

RE LanproservicesGNDP JCS DPD - Note from Exploratory Meeting

From: chrism [REDACTED]  
Sent: 27 May 2010 19:50  
To: 'Simon's Hotmail'  
Subject: RE: GNDP JCS DPD - Note from Exploratory Meeting

Attachments: 080924\_concept\_bid\_book[1].pdf

Dear Simon,

Thank you for your email including the note from the Inspectors following the recent Exploratory Meeting.

My recent email to you requested that consideration be given by the Inspectors to declare the JCS unsound in its current form now, without the need for a formal examination involving time and further expense. I am making this request again in view of what was said at the meeting, the content of the note and in the context of recent government announcements.

It is clear from both the Exploratory Meeting and the statement made by the GNDP, prior to the formal submission of the JCS, that had the proposed NDR not been given Programme Entry status by the Department of Transport (letter dated 8 February 2010 refers), the JCS would not likely have been submitted for Examination. The Inspectors heard for themselves at the EM that there is no 'PLAN B', thereby confirming that the GNDP has not realistically considered reasonable alternatives for the delivery of the growth necessary to achieve the levels of development contained in the East of England Plan. Further, the content of the letter from the Department of Transport, dated 8 February 2010 makes clear that funding for this road is nowhere near certain even though it has been included in the Programme.

Added emphasis must now be given to this in light of the announcements made earlier this week by the Chief Secretary to the Treasury that the Department of Transport is faced with making cuts in spending of £683 million in 2010/2011. This must surely result, at the least, in delaying progress with funding and therefore the timing of delivery of the NDR, if not resulting in it being dropped entirely from the Department's roads programme.

I appreciate that it is not within the Inspector's remit to consider individual locations for potential growth in the LDF process. However, I attach a copy of a submission made to the GNDP during the Regulation 25 Technical Consultation carried out during August 2008, purely for their information, so that they at least are made aware of the efforts made and the existence of other proposed strategic growth locations, put forward in an effort to persuade the GNDP of the availability of a reasonable alternative option. This proposal was made in light of the PINS Inspector's comments in her report dated January/February 2009, relating to "urban extensions".

The proposals contained within this 'bid book' elicited no response whatsoever from the GNDP, even to the extent of informing us as to why they are considered unacceptable. A cursory glance at the document will be sufficient to appreciate that much time, effort and expense was put into devising this proposal and we consider that we are at least entitled to some sort of response from the GNDP.

One of the significant elements of this proposed scheme are the proposals put forward for public transport. The Inspectors' EM note makes reference to the requirement in the East of England Plan that a modal shift

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be achieved within the Greater Norwich Area to public transport, and that growth in the A11 corridor should have the potential to provide the scale of development necessary to deliver a bus rapid transit service to and from Norwich. The Inspectors remain uncertain about the viability of such a scheme because the size of proposed developments do not appear large enough to render such a proposal viable.

Our proposals would change that because they do not rely solely upon the provision of the proposed housing (just over 4,000 dwellings) to justify the public transport proposals. Our proposals can be delivered at an early stage in the process in order to influence people's travel patterns from the outset. One of the reasons for this is that they are closely linked to the existing and allocated land at the Norwich Research Park (a strategic employment allocation part of which is within the same land ownership as the remainder of the scheme), the hospital, and the East of England University (UEA).

Our public transport proposals would enable visitor traffic from the southwest to these three locations to be captured from the A11, before reaching the A11/A47 Thickthorn junction. A dedicated public transport link would enable visitors to reach the above destinations via a new park and ride, with onward transmission to Norwich City Centre if required. In addition, it would enable student/hospital traffic to be delivered from the centre of Norwich to the university and medical facilities via the same service this utilising inward and outward movements to fullest effect.

Since these proposals were first published, further detailed refinement and development has taken place. Expensive and detailed traffic modelling has been undertaken by our client of the Thickthorn junction at the request of the Highways Agency and the County Council, as a precursor to a planning application. This work aims to assess the capacity of the junction, something that has not yet been undertaken by the County Council itself. This work has clear implications for all proposed development sites in and around the GNPD area because of the need for this junction to receive and distribute most of the traffic arriving in Norwich from the west and the southwest.

These proposals are therefore not a 'stand-alone' proposition. They are linked specifically to existing and proposed major employment, education and health-care facilities within the Greater Norwich area and represent at least a 25 year development framework.

Some consideration needs to be given to this proposal as in our opinion it represents a reasonable alternative to present proposals and are not dependent upon a road based access strategy.

I would be grateful if you would pass this on to the Inspectors for their information.

Regards,

Chris Marsden Dip.TP., M.R.T.P.I.

LANPRO Services

4 St. Mary's House, Duke Street, NORWICH, NR3 1QA