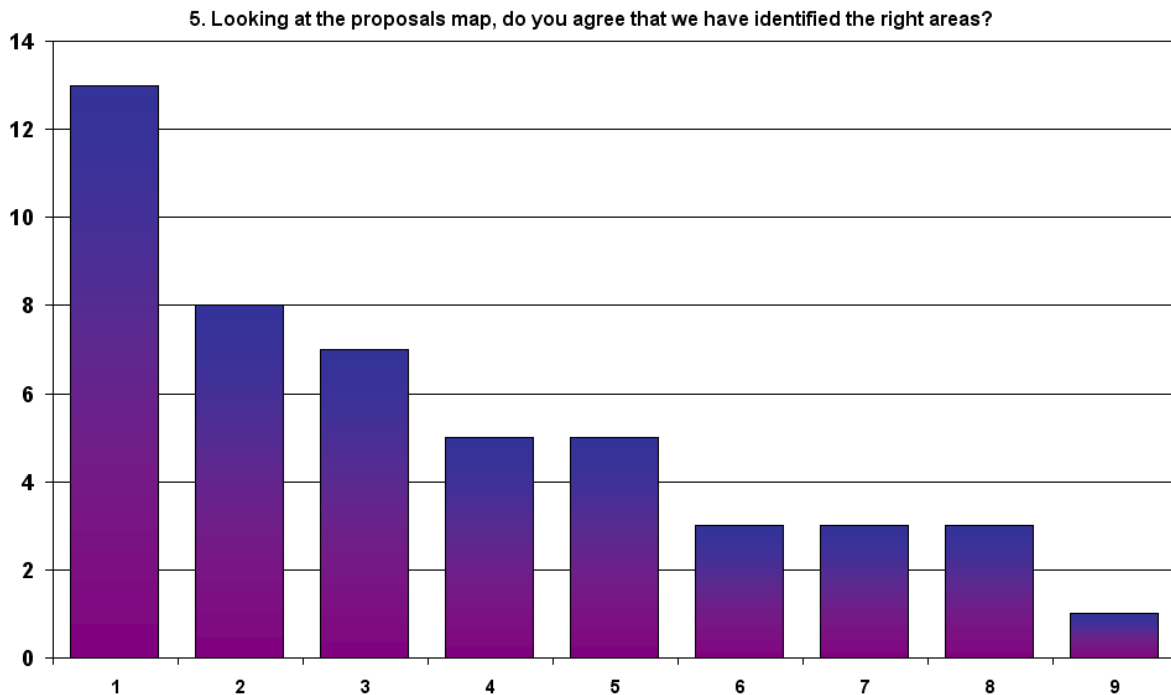


Q5.Looking at the proposals map, do you agree that we have identified the right areas for more detailed planning for major growth locations?

Support	1	1%
Object	60	56%
Comments	47	44%

Issues and concerns were:

1. Some locations to be reconsidered (e.g. Long Stratton, Wymondham)
2. Scale of growth
3. Inadequate transport infrastructure/improvements before development
4. Improvements to service/social infrastructure needed
5. Oppose growth in North East/growth dictated by NDR
6. Concern about deliverability/no alternatives provided
7. Loss of rural character/quality of life
8. Balance between employment and housing
9. Loss of agricultural capacity



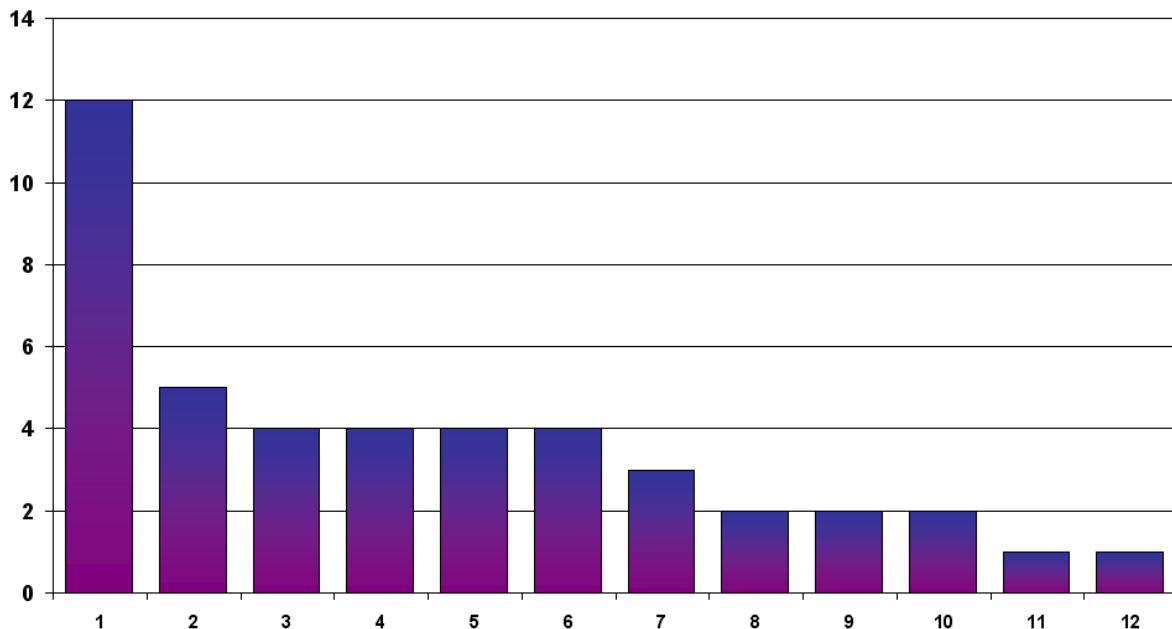
Q6. Do you support this strategy for the City Centre?

Support	10	9%
Object	39	36%
Comments	59	55%

Issues and concerns were:

1. Improvements to transport infrastructure/more sustainable
2. Less focus on retail
3. Greater emphasis on historic/cultural assets
4. Concerns about adequacy of supporting infrastructure (e.g. water, leisure)
5. Too much growth/loss of local character
6. More balanced approach between housing and employment needs/more housing necessary/too much employment space
7. Improvements to existing facilities (e.g. retail, older buildings, etc)
8. Delivery of growth within timescale
9. Less housing/more focus on other sustainable spaces
10. Concern about late night economy approach/concern about change of focus
11. Range of sites and locations to meet employment needs
12. Increase of new allocations figures to take account of all build in NPA

6. Do you support this strategy for the City Centre?



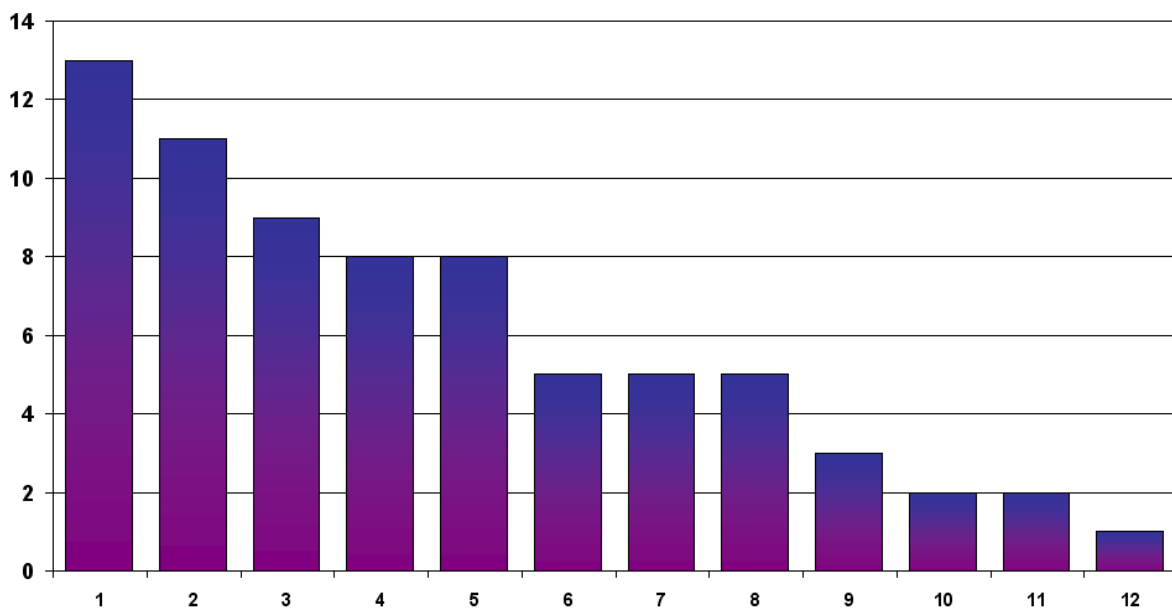
Q7. The remainder of Norwich urban area, including fringe parishes; do you support the proposals in Policy 4?

Support	18	14%
Object	37	29%
Comments	73	57%

Issues and concerns were:

1. NDR not address existing traffic problems (e.g. congestion, car dependency, etc)
2. Improved transport infrastructure/more sustainable modes/less need to travel
3. Excessive urban sprawl/scale of growth
4. Support for Conservation Area/maintain environmental assets/rural landscape
5. Supporting infrastructure and services (e.g. water-based recreation, sewage, medical)
6. Needs of local communities to be considered (e.g. elderly, slower bus transit, community activity, easier access, etc)
7. Emphasis on improvements to existing developments
8. Sceptical about availability of funding
9. Concern about delivery
10. Loss of local character/quality of life
11. Re-focus regeneration on out of town/rural areas
12. Re-focus regeneration in urban areas

7. The remainder of Norwich urban area, including fringe parishes; do you support the proposals in Policy 4?



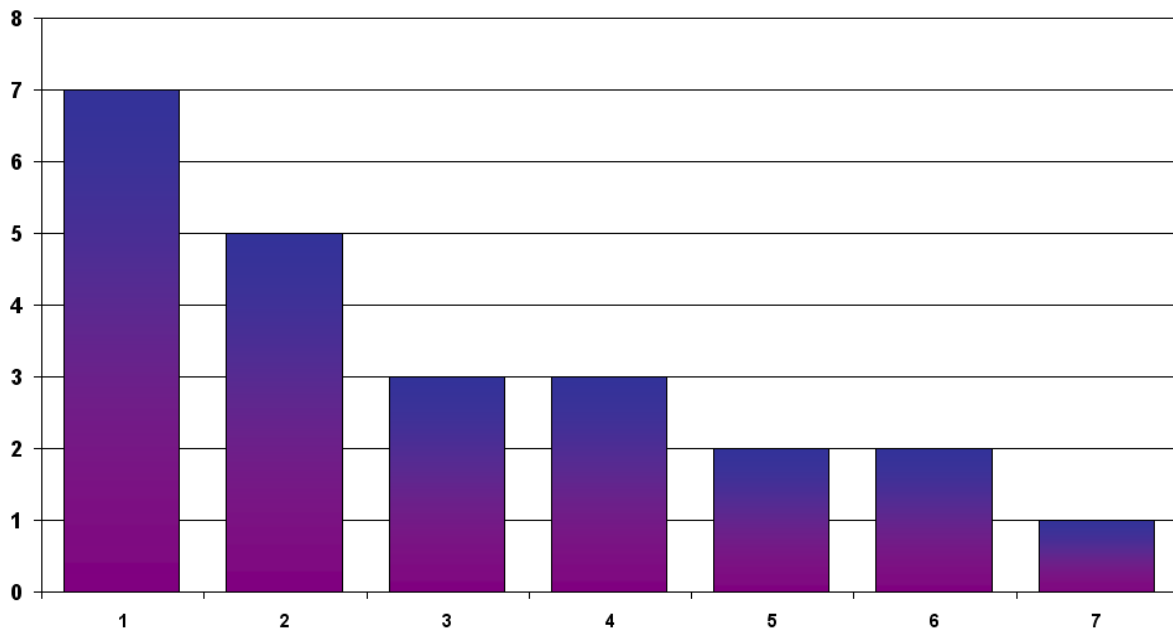
Q8. Do you agree with the areas for regeneration?

Support	7	8%
Object	19	22%
Comments	62	70%

Issues and concerns were:

1. Emphasis on regenerating existing housing/not demolishing and rebuilding
2. Environmental, flood risk/conservation concerns
3. Loss of local character
4. More specific definition of areas to which policy applies
5. Improvements to existing sustainable modes rather than creation of new (public transport, cycling, walking)
6. NDR unnecessary/will create other problems
7. Need public transport priority measures

8. Do you agree with the areas for regeneration?



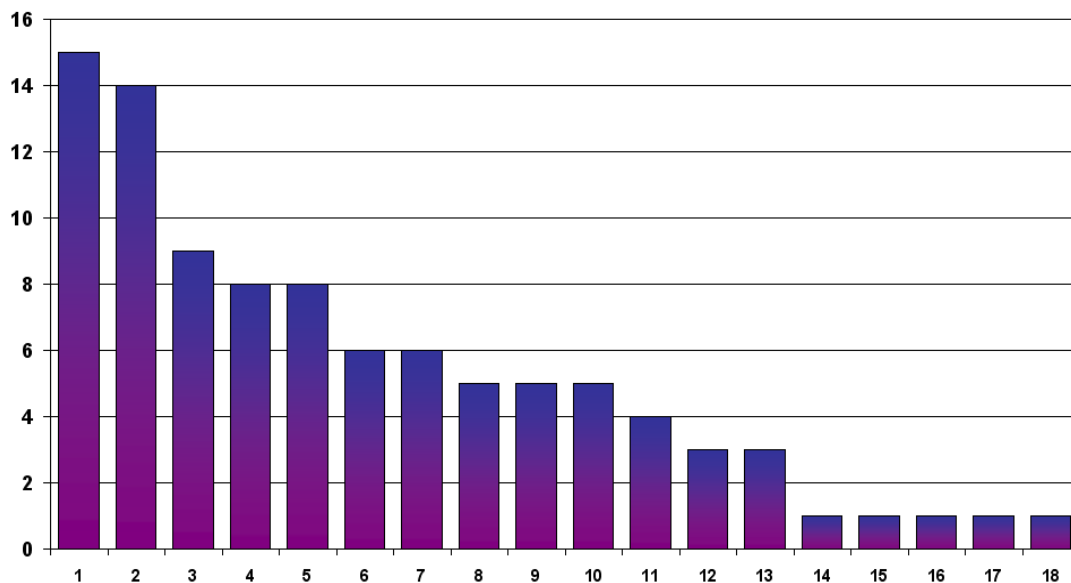
Q9. Do you agree with the favoured option for development in the Norwich Policy Area?

Support	20	11%
Object	126	72%
Comments	29	17%

Issues and concerns were:

1. Scale of growth/excessive growth
2. Too many major growth locations/growth should be spread to areas with good employment & services
3. Improving supporting infrastructure (school, healthcare, sewerage) first
4. Allocations/targets should be re-considered (reduced or increased in some places)
5. Oppose development in Long Stratton/little evidence
6. Environmental concerns
7. Unclear about the design methodology/no clear evidence
8. Growth not expressed as ceiling but minimum
9. Improving transport/sustainable modes infrastructures
10. Improve existing services/spare infrastructure
11. Loss of local character/quality of life
12. Non location-specific allocation/not enough detail
13. Increase in traffic
14. Flood risks
15. Concerns about delivery of growth
16. Need info on sustainability appraisal
17. Widen employment policy to include warehouse clubs
18. Infrastructure to cater for vulnerable groups (elderly, disabled)

9. Do you agree with the favoured option for development in the Norwich Policy Area?



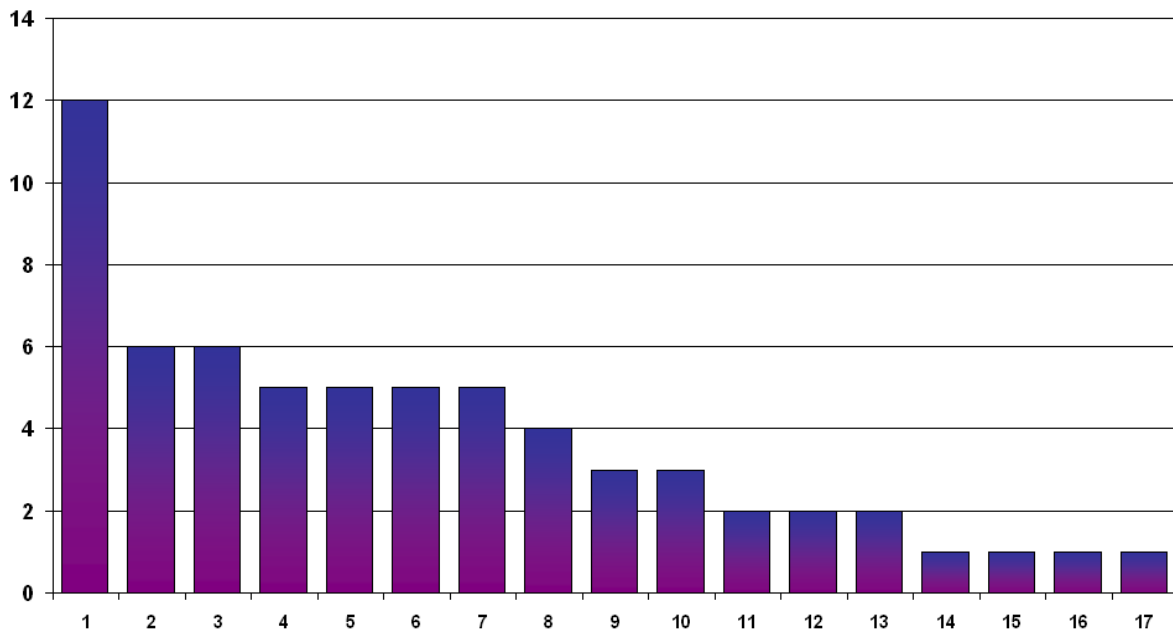
Q10. What additional infrastructure requirement would there be? (Technical)

Support	1	4%
Object	3	12%
Comments	22	85%

Issues and concerns were:

1. Transport infrastructure requirement
2. Concern scale
3. Synergy with other studies/strategies/partners
4. Concern service infrastructure (water/electricity etc)
5. Concern timescales/delivery
6. Concern traffic/mode share
7. Concern infrastructure general
8. Impact on local services
9. General support sites
10. Funding
11. Site specific comment
12. Concern environment/sustainability
13. Other
14. Requirement for leisure/culture facilities
15. Concern crime/safety
16. Oppose site
17. Concern sites general

10. What additional infrastructure requirement would there be?



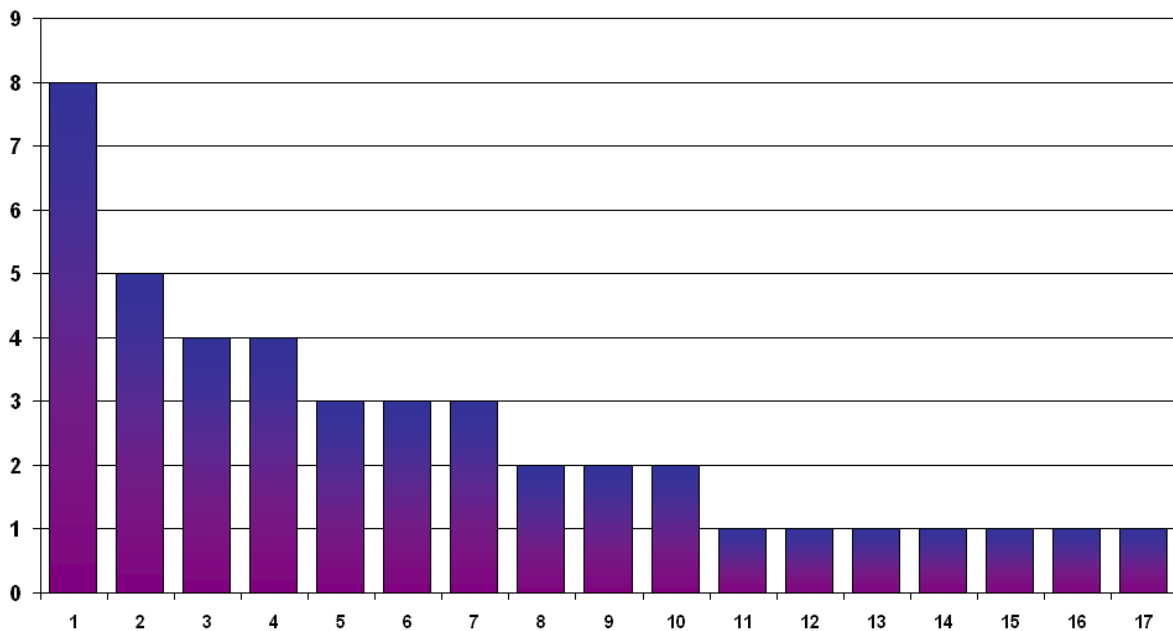
Q11. What opportunities does this favoured option present? (Technical)

Support	8	50%
Object	1	6%
Comments	7	44%

Issues and concerns were:

1. Site specific comment
2. Concern scale
3. General support sites
4. Concern timescales/delivery
5. Transport infrastructure requirement
6. General support non-specific
7. Concern environment/sustainability
8. General support transport
9. Concern traffic/mode share
10. Concern infrastructure general
11. Concern service infrastructure (water/electricity etc)
12. Synergy with other studies/strategies/partners
13. General support environment
14. Funding
15. Oppose site
16. Concern sites general
17. Other

11. What opportunities does this favoured option present?



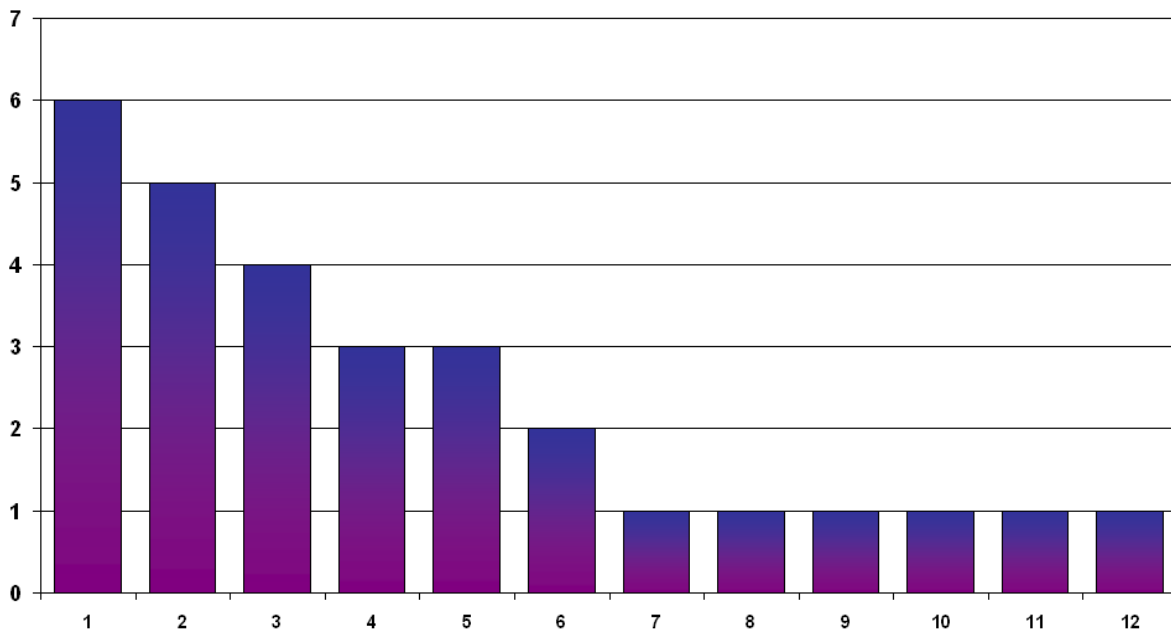
Q12. How will this link with your longer term investment strategies? (Technical)

Support	0	0%
Object	2	14%
Comments	12	86%

Issues and concerns were:

1. Synergy with other studies/strategies/partners
2. Site specific comment
3. General support sites
4. Funding
5. Other
6. Concern timescales/delivery
7. Concern scale
8. Impact on local services
9. General support non-specific
10. Concern environment/sustainability
11. Oppose site
12. Employment/Industrial

12. How will this link with your longer investment strategies?



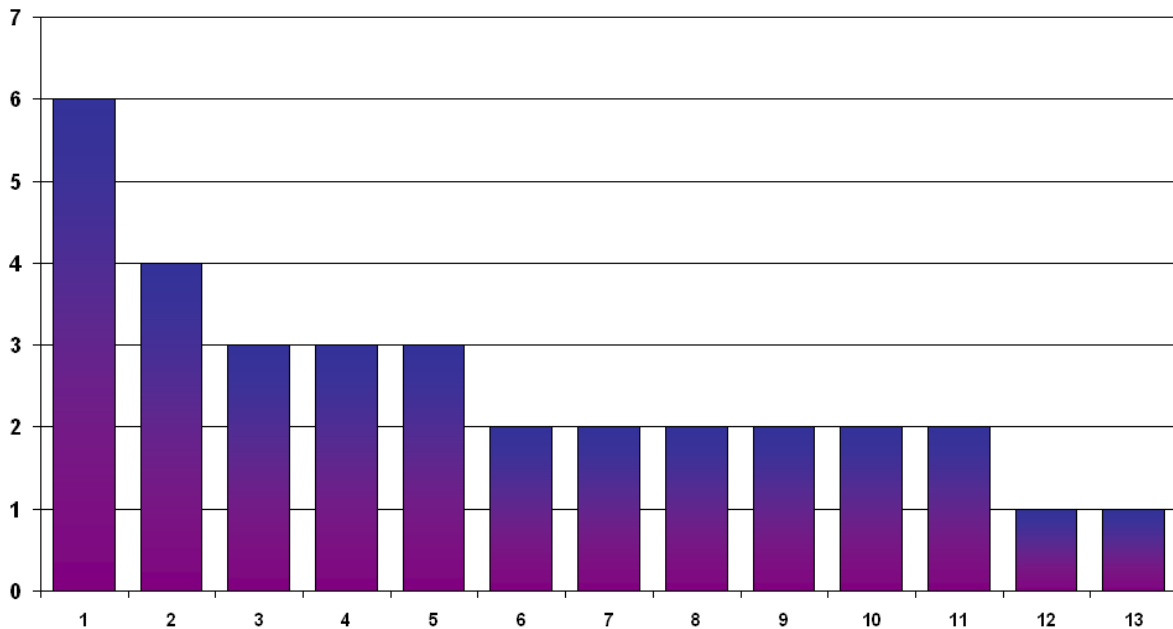
**Q13. Could your organisation commit to support the favoured option?
(Technical)**

Support	4	27%
Object	4	27%
Comments	7	47%

Issues and concerns were:

1. Concern scale
2. Concern timescales/delivery
3. General support sites
4. Site specific comment
5. Other
6. Synergy with other studies/strategies/partners
7. General support non-specific
8. Funding
9. Oppose site
10. Concern infrastructure general
11. Concern sites general
12. Transport infrastructure requirement
13. Concern environment/sustainability

13. Could your organisation commit to support the favoured option?



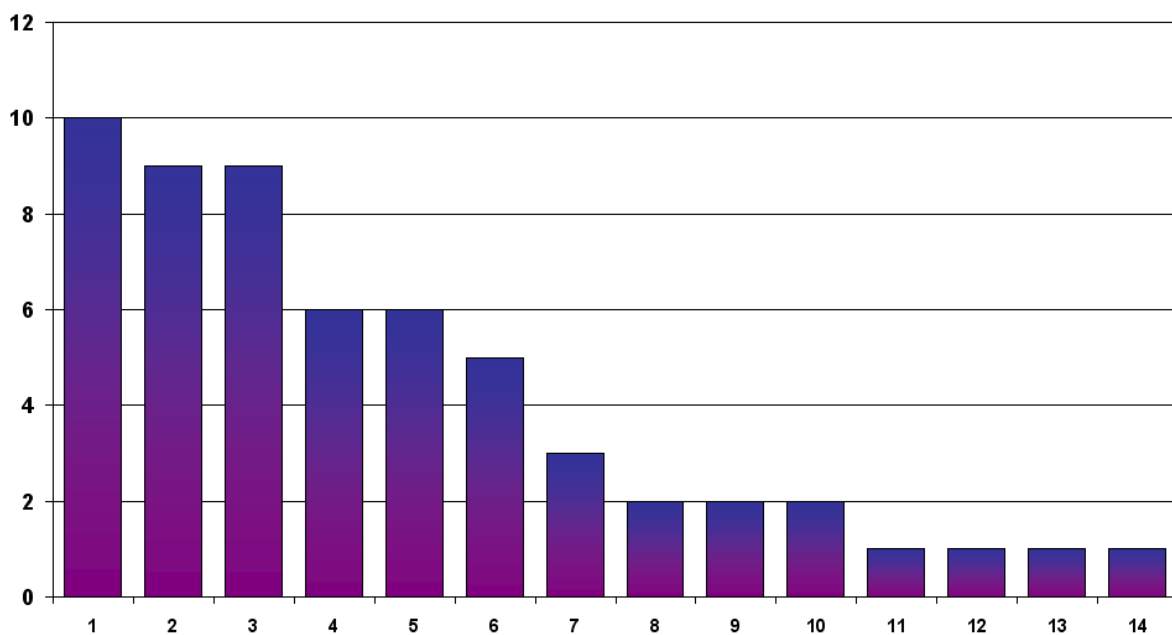
Q14. Do you agree with the places proposed as Main Towns and the part they play in the strategy?

Support	28	23%
Object	36	30%
Comments	57	47%

Issues and concerns were:

1. Less or no growth/unsustainable high density growth/growth should not be concentrated in one area
2. Lack of supporting service infrastructure (e.g. sewage, school, health)
3. Some location should not have main town status
4. Concerns about impact on historic/local character
5. Some locations with good infrastructure should be included
6. Improved sustainable transport infrastructure
7. Flexibility in strategy to allow for greater number of residential units
8. Improved access to services/town centre
9. Reconsider growth provision for Aylsham based on sewerage capacity
10. Limited growth in areas close to main towns
11. Growth not expressed as ceiling but minimum
12. More dwellings needed in specific location
13. Clarity that some locations do not contribute to provision for NPA
14. Proposed locations too far from Norwich

14. Do you agree with the places proposed as Main Towns and the part they play in the strategy?



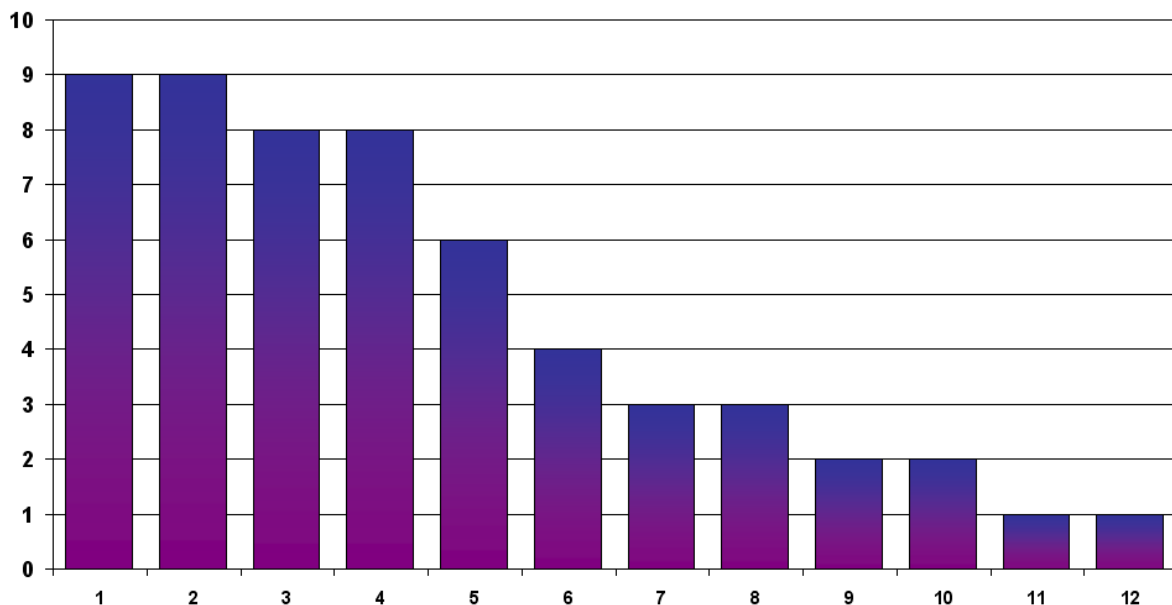
Q15. Do you agree with the places proposed to be Key Service Centres and the part they will play in the strategy?

Support	25	21%
Object	38	31%
Comments	58	48%

Issues and concerns were:

1. Growth to be reduced/stopped in some areas/based on infrastructure capacity
2. Increase growth in some areas
3. Lack of supporting infrastructure (already overstretched)
4. Unsustainable scale of major growth/too high density/need smaller developments
5. Protection of local character
6. Consider mixed-use developments (employment, housing, education, etc)
7. Growth not expressed as ceiling but minimum
8. Measures to increase sustainable modes/improvements to existing transport infrastructure
9. Improvements to existing service infrastructure/facilities before growth
10. Brownfield sites only
11. Consultation with local residents
12. Limited growth for areas close to main towns/service centres

15. Do you agree with the places proposed to be Key Service Centres and the part they will play in the strategy?



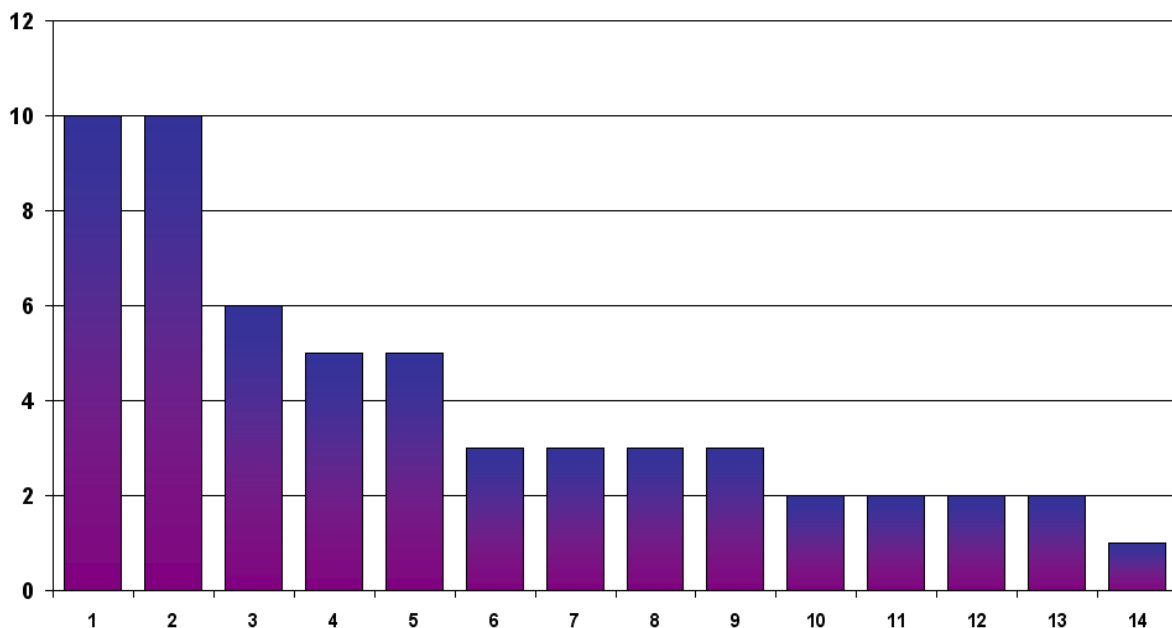
Q16. Do you agree with the places proposed as Service Villages and the part they will play in the strategy?

Support	26	20%
Object	48	38%
Comments	54	42%

Issues and concerns were:

1. Improvements to supporting/service infrastructure before growth (already overburdened)
2. Increase in growth/include as Service Village
3. Need planned growth both within and outside boundaries/development should be spread to broader area
4. Designation of settlements inconsistent (service villages and other villages)
5. Some locations not to be classed as Service Village
6. Not large scale development
7. Improvements to public transport/sustainable transport provision
8. Loss of local character
9. Consultation with local residents
10. Housing provision numbers set as minimum figure rather than ceiling
11. Brownfield sites only
12. Limited development when close to Main Towns/Key Service Centres
13. Environment concerns
14. Consideration for villages outside NPA

16. Do you agree with the places proposed as Service Villages and the part they will play in the strategy?

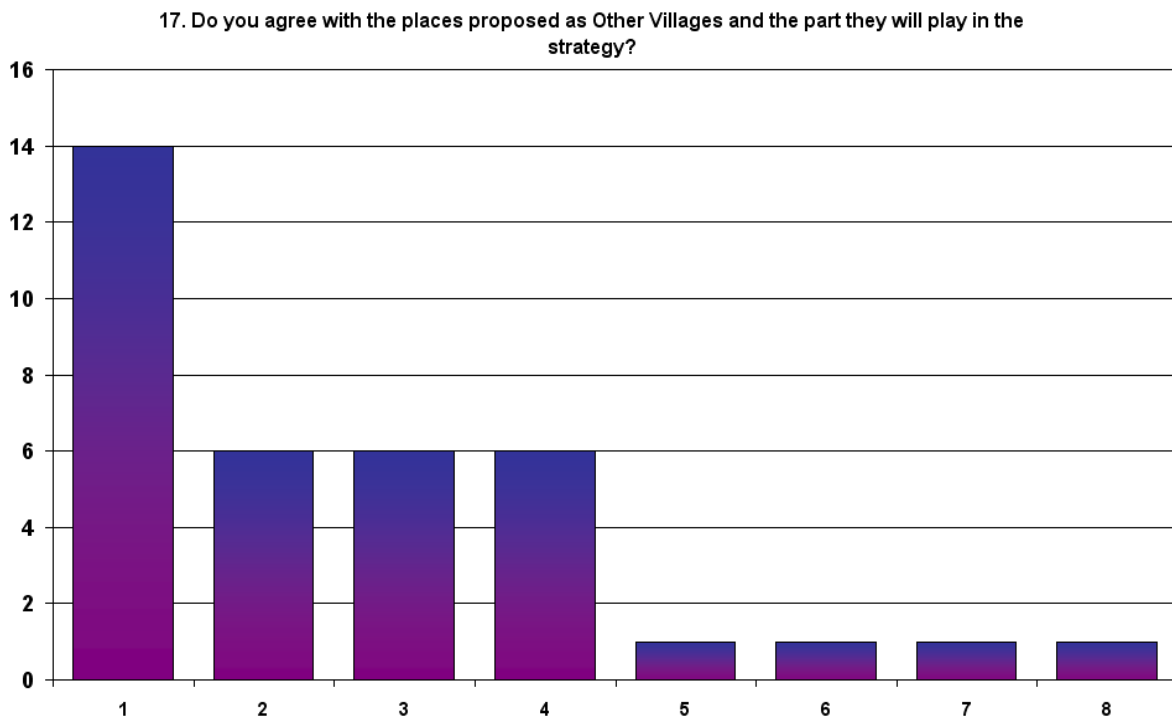


Q17. Do you agree with the places proposed as Other Villages and the part they will play in the strategy?

Support	17	15%
Object	87	78%
Comments	7	6%

Issues and concerns were:

1. Redefinition of settlement and its boundaries/hierarchy needs reconsidering
2. Supporting/service infrastructure (already overburdened)
3. Sustainable transport provision/reducing need to travel
4. Some villages have good supporting infrastructure and could support small scale development
5. Brownfield sites only
6. Affordable housing for local community
7. Limited development when close to Main Towns/Key Service Centres
8. No evidence on assessment of settlement function



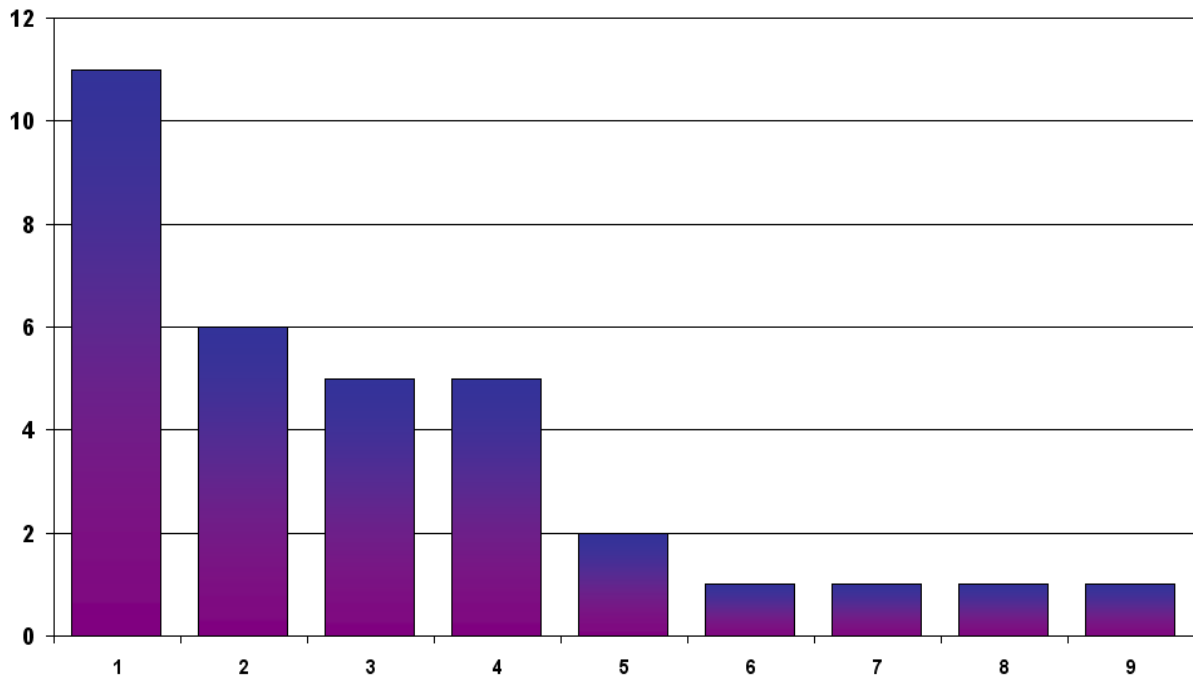
Q18. Do you agree with the approach proposed for countryside?

Support	15	15%
Object	23	22%
Comments	65	63%

Issues and concerns were:

1. Protecting character of countryside/quality of life
2. Review settlement hierarchy
3. Need to support agriculture and related industries
4. Availability of services/sustainability of development
5. Against affordable housing (if no employment and loss of character)
6. Affordable housing for local communities
7. No large scale development
8. Policy provisions for Broadband access
9. Consult with local residents

18. Do you agree with the approach proposed for countryside?



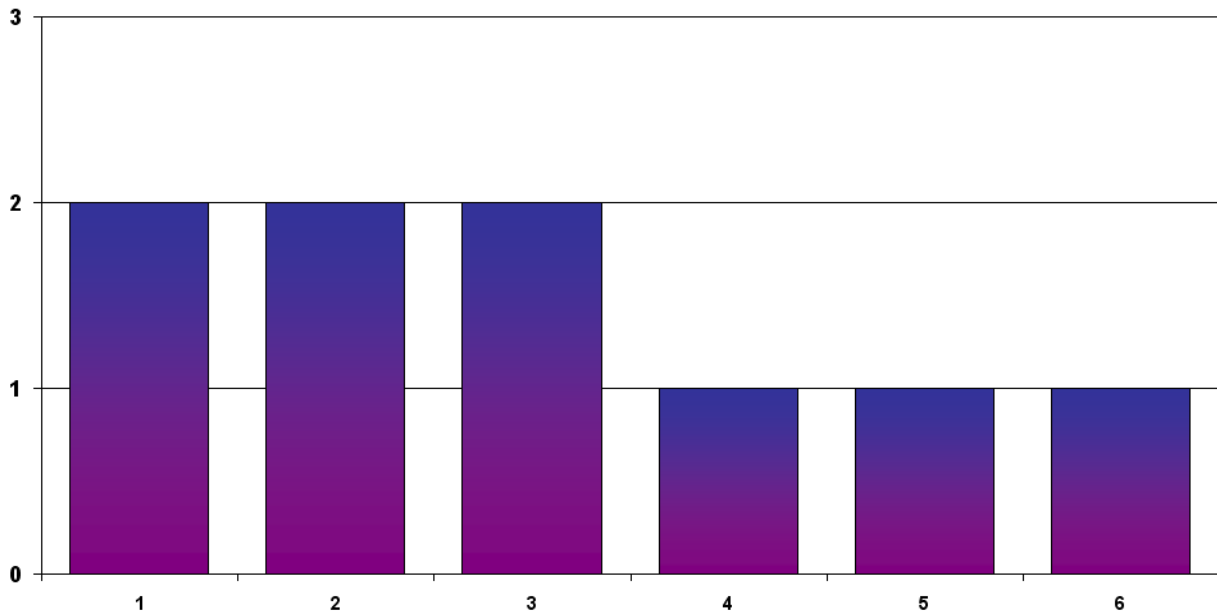
Q19. The Countryside, do you agree with the approach being suggested for the areas next to the Broads?

