

[REDACTED]

From: Richard Doleman [REDACTED]
Sent: 09 June 2023 14:39
To: Mike Burrell [REDACTED]
Cc: David Wilson - ETD [REDACTED]; Matt Tracey [REDACTED]
Subject: Greater Norwich Local Plan Gypsy and Traveller Sites

Dear Mike

We are pleased to see that work on the Greater Norwich Local Plan and the Gypsy and Traveller (G&T) modifications to the plan are progressing.

Given that the proposed modifications for the inspector are pretty much finalised, it is a good time to set out the current position of the Highway Authority on the sites being put forward.

The Highway Authority is generally supportive of the majority of the sites included in the plan and we have worked hard and found compromise to help maximise the number pitches that are being taken forward for examination. However there are concerns over the position of the GNLP is taking on sites GNLP5028 A and GNLP5028 B at Strayground Lane., Wymondham, particularly with regard to the scale and scope of planned allocations.

Site GNLP5028 B is the existing Household Waste Recycling Centre (HWRC) that is a long-standing facility operating at Strayground Lane. If the site were undeveloped, the Highway Authority would not wish to support an allocation at this location as Strayground Lane is substandard, being narrow and poorly aligned with no footways with no meaningful way of providing suitable improvements and also the visibility at the junction of Whartons Lane with the B1172 London Road is substandard.

It is recognised that the site has the existing HWRC use and allocation of site GNLP5028 B for 2 G&T pitches, though not desirable in highway terms, is accepted.

Site GNLP5028 A is a greenfield site to the south of the HWRC also accessed from Strayground Lane. This site has the same access issues as the HWRC, with narrow poorly aligned road access no footways and a substandard junction with the B1172. As the site has no pre-existing use the Highway Authority has consistently objected to this site being allocated in the GNLP for 10 G&T pitches.

The promoter of the site has provided transport evidence to support the inclusion of site GNLP5028 A for 10 G&T pitches in the plan. This has been reviewed by the Highway Authority.

The evidence is predicated on the existing HWRC use trip generation. This is not accepted as the trips generated by the current HWRC are unsuitable for the network and it is not agreed that this is justification to support a separate greenfield allocation.

Furthermore the promoters submitted evidence suggests improvements to the network can be made and these have been examined by the Highway Authority. The proposals that comprise passing place improvements do not address the concerns of the Highway Authority regarding, the lack of footway, the acute bend between Whartons Lane and Strayground Lane, the uncontrolled pedestrian crossing of the rail line, visibility at the junction of Whartons Lane with the B1172, London Road and the width of Strayground lane. Two of the informal passing places referred to are private accesses, not public highway.

Taking account of the existing situation, the current nature of the proposed allocation and the promoters submitted evidence, there remains a highway objection to the allocation of site GNLP5028 A in the GNLP for 10 Gypsy and Traveller pitches.

So in summary, the Highway Authority has examined sites GNLP5028 A and GNLP5028 B in great detail. The Highway Authority accepts the existing use on site GNLP5028 B and agrees to its allocation for 2 G&T pitches. The Highway Authority maintains its objection to the potential allocation of greenfield site GNLP5028 A because of the substandard and unsuitable nature of the highway network with no realistic means of providing meaningful improvement.

Whilst the binding of the two sites by s106 offers some benefit in not allowing any redevelopment prior to the cessation of existing uses the stated concerns still remain.


It is important that this commentary accompanies the evidence to be provided by the GNLP to the Inspectors on the proposals for G&T sites.

Whilst the Highway Authority is not supportive of development areas over and above existing brownfield land at Whartons Lane / Strayground Lane, we would be pleased to continue to discuss options that maximise possible pitch numbers at other potential sites that can meet the technical requirements of the Highway Authority.

Regards

Richard

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