



James Bailey
PLANNING

Document: Greater Norwich Local Plan Regulation 19
Title: Representations to Reg 19 and in relation to
Land north of Tuttle Lane East, Wymondham
(GNLP00006)

Client: Welbeck Strategic Land III LLP
Date: March 2021

TABLE OF CONTENTS

1. EXECUTIVE SUMMARY 3

2. GNLP SECTION 1 – INTRODUCTION 6

3. GNLP SECTION 2 – GREATER NORWICH PROFILE 7

Greater Norwich estimated population 2018 to 2038 7

Economy 7

Education and Social Mobility 8

4. GNLP SECTION 4 – THE DELIVERY OF GROWTH AND ADDRESSING CLIMATE CHANGE 9

5. GNLP SECTION 5 – THE STRATEGY 12

Policy 1 – The Sustainable Growth Strategy..... 12

The Growth Strategy 12

The Settlement Hierarchy..... 14

The Strategic Growth Area 15

GNLP POLICY 7 – THE STRATEGY FOR AREAS OF GROWTH 15

Introduction (para. 300-303)..... 15

Policy 7.1 – The Norwich urban area including the fringe parishes (para. 304-344) 15

Policy 7.2 The Main Towns (para. 345-370) 16

Policy 7.3 – The Key Service Centres (para. 371-379)..... 18

Policy 7.4 Village Clusters (para. 380-388) 18

6. Greater Norwich Local Plan Evidence Base 30

| | |
|--|----|
| <i>GNLP Compliance</i> | 31 |
| <i>Flooding and Drainage</i> | 31 |
| <i>Viability Appraisal</i> | 32 |
| 7. STATEMENT OF COMMON GROUND | 35 |
| 8. SUBMISSION SUMMARY | 36 |

APPENDICES

| | |
|---|----|
| APPENDIX ONE: ILLUSTRATIVE MASTERPLAN..... | 36 |
| APPENDIX TWO: STATEMENT OF COMMON GROUND..... | 38 |
| APPENDIX THREE: TRANSPORT WORKING NOTE..... | 40 |

**GREATER NORWICH LOCAL PLAN -
REGULATION 19 PUBLICATION GREATER NORWICH LOCAL PLAN**

1. EXECUTIVE SUMMARY

- 1.1 These representations have been prepared by James Bailey Planning Ltd. on behalf of Welbeck Strategic Land III Limited (Welbeck Land), with input from BasfordPowers, Sterling Transport Consultancy Ltd, Waterman Group, and Cannon Consulting Engineers. James Bailey Planning Ltd. are now instructed to represent Welbeck Land in this matter having inherited the instruction from Bidwells.
- 1.2 Welbeck Land have substantial interests in Wymondham in which they seek to promote large scale development on the basis that the land represents a highly sustainable and suitable site for development.
- 1.3 These representations relate to the Greater Norwich Local Plan (GNLP), Regulation 19 Pre-Submission Draft Plan document, February 2021.
- 1.4 They relate to the two parts of the plan, together with submissions on the legal compliance and soundness of the GNLP, both in terms of how it has been prepared and if it meets the prescribed tests of soundness.
- 1.5 While these representations consider all aspects of the GNLP, there is a specific focus on Section 5 – The Strategy, and particularly Policy 7 – Strategy for areas of growth. The representations concentrate specifically on the proposed growth for the Main Town of Wymondham.
- 1.6 In essence, the spatial growth strategy as currently being proposed by the GNLP Reg 19 is seriously questioned.
- 1.7 There are long standing sites that continue to be allocated that have failed to deliver over a number of years, and there is an unjustified growth being proposed towards ‘Village Clusters’.
- 1.8 The distribution of housing associated with the approach being taken in the GNLP Reg 19 document does not seem proportional or well considered or compatible with the requirement to promote a sustainable spatial strategy.
- 1.9 In essence, Welbeck Land consider that rather than solving any problems, this policy change creates additional new ones, notwithstanding the obvious difficulty of trying to judge whether the new “Cluster” allocations will be successful or not, when there is no indication where a significant proportion of them will actually be located.
- 1.10 Welbeck Land have continued to promote land to the north of Tuttle Lane East in the town of Wymondham (ref: GNLP0006) over a number of years, through the ‘Call for Sites’ requests, and then through previous stages of the emerging Local Plan.

- 1.11 It is suggested that the previous representations and submissions made to the earlier stages of the emerging GNLN, notably those at Reg. 18(c) stage previously submitted by Bidwells, remain relevant and should therefore still be considered as the document moves forward towards Examination by an Independent Inspector.
- 1.12 The Wymondham Area Action Plan (WAAP) was adopted by South Norfolk Council in October 2015. It identified a series of sites for the growth of housing, employment, and infrastructure. Delivery of some of the allocated housing sites remains a problem.
- 1.13 In March 2020, Wymondham Town Council submitted a Neighbourhood Area application, designating the whole civil parish, which South Norfolk Council has confirmed. Progress on the Neighbourhood Plan remains unclear at the time of preparing these representations.
- 1.14 In summary, it is considered there is insufficient growth being proposed by the GNLN for Wymondham during the plan Period up to 2038. As an identified 'Main Town', there is also a weight of expectation that an appropriate level of growth will be ascribed to Wymondham, which has failed to materialise through the GNLN Reg 19 document.
- 1.15 It is believed that there are also mixed messages coming from the GNLN process. During the Reg 18(c) stage, Wymondham had a contingency identified for 1,000 new homes, however this has now been removed at the current Reg 19 stage. Conversely, Costessey (without comparable linkages or connections to Wymondham) had a contingency site identified at Reg 18(c) stage, which has carried through to an 800-unit contingency site in the Reg 19 document. This approach appears wholly unjustified and inconsistent.
- 1.16 There is also a large reliance on existing strategic sites being retained as allocations within the latest GNLN Reg 19 document, which have failed to be delivered over a number of years, such as the site at North Rackheath. This casts serious doubt not only of the delivery of these sites, but on the growth over the plan period. If allocated sites are not brought forward, then it will not be long before 'hostile applications' are made.
- 1.17 What is clear is that GNLN Reg 19 document appears to place an overreliance on delivery coming forward through 'windfall sites', with a significantly disproportionate amount of housing growth being directed to the 'Village Clusters'.
- 1.18 However, the South Norfolk Village Clusters Housing Site Allocations Local Plan is yet to be produced. Therefore, it is surely unjustified to place a reliance on a document that itself has yet to be tested.
- 1.19 The impact of Covid-19, and the knock-on effect of change in people's habits, such as working arrangements and commuting patterns, is also considered within these representations. It is suggested that the current global pandemic is likely to have an impact on future housing growth, which the GNLN still has time to properly consider.
- 1.20 It is therefore believed that, although being positively prepared, the approach being taken to the spatial growth strategy across the Greater Norwich area is fundamentally flawed, and on this basis is therefore 'unsound' as it is neither justified nor effective.