Support	6	7%
Object	13	15%
Comments	66	78%

Issues and concerns were:

1. Flood risks/water management
2. Include Broads assets e.g. tranquillity, recreational value, navigational use
3. Managing growth
4. Linkages with The Broads Authority
5. Restrict second home ownership
6. No development

19. The Countryside, do you agree with the approach being suggested for the areas next to the Broads?



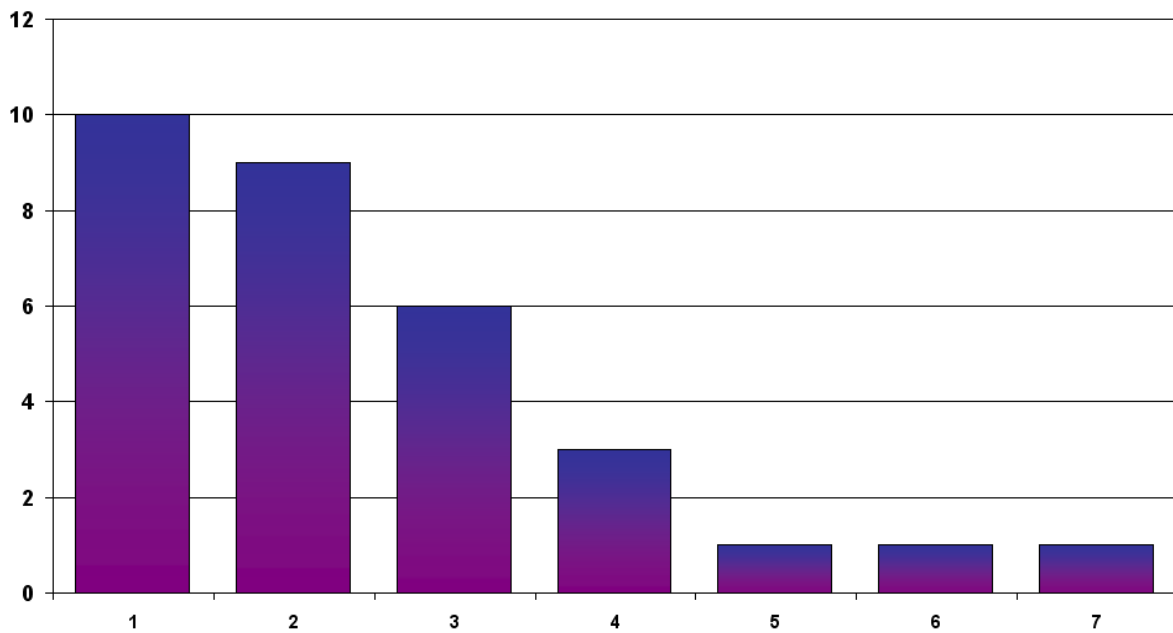
Q20. The hierarchy of centres, do you agree with the proposed hierarchy?

Support	18	17%
Object	29	27%
Comments	62	57%

Issues and concerns were:

1. Reconsider hierarchy
2. No large development/no further growth
3. Norwich not able to sustain more retail development
4. Doubt whether small towns need more development
5. Object to Eco Town at Rackheath
6. Concerns about climate change
7. Funding

20. The hierarchy of centres, do you agree with the proposed hierarchy?



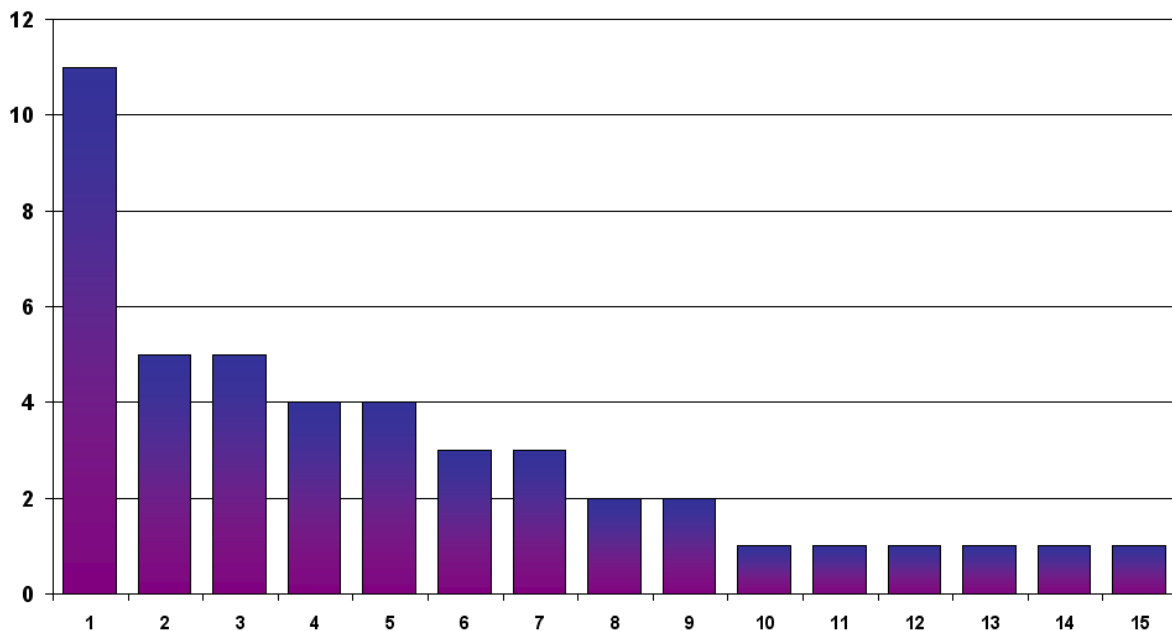
Q21. Reducing environmental impact, do you agree with the proposals in this policy?

Support	15	12%
Object	50	40%
Comments	60	48%

Issues and concerns were:

1. Promotion of sustainable developments (including existing stock)
2. Protect & enhance biodiversity, geodiversity and landscape character
3. More specific than national policy
4. Environment impact
5. Restricting non-sustainable forms of transport/minimise need to travel
6. Public transport/sustainable modes improvements before developments
7. Brownfield sites only
8. Loss of current landscape
9. Specific and stringent standards
10. Consider co-housing
11. Concern about high density
12. Concern about lack of open space
13. Concern about climate change data
14. NDR contradicts policy
15. No development

21. Reducing environmental impact, do you agree with the proposals in this policy?



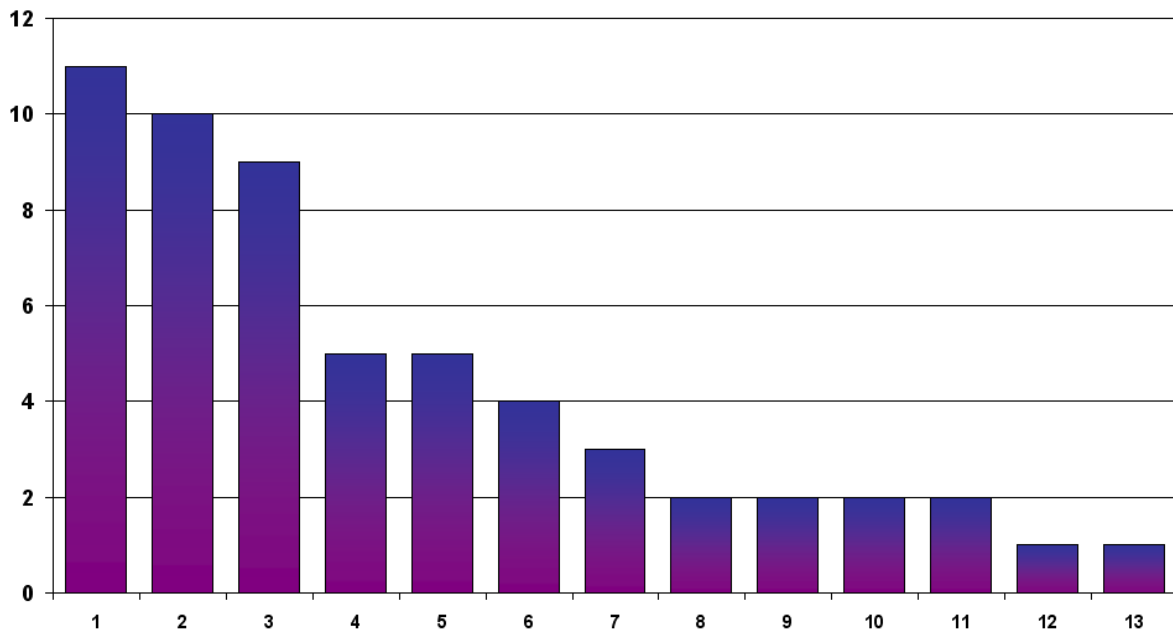
Q22. Do you agree with the proposed policy for housing delivery?

Support	15	13%
Object	61	53%
Comments	40	34%

Issues and concerns were:

1. Affordable housing
2. Selection of sites/development inappropriate for gypsy and traveller
3. High scale of development
4. Reconsider gypsy and traveller element overall
5. Doubts over sustainability of some sites (e.g. Long Stratton)
6. More specific details (percentage, targets) on housing provision
7. Concern about funding/cost for delivery (e.g. affordable housing)
8. Not achievable in current climate /flexibility for different market conditions
9. Provision of community care buildings
10. Environmental concerns
11. Housing market assessment evidence
12. Over-reliance on larger sites
13. Loss of local character

22. Do you agree with the proposed policy for housing delivery?



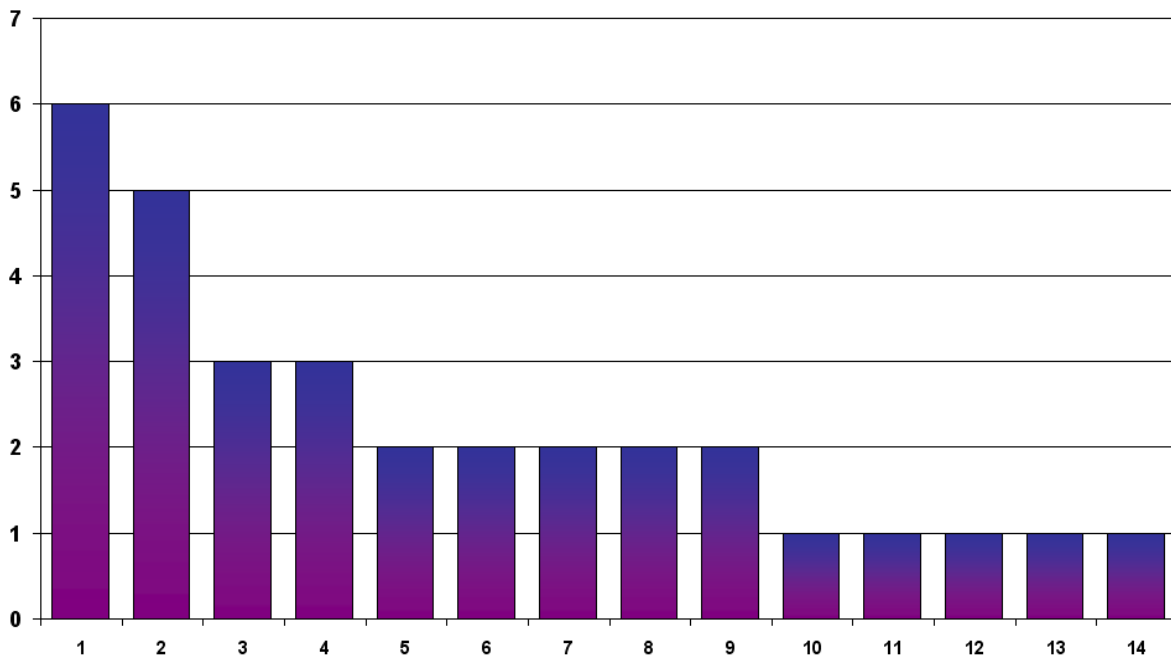
Q23. The economy, do you agree with the proposed policy?

Support	11	9%
Object	48	41%
Comments	58	50%

Issues and concerns were:

1. Employment target concerns in current market conditions
2. Emphasise sustainable developments
3. Balance between levels of housing provision and employment
4. No further development
5. Conservation of historic/local character
6. Support for agricultural industries
7. Flexibility to account for change in circumstances
8. Encourage manufacturing
9. Focus on sustainable modes
10. References to importance of The Broads
11. Need infrastructure improvements from the start
12. Reflect other emerging guidance/policies
13. Safeguarding of existing critical sites (e.g. mineral, waste, etc)
14. Too high reliance on constrained sites/consider clustering

23. The economy, do you agree with the proposed policy?



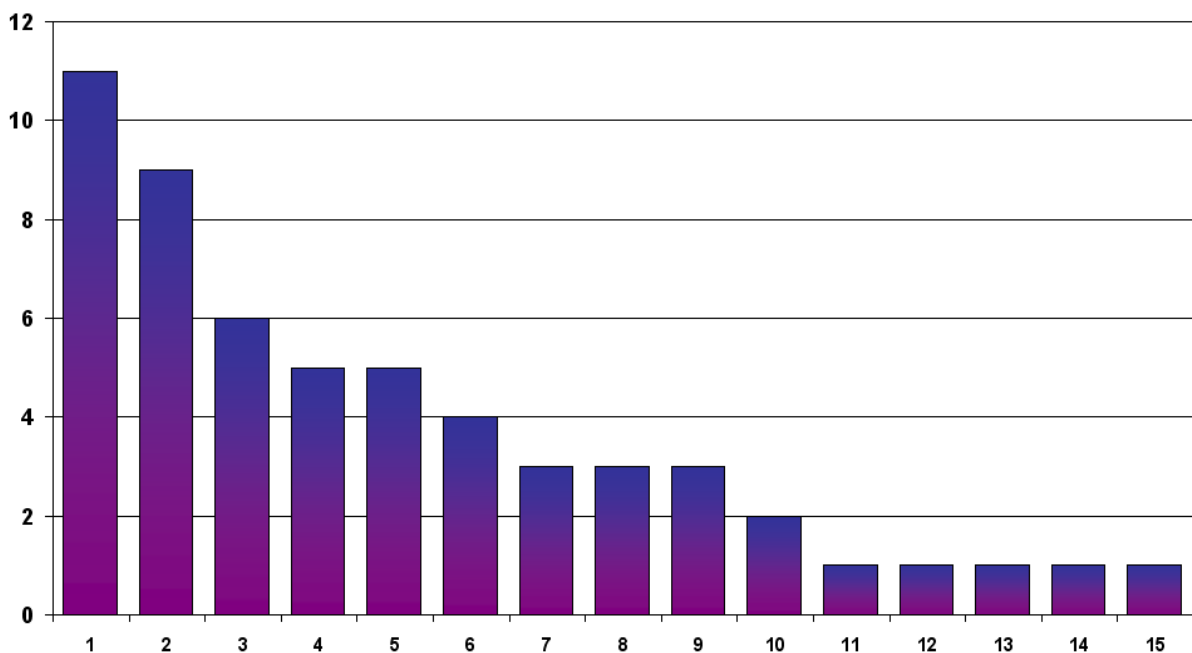
Q24. Strategic access and transportation, do you agree with the proposed policy?

Support	26	19%
Object	61	44%
Comments	53	38%

Issues and concerns were:

1. Public transport improvements prioritised
2. NDR-specific concerns (not solve problems/increase traffic/not required, etc)
3. Road improvements
4. Public transport orientated approach to development
5. Too road focused/promote sustainable modes
6. Improvements to current infrastructure
7. Commitment to promotion of cycling
8. Inconsistency/lack of clarity for Long Stratton plans
9. Conflict in policy between reducing climate change and proposed developments (e.g. airport, NDR)
10. Funding concerns
11. Brownfield sites only
12. Avoid flood zones
13. External links to outside Norwich
14. Environment concerns
15. Freight policy needed

24. Strategic access and transportation, do you agree with the proposed policy?



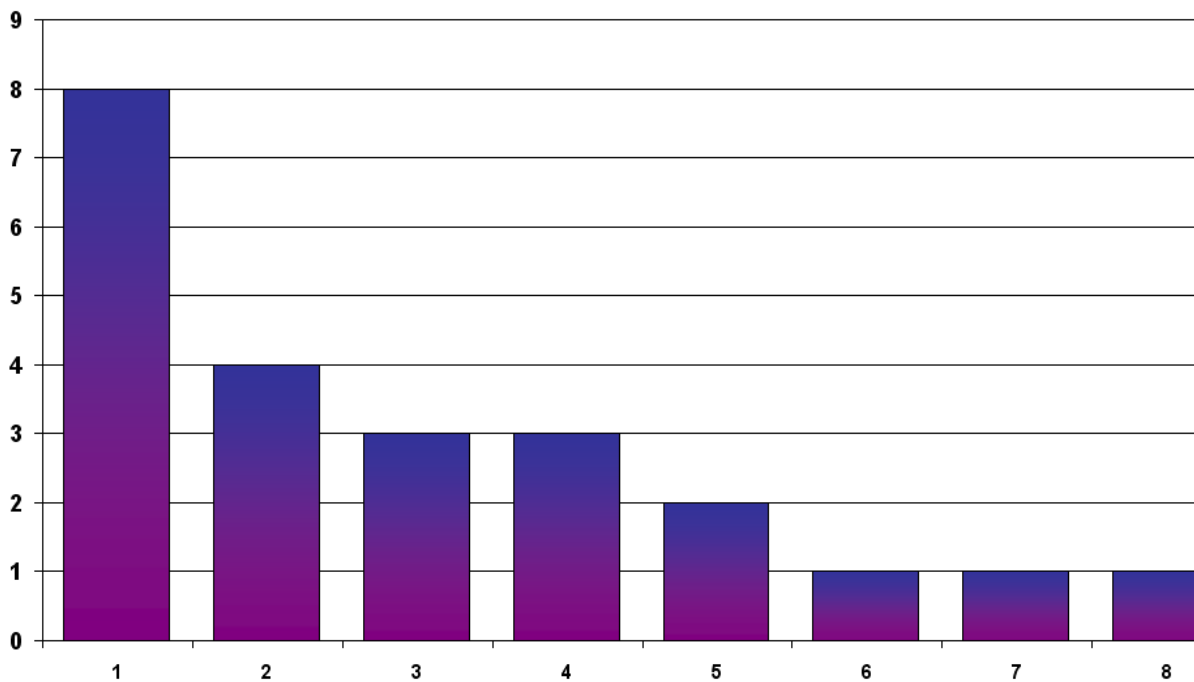
Q25. Environmental assets, do you agree with the proposals set out in this policy?

Support	19	20%
Object	16	17%
Comments	61	64%

Issues and concerns were:

1. Need evidence of environment safeguard
2. Environment concerns
3. Loss of character and quality of life
4. Too high level of growth
5. Brownfield sites only
6. Water quality safeguard
7. Protection of geodiversity
8. Manage adverse impact

25. Environmental assets, do you agree with the proposals set out in this policy?



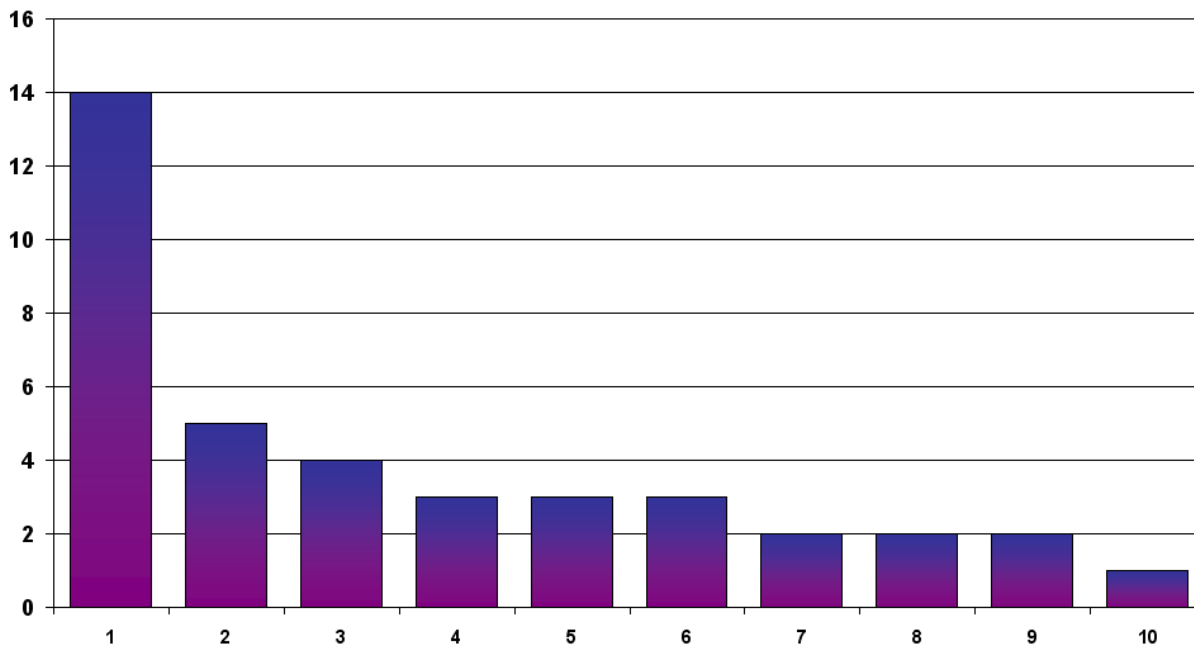
Q26. Communities and cultures, do you agree with the proposals in this policy?

Support	22	20%
Object	18	16%
Comments	70	64%

Issues and concerns were:

1. Not enough green & recreational spaces/social infrastructure
2. Promote sustainable modes (footpaths, etc)
3. Funding concerns
4. Services/facilities to promote community cohesion
5. Impact on quality of life
6. Coordination of public and private sectors
7. Clarity on achieving infrastructure improvements
8. Need flexibility in proposals
9. No development
10. Lack of support from developers/government

26. Communities and cultures, do you agree with the proposals in this policy?



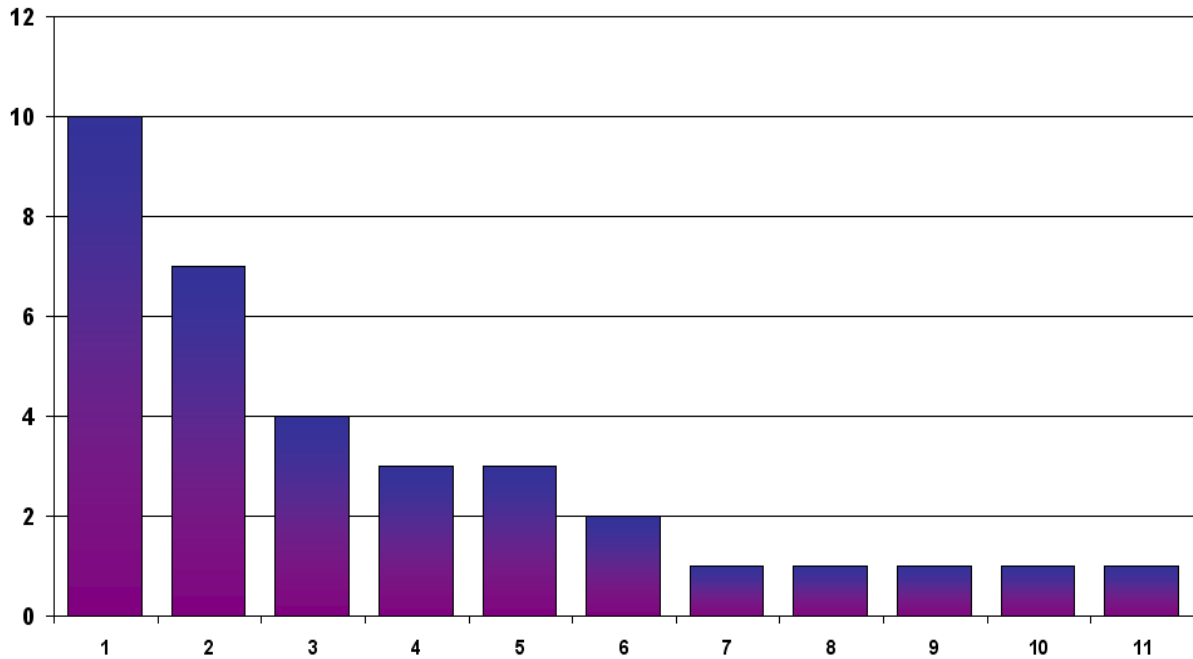
Q27. Do you support our approach to funding infrastructure and promoting quality in new developments?

Support	10	10%
Object	54	53%
Comments	38	37%

Issues and concerns were:

1. Community Infrastructure Levy related concerns
2. Funding
3. Concerns about developers' input/responsibility
4. Inadequate information on implementation/monitoring
5. More detailed information about operation of policy
6. Infrastructure needed
7. Existing infrastructure maintenance
8. Promotion of sustainable modes
9. Future infrastructure maintenance
10. Clarity on community and recreation facilities
11. Scale of development

27. Do you support our approach to funding infrastructure and promoting quality in new developments?



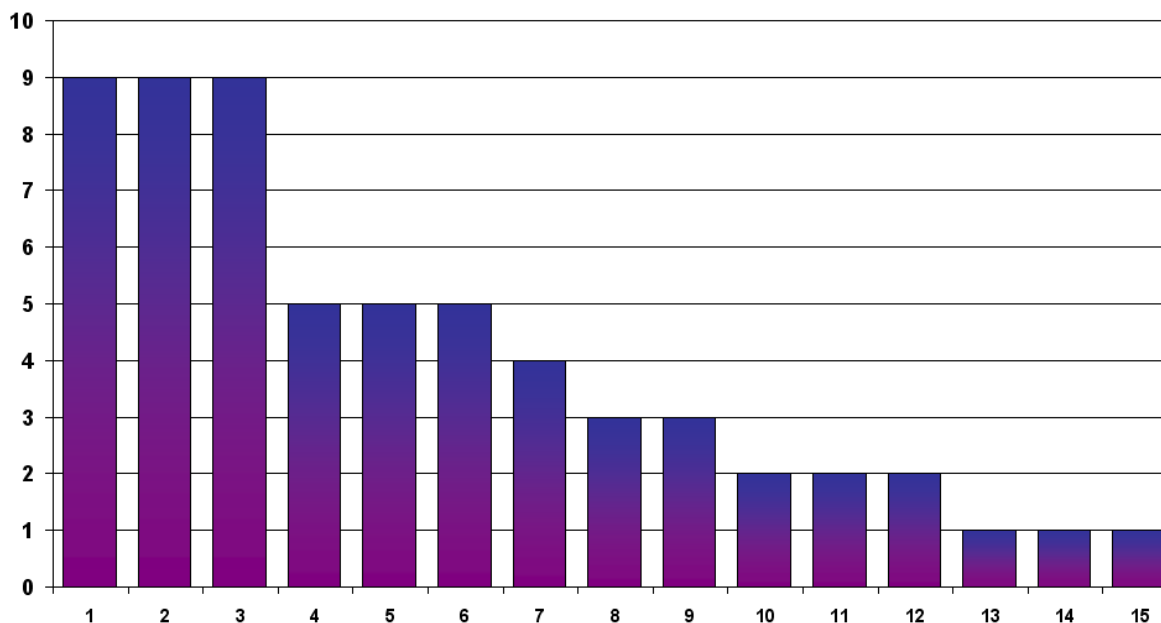
Q28. Any further comments about the document or sustainability appraisal?

Support	16	11%
Object	104	71%
Comments	26	18%

Issues and concerns were:

1. Supporting infrastructure concerns (including sewerage)
2. Too much growth in some locations
3. Transport infrastructure concerns
4. Environment concerns
5. Protection of local character/historic assets
6. Better consultation/communication process
7. Some locations should support more growth
8. Funding
9. Critical of sustainability appraisal
10. Agricultural concerns
11. Employment concerns
12. Reconsider hierarchy
13. Quality
14. Affordable housing
15. Lack of evidence

28. Any further comments or about the sustainability appraisal?



7. Summary of Public Consultation Responses

Q1. Do you agree with the spatial vision & objectives?

Respondents generally supported the spatial vision & objectives although there were a number of points that were raised regarding further clarity on what would be needed to deliver the strategy and support growth in Greater Norwich:

- Parking and the road network need improving
- Alternative modes of transport to single occupancy car journeys are not made clear, for example, car sharing clubs
- Existing infrastructure should be better used
- A single integrated transport authority should control and coordinate transport
- It was recognised that it is essential to deliver major infrastructure and unlock ownership constraints to enable growth
- Availability of funding sources
- Respondents identified that the strategy must conform to national and regional policy such as PPS1, PPS23 and regional plans and that further linkages to be made between with other strategies and plans such as the LTP, NATS, the Economic Strategy for Greater Norwich and The Broads Plan
- New housing and infrastructure should be in place before tackling employment and transportation problems; however a respondent also commented that without jobs the homes would not be sold and the prosperity will be for landowners and builders only
- It should be recognised that growth in surrounding villages will help sustain growth in Greater Norwich
- Availability of carbon neutral affordable housing
- It was suggested that more emphasis should be placed upon protecting, enhancing and preventing deterioration of the aquatic environment, a requirement of the Water Framework Directive
- Better access to services and local centres is required to reduce the need to travel
- Provisions of improved public transport at a reduced cost; and reinforcement of limited services available in smaller rural areas
- There is no differentiation between Key Service Centres within the Norwich Policy Area contributing to the proposed new homes or smaller sites and those further afield
- The 'Wymondham/all corridor' needs to be defined more clearly

Some concern was raised over the following:

- There is the potential for an increase in unemployment resulting from growth
- Limited scale of new development in service villages, especially those in sustainable locations
- It was stated that there is a focus of development for Long Stratton, an isolated village, rather than Wymondham which is identified as a location for high-tech

employment development and rail-related uses in the Regional Plan; however other views are that there is too much growth planned at Wymondham and there is objection to development at Long Stratton

- It is important to note the evidence supporting the need for large numbers of new housing. Brownfield sites should be used to build these on
- There should be more development in Norwich and Wymondham but not Hethersett
- New housing at Aylsham should not be limited based on the capacity of the sewage treatment works
- Insufficient attention has been given to infrastructure
- Choice of Service Villages and their level of growth

The main objections from respondents centred around the following aspects:

- Development in the green belt and the scale of the planned growth
- Norfolk losing its identity and character from too much new development, especially in the countryside
- Large scale growth and building new roads do not support sustainable communities
- The considerable and irretrievable loss of countryside that will result from growth
- The scale of urbanisation will affect tranquillity and rurality
- Ecological and environmental damage resulting from new development and congestion from an increase in traffic
- There is doubt over the climate change and zero carbon housing projections
- Higher sea levels over the next 50 years resulting from climate change will reduce the areas of land in the county. Water supply will also be restricted limiting the rate of population increase
- Unachievable and unaffordable growth plans, especially during a recession
- There will not be enough employment opportunities to cater for everybody
- Shared spaces between pedestrians and vehicles would lead to too many conflicts
- Well laid out estates will be replaced by poor quality overly dense housing
- The rural economy and employment have not been addressed sufficiently. There is no mention of the importance of agriculture and land-based industries
- There will be insufficient investment and infrastructure to create or attract 35,000 jobs to the area
- More emphasis required on promoting modal shift and sustainable modes of transport
- Too many houses, not enough jobs, not sustainable
- Public funding should be used to improve public transport and new roads should be funded by private investment
- There has been insufficient planning into the allocation of housing at Long Stratton and growth here would encourage commuting into Norwich
- Healthcare which is already lacking will be under more pressure and more difficult to access
- The bypass/Norwich Northern Distributor Road and extending the urban area up to the new road

- Impossible to build such a large scale development and reduce the need to travel
- The strategy promotes decentralisation and the outer orbital northern road opens up land for car-based development. The strategy is transport-infrastructure led and does not promote modal shift
- Conspicuous omission from the vision re: resource and waste management

Officer Response

Due to the strategic nature of the Strategy, further detailed information on a location basis is identified in the relevant Site Allocation Plans, i.e. the South Norfolk Site Allocation Plan for details re: Long Stratton.

The scale of the housing development is in line with the RSS and is based on population forecasts for the east of England. Strategic policies on design and sustainability aim to reflect the advice and guidance of CABI on major growth areas and striving for local distinctiveness. The Strategy already emphasises how it must help to deliver more sustainable communities, and which help address climate change. All new homes must be carbon neutral by 2016, in accordance with the code for Sustainable Homes and Building Regulations, and the Strategy requires high standards of design for new development – especially major growth areas.

The development of high density housing, such as that on many existing housing estates in Norwich, enables large spaces within residential areas to be open spaces for a variety of neighbourhood uses. The Strategy is based on providing a significant proportion of affordable housing and ensuring the opportunity for new jobs to be close to new growth areas.

The Economic Strategy for the GNDP area is based on developing the strength of the area's economic sectors (taking account of the current recession) and aims to increase jobs at all levels. Funding to support growth will be sourced from the private sector and the Government, including agencies such as the NHS.

Shared surfaces on new housing development are not directly promoted through this plan, though this is promoted by government policies in areas where roads are designed to minimise vehicle speed. Mode shift is encouraged and made an attractive option where possible although the need to use cars in more rural areas is still recognised. The implementation plan for the Norwich Area Transport Strategy includes the NDR as well as significant improvements to public transport and the local road network in Norwich. This is identified as critical infrastructure to enable the implementation of the Strategy. It will be necessary to free up road space on radial routes to Norwich for sustainable transport improvements through some road building.

No major growth would be on grade 1 agricultural land (the highest quality and the most versatile), though there is a substantial area of major growth on greenfield land. Significantly more development on brownfield land than presently proposed would lead to major conflicts with other priority areas of policy such as protecting employment land, urban open space and the historic urban environment. The proposed scale and distribution of growth, including Broadland, Colney, Cringleford,

Hethersett, Long Stratton, Tasburgh and Wymondham, is the favoured GNDP option, and also reflects the pattern and character of settlements in south Norfolk. The 'major new town' proposal at Mangreen, Swainsthorpe and Swardeston has been removed from this Strategy. Cringleford has been identified as an area for growth as it is on the edge of the urban area and has good public transport links, with the potential for further improvement and good access to employment. Focusing significant development in more isolated locations generate greater need to travel and therefore be unsustainable. Hethel is identified in the RSS as a strategic location to develop jobs and is a regionally important centre for motor sports engineering. No part of the plan is protected by a formal 'green belt' policy. The Strategy already refers extensively to green links, as part of a strategic approach to green infrastructure and in Norwich to the green grid.

Since the publication of the public consultation draft further work has been carried out to identify the scale and distribution of new developments in villages. This pattern of growth is seen by the GNDP as necessary to support and sustain local services in rural areas. Further work has also been carried out to develop strategic policies on infrastructure, sustainability and energy efficiency/renewable energy; and on infrastructure needs and costs which will form part of a comprehensive implementation plan for the Strategy.

Q2. Have we identified the right critical infrastructure requirements?

Respondents generally supported the spatial vision & objectives although there were a number of points that were raised regarding further clarity on what would be needed to deliver of the strategy and support growth in Greater Norwich:

- Agree that any development must be undertaken with full supporting infrastructure
- NDR is long overdue and it will take traffic off the smaller roads. Cycling and improved bus routes are an unrealistic alternative
- Support, but infrastructure improvement must be complete before new building takes place to avoid exacerbating existing problems

Some of the main objections were:

- NATS is already out of date
- Increasing the population does not answer problems of deprivation in Norwich
- Need to address traffic problems in Thorpe/Postwick business areas
- Insufficient emphasis on public transport
- Need to focus on reducing the need to travel
- Given the stated need for modal shift away from car, why are 2 out of 3 of the critical infrastructure requirements to do with upgrading the road network
- NNDR needs to be duelled and linked up with both ends of the A47
- No initiative shown to reduce water usage and sewage generation
- Same priorities have been identified before and have not been delivered
- Needs more emphasis on hospital/healthcare facilities
- Sewage system is inadequate and water pressure is low
- Long Stratton is an unsustainable settlement with poor public transport and limited facilities. It is not suitable for the proposed level of development. Should the Joint Core Strategy progress on this basis, it would not be based on credible or robust evidence base and would be found unsound
- The NNDR is in the wrong place
- This critical infrastructure just feeds large numbers of vehicles onto already crowded roads
- Need to improve road and rail links with the rest of the country
- The NNDR only has limited value as it will not be easily accessed locally
- Should use brown field sites only
- The infrastructure proposed is dictating the spatial strategy and the location of the development rather than serving it
- The infrastructure requirements are incompatible with the aspirations to preserve the rural nature of the countryside surrounding Norwich
- The critical infrastructure requirements do not take account of existing assets within the planned area
- Over emphasis on new road building
- It is not feasible to have a rapid bus transit route on Newmarket Road
- The road infrastructure is unsound as it is inconsistent with national policies it is not in general conformity with the RSS, there is a lack of justification for road

schemes, alternative options have not been tested and there are no guarantee that the projects are deliverable

- There is no detail about how public transport services will be supported with the necessary revenue.

Other Comments included

- Lack of attention to traffic flow analysis may contribute to future problems
- Welcomes proposals; however there is concern that these plans may generate adverse impacts on wider area
- Need junction improvements at A140/A47
- The strategy is car based and will only increase traffic and congestion
- Need for stronger emphasis on green infrastructure
- Lack of communication between planning, health, education and transport
- Difficulty will be getting it in place in the right order with little inconvenience
- Housing developments need to address current problems such as lack of outdoor space, adequately sized garages and off road parking spaces for every household
- Have you thought about whether there are enough schools?

Officer Response

Substantial development is required to meet the housing needs set out in the East of England Plan. A large urban extension has been identified as the most appropriate and will meet the majority of the housing needs for the area. This plan requires extensive infrastructure to support growth.

The implementation policy section of the plans covers delivery of infrastructure and aims to ensure that infrastructure is provided at the appropriate time to serve new development. However, it is accepted that further consideration should be given to a delivery vehicle. The developer will have to provide the infrastructure necessary to enable their development to go ahead including water infrastructure.

The plan requires development to be built to high standards and to provide the services it needs to reduce the negative impacts on existing developments. The plan promotes the use of brownfield sites, but there are insufficient previously developed site to meet the needs of planned growth.

The purpose of this plan is to ensure co-ordination between various service providers and thus to promote increased access to services and enable provision to be made to serve growth.

This is a strategic document which does not set out the detail of all transport schemes; however, it does state that a variety of transport solutions, including roads are required to promote accessibility for all.

The strategy promotes a balanced transport policy to reduce traffic in the suburbs, with road improvements enabling public transport improvements. The strategy promotes walking and cycling. The plan promotes modal shift and improved

interchange facilities. It also promotes delivery of the NDR, improved services on the Cambridge line, and it is noted that junction improvements will be required to support development.

The NNDR is required to enable public transport improvements by freeing up space for bus, cycle, and pedestrian priority. Bus Rapid Transit (BRT) is also identified as playing a key role in promoting public transport. These BRT routes may require some road widening in places. New road provision is intended to free up road space for public transport improvements, therefore showing conformity with national and regional policy

The plan attempts to ensure that the growth creates vibrant new communities with the facilities to enable a sense of community to be created. Growth of Greater Norwich's economy should be taken into account by Great Yarmouth to ensure the benefits of that growth are shared.

The plan states the need for green infrastructure and recreational spaces, covers gipsy and traveller sites and promotes improved educational facilities, although the need for greater emphasis on health facilities is agreed.

Q3. Do you agree with the proposed settlement hierarchy?

For those who object to the settlement hierarchy, respondents commented that in terms of development in smaller settlements:

- Development, in terms of housing and employment, should be focussed in smaller settlements
- Building houses in smaller villages will protect local services and keep them thriving
- Investment in rural employment should be encouraged
- The infrastructure is not in place to support new housing in Service Villages; in particular, such settlements lack services for young people

In terms of urban development:

- Development of the urban fringe will result in conurbation
- Areas like Bowthorpe may spread into Colney which will result in loss of place identity
- In terms of the structure of the settlement hierarchy, it was stated that the urban fringe should not be in the same category as the city centre as this may encourage greenfield development
- Many respondents commented that development should concentrate on urban settlements and not on rural village expansion
- Development should be on brownfield sites and not encourage urban sprawl
- Development should be concentrated on the city centre and the surrounding area as this is more sustainable

Conversely:

- Two respondents commented that development should be based on dispersal and not urban concentration
- It was commented by one respondent that Norwich is overdeveloped
- The hierarchy is too focused on Norwich and will result in urban sprawl
- It was stated by three respondents that development north east of Norwich should not be encouraged as this area is already overdeveloped

Concerns over specific villages were raised:

- Support for Bunwell and Lingwood remaining classed as Service Village was shown
- It was stated that Tasburgh should be given 'Other Village' status, while Hempnall should be classed a Service Village
- It was commented that development should be encouraged at Diss and Harleston
- Further development should be discouraged at Trowse, Long Stratton and Wymondham

In terms of the overall structure of the hierarchy, objections include:

- The lower strata not providing enough direction for locating growth
- The hierarchy is too prescriptive and the top down approach is criticised

- One respondent suggested that settlements should be allowed to naturally expand according to local demand

Comments objecting to the hierarchy in terms of housing growth are made:

- One respondent disagrees with the governments' housing growth forecast.
- Three respondents stated that predicted housing growth is too high.

Officer Response

Promoting urban concentration reflects the East of England Plan and is considered to be the most sustainable approach to locating development. The JCS seeks to maximise the use of brownfield sites for development, however, not all housing growth can be accommodated by these sites. The Council recognises that development should not be confined to urban centres only. The revised hierarchy methodology allows for more settlements to be defined as Service Villages. This allows for more development in rural settlements.

Bunwell and Lingwood both have Service Village status within the hierarchy. Given the consideration of a variety of factors (not just employment), JCS proposes an appropriate level of new homes in Diss and Harleston. The status of many settlements has been revised and as such, the number of services in Tasburgh and Hempnall means that they are both classed as Service Villages. The level of development on Trowse will be determined through the South Norfolk Site-Specific Development Plan Document. Trowse is identified as a part of the urban fringe, and as such could be selected to accommodate further development. Due to the numbers of new homes required under the RSS, the level of housing growth at Long Stratton and Wymondham is considered to be of an appropriate scale.

The housing requirement figures were tested at the Examination in Public for the East of England Plan. They cannot be amended through the JCS process.

Q4. Do you support the proposed strategy for growth?

