

Submission by Bryan Robinson

1. **Matter 8 - Strategic Growth Areas Allocations**

Issue 1: East Norwich Strategic Regeneration Area

Issue 1.4 - What works need to be undertaken to commence development on the site and then to progress the site through its delivery phases?

- 1.1. While East Norwich is a very exciting prospect, I have concerns that the access road infrastructure has not been considered.
- 1.2. It must be assumed that Norwich is not yet ready for a large car free area so access must be provided for the private car.
- 1.3. Currently 4 'arrowed' connectivity routes are proposed and a traffic analysis will be essential to ensure that these will not add further pressure on one of the congestion areas for the City.
- 1.4. The main connection using the former Colman's site access is via the Bracondale roundabout which often has queues mainly caused by the traffic light junction at King Street where the priority is shared between the right turning inner ring road and traffic coming out of the city.
- 1.5. The northern connection directly on to King Street will only add to the inner ring road under capacity.
- 1.6. A connection is shown to Trowse but there will be a limited need to travel east to the villages and therefore most will have to use the Bracondale roundabout.
- 1.7. The fourth connection is shown to the north of the site to the mainly residential areas.
- 1.8. Unless the residents of East Norwich are expected to all work in the development which is to be car free, new vehicular routes must be established to employment locations and the main arterial roads from Norwich.