- 1.21 To modify part of this deficiency, Welbeck Lane request that the land north of Tuttle Lane East, previously identified as a “reasonable alternative” in the Reg 18(c) document, be recognised as a formal allocation at Wyndham for up to 700 new dwellings, a care home, a local centre and a sixth form centre to serve Wyndham High School.
- 1.22 It is considered that identifying sites, such as land north of Tuttle Lane East at Wyndham, will help to provide a robust and proper planning approach to spatial growth. Allocating sites that prove their suitability; availability; and deliverability, in the most sustainable locations, will also enable the necessary infrastructure to be properly costed, programmed, and implemented.
- 1.23 In summary, the GNLP:-
- Over relies on long standing strategic site proposals, despite the knowledge from past history that some of them are unlikely to come to fruition within the Plan period;
 - Introduces a change in policy direction to significantly increase reliance on development of small Village Cluster sites;
 - Reduces the clear benefit to be gained from developing sustainable and available Main Town sites;
 - Actually reduces proposals for certain Main Towns despite there being a clear expectation of new development;
 - Is inconsistent in proposing certain Main Town sites to the detriment of other clearly more sustainable Main Town sites; and
 - Proposes a spatial growth strategy that is fatally flawed, and therefore “unsound”.
- 1.24 **Welbeck Land asks the Inspector to propose allocation of land to the north of Tuttle Lane East for up to 700 new dwellings, a care home, a local centre and a sixth form centre to serve Wyndham High School. This action would go a long way to clarifying the clear deficiencies of the Plan as currently proposed and could easily be achieved without any need to delete other current proposals.**
- 1.25 The latest version of the Illustrative Masterplan for the site has been included as Appendix One.
- 1.26 A draft Statement of Common Ground has also been prepared to accompany these representations and is attached as Appendix Two.
- 1.27 A Transport Working Note has been prepared to support these representations and is included as Appendix Three.

THE NEXT SECTION OF THIS SUBMISSION IS SET OUT IN CHRONOLOGICAL ORDER AGAINST THE GREATER NORWICH LOCAL PLAN (GNLP) REGULATION 19 PRE-SUBMISSION DRAFT PLAN DOCUMENT FEBRUARY 2021.

These representations are set in chronological order against the Greater Norwich Local Plan (GNLP), Regulation 19 Pre-Submission Draft Plan document, February 2021.

2. GNLP SECTION 1 – INTRODUCTION

- 2.1 The plan has a serious responsibility which is to determine the pattern and level of development in the plan area till 2038.
- 2.2 It is imperative that such a pattern and level of growth is compatible and compliant with the NPPF and therefore the imperative must be on ensuring a sustainable spatial strategy.

3. GNLP SECTION 2 – GREATER NORWICH PROFILE

Greater Norwich estimated population 2018 to 2038

- 3.1 Within paragraph 40, it is noted that the standard methodology was originally based on the 2014 growth projections, with the GNLP then deciding to move towards using the 2018 projections for the growth identified within the Plan’s housing requirements.
- 3.2 Although use of more up-to-date figures and projections is supported, Welbeck Land would suggest that the 2018 figures do not actually go far enough. For example, they do not allow for the impact of Covid-19, nor the influx of additional housing demand that will be placed on an area, which in turn will increase economic activity and impact on the infrastructure requirements to be provided within the Plan. It is admitted that this is impossible to plan or legislate for, but it does indicate that no ‘slack’ for unexpected growth has been allowed for within the Plan, or in the most sustainable locations.
- 3.3 Welbeck Land strongly agrees with paragraph 51 which states that the *“GNLP needs to plan for additional housing needs above and beyond existing commitments based on evidence.”*
- 3.4 It is therefore exceedingly disappointing that this approach has not been carried forward within the rest of the Reg 19 document.
- 3.5 Paragraph 55 notes the uncertainty surrounding the impact of both Covid-19 and Brexit on the wider economy and the demand for office to residential conversion / windfall sites. However, there is little mention of how this could impact on people’s habits and choices in terms of where they live.
- 3.6 The GNLP is unsure whether the rate of supply will increase or decrease over time. The GNLP has stated *“given the uncertainty, it is reasonable to assume that supply will continue at the same rate.”* It is questioned whether this is a sound approach to be taking to strategic growth.

Housing

- 3.7 Paragraph 58 refers to local evidence and suggests that 28% of housing required from 2015 to 2038 should be affordable housing. However, there is evidence to later suggest that a policy of 40% affordable housing should be applicable outside of the Norwich Fringe Area.
- 3.8 Welbeck Land support the identification within the Strategic Housing Market Assessment suggesting that around 3,900 additional communal establishment places for over 75s will be required to 2038.

Economy

- 3.9 Welbeck Land supports the strategic employment sites and competitive land, and business lets that are identified within the Norwich and Wymondham areas, which support the globally significant growth axis in the Cambridge-Norwich Tech Corridor.

- 3.10 Welbeck Land also supports the identification of Wymondham and the Hethel Engineering Centre, Browick Exchange, as part of the Cambridge-Norwich Tech Corridor.

Education and Social Mobility

- 3.11 It is noted that the GNLP will need to make provision for additional schools and school places to serve future growth. This approach is supported by Welbeck Land.
- 3.12 Welbeck Land acknowledge and support the identification of the A11 corridor as a major focus of growth, as is suggested in paragraph 77 of the GNLP Reg 19 document. The Cambridge-Norwich Tech Corridor is aiming to take advantage of the boost to economic development and will therefore need to be supported by the appropriate infrastructure being made available.
- 3.13 It is noted, and supported, that significant grant funding has been secured to improve the cycle network in and around Norwich, as well as investing in other routes between Wymondham, Norwich, and Sprowston.
- 3.14 The aim of continuing to promote public transport, and transport network growth, around areas such as Wymondham with its train station, is also supported by Welbeck Land.

4. GNLP SECTION 4 – THE DELIVERY OF GROWTH AND ADDRESSING CLIMATE CHANGE

- 4.1 It is noted within the Reg 19 Delivery Statement that *“delivery of inclusive growth and sustainable development are key priorities for the Greater Norwich Local Plan. Delivery of Housing, Jobs and infrastructure are interlinked and mutually supportive”*.
- 4.2 It is also noted within the Delivery Statement, that growth is considered a priority opportunity to strengthen Greater Norwich’s role as a key part of the national economy, with the Cambridge-Norwich Tech Corridor becoming an increasingly important axis linking to further nationally significant growth corridors.
- 4.3 Welbeck Land agrees within the GNLP in promoting a pro-active approach to delivery of housing, by only allocating housing sites where a reasonable prospect of delivery, taking account of policy requirements in this plan, can be clearly evidenced. However, Welbeck Land does not support the disproportionate allocation approach that is being taken by the GNLP between the different levels of the settlement hierarchy.
- 4.4 The Delivery Statement for housing refers to providing sufficient sites to accommodate 9% more homes than the identified ‘need’. It is clear through the Reg 18(c) site assessment stage that the approach to “reasonable alternatives” has not been consistently carried forward in the Reg 19 document. Numerous settlements presented in the table (Section 5, Policy 7) do not provide for any “reasonable alternatives” or contingency sites. Indeed, many of the Main Towns and Key Service Centres do not provide any sites to accommodate for more homes than is needed or should there be a lack of delivery.
- 4.5 A detailed analysis and explanation of Section 4 from a transport and highways perspective is presented in the Transport Working Note that has been prepared by BasfordPowers. This is attached at Appendix Three, with some of the key points being set out below.
- 4.6 It is important to note that the Reg 18 consultation took place before the first national lockdown in response to the Covid-19 pandemic. The subsequent lockdowns have created rapid and significant change in people’s daily lives and routines.
- 4.7 TRICS Guidance Note (5.7) states: *“Consideration of the immediate and longer-term effects on travel behaviour of Covid-19 is to track an unfolding phenomenon. Insights have been changing throughout 2020 and this is likely to continue. However, it is nevertheless helpful to consider a snapshot of its influences”*.
- 4.8 Additionally, the original Autumn 2020 publication date for the final Transport Decarbonisation Plan (TDP) was put back to Spring 2021 owing to the Covid-19 pandemic. The TDP will put forward the implementation plan of how the UK’s entire transport system will be put on a pathway to deliver the necessary greenhouse gas (GHG) emissions reduction.
- 4.9 The context of both the Covid-19 pandemic and the imminent TDP should be used to inform the GNLP in allocating sites with adequate services and amenities that reduce carbon emissions from their development.