While there is considerable support for the proposed strategy for growth, in terms of the policy document, the following comments were provided:

- Comments suggest that there is substantial confusion over Policy 2 and its associated text. More clarification on the location and extent of housing developments is required
- Many respondents question the need for the scale of the proposed development. Furthermore, one comment stated that there is no evidence to show that growth will support the proposed development. Another respondent stated that the proposed development will exacerbate existing overdevelopment, this is supported by a respondent who stated that they are sceptical that the predicted employment growth can be achieved
- The position of Trowse within the strategy is unclear
- It was commented that over reliance on larger sites affect the deliverability of the strategy
- Employment and houses should be located together to reduce commuting
- Offices should not be built as those within the city centre are not in use
- Investment should be targeted at local businesses
- High density development will result in social problems
- There is opposition to the proposed number of greenfield sites to be developed and farmland should be protected

Several comments were provided in terms of housing:

- There is too much emphasis on the number of houses developed and not enough on quality and some direct opposition to the overall scale
- Houses should be planned in line with employment
- Urban sprawl may be encouraged by the strategy
- High density housing may lead to social problems
- There is insufficient employment in Long Stratton and Wymondham to justify the proposed housing development. Residents will commute to Norwich as there are no employment opportunities in these areas
- There is opposition to growth in housing outside of the urban area
- Rural housing must be developed within the existing structure
- Housing growth must be limited to preserve the historic character

In terms of economic growth and employment:

- The identification of employment sites is welcomed but there is a need to quantify employment growth targets
- The consideration of the relationship between proposed housing and employment is encouraged
- Some locations targeted for employment growth are unsustainable, including the Airport and Hethel
- There is an objection to the Norwich Research Park

- The effect of the recession is currently unknown and there may in fact be less need for shops and services. Land used for these uses may be used for other uses including housing
- The proposed rail halt provides an opportunity for a mixed use development at the Broadland Business Park
- A greater range in employment in the city centre is needed

In terms of Transport:

- Bus fares are too expensive and there is currently too much emphasis on road improvements and not enough focus on public transport
- The development of additional homes in the NPA will require junction improvements along the A140
- The proposed rail station at Rackheath is only viable if the eco-development is much larger than currently proposed
- Opposition to the NDR, Long Stratton bypass and southern bypass as they undermine improvements to bus and rail. The NDR is also opposed as it is unnecessary and available funds should be used to provide a mainline rail service to London
- Roads and infrastructure is inadequate
- The strategy will experience difficulties in securing Bus Rapid Transit
- The proposed development of Norwich Airport is criticised as the airport is not truly international and is reducing its flights
- Trams are suggested as an alternative local transport

In terms of the sustainability of the strategy:

- The development of Norwich Airport will add to the current environmental crisis
- The strategy involves the use of too much greenfield land
- Implementation of the strategy will destroy green areas

Officers Response

Precise locations of additional dwellings will be clarified through site-specific local work. The Council will add a note to policy 2 which states that allocations will be in accordance with the settlement hierarchy and local planning considerations. Policy 2 will be rephrased to avoid inconsistency, indicating that the allocations provided are expressed as a minimum.

The scale of the development is set out in the East of England Plan, specifically in terms of housing, but also in terms of employment and is based on forecasts for the future economy.

Trowse is identified as an urban fringe parish in Policy 1 and as such will be considered for further development to accommodate the unidentified allocations for 2000 dwellings in Broadland and 1800 in South Norfolk.

Although the strategic allocations are, by their nature, large scale, a significant proportion of the total development planned will take place on smaller sites.

Strategic employment locations have been selected in part because of their proximity to residential areas, and have been critically examined in the employment growth and sites and premises study undertaken by Arup and Oxford Economics.

It is acknowledged that there is vacant office space in central Norwich, but this tends to be in the older poorer quality stock. The economic study undertaken by Arup identifies the need/demand for high quality office stock in the central area.

Planning has to strike a difficult balance between high density development which minimises land take, particularly in Greenfield areas, and promote workable communities with the understandable desire for people to have access to open space. There is not an easy answer to this but much will depend on the quality of the built environment.

The plan focuses on housing numbers as these are critical to ensure soundness. However it is a fair criticism that it does not sufficiently address the question of quality, and the policy references to high quality design need to be strengthened.

There is a clear linkage between housing and economic development. In the absence of a sufficiently strong economy it is unlikely that the full level of housing planned will be delivered, but it is the plan's job to ensure an adequate supply of land for housing is available if required.

It is probable that additional land allocations will be proposed for employment development in Wymondham/Hethel. Long Stratton is proposed for growth primarily to facilitate the construction of a bypass bringing local environmental benefits.

While it is true that the full effects of the recession are still a matter for conjecture, earlier evidence was that the anticipated levels of growth would require significant additional shopping provision.

There is relatively little control over bus fares, where the services are provided commercially. Where significant infrastructure is provided, it may be possible to enter into some more formalised partnership with the bus operator.

The Northern Distributor Road is an integral part of the Norwich Area Transportation Strategy which also includes measures to promote public transport, walking and cycling. The NDR is considered essential to create the conditions within the urban area to enable these other modes, including bus rapid transit, to achieve their greatest impact.

The issue of flying is undeniably difficult, but has been addressed at a national level through the government's national review including the South East Region Airport Study. This concluded that Airport capacity should be increased in the southeast.

The concerns expressed in this representation are appreciated. The scale of development proposed in Norwich is broadly supported by the strategic housing land availability assessment which examined a number of identified sites, but the identification of these did take account of the need to protect important green spaces.

Q5. Looking at the proposals map do you agree that we have identified the right areas for more detailed planning for the major growth locations?

Although the question focused on identifying suitable areas for major growth locations, the responses did not always refer to locations but were more specific in terms of schemes, most notably regarding the NDR. There were arguments made for and against development in certain areas of the county i.e. the North-East and South. The following summarises the main responses provided by the respondents:

Some of the positive comments made included:

- The proposal is well related to strategic employment locations
- There is the opportunity to enhance the landscape and integrate it with new development; and recognise the organic urban growth of Norwich rather than create isolated communities

Respondents raised concerns over the following:

- There is no contingency or identification of back-up sites should one or more of the of the proposals fail; no reasonable alternatives have been examined
- Housing should not be built ahead of road infrastructure and there needs to be greater emphasis put on public transport. Growth will inevitably promote car based commuting
- School closures are associated with the loss of local facilities and increased car travel. Better provision of secondary education is required
- There is opposition to development on greenfield land and should promote more development in urban areas
- There should be a scaling down of housing numbers and delivery targets
- There is a need for better housing and employment distribution as there is a concentration of housing in the North East while employment opportunities tend to lie in the south west
- There are no policy targets for previously-developed land
- Flood risk needs to be considered
- Provision for other recreational activities is also needed

Comments that were more site/area specific included:

- Mixed views about the North East growth triangle and the NDR
- The representation does not address the North East due to lack of local knowledge
- There should be a larger proportion of planned growth to the South of Norwich as it is more accessible regionally
- Development on the North-side of Norwich has been opposed as the area has retained most of its unspoilt rural character
- The North East is the most suitable location for an urban extension

- There was support for the dedicated cycle routes throughout the urban area and major growth locations, including desired links between Trowse and Thorpe via the Whittingham links
- The roads and public transport are already inadequate. There is a need to improve/dual the A140
- Growth for Norwich, Long Stratton and Wymondham has received both support and opposition. Growth planned for Wymondham was said to be excessive and risks being merged with Hethersett
- Promote a site at Costessey which is close to public transport, services and jobs with particular reference to the Longwater strategic employment location
- Aylsham should be promoted as a Main Town and Trowse and Blofield should also be included in the NPA
- Harford Bridge should be shown as a strategic employment location
- Marlingford and Colton should not be within the NPA
- Growth at Hethersett is opposed

Officer Response

A number of alternatives have been examined and due to the strategic nature of the strategy major growth locations are being selected rather than specific sites. Greenfield land will be required to achieve the planned growth even though the strategy has sought to accommodate as much of the growth in the urban area as possible, which is consistent with the maintenance of the environmental assets of the urban area and enhances local green infrastructure. These growth locations have been selected based upon access opportunities to employment areas, services and facilities, education and public transport links. An excessive focus in one part of the plan area would be likely to affect market deliverability.

With regard to some of the particular areas that were mentioned: Aylsham is regarded as a Main Town. In the consultation draft no allocation was proposed in light of the findings of the early stages of the Water Cycle Study. Development at Long Stratton is planned to help address local environmental issues by reducing the scale of development that was planned for parts of South Norfolk part of the NPA, principally at Hethersett and Wymondham; there is no indication of any threat to the gap between these two localities. Cringleford is located on the best performing public transport corridor in the area and is capable of offering a highly effective location to the car; large-scale development anywhere is likely to have some effect on the road network.

A strategy of concentration has been followed primarily to facilitate the provision of new high level infrastructure, such as secondary education, and in order to enable the creation of a high quality transport links suitable for schemes such as BRT through the focusing of investment on a public transport corridor which can serve the bulk of the development to be accommodated in Broadland.

The biggest area of uncertainty concerns the availability of funding for the NDR, critical to the North East growth triangle; however this should have secured

Programme Entry by submission of the Joint Core Strategy. The NDR also forms part of NATS and is not intended to be implemented in isolation. In addition, the scale of growth in the A140 corridor is considered to justify the building of a Long Stratton bypass to resolve existing local problems of severance, air quality, congestion and improve public transport priorities; dualling of the A410 is not considered justifiable.

Comments about flood risk have been accepted as there are known areas of high flood probability in central Norwich. At the site specific stage, detailed work will need to be undertaken to quantify the risk and identify appropriate mitigation measures. The Strategic Flood Risk Assessment did however take into account predicted sea level rises and the effects of climate change.

It is undeniable that in some circumstances development occurs ahead of infrastructure. Considerably more work on implementation is now required of the DPDs and this will include an implementation strategy which key service providers will need to support.

Q6. Do you support this strategy for the City Centre?

Many respondents were in support of this strategy for the City Centre although some did have reservations about the plans for further developing office developments and retail space in the city centre.

General comments made included:

- A range of sites and locations will be required to meet employment needs including office development on strategic employment sites
- A larger proportion of all the development should be within the NPA
- Do not support giving greater priority to employment uses, in particular office development, at the expense of new housing
- There should be more activity and green spaces available as well as cultural facilities
- There was support for mixed use buildings
- There is support and objection for more retail space
- Existing buildings need to be better utilised and developed as well as building new developments
- Promotion of Norwich as a gateway and the BRT to link with new communities within the city centre
- Reference to linking to the river corridor and addition of mention of access to and from the water itself.
- Walking and cycling initiatives should be extended to residents as well as visitors
- Climate change indicates that a shift away from material growth is essential
- Rewording of some parts of the text to better reflect the aspirations of the strategy
- Late night economy has become more concentrated in central urban areas

The following concerns were made by respondents:

- A slowing of housing delivery targets would maximise opportunities for previously developed land as it becomes available. The timescales seem unachievable given the levels of housing planned
- There is not enough residential development
- Development should take place on brownfield sites, not greenfield
- More educational and employment facilities and improved transport from outside areas are needed
- Walking and cycling provisions should be improved. Pedestrians routes must be separate from cycle routes and free from motor vehicles
- No Park & Ride site has been identified which would contribute to reducing congestion
- Manufacturing has been completely ignored
- Water supply is an issue

The main objections made by respondents were:

- This future vision will not be sustainable because growth cannot be

- There is no need for housing in the centre of the city
- Too much growth will ruin Norfolk and recent growth has spoilt the countryside and historic appeal of Norwich
- No provision has been made for disabled people
- Development will increase congestion. Buses are not cheap and car use can often be cheaper. Cycling is dangerous and much more thought needs to go into separate cycle routes
- Too many new developments are built with not enough space for parking and thereby affects the quality of life of residents
- Charging for parking after 18:00; the removal of on-road parking; and proliferation of double yellow lines. Control of daytime parking however is noted as being essential

Officer Response

Housing figures are based on assessments of land supply, market and need. The strategy includes extensive housing development at rates close to those achieved over the last 5 years, whilst balancing this with the need to ensure that the city centre makes the best use of its potential as a highly sustainable employment centre. The strategy also focuses on making the best of the city's cultural and historic assets. Reuse and protection of existing buildings is encouraged, particularly for historic listed buildings. In some cases it will not be appropriate to re-use buildings of little merit and sites should be comprehensively redeveloped.

New housing is required in the city to help ensure a vital and vibrant area that does not close down in the evenings and to meet housing need. Late night uses are also concentrated in the city centre to enhance a late night economy and to reduce the impact on the rest of the city of such activities, thereby enabling containment and effective policing.

Development of brownfield sites is promoted but greenfield sites will also be required to meet employment and housing need. Mixed use developments and green spaces are also promoted which seek to enhance Norwich's distinctiveness through high quality development.

Office development has been promoted in the most sustainable, accessible locations and figures have been based on the new jobs requirement set out in the regional plan (35,000) 2001-2021. Research has shown that 100,000 square metres of better quality offices are required in the city centre, through conversion or new build. With regard to manufacturing, it is unlikely that new large scale manufacturing would be suitable, or would wish to locate in the city centre; and it is agreed retail forecasts may have to be reconsidered in the light of the present recession.

The policy requires improvements to the city centre as a public transport hub for which further details will be in the NATS. It is not intended that walking and cycling initiatives should exclude residents and the strategy does not exclude car access to the city centre for those who need it.

A significant amount of development focuses on the city centre so as to reduce the need to travel. Tourism, education, employment and improved public transport are also promoted through the strategy. The balanced transport policy is intended to promote the use of public transport, particularly during the day time. Evening parking fees are set by the car park owners and the need for further Park & Ride sites will again be considered through NATS.

Both mitigation and adoption to climate change is required through the plan and by the planning system as a whole. This will be implemented both through a specific climate change policy and by the overall ethos of the plan which requires all developments to be sustainable.

Water supply and sewerage issues are covered by the Water Cycle Study and will be addressed through the plan.

Q7. Do you support the proposals in Policy 4?

The respondents shared mixed views about the proposals set out in Policy 4. The main responses received were:

General comments made included:

- Support for enhanced green and affordable travel opportunities; enhancement of heathland habitats; riverside walks; walking and cycling improvements; and improved educational facilities
- Need to maintain green and natural areas, enhance green linkages along footpath routes, provide frequent and safe crossing points and ensure that more heavily trafficked new roads and associated footways are designed to protect residents safety
- It is unclear whether the housing mix will address the needs of older people and include local facilities to promote community activity and reduce travel
- Regeneration of 'tired' suburbs welcomed provided it is done in an holistic manner to support enterprise and promote mixed sustainable communities
- Appropriate and positive policy framework is required to ensure quick development of new employment opportunities
- Support for mixed use developments
- There is some overlap between policies 3 and 4 and the Policy 4 is crucial to the delivery of sustainable growth particularly within Broadland. The proposals for improvements of gateways, green infrastructure provision and public transport links to major growth and employment areas was welcomed
- Further clarification is required re: locations to which this policy refers
- Reducing the need to travel will reduce the demand for expensive transport (and other) infrastructure
- There is support regeneration of the suburbs, improved local employment opportunities and the protection of landscape settings but there should be clear separation between urban and rural areas.
- There is a belief that the NDR will increase congestion and car dependency from some respondents whilst others show support
- A high quality landscape as a setting for the development will enhance the landscape character of the North East fringe of the city and retain and enhance features of landscape/ecological importance. Provision of an inner link road in advance of the NDR and the potential of tram/train opportunities in Norwich are also suggested

The following concerns were raised by respondents:

- Rapid transit proposals might reduce accessibility to local bus stops for the elderly. "Slow transit" on other routes is required. There is also general concern re: access to services and facilities by an ageing population
- Availability of Government funding for development
- An increase in capacity would be required at the hospital to cater for increased demand

- Some of the developments on the urban fringe may lack enough services to be self sustaining and would epitomise urban sprawl

Area specific responses included:

- There is a requirement for a bus route linking the city centre with Thickthorn Park & Ride Norwich and Norwich Hospital; and the research park with the UEA
- Conservation designation at Beeston St. Andrews (existing Broadland LP policy)
- Wroxham has no identified need for 200 additional homes
- Damaging impact of sewage outfall above Bishop Bridge

The main objections made by respondents were:

- The NDR as it is unsustainable, will not reduce congestion and would cause significant damage to three parks; investment in public transport is preferred
- Proposal to improve “gateways” to Norwich is seen as championing car accessibility to the city
- Demolition and rebuilding at higher density would not lead to improved neighbourhoods
- High density suburban development will lead to homogeneous urban sprawl incompatible with objectives of improving gateways and enhancing green infrastructure
- Against the principle of any new housing or roads and the scale of development
- Deal Ground has major physical/logistical and environmental issues restricting regeneration options
- Increased density often means increased crime

Officer Response

Delivery and Housing

The Norwich area authorities and their partners remain committed to delivering the long term growth programme and deliver big improvements in the design quality of new development. The need for good design is highlighted by policies in both the East of England Plan and the JCS. The strategy also promotes environmental enhancement; highway safety and measures to reduce crime and disorder and increase natural surveillance within new development. Appropriate funding streams have been/are being identified and it is not accepted that the public would pay directly for the infrastructure.

The strategy refers to “tired suburbs” which are neighbourhoods in need of physical regeneration. Higher density and affordable development is not incompatible with improved neighbourhoods and can be secured by application of good design principles. Any attempt to reduce the scale of housing development in this strategy is likely to be successfully challenged. The strategy must strike a difficult balance between high density development (partly arising from falling average household size) which minimises land take, particularly in greenfield areas, promoting “workable” communities and meeting the understandable desire for people to have access to open space and countryside. Most gateways to the city also have the potential for enhancement whether the approach is by road, rail, river, footpath or cycleway. The focus is on enhancing the quality of the built and green environment.

Transport and Accessibility

The strategy seeks to promote healthy and sustainable travel choices and (as far as is practicable) to locate development to reduce reliance on the private car and increase accessibility. The NDR is essential to service the level of growth and new development proposed and the BRT system is intended to complement rather than replace conventional bus services.

Viability, feasibility and cost-effectiveness of light rail systems are not yet proven but the strategy's sustainable transport policies would not rule them out. The proposal for an additional link road is currently subject to consultation as part of the emerging masterplan. It is also acknowledged that the proposals for traffic restraint will require effective co-ordination and funding in the context of the emerging NATS review and LTP.

Promoting good accessibility to the city centre along radial public transport corridors from the urban edge is a priority but intra-urban routes connecting the transport hubs and other employment centres and educational facilities are also important. Care will be taken to address the needs of a growing elderly population and to ensure that all new development is as socially inclusive as possible, i.e. in terms of access to hospitals/healthcare.

Land and Utilities

Physical regeneration is intended to refer to the productive reclamation of land for various uses, and to the beneficial redevelopment and refurbishment of the built environment. Deal Ground and Utilities sites are the biggest regeneration priorities in this area and Deal Ground has been a major employment-led regeneration priority in East Norwich for many years, this is clear from the existing development plan context for the area. Ongoing studies have acknowledged that major infrastructure investment is necessary to unlock the site for development.

It has been noted that sewerage provision is a matter for Anglian Water as the relevant utility provider and it is expected that appropriate infrastructure investment will be made alongside new development proposals.

Leisure and Green infrastructure

The strategy makes appropriate general provision for outdoor leisure and recreation (which would include angling and other water-based leisure) in the relevant policies. Effective enhancement and new provision of green infrastructure is embedded in the strategy and is an essential element of growth proposals.

Q8. Do you agree with the areas identified for regeneration?

There was both support and objection to the areas that were identified for regeneration although the number of respondents supporting the proposals outweighed those that opposed them. Some of the points highlighted by the respondents have been summarised below.

General comments made included:

- The need for physical and social regeneration should not justify demolishing good quality housing and replacing with cramped and characterless development; much can be done with existing building stock. There are plenty of opportunities to regenerate run down parts of Norwich
- Reducing housing delivery targets would maximise opportunities for use of previously developed land
- More development should focus on urban areas rather than on greenfield land which requires scaling down housing numbers
- Areas identified are vague and the term “social regeneration” needs clarifying
- Greater promotion of the Research Park role is needed with strengthened links to the park in Cambridge. There is also a need to increase educational awareness of the traditional agricultural identity of the area and promote the City College and University as part of the Learning City
- Support for physical and social regeneration proposals to make Norwich a more attractive place to live, work and visit

The following concerns were raised by respondents:

- No policy targets for use of brownfield land – how does this equate with the RSS brownfield target of 60%?
- The proposals would skew the RSS by locating development away from the major employment locations in the south west quadrant; this is a key weakness which further undermines Object 11 to reduce the need to travel
- No initiative is mentioned to reduce the carbon footprint of the existing residential and commercial building stock
- Investment may be concentrated in out-of-town areas at the expense of the existing Norwich urban area which exhibits significant areas of deprivation as well as smaller pockets of deprivation elsewhere
- Development in East Norwich should be reconsidered especially in view of increasing flood risk
- Existing cycleways are not used so why plan for more?

Area specific responses included:

- There is need for a dedicated bus lane for Park & Ride users along the A140 corridor from the Airport to the B1149 junction (and potentially further north) to alleviate congestion and improve bus punctuality

- Given the probability of an extended recession, priority is to improve the A11/A47 and build the A140 Long Stratton bypass as well as improving bus and rail services

The main objections made by respondents included:

- Complete opposition to the entire rationale of the strategy on the grounds that growth, development and excessive urban sprawl have fatally compromised the rural character and heritage of Norfolk and its indigenous population. Fields, woodland and wildlife should continue to be protected and left alone
- The proposed scale of growth which will have an adverse impact on the countryside and consequential impact on tourism
- All low density suburbs will require redevelopment in the foreseeable future as car use will become more expensive
- The NDR as it is unnecessary and will lead to increased private car use and exacerbated traffic problems. The proposals for walking, cycling and public transport are also inadequate
- The North East growth triangle concept and its extent in general
- The limitations placed on Deal Ground site in relation to flood risk, contamination and ecological interest render it unsuitable for regeneration and inconsistent with PPS25

Officer Response

Significant greenfield allocations are needed, even though the starting point of the strategy was to accommodate as much within the urban area as possible. In relation to Norwich we have pitched the requirement for new housing allocations at an achievable and realistic level consistent with the physical capacity of the city and the need to maintain and protect its historic and environmental assets. Strong policies for protecting areas of recognised landscape character and importance are essential to ensure that villages will not be subsumed by uncontrolled growth. The strategy recognises that physical regeneration may include both refurbishment and selective infill development however in some cases redevelopment may be the most realistic and beneficial option. Physical regeneration priorities address particular areas of urban deprivation. Funding sources are already available or can be identified to target investment within the areas most in need.

Development would also avoid the current and future functional floodplain and have to be designed and located so as to mitigate and minimise flood risk. Steering development away from areas of moderate flood risk entirely cannot be countenanced because this would prevent development in much of Norwich city centre as well as regeneration in East Norwich. National and regional planning policy on climate change, energy efficient development, renewable energy and carbon reduction will help to reduce the carbon footprint of development as a whole.

It is not accepted that regeneration of Deal Ground would be inconsistent with Policy 17 since identified areas of ecological value would be protected by that policy, and others. No inconsistencies have not been identified between promoting appropriate and beneficial regeneration of the Deal Ground, safeguarding the interests of the existing aggregate industry operator and protecting the safeguarded site in the MWP; therefore these proposals are entirely consistent with RSS Policy T10.

Allocation of development seeks to promote healthy and sustainable travel choices, an essential part of which is the provision of new and improved cycleways. The issue of specific planting treatments along cycleways is a matter for detailed management plans and whilst some cycleways might not be used to their full potential we would dispute the claim that they are “not used”. The NDR and bus and rail enhancements are also essential to service the level of growth; and the A140 Long Stratton bypass is an acknowledged priority. Site specific proposals are more appropriate to be included in lower-level DPDs and the LTP.

Q9. Do you agree with the favoured option for development in the Norwich Policy Area?

There was an overwhelming amount of objection to the favoured option for development in the NPA. Feedback received from respondents has been summarised below:

General comments made included:

- Opposition to 1800 houses on smaller sites in South Norfolk being found through further additions to major growth locations
- Permitting residential conversion of redundant shops could reduce land take
- It is important that the masterplanning exercise achieves high quality design
- The total housing allocation should remain flexible subject to the outcome of a masterplanning exercise
- A contingency approach and economic viability need to be incorporated into the plan
- An expectation that development will be directed away from flood zones, however, point out that flood risk in Norwich city centre is a serious constraint and will require further work on hazard mapping, as will other proposed growth locations
- Concern about the impacts of total levels of growth proposed on the environment and the probability of adequate mitigation measures
- No updated Sustainability Appraisal or Appropriate Assessment has been provided
- The plan omits to mention future size and structure of the population
- More clarity re: the scale of job growth anticipated in particular locations is required
- Growth should be spread outside of the city with a focus on those settlements with the best services and facilities; provision of adequate infrastructure if it does not exist
- Sites should be developable, deliverable and achievable
- Support and opposition to the NDR and Eco Town. Further clarity of its role it required
- Further clarity is requested regarding the locations for growth and the associated housing allocations; over criteria used for selecting growth locations and proposed number of new dwellings; and if Long Stratton includes contiguous and partially developed parts of Tharston
- Map not detailed enough to enable judgement

Comments fully or partially supporting the favoured option for development in the NPA were:

- Distribution of major housing and job growth within the NPA is supported
- Recognition of viability in the scale of affordable housing sought
- Support if the necessary infrastructure is implemented first

- Support for BRT corridors linking the South West to the North East which offer frequent services to the hospital site
- The preferred option offers a reasonable degree of choice in locations with good access to public transport routes and strategic employment opportunities

The main objections to the favoured option for development in the NPA were:

- Scale of growth and timescale proposed to deliver growth
- Growth will lead to a reduced sense of community, loss of character and ruin the countryside in the area; and will also have a negative impact on the environment
- Reduction of the scale of growth proposed for the North East growth triangle to reflect ownership and infrastructure constraints
- More development should be located to the North East of Norwich rather than extending South of the Southern bypass which will increase commuting
- Policies relating to employment are too restrictive. There is no indication that business will be encouraged to locate in areas of new housing
- Objection to the implication that all existing employment sites should be protected from other uses, this is contrary to PPS3
- The absence of the outline requirements of PPS12 means the favoured option is not sound. There is concern that so much development is dependent on some key infrastructure
- Concern over the potential locations for growth, traffic and the provision of facilities and employment opportunities; local facilities and services should be protected and improved
- Whole concept based on an out-of-date RSS; the strategy is not founded on robust and credible evidence and did not include rigorous consideration of all reasonable options
- Object to excessively roads based transport strategy
- Detailed planning of impact on road network is required as growth will lead to increased traffic and congestion; there is a lack of adequate sustainable modes of transport
- Unlikely to be sufficient patronage for the proposed high quality public transport. Greater preference should be given to locations which have strategic rail access
- Improvements to Thickthorn interchange are required
- The strategy penalises disabled people
- The transport carbon impacts of favoured options should be assessed to ensure compliance with PPS1
- Ambiguity of dwelling numbers at Rackheath and viability of frequent rail and public transport services serving a small free-standing settlement is questioned
- The location of the eco community in relation to major urban extension to the north east
- Potential for the NDR to cause community severance
- Too much focus on greenfield land; housing numbers in the NPA towns and villages at Rackheath should be scaled down, delivery targets slowed down
- Opposition to the North East growth triangle concept and a mismatch between sites allocated for housing and employment

Site specific comments/overview:

- Costessey:
 - Potential gateway into the urban area
 - Supported as a sustainable location at the South Norfolk local plan inquiry, and the same considerations still apply
 - Concern at the overall scale of development proposed but would be prepared to support an extension to the development at Lodge Farm up to the line of the access road to the original Lodge Farm, subject to detailed design and commensurate community benefits but would have concerns if the development extended further towards the Southern bypass
- Cringleford: support growth and challenge the allocation of 1200 dwellings; substantial expansion could result in coalescence with Norwich
- Easton: support and opposition to growth; no local facilities
- Harford Bridge: employment opportunities; support the North East sector and suggest further development at Harford as it has good public transport and retail links
- Hethersett:
 - Objection to the scale of growth and limited facilities to support growth
 - Support linkages with proposed development at Hethersett
 - Concern the current services and facilities in the village will not support the proposed growth
- Long Stratton:
 - Strong opposition as the favoured option is inconsistent with statements in the issues and options report
 - Promoting integration within the settlement and achieving a high-level of self-containment for the merged settlement
 - Support and concern over the proposed scale of growth and provision of facilities
 - Only justification as a growth location appears to be a bypass
- Marlingford and Colton: these villages should not be within the NPA
- Old Catton/Sproston/Rackheath/Thorpe St. Andrew growth triangle:
 - Broad support for the favoured option, specifically with regard to the growth triangle
 - Land controlled to the West of Wroxham Road could be bought forward independently
 - Provision of 2000 houses, total of 7000 potentially deliverable by 2026
- Rackheath: mixed support and opposition
- Wymondham:
 - Mixed support and opposition
 - Options welcomed that involve 4000 homes being dropped but disappointed that the favoured option represents a 10% increase over options 2 and 3 consulted on previously
 - Highest ranking location for growth outside of Norwich and is consistent with the requirements of PPS3
 - Unidentified allocations for 1800 homes should include sites at Wymondham rather than less sustainable locations (limited sewer capacity and sewage treatment)

- Employment opportunities
- Inadequate parking, traffic calming deters shoppers, there are few shops let and there are no youth or social facilities
- Other locations supported for growth: Attleborough (employment opportunities), Barburgh, Blofield, Great Melton Road (200 houses), Green Land West, St. Faiths Road, Stoke Holy Cross, Taverham and Thorpe Marriott

Officer Response

Scale of Development

The scale of development is a consequence of the East of England Plan and is not likely to be reduced as a consequence of the current review of the plan. Though the economic downturn is causing many to question the continued validity of the targets set out in the East of England Plan, it was only adopted in 2008, and all the indicators are that the ongoing review is likely to increase rather than reduce development targets. If lower targets were unilaterally adopted, it would simply invite more representations promoting development, and it is likely that the strategy would be found to be unsound.

The plan sets out a vision and objectives but it may be worth revising these to see if they can be improved. One of the strategy's objectives is to involve people in the planning process. Clearly high quality design is important but so is involvement of the community. While it is true that individual households were not consulted, all adjoining Parish Councils in neighbouring local authority areas, and the adjoining districts including North Norfolk District Council were consulted.

Housing

Housing targets are viewed as a minimum as set out in the East of England Plan. It is less certain if the individual locations should be viewed as a minimum, or whether an over shoot in one could be compensated for by a shortfall in another. In the case of the rural part of the area, where a range is used, this should be treated as an indicative range, though elsewhere it has been suggested that the wording of the policies relating to service villages should have some additional flexibility built in to deal with particular local circumstances.

Residential development in the city centre is not being ruled out but the JCS has to consider that there are certain other town centre uses. Additional population should help support facilities. The 1800 additional dwellings in the South Norfolk part of the NPA are not necessarily to be directed to smaller villages. The policy directs them to "smaller sites in the NPA and possible additions to named growth locations". The smaller sites referred to may well be found in fringe parishes or larger villages.

Employment

JCS promotes local employment. Policy 5 does refer to the inclusion of small-scale employment opportunities as well as other services which will also provide some employment. The additional need for employment should be emphasised in the large scale development at the North East, possibly by a reference to expansion of the

Rackheath employment area which would compliment Broadland Business Park and other employment opportunities within the urban area. Some facilities are only likely to be provided where they are commercially viable.

Location/Strategic Sites

The East of England Plan requires a focus on the NPA. While there are criticisms of all the selected growth locations, in most cases, there are corresponding representations from developer interests supporting them, suggesting a greater degree of deliverability.

The JCS should include an expression of the expected share of new development on previously developed land but this is likely to be much lower than the East of England Plan's indicative target because of the geography of the area. Maintaining the surrounding character and avoiding infringing environmental assets is key, however greenfield allocations will be needed.

The present strategic sites are the best available; this conclusion is based on the outcomes of the study undertaken by Arup and Oxford Economics and by looking at the economic potential of the identified sites. While it is true that many are constrained, it makes sense to try to resolve the constraints rather than simply give up on these sites.

Growth should also be able to fund other infrastructure requirements which are judged to be necessary and the scale of allocation for economic development at strategic locations should be indicated.

Strategy Approach

The current strategy adopts a mixed approach with a large scale development to the North East, likely to facilitate the provision of large scale strategic infrastructure such as secondary schools, public transport priorities, combined heat, power and cooling, and a strategic approach to green infrastructure, complimented by a wider range of medium sized allocations to the South that also take account of the character of the settlements concerned. This offers a choice of locations and is an approach which has in the past been advocated by development interests in order to spread the consequence of delays to a particular development, and facilitate the delivery of housing in the medium term, given the inevitable lead-in time of a large scale development.

Growth Triangle

It is undeniable that there will be large scale development in close proximity to existing villages in the Old Catton/Sprowston/Rackheath/Thorpe St Andrew growth triangle; however, the aim is to create distinctive quarters of neighbourhoods rather than a uniform sea of houses, with local centres to act as focal points. Delivery of 7000 dwellings in the growth triangle, including Rackheath, is considered realistic but is towards the limits of feasibility. It is therefore accepted that this would not be able to accommodate any of the 2000 non location specific dwellings assigned to Broadland.

Broadland

A strategy of concentration has been followed primarily to facilitate the provision of new high level infrastructure, and in order to enable the creation of a high quality link suitable for BRT through focusing investment on a public transport corridor which can serve the bulk of the development to be accommodated in Broadland. While this strategy does focus the take of greenfield in one location, the total amount taken would not be likely to be reduced if a more dispersed approach were taken.

Rackheath

The proposal in the JCS at Rackheath is not specifically for an eco community. It is seen as part of an urban extension which, though it will have distinct neighbourhoods, is seen as a whole in terms of provision of some high level infrastructure. Rackheath will benefit from infrastructure which needs the wider North East development to support it, in particular high quality public transport, including extensive priorities between Rackheath and the city centre, and a secondary school. The eco community needs to be seen in the context of additional growth proposed in the locality. Given the desire to raise environmental standards, the developers' commitment to the highest standards as required by the Government's programme should be welcomed.

Cringleford

Explicit reference to Cringleford was added as the Favoured Option was derived. At earlier stages development interests had proposed development here, arguing it is well connected for public transport and very close to strategic employment locations. It would also minimise impacts on Thickthorn junction. 1200 dwellings at Cringleford will require enhanced education provision, in the form of a new primary school, and improvements to Thickthorn junction will be required, taking into account the totality of the development proposed in the South West.

Other representations have suggested the allocation should be increased. While there are clear sensitivities about the impact on the Yare Valley, much of Cringleford is separated from Eaton by the river and the floodplain, and this would be likely to impose a constraint preventing coalescence. Significant risks will be identified following the outcomes of the Sustainability Appraisal.

Wymondham

The scale of allocation at Wymondham has been reduced compared with an earlier option, but account needs to be taken of other attributes at Wymondham, namely its location on a public transport route with great potential, subject to overcoming difficulties at Thickthorn junction. Wymondham is considered to be a suitable location for growth, having good access to a range of employment sites. It is also on the A11 corridor. Growth point status for Wymondham was sought on the basis of the requirements of the East of England Plan in order to secure the maximum available funding for infrastructure. There was no additional level of growth sought by the GNDP in order to achieve Growth Point Status.

Hethersett

The selection of the favoured option has moved some way towards reducing the impact at Hethersett. The scale of allocations for particular locations has attempted to take account of the character of the locations in question.

Long Stratton

The locations selected for development are broadly consistent with those in Option 1, with the addition of Long Stratton in recognition of the need to resolve local environmental problems there and to fund a long-desired bypass. The scale of development has been reduced compared with Option 1 in recognition of the updated housing land supply position compared with that in 2006.

Environment

The principles of sustainable development are set out in PPS1 which the JCS and NATS are consistent with. An updated Sustainability Assessment has been prepared and is currently being independently verified. An Appropriate Assessment is also being undertaken in dialogue with Natural England; this can only be finalised in light of the favoured option. Progress is also being made with regard to looking at mitigation. This assessment will also consider whether there are any potential impacts on sites of international wildlife importance, and if so, what mitigation measures should be introduced.

Facilities and Infrastructure

The scale of development proposed will require proper attention to the infrastructure needed to support it. There is certain infrastructure which is absolutely critical to development; this is generally true of access requirements related to safety and water utilities. However it is reasonable for other infrastructure to be provided in the course of development provided there is sufficient confidence that it will be provided when it is needed. It is important that the various consortia work together as some high level infrastructure will need to be shared. At the very least some overall high planning framework is needed.

Some enhancement of local facilities is likely to be required as a consequence of the development. Updated work by EDAW is looking at infrastructure needs, timing, costs and potential funding sources of the favoured option. The output of this work will be included in the implementation section of the JCS.

In order for an assessment of the broad scale of the infrastructure need and cost to be made, some assumption had to be made about the broad distribution of growth. The assumption used in the Infrastructure Study did not represent any commitment to a specific distribution of development in the JCS. Studies into some critical infrastructure have examined a wide range of potential locations. The locations in the favoured option are broadly those which perform well in terms of public transport and are considered to be generally well-related to existing and proposed strategic employment allocations.

The attributes identified for a Key Service Centre are typically a primary school, secondary school, range of shops and services including convenience shopping, but more limited in scope than Main Towns, a village hall, primary health care and library.

Transport

Transport studies have focused on the potential for public transport as the selection for locations is primarily guided by where alternatives to the car might perform best. There are limited options in the NPA with existing rail services. A strategy which focused on enabling unrestrained car access would be likely to result in unacceptable levels of congestion and greenhouse gas emissions. It is important however that a degree of access for people with disabilities is retained.

The A11 is currently the best performing corridor in the area. The growth in the corridor outside the Southern bypass is more significant than the modest scale of development proposed in the A140 corridor.

The plan acknowledges that significant improvements to the Thickthorn junction will be required and the need for this is reinforced by significant levels of development being proposed at Attleborough, also served by this corridor. The East of England Plan also suggests that the A11 corridor should be one of the focal areas for employment growth and makes sense to align employment and housing allocations to it.

Discussions continue to establish the viability of a development of 1800 houses funding the Southern bypass, and to see if there are any available public sector funds which could support the scheme without having an adverse impact on NATS elsewhere.

The NDR is also a key element of NATS and should not be seen in isolation but as part of a strategy which includes not only road building but also public transport, and walking and cycling improvements. However, the inability of the NDR to connect to the A1067 further reinforces the preference for development in the North East, particularly in contrast to the North West; otherwise there would be a serious risk of traffic crossing the Wensum Valley to access major attractors on the South side such as the hospital, Norwich Research Park, Longwater, etc. The North East also has relatively good access to a range of employment sites. The different characteristics of the settlements and urban fringe and South Norfolk mean a different approach has been adopted there, but collectively the strategy combines a large scale development with a number of more modest developments, an approach broadly supported by the development industry at the issues and options stage.

Retail

While there are some vacancies in retail premises, until the recent economic downturn, these were not considered excessive. The Retail Study undertaken for the GNDP suggested a case for significant retail floorspace growth in the Norwich area, and more modest levels of growth in the Main Towns. The plan looks ahead for 20 years and some degree of recovery is likely in this time. However, it would be appropriate to reconsider the scale of growth planned for and take a more cautious approach.

Site Specific DPD/Area Action Plans

Site Specific DPDs will deal with the selection of sites for development as the JCS is a strategic plan and will assess the full range of options before selecting the most appropriate sites for development. Flood risk is one of the elements incorporated into these DPDs, although strategic documents such as the Strategic Flood Risk Assessment and Water Cycle Study are also used and inform the JCS. Re: flood risk in Norwich city centre, the position is understood and more detailed work is being undertaken. The precise areas of land to be allocated will be determined through an Area Action Plan.

Q10. What additional infrastructure requirement would there be?

A total of 26 responses were received to this question. The largest number of comments related to transport infrastructure. A number of specific points were received:

- Agencies and developers are willing to cooperate to determine the level of infrastructure for sites
- The infrastructure identified is an accurate representation but masterplanning exercises will give more detail
- Consideration should be given to improvements to rail services for North East locations
- The importance of the findings of the Water Cycle Study was stressed
- Anglian Water is forecasting lower growth levels for the next 3-4 years than was predicted in the East of England plan
- Specific infrastructure requirements for schools were identified by a site promoter
- Additional retail provision will be required in the North East and existing district centres may be able to deal with this growth
- Local infrastructure improvements should include improved pedestrian and cycle facilities, localised road improvements, primary care, schools, sewerage and leisure and community buildings
- The size of growth will make it likely for a facility for the safety neighbourhood team and the overall scale of growth has potential to increase crime and disorder in Norwich city centre which will require further Police resources
- Whilst the proposals may not have a significant effect on the National Grid, reference should be made to the localised networks operated by EDF and National Gas Distribution
- Sufficient waste management capacity is planned in tandem or advance of the growth
- Larger new developments may require extension to existing or new places of worship

Some concern was raised over the following:

- Joint working would be required to bring about a solution to the electricity supply issues and water supply issues in the A11 corridor
- Growth would place further pressure on trunk road junctions and testing would be required to show how improvements could deal with this and how funding could be raised
- The lowered housing numbers in the A11 corridor would still need to achieve a critical mass in order to fund transport improvements
- The ability to fund new infrastructure (particularly roads) was questioned, and the timescales of receiving funding would need to be guaranteed prior to development taking place. The strategy does not currently state how this will occur

- Some concerns were raised about the supply of health services in areas of high growth levels
- Concern that the NDR is not essential in delivering development to the North East, and that other transport infrastructure measures may suffice
- Development should not proceed until additional capacity for sewerage infrastructure has been addressed
- The impact on The Broads needs to be determined, including appropriate environmental mitigation measures
- It is not considered that all locations need to provide for the entire range of infrastructure requirements and the use of small scale developments may assist in delivering growth without impacting on the existing infrastructure
- Where more dispersed, a commitment to green infrastructure at an appropriate scale will be required

The main objections from respondents related to:

- Specific infrastructure requirements supporting the option should have been provided in this consultation
- A number of aspects of infrastructure requirements cannot be delivered entirely by developer contribution

Officer Response

We will ensure that the requirements in Appendix 0 need to be translated into policy in the next version of the plan, along with a clarification of strategy for secondary education. We will also redraft the communities and culture policy including references to the potential role of faith groups in promoting community cohesion and the need for premises where demand is demonstrated.

We will include an implementation strategy in the pre-submission publication and we will ensure that this reflects fully the infrastructure needs of the chosen locations and pays due regard to crime prevention requirements. It will also itemise the funding sources and areas of responsibility.

We will propose an allocation for 300 dwellings in the town of Aylsham subject to sewage treatment limitations being overcome.

All plans are subject to the outcome of the traffic modelling work which is currently underway.

We will incorporate the findings of the stage 2 Appropriate Assessment into relevant policies.

We will ensure that the impact on secondary health care in growth areas is included within the strategy. Similarly requirements of Childrens' Services will feature in the favoured option.

We will continue dialogue with colleagues preparing the LDF waste strategy to ensure synergy. We will also ensure that work on electricity and water supply and

wastewater treatment is included in the infrastructure study and that the implementation strategy takes into account the wider picture (such as A11 corridor for example).

We will clarify how the provision of dwellings to be provided in unspecified locations will be distributed in line with the spatial hierarchy and other planning considerations.

We will ensure that the transport elements of our delivery plan are updated to reflect the most up to date evidence from the NATS work and implementation plan.

Q11. What opportunities does this favoured option present?

A total of 16 responses were received to this question. The largest number of comments related to transport infrastructure although a good level of general support was received. A number of specific points were received:

- Sites that can take advantage of existing infrastructure and employment sites were promoted and were considered beneficial in assisting early delivery
- An emphasis should be made on delivering high quality growth which is sustainable, innovative and improved facilities for all
- Dispersal of growth around existing development was preferred to one large site

Some concern was raised over the following:

- The strategy appears to be highly dependent on the delivery of core infrastructure such as roads which may impact on the timescales and contingency planning should feature
- Green infrastructure needs to be planned, costed and prioritised and more emphasis could be made on delivering green corridors
- The Eco Town standards should be considered as an aspiration for all development with the strategy
- The level of congestion in Long Stratton, and apparent over-stating of the problem
- The scale of development in some towns appears to be low and a higher level could be accommodated improving sustainability
- The necessary infrastructure could not be supplied through only developer contributions in certain towns

Officer Response

We will include in the policy a reference to aspiring to meet Eco Town standards throughout all development locations.

We will ensure that green infrastructure is included in the implementation strategy.

Q12. How will this link with your longer term investment strategies?

A total of 14 responses were received to this question. The largest number of comments related to joint working between developers and agencies. A number of specific points were received:

- The creation of ecological networks is a priority and will assist in implementing green infrastructure
- Developers are committed to developing sites at an early opportunity including the development of a long term strategy for sustainable urban extension and a delivery vehicle to coordinate the various interests of land owners
- Collective working can help ensure that infrastructure is provided along the A11 corridor

Some concern was raised over the following:

- Detailed financial planning will need to be drawn up to engage long term commitment of a range of land owners in the North East
- The outcomes of funding studies of other agencies will need to be included in any implementation strategy
- The development of small scale sites is contrary to national guidance
- The viability of delivering infrastructure in certain towns through developer contributions is challenged

Officer Response

We will ensure that the implementation strategy takes note of the dependencies on the NDR, particularly for employment allocation.

We will ensure that health facilities are included in the implementation strategy.

We will clarify how the 3,800 dwellings on unidentified sites in Broadland and South Norfolk will be distributed, in accordance with the spatial hierarchy to take account of existing service capacities, environmental and planning considerations.

Q13. Could your organisation commit to support the favoured option?

