

## GREAT AND LITTLE PLUMSTEAD ✦ PARISH COUNCIL ✦

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**Inspector Roy Foster**  
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C/o The Programme Officer  
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Dated 28<sup>th</sup> January 2011

Dear Inspector Foster

### **Joint Core Strategy for Broadland, Norwich and South Norfolk – Inspector’s Possible Changes: Flexibility and Resilience of the JCS in relation to the Norwich Northern Distributor Road (NDR) – issued 5 January 2011**

Firstly, we wish to object to the fact that this EiP is not being concluded in public, a point that objectors to the JCS made quite emphatically at the last meeting when GNDP’s counsel preferred the matters to be wound up by written exchanges. A lot of concern has been expressed about how GNDP has conducted this JCS including meetings behind closed doors to start with so it is inappropriate for the conclusions and findings not to be discussed in public.

We would again **bring to your attention as Cllr Townly did at the EiP, the letter dated 2<sup>nd</sup> August 2010 from W H WISEMAN \*Transport Director dealing with the Postwick Interchange an integral part of the NDR and as a consequence integral to the entire Joint Core Strategy. (See attached) Please refer to in that Para 4. Quote: “ --- the Secretaries of State are satisfied that in the circumstances of this case the remaining objections raise issues of such significant public importance that they should be debated publicly at a local inquiry and that an inquiry is likely to produce significant new information relevant to their decision” end quote.** It is incongruous for this JCS EiP not to conclude in public when this component aspect demands a public inquiry

We wish to object to the proposed changes to the Joint Core Strategy **Policy 10 and Policy 20** because the transport strategy they outline for northeast Norwich and the adjacent area of Broadland District is not the most appropriate when considered against the reasonable alternatives that our Parish Council and others submitted.

We would reiterate our view that it makes economic and strategic sense to locate major developments such as that proposed for Rackheath along the A11 corridor, where rail and transport infrastructure already exists and if need be enhanced at minimal Capital cost and time scale to the taxpayer. We would also reiterate our proposals to allow development in Market Towns and Villages sustaining local employment, infrastructure and culture within the North East Triangle.

It was clear at the EiP meeting that this JCS strategy not only had no alternatives, but would not countenance alternatives because it was an edict, therefore no weight was given to the consultee submissions, including alternatives for economic growth and housing, in this case then it was surely in breach of Article 7 of the UNECE Aarhus Convention and Planning Policy statement 12.

You will recall at the first day of the EiP, Cllr Townly literally presented, by putting them on the table, over 1200 submission/documents and asked Mr Phil Kirby, Strategic Director and Chief Planner at Broadland District Council why these Submissions had not been consulted on and or considered as a better and more cost effective alternative to that which the GNDP were putting forward as a edict for a special area of Norfolk namely the North –East Triangle. **You will recall that there was no reply to these points** and a pregnant pause awaiting a comment on this very important issue from yourself.

This "consultation" which has been going on for over three years is not only flawed as we have expressed many times but the public and councillors are completely ignored by the GNDR which continues to meet in secret.

You requested these changes as a 'partial alternative Plan B'. However, the changes amount only to a scheduling of housing developments to deliver the original Plan A and a re-timing of the NNDR to 2016/17.

As such, they cannot form a 'Plan B', which you invited the Greater Norwich Development Partnership to consider due to the uncertainty over NNDR funding at the time of the strategy's adoption in March.

Parish Councils, community and environmental groups oppose the Postwick Hub and NNDR within the Joint Core Strategy as they have not been properly tested against alternative transport policy options and it has not been satisfactorily demonstrated that they will reduce congestion and deliver a sustainable low carbon footprint transport system. It is our view that the NDR will significantly increase congestion and pollution. **They would require substantial public money (c. £160m) at a time when the Coalition Government is still borrowing 10% of GDP (European average is 6 / 7 % and our Great Nation is burdened with extraordinary sovereign debt.** Local Government cannot continue to squander scarce taxpayers money with these unfunded schemes places undue reliance on them as 'critical infrastructure' when funding is unknown. They **should be scrapped because they are unsound and meaningful democratic consultation needs to be enacted.**

We urge you to hold a further day's public hearing ( as Councillor Townly requested on the last day of the EiP) to consider a comprehensive and realistic plan B as this option was not explored or discussed at the EiP on 9<sup>th</sup> December.

Yours sincerely

Mrs J Jones Clerk to the Council

Cc Mr J Wiley Chair Gt & Lt Plumstead Parish Council

Mrs J Jones. Clerk to the Council

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Attached Letter dated 2<sup>nd</sup> August 2010 from W H WISEMAN \*



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FOR THE EAST MIDLANDS

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Our Ref: GOEM 8/1/2/15

Date: 2 August 2010

Dear Sir or Madam,

**HIGHWAYS ACT 1980**

**THE A47 TRUNK ROAD (POSTWICK INTERCHANGE SLIP ROADS) ORDER 20\_\_ and  
THE A47 TRUNK ROAD (POSTWICK INTERCHANGE SIDE ROADS) ORDER 20 \_\_**

1. I am directed by the Secretary of State for Transport and the Secretary of State for Communities and Local Government ("the Secretaries of State") to refer to the above Orders, published in draft on 13 November 2009, and to the letters of objection received in response to the Orders and correspondence received subsequently. The Secretaries of State have considered whether in the light of these remaining objections and correspondence they should in the circumstances exercise their powers in paragraph 7(2) to Schedule 1 of the Highways Act 1980 and dispense with holding a local public inquiry.

2. The Secretaries of State have given careful consideration as to whether the matters raised in these remaining objections and in correspondence received during the post-objection period, would allow them to reach a decision on the draft Orders without holding a local inquiry that was fair and reasonable to all parties.

3. In reaching this decision, the Secretaries of State have:

- taken into account the nature and weight of the objections remaining in this case;

5 A.

*Please see item 4.*

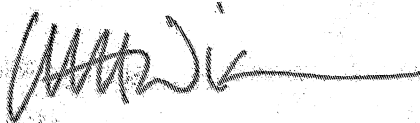
- considered whether a decision which adequately addresses the various objections, representations and issues in relation to the draft Orders can be reached without holding an inquiry, or whether an inquiry is required for that purpose; and
- weighed conflicting public interests, ensuring that all grounds of objection are properly taken into account.

4. In so doing, the Secretaries of State are satisfied that in the circumstances of this case the remaining objections raise issues of such significant public importance that they should be debated publicly at a local inquiry and that an inquiry is likely to produce significant new information relevant to their decision. The Secretaries of State have therefore decided that in the circumstances a local public inquiry should not be dispensed with and consequently the Highways Agency will, subject to paragraph 5 below, put in hand the necessary arrangements to hold a local inquiry.

5. As you will be aware the Government has made clear its most urgent priority is to tackle the UK's record budget deficit to restore confidence in the economy and support the recovery. As part of its plan to eliminate the deficit over the course of this Parliament, the Government will undertake a full spending review, reporting in the autumn. It has therefore been decided that until the Government's spending review has been concluded, the Department for Transport will not be in a position to identify those major infrastructure projects it can support, consistent with the Government's objectives. In view of the uncertainty over the availability of the funding for the scheme, it has been decided to defer, for the time being, the holding of a local inquiry. The way forward on this scheme should become clearer once the spending review is complete.

6. A copy of this letter has been sent to all those who have maintained an objection or made representations about the draft Orders.

Yours sincerely



**W H WISEMAN**  
Transport Director