- 4.10 In response to the challenges and changes posed by Covid-19, and aims and objectives presented by the upcoming TDP, land at Tuttlés Lane East, Wymondham provides a highly suitable site, that can easily address the policy requirements within the GNLP as a whole. As a result, the site should be allocated within the GNLP. (See Appendix One for the Illustrative Masterplan, and Appendix Three for the Transport Working Note, for detailed site proposals).
- 4.11 In terms of other evidence, Norfolk County Council is also updating its Local Transport Plan 4 Strategy 2021-2036, to respond to and address challenges including air quality and carbon reduction. The executive summary places the importance of considering the impact of Covid-19 on the daily movements of people and their commuting patterns, such as the acceleration of change from workplace to working from home.
- 4.12 LTP4 Policy 5 states that: *“new development should be well located and connected to maximise use of sustainable and active transport options, making them more attractive places to live, thus supporting a strong sense of the public realm.”*
- 4.13 In summary, LTP4 is identifying the benefits of developing in Main Towns and Key Service Centres, that have good existing connectivity and accessibility to public transport, and that can readily help to create highly sustainable and attractive communities. Welbeck Land support the direction of growth identified within the Local Transport Plan 4 Strategy 2021-2036 in focusing allocations and major growth areas towards Towns. This also embodies the flexibility required in response to Covid-19 and with capacity to become active in promoting sustainable transport. The Illustrative Masterplan in Appendix One shows the carefully developed connectivity of land at Tuttlés Lane East, Wymondham to ensure access by and use of sustainable travel modes, informed by engagement with NCC as local highway authority.
- 4.14 The Transport Working Note in Appendix Three also considers the Wymondham Network Improvement Strategy (WNIS). Published in September 2020, the WNIS identifies potential measures to help address existing transport constraints as well as transport measures to facilitate growth in the town. In a similar strategy to the TDP, Norfolk County Council have recognised the benefits of completing an early review of the WNIS to consider the impacts of Covid-19.
- 4.15 It is noted that the WNIS has recognised the importance of Wymondham’s transport network, and the need to keep up with the growth of the town. On Page 28 of the WNIS, it states *“this could see Wymondham needing to provide connections to new developments, improve public transport and highway connections to desirable locations and to try and promote low carbon modes of transport to ensure that the growth of the town does not negatively impact the environment”*.
- 4.16 Welbeck Land agree that this is beneficial to the town and also provides sound reasoning for the allocation of Land at Tuttlés Land East, Wymondham, to aid the sustainable and low carbon development of the Town, as well as increasing the provision of allocation in other Main Towns and Key Service Centres.
- 4.17 Welbeck Land also remains supportive of, and committed to, the delivery of active travel infrastructure that relates to the site and its environs, namely Corridor 2 and/or Corridor 3 identified within the WNIS.

4.18 It is noted and supported by Welbeck Land that mitigating the effects of Climate Change within the Greater Norwich area is a cornerstone of the GNLP.

5. GNLP SECTION 5 – THE STRATEGY

Policy 1 – The Sustainable Growth Strategy.

- 5.1 Part 1 of The Strategy, and specifically Policy 1 – The Sustainable Growth Strategy, identifies that the deliverable commitment includes an uplift on the existing allocation of homes delivered since the start of the plan period in April 2018. It is also noted that this provides 74% of the total housing growth identified in this Plan to 2038.
- 5.2 Table 6 in Policy 1 refers to establishing the Plan’s total housing potential figure. It is observed that in section E New Allocations, there are 10,704 homes to be built within the plan period.
- 5.3 There is significant concern over the provisional allowance for windfall development as described in Policy 1, paragraph 184. The over reliance the GNLP places on development from windfall sites is questionable. This is especially the case, when the supporting text refers to windfall either as *“instead of”* or *“in addition to allocated growth”*.

The Growth Strategy

- 5.4 There are significant inconsistencies between The Growth Strategy and the housing allocations within the GNLP Reg 19 documents, notably for the Main Towns, Key Service Centres, and Village Clusters.
- 5.5 Paragraph 188 introduces the approach the GNLP has adopted towards The Growth Strategy. It starts by saying: *“to ensure sustainable development, minimise carbon emissions, promote strong, resilient, inclusive and vibrant communities and meet other Government requirements set out in the NPPF, the strategy for the location of growth:”* and it then goes on to list a series of criteria, starting with maximising brownfield opportunities. (The underlining below has been added to show emphasis to the context wording from the GNLP Reg 19 document).
- 5.6 Bullet point 188 b. states that the provision of growth *“broadly follows the settlement hierarchy as set out in Policy 1”* in terms of scale, access to services and jobs.
- 5.7 Bullet point 188 c. then goes on to state that it *“focusses most of the growth in locations with the best access to jobs, services and existing and planned infrastructure in and around the Norwich urban area and the Cambridge-Norwich Tech corridor”*.
- 5.8 Bullet point 188 d. then *“focusses reasonable levels of growth in the main towns, key service centres and village clusters to support a vibrant rural economy.”* It also states that *“the approach to village clusters is innovative”*, suggesting it is new and untested. It remains the view of Welbeck Land that smaller scale growth is far more appropriate for Village Clusters, in order to continue to support these rural communities and vibrancy, rather than force far larger growth on these smaller settlements with less facilities, amenities, and infrastructure.
- 5.9 Bullet point 188 e. goes on to reference *“allocates strategic scale housing sites (1,000 dwellings +) in accessible locations”*.

- 5.10 Bullet point 188 f. *“allocates a significant number of medium scale and smaller scale sites in the urban area, towns and villages, providing a balanced range of site types to allow for choice, assist delivery and allow smaller scale developers and builders into the market”*. It is then suggested this approach of 12% of the proposed homes being on sites no larger than 1 hectare meets with national requirements, citing Paragraph 68a) of the NPPF. Although the GNLP also seeks to meet Para 68c) of the NPPF by including ‘windfall sites’, there is no mention of Para 68d) which states *“work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes”*. This could be utilised with the site north of Tuttlles Lane East, Wymondham.
- 5.11 Bullet point 188 g. *“sets a minimum allocation size of 12-15 dwellings to ensure that a readily deliverable amount of affordable housing is provided on all allocated sites.”* It is questioned whether 12-15 dwellings constitutes small or medium allocations.
- 5.12 Paragraph 189 concludes by suggesting *“the strategy for the distribution of growth set in policy 1 takes account of the above principles, the scale of existing and deliverability of commitment and assessments of sites submitted to the GNLP”*. It is suggested that this is not the case, and that deliverability and the assessment of sites submitted to the GNLP has not been properly taken into consideration.
- 5.13 It is suggested that an increase of allocations in Village Clusters and the reliance on Windfall Sites to provide small to medium housing developments is not the most efficient or sensible allocation approach. Instead, it is contested that Village Clusters are unlikely to be able to provide the adequate infrastructure necessary to maintain the levels of growth proposed within Policy 7, or in the sub area housing allocation plans.
- 5.14 As mentioned in Policy 7, the Village Clusters have been set using the primary school catchment areas. It is argued that many local children may not get a place in their village school due to overcapacity, and therefore have to travel to alternate village schools potentially outside of the GNLP assigned cluster. This emphasises the point that an increase in housing provision for Village Clusters, as presented by the GNLP, will only exacerbate the necessity for additional infrastructure and reliance of private transport.
- 5.15 In addition to the points made above, the Transport Working Note in Appendix Three references the draft GNLP’s sustainability appraisal and strategic environment assessment. The masterplan strategy and associated transport strategy for land north of Tuttlles Lane East, Wymondham seeks to design out and help mitigate potential adverse transport and access impacts and, in doing so, comply with the emerging policies presented in Policy 2 Sustainable Communities and Policy 4 Strategic Infrastructure of the Draft GNLP.
- 5.16 Welbeck Land strongly submits that substantial reductions in allocations for Village Clusters should be made. Instead, increased allocations should be made to the Main Towns, especially Wymondham, as this will create the most sustainable and balanced communities.