A total of 15 responses were received to this question. The largest number of comments related to the scale of development outlined in the strategy. A number of specific points were received:

- Dispersal of growth sites throughout Wymondham would create wider support and cooperation between land owners is already underway
- Cooperation is offered in assisting in the mitigation of impacts on biodiversity
- The favoured option is considered to be less constrained than those presented in earlier consultation
- Whilst commitment cannot currently be given, it is hoped that this will be possible once infrastructure and funding assessments have been undertaken

Some concern was raised over the following:

- Insufficient evidence is presented to demonstrate whether the favoured options is justified and deliverable
- The relationship between growth and infrastructure should be clearly demonstrated as deliverable from developer contributions
- Contingency planning should be introduced
- The delivery of such large numbers of housing in relatively short timescales, particularly where delivery is dependent on major infrastructure projects
- Funding and compulsory purchase orders should be put in place at the earliest opportunity
- Sustainability of smaller sites
- The linking of Easton and Costessey in Policy 5, although Easton is separate from the urban area and has limited facilities

Objections relate to:

- The total level of development in the strategy

Officer Response

The provision of a bypass at Long Stratton will remain to be subject to the outcome of ongoing discussions with site promoters in the area.

We will include an implementation strategy in the pre-submission version of the plan which will include health requirements.

Q14. Do you agree with the places proposed as Main Towns and the part they play in the strategy?

More respondents were in support of the places proposed as Main Towns compared to the number who are opposed. The main responses are summarised below.

- Growth is not expressed as a ceiling but a minimum in the strategy
- There is a lack of supporting service infrastructure (e.g. sewage, school, health) in many areas. Such issues, particularly sewage infrastructure restraints must be addressed before housing is allocated
- Growth should not be concentrated in one area as it will put additional pressure on all ready oversubscribed local facilities including local schools and healthcare centres
- More dwellings needed in specific location
- Flexibility in strategy to allow for greater number of residential units
- There is a need for clarity on the allocation of main towns as some locations including Aylsham, Diss and Harleston do not contribute towards housing requirements and provision in the NPA
- Some locations, including Long Stratton should not have Main Town status
- There are concerns about the historic character of areas, Wymondham in particular, as large retail developments are causing town centre retail to suffer. Policies should be implemented to prevent the loss of local distinctiveness
- Improved access and sustainable transport infrastructure is needed as roads in areas including Wymondham are already extremely busy
- There should be less or no growth. Strategic development in satellite towns is unsustainable
- Proposed locations for Main Towns are too far from Norwich. Aylsham and Harleston are too far from Norwich to provide economical public transport
- Some locations with good infrastructure should be included. Diss could accommodate more than the proposed number of dwellings as it has good services and transport links
- The growth provision for Aylsham should be reconsidered due to the lack of spare sewerage capacity here
- Limited growth in areas close to main towns

Officer Response

The Water Cycle Study Stage 2 is seeking clarification of water quality and sewage discharge issues to establish the true capacity of Aylsham to accommodate new housing growth. Infrastructure needs are being assessed through the consultation process. It is known that certain services are operating at or near to capacity. Discussions are underway with service providers to seek the best means of improving the necessary services.

It is noted that local shops may be closing in Wymondham due to the current recession and that the 2007 Norwich Sub Region and Town Centres Study concluded a moderate growth potential which did not take into account the shopping requirements of the (then unknown) potential preferred housing growth provisions for Wymondham. The preferred housing growth option will support additional shops and services in Wymondham which will benefit local residents.

The total levels and distribution of housing growth have been provided for within the context of the RSS which is the adopted Government policy.

The status of Long Stratton as a Main Town will be reconsidered for consistency with other settlement categorisation.

Aylsham and Harleston are important centres serving rural areas that are not so dependent on Norwich and their development will be of benefit to people travelling from these rural areas.

The proposed growth for Diss is limited to the low Rural Policy Area total housing growth provisions.

Q15. Do you agree with the places proposed to be Key Service Centres and the part they will play in the strategy?

There were similar numbers of respondents that were in support of and opposed to the places proposed as Key Service Centres. The main responses are summarised below.

- There were some concerns regarding growth. Some representations wanted growth reduced, if not halted, in some areas as they believed that the existing infrastructure could not cope with additional growth
- There was already a lack of supporting infrastructure and those that were around were already overstretched
- Areas which were geographically close to main towns and service centres did not necessarily need vast growth as they were close enough to major growth locations
- Some representations also mentioned that the scale of growth in some locations was excessive and in high density. Would like to see smaller developments in other locations
- There were suggestions to consider mixed-use developments such as having employment, housing, education and other service infrastructures in close proximity
- Measures to increase sustainable modes were also needed as were improvements to existing transport modes
- It was also important that transport and service infrastructure were improved and revamped before any growth took place.
- Growth should not be expressed as a ceiling but a minimum as they felt some locations could support further growth
- The strategy should be clear about protecting local character and local distinctiveness of the region and as such, that only Brownfield sites were used

Officer Response

Policy 13 ensures that all developments will make efficient use of land with density varying according to type of area, and the protection of landscape and townscape character while being designed to be a high standard to respect and enhance local distinctiveness. It is accepted that these provisions could be enhanced within the strategy and as such the policy provisions will be amended and enhanced for the protection of local distinctiveness. Although Brownfield sites will be used where appropriate, it is necessary to use Greenfield sites to meet housing development. Residents will be given the opportunity to comment on these.

Definitions of Main Towns and Key Service Centres reflect their good accessibility, public transport access and services that reduce the need to travel for residents of proposed new housing developments. Policy 16 provides for enhanced public transport to serve Key Service Centres while sustainable transport is to be enhanced in general through the policies of the Norfolk Local Transport Plan. Policy 7 also provides for employment opportunities. Smaller developments in a large number of

villages are also proposed in the settlement hierarchy to reduce need to high scale growth. The JCS will also seek to maximise use of previously developed sites where available.

It is noted that the housing provision figures should be considered as a minimum. Certain services are known to be operating at or near their limits and discussions are underway with service providers to seek best means of improving them.

The proposed settlement hierarchy provides for housing and small scale commercial development in a large number of villages based on their service provision and ease of access to alternative services in nearby places. Further justification of the Settlement Hierarchy will be produced in the Settlement Hierarchy Topic Paper, a supporting document.

The proposed levels of growth in all areas meet the relevant Regional Spatial Strategy (East of England Plan) services criteria. The levels of proposed growth reflect service capacities.

Q16. Do you agree with the places proposed as Service Villages (SVs) and the part they will play in the strategy?

There were similar numbers of respondents that were in support of and opposed to the places proposed as Service Villages (SVs). The main responses are summarised below.

General comments made included:

- The number of proposed homes should be expressed as a minimum figure
- The scale and location of development should be determined by the need for homes, level of service provision, infrastructure, capacity and deliverability
- Locations of SVs should be judged by local residents and assessed on a site-by-site basis to determine its suitability as a SV
- An explanation should be provided as to why SVs located within the NPA should be considered for further development
- Some clarification/re-wording is required to make the policy clearer in terms of the criteria used to designate SVs and reasons supporting the use of this criteria
- Only brownfield sites should be used
- A hub and spoke approach could reduce the destruction of large areas of countryside
- The reasoning behind, and the role of SVs is not made clear nor is there any mention of any assessment of the environmental capacity of the villages to accommodate development and conserve the existing character of the area. There is also no information on how the proposed development will affect the villages in terms of population numbers and distribution

Comments received by respondents in support of the SVs:

- Planned growth in all villages would lessen the impact and objections elsewhere
- Alington, Bergh Apton and Yelverton in their collective proximity and shared facilities, should be considered as an acting SV
- The importance of villages outside the NPA, including Marsham, should be understood to accommodating proposed growth
- Great Moulton has already proven its ability to accommodate further residential development and should be designated as a SV; mixed development would resemble the existing structure of the village
- Support for the SV selections although concern the housing commitment is not binding for SVs in the NPA which needs clarification
- Expansions to the Key Service Centres and Main Towns need to be matched by sustainable transport provision and measures to reduce the need to travel, as well as the provision of adequate facilities such as green space and leisure, employment and education
- Improved rural job opportunities through promotion of organic farming and renewable energy

Comments received by respondents opposed to the SVs:

- Some villages are already close enough to large SVs or do not have the facilities to fulfil the needs of a SV
- Allowing infill within boundaries does not help affordable housing needed in all villages
- Some villages would be affected by even small-scale development particularly facilities
- There should be provision for a small number of rentable/affordable houses only
- South Norfolk Council comment that Trowse meets the criteria but is not listed as a SV

Summary of locations mentioned by respondents:

Supported SV Locations	Opposed SV Locations	Mixed Reviews
Alpington, Bergh Apton and Yelverton (collectively) Bunwell Ditchingham Great Moulton Little Melton Trowse Wicklewood	Brooke Newton Floatman Rockland St Mary Shimpling	Burston Tasburgh Stoke Holy Cross

Officer Response

Local residents have had the opportunity to make their views known through the JCS public consultation. A large proportion of settlements will experience some growth during the plan period, although whether this lessens the impact/objections remains to be seen. The criteria alone do not dictate the total housing provisions for the SVs and could support additional growth. Total housing provision is intended to be a minimum with the potential provision of additional development, in the form of infill and small groups of houses, on sites which do not require allocation/villages within the NPA. The JCS seeks to maximise the use of previously developed land however greenfield developments will also be required.

The SV provisions for 10-20 dwellings are not considered to be large scale development and were based on a minimum that would require the allocation of land while offering additional support for local services and providing for most growth to be directed to the Main Towns and Key Service Centres.

The provision of journey-to-work public transport is an essential minimum service to provide a choice of means to travel to work. The public transport arrival and departure criteria used could enable slightly wider hours than those mentioned but relatively few local services provide access for very early starts and Sunday working. Other service improvements will arise to meet the needs of growth and the investment decisions of transport and public service providers.

The needs of existing populations must be met through the funding provisions of the main service providers, as developers will be required to contribute towards the funding of the servicing needs of their own developments. The facilities so funded would also benefit existing residents.

The Settlement Hierarchy proposes limited development in the villages to enhance the choice of local housing, provide support for the rural services and assist in rural regeneration. While the favoured option provides for declining levels of growth, additional development in the larger villages with sufficient services is required to maintain a good quality of rural life and to support rural regeneration. The following will be addressed as part of the Settlement Hierarchy Review:

- Review of the criteria used for SVs
- The status of, and links between villages
- Need for greater flexibility in the choice of services to justify the choice of villages for growth
- Identification of additional villages for potential development in order to provide a greater spread of sustainable locations for development
- Consistency of policies

The site-specific DPDs will address the following:

- Potential distribution of the land allocations and issues
- Villages identified as SVs meet the service requirement to justify their designation. Those that fall within the South Norfolk share of the NPA could also be considered as locations for additional growth to accommodate some of the 1,800 dwellings to be allocated on small sites; although overall housing provisions for the South Norfolk share of the Rural Policy Area have been largely taken up by the Main Towns and Key Service Centres. The designation of the SVs to aid rural regeneration requires an over allocation of land for new housing.
- Environmental capacity and flood risk of the designated villages
- Impact of services constraints on proposed scale of development. Discussions are underway with service providers to seek the best means of improving the necessary services.

Additional points made by respondents will be covered under the Policies as outlined below:

- Policy 1: Defines Trowse as a Norwich fringe parish as part of the Norwich urban area forming a focus on new development
- Policy 8: Should be amended to refer to form and character considerations
- Policy 9: The “Other Villages” category provides for infill and small scale development only
- Policy 10: Allows for the provision of affordable housing ‘exceptions’ outside of boundaries. All villages except those under Policy 10 will have defined development boundaries

- Policy 12: Provides for the protection of existing services
- Policy 13: Requires high standards of design; respect and enhancement of local character and distinctiveness; minimising the need to travel
- Policy 14: Provision of affordable housing on sites of five or more dwellings
- Policy 16: Improved public transport accessibility
- Policy 18: Provision of appropriate services; sufficient provision of and access to schools and adult learning opportunities
- Policy 19: Development will be accompanied by appropriate infrastructure

Other points noted include: the need for further clarification of policies and rewording; clarifying the impact on villages in the NPA from the proposed development; and the reliance on private individuals aided by the availability of facilities such as village halls and school for the provision of activities for social groups

Q17. Do you agree with the places proposed as Other Villages and the part they will play in the strategy?

There was an overwhelming amount of objection to proposed Other Villages. Feedback received from respondents has been summarised below:

General comments made included:

- Brownfield sites only
- There will always be a need for property in small villages. Housing must be affordable to the local population
- There needs to be adequate provision of services and facilities to support growth
- Case for limited housing and business development close to Main Towns and Key Service Centres
- A hub and spoke approach would help protect the countryside and reduce the need to travel
- “Other Village” locations should be judged by local residents
- Development boundaries should be defined
- Growth targets should be set as a minimum
- Business or service development in the vicinity of The Broads area is welcomed however, no justification given for further housing development in the settlements listed
- Settlements seem to have been selected on presence of village hall and primary school, but there is no evidence of an assessment of settlement function
- Position of development limit should be defined through local consultation so any new housing has access to suitable facilities
- Agreement with the “Other Village” locations and welcome commitment to limit housing allocations and retain development boundaries in rural areas. This commitment is not binding for “Other Villages” in the NPA which is of concern and needs clarification
- Some clarification of definitions is required

Comments received by respondents in support of the Other Village locations were:

- Settlements identified within the NPA considered for further development
- Small scale well designed environmentally conscious development
- Increased growth will support existing services, increase rural job opportunities and community/cooperative enterprises may also develop
- Other villages need access to services but not substantial growth
- The road network in Bressingham is not suitable for even small scale businesses with larger vehicles except adjacent to the A1066
- Clarity over which locations could be considered for further development is required
- Support for Hempnall as an “Other Village”

Comments received by respondents opposed to the Other Village locations were:

- Villages should be left how they are without any further development
- Development should occur according to need, not just to fulfil a quota
- Disagreement with the locations selected as these settlements are reliant on services of larger centres for their everyday needs and new development would not necessarily help to retain or attract services
- Inadequate infrastructure and services to support growth
- Development in “Other Villages” should not take preference over development on the edge of “Service Villages” and higher
- Villages not qualifying have been expanding gradually and have proved to be sustainable
- Some villages meeting the criteria have not been selected which may have negative impacts on the community in which sustainable futures cannot be ensured
- The approach to local needs housing is being poorly implemented, long standing infrastructure improvements have not been made and this inhibits housing development. Improved infrastructure and mixed housing could meet community needs
- Details required for the timing of the Settlement Hierarchy review
- Various settlements should be classified differently based on up to date information

Officer Response

Settlements will only be classified as “Other Villages” if they have an appropriate level of services and access to public transport. The JCS seeks to maximise the use of brownfield sites to accommodate growth in accordance with Government guidance and will require an element of affordable housing to be provided on all sites of 5 or more dwellings. The strategy also allows for affordable housing schemes to come forward in smaller villages as an exception policy. Infill or small groups of houses could mean developments up to ten dwellings (above which land allocations would be required) subject to the form and character of a village and other development constraints. Small scale business development should also reflect the scale and function of the settlement or locality.

“Other Villages” would not form appropriate locations for “significant new development” due to the limited availability of services. However, limited services which include certain basic important services should not preclude provisions for small scale development which could contribute towards overall rural regeneration. Policy 16 provides for enhanced public transport to serve Main Towns and Key Service Centres while sustainable transport is to be enhanced in general through the policies of the LTP; Policy 19 also provides for the necessary infrastructure to accompany proposed housing developments. It is not seen as unsustainable to put housing development in settlements with very few/no services or facilities, as people would then be reliant on the services of larger centres for their everyday needs.

The choice of village hall and primary school represented a minimal approach to essential services that could support development in a village and be easily

accessible on foot or by bicycle and thus save car trips. Developer contributions towards services are available through legal agreements. All development will be required to contribute towards transport, health, recreation, education and other community provisions if Government proposals are carried out.

Development in “Other Villages” would not take preference over development in Service Villages or higher order settlements. Service Villages could also accommodate potential infill and small groups of housing as solely provided for in the “Other Villages”; however, allowing development in every small village would be contrary to Government policy on sustainability. The reference to the consideration of “Other Villages” within the NPA for “sustainable development” should be considered as it appears to imply higher levels of housing development in villages which lack the levels of services required to support growth.

The development limit will be subject to public consultation in 2009 as part of the production of Site Specific Policies DPDs. The RSS directs most local development to the NPA to promote sustainable development with ease of access to everyday needs. Although it is not possible to leave the decision about the location of development entirely to local residents, they do have the opportunity to comment as part of the consultation and planning application stages.

The proposed Settlement Hierarchy provides for housing and small scale commercial development in a large number of villages based on their service provision and ease of access to alternative services in nearby places. The Settlement Hierarchy Review will:

- Re-examine the choice of villages for development and the role of settlements based on up-to-date information about services and facilities
- Look at clustering settlements which share facilities
- Possibly classify settlements differently, e.g. some settlements in this policy with a good range of services and facilities could become service villages

For the purposes of the Settlement Hierarchy, Spooner Row has been considered as a stand alone village and is not considered under the Wymondham proposals. Carleton Rode would have a defined development boundary but is it also subject to a review of the Settlement Hierarchy which could result in a change to the village’s status.

Q18. Do you agree with the approach being proposed for the Countryside?

More than half of all respondents agreed with the approach being proposed for the countryside while over a fifth of respondents objected to the approach.

General comments made included:

- Great care needs to be taken to ensure the character of the countryside is protected from proposed development
- Neither the policy or supporting text makes a case for the value of the countryside and the benefits of its enhancement which act as a key driver for the local economy, tourism and the quality of life
- Reference should be made to the need to support agricultural and related industries
- Allotments should be made available
- People who live in small villages need affordable housing so that they can stay where they were born and not be ousted by high property prices
- Norwich remains the heart of a rural working county, so respecting the mutual needs of both should be the core of any future development around the Norwich area
- Affordable housing should be provided in areas that offer sufficient employment opportunities
- Not all housing can be accommodated on brownfield; greenfield sites on the edge of villages should be considered rather than open countryside
- Extensions to country properties should be discouraged as these lead to property price levels rising beyond the reach of countryside workers

Comments received by respondents in support of the proposed approach to the countryside were:

- There should be more flexibility regarding development in the countryside villages, particularly if settlements have good communication links or adjoining facilities
- Potential for small development in all villages which would share the requirements for homes and sustain rural communities
- Landowners and farmers could be further encouraged to restore traditional buildings
- Support for the approach but greenfield sites should be protected
- Broadband internet access should be included in the plan

Comments received by respondents opposed to the approach were:

- The policy includes too many small villages with open countryside and ignores the need to maintain the sustainability of these communities
- The scale of development is too large and the countryside should be left as it is
- There is insufficient consideration of the need to disperse homes, services and employment to a broader geographical area within the NPA and beyond

- The approach overlooks the important contribution of infill development and the conversion of redundant buildings
- Exception sites on agricultural land mean that the farmers who own them get rich out of the scheme but there is no benefit for the village, i.e. there are already no facilities, etc.
- Sustainable needs can be achieved by using local transport or car
- This sounds like protecting the rich from developers
- There is no mention of SNDC settlements technical study re: the NPA
- Question how the NPA can include areas of countryside as there are clear differences between urban and rural needs and priorities

Officer Response

This policy aims to restrict development in the countryside; however there is a recognised need to balance the protection and enhancement of the countryside with the provisions for and access to limited housing, commercial, leisure and tourism related activity. The policy covers the use of brownfield sites for extensions, conversions or replacement buildings; however, some greenfield land take will also be required. This will be strictly controlled and only allowed in exceptional circumstances or where rural allocation can be justified. Policy 10 does not preclude the conversion of buildings to residential in the countryside. The policy allows for agricultural buildings to be converted but any scheme will still need to be subject to a planning application. It is not a practical option to allow no development in the countryside; Government planning policy guidance covers the need to protect agricultural and related industries.

The technical study of the potential for new settlements in the NPA is a separate exercise that is not part of the JCS consultation. The provisions of the JCS will however be revised to take account of the outcomes of the Green Infrastructure Strategy. Development boundaries will be drawn around the main settlements to protect the countryside; development will only be allowed outside these boundaries in exceptional circumstances. Housing built as exception to general policy will need to be well designed and in keeping with the existing character of an area. Exception sites for affordable housing do not bring any additional facilities to the village but they do have a benefit in terms of additional housing to support existing facilities within the settlement and allowing local people to continue to live in these communities.

The NPA comprises a number of settlements well related to Norwich which could be considered for larger scale housing growth. Due to the rural nature of Norfolk, the NPA also includes areas of open countryside and a number of smaller settlements which would not be appropriate for large scale development without some investment in infrastructure and communication links. The Settlement Hierarchy will be revised to look in detail at the suitability of settlements for development. Having development in settlements with minimal facilities does not accord with planning policy on sustainability. The study will also reflect an up-to-date picture of the services and facilities in settlements. Specific sites will be identified following the Settlement Hierarchy review and as part of this process pieces of land directly adjacent to

development boundaries will be considered and current development boundaries will be reviewed, and in some cases, extended to include additional housing land.

The Strategy seeks to improve public transport access to and between the Main Towns and Key Service Centres however recognises the importance of car in rural areas as a means to travel. Lighting and other similar matters will be dealt with at the planning application stage and guided by development control policies. The standard of Broadband provision has been raised as an issue and will be addressed by revised policies in the strategy.

The provision of allotments will be considered at the site specific stage, potentially as part of the developer requirements for an allocated site. Local residents have the opportunity to comment on schemes through the planning application process.

Q19. Do you agree with the approach being suggested for the areas next to the Broads?

There was relatively little feedback provided by respondents to this question however a large proportion agreed with the suggested approach being taken for areas close to The Broads. Some of the main comments provided by respondents were:

- The policy is consistent with the statutory duty to have regard to its 'National Park' purposes but adds little in terms of spatially specific content. There is also scope for strengthening the strategy's vision for The Broads and for managing the area's relationship to growth in the North East of Norwich in particular
- The aspiration is commendable but believe this approach does not fit with the favoured option
- There must be closer partnership working with The Broads Authority
- Second-home ownership should be restricted
- The policy should be expanded to include tranquillity, recreational value and navigational use
- Support for the policy as long as the term 'enhancement' also means 'safeguarding' and has full regard to proper flood risk and water management
- It is essential that proper investment is made to encourage tourism
- There should be no development by The Broads
- Sea level rise will flood The Broads

Officer Response

The policy covers only the area adjacent to The Broads as The Broads have their own plans. The Policy does not prevent all development near The Broads but requires careful assessment of its visual impact and seeks to protect the area. The plan is subject to an Appropriate Assessment to ensure that development does not have a negative effect on the habitats and that full cooperation takes place between the planning authorities.

Sea level rise is a key issue but it is beyond the scope of this plan which does not cover The Broads or coastal areas. However, it is recognised that all development must take full account of flood risk and water quality.

Q20. Do you agree with the proposed [retail] hierarchy?

Again, there was relatively little feedback provided by respondents to this question however the vast majority did agree with the proposed hierarchy. Some of the main comments provided by respondents were:

- Identified retail hierarchy is welcomed which follows the specific typologies identified in PPS6: Planning for Town Centres
- Market towns should be allowed to grow and encourage a complete range of commercial investment
- Castle Mall and Chapelfield are more geared up to help the blind and partially sighted
- Access by car should be made for disabled people
- Concern that Norwich city may not be able to sustain more retail outlets
- Traditional shops may close as more shopping is done online
- Query the need for small towns to have any more development that they cannot support
- Further town centres are not required
- The current projections on climate change are based on dubious data and are not convincing. Reduction of population is a worthy objective
- Only brownfield sites should be used
- Objection to the proposal due to the building of an Eco Town at Rackheath

Officer Response

The policy aims to permit development in locations/existing centres appropriate to their form and function and not establish new town centres. Development will be promoted on brownfield sites where available and in the case of new retail development in existing centres, it is quite likely that a high proportion of these sites will be brownfield; however some take up of greenfield land may be necessary. The JCS still needs to provide a hierarchy of centres for retail development as there will still be a need for the more traditional type of shopping.

The need and impact of particular development schemes in Norwich city centre would be assessed at the planning application stage as will access for blue badge holders. The objection to the eco town is noted and will be dealt with under responses to Policy 5.

Climate change comments are not relevant to this policy.

Q21. Do you agree with the proposals in this policy (Policy 13)

There were a number of representation both supporting and opposing the proposals in Policy 13. Several respondents' comments addressed environmental and landscape impacts:

- New development is unlikely to be in keeping with the existing regional character
- The inclusion of the requirement to enhance biodiversity and landscape character as well as protect them is recommended, particularly water bodies under the Water Framework Directive
- Appropriate remediation of contaminated land and pollution control measures required
- Co-housing is a particular effective way of reducing environmental impact
- A reduction in environmental impact should be inherent and the first policy in the strategy document
- Concern about climate change is based on projections from dubious data and is not convincing
- Welcome the commitment to reducing environmental impact but suggest avoiding repetition of national policy; elements providing a spatially specific basis for reducing carbon emissions should be strengthened
- Specific policies promoting renewable energy and energy efficiency are required
- Further clarity over flood risk is required
- The impact on the environment will be considerable given the major new road developments and high level of greenfield land take proposed
- Welcome the commitment that all new housing should match Housing Corporation requirements under the Code for Sustainable Homes
- Development should only be on brownfield sites and local facilities should be provided to minimise the need to travel
- Mineral and waste resources should be safeguarded and protected

Concerns were raised over the following:

- The proposals in this policy are unclear
- High densities and lack of open space in some developments
- Conserving geodiversity in its own right is not the same as keeping reserves of minerals for later use
- The JCS and NATS seem unwilling to grasp the principle that encouraging one form of transport (e.g. public transport and cycling) means restricting another (e.g. cars and lorries)
- Increased demand for the provision of some services and facilities resulting from population growth
- Delivery of social care and access for disabled blue badge holders
- Standards of council housing and housing associations

Non-environmental reasons for opposing the proposals in the policy were as follows:

- Policy is over optimistic/there should be no development

- Development at Long Stratton and its incompatibility with the aim to reduce the need to travel; however, there is also support for development at Long Stratton
- Infrastructure must be in place before development of housing commences
- Unreasonable to require all new housing to match the current Housing Corporation requirement under the Code for Sustainable Homes
- NDR contradicts this policy approach

Officer Response

Growth is required under the regional plan to provide housing and employment to meet need. The plan attempts to minimise the environmental impact of the growth and where possible create environmental improvements, e.g. green infrastructure. The strategy maximises the use of brownfield land promotes development in existing settlements; however, there is insufficient brownfield land to meet growth requirements. The strategy requires new development to provide local services and employment and to be designed to reduce the need to travel, and where required, promote the use of public transport. Focusing other development on a single new town would not enable sufficient delivery of housing and infrastructure.

The Policy uses defined national standards to ensure it can be implemented and will therefore reduce resource use in new development. Densities of new developments are required to be appropriate for the surrounding area; minimum advisory densities are 30 dwellings per hectare. Landscape character assessments have been done for both South Norfolk and Broadland. These will be used to ensure any greenfield development is in keeping with its surroundings. All new social housing is built to significantly higher sustainability standards than the majority of private housing.

Issues relating to climate change are required to be addressed by the planning process. Flood risk is assessed by the EA, although the Strategic Flood Risk Assessment has ensured none of the new growth areas are in areas of fluvial risk.

PPS1 enables planning authorities to make specific energy and water requirements for new development based on national standards provided a local evidence base is provided to justify such an approach. Outcomes of the energy study will be used to inform the energy policy and the Water Cycle Study for water; and the Code for Sustainable Homes requirements will be reconsidered in light of the findings of the Energy Study. The policy approach also requires new development to use renewable energy.

The JCS sets out a broad strategy to promote the use of sustainable methods of transport. NATS details how this strategy will be implemented. One element of NATS is the NDR which is an integral part of the strategy intending to free up road space for the proposed BRT system.

The policy does not relate to specific locations for growth. This plan sets out implementation requirements associated with development; requirements for specific schemes and timing of their provision will be set out in later plans.

Other points to note are that waste recycling is included in the plan and that the strategy does not make any amendments to the blue badge holder policy.

Q22. Do you agree with the proposed policy for housing delivery?

Respondents generally supported the spatial vision & objectives although there were a number of points that were raised:

- Support for the overall strategy but believe further research is needed to support the percentages of affordable housing required to ensure this will not have a detrimental impact on housing delivery
- More consistency in the scale of allocations required in South Norfolk
- Support strategy in theory but believe it is unachievable in current economic climate, particularly provision of facilities
- Strategy should focus on a new community away from Norwich to protect existing villages and suburbs
- Affordable housing should be more of a priority
- Inadequate local consultation on the South Norfolk Gypsy and Traveller development plan

Some concern was raised over the following:

- Belief that the recession will result in slower build-rates. This will mean that fewer Greenfield allocations are needed, otherwise developers will 'cherry pick' the easier Greenfield sites
- Need for more care homes for an aging population. Current care arrangements are unsatisfactory and need to maintain/improve accessibility for disabled people
- Small houses needed for first time buyers, the level of affordable housing provision should be increased to 50%
- More emphasis on large family properties
- Concern about the quality of development
- Conflict between 'green pastoral area' and 2200 new homes in Wymondham
- Concern about 'densification' in Norwich with consequential damage to the city's character
- Protecting the sense of community
- The policy fails to address how the developments will be delivered
- Concerns about the additional build cost of sustainable homes
- There is an over reliance on larger sites
- All new housing should be attractive to live in and look at, the plan says little about aesthetics and quality of housing
- Concerns about the impact of traveller sites on permanent residents
- Gypsy and travellers sites should be required to be looked after
- Excessive development proposed on the North side of Norwich, which will create traffic and environmental consequences
- New development is being asked to provide an increased proportion of affordable housing over and above the need attributable

Some of the main objections from respondents were:

- Object to the level of provision for Gypsies as resultant sites will diminish value of surrounding properties
- Too many Gypsy pitches assigned to South Norfolk
- Mixed social/private housing developments do not work
- Many respondents opposed to the scale of the development

Officer Response

Locations and scales of housing developments have been selected having regard to factors such as access to a range of employment locations, good public transport connections, and access to a range of facilities.

The policy recognises the needs of an aging population but does not prescribe institutional care. Instead the modal favoured by care organisations best placed to judge appropriate approaches to such responsibilities will be followed.

The overall quantity of development needed is established through the East of England Plan. The strategy has regard to the need to protect environmental assets, in the conviction that this is a green policy through providing homes for people close to facilities and a wide range of employment opportunities accessible by walking, cycling and public transport.

Wymondham has been highlighted as one of the main development areas because it is one of the favoured locations for growth, in part because of its access to employment, its range of facilities and access to rail and potentially good bus routes

The Number of Gypsy and traveller pitches assigned to each district is derived from the East of England Plan. The higher number assigned to South Norfolk reflects the balance of need as established by research undertaken on behalf of the EERA

The policy sees affordable housing as a priority, there is nothing in the plan that implies that it is an afterthought.

The scale of the housing development needed is established in the East of England Plan. There is flexibility between the districts, and the strategy has been to accommodate as much as practical within Norwich, subject to environmental considerations. The concentration approach has been adopted in Broadland because of its capacity for large scale infrastructure. In South Norfolk a more dispersed approach has been followed, in recognition of the different character of the area, though significant development is still clustered within the A11 corridor which is the best performing public transport corridor and offers access to a range of employment sites.

Q23. Do you agree with the proposals in this policy (Policy 15)

There were a number of representations both supporting and opposing the proposals of Policy 15. Comments were based on concerns about current economic conditions and the need to develop levels of housing, employment and skills.

- Concerns of whether there is evidence of job growth especially with the stagnant housing market (linked to low-level migration)
- The policy should be broadened to reflect emerging national guidelines
- Riverside Retail Park should be recognised in Policy 15
- Policy 15 is inconsistent, containing both broadly defined and detailed elements. It requires more flexibility for the local economy to develop
- Both knowledge and cultural industries are not covered adequately in the policy
- There is no reference to wider transport issues
- No housing or other development should occur without proper infrastructure in place. Calls to resist government pressure to build without proper resources
- Over 75% of East Anglia is used for farming, therefore there is a need to provide for smaller farmer and organic growers with better support for markets
- No information is provided to support the target of 33,000 new jobs between 2006-2026
- CPRE Norfolk welcomes the commitment for increasing skilled jobs, but may have to be reconsidered because of the current economic downturn. Excessive immigration or the retired and economically inactive should not be encouraged through excess housing
- Suburbanisation of The Broads National Park will impact on Norfolk's rural identity
- Policy 15 does not identify the safeguard requirements

Objections were raised with the following issues:

- The policy should be more specific about which sectors will be supported and encouraged
- A need for less housing and fewer jobs as large scale economic growth would urbanise the countryside. There is a need to provide the jobs to meet local requirements
- NDR must be dualled and connected to the Southern bypass at both ends
- The tourism industry needs to improve quality standards and training must be mandatory
- Tourism is seasonal so should not be included in the strategy although there is a need for more hotels
- Brownfield sites should be used with sufficient land being provided for employment
- Objection against the support of economic growth

Supporting comments included:

- A sustainable urban extension would make a significant contribution to achieving the principle of Policy 15. This would create jobs, increase access to employment and support the local economy
- Support the recognition given to the interrelationship between fulfilling the area's full potential and maintaining and enhancing the environment (with specific reference to The Broads)
- A choice of local employment opportunities is key to sustainable communities
- The promotion of a theatre would improve the town and visitor experience and celebrate the heritage and culture in the area

Officer Response

Despite current conditions the local economy has the capacity to grow by at least the amount forecast in the East of England Plan. Monitoring in recent years suggests that the Greater Norwich area has experienced significant growth, however there have been errors in local data with regards to jobs. The area is not immune from the recession, but in the long run there is likely to be a recovery. The Joint Core Strategy should look to maintain the longer term objectives through until 2026.

The council acknowledges that although the global economy is having a negative affect on the local economy it is intended to look ahead until 2026. The key requirement of infrastructure improvements is to deliver them in a timely fashion to be in a place where it is needed (NB Policy 13 deals specifically with reducing the environmental effects of development.). This will be carried out in a phased approach. Given the level of growth in the area the use of Greenfield sites surrounding Norwich is inevitable. The GNDP are, however, committed to protecting key assets.

The council do not support the growth and diversification of all businesses as some changes would be inappropriate e.g. for environmental reasons. This ensures a more sustainable economic, environmental and social future as without all three aspects being considered levels of sustainability are limited. With the need to exit the current recession there is a need to promote economic growth through new locations of employment. This will make Norwich's economy more resilient. Employment sites seek to be protected while considering relocation and sustainability. Policy 15 does not seek to provide a blanket presumption for the safeguarding of already identified employment sites, nor will they be automatically relocated.

The GNDP believe that retail, leisure & recreation and other non-class B uses play an important role for both the local economy and for providing services for local residents. To compliment this Policy 12 sets an adequate framework in terms of town centre style uses. This ensures these types of uses continue to contribute to the local economy. This also includes the need for economic development in rural areas, specifically with this policy. Policies 7 to 10 consider providing provisions for both high order centres, as well as small villages.

In response to concerns about a lack of economic activity the council believe that the strategy cannot feasibly restrict job and housing growth or prevent access to the job market for the retired or elderly. There have been an increased number of jobs, however a need to improve skills and aspirations for the East of England is essential for further growth. It is essential that adequate provision is made for education facilities to ensure standards at existing institutions are maintained to ensure the level of skills currently being provided can be built upon.

Tourism has a role in supporting the local economy, particularly through attractions such as The Broads. In order to sustain the industry it is necessary to protect and enhance historic and attractive sites.

There is currently pressure for new housing developments from central government linked to increases in population and household characteristic changes. This is linked to house price increases and affordability. Housing development is determined at a regional level, however the GNDP are committed to meeting housing needs.

The GNDP do not intend to duplicate national policy locally unless absolutely necessary. The council does acknowledge that specific policies need greater specification and/or greater emphasis before being implemented.

Although there is a need for a high speed road to link north Norwich (helping economic growth) environmental and visual sensitivity needs to be considered carefully.

Q24. Do you agree with the proposed policy? (Policy 16)

Respondents expressed mixed views on this policy. There was support and opposition for transport schemes such as the NDR and the viability and success of implementing public transport to service new areas of growth and existing settlements. General comments made by respondents included:

- Promote sustainable travel and encourage modal shift by changing travel behaviour
- The plan is dependent upon significant infrastructure provision
- Only brownfield sites should be used
- The whole of the A11 must be dualled. The Northern bypass must be dualled and connected at both ends with the Southern bypass and improvements to the A47 should be a priority
- Need to ensure the NDR is not a barrier to walking and cycling
- Funding for Long Stratton bypass should come from central Government
- Pedestrianise the city centre and develop a tram system supported by high quality bus services
- Blofield, Loddon and Wymondham are promoted as growth locations
- Public transport is too expensive
- Co-housing will reduce care
- Will commitments to improved bus and rail appear in the policy? Clarity should be given on significance and priority of transport improvements identified. Transport infrastructure requirements should flow from a public transport orientated approach to development
- NATS policy pre-dates the JCS and may not reflect national and regional policy
- Access for blind, partially sighted and disabled needs to be considered
- The road infrastructure should avoid flood zones

Comments made by respondents supporting the proposals were as follows:

- Support provisions of a Park & Ride and the reopening of all rail stations
- Need to be specific about enhancing rural public transport
- Transport policy should be more important
- The NDR and links to London should be priorities
- Greater emphasis could be placed on the use of rail
- There should be no growth unless infrastructure is provided
- Would like to see a tram system and less defined route for the NDR
- How will BRT work considering existing congestion
- Stronger strategic links to the West and North should be provided
- A140 is an important strategic corridor in Norfolk and welcome bypass at Long Stratton as an element of the enabling infrastructure for the favoured spatial distribution of growth

Respondents objecting to the proposals provided the following justification:

- Scale of growth. Poor external transport links keeps crime out

- Policy is aspirational and lacking in detail of actual improvements and phasing
- Better public transport which should be prioritised over the NDR as it will cause severance of growth in the North East
- NDR expensive and will increase traffic
- Provision and promotion of sustainable modes of transport are not strong enough
- Policy is incompatible with the vision and has too much emphasis on long distance travel
- The objectives should be expanded to state enhancements will also benefit existing communities and that highway improvements identified in Local Plans should be included
- Insufficient weight given to Norwich International Airport and improvement of rail link to Stansted
- The policy does not include behavioural change elements and the BRT is not given policy weight
- Growth at Long Stratton is inconsistent with the policy; Long Stratton bypass needs to be a higher priority; policy does not identify full range of measures required for Long Stratton
- Growth in North East Wymondham offers the best opportunity to maximise rail use and will encourage walking and cycling
- A balanced approach to housing and employment in rural areas should be promoted
- The policy contains contradictions. Reducing climate change is incompatible with the promotion of the airport and reducing the need to travel inconsistent with promotion of the NDR. Reliance on the car in rural areas would be eased by investment in public transport
- No mention of strategic nature of rail and water freight assets

Officer Response

Good strategic access including air travel is vital to the local economy. Good long distance connections are vital for the continued economic success of the area as a weak local economy will harm local employment opportunities giving rise to longer commuting and increased deprivation. While the policy clearly promotes some road improvements, and recognises private car will be an important means of travel in rural areas, it has a balanced approach and seeks to reduce reliance on the private car by promoting services accessible by walking and cycling, home working and a high quality public transport system.

An imbalance between housing and jobs would lead to greater out-commuting from the area. Transport improvements will be promoted for new and existing travel patterns. The North East of Norwich is identified in the strategy as a location for large scale growth as it can achieve plan delivery. The plan promotes better linkages beyond the county to support inward investment and meeting job growth.

It is recognised that NATS policy pre-dates the growth strategy. The County Council is refreshing the current version of the strategy and will be holding a public consultation on the strategy towards the end of 2009. The JCS will influence the revised strategy which needs to set the appropriate context for improvements to the transport network. Delivering the improvements will be dependent on future funding decisions. The plan should support and promote future bids for funds.

Policy 5 provides a context for transport enhancements associated with large scale growth and its supporting text describes in more detail the key dependencies. The plan is being revised to include an infrastructure delivery framework to help identify priorities and phase infrastructure. Design of large scale growth locations will be subject to an accredited design process to ensure that there are good pedestrian and cycle links and barriers created by road and railway lines can be overcome.

Previous studies have shown that the scale of Norwich would not make a tram system viable, instead a BRT system is being promoted. BRT is a high quality bus network linking the city centre, strategic growth locations and employment areas, which should achieve similar levels of service for less investment in infrastructure.

The NDR is a key element of the transport strategy which will support growth. Its primary functions are:

- Removing through traffic from the Northern suburbs of Norwich
- Allowing the enhancement of public transport and implementation of BRT along existing roads
- Providing strategic access to areas to the North and North East of Norwich

This policy considers strategic transportation issues and promotes a Long Stratton bypass, consistent with the LTP, but does not specifically promote growth at that location. The Park & Ride scheme will be promoted to intercept rural car based trips before they enter the city.

The strategy promotes a significant shift towards the use of public transport. The specification of vehicles required to fulfil the objectives have yet to be determined. It is recognised that people cannot be made to use public transport; however, investment in the system will ensure that it becomes a realistic alternative to the car. The plan promotes new and improved road links within the area and beyond to provide necessary supporting infrastructure for the planned housing and jobs growth targets sets regionally. It is important to ensure rural areas have good public transport accessibility to key services and employment opportunities.

Regarding the comments made on rail: reopening stations will lengthen journey times to London that are already considered slow and will only serve small catchments. This is a strategic policy and sets out a context for local rail improvements. It should be noted that the Bittern Line currently runs to a very tight timetable, and is at capacity at peak times. Enhanced use of the line will require investment and infrastructure.

The policy promotes Norwich International Airport. It is not the place of the JCS to detail how the airport will be developed; this will be considered in subsequent more detailed plans. In the production of the strategy no evidence has been presented to demonstrate why a rail link to Stansted should be an objective of the plan.

Growth promoted in the plan is not dependent on the improvements to the A47 at Blofield. The A47 provides strategic access to the West and the authorities support and press for its improvement, although this is not required to deliver the objectives of the plan. There is no basis for requiring the A47/A1067 link to be a requirement of the JCS.

The consultation document is recognised as having little content on freight; this element needs to be strengthened. There is currently no evidence to support specific new facilities, however there needs to be a policy context to enhance and promote sustainable freight facilities.

It is acknowledged that the plan needs to ensure the needs of the blind, partially sighted and disabled are catered for.

Q25. Do you agree with the proposals in this policy (Policy 17)

A higher proportion of respondents were in support of the proposals in Policy 17, with many of the comments made focusing on environmental impacts.

General comments made by respondents included:

- The favoured option requires responsible planning to demonstrate development would not harm the environment as a whole, including ecology and landscape
- Green spaces should be protected and enhanced
- The policy aims need to be justified
- Growth and the development of infrastructure to enable growth must be the priority
- Continuation of the development of use of religious buildings for cultural and tourism purposes alongside their prime purpose as places of worship
- Given the direct access the Colney Lane Bus Link will provide between Norwich Research Park West and East (UEA), it has the potential to contribute to environmental well-being as a consequence of carbon reduction in public transport
- Welcomes inclusion of geology as an asset. Some re-wording to reflect a more positive approach has been suggested
- Impact of development on tourism needs to be assessed in order to ensure it does not have a detrimental effect on the local economy
- Recommended to incorporate the Water Framework Directive requirement to ensure that there is no deterioration within water bodies and their condition
- Uncertainty that proposed development will be delivered within the proposed time scale
- Expansion of Wymondham could be in conflict with this policy

Comments made by respondents supporting the proposals were as follows:

- Environmental policies do not go far enough; and there should be precise plans for protecting more landscapes as with the national parks, such as Broadland
- Linked and continuous routes for wildlife is a must
- Improvements to road and rail infrastructure required
- Some re-wording in the policy to clarify that The Broads lie outside of the JCS area is required

Respondents objecting to the proposals provided the following justification:

- Growth will destroy the environment of Norfolk
- The current emphasis on dispersed settlements served by an expanded road network will fragment the natural environment
- Brownfield sites should also be recognised as important in terms of wildlife and can often be an improvement on intensive agricultural land. Detailed environmental assessments are required to protect key sites. Re: climate change,

mitigation measures must make every effort to preserve current species of flora and fauna

- Management mechanisms for green infrastructure must be established. While the preservation and enhancement of natural features will be essential in establishing a high quality environment, such features must also respond to a changing role in landscape, environmental, recreation and leisure conditions
- All towns and cities should have defined greenbelt not to be built on
- The NDR makes environmental policy bogus
- There are not enough cycle lanes
- The landscape character of areas will be greatly impacted by the suburbanising effects of development, and the historic character of towns such as Wymondham will be homogenised by housing extensions

Officer Response

The amount of growth required has already been established through the regional plan. The homes are required to meet the need of local residents as well as population growth as household size is decreasing. Policies in the plan attempt to ensure that this development takes place in the most sustainable manner possible and it is accepted that climate change adaptation will require careful and detailed consideration. Building homes to high environmental standards is covered in policy 13 and any expansion of Wymondham town centre would have to follow design and environmental policies in the plan.