The Settlement Hierarchy

- 5.17 Table 7 Housing Growth 2018 to 2036 rightly identifies that the majority of total housing growth is to be located within the Norwich Urban Fringe. 66% represents highly sustainable growth in an area of good existing and proposed infrastructure. The Main Towns have only been identified for 14% of the total housing growth, closely followed by the Village Clusters receiving 9%. This is considered to be a highly unsustainable model for housing growth between 2018 and 2038.
- 5.18 It is noted that there is only a 5% difference in the total of housing growth between Main Towns and Village Clusters. It would be incredibly naïve to suggest Village Clusters have close to the same infrastructure provisions as the Main Towns, such as Wymondham.
- 5.19 It is considered that the Main Towns and Key Service Centres should be given a larger proportion of housing growth during the plan period if the GNLP's own policies set out within Policy 1 – The Strategy, are to be adhered to.
- 5.20 The infrastructure provisions and facilities and amenities available in Main Towns, such as Wymondham, should greatly outweigh the aspirations of sharing growth across Village Clusters. As a key location along the Cambridge-Norwich Tech Corridor, Wymondham is a highly accessible and sustainable location. To ignore it as an area for sufficient growth during the plan period is considered detrimental to the soundness of the Plan.
- 5.21 Ignoring the percentage increase and focusing upon the rounded figures provided in Table 7, Village Clusters receive considerably more homes than the Key Service Centres - 4,220 vs 3,679. This is in addition to the 46,100 homes already committed in 2018. This places Village Clusters towards the same level as Norwich urban fringe areas, with Main Towns and Key Service Centres having between 15,900 and 19,400 homes committed as of 2018.

Table 7 Housing growth 2018 to 2038 (figures rounded)

| AREAS | HOMES 2018 | HOMES 2038 (AND INCREASE) | INCREASE % | % OF TOTAL HOUSING GROWTH |
|----------------------------------|----------------|------------------------------|------------|---------------------------------|
| Norwich urban fringe | 106,100 | 138,791 (+32,691) | 31 | 66 |
| The Main Towns | 19,400 | 26,206 (+ 6,806) | 35 | 14 |
| The Key Service Centres | 15,900 | 19,579 (+ 3,679) | 23 | 7 |
| Village clusters | 46,100 | 50,320 (+ 4,220) | 9 | 9 |
| Windfall + homes from policy 7.5 | NA | 2,096 | NA | 4 |
| Total | 187,500 | | | |

- 5.22 The apportionment of residential development between settlements that is being proposed by the GNLP document is highly unsound and requires substantial remodelling.

The Strategic Growth Area

- 5.23 It is of great importance to refer to the strategy distribution identified in paragraph 193 that states that the highest level of growth should be distributed in the “*main Cambridge-Norwich Tech Corridor area, including Norwich, the north east Growth Triangle, the remainder of the Norwich Fringe, Hethersett and Wymondham*”, amongst other criteria relating to these locations.
- 5.24 To ensure these locations promote the strategic economic strengths identified in paragraph 19, it then begs the question why in the Key Diagram shown in Map 7, considerable numbers of housing have been allocated outside of the identified strategic growth area.
- 5.25 Welbeck Land agrees with the Settlement Hierarchy as set out in Policy 1, with the identification of Wymondham as a Main Town.
- 5.26 However, Welbeck Land does not agree with the distribution of sustainable growth between the Main Towns, Key Service Centres, and Village Clusters.
- 5.27 Instead, Welbeck Land suggests that an increase be made to the housing allocations for Main Towns, in particular Wymondham, despite the outstanding committed development.

GNLP POLICY 7 – THE STRATEGY FOR AREAS OF GROWTH

Introduction (para. 300-303)

- 5.28 The intention of directing Policies 7.1 to 7.4 towards following the settlement hierarchy is acknowledged and supported.
- 5.29 The approach of identifying 3-5 dwellings per parish, under small scale windfall development is interesting.
- 5.30 The identification of a new settlement(s) for future iterations of the Local Plan is also noted and supported.
- 5.31 The use of the plans in the GNLP Sites Plan is acknowledged.

Policy 7.1 – The Norwich urban area including the fringe parishes (para. 304-344)

- 5.32 It is noted that the proposed housing growth for the Norwich urban area and fringe parishes will account for 32,691 new houses in the area, which will provide around 66% of the total growth in the GNLP during the plan period.
- 5.33 It is noted that the ‘Norwich fringe’ includes: Colney; Costessey; Cringleford; Drayton; Easton; Hellesdon; Old Catton; Sprowston; Taverham; Thorpe St. Andrew; Trowse; and the remainder of the Growth Triangle.

- 5.34 Therefore, the remaining 34% of the housing growth will need to be found across the other areas that make up the Greater Norwich Local Plan.
- 5.35 Policy 7.1 identifies that there are 26,019 existing deliverable commitments, including an uplift, across the Norwich Urban Area, including the fringe parishes. There are 6,672 new houses being proposed, giving a total of 32,691 during the plan period of 2038.
- 5.36 On this basis, approximately 20.4% are new housing allocations.

Policy 7.2 The Main Towns (para. 345-370)

- 5.37 Wymondham is identified in the GNLP as a 'Main Town', (para. 345).
- 5.38 The vital role that towns play in the rural economy, is acknowledged, and supported. Indeed, Welbeck Land welcome the acknowledgement in the GNLP that *"they are engines of rural growth and it is important that they are enabled to grow at appropriate scales, having regard to infrastructure and environmental issues, to enable them to thrive."*
- 5.39 Wymondham has a population of approximately 14,500 people and is one of the County's larger market towns. It is the largest settlement in South Norfolk District. Wymondham is situated nine miles from Norwich and is well-connected to local road and rail networks.
- 5.40 Wymondham as a town is located to the south-west of Norwich. It is close to the A11 and is served by 2x separate junctions, with the B1172 dissecting the centre of the town.
- 5.41 Wymondham also benefits from having its own train station. It also has a series of education and health care facilities, and it also has a wide variety of shops, facilities, and other amenities. These are well documented in the adopted WAAP.
- 5.42 It can therefore be seen and agreed that Wymondham is a highly sustainable location. As such, Welbeck Land are therefore happy to agree and support that Wymondham is identified as a 'Main Town' in Policy 7.2, and as per the settlement hierarchy.
- 5.43 It is interesting to note that the GNLP have identified 550 additional homes *"to support the continued vitality of Aylsham and to locate an appropriate amount of growth in this main town"* (para. 352)
- 5.44 Para. 358 raises concern with Diss as a location for growth: *"While delivery of housing has been good in recent years, associated environmental constraints place limits on the potential for housing expansion. Local evidence¹¹¹ shows that traffic constraints, particularly on Victoria Road, also reduce the potential for significant additional expansion."*
- 5.45 Therefore, despite having identified reservations about the ability of the town to delivery housing growth, the GNLP still sees fit to allocate 400 new houses to Diss.
- 5.46 Harleston is identified as having good transport links, and therefore has further allocations of 555 new dwellings across two sites.

- 5.47 It is notable that the GNLP has chosen not to make any allocations at Long Stratton at the Reg 19 stage, and instead are relying on the existing allocations through the Long Stratton Area Action Plan.
- 5.48 Para. 367 notes that a total of 150 new houses have been identified for Wymondham across the two sites in GNLP Reg 19 document. Further growth is reliant on the delivery of the sites within the Wymondham Area Action Plan.
- 5.49 The supporting text refers to several significant infrastructure benefits for the town of Wymondham. This includes the access to the 'Cambridge-Norwich Tech Corridor'; the improvements to water capacity being proposed by Anglia Water; and the improved access to the railway station.
- 5.50 As a consequence, it should therefore reasonably follow that with the suitability and sustainability of Wymondham, reinforced by the infrastructure referred to in the supporting text, Wymondham should accommodate a proportionally significant amount of the future growth for the 'Main Towns' as part of the GNLP.
- 5.51 Policy 7.2 identifies a total of 6,806 new houses towards the Main Towns, which is 14% of the growth during the plan period. This is made up of 5,151 of existing commitments and 1,655 new allocations. On this basis, 24.3% are new housing allocations.

Table from Policy 7.2 The Main Towns

| MAIN TOWN | EXISTING COMMITMENTS | | NEW ALLOCATIONS | | TOTAL HOUSING OVER PLAN PERIOD 2018-38 | | |
|-------------------------|----------------------|---------|-----------------|---------|--|---------|-------|
| Aylsham | 229 | (4.4%) | 550 | (33.2%) | 779 | (11.4%) | +7% |
| Diss (with part Roydon) | 363 | (7%) | 400 | (24.2%) | 763 | (11.2%) | +4.2% |
| Harleston | 172 | (3.3%) | 555 | (33.5%) | 727 | (10.7%) | +7% |
| Long Stratton | 1,922 | (37.3%) | 0 | (0%) | 1,922 | (28.2%) | -9.1% |
| Wymondham | 2,465 | (48%) | 150 | (9.1%) | 2,615 | (38.4%) | -9.6% |
| TOTAL | 5,151 | (100%) | 1,655 | (100%) | 6,806 | (99.9%) | |

- 5.52 The simple calculations above clearly demonstrate that there is a reliance on the existing commitments at both Long Stratton and Wymondham, both of which have Area Action Plans in place. In reality, many of the sites in these Area Action Plans have already failed to meet their expected delivery timeframes, a fact that should surely bring into question the confidence in these sites.
- 5.53 It is therefore considered that there is a fundamental flaw in the continued reliance of the delivery of existing sites in these Area Action Plans, at the expense of properly considered growth across all of the Main Towns.
- 5.54 Aylsham, Diss and Harleston account for almost 91% of the new allocations in the emerging GNLP, whilst Wymondham and Long Stratton account for less than 10%.
- 5.55 Welbeck Land therefore strongly disagrees with the approach being taken towards the spatial distribution of strategic growth, especially across the Main Towns.

Policy 7.3 – The Key Service Centres (para. 371-379)

- 5.56 The GNL Reg 19 documents is proposing that the 9x identified Key Service Centres of: Acle; Blofield; Brundall; Hethersett; Hingham; Loddon / Chedgrave; Poringland / Framingham Earl; Reephams; and Wroxham, will provide 3,679 homes, which is around 7% of the proposed housing growth over the plan period.
- 5.57 Given existing commitments, the focus of additional housing growth is being directed towards the 4x Key Service Centres of: Acle; Hethersett; Hingham; and Loddon / Chedgrave.
- 5.58 It is noted that the sustainability of Hethersett is identified in para. 372. This includes close proximity to Norwich and the Cambridge-Norwich Tech Corridor; its good range of services; and good links to Wymondham. Development in Hethersett is being directed towards the north and west of the village, with a strategic gap being identified between Wymondham and Hethersett, focussed on Kett's Oak.
- 5.59 The aspiration for a strategic gap between the settlements of Wymondham and Hethersett is noted. Although not part of the area identified in the GNL's "Green Infrastructure Map" for Wymondham, the land north of Tuttle Lane East could help to deliver an enforceable boundary to this northern part of the town.
- 5.60 Policy 7.3 identifies a total of 3,679 new houses to be delivered by the Key Service Centres during the plan period (2018-38). There are 2,984 existing commitments and 695 new allocations. On this basis, 18.9% are new housing allocations.

Policy 7.4 Village Clusters (para. 380-388)

- 5.61 The GNL Reg 19 document is proposing that Village Clusters will provide 4,220 homes through existing commitments and further allocations. This is around 9% of the total for the plan period to 2038.
- 5.62 It is noted in para.382 that a separate South Norfolk Village Clusters Housing Site Allocations Local Plan is being produced, for a minimum of 1,200 homes in addition to the 1,392 already committed in the Village Clusters.
- 5.63 In the absence of this document, and its associated evidence base, the quantum of growth being proposed cannot be relied upon.
- 5.64 It is this approach to the Village Clusters, and specifically the South Norfolk Village Clusters, that Welbeck Land is strongly opposed to.
- 5.65 The minimum 1,200 new homes in the South Norfolk Village Clusters therefore represents almost a 50% increase on the committed development.
- 5.66 This would appear at odds with the approach taken by the GNL towards the larger more sustainable settlements, notably the Main Towns or Key Service Centres.

- 5.67 This radically different approach towards guiding future development needs to be fully and properly understood, as it would appear a significant departure from the previous approach being advocated in the Reg 18(c) of the GNLP, and also contrary to what is considered to be good and sound sustainable planning.
- 5.68 Para. 381 suggests providing this level of growth in Village Clusters will promote social sustainability and will help support rural life and services. The GNLP Reg 19 document also suggests that this approach will also benefit small-scale builders and will provide choice to the market in helping to ensure the delivery of housing in popular village locations.
- 5.69 However, it is suggested that the approach outlined in para. 381 can also be met by the promotion of 'windfall sites' which allows for "*very small developments limited to 3 to 5 homes, adjacent to settlement boundaries*" (para.379 for Key Service Centres).
- 5.70 Para. 387 states that "*policies 1 and 7.4 also support windfall development for affordable housing in the village clusters in both Broadland and South Norfolk, with some market housing permitted where it supports viability, including self/custom-build. The policies allow for infill and small extensions in those parts of village clusters which have a settlement boundary.*"
- 5.71 It is therefore questioned whether the approach being taken with the Village Clusters is actually needed, or indeed is needed to the level of housing growth being proposed, when the approach to 'windfall sites' is being actively promoted through the GNLP as well.
- 5.72 The wording of Policy 7.4 refers to supporting a range of sites within Village Clusters. The policy goes on to say this can be achieved by providing new sites, along with infill development in settlement boundaries, with additional sites being provided by affordable / market housing schemes.
- 5.73 This is in addition to the potential for 'windfall sites.'
- 5.74 As a result, although this approach may appear commendable, it must be noted that this could also be unregulated. Unlike the Urban Area; Main Towns; or Key Service Centres, there are no specific allocations identified for some of the Village Clusters. Instead, there is a large pot of housing growth that still needs to be found. How can this be regulated, or equally proportioned to make sure it meets the aim of supporting a mix of housing sizes and types across the Village Clusters? Is this not the purpose of the 'windfall sites' approach, which would be better suited to this purpose?
- 5.75 'If' it is believed that the wording in the policy stating: "*The cumulative amount of windfall development permitted during the plan period should not have a negative impact on the character and scale of settlements in any village cluster*" is sufficient to control unregulated growth, then surely this wording and the approach to 'windfall sites' is sufficient in its own right, and there is no need to identify such large numbers to Village Clusters in the first instance.
- 5.76 There remain grave concerns at the new approach the GNLP is now advocating within the Regulation 19 document, which has not previously been proposed.