The policy aims to ensure that existing environmental assets are protected from development and that new development contributes to environmental enhancement through the provision of green infrastructure. Both of these approaches should also be of benefit to tourism (which is addressed directly in other policies). The development of brownfield sites is prioritised but as there are insufficient sites to meet all growth needs, greenfield sites will also be required. Landscaping of brownfield sites will be required to enable retention and enhancement of biodiversity.

Norwich does not have a greenbelt. Green infrastructure promoted in the plan is intended to provide both green links and strategic gaps between settlements. The Green Infrastructure Strategy sets out how linked habitats can be created, though it is accepted that there may be difficulties linking to Mousehold Heath.

The strategy promotes greater use of public transport and identifies main corridors for BRT. The NDR will help to minimise negative impacts on environmental assets and the strategy does promote improvements to cycling facilities.

Site-specific details will be dealt with through site allocation plans. The plan promotes appropriate waste disposal but countryside tidiness is a more specific management issue addressed elsewhere. The policy intends to cover both protection and enhancement of geodiversity.

Q26. Do you agree with the proposals in this policy (Policy 18)

There was emphasis on encouraging walking and cycling and a sense of community. Access to services and facilities, especially green space was also mentioned by a number of respondents. General comments made by respondents included:

- Too few non-commercial meeting places. There appears to be competition for available space in some communities
- No indication that the proposed strategy is deliverable by whom, or when
- Viability of development is critical and necessary flexibility should be built into these policies to enable negotiation and revision dependent on market conditions at that time
- Provision of facilities and services to discourage car trips
- Proposals in Loddon and Wymondham will be built to meet the needs of the whole community
- Please do not equate 'well defined safe and accessible spaces' with the provision of lighting
- A partnership approach is required
- Not enough provision/space for gardens and green space, etc.
- Encourage more spatially-specific proposals for inclusion in the submission draft DPD, and to inform the implementation framework
- Community cohesion is only discussed in the context of new arrivals
- The planning system can only have a limited influence in meeting many of the 'softer' aspirations expressed
- It will be difficult to expand Wymondham town centre due to its enclosed nature
- Conflicts with other policies in the consultation
- Backing from developers and the Government unlikely at present
- Co-housing schemes promote well-being
- New and current leisure facilities need to be strategically developed

Comments made by respondents supporting the proposals were as follows:

- Development should be in keeping with the surroundings and nature of the communities
- Support for social inclusion
- Support approach on social infrastructure which will require coordination of agencies
- Cultural change required to delivery the strategy
- Some buildings are still empty and not realising their full potential
- Provision of, and investment in, local facilities and services to reduce the need to travel, e.g. schools, employment, shops, etc.; and to protect and enhance them
- There should be more provision of facilities and activities in residential areas
- Current facilities are overstretched and S106 agreements are not enough to compensate
- Need for a good and sustainable transport system
- Development opportunities which can come forward and fit easily into existing communities should be encouraged

- Infrastructure needs to be in place before large scale development takes place
- Prosecute littering offenders
- CCTV should be used on all public buildings

Respondents objecting to the proposals provided the following justification:

- Scale and in some cases specific locations of development
- Suburbanising villages and rural areas will subject them to crime, anonymity and ennui
- Need to enhance access to green space
- A dedicated cycle network needs to be established and changes in travel behaviour encouraged; lack of cycling and walking (e.g. footpaths) facilities
- Proposals omit providing local jobs to reduce the need to travel
- Lack of funding; current option expensive
- Insufficient beds in the current hospital; no indication provided of how to cater for additional demand for health care
- Most cultural diversity is small scale and does not sit well with big projects and red tape
- No reference to places of worship
- Additional leisure and tourism provision in Norwich needs to be reflected

Officer Response

The strategy attempts to ensure new development will minimise its impact on the countryside and aims to focus development in existing settlements where possible with access to existing and new employment facilities and to ensure all new settlements include employment areas. The policy will be delivered through the design of new developments, the provision of facilities and through the agreement of the involved agencies and developers to fund relevant elements of the plan. Developers are required to provide facilities to support their developments, though present economic circumstances may create problems in the short term.

Viability of development is assessed in the implementation section. This section sets out high-level infrastructure requirements and allows for open book accounting to ensure that contributions are related to market conditions. Further work will be done to confirm the constraints of the implementation section which will identify when and by whom the Strategy will be delivered. Funding will need to be committed by relevant bodies through the implementation plan, as well as developers where appropriate. Economic growth should bring greater prosperity.

The strategy attempts to balance the benefits of concentrating development, with ensuring sufficient housing and employment land will be available for development and will be delivered. Evidence shows the capacity of brownfield sites is insufficient to meet growth needs. Higher densities are likely to reduce garden size but good design can enable more land to be given over to green space whilst still making effective use of land. Allotments and other forms of green space are required by the plan to serve new development.

Spatial planning provides a focus for different agencies to agree their investment plans for the future, while taking account of new development requirements. Many new facilities will be of benefit to existing residents. Provision of such facilities will create locations for community activities, which may be cross generational, promoting greater community cohesion. Good design of new developments is a key element of the plan. Major new developments will be masterplanned to ensure facilities such as schools and shops are located to be easily accessible and green space must be provided to serve all new development.

Q27. Do you support our approach to funding infrastructure and promoting quality in new developments?

Respondents' shared mixed views on the approach proposed to funding infrastructure and promoting quality in new developments. A number of comments were made with reference to the Community Infrastructure Levy (CIL) and the availability of funding to deliver the strategy. General comments made by respondents included:

- Concern that the policy appears to commit to a CIL ahead of regulations
- Compulsory purchase is acceptable if it means removal to a similar location
- Maintenance of existing infrastructure should be prioritised over the provision of new infrastructure
- Concern re: the maintenance of future infrastructure
- Highest standards of planning should be maintained and enforced
- Pedestrian and cycle links to promote healthy lifestyles is supported

Support to the approach was generally expressed without significant conditions; some of the comments made were:

- Support but oppose the creation of cycle links at public expense and compulsory water conservation measures
- Funding should be borne by landowners and developers
- Funds should not be spent on new roads and car parking

Respondents objecting to the approach provided the following justification:

- Developer contributions need to take account of viability; the need for any argument by developers for an easing of contribution requirements will be rigorously examined
- Coordination with other investment strategies including those of utility providers is required
- Green infrastructure forms part of place making
- The uniform rate of CIL is questioned - may discourage use of previously developed land
- There should be a clearer infrastructure strategy/implementation plan
- There should be a separate policy for planning publications/CIL indicating infrastructure needs for strategic sites
- Concern that theatre buildings do not benefit appropriately under terms of S106 and other agreements
- The strategy seems very dependent on the development of the road network
- There is an inconsistency between the policy and supporting text regarding support for community development
- There is a need for clear monitoring targets
- Clarity required as to what is covered in 'community and recreation facilities'
- Question Governments commitment to/availability of funding
- Based on assumptions that CIL will be available

- The CIL is simply another tax adding to an over complicated and costly planning system
- Unreasonable to expect developers to support community development/concern that developer will be unable to fund supporting infrastructure. CIL would provide more certainty to developers and should spread contributions across a wider range of development
- Concern that earlier work by EDAW showed a gap between the cost of infrastructure needed, and the sum of mainstream funding and potential developer contributions
- Developer contributions should be realistic so as not to threat viability
- Infrastructure is required before housing development
- Provision of social infrastructure is a requirement
- Oppose the NDR, Eco Town and major development
- No clear mechanisms for delivery design quality

Officer Response

Funding

The difficulties imposed by the current economic climate and the likely restraints on public spending are fully recognised. Nonetheless, there are mainstream public funding sources which should be fully utilised, along with innovative approaches to increasing funding or reducing costs by amending the service delivery model in some cases. Government funding is always subject to review at intervals. Innovation measures may include, for example, prudential borrowing, or tax increment financing provided financial regulations permit.

An investigation into the infrastructure needs and potential funding sources is being undertaken by EDAW. This study includes a dialogue with utility providers and is also based on a water cycle study. The pre-submission publication version of the JCS will need to include an implementation strategy endorsed by those responsible for providing infrastructure. It has not been possible to prepare a charging schedule until the work being done on the infrastructure costs of the favoured option is complete. This will be available for examination. Detailed proposals for any Implementation Board will need to be worked up and agreed by the partner authorities of the GNDP. There is also a need for clear monitoring targets to be included in the final plan.

Different elements of infrastructure are needed at differing points in the course of a development. It is essential that infrastructure is provided in tandem with development and in the case of certain key items of infrastructure, that there is certainty they can be provided. The impact of infrastructure contributions required from a development generally falls on the land owner rather than the ultimate purchaser, as the houses built are competing in the wider market, including with previously occupied properties. S106 contributions, which are directly related to a development, do tend to focus in the area of the development. This however is often seen as a weakness, as strategic infrastructure, needed to support a wider strategy, cannot so easily be funded in this way. This is one of the Government's reasons behind proposing the community infrastructure delivery.

Community Infrastructure Levy

Footnotes to the policy make it clear that the policy and supporting text are drafted on the assumption that the CIL is introduced but it is clear that a CIL will now not be introduced before the expected submission date of the plan. The CIL is an alternative mechanism proposed by the Government for collecting contributions from developers required to meet the consequences of development. The benefit of CIL is that there are certain elements of strategic infrastructure which will serve the entire area, but which may be difficult to directly link to particular developments. The CIL would break the existing strict requirement for contributions to be directly related to the development in question. This is however a conscious course of action being considered by the Government.

Q28. Any further comments about the document or sustainability appraisal?

Respondents to this question were able to mention further comments about issues and/or concerns. These were often specific to areas and schemes, however some broader aspects including the overall sustainability and link to transport were raised.

Comments were made about the following issues:

- Criticism of the absence of clear, explicit and comprehensive aspiration for quality design with little attention to the carbon impact
- Urge to use brownfield sites for development
- There is too much reliance on large housing allocations
- The areas of Hethersett, Cringleford and Long Stratton cannot accommodate the level of housing proposed. Between 4000 and 8000 houses should be planned for Wymondham as an alternative. This may damage the historical fabric
- In-fill only is acceptable in view of village character
- The impact of the economic climate on the viability of strategic housing development
- Honingham should be included within the Norwich policy area
- The results of the Water Cycle Study have an over-emphasis of current limitations of sewage works and does not include an assessment of the scale of investment needed to cater for the allocations proposed in the JCS
- The meetings have not been open to the public and minutes have not been published. There is incomplete evidence on the GNDP website
- Comments about the lack of advertising/publicity around the JCS and the consultation exercise
- The timing of exhibitions is criticised. The opening exhibition at the Forum were all on weekdays
- The language used in the document is too complex and excludes certain audiences
- Criticisms of the sustainability of the plan
- Need for more public consultation within rural areas
- The Marsham site is an area which could incorporate recreational facilities to address local deficiency
- The need for more new homes could be reduced if second homes were eliminated
- Surprise at the lack of reference to transport which is key to the local economy, specifically rail and excessive focus on roads
- Planners should consider the wider impacts of new retail development such as economic and physical regeneration, creation of jobs and the clawback of trade

The main objections from respondents centred around the following aspects:

- Challenge of aspects of the sustainability appraisal
- Welcomes the bypass, but opposes the scale of development
- Change to national immigration policy will reduce the need for housing

- Concerns about climate change issues and the sustainability appraisal

Officer Response

It is acknowledged that there has been little attention to design matters within the consultation draft even though it is of significant concern to the GNDP. This needs to be significantly improved. This will also involve greater devotion to reducing the carbon impact of all schemes, including the creation of new infrastructure.

The strategy includes a range of housing development sizes. These range from large strategic scale sites in the North East to large allocations of 2000 houses at Wymondham and Long Stratton. Medium sized developments of around 1000 houses have also been identified, however dwellings in the Broadlands are likely to include smaller allocations. The council does not accept that the plans are unduly rigid. The council also believes that in focusing housing in one area the policy is more likely to increase the risk of failure. With regards to the suggestion of incorporating leisure facilities into developments to address deficiencies in service the council believe there is a need to consider current levels and the needs on each area. Marsham, for example, was considered a Service Village however it has now lost its food store. This alters the view of the village with regards to development. Other villages such as Honingham have not been included due to them not being currently categorised as either a 'Service Village' or 'Other Village'. In order to meet these requirements significant Greenfield allocations will be needed. All these choices are likely to be impacted by the current economic conditions. In response to eliminating second homes in the area this would require strong central government direction to implement.

It is likely that the Long Stratton bypass and housing will be provided in parallel, although it is not realistic to expect the bypass to be completed ahead of the housing completion.

The Water Cycle Study does not only highlight the issues of cost, although they are significant to plans. It also concerns the fact that an expansion of sewage treatment works is dependent on consent from the Environment Agency for additional discharges.

With regards to the consultation process the GNDP are not a formally constituted body; ultimate decisions lie with the individual local authorities. In response to comments about the consultation process there was a campaign of publicity surrounding the exhibitions, as well as advertising and posters. These exhibitions were held on both weekdays and weekends. The language used in the document needed to be adequate for a wide range of audiences ranging from the public to developers and planning inspectors.

Transport modelling is currently taking place to determine the effective transport implementation plan to support the distribution of growth. With increased density of new properties bus usage should be promoted. Public transport provision is difficult to plan in rural areas with conventional bus services being very expensive. There is a need to curb traffic growth in central Norwich due to the concern about air pollution. Research has taken place to look at the viability of running tram-trains alongside heavy rail; this is not currently possible without further research development. The council acknowledges the significant growth in rail use. In policy 16 there is support text with regards to transport.

There is little mention of cost in the strategy, however this is currently being researched by EDAW. The strategy is not a legal decision-making document, therefore costings of policy would be made by the relevant local authority.

Sustainable transport links may feature as part of the green infrastructure of the major growth to the North East of Norwich, however there is a need to avoid undue pressure on The Broads SPA.

It is the concern of the relevant council that local centres in the Broadlands could be put at risk by a major new retail centre.

Appendices

Appendix A. List of Technical Consultees	215
Appendix B. Letter to Technical Consultees (August 2008)	257
Appendix C. Joint Core Strategy Summer Update Publicity Leaflet	259
Appendix D. Public Consultation Press Advertisement	265
Appendix E. Advertisement in 'Norwich Citizen' Magazine	268
Appendix F. Letter to General Consultees	271
Appendix G. Letter to Technical Consultees (February 2009)	273
Appendix H. Private Sector Forum Attendees	275
Appendix I. Public Exhibition Timetable	277
Appendix J. Exhibition Attendance	279
Appendix K. Community Groups and Residents' Associations in Norwich	281
Appendix L. List of Stakeholder Meetings and Presentations	290
Appendix M. Norwich Community Question Responses	292
Appendix N. Norwich Third Sector Forum Meeting Note	296
Appendix O. Broadland District Council : Letter to Parish Councils	299

Appendix A. List of Technical Consultees

Joint Core Strategy for Broadland, Norwich and South Norfolk

Technical consultation Regulation 25 Consultees

Name	Organisation
The Manager	4 C's Counselling Centre
Mr E. Clover	A. J. Brooker
The Manager	Abbeyfield Society (Norwich) Ltd
The Parish Clerk	Acle Parish Council
Mr P. Batchelor	Acle War Memorial Recreation Centre
Laurie Hull	Active Norfolk
Ms C. Horlock	Adams Homes Associates
The Manager	ADM Architectural Services
	Advisory Council for the Education of Romany and other Travellers
The Manager	Age Concern Norfolk
Hilary MacDonald	Alan Irvine Chartered Surveyor
Mr Alan Irvine	Alburgh Parish Council
Mrs J Ellis	Alburgh VH
Mrs Pat Goose	Aldeby Parish Council
Mr R J Eade	Aldreds Chartered Surveyors
Mr P J Alger	Aldridge Lansdell and Co.
The Manager	All Saints Residents Association
The Chairman	Allan Moss Associates Ltd
Mr Allan Moss	Allied Earth Developments Limited
Mr Jason Daniels	Alpington & Yelverton Parish Council
Mrs L Gray	Alpington & Yelverton VH
Mrs P Barter	Alsop Verrill
Ms Adele Scoon	Althorpe Gospel Hall Trust
The Chairman	Althorpe Trust
Mr Lewis Dunham	AMAZ Travel
Managing Director	Anchor Trust
Mr D Roche	Ancient Monuments Society
Mr Matthew Saunders	Andrew P R love Architecture
Mr Andrew Love	Andrew Pym Chartered Surveyor
Mr Andrew Pym	Angel Road First School
Mrs M Cope	Angel Road Middle School
Mr L Holman	Anglia Design Associates
Mr Bryan Guttridge	Anglia Housing Group
The Managing Director	Anglia Square
Mr Roy Ruggles	Anglian Coaches
Mr David Pursey	

Mr Andrew Hagues	Anglian Water
Mr Steven Raven	Anglian Water
Mr Colin Clarke	Anglian Water Services Limited
Mr Gary Parsons	Anglian Water Services Ltd.
Mr T Nall	Aphesis Christian Fellowship
Mr David Bourn	Archant Ltd
Mr Tim Williams	Archant Print
Headteacher	Archbishop Sancroft High School
Mr Richard J. Aldiss	Architectural Consultants
The Chairperson	Architectural Heritage Fund
Ms Pat Shaw	Archway Housing Project
The Manager	Armed Forces Careers Office (Army)
Mr G Gowing	Arnolds Chartered Surveyors
Ms. Leigh Reeves	Arnolds Chartered Surveyors
Mr Adam Tuck	Arnolds Chartered Surveyors
Mr Christopher Woodbine	Arnolds Chartered Surveyors
Mr Andi Gibbs	Art Access Ltd
Information Services Manager	Arthritis Care Norfolk, Suffolk and Cambridgeshire
Gill Bloomfield	Arts & Business East
Pat Wells	Ashby & Thurton VH
Mrs L Gray	Ashby St Mary Parish Council
Mrs J. A. Molineux	Ashby with Oby Parish Meeting
Mrs C Pike	Ashby, Herringfleet & Somerleyton Parish Council
Mr Simon Butler-Finbow	Ashwell Developments Ltd
Mr R. Dowle	Ashwell Developments Ltd
Ms S Burton	Ashwellthorpe & Fundenhall Parish Council
Mrs M Smith	Ashwellthorpe VH
Ms Pat Brickley	ASK
Mrs J F Webb	Aslacton Parish Council
Ms Marcella Olive	Asperger East Anglia
Mrs Jayne Taylor	ASquared Architects
The Manager	Assist Trust
The Manager	Association of British Insurers
Mrs J F Willis	Association of WRENS (Norfolk)
Mr Alex Willis	Atis Real UK
Mr Chris Girdham	Atkins Design Environment & Engineering
Ms Toni Hylton	Atkins Design Environment & Engineering
Mr Simon Myles	Atkins Design Environment & Engineering
The Manager	Atkins OSM
Mr R C S Plumby	Attleborough Town Council
Mrs J Goodrick	Attlebridge Parish Meeting
Mr Juris Zarins	Avenue Junior School
Mr Gwyn Stubbings	AWG Property
Mrs Jenny Manser	Aylsham Care Trust
Mr Paul Mitchell	Aylsham High School
Ms. Lynn Jervis-Chafaa	Aylsham Partnership
Mrs M E Anderson-Dungar	Aylsham Town Council

Mr R. Crouch	Aylsham Traders Association
Mr Alan Marchant	B.T.C.V. Eastern Regional Office
Mr Jim Roberts	Bache Treharne surveyors
Mr Edward Gilder	Badger Building
A.E.K McCarthy	Baha'I Faith
Mr S Finn	Bakers, Foods & Allied TU
The Managing Director	Balmforth Homes
Mr Nassar Ali	Bangladesh Islamic Forum
Mrs A Bounds	Banham Parish Council
Mrs Lesley Dock	Barford & Wramplingham Playing Field & VH
Mrs L Whitmore	Barford Parish Council
Mr T Robinson	Barnby Parish Council
Mr K. Harley	Barnes Harley Witcomb
Mrs J Ewles	Barnham Broom Parish Council
Mr Paul Frary	Barnham Broom VH
Mr Matthew Tunley	Barratt Developments Plc
Mr Barry A. F. Fuller	Barry A. F. Fuller
Mr N A Smith	Barsham & Shipmeadow Parish Council
Mr Paul Foster	Barton Willmore
Mr Mark Hendy	Barton Willmore
Mr Edward Hanson	Barton Willmore Planning Partnership
Mr Lee Newlyn	Barton Willmore Planning Partnership
Mr Mark Hendry	Barton Willmore Planning Partnership
Mr Les West	Barton Willmore Planning Partnership
Ms Lauren Dooley	Barton Willmore Planning Partnership
Mr Mark Bartram	Bartram Mowers Ltd
Mrs J Tucker	Bawburgh Parish Council
Mrs D M Riseborough	Bawdeswell Parish Council
The Manager	Bayer Cropscience Ltd
Mr Tim Bishop	BBC East
The Managing Director	Beazer Homes
Mrs Jane Hale	Beccles Town Council
Mr R Holden	Bedingham Parish Council
Mr M Dewing	Beeston St Andrew Parish Meeting
Mrs Pauline James	Beighton Parish Council
Mrs E Bellew	Belaugh Parish Meeting
Mr Robert Kimble	Bell Phillips + Kimble architects
Mrs S A Weymouth	Belton with Browston Parish Council
Ms Val Rust	Belvedere Community Association
Mr John Doherty	Benefits Delivery Centre - DWP
Mr Richard Draper	Benjamin Foundation
Mrs P Fuller	Bergh Apton Parish Council
Mr A J Bradstreet	Besthorpe Parish Council
Mr Bob Packham	BGP Chartered Town Planners
Ms Helen Adcock	Bidwells
Mr C Bond	Bidwells
Mr James Brooke	Bidwells

Mr Darren Cogman	Bidwells
Mr Glyn Davies	Bidwells
Mr Michael Hendry	Bidwells
Mr Hewittson	Bidwells
Mr R. Hopwood	Bidwells
Mr Ray Houghton	Bidwells
Ms Isabel Lockwood	Bidwells
Ms Alison MacNab	Bidwells
Mr Nick Palmer	Bidwells
Ms Becky Rejzek	Bidwells
Mr SG Sillery	Bidwells
Mr Mike Carpenter	Bidwells
Mr John Long	Bidwells
Mr Adam Nicholls	Bidwells
mrs Isabel Lockwood	Bidwells
Mr Edward Hewetson	Bidwells
Ms Janet Wright	Bignold First School and Nursery
	Bignold Middle School
C Brown	Bintree Parish Council
Mr Ian Dinmore	Bittern Line Partnership
Mr R M Hartley	Bixley Parish Council
Ms Anne Francis	BizFizz
Miss C Yates	Blackdale Middle School
Mrs J. H. Rogers	Blickling Parish Council
Mrs D Wyatt	Blofield Parish Council
Mrs Sally Butler	Blofield Village Hall
Mrs Jill Peart	Bluebell Model Allotments and Gardens Association
Mrs Jill Peart	Bluebell Model Allotments and Gardens Association
Mrs B Shaw	Blundeston Parish Council
Ms K Topping	Blyth Jex High School
Dr. A Fisher	Booton Parish Meeting
Mr David Boshier	Boshier & Company
Bonita Baker	Bovis Homes Ltd
Mr A Bell	Bovis Homes Ltd (South East Region)
Ms Sian Larrington	Bowthorpe & West Earlham Sure Start
	Bowthorpe Community Partnership
	Bowthorpe Heritage Group
Mr Steve Farren	Boyer Planning Ltd
Mr Raymond Ricks	Boyer Planning Ltd
J Medland	Boyer Planning Ltd
Mr David Lander	Boyer Planning Ltd
Mr Ray Ricks	Bracon Ash & Hethel
Mr G Brammer	Bracon Ash & Hethel Parish Council
Mrs C Jowett	Brahma Kumaris Spiritual University
Sister Monica Porter	Bramerton Parish Council
Mr B Ansell	Brampton Parish Council
Mrs M Whiley	Brandiston Parish Meeting
Mr G Wells	

A. Lancaster	BREAK
Mrs A. Long	Breckland District Council
Mr M Mortimer	Bressingham & Fersfield Parish Council
Mrs J Montgomery	Brimble, Lea & Partners
The Chief Executive	British Chemical Distributors & Traders Assoc.
Mrs Margaret Garwood	British Federation of Women Graduates Norfolk and Norwich Association
The Manager	British Geological Society
The Manager	British Geological Survey
Dr PD Wadey	British Horse Society (East of England)
The Agent	British Land Corporation
Mr Clive Evans	British Red Cross Society (Norfolk)
Mr John Emerson	British Sugar plc
The Manager	British Telecom
The Manager	British Telecommunications plc
MR Mike Bone	British Toilet Association
Ms. Katie Adderley	British Wind Energy Association
Mr Philip Atkinson	Broadfield Planning Ltd
Mr Philip Atkinson	Broadfield Properties
Mr Richard Miller	Broadland Business Forum
Mr Kirsten Cooper	Broadland Business Park Forum
Mr Roger Hadley	Broadland Community Safety Officer
Mrs Sharon Money	Broadland Disabled Peoples' Forum
Mr Harry Mitchell	Broadland District Council, Training Agency
Mr Andrew Savage	Broadland FM
Mrs Joyce Groves	Broadland Housing Association
Ms Helen Ledger	Broadland Older Peoples' Partnership
Ms. Maria Conti	Broads Authority
Ms Trudi Wakelin	Broads Authority
Ms Maggie Engledow	Broads Authority (Waterways Manager)
Mr Stephen Allen	Broads Authority Conservation Volunteers
Mr Paul O'Shea	Broads Society
Mr D Jenvey	Broadway Malyan
The Caretaker	Brockdish Parish Council
Mrs J Prior	Brockdish VH
Mrs W Marsden	Brome & Oakley Parish Council
Ms Eunice Hoyles	Brooke Parish Council
Mrs R Teague	Brooke Place Residents Association
Mr P Austin	Brooke Society
Ms Anne Barker	Broome Parish Council
Mr Charles E. Birch	Brown & Co
Mr Russell De Beer	Brown & Co
Mr I.D Lonsdale	Brown & Co
Mr N. F. Saffell	Brown & Co
Mr Keith Sewell	Brown & Co
Mr Jonathan Rush	Brown & Co

Mr W R B Edwards	Brown & Co.
Mr Andrew Evans	Brown & Co.
Mr Andrew Fundell	Brown & Co.
Mr D N H Hooper	Brown & Co.
The Manager	Brown & Scarlett Architects
Mr Bruce Miller	Bruce Miller
	Brundall Memorial Hall
Mr Peter Sime	Brundall Parish Council
Mr E. Hyde	Brundall Society
Mr James Ellis	BUILD
Mr Henry G. Cator	Building Partnerships Ltd
Mr Paul Knowles	Building Partnerships Ltd
Mr C I Marsden	Building Partnerships Ltd
Mr Alan Norfolk	Building Plans Ltd
Mr P Morrow	Bungay Town Council
Mrs B de Winter	Bunwell Parish Council
Mr Paul Holdom	BUPA Hospital Norwich
Ms Ros Brooks	Bure Centre
Mrs J. O. South	Burgh & Tuttington Parish Council
Mr B C Swan	Burgh Castle Parish Council
Mr S Solomon	Burgh St Peter Parish Council
Mr Tim Bowness	Burning Shed
Mrs C Maclean	Burston & Shimpling Parish Council
Mrs Marjorie Bumphrey	Business and Professional Women
Mr Pat Smith	Business Link in the East of England
Mrs V. J. Nichols	Buxton Village Hall
Mrs R Rose	Buxton with Lamas Parish Council
Mr I Malton	C & M Architects Ltd
Mr Terry Peacock	Cadge Road Community Centre
Mr J Burman	Caistor St Edmund Parish Council
Mr Rob Mason	Calderwood Property Investments Ltd
Mr Mike Benner	Campaign for Real Ale
Headteacher	Canon Pickering Junior School
Mrs G Brown	Cantley Parish Council
Mrs Alison Mahoney	Cantley Village Hall
The Chair	Carers Forum
The Chairperson	Caribbean and African Network
Mr P Jeffery	Carleton Rode Parish Council
Mr S Catchpole	Carleton St Peter Parish Council
The Manager	Carlink
Mrs C Sayer	Carlton Colville Parish Council
Mr A Blackwell	Carter Jonas
Ms C Mintosh	Carter Jonas
Jenny Page	Carter Jonas
Mr John Dewing	Case & Dewing
Mr Alan Day	Castle Mall Management
Mr Mike Skipper	Cat 'n' Fiddle Community Partnership

Ms Heather Didwell	Catton Grove Community Centre
Mrs S Trafford	Catton Grove First and Nursery School
Mrs Heather Didwell	Catton Grove Management Committee
Mr Tim Lawes	Catton Grove Middle School
The Manager	Catton Housing Office
Ms Kate Parkin	Catton, Fiddlewood & Mile Cross Sure Start Nursery
Mrs P Walsh	Cavell First & Nursery School
Mr Alan Fairchild	Cawston Parish Council
Mr Ian Anderson	CB Richard Ellis
Mr S Spinks	CBA
The Manager	Cecil Elliston Ball: Chartered Town Planner
Mr Ranald Phillips	Centenary Asset Management
Mr Terry Adkin	Central Area Housing
Rev James East	Central Baptist Church
c/o agent Julian Foster	Central Norwich Citizens Forum
P.E. Daniel	Central Norwich Citizens' Forum
Head of Customer Relations	Central Trains
Ms. Erica Towner	Centre for Continuing Education, UEA
Ms Sarah Stevens	CGMS Ltd
Ms Sarah Harrison	Chapel Break Community Association
Ms Tracey Draper	Chapel Break Community Centre
Mrs J Rolph	Chapel Break First School
Miss Sheree Leeds	Chapel Field Society
Mr Steve Bunce	Chapelfield Shopping Mall
Mr JHM Clarke	Chaplin Farrant Ltd
Mr O. A. Chapman	Chapman & Sons Ltd
Mr David Evans	Chartered Planning Consultancy
Mrs Meg Muggridge	Chatterbox
Ms V Sizeland	Chedgrave - Brian Clarke Community Rooms
Mrs K Savage	Chedgrave Parish Council
Mr R. Craggs	Chenery Drive Residents Association
The Manager	Chenery Travel
Ms Kirsty Swinson	Chet Valley Development Partnership
Mr Mark Wells	Chet Valley Society
Mr ON Chuli	Chinese Society
Rev Keith Crocker	Christ Church
The Chairman	Christian Aid Norwich
The Church Commissionaires	Church Commissionaires
Mr James Davidson-Brett	Church Commissioners for England
Canon Richard Hanmer	Church of England Groups
Ms Christine Jolley	Church Plain Surgery Loddon
Mr David Ingham	Churches Council Forum
The Manager	Cinema City
Mr Andy Doyle, Group Director of Development	Circle Anglia Housing Group
The Manager	City and County Agency
Mr Robert Russell	City Care

Mr Peter Mitchell	City Centre Management Partnership
Mr Dick Palmer	City College Norwich
T B & D Mack	City Heritage Ltd
Mr Gordon Boyd	City of Norwich School
Mr Iain Reid	Citygate Developments
Ms Laura Sangster	Civic Trust
Managing Director	Civil Aviation Authority
Mr Matt Tilbrook	CJC Development Company
Mr CR Hocking	Clare Special School
Mr B Ansell	Claxton Parish Council
Mr J A Cleary	Cleary & Associates
c/o Lawrence Revill	Clerical Medical Investment Group
Mr Stephen Brooker	Cliff Walsingham & Co
The Chairperson	Clover Hill Community Centre
Mrs L Holton	Clover Hill First School and Nursery
Ms Pat Lees	Club 52
Mr Kevin Love, Managing Director	CNC Building Control Consultancy
Miss Rachel Bust Planning and Local Authority Liaison	Coal Authority
The Managing Director	Cofton Ltd
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The Manager	Colliers CRE
Mrs C Sayer	Colman Middle School
Mrs Sally Wilson-Town	Colman Road First School
The Manager	Colman Road Housing Office
Mr Martin Kemp	Colney Development
Mrs H Martin	Colney Parish Council
Ms. Barbara Elvy	Coltishall Parish Council
Mr Alan G Ebbage	Comdoran Properties
Darren Parker	Commission for Architecture and the Built Environment
The Manager	Commission for Racial Equality
Mr Simon Delf	Common Purpose in Norfolk
The Minister	Communities and Local Government
Mr Tim Allard	Community & Voluntary Forum: Eastern Region (COVER)
Mr John Wood	Community Forum for Wymondham
Mr Ben Higham	Community Music East
Mr Richard Tunnicliffe	Confederation of British Industry - Eastern Region
Ms Fiona McDiarmid	Connexions Norfolk
Ms Mary Taylor	Contact NR5
Ms Moya Kruse	Co-op Homes
Mrs S C Sanderson	Corpusty Parish Council
The Secretary	Corton House Limited
Headteacher	Costessey High School
Headteacher	Costessey Junior School
Mrs Rachel Jackson	Costessey Parish Council
Mrs Sylvia Yates	Costessey Society
Mr Stuart Thomas	Cotman Housing Association

Dr Mike Heyworth	Council for British Archaeology
Mr Robin Burkitt	Council for Protection of Rural England (Norfolk)
Mr James Frost	Council for Protection of Rural England (Norfolk)
Mr Paul Woolnough	Council for Protection of Rural England (Norfolk)
Canon Michael H Stagg	Council of Christians and Jews
Mrs Nicola Currie	Country Land & Business Association
The Manager	Country Land & Business Association
Mr W Edwards	Country Land & Business Assoc'n, Norfolk Committee
The Manager	Countryside Agency (Positive Planning Unit)
Mr John Clark	Countrywide Land and New Homes
Mr Gordon Bambridge	County Norfolk Ltd
Mr Robin Pearson	County Norfolk Ltd
Mr David Holgate	Craft Guild
Ms M Molenaar	Cranworth Parish Council
Mr G. Tebble	Creative Arts East
Ms Nikki Stainton	Creative Arts East
Mr Simon Gerrard	CRED
Mrs A Barnes	Cringleford (Patteson Parish Room)
Mr A E Barnes	Cringleford Parish Council
Mrs A E Barnes	Cringleford Pavilion
Dr G Hussey	Cringleford Society
Mr Paul Woodrow	Crossroads Care
Mr K Page	Crostwick Parish Meeting
Regional Manager	Crown Estate Office
The Managing Director	Crown Estates Commissioners
Mrs Alex Howe	CSERGE
Mr James Cooke	Cushman, Wakefield Healey and Baker
Ms Julie McLaughlin	Cushman, Wakefield, Healey & Baker
Mr Walter Nash	Cyclists Touring Club
Mr Dennis Jean	D Jean Properties
Mr David Evans	D. Evans Planning Consultancy
Mr Daniel Bradley	Daniel Bradley
Mr David A Cutting	David A. Cutting Building Surveyors Ltd
Mr David Futter	David Futter Associates Ltd
Mr Ben Simpson	David Lock Associates
The Manager	David Stead Associates
Mr Roy Willer	David Wilson Homes
The Manager	Deaf Connexions
The Very R Graham Smith	Dean and Chapter of Norwich Cathedral
Mr KA Smith	Defence Estate (OperationsNorth)
Mr Ken Winter	Defence Estate (OperationsNorth)
Mr Mark Freer	Defence Estate (OperationsNorth)
Ms Fiona Waugh	Defence Estate (OperationsNorth)
Mr John Cooper	Defence Estate (OperationsNorth)
The Manager	Delancey's
Mr Martin Jenkins	DeMountfort Homes Ltd
The Manager	Dennis Black Associates

Mrs P Sandell	Denton Parish Council
Ms Linda Henson	Denver Estates Limited
Mrs R Harkness	Deopham & Hackford Parish Council
Ms Nejla Sabberton	Department for Culture, Media and Sport
Mr A Shaw	Department for Education & Skills
The Director	Department for Education and Skills
Mr Clive Whitworth	Department for Environment, Food and Rural Affairs
The Officer	Department of Transport
Mr John Ingram	Derek Ingram Ltd
Mr D E Smith	DES Developments
Mr Andrew Duffield	Development Consultancy Services
Mr Mark Hyde	Development Land & Planning Consultants LTD
Mr Bob Robinson	Development Planning Partnership
Ms. Rachel Patterson	Devplan UK
Mr Sebastian Hanley	Dialogue Planning
Miss B De Winter	Dickleburgh & Rushall Parish Council
MS Val Khambatta	Diocesan Youth Officer
Mr R. Levett F.R.I.C.S.	Diocese of Norwich
Mr David Horsfall	Diocese of Norwich
Mr R. Levett F.R.I.C.S.	Diocese of Norwich
Mrs S Andrews	Diocese of Norwich Mothers Union
Dr Peter Brambleby	Director of Public Health
The Manager	disability forward limited
Mr Paul Ray	Disability Rights Norfolk
Ms Cynthia Shears	Diss & District Community Partnership
Mr John Taylor	Diss & District Society
Ms Marion James	Diss Business Forum
Headteacher	Diss Church Junior School
Mr J Harmer	Diss Environment Group
Mr R Coe	Diss High School
Headteacher	Diss High School
Mrs D Sarson	Diss Parish Council
Duncan McLaren	District Valuer and Valuation Office
Mr J Smith	Ditchingham Parish Council
Mrs J A Loveridge	Ditchingham VH
The Managing Director	DN Grady & Sons
Mr R Stuart-Sheppard	Dowson First School
Ms D. Bowyer	DPDS Consulting Group
Mr James Wood	DPDS Consulting Group
Mr Chris Green	DPP LLP
Mrs P Kirby	Drayton Parish Council
Mrs M. Bunn	Drayton Village Hall
Ms Laura King	Drivers Jonas
Mr Edward Tibbetts	Drivers Jonas
Miss Julia Krause	Drivers Jonas
Drivers Jonas	Drivers Jonas
Mr Lyndon Gill	Drivers Jonas

Mr Robert Peto	DTZ Piedad Consulting
Mr J D Darrell	Dudley Bros. & Co.
Mr B. J. Belton	Durrants
Mr G. N. Durrant	Durrants
Mr Simon Henry	Durrants
Mr R Mayhew	Durrants
Mr Richard Prentice	Durrants
Mr R. D. Wingate	DWA Planning
	Earlham Adult Education Centre
Reverend Paddy Venner	Earlham Christian Centre
Mr I E Daymond	Earlham High School
	Earlham Nursery School
Ms Sonia Bush	Earlham Youth & Community Service NYCS
Mrs J Pearce	Earsham Parish Council
Mrs G Merridale	Earsham VH
Chief Executive	East Anglia Air Ambulance
Ms Charlotte Crawley	East Anglia Art Foundation
Mr Eric Ming	East Anglia Charitable Education Trust
Mr Eric Ming	East Anglia Charitable Education Trust
Mr John Loveday	East Anglia Cycling Campaign
Mrs D Batson	East Anglia Townswomen's Guild
Mr F Harradance	East Anglian Ambulance NHS Trust
Mr David Holden	East Anglian Business Environment Club
Mr Wakeman	East Anglian Food Link
Mr Afiz Ali	East Anglian Islamic Trust
Mr A. Jones	East Anglian Property Ltd.
Mrs C Jowett	East Carleton Parish Council
The Manager	East Norwich Housing Office
Mr Nick Palmer	East of England Co-operative Society
Ms Natalie Blaken	East of England Development Agency
Mr D. Marlow	East of England Development Agency
Ms Feini Toole	East of England Development Agency
Ms Sue Gascoyne	East of England Planning Aid
Ms Sue Gascoyne	East of England Planning Aid
Mr Andrew Meddle	East of England Regional Assembly
Ms Helen De La Rue	East of England Regional Assembly
Ms Lesley Rayner	East of England Regional Assembly
Mr Keith Brown	East of England Tourism
Ms. Tess Wright	East of England Tourist Board
Mrs E Wilson	East Tuddenham Parish Council
Mrs E Wilson	East Tuddenham Parish Council
Ms. Jill Sreatfeild	Eastern Angles Theatre Co.
The Manager	Eastern Electricity (Norwich Area Office)
The Manager	Eastern Group plc
Mr David Lawrence	Easton College
Ms Sandra Boston	Easton College
Mr J H Witcombe	Easton Parish Council

Mr J L Elbro	Eaton & University Community Forum
The Manager	Eaton Adult Education Centre
Mrs Liz Bovill	Eaton Golf Club
Headteacher	Eaton Hall School
Mr Cyril Smith	Eaton Park Community Association
Miss L Davies	Eaton Park Neighbourhood Centre
Mr John K Bryce	Eaton Rise Residents Association
Mr John Elbro	Eaton Village and University Community Power Forum
Mr Gerald Cooke	Eaton Village Residents Association
Mr Scott Barker	Eaton Youth Club
The Manager	EDF Energy
The Manager	EDF Energy
Mr John Park	EDF Energy
Mr Alisdair Wilcock	EDF Energy
Mr A. Cole	Edwin Watson Partnership
Mr Paul W Dunnett	Edwin Watson Partnership
Mr Ben Steward	Edwin Watson Partnership
Mr A G Tayler	Edwin Watson Partnership
Mr Giles Whattam	Edwin Watson Partnership
E Kelly	EKSS Site Services
Mrs C Lester	Ellingham Parish Council
The Manager	Energy Saving Trust
Mr Keith Bovill	English Churches Housing Group
Ms. Katharine Fletcher	English Heritage (Eastern Region)
The Manager	English Historic Towns Forum
Chief Executive	English Partnerships
The Officer	English Welsh & Scottish Railways
Mr Mick Tinsley	English Welsh and Scottish Railway
Mr Paul Gladwin	Ennstone Johnston Limited
Mr Simon Warner	Entec UK
Mr Rob Dryden	Environment Agency (Eastern Area Office)
Mr Stuart Rickards	Environment Agency (Eastern Area Office)
Mr Andrew Hunter	Environment Agency (Eastern Region)
Mr Stuart Rickards	Environment Agency (Eastern Region)
The Manager	Eon UK PLC
Mr Mark Wells	EPIC Studios
The Manager	Equal Opportunities Commission
Mr Mike Betts	Evergreens
Ms Anna Chapman	Eversheds LLP
Mr K.E. Ewing	Ewings Auctioneers, Valuers & Estate Agents
The Manager	Excel 2000, Sheringham
Mr M. Howell	Faber Maunsell
M. A. Coe	Fairstead Homes Ltd.
Mr Paul Dunnett	Fairstead Homes Ltd.
Miss S Davis	Fairway First School
Mr D Gowans	Fairway Middle School
Ms Rosemary English	Families House

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Ms Carla Larkins	Family Matters
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Ms Camilla Finlay	Farrells
Ms F Morton	Faye Morton
Mr Brian Schubert	Federation of Master Builders
Mr Martin Lake	Federation of Small Businesses
Mr B J Vincent	Felmingham Parish Council
Mrs J Marris	Felthorpe Parish Council
L. Blake	Felthorpe Recreation Ground
Mrs Gail Mayhew	Felthorpe Trust
Mr M.J Freeman	Fenn Wright
Ms Marian Roberts	Ferry Cross
Mr Phil Bodie	Fielden & Mawson
Mr Hugh Fielden	Fielden & Mawson
Mr Robert Todd	Fielden & Mawson
Ms Emily Barnston	Fielden & Mawson
Mr Peter Iddon	First Eastern Counties Bus Ltd
Ms Kate Matthews	Firstplan
Mr Martin Aust	Flagship Housing Group
Mrs J. Coleman	Fleggburgh Parish Council
Mrs B Shaw	Flixton Parish Council
Mrs A Barnes	Flordon Parish Council
Mr Ian Thornton	Football in the Community Team
Mr S Scott	Forestry Commission
Mrs S Berwick	Forncett Parish Council
J. D. Riddett	Foulsham New Frost Hall
Mrs J Clement-Shipley	Foulsham Parish Council
Mrs M. Hendry	Foulsham Society
Mrs M White	Foxley Parish Council
Headteacher	Framingham Earl High School
Mr Norman Bamba	Framingham Earl Parish Council
Mr B J Du Brow	Framingham Pigot Parish Council
Mrs L Cusdin	Framptons
The Manager	Francis Darrah Chartered Surveyors
Mr M. A. Finch	Freeplan Ltd
Mrs Edith Moll	Freethorpe Parish Council
B. Yaxley	Freethorpe Village Hall
Miss Natalie Chapman	Freight Transport Association
Mrs Joyce Plaster	Frere Road Community Centre
Mrs C Broughton	Frettenham Parish Council
Stan Ward	Frettenham Village Hall
Mr R Bunting	Friars Quay Residents' Association
The Manager	Friends Families and Travellers
Mrs Janet Grimes	Friends of Clapham Wood
Ms Anne Tansley Thomas	Friends of Elm Hill
Mr Tony Eggleton	Friends of Norfolk & Norwich Heritage