- 5.77 It is therefore questioned how this approach has been reached, and on what basis it is considered to be the best approach to the distribution of housing growth as the spatial strategy for such a vast and widely differing area.
- 5.78 Welbeck Land therefore does not agree with the approach being taken towards Village Clusters, and it is suggested in the absence a proper and evidenced approach, then this strategy is totally unjustified and unsound.
- 5.79 The 'Housing Comparison Table' set out below, compares the housing identified between the various Reg 18 and Reg 19 documents.
- 5.80 It has considered the difference in existing sites and proposed allocations, and comments on the different approaches taken by the GNLP.
- 5.81 It should be noted that only the Broadland Village Clusters have been added and analysed as part of the 'Housing Comparison Table'.
- 5.82 The South Norfolk Village Clusters are being calculated in their own separate document, that forms part of the total 9% from Policy 7.
- 5.83 At the time of writing, the South Norfolk Village Clusters Housing Allocations Plan was looking to identify 1,200 new homes across South Norfolk. Further consultation on the document is anticipated later in 2021.

HOUSING COMPARISON TABLE: comparing the housing identified between the various Reg 18 and Reg 19 documents

| Location | Reg 19 Existing Deliverable | Reg 19 New Allocations | Reg 19 Total Deliverable Housing Commitment | Reg 18a (Site Proposals and Growth Options) | Reg 18b (New Revised and Small Sites) | Reg 18(c) (Site Assessment) | Comments |
|----------------------------|-----------------------------|------------------------|---|---|---------------------------------------|-----------------------------|--|
| Main Towns | | | | | | | |
| Aylsham | 229 | 500 | 779 | - | 40 | 300 | Additional 250 dwellings considered as reasonable alternative site (GNLP0596), and 300 dwellings a neighbourhood centre and community/retail use, primary, riverside country park as (GNLP0336). Reasonable alternative sites have not been allocated due to the lack of evidence regarding delivery, despite the desperate need for a new school site, and subject to further requirements for additional growth. |
| Diss (with part of Roydon) | 363 | 400 | 763 | - | - | 400 | Allocated sites have been put forward on the basis of alleviating existing traffic and infrastructure issues. Two sites have been identified as reasonable alternatives under if additional growth is needed. |
| Redenhall with Harleston | 172 | 555 | 727 | - | - | 450 | No reasonable alternatives sites have been identified. It must be questioned why the later stage of the plan has not accounted for additional growth or reasonable alternative sites / contingency sites. |
| Long Stratton | 1922 | 0 | 1922 | - | - | 0 | No preferred or reasonable alternative sites have been identified, despite the transitioning of Long Stratton from Key Service Centre to Main Town. Due to existing committed developments no further allocations have been provided. |

| | | | | | | | |
|----------------------------|-------------|-------------|-------------|---|-------|-------------|--|
| Wymondham | 2465 | 150 | 2615 | - | - | 100 | Wymondham had several Reasonable Alternative sites identified at Reg 18(c). However, none of these have been taken forward at Reg 19. |
| Total | 5151 | 1655 | 6806 | | | 1250 | It cannot be seen as a reasonable approach for smaller Key Service Centres and Village Clusters (below) to provide allocations and reasonable alternatives in order to take additional growth later in the plan period, which could be better provided at sustainable locations, such as the Main Towns. |
| Key Service Centres | | | | | | | |
| Acle | 200 | 340 | 540 | - | 150 + | 200 | No reasonable alternative sites have been identified in Acle. The allocated sites within the Reg 18(c) are disconnected from the residential area of Acle other than GNLP2139 near Acle High School. This Key Service Centre has more anticipated growth than Wymondham in the Reg 19. |
| Blofield | 301 | 15 | 316 | - | 34 + | 15 | Blofield has taken one new housing allocation, for 15 dwellings, due to the number of existing commitments. Blofield is therefore not taking the amount of growth that would be suitable for its size in the settlement hierarchy. Concerns have been raised over the existing infrastructure capacity and suitability however, Blofield could look to integrate suitable infrastructure with a reasonable alternative site allocation to provide required additional growth later in the plan period. |
| Brundall | 175 | 0 | 175 | - | 6 | 0 | Significant revision from Reg 18 to Reg 19 is required. The provision of allocations is grounded by the existing commitments. |

| | | | | | | | |
|-----------------------|------|-----|------|---|---|-----|--|
| | | | | | | | However, where reasons for dismissal have arisen, they have contradicted the evidence given within the HELAA site assessment. |
| Hethersett | 1375 | 0 | 1375 | - | - | 200 | Hethersett have no new allocations within the Reg 19 due to the existing commitment of 1,375 dwellings on allocation HET1. The further 200 houses identified at Reg 18(c) have not been taken forward to Reg 19. Provision of additional infrastructure in the form of 42 dwellings and / or sheltered housing / housing with care has been considered as a reasonable alternative site. |
| Hingham | 20 | 100 | 120 | - | - | 100 | There has been no change from the Reg 18(c) stage to Reg 19 allocation. It must be re-stated that the inclusion of a reserved site should be brought into the Plan in order to account for additional growth within the Key Service Centre. The centre has received 20 existing commitments, which for its level in the settlement hierarchy is significantly below its size. |
| Loddon / Chedgrave | 206 | 240 | 446 | - | - | 200 | Loddon and Chedgrave have an existing committed development total of 206 which accounts for the allocation from Reg 18(c) stage. These settlements are the third largest allocations within the Key Service Centre group. Several discarded sites are detached from the settlement and are understandably removed from the future allocations. However, GNLPO541, 0313, 2032, 0314 and 0372 could be investigated for accommodating additional growth. It is suggested that additional growth be accounted for within a reasonable alternative |

| | | | | | | | |
|-------------------------------|-------------|------------|-------------|---|-----------------|------------|--|
| | | | | | | | site or more effectively a reserved allocation with trigger date. |
| Poringland / Framlingham Earl | 547 | 0 | 247 | - | - | 0 | Despite medium levels of existing commitments in comparison to other Key Service Centres, Reasonable Alternatives or Contingency Sites should be identified in the case of non-delivery and/or additional growth. There are substantial opportunities for additional growth towards the end of the plan period. |
| Reepham | 155 | 0 | 155 | - | 5 + unspecified | 0 | Reepham has acquired 155 existing committed dwellings. In comparison to other Key Service Centres this is relatively low. There are opportunities for the successful development of land close the centre of the settlement that could act as sustainable and suitable growth for Reepham. |
| Wroxham | 5 | 0 | 5 | - | 100 | 0 | The 'unreasonable' site GNLP2131 clearly infers that the site has the potential to provide suitable growth for the settlement. Reg 18(b) has clearly identified the potential for 100 homes to be provided. The existing commitments are very low with 5 dwellings and the reasoning for rejected sites belongs to the category of road infrastructure capacity. This site should be at least allocated as a reserved site for 100 dwellings and infrastructure improvements as a result of development. |
| Total | 2984 | 695 | 3679 | | | 715 | |

| Location Village Clusters (Broadland) | Existing Deliverable Reg 19 | Reg 19 No. of Homes | Total Deliverable Housing Commitment | Reg 18a (Site Proposals and Growth Options) | Reg 18b (New Revised and Small Sites) | Reg 18c (Site Assessment) | Comments (section includes Broadland locations only.) |
|---|-----------------------------|---------------------|--------------------------------------|---|---------------------------------------|---------------------------|---|
| Blofield Heath and Hemblington | 52 | 22 | 74 | 54 - 140 | - | 15-20 | No reasonable alternative sites have been included. There are 5 'unreasonable' sites which could be revisited later in the plan period should additional growth be required. |
| Buxton with Lamas and Brampton | 52 | 22 | 74 | 54 - 140 | - | 30-40 | It is noted that site GNLP3016 for 20 affordable rented houses, has not been allocated or identified as a reasonable alternative site. The site description identifies it a highly suitable and deliverable that should progress now instead of waiting for the Local Plan process. |
| Cantley | 26 | 11 | 37 | 27 - 70 | - | 0 | At Reg 18(c) stage no allocations were sought. The Reg 19 consultation has identified that there are approx. 26 houses already committed with a further 11 to be brought forward as a new allocation. It should be questioned why a small village, that has not put forward sites for consideration, is now at Reg 19 stage with existing commitments and future unidentified growth. |
| Cawston, Brandiston and Swannington | 78 | 33 | 111 | 81 - 210 | - | 30-40 | The site allocated is part of a larger allocation however, this does not consider the policies in the Reg 19 suggesting all settlements to have reserve alternative sites for additional future growth. |
| Colishall, Horstead with Stanninghall and Belaugh | 78 | 33 | 111 | 81 - 210 | - | 20-25 | The site allocated GNLP2019 is considered to be the only reasonable site in the Village Cluster. This site is outside of the settlement boundary, which has a sporadic settlement pattern. There are several sites towards the centre of the |

| | | | | | | | |
|--|----|----|-----|----------|---|-------|--|
| | | | | | | | settlement that with careful planning and design could provide suitable development for future growth. |
| Foulsham and Themelthorpe | 52 | 22 | 74 | 54 - 140 | - | 12-15 | Despite the allocation of 12-15 dwellings in the Reg 18(c) site assessment, the Village Cluster has not identified reasonable alternative sites. This is despite the emphasis on increasing development in Village Clusters as shown by the figures in Section 5 Table 7. |
| Freethorpe, Halvergate and Wickhampton | 78 | 33 | 111 | 81 - 210 | - | 30-40 | The Reg 18(c) allocation is far below the identified number in Reg 18(a). Site GNLP2033 should only be allocated for further growth if required later in the plan period. |
| Frettenham | 26 | 11 | 37 | 27 - 70 | - | 0 | Frettenham has not put forward any preferred or reasonable alternative sites in the Reg 18 stage. However, with the projected total commitment figures evidenced in Table 7 suggests substantial growth in Village Clusters, the village has been allocated an average growth of 22 dwellings. |
| Great and Little Plumstead | 52 | 22 | 74 | 54 - 140 | - | 0 | Similarly, to Frettenham, Great and Little Plumstead have not put forward any contributions to housing allocations in the Reg 18 stage. Site GNLP0328 could be allocated with the addition of infrastructure works provided as part of its development. |
| Hainford | 26 | 11 | 37 | 27 - 70 | - | 0 | Site GNLP0393 could contribute towards the provision of growth identified for Village Clusters in Table 7. It is suggested that to meet and surpass the 'identified' need this site should be brought forward to at least a reasonable alternative site. |

| | | | | | | | |
|---|-----|----|-----|-----------|---|-------|--|
| Hevingham | 26 | 11 | 37 | 27 - 70 | - | 0 | The site assessment description for Hevingham has stated that the cluster could accommodate the development of 20-50 additional homes. It is questioned whether additional housing growth would be better directed towards Main Towns and Key Service Centres with superior infrastructure and connectivity. |
| Horsford, Felthorpe and Haveringland | 78 | 33 | 111 | 81 - 210 | - | 30-40 | The allocated site GNLP0059 is reliant on access via the junction with Holt Road which is not suitable for additional traffic. Emphasis should be placed on housing growth in larger settlements in the hierarchy to prevent the overloading of existing village road networks and infrastructure. |
| Horsham and Newton St Faiths | 52 | 22 | 74 | 54 - 140 | - | 20-30 | The allocated site is proposed for a development smaller than the allocation to reflect the limited capacity at the local primary school. Additional growth would be better suited to larger communities and settlements with educational capacity, or the provision of new educational facilities. |
| Lenwade, Great Witchingham, Weston Longville, Alderford, Attlebridge, Little Witchingham and Morton on the Hill | 182 | 77 | 259 | 189 - 490 | - | 15-20 | Road infrastructure limitations and road safety prevents the Village Clusters from providing additional allocations for growth. Other 'unreasonable' sites have been discounted due to their location and separation from the main settlement. |
| Lingwood and Burlingham, Strumpshaw and Beighton | 104 | 44 | 148 | 104 - 280 | - | 50-60 | The village cluster for Lingwood and Burlingham, Beighton and Strumpshaw have provided housing allocations and reserved sites far in excess of those in other Village Clusters. Due to the larger size of the village cluster, existing |

| | | | | | | | |
|--------------------------------------|----|----|----|----------|---|-------|--|
| | | | | | | | infrastructure has better capacity to deal with the additional growth. |
| Marsham | 26 | 11 | 37 | 27 - 70 | - | 25-35 | Additional reasonable alternative sites have not been considered on the basis that the allocated site cannot provide the capacity identified. In addition to this, highways issues prevent suitable allocations coming forward. |
| Reedham | 26 | 11 | 37 | 27 - 70 | - | 40-60 | Two sites were brought forward in the Reg 18(c) stage that meet the capacity identified for the cluster. No additional reasonable alternative sites have been brought forward to meet in excess of the 'need' identified in Table 7. Furthermore, it is noted the two sites allocated in the Reg 18 stage have issues with highways, warranting further investigation. |
| Salhouse | 26 | 11 | 37 | 27 - 70 | - | 12-15 | Within Stage 5 and 6 of the site investigations it was identified that only one site, GNLPO188, was appropriate for allocation to meet the capacity identified for the cluster. However, this allocation only constitutes 12-15 dwellings. |
| South Walsham and Upton with Fishley | 52 | 22 | 74 | 54 - 140 | - | 20-25 | One site has been put forward for allocation within the Reg 18 stage. This site has the capacity for a slightly higher number of dwelling than suggested by the school capacity. However, highways improvements will be required to facilitate any growth to the village cluster. |
| Spixworth and Crostwick | 52 | 22 | 74 | 54 - 140 | - | 0 | No sites have been identified as preferred or as reasonable alternative. There are 27 dwellings already committed in the Village Cluster. However, further development in the settlement would be considered unreasonable on the |

| | | | | | | | |
|--------------|-------------|------------|-------------|--------------------|----------|------------|---|
| | | | | | | | grounds of disconnection from the village and lack of existing infrastructure for pedestrians to access the primary school. |
| Total | 1144 | 484 | 1628 | 1184 - 3080 | - | 465 | |

6. Greater Norwich Local Plan Evidence Base

- 6.1 The Wymondham Assessment Booklet documents all of the comments collected from the Reg 18(c) public consultation period. To accompany this, there were also detailed site assessments carried out of the 'reasonable alternative' sites for Wymondham.
- 6.2 Of particular interest to these representations is site GNL0006 Land to the north of Tuttle Lane east, Wymondham. The site was deemed to be a 'reasonable alternative', despite being found to be both suitable and viable. The site was also described as being within easy access of a range of services, and therefore should be considered sustainable.
- 6.3 Additionally, sites should be considered highly acceptable if they were part of a comprehensive approach to the development of the area, which then help to deliver strategic infrastructure. As part of the Cambridge-Norwich Tech Corridor and key growth area, it would be rightly assumed that GNL0006 would be a key site that would sustainably contribute to the expansion and allocated growth for Wymondham.
- 6.4 It is further noted within the Reg 18(c) Site Assessment Booklet for Wymondham page 35, that there is an identified total deliverable housing commitment for Wymondham of between 2,563 and 3,563 homes between 2018- 2038. These previous figures include for an additional 1,000 homes on GNL0006, as a reasonable alternative site. A contingency figure of 1,000 units was therefore identified for Wymondham, although no sites were identified.
- 6.5 The question therefore must be what has changed in Wymondham since the GNL Reg 18(c) document? Why has the contingency of 1,000 units no longer being included? And what formal planning process was used to support and sustain the decision to dismiss the reasonable alternative sites?
- 6.6 It will be interesting to understand how these decisions have been reached, when considered against the infrastructure requirements in the key growth areas, that will aid the provision of creating sustainable communities. For example, Norfolk County Council have made it clear that there is considerable pressure at Wymondham for secondary pupil places, which would not be able to cope with further growth without new school provision.
- 6.7 Welbeck Land have held discussions with Norfolk County Council Education and Wymondham High School. GNL0006 can successfully provide and implement the relocation and enhancement of the Secondary School and Sixth Form Education Facility. This invaluable infrastructure provision could cater for the required growth within Wymondham, which would aid successful growth within the Key Growth Areas, as identified within Policy 1 of the GNL.
- 6.8 It is noted that HELAA allocated site (GNL3013) sits well within the settlement form. However, it is suggested that the site would start to protrude out into the countryside, if brought forward in isolation as per the current allocation in Reg 19. It would sit far better by being carefully considered and brought forward as part of a wider sustainable expansion for Wymondham.
- 6.9 Welbeck Land do not agree with the absence of "reasonable alternative sites" for Wymondham, and especially the reluctance of the GNL to provide reserve sites for further additional growth