Mrs Rachel Keaney	Friends of Norwich Cathedral
Ms Rosemary Salt	Friends of Norwich Museums
Ms Mary Edwards	Friends of the Earth
Mr Robert Cook	Friends of the Earth (Norwich Local Group)
Ms Jennifer Parkhouse	Friends of the Earth (Norwich)
The Organiser	Friends of Tiffey Valley
Mr Steve Staines	Friends, Families and Travellers
Ms L Clark	Fritton with St Olaves Parish Council
Ms Karin Whiteside	Fusion Online
Mr S Wildman	Fusion Online
Mr Chris Leeming	Gable Developments
Mr Michael Graves	Gage Road Chapel
Ms Linden Groves	Garden History Society
The Organiser	Gardens for Wildlife
Mr Don Morgan	Gazeley Properties
Ms D Adams	Geldeston Parish Council
Ms Jenny Gladstone	Geological Society of Norfolk(GSN)
Mr Simon Fisher	George White Middle School
Mr Tony Smith	George Wimpey East Anglia Ltd
The Chairman	Georgian Group
Ms J Punt	Gillingham Parish Council
Mr C R Winter	Gillingham VH
The Manager	Gilson Bailey and Partners
Mrs Anne Brookes	Girl Guiding Norfolk
Miss J Witcomb	Gissing Parish Council
Mr Geoffrey Lane	GLTP Development Consultancy
Ms Helen Greenhalgh	GMA Planning
Mr Gavin Clarke	GO East
Efua Dorkenoo	GO East
Mr Mike Harris	GO East
Ms Sue Howl	GO East
Mr John Williamson	GO East
Ms Mary Marston	GO East
Mr Howard Green	Golden Dog Lane Residents
Mrs J Gough	Gough Planning Services
Mr Gareth Roberts	GR Planning Consultancy
Mr Mike Burrows	Grant Thornton
Mr I Bishop	Great & Little Plumstead Parish Council
Mr Jonathan Wortley	Great Eastern Arts Centre Trust
Mr B T Astley	Great Ellingham Parish Council
The Chairman	Great Hospital Trust
Mrs S Spooner	Great Melton Parish Council
Mr J A Davies	Great Moulton Parish Council
The Chair	Great Plumstead Village Hall
Mr P Dilloway	Great Witchingham Parish Council
The Director	Great Yarmouth and Waveney PCT
Mr P. C. Warner	Great Yarmouth Borough Council

Mr James Harland	Great Yarmouth Borough Council
Julia Dyson	Great Yarmouth International Association
The Manager	Greater Norwich Housing Forum
Ms Christine Christmas	Greenfields Community Centre
Mr Richard Bickle	Greenhouse Environment/ Co-op Learning Network
The Manager	Greenland Houchen Solicitors
Chief Supt Ray Adcock	Gt. Yarmouth Police Station
Mrs S M Jones	Guestwick Parish Meeting
Mr Mr Cheesmur	Guideline Building Services Ltd
Mr E Barrett	Guist Parish Council
Chanan Singh Suwali	Gurdwara Shri Guru Ramdas Parkash Sangat Bhatarha
Ms Christine Casey	Gurney Surgery
Ms Gemma Davis	GVA Grimley
Mr Steve Norris	GVA Grimley
Mr Colin Bell	GVA Grimley (International Property Advisers)
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Mr Simon McIntyre	Haart Estate Agents
Mr Delroy Marshall	Habinteg Housing Association
Mrs S J Daines	Haddiscoe Parish Council
Mr D Wilcox	Haddiscoe VH
Mrs V. Lee	Hainford Parish Council
Mrs Julie Bird	Hainford Village Hall
Mrs J Hale	Hales Parish Council
Miss Nicola Parker	Hallam Land Management Limited
Ann Cates	Halvergate Parish Council
Ms. L. Hart	Hamlet Centre Trust
Mr Guy Surguy	Hanover Housing Association
Mr Bruce Giddy	Hans House Group of Companies
Mrs Molly Barrett	Harbour Triangle Residents' Association
Mrs L Whitwell	Hardingham Parish Council
Ms Laura Clarke	Harford Community Centre
Headteacher	Harford Manor School
Ms Margot Harbour	Harleston Development Partnership
The Managing Director	Harnser Homes
Mr David Harvey	Harvey & Co
Mr A Budden	Hastoe Housing Association
Mrs Ann Excell	Haveringland Parish Meeting
Mr J Hayes	Hayes Affordable Homes
Mr Paul Elliott	Health & Safety Executive
Ms Kim Brown	Health First
Ms Jill Tanner	Health Visitor Services
Mr Paul Taylor	Heartsease & Valley Drive Community Partnership Group
Ms Claire Smith	Heartsease and Plumstead Association
Mr John Wilkinson	Heartsease Community Middle School
Mrs EC Aylmer	Heartsease First School
Mr JPW Roche-Kelly	Heartsease High School

Mr Christopher Freestone	Heathgate Community Association
The Manager	Heathgate Housing Office
Drs Patrick & Claire Frew	Heathgate Surgery Poringland
Mrs Susan Larsen	Heathlands Community Centre
Mr P. Morris	Hebron Trust
Mrs J Hale	Heckingham Parish Council
Ms C Chamberlin	Hedenham Parish Council
Mrs EB Palmer	Heigham Park First School
Ms Marcia Harbord	Hellesdon Adult Education Centre
Mr Bill Gould	Hellesdon High School
Mrs Gina Griffin	Hellesdon Parish Council
Mr B Ansell	Hellington Parish Council
Mrs Jean Haze	HELM Residents Association
The Chief Executive	Help the Aged
Mr Tom Makin	Help the Aged Regional Office
The Manager	Help the Aged, Housing Division
Mr T W Norton	Hemblington Parish Council
Mr I J Nelson	Hempnall Parish Council
The Headteacher	Hempnall School
Mrs Yvonne Davy	Hempnall VH
The Manager	Hepher Dixon
Headteacher	Hethersett High School
Headteacher	Hethersett Middle School
Mr I Weetman	Hethersett Parish Council
Mr G Beckford	Hethersett Society
Mr F Watkins	Hethersett VH
Mr P Carrick	Hevingham Parish Council
Mrs C. A. Meddlar	Hevingham Village Hall
The Manager	Hewett Loddon and District Adult Education Centre
Mr Tom Samain	Hewett School
The Manager	Hewitson Becke and Shaw
Miss J Boyle	Heydon Parish Meeting
Mr S Noble	Heywood Parish Council
Mr Robin W Key	Hibbett & Key
Mr D Hibbett	Hibbett and Key
Mr Colin Bambury	Highways Agency
Mr Eric Cooper	Highways Agency
Project Worker	Hinde House
Mr John Shaw	Hindolveston Parish Council
Mrs C Edwards	Hingham Parish Council
Dr R G Stickland	Hingham Society
Yvonne Bendle	Hingham VH (Lincoln Social Centre)
Chief Executive	Historic Buildings & Monuments Commission for England
Mr G Young	HKB Wiltshires
Chief Executive	HM Factory Inspectorate
The Governor	HM Prison Service

Mr Max Drury	Hobart and Queens Residents Association
Headteacher	Hobart High School
Mrs P J Hawker	Hockering Parish Council
Mr G Holmes	Holverston Parish Council
Mr Paul Cronk	Home Builders Federation
Mrs B Saile	Homersfield Parish Council
Ms Debbie Johnson	Home-Start Norwich
Mr G C Middleton	Honingham Parish Council
The Chair	Honingham Village Hall
Mr Martin Bailey	Hopkins Homes
Mr Ward Matthew	Hopkins Homes
Mr Simon Bryan	Hopkins Homes
Robert Eburne	Hopkins Homes Ltd
Mr Chris Smith	Hopkins Homes Ltd
The Director	Hopkins Homes Ltd
Mrs Pamela Masters	Horning Parish Council
Mr J Graves	Horsford Parish Council
The Chair	Horsford Village Hall
Mr K Turner	Horsham & Newton St Faith Parish Council
Mr N. C. J. Waters	Horsham Developments Ltd.
Ms P Weightman	Horstead and Stanninghall Parish Council
Mr Ian Bray	Horstead Tithe Barn
Ms Caroline Hoskin	Hoskin Broadbent
Ms Irene Batch	Hospital Radio Norwich
Miss Juliette Daniel	Housing 21
Ms Margaret Allen	Housing Corporation(Eastern region)
Mrs June Hunt	Hoveton Parish Council
Mr Howard J. Birch	Howard Birch Associates
The Manager	Howards Commercial
Mr C A Harris	Howe Parish Council
Mrs Shona Bendix	Hoxne Parish Council
Mr Anthony Hudson	Hudson Architects
Hugh Ferrier	Hugh Ferrier Chartered Surveyors
The Manager	Hutchinson 3G UK
Ms. Jane Evans	Hutchison 3G UK Limited
Mr Ed Palmeri	I E Homes and Property
Mr I. Grady	I. H. Grady Builders
Mr Ian Sinclair	Ian Sinclair
Mr Ian Thornburn	Ian Thornburn Commercial
Mr John Holmes	Ifield Eastes Limited
Mr Edward Olley	Ifield Estates Limited
Ms Assiya Douglas	Ihsan Kindergarten and Summer Project
Mrs J Parsonage	Indigo Dyslexia Services
Mr Chris Key	Indigo Planning
Mr Peter Deakin	Indigo Planning Ltd.
Ms Renee Sidaway	Indigo Planning Ltd.
Mr Jeff Wilson	Indigo Planning Ltd.

Mr Robin Bertram	Ingleton Wood
Mr Martin Campbell	Ingworth Parish Council & Erpingham with Calthorpe Parish Council
Ms Marion Foulger	Inland Revenue
Mrs S Brown	Inland Waterways Association
Ms Barbara Lambirth	Inner Wheel Club
Ms Kate Duggan	Innovation East
Ms Gwyneth Jones	Inspire East
Mr James Pearcy	Inspire Science Centre
Professor Mike Gasson	Institute of Food Research
The Manager	International Family Friendship Group
Ms Bridget Lely	International Student Liaison Committee
Mr Steven Ireland	Invest East of England
Mr Chris Toothill	Irelands
Chief Executive	Irish Travellers Movement in Britain
Mr Richard Kirby	Isis Asset Management
Mrs S. Bedford-Payne	Itteringham Parish Council
Ms Martina Pearce	J B Planning Associates Ltd
The Manager	J C Cunnane Associates
Mr Jim Woolnough	J S Bloor Homes Ltd
The Manager	J Sainsbury Development Limited
Mr William Mansfield	J.Breheny ContractorsLtd
J Hancock	J.Hancock and Associates
Mr David Hill	Jarrold and Sons Ltd
Ms Caroline Jarrold	Jarrold and Sons Ltd
Mr John Boyd	JB Planning Associates
Mr Jonathan Holt	Job Centre Plus
Mr John Barnard	John Barnard & Craftsmen
Ms Karen Curtis	John Grooms Court
Mr Don O'Nions	John Innes Centre
Mr John Jenkins	John Jenkins Architectural Designs
Mr John Lambe	John Lambe Associates
Mrs Deborah Wilson	John Martin & Associates
Dawn Adams	John Martin & Associates
Mr Nick Lyzba	John Phillips Planning Consultancy
The Manager	John Putman Associates
Mr John Utton	John Utton
Mr Jon Venning	Jon Venning Architect
Mr J. J. Hall	Jonathan Hall Associates
Mr Basey	Josiah Brewster Charity
The Manager	JS Bloor (Sudbury) Ltd
The Manager	JSM Estate Agents
Mr Dereck Frost	JSP Architecture
The Manager	JTS Partnership
Mr Anthony Meadows	Jubilee Community Association
Mr Steve Sandell	Jubilee Community Centre
Mr Keith Bonner	Jubilee Family Centre

Mr Tom Wilson	Julian Housing Support
Ms Julie Carpenter	Julie Carpenter Planning
Mr Peter Thorpe	JW Thorpe & Son
Mr B Humphreys	K L Humphreys & Sons
Mr Balvinder Singh Kular	Karibu Cultural Integration
Mr Simon Radford	KBC Asset Management (UK) Ltd.
Mr Keith Day	Keith Day Architects
Mr C D Wright	Kenningham Parish Council
Mr P Brooks	Keswick Parish Council
Mrs J MacDonald	Keswick Reading Room
Mrs C Jowett	Ketteringham Parish Council
Mr Kevin Cole	Kevin Cole
Mr E. J. Keymer	Keymer Cavendish
Mr A. J. Hird	Keys Professional Services
MR JIM HOWARD	KEYS PROFESSIONAL SERVICES
Ms Aisha Khalaf	Khalaf and Co Solicitors
Miss R L Gladden	Kimberley & Carleton Forehoe Parish Council
Mrs Aude Gotto	King of Hearts
Mr Mark Conald	King Sturge
Mr Mark Connell	King Sturge
Mrs J Fisk	Kingfisher Partners
The Manager	Kings Centre
The Chief Executive	King's Lynn & West Norfolk Borough Council
Mrs H A Bosworth	Kirby Bedon Parish Council
Mrs Rebecca Rout	Kirby Cane Memorial Hall
Mrs C Lester	Kirby Cane Parish Council
Mrs L Rowe	Kirstead Parish Council
Mr Knight	Knight Benjamin & Co
Mr Gary Staddon	Lafarge Aggregates Ltd
Mrs S A Wigg	Lakenham First School and Nursery
The Manager	Lakenham Housing Office
Mr John Seaward	Lakenham Middle School
Ms Jackie Alexander	Lakenham Surgery
Mr Chris Heuvel	Lambert Scott & Innes Architects
Mr Trevor Price	Lambert Scott & Innes Architects
Mr David Riddell	Lambert Scott & Innes Architects
Mr Kevin Gleeson	Lambert Smith Hampton
The Manager	Lambert Smith Hampton
Mr Graham D Smith	Landmark Associates
Mr Peter Wilkinson	Landmark Planning Ltd
Mrs F M Selby	Langley with Hardley Parish Council
Ms RG Rose	Larking Gowen
Ms Marian Wexler	Larkman First School
Mrs M Wexler	Larkman Middle School
Ms Sylvia Benterman	Larkman Technology Centre
Mr David B Manning	Laurence, Scott & Electromotors Ltd
Mr John Lawson	Lawson Planning Partnership Ltd

Ms Sharon Tyson	Lawson Planning Partnership Ltd
Mrs Diane Bryant	Lawson Road Health Centre
Mr John Brierley	Learning & Skills Council
Mr Graham Brough	Learning and Skills Council Norfolk
Mr Robin Williams	Leath Planning
Mr Anthony Hansell	Leathes Prior
Ms Yasmine Brien	Leeway Women's Aid
Ms Mandy Proctor	Leeway Womens Refuge
Mr Les Brown	Les Brown Associates
Ms Liz Weaver	Level Ltd.
Councillor Brian Watkins	Liberal Democrats at Norwich City Hall
Mr A Liebenthal	Liebenthal Group of Companies
Mr John Woods	Light Rail Transit Association
Mrs Sonya Dickinson	Lingwood and Burlingham Parish Council
Mr Jon Bennett	Linstock Communications
Mr Jon Bennett	Linstock Communications
Mr JFW Peek	Lions Club City of Norwich
Mrs J I Parker	Little Ellingham Parish Council
Mr R Sinclair	Little Melton Parish Council
Mrs M Sutton	Little Melton VH
Mr Glenn Edwards	Little Plumstead Village Hall
Mr Tim Dwelly	Live Work Network
Ms Jane Edwards	Living East
Mr John Peacock	Living Streets
Headteacher	Loddon Middle School
Mrs Chris Smith	Loddon Parish Council
Mr Paul Adams	Long Stratton High School
Mrs E Riches	Long Stratton Parish Council
Headteacher	Long Stratton St Mary's Middle School
The Managing Director	Lovell
Mr Paul Bonnett	Lovell
Mr Michael Gibbins	Lovewell Blake
Ms Rachel Williams	Lovewell Blake
Mr P Dilloway	Lying Parish Council
Ms. Lynne Kentish	Lynx Educational Trust for Animal Welfare
Mr Michael Falcon	M. Falcon Property Solutions
Mr Michael Lyas	Maddermarket Theatre
Mr Carl Tufts	Magdalen Close Residents Association
Ms S Baker	Magdalen Gates First School
Mr T Stannard	Magdalen Street Residents Association
Mrs Elsie Grimson	Magdalen Street Traders Association
Ms Michelle Lee	Magdalene Group
Clerk to Justices	Magistrates Court
Mr Malcolm Goldstein	Malcolm Goldstein Chartered Surveyors
Mr Malcolm Judd	Malcolm Judd & Partners
Ms Kaite Lazzam	Malcolm Judd & Partners
Ms Felicity Wye	Malcolm Judd & Partners

Mr Duncan Yuile	Malzy Court Residents' Association
Ms Victoria Smillie	Mancroft Advice Project
Mr David Went	Marie Curie Cancer Care
Mr Ian Terry	Mark Liell and Son
Mrs M Bergin	Marlingford & Colton Parish Council
Ms Debbie Newman	Marlpit Communications Centre
Ms Wendy Rosetti	Marlpit Community Centre
Ms Carole Plunkett	Marsh
Mrs A Massingham	Marsham Parish Council
Mr Martin Nossell	Martin Nossell
Ms Kate Murdoch	Martin Robeson Planning Practice
Luke Raistrick	Martin Robeson Planning Practice
Mr J Martin Shaw	Martin Shaw Limited
Mr Martin C. Smith	Martin Smith Partnership
Mr Peter Farley	Matthew Project
Miss L Cantera	Mattishall Parish Council
Ms Anne Salmon	mattishall parish council
Mrs S. A. Weymouth	Mautby Parish Council
Mr Ian Findlater	May Gurney Ltd
The Manager	McCarthy & Stone (Developments) Ltd
Mr Philip Thompson	McCarthy & Stone Ltd
Ms Suzanne Handsley	McMillan Cancer Relief
Mrs D Cavilla	Mendham Parish Council
Mr N Keen	Mettingham Parish Council
Mr M. Haslam	Michael Haslam Associates Ltd.
Ms Gail Sharman	Mid Lakenham Residents Association
Head of Planning	Mid Suffolk District Council
The Manager	Mid-Norfolk MENCAP
Mrs Tracey Webb	Mile Cross Community Association
Mrs Barbara James	Mile Cross Community Council
Mr Phil Keen	Mile Cross Group
The Manager	Mile Cross Housing Office
The Manager	Mile Cross IT Centre
Mr P Keen	Mile Cross Middle School
Mrs Jenny Quinn	Mile Cross Phoenix Childrens' Project
Dr David Vaughan	Mile End Road Surgery
Mr CK Spinks	Mill View Middle School
Mr Jonathan Barclay	Mills & Reeve
Mr Greg Gibson	Mills & Reeve
Ms Rebecca Carriage	Mills & Reeve Solicitors
The Manager	Mills and Reeve Solicitors
The Manager	Mills Knight
Mr Jim Elliott	Mini-scrapbox
R M Combes	Ministry of Defence
Mrs Carolyn Wilson	Mono Consultants Ltd
Mr N Gillan	Mono Consultants Ltd
Ms Lynne Evans	Montagu Evans

Mr Roger McKenna	Morley Fund Management
Mrs I Welford	Morley Parish Council
Ms Samantha Morley	Morley, Riches & Ablewhite
Mrs E Riches	Morningthorpe Parish Council
Mr J Hurst	Morton-on-the-Hill Parish Meeting
Mr Eric Wood	Mosaic Estates
Ms CJ Whelan	Mousehold First and Nursery
The Manager	Mousehold Heath Adult Education Centre
Mrs P Siano	Mousehold Heath Conservators
Mr John Peacock	Mr J Peacock
Headteacher	Mulbarton Middle School
Ms K Meazey	Mulbarton Parish Council
Mrs I S Eagle	Mulbarton VH
Mrs G Potts	Mundham Parish Council
The Organiser	Musical Keys
Mr Nick Woods	N B Woods Drawing Services
The Manager	NADCAB
Ms Emma Andrews	NAI Fuller Peiser
Mr Alex Willis	NAI Fuller Peiser
Ms Jill Goodman	Nathaniel Lichfield & Partners
Miss Hannah Fortune	Nathaniel Lichfield & Partners
Mr Neil Goldsmith	Nathaniel Lichfield and Partners
Ms Jenny Hill	Nathaniel Litchfield & Partners
Managing Director	National Air Traffic Services Ltd
Chief Executive	National Association of Health Workers with Travellers
Chief Executive	National Association of Teachers of Travellers
Managing Director	National Car Parks Ltd
Managing Director	National Cycle Network Centre
Mr M Lambden	National Express
Mr Paul Hammett	National Farmers Union
The Director	National Federation of Builders
The Chairman	National Federation of the Blind, Norfolk
Mr Marcus Sharpe	National Grid
Ms. Catherine McCloskey	National Grid
The Plant Protection Team	National Grid Gas Distribution
Mr Rob Greaves	National Grid UK Transmission
The Chairman	National Heritage Memorial Fund
Mr Peter Harpley	National Landlords Association
Mr Don Earley	National Playing Fields Association
The Manager	National Power
Mr Robbie Sendall	National Probation Service
Managing Director	National Travellers Action Group
Mr Mike Halls	National Trust
Ms. Helen Dixon	Natural England
Ms Louise Oliver	Natural England
Mr Shaun Thomas	Natural England
Ms Helen Ward	Natural England

Ms Sarah Wilson	Natural England
Mr Graham King	Natural England
Mr Richard Leishman	Natural England
Mr Jack L Fincham	Naturefriends Conservation (GB)
The Manager	NDVS
Ms Sandy Betlam	NEAD/Third World Centre
The Manager	Neave & Son Ltd
Miss P C Currie-Cathey	Needham Parish Council
Mr Nick Craig, Chief Executive	NELM Development Trust
Ms Lynda Waterson	Nelm Management Board
Mr PC Gibley	Nelson First School
The Chairperson	NEMSF
The Manager	Nethergate Farms
Mr Brian Bell	Network Rail
Ms Pam Butler	Network Rail
Mr C. Price	Network Rail
Mr M Boswell	New Buckenham Parish Council
Mr David Howlett	New Horizons 2001
Ms Val Baxter	New Museum of Contemporary Art
Mr Chris Gribble	New Writing Partnership
Mrs D Davidson	Newton Flotman Parish Council
Mr Graham Burgess	Newton Flotman VH
Clive Rennie	NHS Norfolk
Dr Boaventura Rodrigues	NHS Norfolk
Mr N G Bailey	Nicholas Bailey Architectural & Planning
Ms. P. McViegh	NORCAS
Mrs Penny McVeigh	NORCAS
Sohale Rahman	Norfolk & Fenland Muslims
Mr Norman Sidebottom	Norfolk & Norwich Art Circle
Mrs Gayatri Verma	Norfolk & Norwich Asian Society
Mr Mark Smith	Norfolk & Norwich Association for the Blind
Mr P. J. S. Childs	Norfolk & Norwich Association for the Blind
Sirajul Islam	Norfolk & Norwich Bangladeshi Welfare Association
Mr Phillip Tolley	Norfolk & Norwich Campaign for Real Ale
Mr Peter Lambie	Norfolk & Norwich Families' House
Ms Charlotte Stratta	Norfolk & Norwich Festival Limited
Mr Timothy Colman	Norfolk & Norwich Festival Trust
Ms Tessa Shepperson	Norfolk & Norwich Incorporated Law Society
Mrs Waltraud Jarrold	Norfolk & Norwich Koblenz Friendship Association
The Manager	Norfolk & Norwich Mental Health Care Trust
Mr Peter Beckley	Norfolk & Norwich Novi Sad Association
Mrs E Pocock	Norfolk & Norwich Pensioners Association
Executive Officer	Norfolk & Norwich Scope
Ms Anna Dugdale	Norfolk & Norwich University Hospital NHS Trust
Revd. Andrew Platt	Norfolk & Waveney Churches Together
Mr Mark Abrahams	Norfolk & Waveney Mental Health Partnership NHS Trust

Ms. Amanda Payne	Norfolk ACRO
Dr. Francis Dida	Norfolk African Community Association
Dr Eshehtu Wondimagegne	Norfolk African Community Association
Mr J. Pegnall	Norfolk Amateur Swimming Association
Gayatri Verma	Norfolk and Norwich Asian Society
Mr Richard Bearman	Norfolk and Norwich Transport Action Group
Ms Paula Bourthis	Norfolk and Waveney Mental Health NHS Partnership
Mr Phil Nathan	Norfolk Anglers Conservation Association
The Manager	Norfolk Archaeological Trust
Mr Robert Maidstone	Norfolk Assoc. of Parish & Town Councils
Mr John Cowan	Norfolk Assoc. of Parish & Town Councils
The Manager	Norfolk Association for the Disabled
Ms. Veronica Savage	Norfolk Association for Village Halls
Mr John Clarke	Norfolk Association of Architects
Mr John Clarke	Norfolk Association of Architects
Mr Chris Heuvel	Norfolk Association of Architects
Ms Helen Banks	Norfolk Association of First & Primary School Heads
Mr Stuart Chaplin	Norfolk Association of Parish & Town Councils
Ms. Sue Seeley	Norfolk Autistic Society
Mrs Norma Bowen	Norfolk Badminton Association
Mr Scott Perkin	Norfolk Biodiversity Partnership
Mrs Mary Eddington	Norfolk Bus User Consultative Committee
Mr P. Morse	Norfolk Careers Service
Mr Peter Elwick	Norfolk Children's Fund
Mr SW Li	Norfolk Chinese Community Association
Mr Peter de Oude	Norfolk Coalition of Disabled People
Mr Peter de Oude	Norfolk Coalition of Disabled People
Mr Nick Davison	Norfolk Constabulary
Chief Insp Sarah Francis	Norfolk Constabulary
Chief Supe Adrian Myhill	Norfolk Constabulary
Mr Marcel Pfrang	Norfolk Constabulary
Chief Supe Adrian Myhill	Norfolk Constabulary
Insp. Mike Austin	Norfolk Constabulary - Central Area
Chief Supt Adrian Myhill	Norfolk Constabulary - Central Area
c/o Mr Jonathon Green	Norfolk Constabulary - Estates Department (HQ)
	Norfolk Constabulary - Force Architectural Liaison Officer
Mr Trevor Nelson	Norfolk Constabulary - Rural Area
Chief Supt Charles Hall	Norfolk Constabulary (Architectural Liaison)
Inspector C Warren	Norfolk Council for Voluntary Youth Services
The Manager	Norfolk County Council
Mr Mike Jackson	Norfolk County Council
Stephen Faulkner	Norfolk County Council - Traveller Liaison Officer
Mr Jon Blunkell	Norfolk County Council Chief Executives
Ms Caroline Money	Norfolk County Football Association
Mr Gavin Lemmon	Norfolk County Indoor Bowling Association
Mr K. M. Ince	Norfolk County Table Tennis Association
Mr R. Drew	

Mrs M. Jermy	Norfolk County Women's Indoor Bowling Association
Mr Ian Leather	Norfolk Credit Union Forum
Mr Godfrey Batley	Norfolk Cricket Board
The Manager	Norfolk Crossroads
Mr Mike Tingley	Norfolk CVYS
Ms Jan Legge	Norfolk Dance
Mr Peter Gosse	Norfolk Deaf Association
The Manager	Norfolk Deaf Communication Services
Ms Jennifer Hall	Norfolk Disability Information Service
Ms Elaine Horn	Norfolk Drug Action Team
The Chairperson	Norfolk Eating Disorders Association
Ms Sarah Gann	Norfolk Education and Action for Development
Ms Cindy Brookes	Norfolk Federation of Women's Institutes
Chief Executive	Norfolk Fire Service
Ms Mary Wade	Norfolk Gardens Trust
Mrs E. Burbidge	Norfolk Grand National Archery Society
Mrs Helen Green	Norfolk Guide Association
Mr Terry Harper	Norfolk Homes Ltd
Mr Terence Harper	Norfolk Homes Ltd
The Manager	Norfolk Homes Ltd
Ms Lesley Burdett	Norfolk Housing Aid Centre (Shelter)
Dr Mary Fewster	Norfolk Industrial Archaeological Society
Mr P. Jones	Norfolk Korfball Association
Dr Ken Hamilton	Norfolk Landscape Archaeology
Mr David Gurney	Norfolk Landscape Archaeology
Mr J. Harris	Norfolk Lawn Tennis Association
Ms Trish Judson	Norfolk Learning Partnership
Mr John Jones	Norfolk Local Access Forum
Everjarie Makuve	Norfolk Minority Ethnic Support Forum
Ms Vanessa Trevelyan	Norfolk Museums and Archaeology Service
Mr Paul Flack	Norfolk No1 Circuit of Jehovahs Witnesses
Ms Rose Girdlestone	Norfolk Philippine Support Group
Ms. Veronica Savage	Norfolk Playing Fields Association
Ms. Pauline Mason	Norfolk Police Authority
Ms Sharon Bradfield	Norfolk Pre-School Learning Alliance
Mr Martin Graham	Norfolk Probation Service
Mr Ray Walpole	Norfolk Ramblers Association
Mrs C. I. Stone	Norfolk Riding for the Disabled Association
Mr David Masdin	Norfolk Rugby Football Union
Mr G Leigh	Norfolk Rural Community Council
Ms Janet Peachey	Norfolk Rural Community Council
Mr Laurie Hull	Norfolk Sports Alliance
Mr D. Gibbs	Norfolk Tenpin Bowling Association
Ms. Lydia Smith	Norfolk Tourism
The Manager	Norfolk Tourist Attractions Association
Mr Richard Belson	Norfolk Training Services Ltd
Ms Sue Beswick	Norfolk Voluntary Organisation Learning and Skills

Mr John Hiskett	Development Service
Mrs Francis Sullivan	Norfolk Wildlife Trust
Mrs A Rix	Norfolk Wildlife Trust (Wymondham Nature Group)
Mrs J. Shepherd	Norfolk Windmill Trust
Mr Paul Corina	Norfolk Women's Bowling Association
Chief Executive	Norfolk Youth Offending Team
Mr Lee Wright	Norfolk, Suffolk & Cambridgeshire Strategic Health Authority
Mrs Alice Hemmings	Norman Centre
Mr Richard Chamberlain	Norman First and Nursery School
Mr Jack Woods	Normandie Tower Community Association
Chief Executive	Normandy Veterans Association
Mrs D Welch	North Anglia Open College Network
Mr Derek Lamb	North Cove Parish Council
Mr M Cox	North Earlham Community Association
Ms. Jill Fisher	North Lopham Parish Council
Mr David Tofts	North Norfolk District Council
Mrs Diana Ellis	Northfield Solutions
Mr David Tofts	Northfields First and Nursery School
Mrs C Smith	Northfields Solutions Ltd
Mr T Smith	Norton Subcourse Parish Council
Ms. Margaret Hill	Norton, Thurlton & Thorpe VH
Ms Lois Povey	Norwich & District Alzheimers Society
Ms Tansy Miller	Norwich & District Carers Forum
Mr Mervyn Evans	Norwich & District Citizens Advice Bureau
Ms Geraldine Murray	Norwich & District MENCAP
Ms Geraldine Murray	Norwich & District Trade Union Council
Mr Karl Brazier	Norwich & District Trade Union Council
Mr Marcus Patteson	Norwich & Norfolk Campaign against Climate Change
Ms Anne Matin	Norwich & Norfolk Community Arts
Mr Sam Sirdar	Norwich & Norfolk Racial Equality Council
Mr Maniinder K. Jagdev	Norwich & Norfolk Racial Equality Council
Ms Mary Mustoe	Norwich & Norfolk Sikh Society
Ms Linda Rogers	Norwich & Norfolk Voluntary Services
Mr Brian Horner	Norwich & Norfolk Voluntary Services
Ms Rachel Watson	Norwich & Norfolk Voluntary Services
Mrs Pauline Weinstein	Norwich 21
Ms Pauline Cusking	Norwich Age Link
Mrs Bay Mison	Norwich Age Link
Ms Nicola Moore	Norwich and Norfolk Help Group (Meningitis Trust)
Ms Julia Tuck	Norwich and Waveney Enterprise Service (NWES)
The Manager	Norwich Area Scout Development Council
The Manager	Norwich Arts Centre
Mr William Gallop	Norwich Buddhist Centre
Miss Charlotte Scott	Norwich Castle Round Table 1101
Mr Peter Softley	Norwich Cathedral
	Norwich Cathedral Recitals Society

Mr Richard Smith	Norwich Chamber Business Forum
Ms Caroline Williams	Norwich Chamber of Trade and Industry
Mr Topher Wright	Norwich Childrens Charitable Trust
The Revere Stephen Mosedale	Norwich Churches Together
Mr Brian Dermott	Norwich City Concert Band
Mr Neil Doncaster	Norwich City Football Club
Mr K. Brazier	Norwich Co-housing Group
Mr Richard Bearman	Norwich Community Co-op Credit Union
Ms Lyn Tooke	Norwich Community Workshop
Mr S. A. Franklin	Norwich Consolidated Charities
Mr David Walker	Norwich Consolidated Charities
Mr W Knowles	Norwich Co-Operative Society Ltd
Mrs B Barber	Norwich County Court
Mr Matthew Williams	Norwich Cycling Campaign
Ms. Jill Gaul	Norwich Door to Door
Mr T Thompson	Norwich Door to Door
Ms Kelly Stamp	Norwich Enterprise Agency Trust
Ms Sandra Edgell	Norwich ESJ
Mr Matthew Davies	Norwich Fringe Project
Cllr Stephen Little	Norwich Green Party
Mr Mick Brown	Norwich Hackney Trade Association
Mr Michael Loveday	Norwich HEART
The Rabbi	Norwich Hebrew Congregation
Mrs Valerie Bidwell	Norwich High School for Girls
Mrs Jane Jones	Norwich Historic Churches Trust
The Secretary	Norwich Hobart Womens Institute
Mr Nicholas Bagshaw	Norwich Housing Society
Mr Bill Webster	Norwich in Bloom
The Co-ordinator	Norwich Interfaith Link
Mr Tim Connor	Norwich International Airport
Mr R. Jenner	Norwich International Airport Ltd.
Mr Conrad La Pointe	Norwich International Youth Project
Ms Brenda Russell	Norwich Junior Chess Congress
Mr Nick Turner	Norwich Leaseholders Association
Rev Briant Smith	Norwich Methodist Circuit
Mr Peter Gianfrancesco	Norwich MIND
Dr. Reveed Y R Khwaja	Norwich Muslim Association
Mr Jon Woolston	Norwich No 1 Round Table
Ms Shirley Loveday	Norwich Out and About Club
Mr Chris Wood	Norwich Pagan Moot
Mr Malcolm Crowder	Norwich Preservation Trust
The Manager	Norwich Properties
Mr Ian Woods	Norwich Puppet Theatre
Mr David Merrick	Norwich Quality Panel
Dr Robin Daniels	Norwich Research Park
Ms Gill Ward	Norwich Rivers Heritage Group
The Bursar	Norwich School

Ms Sue Tuckett	Norwich School of Art & Design
Mr D Gadsby	Norwich Shopmobility
Mr Ken Dennis	Norwich Social Centre for the Blind
Ms Victoria Manthorpe	Norwich Society
Mrs Sheila Kefford	Norwich Society
The Manager	Norwich Sport Village
Ms Glenys Halford	Norwich Sports Council
	Norwich Sprowston Congregation of Jehovah's Witnesses
Mr Robert Keough	Norwich Street Rep
Mr Rod Alden	Norwich Street Rep
Mr Dale Bowers	Norwich Street Rep
Mr & Mrs A Brown	Norwich Street Rep
Mr Michael Byatt	Norwich Street Rep
Ms Jenny Campling	Norwich Street Rep
Ms Rachel Ebdon	Norwich Street Rep
Ms Sarah Jennings	Norwich Street Rep
Ms Linda Ward	Norwich Street Rep
Mrs Cym Cant	Norwich Tenants City Wide Board
Mr Norman Huke	Norwich Tenants City Wide Board
Mrs Chris Land	Norwich Tenants City Wide Board
Ms Brenda Newman	Norwich Tenants City Wide Board
Mr John Palmer	Norwich Tenants City Wide Board
Mr Bernard Smith	Norwich Tenants City Wide Board
Mr Peter Beck	Norwich Theatre Projects
c/o Brown & Co	Norwich Town Close Estate Charity
The Manager	Norwich Union
Mr Nick Pierson	Norwich Union Group
The Manager	Norwich Victim Support
Mr Stuart Riddington	Norwich Youth for Christ
Mr John Pinnington	Notre Dame RC VA High School
Mr Andy Scales	NPS Property Consultants Ltd.
Mrs A Cox	NPTUCC
Ms Dawn Codling	NR5 Project
Mr N Vause	NRV Architectural Services
Ms Hazel Funnell	NSPCC
Ms Tara Walsh	NTL
	NTL UK
Mr Peter Foster	O2 (UK) Limited
Head of Services	O2 plc, Registered Office
Mr Darren Woodward	Oak Grove Chapel
Practice Manager	Oak Street Medical Practice
Practice Manager	Off The Record
Chief Executive	Office of Government Commerce
The Manager	Office of Government Commerce/PACE
Ms Sian Lewis	Office of Rail Regulation
Mrs J Ing	Old Buckenham Parish Council
Mrs S Barber	Old Catton Parish Council

Mrs Judy Leggett	Old Catton Society
Mr J. Peggall	Old Catton Village Hall
Ms Mary Parker	Old Mill & Millgates Medical Practice
Mr Colin Lang	OPEN Norwich Youth Venue
The Manager	Open Spaces Society
Rashid Luqman	Open Trade Network
Mr Rashid Luqman	Open Trade Network
Ms Liz Bishop	Orbit Housing Association
The Managing Director	Orchard Developments (East Anglia) Ltd
Name	Organisation
Ms Wendy Evans-Hendrick	Orwell Housing Association
Mr R Chapman	Oulton Parish Council
Mrs J H Rogers	Oulton Parish Council
Mr Chris Thomas	Outdoor Advertising Association
The Manager	Outdoor Advertising Association
The Manager	Outdoor Advertising Association
Mr Philip Mason	Overburys
Mr MW Blake	Owen Bond Partnership
Ms. Tina Newton	Pabulum
Mr M Heffeman	Palgrave Parish Council
Mr Mike Daykin	Parish Fields Practice
Ms Teresa Tucker	Partnership Against Crime Trust
Mr Jack Brooksbank	Past Rotarians Club of Norwich
Mr Malcolm Walker	Peacock & Smith
Ms Cassie Fountain	Peacock & Smith
Mr Ed Kemsley	Peacock & Smith
Mr Malcolm Dixon	Peacock Short
The Manager	Pearson Commercial
Ms Bev Codling	Peddars Way Housing Association
Ms Clare Fairweather	Pegasus Planning Group
Mr John Holden	Pegasus Planning Group
Mr Kerry Sullivan	Pegasus Planning Group
Mr Edward Hanson	Pelham Holdings Ltd
Mr Anthony Pettifer	Pelorus Planning Property Consultancy Ltd
The Manager	People First of Norfolk
Ms Mandy Booker	Percy Howes & Co
The Manager	Peregrine Land Ltd
Mr Martin Davidson	Persimmon Homes Ltd
Mr Michael Watts	Peter Codling Architects
Mr P Murrell	Peter J Murrell
The Manager	Philip Noble and Son
Mrs Rose Girdlestone	Phillipino Women's Support Group
Ms Jacqui Parker	Phoenix Project
Mr Robert Bangs	Pilling Park Community Centre
Mr Njoki Kambo	Places for People
Mrs J. R. Riley	Plandescil Ltd
Mr Chris Pritchard	Planning Inspectorate

Mr N Fisher	Planning Issues Ltd
Ms Gemma Brickwood	Planning Potential
Mr Matthew Carpenter	Planware Ltd
Mrs C Milton	Poringland Parish Council
Mrs C Milton	Poringland Parish Council (New Community Centre)
Alex Ferreira de Almeida	Portuguese Association
Miss Jeanine Fenn	Postwick with Witton Parish Council
A R Woods	Postwick with Witton Parish Council
The Manager	Potter and Co.
Mr Jared Ingham	PPS Group (Consultancy)
Mr R Snowling	Premier Homes
Ms Tracy Stopford	Premier Planning
Mr Chris Maw	Pricewaterhouse Coopers
Ms Cathryn Parnish	Prince's Trust
Chief Executive	Princes Trust (Norfolk)
Mr Eric Shelley	Princes Youth Business Trust - Norfolk
Mr Byron Simmonds	Progressive Jewish Community of East Anglia
Ms Andrea Hollingsworth	Property Intelligence
Mr Richard Cocke	Public Monuments and Sculpture Association
Mrs M Butters	Pulham Market Memorial Hall
Mrs C Low	Pulham Market Parish Council
Mrs Jan Thorp	Pulham Market Society
Mrs A Donnison	Pulham St Mary Parish Council
Mr RA Burton	R G Carter Ltd
Mr Andrew D Smith	R J Smith & Sons
The Managing Director	R. G. Carter
Ms. Helen Phillips	R. P. S.
Mrs J Whiley	Rackheath Parish Council
The Manager	Radio Norfolk
Mr Guy Dangerfield	Rail Passenger Council
Mr Peter Lawrence	RAILFUTURE (East Anglia Branch)
Mr Nick Dibben	Railway Development Society
Mrs PV Chinnery	Ranworth First School
The Manager	Rape Crisis
Ms Sarah Hampton	Rapleys LLP
Mr Phillip E Taylor	Rapleys LLP
Mr B Vyse	Raveningham Parish Council
Ms Jan Edye	Real Health Action, Mile Cross
Mr Glen Coleman	Real Time
c/o/agent	Reckitt & Colman
Mr B Harding	Redenhall with Harleston Parish Council
Mr Douglas Munro	Redundancy Advice Network (RAN)
Mr J. R. Kilner	Reedham Community Association
Mr S Williamson	Reedham Parish Council
Mr M Hollowell	Reedling Consultants Ltd
Ms. Adele Coates	Reepham Chamber of Commerce
The Manager	Reepham Health & Fitness Centre

Mr Chris Hassell	Reepham High School
The Manager	Reepham Housing Trust Ltd.
Mr J. R. Booth	Reepham Rover
Mrs Rosamund Calvert	Reepham Society
Mr Graham Creelman	Reepham Town Council
Hiromi Hasegawa	Regional Cultural Consortium
Mr Hiromi Hasegawa	Reiyukai Centre
The Chair	Reiyukai Centre
Mr Michael Sidwell	RELATE Norfolk & Waveney Valley
Mr James Beal	Religious Society of Friends
Mr Richard Collier	Renewables East
Mr Richard Thomas	Richard Collier
Mr Andrew Bastin	Richard Thomas Consultants
Mrs Jan Ames	RICS
Mr Lee Sherratt	Ringland Parish Council
The Manager	Riverside Swimming Centre
Chief Executive	RMC (Eastern) Ltd
Mr Robert Dorin	Road Haulage Association
Mr Robert Lord	Robert Dorin
Mr Robin Steggles	Robert Lord Associates
Mr Robert Pursley	Robin Steggles Estate Agent
The Manager	Robinson's Soft Drinks
Mrs Sarah Carter	Roche Chartered Surveyors
Mr B Ansell	Rockland St Mary -Margaret Mack Room
Miss Joanne Pears	Rockland St Mary Parish Council
Mr Roger Tym	Roger Tym & Partners
The Secretary	Roger Tym & Partners
The Manager	Roman Catholic Diocese of East Anglia
Mrs Hilary King	Ross Powlesland Associates
Mr Robbie Strang	Rotary Club of Norwich
Mrs E Corston	Rouen Road Area Residents Association
Mrs E Corston	Royal British Legion Women's Section
Mr Adrian Allenby	Royal British Legion Women's Section
Mr D. C. Poole	Royal British Legion, Norfolk
Mr J. Purling	Royal Mail Legal Services (Property Law)
The Manager	Royal Norfolk Agr. Association
Mrs K Burrows	Royal Norwich Golf Club
Mrs A Holland	Roydon Parish Council
The Manager	Roydon VH
Ms Lucy Fillery	Roys (Wroxham) Ltd.
Ms Helen Phillips	RPS
Mr Tim Rainbird	RPS
Mr Charles Rose	RPS
Miss Faye Wilders	RPS
Ms Mandip Dhillon	RPS
Mr Paul Aldridge	RPS (London SE1)

Mr Chris Durdin	RSPB (East of England Regional Office)
Mrs B A Long	Runhall Parish Council
Ms Edna Smith	Russell Street Community Centre
Mr A Burden	Saffron Housing Trust
Mr Adam Ronaldson	Saffron Housing Trust
The Manager	Sainsbury Centre for Visual Arts
The Chair	Salhouse Jubilee Hall
Mrs D Wyatt	Salhouse Parish Council
Mr Clyde Shaw	Salle Parish Meeting
Mr P. Pledger	Salmon & Trout Association - Anglian Region
The Leader	Salvation Army Divisional HQ
The Manager	Sanders Coach Services
Ms Sarah Roberts	Sarah Roberts Architects
Mr John Gibbons	Save Harleston Group
Mr David B. Horsfall	Savills
Mr Roly Beazley	Savills
Mr Michael Horton	Savills
Mr Guy Warde-Aldam	Savills
Mr M Little	Savills
Mr D. J. N. Merrick	Savills
Mr Tim Price	Savills
Mr Iain Smith	Savills
Mr Jason Thomson	Savills
Ms Hannah Bloxham	Savills
Mr Alan Cole	Savills
MR Mark Hodgson	Savills
Mr Will Lusty	Savills
Mr Paul Brighton	Savills
Mr Mark Mann	Savills
Mr Chris Knight	Savills (Cambridge)
Mr James Rennie	Savills (Cambridge)
Mr Mr G. Warringer	Savills (Cambridge)
Mr Garth Hanlon	Savills (Cambridge)
David Grindley	Savills (L&P) Ltd
Mrs J King	Saxlingham Nethergate Parish Council
Mr N A Smith	Saxlingham NethergateVH
Mrs M Cook	Scole Parish Council
Mr Steven Scott-Brown	Scott-Brown Partnership
Mr G. Yaxley	Scottow Parish Council
Mrs A E Rivers	Scoulton Parish Council
Mrs E Wilson	Scoulton Parish Council
Mrs P Baldwin	Seething & Mundham VH
Mrs A Garrod	Seething Parish Council
Mr Richard Cubitt	Serruys Properties (SPC)
Cllr. Julie Brociek-Coulton	Sewell Community Power Group
The Manager	Sewell Park Adult Education Centre
Chris Starkie	Shaping the Future

Mrs H M Green	Shelfanger Parish Council
Mr John Kemp (Treasurer)	Shelfanger VH
The Manager	Shelter
Regional Manager	Shelter (Norfolk)
The Manager	Sheltered Horticultural Employment Scheme Ltd
Mrs J M Murgatroyd	Shelton & Hardwick Parish Council
Ms Heather Womack	Shipfield Tenants Association
Mr K G Gough	Shotesham Parish Council
Mr R.S. Smith	Showmen's Guild - Norwich & Eastern Counties
Mr Simon Whiteside	Simon Whiteside
The Manager	Simons Estates
Mr John Barker	Simons Group Limited
Mr W J W Hemmant	Sisland Parish Council
Mrs M Dewing	Skeyton Parish Council
Mr Simon Smith	Smith Stuart Reynolds
Mr Alex Kelly	Smurfit Sheet Feeding
Ms Davida Higgins	Socialist Environment & Regeneration Association
The Manager	Society for the Protection of Ancient Buildings
Mrs Annette Conn	Soroptimist International Club of Norwich
Mrs Annette Conn	Soroptimist International Club of Norwich
Miss Jean Kennedy	Soroptimist International of Norwich
Ms Kathryn Savage	South Elmham Parish Council
Miss K Birchall	South Lopham Parish Council
Mr John Merrills	South Norfolk Older Peoples Forum
Revd. Michael Aisbitt	South Norfolk Rural Deans consultation group
Revd. Tony Billett	South Norfolk Rural Deans consultation group
Revd. Andrew Braddock	South Norfolk Rural Deans consultation group
Revd. Nigel Evans	South Norfolk Rural Deans consultation group
Revd. Sally Gaze	South Norfolk Rural Deans consultation group
The Venerable Archdeacon David Hayden	South Norfolk Rural Deans consultation group
Revd. James Nash	South Norfolk Rural Deans consultation group
Revd. Heather Potts	South Norfolk Rural Deans consultation group
The Manager	South Walsham Car Scheme
Mrs P James	South Walsham Parish Council
Mrs Joyce Groves	South Walsham Village Hall
The Manager	Sovereign Mobility Coaches
Mr Tim Allard	Space East
Mr Dan Goodwin	SPAN Project, Broadland District Council
Mr P Dilloway	Sparham Parish Council
Mrs Pat Howe	Spirit of Carnival
Mrs R Rose	Spixworth Parish Council
Mrs A Peters	Spooner Row, Sutton & Wattlefield VH
Mr Philip Raiswell	Sport England
Mr Roy Warren	Sport England (Eastern Region)
Ms Hilary Battye	Sprake and Kingsley
Mrs June Hunt	Sprowston Parish Council
Inspector James Brown	Sprowston Police Station

The Manager	Sprowston Sports Hall & Swimming Pool
The Revere Doug Alexander	St Alban's Church
Mr P Kinchen	St Andrew, Eaton and Christchurch Eaton
Ms Donna Williams	St Augustines Community Together (ACT)
Ms Lorraine Bliss	St Edmunds Society
Ms Tricia Addison	St Etheldreda Artists Studios
Mrs Diana Cooper	St Francis Church
Mrs Frances Hardy	St Gregory's Trust Ltd
Mr R Hayward	St James South Elmham Parish Meeting
Mrs Gwen Digby	St John Ambulance
Pat Limacher	St John's Roman Catholic Cathedral
Mrs KM Payne	St John's Roman Catholic First School
Rev N Vesey	St Luke with St Augustine
Mr Derek Player	St Martins Housing Trust
Reverend Andrew Tyler	St Mary Magdalene Church
The Revere David Abraham	St Matthew's Church
Ms Jenny Williams	St Matthew's Society
Mr A Adamson	St Michael's VA Middle School
Revd. Cano Peter Nokes	St Peter Mancroft
Mr Brian Claxton	St Peter's Park Lane Methodist Church
Mr Roger Moore	St Stephens Partnership
Mr AJP Hedges	St Thomas More RC Middle School
Mr H Williams	St. Faiths Society
Ms Jenny Williams	St. Matthew Housing
Ms Niki Tilson	Standout
Miss P M Hepple	Starston Parish Council
A B McKenzie	Starston Parish Council
Mr Stephen Drake	Steele and Co
Mr Andy Howard	Steeple Court plc
The Manager	Steggles Hughes
Mr James Steggles	Steggles-Larner
Mr Stephen Bush	Stephen AC Bush Property Consultant
Mr Steve Fraser-Lim	Steve Fraser-Lim
Mr Stephen Osborn	Steve Osborn Planning Consultancy
Mr Stewart Ross	Stewart Ross Associates
Ms. Laura Ross	Stewart Ross Associates
Mrs C Seppings	Stockton Parish Council
Mrs L Read	Stoke Holy Cross Parish Council
Mrs S. A. Weymouth	Stokesby Parish Council
Ms Jo Huxtable	Stonham Housing Association
Mr Harry Shipley	Storeys:SSP
The Chair	Stratton Strawless - Burroughes Hall
Mrs Doreen Dann	Stratton Strawless Parish Council
Ms. R. Klein	Stroke Association (North Walsham)
Ms. Jenny Williams	Strumpshaw Parish Council
Ms. Nicola Bickerstaff	Strutt & Parker
Mr Anthony Burn	Strutt & Parker

Mr Iain Halls	Strutt & Parker
Mr J. W. McLarty	Strutt & Parker
Mr Tom Goodley	Strutt & Parker
Mr Peter Aldous	strutt and parker
Mr R B Thomson	Stuston Parish Council
Ms Lucy Robinson (fao John Pitchford)	Suffolk County Council
The Regional Manager	Sure Start
Ms Shelia Gendle	Sure Start Thorpe Hamlet
Ms D Corbin	Surlingham Parish Council
Mr Tom Chapman	Surrey Chapel
Mr Nigel Brigham	Sustrans
Mr A J J Talby	Swainsthorpe Parish Council
	Swannington with Alderford & Little Witchingham Parish Council
Mr D. S. Griggs	Swanton Abbott Parish Council
Mrs Gloria Green	Swardeston Parish Council
Carole Jowett	T & G Cab Section
Mr Andy Drummond	T A Millard East Anglia Ltd
Mr Martin Doughty	T. B. C. Le May, Design and Build
Mr T. B. C. Le May	T. W. Norton Chartered Architect
Mr Terry Norton	T.W Wright
Mr T.W. Wright	TA Centre
Major W Reeve	Tacolneston Parish Council
Mr P Jeffery	Targetfollow Group Ltd
Mr Garth Hanlon	Tarmac Ltd
Mr Alan Everard	Tas Valley Society
Mr J Cornish	Tasburgh Parish Council
Mrs J King	Taverham Middle School
Headteacher	Taverham Parish Council
Mrs S Parkinson	Taverham PATCH
The Regional Manager	Taverham Recreational Facilities
The Chair	Taverham Surgery
Dr Simon Lockett and Partners	Taverham Village Hall
Mrs T. Grint	Taylor Wimpey
Mr Colum Fitzsimons	Taylor Woodrow Developments
Mr Peter Andrew	Taylor Woodrow Developments Ltd.
Ms. Beth Entwhistle	Taylor Woodrow Developments Ltd.
Ms Verity Henry	Temples
The Manager	Tesco Stores Ltd.
Mr James Cook	Tetlow King Planning
Ms Tracy Ann Scanlan	TGWU - Transport General Worker Union
Mr Ian Crane	Tharston & Hapton Parish Council
Mrs K Timson	The Big Issue Foundation
Ms Jean Davis	The Blue Door Development Co Ltd
Mr Ken Bowden	The Britain Australia Society - Norfolk Branch
Mr Martin Parker	The Carbon Trust
The Manager	The Catton Park Trust
Mr Ken Leggett	

Ms Debra Winstanley	The City-Wide Co-op
Headteacher	The Clare School
Sr Margaret Shepherd	The Council of Christians and Jews
The Fairfield Partnership	The Fairfield Partnership
Mr Julian Foster	The Foster Partnership
Mr Julian Foster	The Foster Partnership
Mr Ian Johnson	The Fringe Arts and Music Festival
c/o Greenland Houchen, Solicitors	The Gale Trust
Mr Darren Grice	The Garage
The Manager	The Gate Youth and Arts Centre
Mrs AM Thorpe JP	The Groves Tenants and Residents Association
The Chairperson	The Guild
Ms. Tracey Savory	The Guinness Trust
Ms Tracey Ripley	The Guinness Trust
Dr Mark Brookes	The Gurney Surgery
Ms Ann Bagehot	The Gypsy Council
Ms Diane Aldred	The Health Centre
Ms Julie Nicholls	The Health Shop
The Minister	The Home Office
Mr John Champion	The King's Centre
Mr Paul Mathews	The Landscape Partnership Ltd
Ms Pam Breckenridge	The Learning Shop Norwich
Ms Theresa Cumbers	The Magdalene Group
Mr Julian Bryant	The Matthew Project
Mr Paul Venn	The Merchants Court Association
Headteacher	The Parkside School
Ms Jane Crass	The Planning Bureau
Mr Philip Thompson	The Planning Bureau
c/o Bidwells	The Pointer Trust
The Rabbi	The Progressive Jewish Community of East Anglia
Mr Paul Darbyshire	The Ripley Project
Mr Sam Stafford	The Robert Doughty Consultancy Ltd
Mr Richard Dell	The Stationery Office
Ms Helen Phillips	The Town Planning Consultancy
The Chairperson	The Twentieth Century Society
The Minist	The United Reformed Church
The Manager	The Vauxhall Centre
Mr James Huggins	The Victorian Society
Mr Stephen Forster	The Waterfront
Mr Peter Wilson	Theatre Royal
Ms Rose Freeman	Theatres Trust
Mrs Raynes	Themelthorpe Parish Meeting
Ms Barbara Burgess	Theosophical Society
Mrs S Coomber	Thorpe Abbots Society
Mr Kelvin Halifax	Thorpe Abbots VH
The Manager	Thorpe Adult Education Centre
Mr Jerome Mayhew	Thorpe and Felthorpe Trust

Mr Trevor Warren	Thorpe Conservation Group
Mr Richard Miller	Thorpe Consortium
Mr M. Roberts	Thorpe End Village Hall
Mr N Wood	Thorpe Hamlet First and Nursery School
Mrs A Best	Thorpe Hamlet Middle School
Mrs M. White	Thorpe Marriott Village Hall
Mr R Caves	Thorpe St Andrew Residents Association
Mr Steven Ford	Thorpe St Andrew Town Council
Mr Edward Baskerville	Thos. Wm. Gaze & Son
Mr Jeffrey Bowles	Thos. Wm. Gaze & Son
Mr Oliver Chapman	Thos. Wm. Gaze & Son
Mr R. Haydon	Thos. Wm. Gaze & Son
Ms Rachael Hipperson	Thos. Wm. Gaze & Son
Mr C. Moore	Thos. Wm. Gaze & Son
Ms Natasha Chapman	Three Towers Residents Association
Mr C G Cook	Thurlton Parish Council
Mrs F. W. Key	Thurning Parish Council
Mr R Taylor	Thurton Parish Council
Mr F J Hadingham	Thwaite Parish Council
Mrs Sheila Davis	Tibenham Community Hall
Mr C D Wright	Tibenham Parish Council
Ms I Fay	Tivetshall St Margaret Parish Council
Ms I Fay	Tivetshall St Mary Parish Council
Mr Martin Carroll	T-Mobile UK Limited
Mrs S J Daines	Toft Monks Parish Council
Mrs F Jones	Topcroft Parish Council
Mrs S Herring	Topcroft VH
Mr Peter Colby	TOPS Property Services Ltd.
Headteacher	Town Close House Preparatory School
Chief Insp Brown	Traffic Support Services
Mr J Papworth	Trafford Trust Estates
Mr M. Sharpe	Transco
Mr Derek Gibson	Transco East Anglia
Mr John Peacock	Transport 2000 Norfolk
The Manager	Traveller Law Reform Coalition
Ms Margaret Catchpole	Traveller Liaison Education Authority
Ms S Avery	Treehouse Children's Centre
Ms Felicity Wye	Tribal MJP
Mrs Ann Brown	Trowse Manor Rooms
The Clerk	Trowse with Newton Parish Council
The Leader	Truth Ministries International
Mrs SA Eagle	Tuckswood First School
Mr David Perkins	Tud Develoments Limited
Mr Mike Smoughton	Turley Associates
Mr John Turner	Turner Morum
The Manager	Turnstone Estates
Mr Colin Fitzsimmons	Twigden Homes Ltd

Mr Stephen Caruth	Twyford Parish Council
Mr John Wilson	Tyler-Parks Partnership
Mr Keith Nicholls	UEA Sportspark
Housing Manager	Umbrella Housing Group Ltd
Mr Duncan Stickler	Unilever UK (Colmans)
The President	Union of UEA Students
Mr Kevin O'Grady	UNISON
Mr Roger Bond	University of East Anglia
Mr Bill MacMillan	University of East Anglia
Prof Trevor Davies	University of East Anglia
Ms Ann Cole	University of the Third Age (U3A)
Mr Mark Timms	Upper Waveney Valley Countryside Project
Mrs P James	Upton with Fishley Parish Council
Mr Graham Tuddenham	Valepark
Ms Emma Daniel	VHG
Mr M Sowerby	Victoria Street Alcohol Services
Mr M R G Vincent	Vincent-Howes Chartered Surveyors
Mr Michael Nutt	Visit Norwich Ltd
Mr Brian Truman	Vodafone Limited
Ms Ali Hall	Voices Against Violence
The Managing Director	W.S. Atkins (Highways Agency Agent)
D. W. English	W.S. Atkins (Highways Agency Agent)
Mrs S Berwick	Wacton Parish Council
Mr J. S. Downing	Walsingham Estate
Ms Claire Kidman	WareHouse Artists Studio
Mr Andrew Bastin	Watsons Percy Howes
Corporate Manager Built Environment	Waveney District Council
Desi Reed	Waveney District Council
Mrs Dorothy Mochnaty	WEA
The Manager	WEA Norfolk
Mr Norton	Wearing, Hastings and Norton
Mr Mike Straw	Weatherall Green and Smith
	WEETU Womens Employment & Enterprise Training Unit
Debra Lee	Wellesley First School
Mrs C Clayson	Wensum Community Centre
Ms Sally Waterfield	Wensum Lodge
Mr N Meyer	Wensum Middle School
Mrs Kim Breen	Wensum Residents Association
Mr David Waterfield	Wensum Valley Project
Mr Robin Goolden	West Earlham Community Centre
Ms Sheila Withey	West Earlham Community First School
Mrs E Storey	West Earlham Community Group
Mr Malcolm Griffiths	West Earlham Middle School
Mrs J Lodge	West Norwich Community Power
Mr Steve Land	West Norwich Credit Union
Ms Anne Davey	West Norwich Housing Office
The Manager	

Ms C Morton	West Norwich Partnership
Mrs D Cavilla	Weston Longville Parish Council
Mr S Solomon	Weybread Parish Council
Mr Mark Jones, Managing Director	Wheatacre Parish Council
c/o Agent	Wherry Housing Association
Mr Paul Shuker	White Lodge Properties
Mr P Slade	White Young Green
Ms Laney Burton	Wicklewood Parish Council
The Manager	Wickmere Parish Council
The Manager	Wilcon Homes Anglia
The Manager	William H Brown
The Manager	William Youngs (Farms) Ltd
Ms J Goff	Wilson Bowden Developments
Mrs Pauline Richmond	Wilson Connolly Homes
Mrs Hilda Littleboy	Winchester Tower Committee
Mrs T Mold	Winchester Tower Community Association
The Regional Manager	Winfarthing Parish Council
Ms Janet Davies	WM Morrison Supermarkets plc
Chief Executive	Women's Employment Enterprise and Training Unit (WEETU)
Mr Stephen Doughty	Women's National Commission
Mrs J Fielder	Wood & Stephen
Mrs E. Clark	Wood Dalling Parish Council
Mr Gary Hawthorne	Wood Dalling Village Hall
Mrs Pauline James	Woodbastwick Estate
Mrs D. Wood	Woodbastwick Parish Council
The Director	Woodbastwick Village Hall
Mr Tim Collie	Woodland Trust
Mrs M Sewell	Woods Hardwick Planning
Mrs S Trudgill	Woodside First and Nursery Community School
Mr Steven Brown	Woodton Parish Council
Mrs L Ellis	Woolf Bond Planning LLP
Ms Lisa Long	Worlingham Parish Council
Mrs J Pearce	Wortham & Burgate Parish Council
Mrs L Whitmore	Wortwell Parish Council
The Manager	Wrampingham Parish Council
Mrs C Baldwin	Wrenbridge (Harts farm Ltd)
Miss C J Minns	Wreningham Parish Council
Mr Thomas Jarrett	Wreningham VH
Mrs D Wyatt	Wroxham Football Club
Mrs Molly Howes	Wroxham Parish Council
Mrs B Wilkinson	Wroxham Road Residents Association
Mr John Wood	Wymondham (Fairland Hall)
Mr Melvyn Roffe	Wymondham Arts Group
The Secretary	Wymondham College
Mr Matthew Wood	Wymondham Dell Bowls Club
	Wymondham Development Partnership

Headteacher	Wymondham High School
Mr Kevan Baker	Wymondham Medical Practice
Mr T Gurney	Wymondham Parish Council
Headteacher	Wymondham Robert Kett Middle School
The Secretary	Wymondham Rugby Football Club
Mr John Creber	Wymondham Tennis Club
Mick Money	Wymondham Town Football Club
Matthew Wood	Wymondham Town Vision Group
Cllr: Joe Mooney	Wymondham & West SNAPS
Cllr: Neil Ward	Wymondham Business Group
Mrs J Starling	Yare Valley Riding for the Disabled
Mr John Ayton	Yare Valley Society
Mrs L Gray	Yelverton Parish Council
Mr John Drake	YMCA Norfolk
Ms Hannah Deal	YMCA Training
Mr Brian Tanner	Yorkshire and Metropolitan Estates Ltd
Mr Harry Day	Young Citizens Guild
The Manager	Your Move
Ms Nicola Daine	Youth Parliament for Norfolk
Mr and Mrs K A Allen	
Mr D Bunn	
Mr J Carrington	
Mr J A Caston	
Mr Mark Fiddy	
Mr L J Howe	
Ms A Levy	
Mr M Reeve	
Mr Keith Rowe	
Ms Gillian Stanford	
Mr G Taylor	
Mr Dominic Allen	
Cllr. Fran Pitt-Pladdy	
Mr G Syrett	
J. MacLachlan	
Mr Scott Perkin	
Dr Ian Gibson MP	
Charles Clarke MP	
Keith Simpson MP	
Richard Bacon MP	
Andrew Duff MEP	
Christopher Beazley MEP	
Geoffrey Van Orden MEP	
Jeffrey Titford MEP	
Richard Howitt MEP	
Robert Sturdy MEP	
Tom Wise MEP	
Mr & Mrs T Russell	

Mr David E Smith
Mr R M Harrold
Mr David & Julie Barber
Mr Peter Jubb
Mr Mann
Mr Andy Radford
Mr Robert Preston
Mr Neil H. Brummage
Mr Gary Collier
Mrs J Jennings
Mr John Hydon
Mr F.C Page
Ms K Milne
Mr F.G. Milk
Mrs H. McMillan
Mr & Mrs Simon & Samantha Brown
Mr Michael Haslam
Mr Edward Jinks
Mrs Lynne Roberts
MR Michael Falcon
Mrs Heidi Bellamy
Mr. Andrew Pym
Mr Alan Booth
Mr Daniel Cripps
Mr Harrold Rackham
Ms Paula Colk & Mr Craig Doyle
Mr Sprints
Mrs E Dwyer
Ms Anne Francis
Mrs J Croxson
The Headteacher
Ms Sue Elliott
Ms Marion James
Mr Peter Roche
Mr Clive Narrainen
Mrs Pauline Bruton
Mr John Shephard
Mrs Cynthia Robinson
Mr Toby Templer
Mr Mark Woolhouse
Keymer Cavendish - for Valori Brothers
Michael Tebbutt
DAVID EAGAR FRTPI (RETD.)
Linden Groves
K F Nockolds
Lee Keable
Nikita Wright

MRS I WHITE
Rowley
J M Snell
Mr C Youngs
Nigel Wardle
D MISSEN
Ms L. Cockburn
Linda Beckwith
G Towns
Chris Mills
MRS R E MORTON
Chris Mills
Adam O'Grady
P A Taylor
Maureen Mortham
Ms Elizabeth Cox
Miss D Logan
MR P CURRAN
Mrs H. E. Saunders
ROGER HAMILTON
mr julian savory
MARK KNIGHTS
Mrs I Fisher
Mr V. O. Rees
Janenett Dalston
C A Fearn
Mrs Caroline Edge
R Bowers
Mr J Beven
Mr D Vrittan
Miss E M'Cnanus
Andrew Barnett
Anne Bryant
Mrs M Smith
SPURGEON
P Davies
Tanya Miles
MADDIE MOBBS
Mr E Dunning
Mrs D Walford
mrs H Tremaine
Mrs V J Marshall
Mr B Marhsall
Nigel Brigham
P G C MITCHELL
T Murphy
Miss S Yeo

Appendix B. Letter to Technical Consultees (August 2008)

Greater Norwich
Development
Partnership

c/o Broadland District Council,
Thorpe Lodge,
1 Yarmouth Road
Thorpe St Andrew
Norwich
NR7 0DU

1st August 2008

Dear Consultee

Joint core strategy for Broadland, Norwich and South Norfolk – Technical Consultation 4th August – 26th September

I am writing to update you on the progress of the joint core strategy and to invite you to participate in a technical consultation on the next stage. The consultation starts on 4th August.

As you may know, Broadland, Norwich, and South Norfolk are working with Norfolk County Council to produce a planning framework for regeneration, development and growth in the three districts over the next 20 years.

In Winter 2007/2008 we consulted widely on ‘Issues and Options’ as the first stage in developing the strategy. Since then, the government has changed some of the plan-making procedures and we now have to carry out a further consultation before moving to the next stage. The new procedures remove the ‘preferred options’ stage that we had been working towards. Through the Greater Norwich Development Partnership (GNDP), the three district councils are now consulting on the ‘content’ of the strategy which builds on the earlier (but similar) consultation.

We are using this extra stage of consultation to make a ‘call for evidence’ from statutory bodies, utilities and service providers, and key local, district and county wide organisations who may be able to provide information to inform the delivery of the joint core strategy, its growth targets, the new and improved infrastructure, and services that will be needed.

The enclosed consultation document is the result of the work we have done so far and includes a number of questions relating to draft policies and we are looking for responses to the questions which provide supporting evidence to help us shape the draft Plan. This Plan will be subject to full public consultation next year before we submit it to the Secretary of State for independent examination. In parallel with this consultation, the GNDP is publicising progress on the plan to date, and is circulating a leaflet to all households and businesses in the area covered by the joint core strategy. It explains the new plan-making process, where we are now, and the next steps.

You may be interested to know that this consultation runs in parallel to another one on the ‘Strategic Housing Land Availability Assessment’ (SHLAA). That consultation gives people the opportunity to suggest individual housing development sites at this early stage. The SHLAA will form part of the evidence base for the joint core strategy and you can find out more about it by contacting the GNDP office (details below).

Thank you for taking the time to read this and we look forward to receiving your responses before the deadline of 26th September. You can respond by filling out a comments form, which is available at www.eastspace.net/gndp or by can be requested from our office on 01603 430484. Completed forms should be emailed to jointcorestrategy@gndp.org.uk.

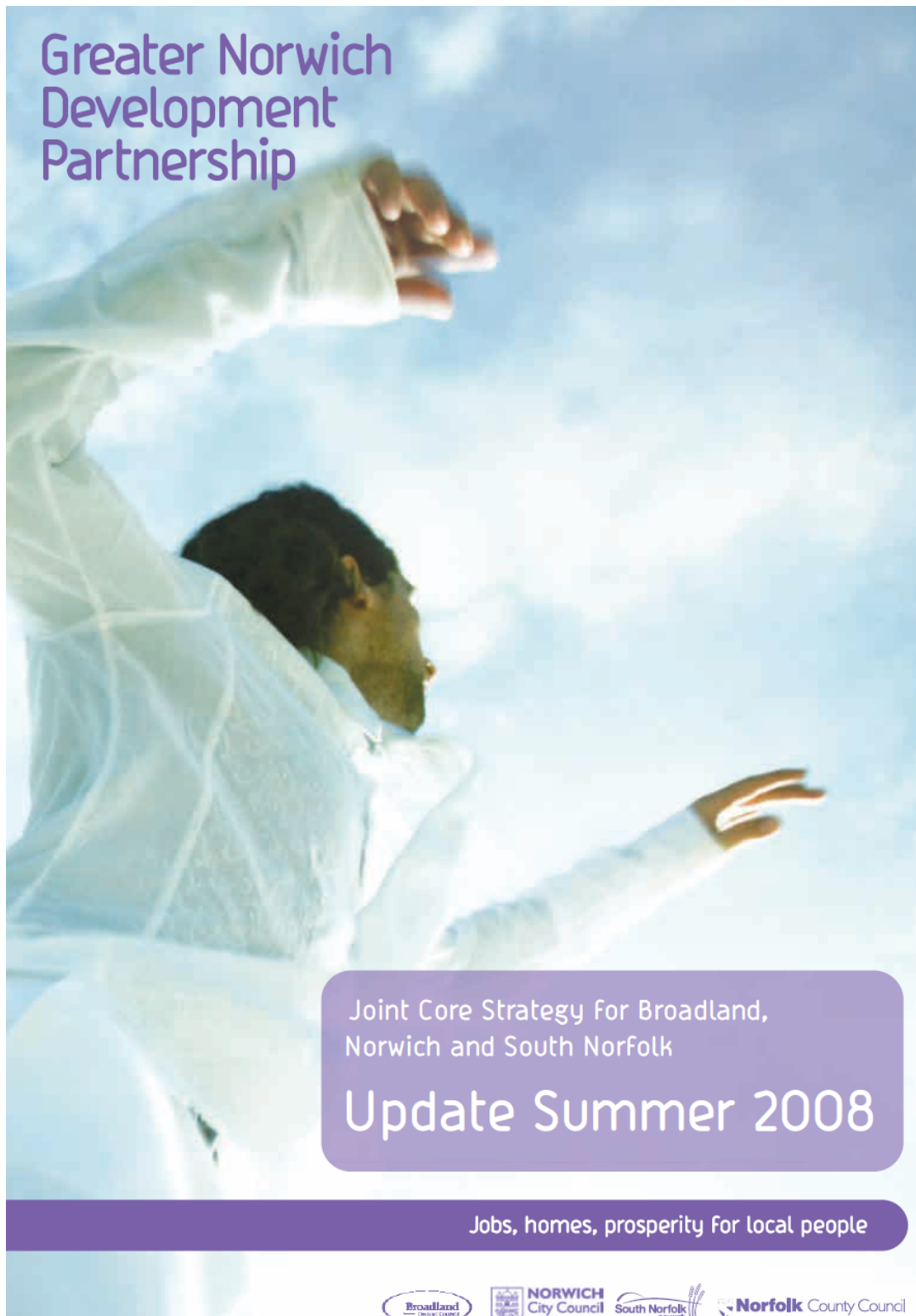
Please do not hesitate to contact us if you have any general queries about this stage of consultation.

Yours sincerely



Sandra Eastaugh
Greater Norwich Development Partnership Manager

Appendix C. Joint Core Strategy Summer Update Publicity Leaflet



The Greater Norwich Development Partnership

Your councils working together for the future of your area

Over the next 20 years, the areas of Broadland, Norwich and South Norfolk, will deliver considerable growth, with new houses and jobs to meet the aspirations of a rising population. This growth will need to be carefully managed, with planning guidelines drawn up for the whole area.

To make this happen Broadland District Council, Norwich City Council and South Norfolk Council have joined together with Norfolk County Council and the Broads Authority to form the Greater Norwich Development Partnership (GNDP) to develop a shared vision for the future of our local area. This will become a 'Joint Core Strategy' – a document that will set out the area's growth plans, guiding planning and development for the years to come.

At the end of 2007 and the start of this year the four councils carried out a full public consultation to ask local people for their views on how the area could develop in the future. All households received a leaflet with a brief questionnaire, asking them about the issues that meant the most to them. The



feedback we gained from this consultation, together with the detailed research we have done into the area's future needs, helped us draft a plan for where new homes and jobs could be located around the area, as well as three potential options for large scale developments.

A full report, detailing each of the options in depth is now being considered by a range of technical experts, service providers, and community groups. This report, along with a full list of the organisations being consulted, is now available for public inspection in the District Council offices, the County Council and Council Information points. It is also available online at www.eastspace.net/gndp.

Later this year elected councillors from each of the GNDP partner authorities will be coming together to examine these options, and the results of the current consultation. The individual local authorities will then decide on a single plan to guide future development in the area. This will be submitted for full public consultation where all local people will be invited to have their say.

We have produced this leaflet to summarise the plans currently under consideration and to make sure that all local people are kept fully informed of the work that is being done.

→ Making a contribution to national housing growth



1. The Government has set out ambitious plans to increase the supply of housing across the UK, with the target of three million new homes by 2020.
2. The Government's 'East of England Plan' has set Norwich and its surrounding areas stretching goals to contribute to this.
3. To support this, the area has been awarded 'Growth Point Status'. This means that the councils can come together to bid for additional funding for new infrastructure and regeneration.
4. Thanks to this the area has already been awarded £12.1 million to support growth over the next two years.

What we are working to achieve

By 2026 the extended communities of Broadland, Norwich and South Norfolk will be strong, cohesive and forward looking. Between 2001 and 2026, 47,500 new homes and at least 35,000 new jobs will have been planned for and good progress made in delivering safe, healthy, prosperous, sustainable and inclusive communities throughout the three districts. This will have involved development of well designed, good quality homes that meet people's needs and aspirations in attractive and sustainable places.

Local People will:

- Live in a distinctive place, whether part of the historic city, suburbs or fringe parishes, a market town, village or countryside.
- Trust that the special character of the countryside, natural, built and historic environment will be valued, protected, managed and enhanced, with people proud of where they live, work, study or visit.
- Live a more environmentally friendly way of life in communities which have efficiently managed water, energy, and waste resources.
- Have access to a wider variety of services and facilities, better health and high value, fulfilling jobs based on enhanced education and skills, increased prosperity and reduced deprivation in urban and rural areas.
- Enjoy high quality surroundings in high standard homes, with support and care if needed, at a price they can afford.
- Know that existing and new developments will create communities which are sustainable, foster pride and a sense of belonging.



→ Evidence studies

Planning for future growth and new development means anticipating issues and being fully aware of the area's needs. We want to make sure our vision and objectives are right for Norwich and its key surrounding areas, so over the past year we've been doing extensive research into how development might impact on a series of important factors. The result of this is a series of 'evidence studies' which give a comprehensive picture of the area, setting out in detail all the issues that need to be considered in the Joint Core Strategy.

Studies have been produced including:

- Flood risk
- Greenspace and links
- Economic growth
- Water supply and waste treatment
- Retail needs
- Major infrastructure requirements

In addition, we have carried out a major 'Sustainability Appraisal' to ensure that the plans being drawn up take account of all the long term impacts.

The full range of completed studies are available online at www.eastspace.net/gndp.

We will be carrying out further studies as part of the work on developing the strategy, including a renewable energy study and a feasibility study for a concert / convention centre.



The local options for new homes

Government house building targets and our own appraisal of the area's future needs mean that we have a clear idea about the numbers of new homes our plans need to accommodate.

We need to identify sites for at least 47,500 new homes between 2001 and 2026.

We have already gone a long way to identifying these sites. 7,500

new homes have been built since 2001, planning permission exists for a further 14,700 (as at April 2006) and around 2,000 new homes can be provided in the rural areas.

This means that the strategy we are currently drawing up needs to identify locations for around 24,000 homes in or around Norwich and on major sites.

The research we have carried out and the views expressed in the 'issues and options' consultation last winter have helped us devise three different options for major growth. Each of these options below offers the potential for 24,000 new homes, which will be supported by a range of new infrastructure investments, including new schools, transport links and health services.

→ Potential options for major development

Location	Option 1	Option 2	Option 3
Norwich	4,000 new homes	4,000 new homes	4,000 new homes
Areas of Broadland near Norwich	2,000 new homes	2,000 new homes	3,000 new homes
Areas of South Norfolk near Norwich	2,000 new homes	2,000 new homes	2,000 new homes
Sprowston and Rackheath area	6,000 new homes	6,000 new homes	6,000 new homes
Hetherset and Little Melton area	4,000 new homes	4,000 new homes	No significant development
Mangreen, Swardeston, Mulbarton, and Swainsthorpe area	No significant development	No significant development	4,500 new homes
Wymondham	4,000 new homes	2,000 new homes	2,000 new homes
Costessey and Easton area	2,000 new homes	2,000 new homes	1,000 new homes
Long Stratton	No significant development	2,000 new homes	1,500 new homes

Some of the choices we have to make are about whether to extend existing towns and villages (mostly in option 1 and 2) or build a brand new country town (mostly option 3), and how to provide infrastructure (e.g. Long Stratton by-pass).



As well as large scale developments we also need a number of areas for relatively small scale developments.

A number of other villages could accommodate a smaller scale of development depending on housing need and local services.

Your local council will consult you separately on where these individual sites will be.

→ The number of new homes that could be appropriate are shown below:

300 new homes	200-300 new homes	100-200 new homes	Around 100 new homes	20-50 new homes
<ul style="list-style-type: none"> ▪ Diss 	<ul style="list-style-type: none"> ▪ Hartleston 	<ul style="list-style-type: none"> ▪ Acle ▪ Reepham ▪ Wroxham ▪ Loddon 	<ul style="list-style-type: none"> ▪ Hingham 	<ul style="list-style-type: none"> ▪ Blofield ▪ Brundall ▪ Hetherset* ▪ Long Stratton*

* unless chosen as a major growth location as shown above.

What will happen next?

Following the current consultation, your elected councillors will be taking a decision on the shape of a strategy to be pursued further. They will examine each of the three options for major growth and decide which elements will be incorporated into the final Joint Core Strategy. This will be subject to full public consultation next year. All local people will be given the opportunity to give their views, helping us arrive at a vision for the future of the area we all share.

The joint core strategy which arises from this will be presented to the Government for approval next year, with the final plan expected to be adopted in 2010.

The work being done now will help make sure that local people and their families have homes, jobs and prosperity for years to come.



For more information on the Joint Core Strategy, and the rest of the work your councils are doing through the Greater Norwich Development Partnership, please visit our website:

www.eastspace.net/gndp

GNDP Office phone number 01603 430484

Or contact:

Broadland District Council
Planning Policy Team
Thorpe Lodge
1 Yarmouth Road
Norwich
NR7 0DU
Tel: 01603 431133
Email: ldf@broadland.gov.uk

Norwich City Council
Planning Services
City Hall
Norwich
NR2 1NH
Tel: 0844 980 3333
Email: ldf@norwich.gov.uk

South Norfolk Council
Planning Policy Team
South Norfolk House
Swan Lane
Long Stratton
Norwich, NR15 2XE
Tel: 01508 533805
Email: ldf@s-norfolk.gov.uk



If you require this document in another format or language, please contact your local council above.



Appendix D. Public Consultation Press Advertisement

Greater Norwich Development Partnership

Joint Core Strategy for Broadland,
Norwich and South Norfolk

Public consultation

At the end of last year Broadland District Council, Norwich City Council and South Norfolk Council agreed a proposed Joint Core Strategy for their areas to meet challenging Government growth targets. The proposal sets guidelines for where new homes can be located, how opportunities for new jobs will be created and the infrastructure and facilities required to support growth.

Before going any further we want to give all residents the chance to have their say.

To make sure this happens we are running an eight week consultation that will give residents and businesses a chance to look at the proposals, ask questions, and air their views.

The consultation will run from Monday 2 March 2009 to Friday 24 April 2009.

There are a variety of ways you can take part:

- You can visit the GNDP website at www.gndp.org.uk
- You can request information and consultation documents by writing to:
Greater Norwich Development Partnership
Thorpe Lodge, 1 Yarmouth Road
Norwich, NR7 0DU
- Or you can speak in person to council planning staff at a public exhibition. We will be holding a number of public exhibitions over the next eight weeks:

Exhibition timetable

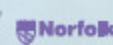
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|--|--|
| ■ 14 March 9am – 5pm: The Forum | Eddie Buttolph Room |
| ■ 16 March 1pm – 7pm: Thorpe End Village Hall | ■ 30 March 2pm – 7pm: Bowthorpe Clover Hill Community Centre (Meeting Room) |
| ■ 16 March 2pm – 7pm: Little Melton Village Hall | ■ 31 March 1pm – 7pm: Drayton Village Hall |
| ■ 17 March 12pm – 6pm: Bure Room, Acle Recreation Centre | ■ 31 March 2pm – 7pm: Thorpe Hamlet Pilling Park Community Centre, Pilling Park Road |
| ■ 17 March 2pm – 7pm: Mulbarton Village Hall | ■ 1 April 1pm – 7pm: Wroxham Church Hall |
| ■ 18 March 2pm – 7pm: Jubilee Community Centre, Long John Hill | ■ 1 April 2pm – 7pm: Hethersett Village Hall |
| ■ 18 March 2pm – 7pm: Poringland Community Centre | ■ 2 April 1pm – 7pm: Old Catton Church Hall |
| ■ 19 March 1pm – 7pm: Sprowston Parish Council offices | ■ 2 April 2pm – 7pm: Swardeston Village Hall |
| ■ 19 March 9.30am – 6pm: South Norfolk Council Offices Long Stratton | ■ 2 April 2pm – 7pm: Wensum Community Centre, Hotblack Road |
| ■ 20 March 11am – 7pm: The Forum | ■ 3 April 2pm – 7pm: Cringleford Pateson Rooms |
| ■ 23 March 9am – 5.30pm: Castle Mall (Level 1) | ■ 6 April 2pm – 7pm: Costessey Breckland Hall (Barnes Room) |
| ■ 23 March 1pm – 7pm: Hellesdon Community Centre | ■ 6 April 2pm – 7pm: Marlpit Community Centre, Hellesdon Road |
| ■ 23 March 2pm – 7pm: Easton Village Hall | ■ 7 April 11am – 7pm: The Forum |
| ■ 24 March 1pm – 7pm: Reepham Town Hall | ■ 8 April 10am – 5pm: Harleston Budgens car park |
| ■ 24 March 2pm – 7pm: Diss Corn Hall Stables | ■ 8 April 2pm – 7pm: The Norman Centre (Appleyard/Bignold Room), Bignold Road |
| ■ 25 March 1pm – 7pm: Aylsham Town Hall | ■ 15 April 2pm – 7pm: Hingham Village Hall |
| ■ 25 March 2pm – 7pm: Trowse Parish Rooms | ■ 16 April 2pm – 7pm: Loddon The Hollies Library Annexe |
| ■ 26 March 12pm – 6pm: Rackheath Holy Trinity Community Centre | ■ 16 April 11am – 6pm: The Forum |
| ■ 27th March 2pm – 7pm: Eaton Park Community Centre, South Park Avenue | ■ 18 April 9am – 5.30pm: Castle Mall (Level 1) |
| ■ 28th March 9am – 5.30pm: Wymondham Central Hall | |

This is your chance to have a say on the future of your area. The consultation closes on Friday 24 April.

Jobs, homes, prosperity for local people



NORWICH
City Council



Norfolk County Council

Appendix E. Advertisement in 'Norwich Citizen' Magazine



Government hails city taxi scheme

A pioneering taxi marshal scheme operating in the city centre has successfully secured £15,000 in Home Office funding.



The service, introduced by the Safer Norwich Partnership with the support of Norwich City Council and Norfolk Constabulary, came into effect in October last year.

Operating in Tombland every weekend, the scheme is staffed by security specialists who act as taxi rank marshals, ensuring people get home safely after enjoying Norwich's night-time culture.

Since it was launched, around 6,000 taxis have been dispatched, helping some 15,000 people.

Councillor Bert Bremner, executive member for community safety and community cohesion, says: "The news about the government funding is a real boost for the city. It means that every weekend people can go out and enjoy the wonderful entertainment Norwich has to offer, knowing the marshals are there to help get them home safely at the end of the night."

The funding, which will last until March 2010, will pay for five marshals to manage and staff the Tombland taxi rank every Friday and Saturday night from 10pm to 3am.

Inspector Mike Austen of Norfolk Constabulary, who helped to secure the funding, says: "We obviously see the huge value of this scheme in helping to reduce crime and antisocial behaviour around taxi ranks in the city on busy Friday and Saturday nights."

Have your say on the city's future

Far-reaching proposals, designed to shape Norwich over the next two decades, have now been put out for consultation.

Residents have until Friday 24 April to have their say on the joint core strategy which sets out where thousands of new homes in the city could go, possible opportunities for jobs, and future plans for infrastructure and facilities.

Norwich is one of the key centres for regeneration, jobs and development in the east of England, and the plans offer a stronger social, economic and cultural city centre, as well as improved and regenerated local neighbourhoods.

Land and buildings are to be protected to provide jobs in the future, brownfield sites are to be regenerated, and a network of safe and convenient public transport and pedestrian and cycle links are to be put into place. Norwich will continue to be a green city in the way that it works and looks.

You can air your views or ask questions at a series of public exhibitions to be held in the following venues:

- 6 April – Marlpit Community Centre, from 2pm to 7pm
- 7 April – The Forum, from 11am to 7pm
- 8 April – Norman Centre, from 11am to 7pm
- 16 April – The Forum, from 11am to 6pm
- 18 April – Castle Mall Level 1, from 9am to 5.30pm.

Find out more about the consultation by logging on to www.gndp.org.uk, or writing to the Greater Norwich Development Partnership, Thorpe Lodge, 1 Yarmouth Road, Norwich NR7 0DU. Alternatively, you can contact Norwich City Council to find out more on 0844 980 3333 or email ldf@norwich.gov.uk

Appendix F. Letter to General Consultees

Greater Norwich Development Partnership

c/o Broadland District Council,
Thorpe Lodge,
1 Yarmouth Road
Thorpe St Andrew
Norwich
NR7 0DU

Dear Consultee

Joint Core Strategy for Broadland, Norwich and South Norfolk Public consultation 2nd March to 24th April 2009

I am writing to let you know that the Greater Norwich Development Partnership (GNDP) has just started the next and final stage of public consultation on the joint core strategy for Broadland, Norwich and South Norfolk. This strategy plays a vital role in planning for a sustainable future for greater Norwich, and will help shape future regeneration, development and growth up to 2026.

I am writing to local organisations, and to people who took part in the previous ‘issues and options’ public consultation to invite you to take part in the current eight-week public consultation. This includes the GNDP’s favoured option for large-scale growth in and around Norwich and on other major sites.

Last August the GNDP invited specific bodies, service providers and key local organisations to take part in a technical ‘call for evidence’. Over 150 organisations replied and this helped the GNDP to choose a favoured strategy to take forward for public consultation.

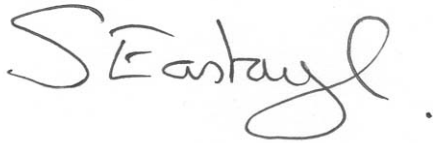
A draft joint core strategy document is available with questions for you to consider. You can find out more from the GNDP’s website www.gndp.org.uk, or by coming along to one of 40 staffed exhibitions across the area.

You can respond to this consultation by filling in a comments form, which is available at www.gndp.org.uk or on request from our office on (01603) 430484. Completed forms should be emailed to jointcorestrategy@gndp.org.uk. Please make sure you let us have your comments by the deadline on **24 April 2009**.

All comments are an important to help the GNDP decide on the strategy it wishes to take forward. Before it can be finalised, there will be an independent examination into the strategy. We will publicise the next stages nearer the time.

Thank you for taking the time to read this. Please do not hesitate to contact us if you have any enquiries about this letter or if you need any further information.

Yours sincerely



Sandra Eastaugh
Greater Norwich Development Partnership Manager

Appendix G. Letter to Technical Consultees (February 2009)

Letter A – specific consultation bodies / technical consultees

Dear Consultee

Joint Core Strategy for Broadland, Norwich and South Norfolk Public consultation 2 March to 24 April 2009

Last August you were invited to take part in the Regulation 25: Technical Consultation. The responses received provided evidence that helped the GNDP to decide on a favoured option for large scale growth in and around Norwich and on major sites. The favoured option replaces the three previous options you were consulted on last year.

We are inviting you to comment on the changes that have been made to the document. The main change is an update to Policy 5, a copy of this policy has been extracted from the full consultation document and is enclosed. Policy 5 explains the GNDP's favoured growth option in the Norwich Policy Area and includes technical questions for you to consider. Any responses you submit during this stage of consultation will be added to previous comments you may have made during the original technical consultation last August.

You do not need to resubmit any comments that you made previously.

As well as contacting key organisations to participate in the current public consultation the GNDP is also writing to everyone who took part in the public consultation in the winter 2007/8. A number of public exhibitions are planned and adverts will appear in the local press encouraging people to visit the exhibitions and to respond to the questions.

If you would like to consider the questions aimed at the public, the whole document is available on the GNDP web-site www.gndp.org.uk. Please note that the document has not been re-written to include technical responses received last August, this will be done following this round of consultation.

Before the joint core strategy can be finalised, there will be an independent examination into the strategy. We will publicise the next stages and dates for this part of the process nearer the time.

How to Respond

You can respond to this consultation by filling in a comments form which is available on-line at www.gndp.org.uk

If you prefer, a copy of the form can be requested from the GNDP office (01603) 430484

Completed forms should be emailed to jointcorestrategy@gndp.org.uk.

Please make sure your comments are received by **24 April 2009**

Please do not hesitate to contact us if you have any enquiries about this letter or if you need any further information.

Yours sincerely



Sandra Eastaugh
Greater Norwich Development Partnership Manager

Appendix H. Private Sector Forum Attendees

Greater Norwich Development Partnership

Private Sector Forum

Friday 20 March 2009
The King's Centre, King Street, Norwich

Attendance List

Name	Organisation
Peter Aldous	Strutt & Parker
James Alston	J Alston & Son Ltd
Phillip Atkinson	Lanpro
Lyn Annis	GNDP
Damian Baker	
Barry Bartram	Bartram Mowers Ltd
Mark Bartram	Bartram Mowers Ltd
Brian Belton	Durrants
Charles Birch	Brown & Co. Property
Paul Bonnett	Lovell Partnerships Ltd
James Brooke	Bidwells
Les Brown	Les Brown Associates
Samantha Brown	
Simon Brown	
Roger Burroughs	Broadland District Council
Ruth Carey	GNDP
Julie Carpenter	JCPC Limited
Oliver Chapman	T W Gaze
Paul Clarke	Bidwells
Alan Cole	Savills Limited
Don Cole	
Douglas Cole	
Gary Collier	
Michael Cox	Hopkins Homes
Martin Davidson	Persimmon Homes
Glyn Davies	Bidwells
Mike Derbyshire	Savills

Richard Doleman
Sandra Eastaugh
Phillip Eglen
Michael Falcon
Colum Fitzsimons
Bruce Giddy
Andrew Gregory
Andrew Haigh
Terry Harper
Michael Haslam
Boris Hayklan
Tim Horspole
Anthony Hudson
Saul Humphrey
Alan Irvine
Mike Jackson
Phil Kirby
Paul Knowles
Simon Lee
Andrew Leeder
Chris Leeming
John Long
Chris Marsden
Jerry Massey
Paul Mathews
Phil Morris
Antony Pettifer
Alan Presslee
Paul Rao
Andy Scales
Chris Smith
James Smith
Leanne Smith
Katie Spencer
Chris Starkie
Robert Todd
David Tofts
Chris Tootle
Malcolm Vincent
Peter Wilkinson

Norfolk County Council
GNDP
Pelorus
M Falcon Property Solutions
Atkins
Hans House
South Norfolk Council
Brown & Co
Norfolk Homes Limited

South Norfolk Council
Hudson Architects
R G Carter Ltd
Norwich Town Close Estate
Norfolk County Council
Broadland District Council
Building Partnerships Limited
Guymour Properties Ltd

Gable Developments
Bidwells
Lanpro
Norwich City Council
The Landscape Partnership
Norfolk County Council
Pelorus
Bidwells
Norwich City Council
Norfolk Property Services
Hopkins Homes
Targetfollow Group Ltd
Building Partnerships Limited
The Landscape Partnership
Shaping Norfolk's Future
Feilden & Mawson LLP

Irelands
Vincent House Chartered Surveyors
KBC Asset Management

Appendix I. Public Exhibition Timetable

Greater Norwich Development Partnership

Joint Core Strategy for
Broadland, Norwich and South
Norfolk

Regulation 25 Public Consultation
Exhibition timetable
March 2009 – April 2009

Date/Time	Location
14 March 9am – 5pm	The Forum
16 March 1pm – 7pm	Thorpe End Village Hall
16 March 2pm – 7pm	Little Melton Village Hall
17 March 12pm – 6pm	Bure Room, Acle Recreation Centre
17 March 2pm – 7pm	Mulbarton Village Hall
18 March 2pm – 7pm	Jubilee Community Centre, Long John Hill
18 March 2pm – 7pm	Poringland Community Centre
19 March 1pm – 7pm	Sprowston Parish Council offices
19 March 9:30am – 6pm	South Norfolk Council Offices Long Stratton
20 March 11am – 7pm	The Forum
23 March 9am – 5:30pm	Castle Mall (Level 1)
23 March 1pm – 7pm	Hellesdon Community Centre
23 March 2pm – 7pm	Easton Village Hall
24 March 2pm – 7pm	Diss Corn Hall Stables
24 March 1pm – 7pm	Reepham Town Hall
25 March 1pm – 7pm	Aylsham Town Hall
25 March 2pm – 7pm	Trowse Parish Rooms
26 March 12pm – 6pm	Rackheath Holy Trinity Community Centre
27 March 2pm – 7pm	Eaton Park Community Centre, South Park Avenue
28 March 9am – 5:30pm	Wymondham Central Hall Eddie Buttolph Room
30 March 2pm – 7pm	Bowthorpe Clover Hill Community Centre (Meeting Room)
31 March 1pm – 7pm	Drayton Village Hall
31 March 2pm – 7pm	Thorpe Hamlet Pilling Park Community Centre, Pilling Park Road
1 April 1pm – 7pm	Wroxham Church Hall
1 April 2pm – 7pm	Hethersett Village Hall
2 April 1pm – 7pm	Old Catton Church Hall
2 April 2pm – 7pm	Swardeston Village Hall
2 April 2pm – 7pm	Wensum Community Centre, Hotblack Road
3 April 2pm – 7pm	Cringleford Patteson Rooms
6 April 2pm – 7pm	Costessey Breckland Hall (Barnes Room)
6 April 2pm – 7pm	Marlpit Community Centre, Hellesdon Road
7 April 11am – 7pm	The Forum

8 April 10am – 5pm	Harleston Budgens car park
8 April 2pm – 7pm	The Norman Centre (Appleyard/Bignold Room), Bignold Road
15 April 2pm – 7pm	Hingham Village Hall
16 April 11am – 6pm	The Forum
16 April 2pm – 7pm	Loddon Library Annexe
18 April 9am – 5:30pm	Castle Mall (Level 1)

Appendix J. Exhibition Attendance

Broadland exhibitions

Location	Attendance		
	Male	Female	Total
Thorpe End	36	28	64
Acle	12	5	17
Sprowston	16	9	25
Hellesdon	9	9	18
Reepham	18	25	43
Aylsham	16	11	27
Rackheath	15	19	34
Drayton	38	24	62
Wroxham	32	29	61
Old Catton	25	25	50
Total	217	184	401

Norwich exhibitions

Location	Attendance		
	Male	Female	Total
The Forum (1)	76	50	126
Lakenham	6	8	14
The Forum (2)	48	34	82
Castle Mall (1)	37	14	52
Eaton Park	5	5	10
Clover Hill	5	1	6
Pilling Park	3	1	4
Wensum Centre	10	9	19
Marlpit	2	3	5
The Forum (3)	64	49	113
Mile Cross	3	4	7
The Forum (4)	46	36	82
Castle Mall (2)	38	33	71
Total	343	247	590

South Norfolk exhibitions

Location	Attendance		
	Male	Female	Total
Little Melton	19	23	42
Mulbarton	36	38	74
Poringland	11	16	27
Long Stratton	30	30	60
Easton	9	18	27
Diss	6	5	11
Trowse	7	3	10
Wymondham	58	42	100
Hethersett	30	25	55
Swardeston	22	9	31
Cringleford	22	16	38
Costessey	12	10	22
Harleston	12	10	22
Hingham	10	10	20
Loddon	8	9	17
Total	292	264	556

Total exhibition attendance

Location	Attendance		
	Male	Female	Total
Broadland	217	184	401
Norwich	343	247	590
South Norfolk	292	264	556
Total	852	695	1547

Appendix K. Community Groups and Residents' Associations in Norwich

Name	Organisation
The Manager	4 C's Counselling Centre
Mr Phil Wells	Age Concern Norwich
The Chairman	All Saints Residents Association
Mrs M Cope	Angel Road First School
Mr L Holman	Angel Road Middle School
Mr Roy Ruggles	Anglia Square
Ms Pat Shaw	Archway Housing Project
Mr Juris Zarins	Avenue Junior School
A.E.K McCarthy	Baha'I Faith
Mr Tim Bishop	BBC East
Ms Val Rust	Belvedere Community Association
	Belvedere Community Centre
Ms Janet Wright	Bignold First School and Nursery
	Bignold Middle School
Miss C Yates	Blackdale Middle School
Ms K Topping	Blyth Jex High School
The Manager	Blyth Jex Sports Centre
Ms Sian Larrington	Bowthorpe & West Earlham Sure Start
	Bowthorpe Community Partnership
Sister Monica Porter	Brahma Kumaris Spiritual University
Mr Harry Mitchell	Broadland FM
Mr Paul Holdom	BUPA Hospital Norwich
Ms Ros Brooks	Bure Centre
Terry Peacock	Cadge Road Community Centre
The Chair	Carers Forum
Mr Alan Day	Castle Mall Management
Mr Mike Skipper	Cat 'n' Fiddle Community Partnership
Heather Didwell	Catton Grove Community Centre
Mrs S Trafford	Catton Grove First and Nursery School
Mrs Heather Didwell	Catton Grove Management Committee
Mr Tim Lawes	Catton Grove Middle School
Ms Kate Parkin	Catton, Fiddlewood & Mile Cross Sure Start Nursery
Mrs P Walsh	Cavell First & Nursery School
Mr Terry Adkin	Central Area Housing
Rev James East	Central Baptist Church
c/o agent Julian Foster	Central Norwich Citizens Forum
P.E. Daniel	Central Norwich Citizens' Forum
Ms. Erica Towner	Centre for Continuing Education, UEA

Ms Sarah Harrison	Chapel Break Community Association
Ms Tracey Draper	Chapel Break Community Centre
Mrs J Rolph	Chapel Break First School
Mr Steve Bunce	Chapelfield Shopping Mall
Ms Amanda Gowland	Cheeky Monkeys
Rev Keith Crocker	Christ Church
Canon Richard Hanmer	Church of England Groups
The Manager	Cinema City
Mr Robert Russell	City Care
Mr Peter Mitchell	City Centre Management Partnership
Mr Dick Palmer	City College Norwich
Mr Gordon Boyd	City of Norwich School
Mr CR Hocking	Clare Special School
Ms Sally Evison	Clover Hill Community Association
Sally Evison	Clover Hill Community Centre
Mrs L Holton	Clover Hill First School and Nursery
Mr John Bailey	Cloverhill Addressing Resident's Matters
Ms Pat Lees	Club 52
Mrs C Sayer	Colman Middle School
Mrs Sally Wilson-Town	Colman Road First School
Ms Fiona McDiarmid	Connexions Norfolk
Canon Michael H Stagg	Cotman Housing Association
The Manager	Council of Christians and Jews
The Very R Graham Smith	Deaf Connexions
Mr Paul Ray	Dean and Chapter of Norwich Cathedral
Mr R Stuart-Sheppard	Disability Rights Norfolk
Reverend Paddy Venner	Dowson First School
Mr I E Daymond	Earlham Adult Education Centre
Ms Sonia Bush	Earlham Christian Centre
Mr J L Elbro	Earlham High School
The Manager	Earlham Library
Mrs Liz Bovill	Earlham Nursery School
Headteacher	Earlham Youth & Community Service NYCS
Mr Cyril Smith	Eaton & University Community Forum
Mr John K Bryce	Eaton Adult Education Centre
Mr John Elbro	Eaton Golf Club
Mr Gerald Cooke	Eaton Hall School
Mr Scott Barker	Eaton Park Community Association
Mr Mark Wells	Eaton Park Community Centre
	Eaton Rise Residents Association
	Eaton Village and University Community Power Forum
	Eaton Village Residents Association
	Eaton Youth Club
	EPIC Studios

Miss S Davis	Fairway First School
Mr D Gowans	Fairway Middle School
The Chairperson	Families Matter
Ms Vanessa Launchbury	Fitness Exchange
Mr Ian Thornton	Football in the Community Team
Joyce Plaster	Frere Road Community Centre
Mr R Bunting	Friars Quay Residents' Association
Mr Simon Fisher	George White Middle School
Mrs Anne Brookes	Girl Guiding Norfolk
Mr Howard Green	Golden Dog Lane Residents
Christine Christmas	Greenfields Community Centre
The Manager	Greens Health and Fitness
Ms Christine Casey	Gurney Surgery
Mr Tony Godin	H.E.L.M Resident's Association
Mrs Molly Barrett	Harbour Triangle Residents' Association
Linda Thain	Harford Community Centre
Headteacher	Harford Manor School
Ms Jill Tanner	Health Visitor Services
	Heartsease & Valley Drive Community Partnership Group
Mr Paul Taylor	Heartsease and Plumstead Association
Ms Claire Smith	Heartsease Community Middle School
Mr John Wilkinson	Heartsease First School
Mrs EC Aylmer	Heartsease High School
Mr JPW Roche-Kelly	Heathgate Community Association
Mr Christopher Freestone	Heigham Park First School
Mrs EB Palmer	HELM Residents Association
Mrs Jean Haze	Hewett School
Mr Tom Samain	Hobart and Queens Residents Association
Mr Max Drury	Home-Start Norwich
Ms Debbie Johnson	Hospital Radio Norwich
Ms Irene Batch	Hotel Nelson
The Manager	Inspire Science Centre
Mr James Percy	Institute of Food Research
Professor Mike Gasson	Jarrold and Sons Ltd
Ms Caroline Jarrold	John Innes Centre
Mr Alan Giles	John Innes Centre
Mr Don O'Nions	Jubilee Community Centre
	Julian Housing Support
Mr Tom Wilson	Kings Centre
The Manager	Kings Fitness
The Manager	Lakenham First School and Nursery
Mrs S A Wigg	Lakenham Middle School
Mr John Seaward	Lakenham Surgery
Ms Jackie Alexander	Larkman First School
Ms Marian Wexler	

Mrs M Wexler	Larkman Middle School
Mr John Brierley	Lawson Road Health Centre
Mr Michael Lyas	Learning & Skills Council
Mr Carl Tufts	Maddermarket Theatre
Ms S Baker	Magdalen Close Residents Association
Mr T Stannard	Magdalen Gates First School
Ms Michelle Lee	Magdalen Street Residents Association
Mr Duncan Yuile	Magdalene Group
Ms Victoria Smillie	Malzy Court Residents' Association
Mr Peter Farley	Mancroft Advice Project
Mr Julian Bryant	Marlpit Community Centre
Ms Gail Sharman	Matthew Project
Mrs Tracey Webb	Matthew Project
Mrs Barbara James	Mid Lakenham Residents Association
Mr Phil Keen	Mile Cross Community Association
The Manager	Mile Cross Community Council
Mr P Keen	Mile Cross Group
Mrs Jenny Quinn	Mile Cross IT Centre
Dr David Vaughan	Mile Cross Library
Ms CJ Whelan	Mile Cross Middle School
Mr David Ralph	Mile Cross Phoenix Childrens' Project
Ms Lynda Waterson	Mile End Road Surgery
Mr PC Gibley	Mousehold First and Nursery
Ms Val Baxter	NELM Development Trust
Ms. P. McViegh	Nelm Management Board
Mr Mark Smith	Nelson First School
Mr G Miller	New Museum of Contemporary Art
Mr Norman Huke	NORCAS
Mrs Joan Bishop	Norfolk & Norwich Association for the Blind
Mrs K Benet	Norfolk & Norwich Pensioners Association - Bowthorpe Branch
Mr P Kentfield	Norfolk & Norwich Pensioners Association - Eaton Branch
Mr Paul Fenton	Norfolk & Norwich Pensioners Association - Lakenham Branch
Ms Jo Ashford	Norfolk & Norwich Pensioners Association - Norwich Central Branch
Ms V Bowron	Norfolk & Norwich Pensioners Association - South Harford Branch
Ms. Sue Seeley	Norfolk & Norwich University Hospital NHS Trust
Chief Supe Adrian Myhill	Norfolk & Norwich University Hospital NHS Trust
	Norfolk Adult Education
	Norfolk Adult Education Service
	Norfolk and Norwich Millennium Library
	Norfolk Autistic Society
	Norfolk Constabulary

Mrs M. Jermy	Norfolk County Women's Indoor Bowling Association
	Norfolk Deaf Association
The Manager	Norfolk Deaf Communication Services
Ms Jennifer Hall	Norfolk Disability Information Service
Mr Andy Lyle	Norfolk Fire Service
Mrs Helen Green	Norfolk Guide Association
Ms Lesley Burdett	Norfolk Housing Aid Centre (Shelter)
Ms Trish Judson	Norfolk Learning Partnership
Everjarie Makuve	Norfolk Minority Ethnic Support Forum
Ms Rose Girdlestone	Norfolk Philippine Support Group
	Norfolk Voluntary Organisation Learning and Skills Development Service
Ms Sue Beswick	Norman Centre
Mr Lee Wright	Norman First and Nursery School
Mrs Alice Hemmings	Normandie Tower Community Association
Mr Richard Chamberlain	North Earlham Community Association
Mr Derek Lamb	Northfields First and Nursery School
Mrs Diana Ellis	Norwich & District Citizens Advice Bureau
Ms Tansy Miller	Norwich & Norfolk Community Arts
Mr Marcus Patteson	Norwich & Norfolk Voluntary Services
Mr Brian Horner	Norwich & Norfolk Voluntary Services
Ms Linda Rogers	Norwich Age Link
Mrs Pauline Weinstein	Norwich Airport Staff, Sports and Social Club
Mr D.A Jordan	Norwich Arts Centre
The Manager	Norwich Buddhist Centre
The Manager	Norwich Business School
Dr Haya Al-dajani	Norwich Cathedral
Miss Charlotte Scott	Norwich Churches Together
The Revere Stephen Mosedale	Norwich City Football Club
Mr Neil Doncaster	Norwich City Football Club
Mr Bryan Gunn	Norwich Co-housing Group
Mr K. Brazier	Norwich Co-housing Group
Ms Jill Heriz-Smith	Norwich College of Art & Design
Ms Angela Robson	Norwich Community Workshop
Ms Lyn Tooke	Norwich Consolidated Charities
Mr David Walker	Norwich Hebrew Congregation
The Rabbi	Norwich High School for Girls
Mrs Valerie Bidwell	Norwich Hobart Womens Institute
The Secretary	Norwich Housing Society
Mr Nicholas Bagshaw	Norwich Interfaith Link
The Co-ordinator	Norwich International Airport Ltd.
Mr R. Jenner	Norwich International Youth Project
Mr Conrad La Pointe	Norwich International Youth Project
Conrad La Pointe	Norwich Leaseholders Association
Mr Nick Turner	Norwich Muslim Association
Dr Reveed YR Khwaja	

Ms Shirley Loveday	Norwich Out and About Club
Mr Chris Wood	Norwich Pagan Moot
Mr Ian Woods	Norwich Puppet Theatre
Dr R H Wilson	Norwich Research Park
Dr Robin Daniels	Norwich Research Park
The Bursar	Norwich School
Mr JB Hawkins	Norwich School
Ms Sue Tuckett	Norwich School of Art & Design
Mr Ken Dennis	Norwich Social Centre for the Blind
Mrs Sheila Kefford	Norwich Society
Mr Rod Alden	Norwich Street Rep
Mr Dale Bowers	Norwich Street Rep
Mr & Mrs A Brown	Norwich Street Rep
Mr Michael Byatt	Norwich Street Rep
Ms Jenny Campling	Norwich Street Rep
Ms Rachel Ebdon	Norwich Street Rep
Ms Sarah Jennings	Norwich Street Rep
Ms Linda Ward	Norwich Street Rep
Cllr Brenda Arthur	Norwich Tenants' City Wide Board
Ms Susan Browne	Norwich Tenants' City Wide Board
Mrs Jenny Campling	Norwich Tenants' City Wide Board
Mr Bob Cronk	Norwich Tenants' City Wide Board
Cllr David Fairbairn	Norwich Tenants' City Wide Board
Mrs Alyson Lowe	Norwich Tenants' City Wide Board
Mr Les King	Norwich Tenants' City Wide Board
Ms Lorna Kirk	Norwich Tenants' City Wide Board
Cllr Tom Llewellyn	Norwich Tenants' City Wide Board
Ms Brena Newman	Norwich Tenants' City Wide Board
Mrs Rita Shanley	Norwich Tenants' City Wide Board
Mr Chris Wilson	Norwich Tenants' City Wide Board
Ms Carol Pascoe	Norwich Tenants' City Wide Board
Mrs Pauline Walton	Norwich Tenants' City Wide Board
Ms Sandra Franklin	Norwich Tenants' City Wide Board
Mr Geoff Lowe	Norwich Tenants' City Wide Board % New Lakenham Resident's Association
Mrs Eunice Hoyles	Norwich Tenants' City Wide Board & Brooke Place Resident's Association
Mr David Hutchison	Norwich Tenants' City Wide Board & Mid-Lakenham Residents Association
Mrs Cym Cant	Norwich Tenants' City Wide Board & Mousehold Tenant's & Residents Association
Mr Terry Adkin	Norwich Tenants' City Wide Board & West Pottergate Tenants and Resident Association
Mr Steve Rees	Norwich Tenants' City Wide Board & Winchester Tower Resident's Association
Mr Nigel Browne	Norwich Tenants' City Wide Board & Catton Resident's Association

Mr Vic Clapham	Norwich Tenants' City Wide Board & St Stephen's Gate
The Manager	Residents Association
Mr Stuart Riddington	Norwich Victim Support
Mr John Pinnington	Norwich Youth for Christ
Ms Dawn Codling	Notre Dame RC VA High School
Mr Darren Woodward	NR5 Project
Practice Manager	Oak Grove Chapel
Practice Manager	Oak Street Medical Practice
Mr Colin Lang	Off The Record
Mrs Rose Girdlestone	OPEN Norwich Youth Venue
Ms Jacqui Parker	Phillipino Women's Support Group
Ray Dyker	Phoenix Project
Mr Alan Golder	Pilling Park Community Centre
	Plumstead Area Tenant and Resident's Association
	Plumstead Road Library
	Powerleague
The Manager	Princes Youth Business Trust - Norfolk
Mr Eric Shelley	Quality Hotel
The Manager	Radio Norfolk
The Manager	Ramada Jarvis Hotel
The Manager	Ranworth First School
Mrs PV Chinnery	Riverside Swimming Centre
Mr Lee Sherratt	Rouen Road Area Residents Association
Mr Robbie Strang	Rouen Road Area Resident's Association
Mr Peter Cook	Russell Street Community Centre
Jim Laws	Salvation Army Divisional HQ
The Leader	Sewell Community Power Group
Cllr. Julie Brociek-Coulton	Sewell Park Adult Education Centre
The Manager	Shelter
The Manager	Shelter (Norfolk)
Regional Manager	Somerfield Stores
The Manager	St Alban's Church
The Revere Doug Alexander	St Andrew, Eaton and Christchurch Eaton
Mr P Kinchen	St Augustines Community Together (ACT)
Ms Donna Williams	St Edmunds Society
Ms Lorraine Bliss	St Francis Church
Mrs Diana Cooper	St John's Roman Catholic Cathedral
Pat Limacher	St John's Roman Catholic First School
Mrs KM Payne	St Luke with St Augustine
Rev N Vesey	St Martins Housing Trust
Mr Derek Player	St Mary Magdalene Church
Reverend Andrew Tyler	St Matthew's Church
The Revere David Abraham	St Matthew's Society
Ms Jenny Williams	St Michael's VA Middle School
Mr A Adamson	St Peter Mancroft
Revd. Cano Peter Nokes	

Mr Brian Claxton	St Peter's Park Lane Methodist Church
Mr Roger Moore	St Stephens Partnership
Mr AJP Hedges	St Thomas More RC Middle School
Ms Jenny Williams	St. Matthew Housing
Ms Shelia Gendle	Sure Start Thorpe Hamlet
Mr Tom Chapman	Surrey Chapel
Mr Peter Wilson	Tesco Stores Ltd
Headteacher	The Clare School
The Manager	The Gate Youth and Arts Centre
Tigger	The Greenhouse Trust
	The Groves and Old Palace Road Tenants & Residents Association
Mrs Dawn Castle-Green	The Groves Tenants and Residents Association
Mrs AM Thorpe JP	The Guild
The Chairperson	The Gurney Surgery
Dr Mark Brookes	The Health Centre
Ms Diane Aldred	The King's Centre
Mr John Champion	The Learning Shop Norwich
Ms Pam Breckenridge	The Magdalene Group
Ms Theresa Cumbers	The Matthew Project
Mr Julian Bryant	The Merchants Court Association
Mr Paul Venn	The Parkside School
Headteacher	The Progressive Jewish Community of East Anglia
The Rabbi	The United Reformed Church
The Minist	The Vauxhall Centre
The Manager	The Waterfront
Mr Stephen Forster	Theatre Royal
Mr Peter Wilson	Thorpe Hamlet First and Nursery School
Mr N Wood	Thorpe Hamlet Middle School
Mrs A Best	Three Towers Residents Association
Ms Natasha Chapman	Town Close House Preparatory School
Headteacher	Treehouse Children's Centre
Ms S Avery	Tuckswold First School
Mrs SA Eagle	UEA
Mr Harry Barnett	UEA
Ms Anne Benson	UEA Sportspark
Mr Keith Nicholls	Umbrella Housing Group Ltd
Housing Manager	Union of UEA Students
The President	University of the Third Age (U3A)
Ms Ann Cole	Valley Primary School
Mr CK Spinks	Visit Norwich Ltd
Mr G. Skipper	Wellesley First School
Mrs C Clayson	Wensum Community Centre
Vaughan Thomas	Wensum Middle School
Mrs Kim Breen	Wensum Residents Association
Mr David Waterfield	

Ms Mary Taylor	Wensum Valley Medical Practice
Ms Sheila Withey	West Earlham Community Centre
	West Earlham Community Centre
Mrs E Storey	West Earlham Community First School
Mr Malcolm Griffiths	West Earlham Community Group
Mrs J Lodge	West Earlham Middle School
Mr Steve Land	West Norwich Community Power
	West Norwich Partnership
Mrs Pauline Richmond	Winchester Tower Committee
Mrs Hilda Littleboy	Winchester Tower Community Association
Mrs M Sewell	Woodside First and Nursery Community School
The Manager	Young Men's Christian Association

Appendix L. List of Stakeholder Meetings and Presentations

Date	Audience	Type of event	Venue
13/08/08	Transport planners	Meeting	
23/09/08	Joint meeting of Local Strategic Partnerships	Meeting / workshop	UEA Sportspark, Norwich
02/10/08	Legal Services	Meeting	
08/10/08	Children's Services	Meeting	
23/10/08	Norfolk Constabulary	Meeting	
23/10/08	Children's Services	Meeting	
29/10/08	PCT	Meeting	
05/11/08	English Heritage	Meeting	
06/11/08	North East Norwich landowners	Meeting	
11/11/08	Rail contacts	Meeting	
12/11/08	North East Norwich landowners	Meeting	
07/01/09	Conservation Officer	Meeting	
21/01/09	PCT	Meeting	
28 /01/09	English Heritage	Meeting	
12/03/09	Joint meeting of Local Strategic Partnerships	Meeting / workshop	The King's Centre, Norwich
20/03/09	Private Sector Forum	Briefing &	The King's

		workshop	Centre, Norwich
25/03/09	Highways Agency	Meeting	
02/04/09	Norwich Airport	Meeting	
02/04/09	Norwich Forum for the Construction Industry	Presentation	
08/04/09	GO-East	Meeting	
06/05/09	Adult Social Services	Meeting	
26/05/09	Joint meeting of Broadland and South Norfolk's Local Development Framework working parties – Settlement Hierarchy	Meeting	UEA Sportspark, Norwich
26/05/09	Joint meeting of Local Strategic Partnerships and Local Development Framework working parties	Meeting / workshop	UEA Sportspark, Norwich
27/05/09	GO-East	Meeting	
03/06/09	Minerals & Waste	Meeting	
05/06/09	GO-East	Meeting	
11/06/09	Children's Services	Meeting	
23/06/09	Joint meeting of Local Strategic Partnerships and Local Development Framework working parties	Meeting / workshop	Blackfriars Hall, Norwich

Appendix M. Norwich Community Question Responses

No of respondents: 11

Question 1 – a vision for the Norwich area

Thinking about the future, we have listed some of the main things to help Norwich grow and change over the next 20 years. *Do they seem right to you? What does this mean for you or your family?*

- Have jobs available near to where people live. (Jubilee).
- Most of the proposals seem good, except the building on agricultural land in Costessey and Easton. Is the money actually going to be available- otherwise it is just words? e.g how long is Anglia Square to remain dormant and undeveloped. (Bowthorpe).
- Plans for waste management and support fro basic infrastructure e.g. sewers and water supply are not mentioned. How will these be paid for and planned? Norwich is a great place for my family to visit for leisure, a pleasant place to visit an interesting place to work. Have concerns about community cohesion. (Bowthorpe).
- Some suggestions for Norwich. A safe neighbourhood with good schools (more choice and better teaching) and affordable housing would be ideal. Facilities for people with special needs, cheaper bus travel and free school dinners for pupils in low income families. More cohesion between local and county travel would be useful. There should also be financial support for people of low incomes. (Wensum).
- Better graduate opportunities and more employment opportunities in service sector jobs. Better bus services would be preferable (Bowthorpe).
- Better infrastructure would make travel easier and should mean that the proposed growth in Norwich is OK (Bowthorpe).
- A better integrated transport network is needed to encourage people out of their cars and onto public transport. Cycling and walking should be encouraged which would improve the quality of life in the city and reduce pollution, noise and make the city safer. This would also improve health and increase productivity of the workforce (Eaton).
- There is a lot of housing proposed, it needs to be adequately serviced by public transport and have local services (Eaton).
- Yes- the listed things seem right (Jubilee).

Question 2 – the city centre

There are ideas about how the city centre could change in the future. *Is this what you want as well? How would this affect you and your family?*

- Anything that makes Norwich a nicer and safer place is good (Bowthorpe).
- Less cars in the city centre is a good idea (Bowthorpe).
- The entire centre of Norwich should be pedestrianised and only allow buses, taxis and emergency services in (It works in Exeter and Cardiff). It is currently too expensive to get to the city centre, there is too much traffic, buses are too full and services do not seem to connect to all the popular areas of Norwich. (Wensum).
- Is the growth projected excessive? Is there enough space available? (Bowthorpe).
- Is there enough purchasing power to make the proposals commercially viable? (Bowthorpe).
- Do we need so much ‘stuff’?- too many shops? Space for growing things? (Bowthorpe)
- Journeys to areas outside the city centre using buses are very difficult. The only way to access some areas such as out of centre supermarkets is by taxi. (Jubilee)
- It would be nice to have an area for evening entertainment that is safe and friendlier than riverside. (Eaton).
- The city centre needs to be an, inclusive, vibrant place for all to work, shop, visit cultural facilities for recreation and to live where there is also less reliance on the car. (Eaton).

Question 3 – new homes

Thousands more homes are to be built in and around Norwich. As well as houses for sale, there have to be more homes at a price people can afford, in the right places. *What difference do you expect thousands of new homes to have for your area?*

- More jobs. (Jubilee).
- Homes should be more suitable, for example for old people. We need no more flats instead we need more family houses with gardens. (Jubilee).
- Extra homes would mean even more traffic delay and buses would become more congested and more unreliable. (Bowthorpe).

- Homes should be affordable and built on brownfield land rather than parks (what about excess land at Nelson Infants and Wensum Junior). Developers should be made to put in services and shops first before the new homes. (Wensum).
- More social housing should be constructed and improved facilities like more schools should follow (Bowthorpe).
- More homes would mean a drain on local resources such as schools and doctors. There will be more cars making travel difficult (Bowthorpe).
- New homes should be built to a high standard with good living space (not excessive but not tiny either) with good insulation and environmental performance which can reduce fuel poverty. Two bed apartments and 3 bed houses are important even for couples as it is nice to have a spare room/ study/ storage space. (Eaton).
- It will be important to put homes younger people can afford in places where you can access jobs and services. (Eaton).
- Absentee landlords may continue to be a problem in university areas. (Eaton).

Question 4 – jobs and training

There are ideas about getting more people into work that suits them, and more training so people can get better jobs. *What ideas do you have for better jobs and training for you and your friends?*

- Better and easier access to relevant training would be useful (Bowthorpe).
- Better training in I.T, web and graphic design would be welcomed (Bowthorpe).
- All well and good having well paid jobs but some people don't have the ability to work. The low paid sector needs a boost to say well done. There is little support for people with special needs in higher education. (Wensum).
- Jobs associated with sustainable living e.g. new energy infrastructure, reusing goods (Bowthorpe).
- Any job may be difficult to come by giving the current economic climate. (Bowthorpe).
- People need a more skills based education. (Eaton).
- A more flexible education is required, so people can carry on after 16 and do more than just GCSEs e.g. apprenticeships (Eaton).
- More people should be educated to better standards in the trade industries e.g, plumbers and electricians so the consumer has a better choice at a lower cost and gives more people an opportunity to earn a living (Eaton).

Question 5 – meeting the needs of local communities

Please look at the list of important services and facilities for local people and their families which is on the next page. *Is anything missing? Could you say which 5 are the most important ones to you? How should decisions be made about what are the most important ones?*

- There are too many cars and not enough car parking spaces. Sometimes the disabled spaces are too small in multi storey car parks and it is hard to park on the street. (Jubilee).
- Affordable housing, doctors surgeries, enough electricity gas, water and sewerage, primary schools, secondary schools. Churches and voluntary groups are missing from the list. Decisions should be made on the basis of that the majority of people want. (Bowthorpe).
- Better buses and trains. (Jubilee).
- Opportunities for positive youth and leisure training, improved public transport and walking cycling, expanded further and higher education facilities, a contemporary medieval city, regeneration of brownfield sites. (Bowthorpe).
- Doctors surgeries and dentists, bus stations nice but facilities no good, better access to jobs, helping people get better skills for work, enough electricity, gas, water and sewerage. Training should be easy access, not everyone wants to go to City College. People should get the support and training they need to get jobs. (Wensum).
- Transport and environment services are important as are training. A local vote should be made but the list is already comprehensive and could be actioned on as it stands (Bowthorpe).
- Meeting places or youth clubs for young people, doctors surgeries, better pavements and pedestrian crossings, affordable housing and a greener Norwich for wildlife and people and libraries. Decisions should be made after consulting local people (Bowthorpe).
- Affordable housing, indoor and outdoor sports facilities, meeting places for local people, better buses and trains, helping people to get better skills for work. (Jubilee).
- Affordable housing, better buses and trains (to the hospital), parks and play areas, doctors surgeries, better access to jobs. (Eaton).
- Affordable housing, better buses and trains, cycle lanes and parking, express bus, libraries. (Eaton).

Appendix N. Norwich Third Sector Forum Meeting Note

Norwich Third Sector Forum 9 April 2009

List of attendees

Paul Rao- Norwich City Council
Joy Brown- Norwich City Council
Mark Reilly- Voluntary Norfolk
Danielle Barrett- Foundation Training Company
Paul Chaplin- UEA Volunteers
John Child- NNAB
Laura Kellingray- BUILD
Marya Parker- BTCV
Derek Player- St. Martins Housing Trust
Mair Talbot- The Magdalene Group
Phil Wells- Age Concern Norwich
Carole Williams- Arthritis Care
Revd Simon Wilson- Diocese of Norwich

Table Discussions

Table one (facilitated by Paul Rao)

Task A

Thousands more homes and jobs are to be provided in and around Norwich. Services and facilities will also need to be improved. Public transport (like express buses) should also link the city centre with new communities outside Norwich. What difference do you expect all this could have on people living in Norwich?

More cars will mean it would be more difficult to park near to your home and there will be more rat running. Any new public transport (including park and ride) needs to be attractive, punctual and affordable. The city centre should become a car free zone, only allowing buses and taxis e.g. 'doing a Hong Kong'. It would be difficult to maintain streets when the car usage increases e.g. drains maintenance). New transport links may provide opportunity for employment and recreational facilities in development areas and will help support existing facilities in Norwich.

There is a need for small new developments in villages including much needed affordable homes.

Task B

The joint core strategy describes how the city centre could change in the future. How does this fit in with what your organisation/ your members might expect.

More meeting places are needed but not necessarily in the form of community centres run by the Council. Instead investment is needed for community development. Multi purpose facilities would allow more efficient usage of the space. Schools should be used as a multi purpose facilities and function more like a university campus with other facilities such as shops and surgeries. Homes should be provided for older people nearby to these facilities. There should be multi faith space sharing, especially in rural communities would give greater efficiency of space e.g. burial/faith places. There is a need for more facilities and meeting places for teenagers.

Need for big, natural green spaces for recreation and to allow people enjoy the area and grow food.

Travellers should be accommodated

Young and old should be involved in the planning process, and there needs to be more flexibility in planning to accommodate unexpected changing needs.

Table two (facilitated by Joy Brown)

The city needs to be grown organically, that is schools and community facilities need to come first and help remove pressure on existing facilities. There is a need to change the mechanisms of developer contributions to help facilitate this. New developments also need to be integrated with existing communities as many often seem detached. A successful community will have a mixture of housing type, including affordable, as well as shops and there would be efficient community transport. We need to learn from existing communities such as the golden triangle which has a real sense of community spirit. This is due to its mix of ages (demographics) and facilities all within walking distance. Within a new community a good village hall or duck pond would provide a focal point for a community and could be provided through a S106 or CIL (these are not included within the table on page 63 of the main document). They need to be in the right place and provided at the right time. Also the function of schools needs to change so they can be used by the community in the evening at a weekends.

There is a need for good public transport including community buses and 'dial a ride' services (A change in funding is needed so that people can use their bus passes on these services). Public transport links from the new communities to the city centre and elsewhere must be good as well as having alternatives such as pedestrian and cycle links. An increase in cars means that park and ride might need expansion to accommodate growth and better train links to London are needed. The NNDR is required to relieve congestion and encourage growth and it should be dualled and link up at both ends.

A lot of students stay in Norwich but education needs addressing around why educational attainment is below the national average and why expectations are often

low. There is a need for leisure learning and non vocational courses as this may encourage more people into education.

Currently too many flats are in the city centre and the cityscape needs to be maintained. A balance is needed between retail, leisure, residential development. We also need to question whether there is a demand for new offices. Existing city centre office space needs to be made more attractive in order to compete with places such as Broadland Business Park where it is a lot easier to park.

There is currently a lot of social isolation with the loss of post offices, pubs and garages etc.

There is not enough in the document about the city centre and there appears to be a lack of evidence. All the strands of the documents do not come together.

Appendix O. Broadland District Council : Letter to Parish Councils

Ask for : John Walchester
Extension : 2622
Direct Dial : 01603 430622
E-mail
john.walchester@broadland.gov.uk
Fax : 01603 430591
Our ref : JW/PLA31/16&17
Your ref :
Date : 09/03/09

TO: ALL PARISH AND TOWN COUNCILS IN BROADLAND



Dear Sir / Madam,

Consultation relating to Broadland's Local Development Framework: Notice of Public Exhibitions

We will shortly be commencing public consultation relating to Broadland's Local Development Framework - the strategic set of documents that will set out what can be built where in the district.

More specifically, we will be asking for the public's views on sites in the district that have been promoted to us for possible 'allocation' in our Site Allocations Development Plan Document. We are also looking for comments on the different options for accommodating major development in the Old Catton-Sprowston-Rackheath-Thorpe St. Andrew Growth Triangle, located to the north-east of Norwich.

These will be written-based consultations (using written/electronic questionnaire formats) but we are also keen to make the information as accessible to as many people as possible. This is why we will be holding a series of public exhibitions across the district, starting on the 16th March and running until 2nd April. At these exhibitions people will be able to find out about the consultations, what it all means for their area and how they can take part.

We would be extremely grateful if you could place copies of the enclosed poster in key locations around your parish (e.g. notice boards, shop windows etc) so that this information is accessible to as many members of the public as possible. If there are any opportunities to feature the information on parish websites, in newsletters etc. that would also be much appreciated.

Parish Councils will be invited to give their comments as part of this consultation, and will shortly be sent the appropriate documents.

Please note, this consultation occurs during a similar time period to that relating to the Joint Core Strategy for the Greater Norwich area, and you may also have received information relating to this exercise. The two initiatives are related as the Joint Core Strategy sets the overall strategy for development in the area. The exhibitions listed on the enclosed poster will also feature information on the Joint Core Strategy.

If you have any queries on any of the above then please do not hesitate to contact me using the details printed at the head of this letter.

Yours Sincerely,



John Walchester
Interim Spatial Planning Manager