towards the end of the plan period. Development at Norwich and along the Tech Corridor will create an increasingly strong and economically attractive region, thereby driving the availability of funding as per Policy 1 for new infrastructure that caters for further strategic development.

GNLP Compliance

- 6.10 When the GNLP is adopted, it will supersede the current joint Core Strategy (JCS) and the Site-Specific Allocations and Policies Document, both dated October 2015. However, it is noted that it will not replace the existing Wymondham Area Action Plan (AAP).
- 6.11 The Draft GNLP has recognised that it has been prepared under transitional arrangements ahead of implementation of the new system for plan-making set out in the White Paper. It is noted that the Draft GNLP states it *“is highly likely that the GNLP will be superseded by a subsequent local plan produced under the new planning system within a few years of its adoption”*.
- 6.12 Welbeck Land recommends that the current draft GNLP re-assesses the allocations provided prior to the next stage to ensure suitable and sustainable development is achieved within the Settlement Hierarchy. Once this has been achieved it will place SNC in a strong position to amend policies and documents to the new style of planning identified within the Planning White Paper, if it should be adopted.
- 6.13 It is considered it must be better to take an appropriate amount of time to get such an important document, which includes direction for future growth, correct rather than to rush forward at haste only to have to review again in the short term.

Flooding and Drainage

- 6.14 Cannon Consulting Engineers have considered the evidence base provided to support the GNLP Reg 19 document, in relation to the site on land north of Tuttles Lane East, Wymondham. This includes the Strategic Flood Risk Assessment (SFRA) that accompanies the Reg 19 document.
- 6.15 When discussing the sites at Wymondham, the SFRA refers to identifying areas for flood management measures to help reduce flows into the River Tiffey. Welbeck Land’s site on land north of Tuttles Lane East is very well location to help reduce the rate of runoff being discharged into the Tiffey.
- 6.16 Anglian Water sewer plans and online mapping show that the adopted surface water sewers serving an area to the south of Tuttles Lane discharge to the watercourse which flows (westwards) through the north-east section of the site. Due to this, the site is well placed to provide some attenuation of stormwater flows from part of the urban catchment of Wymondham.
- 6.17 The inclusion of a flood alleviation basin or basins along the northern bank of the watercourse will make space for water being discharged from Wymondham. Combined with the potential diversion of the watercourse through the area (to create a sinuous channel), the alleviation

basin also offers the opportunity to treat the runoff from Wymondham as well as ecological benefits associated within the channel and its banks.

- 6.18 Providing such attenuation accords with the suggestion in section 6.3.1.2 of the Greater Norwich Level 2 Strategic Flood Risk Assessment (SFRA) that development sites should include additional water, and that Local Planning Authority (LPA), Environment Agency (EA), and Lead Local Flood Authority (LLFA) should work together to identify areas for providing flood alleviation features.
- 6.19 It is noted that the sub-heading of section 6.3.1.2 is “Tiffey Upstream of Wymondham” whereas the land north of Tuttlles Lane East, lies downstream of Wymondham. However, as the SFRA discusses the aspiration for flood alleviation measures is in the context of the wider Tiffey catchment, (which is upstream of Norwich).
- 6.20 As the proposed (developer funded) flood alleviation feature will help attenuate runoff generated from Wymondham before it reaches the River Tiffey, developing land north of Tuttlles Lane East will therefore provide off-site benefits in line within the GNLP evidence base.

Viability Appraisal

- 6.21 It is noted that further viability work has been undertaken as part of the evidence base to support the GNLP Reg 19 document.
- 6.22 Turner Morum LLP previously provided Welbeck Land with an assessment of the “Interim Viability Study” prepared by NPS group (November 2019) as part of the evidence base to support the Reg 18(c) GNLP document. It is noted that a further “Viability Appraisal” was carried out by NPS group (December 2020) to support the Reg 19 GNLP document.
- 6.23 However, there appears to have been limited changes made between the Interim Viability Study (Nov 19) and the Viability Study (Dec 20), so on this basis the majority of the points previously raised by Turner Morum LLP still remain relevant, and unaddressed.
- 6.24 Whilst there is general support for the approach being adopted, there remains concerns regarding the assumptions being made within the Viability Appraisal. It is still suggested that the sales values; build costs; and benchmark land values, are too generic and not backed up by comparable evidence.
- 6.25 It remains the view that larger sites being identified in the GNLP are likely to require the more significant infrastructure obligations i.e., primary schools and health centres, so an assessment of viability and the implications for deliverability is key.
- 6.26 Consideration should also be given to whether it remains viable for some of the larger identified strategic sites, to pay both the Community Infrastructure Levy in addition to the policy requirements of the Local Plan. The use of Section 106 planning obligations to secure infrastructure costs should be properly explored by the GNLP. This approach continues to work well in other parts of East Anglia, with such an approach being successfully adopted and

implemented by Mid Suffolk District Council, which is entirely consistent with the Community Infrastructure Regulations (2019).

- 6.27 It remains unclear if the general comments previously raised by Turner Morum LLP with the Interim Viability Study (Nov 19) have been adequately addressed, so they are reiterated below:
- The document has adopted average market revenues of £279 per ft² for Wymondham, which is considered too high.
 - Based on market evidence the figure should be £250 per ft². The affordable rent values are included at 60% of Open Market Values (OMV) averaging £168 per ft², which is believed to be too high. Based on recent evidence it is suggested that this figure should be between 45%/50% of open market value.
 - The intermediate units (Affordable Homes Ownership) are included at 75% of OMV averaging £212 per ft², which is believed to be too high. Based on recent evidence it is suggest that assuming a shared ownership model, the figure should be between 65% of open market value.
 - The Interim Viability Study document is vague about what the Affordable Housing units are intended to be. However, the GNLP Viability Assessment Paper (2018) is clear that standard intermediate housing are the intended units.
 - A figure of only £193,000 per net acre for strategic infrastructure is included whereas, based on experience of similar viability assessments, this should be approximately double. The approach is to include 20% on-top of BCIS for all external and strategic infrastructure costs, although 10% (as a minimum) would be required for plot externals costs – which leaves the remaining 10% for strategic infrastructure costs.
 - The GNLP analysis does not apply contingency or professional fees to the externals works of strategic infrastructure costs – which is a significant figure that would be further increased if strategic infrastructure cost were included
 - The allowance for finance costs, which are equivalent to juts 1.0% of GDV/ 1.3% of scheme costs, is very low. Based on comparable viability assessments, these costs should be double.
- 6.28 The identification of Wymondham as a Main Town within the settlement hierarchy is supported.
- 6.29 In the interests of ensuring that the Local Plan targets are met in relation to housing growth, and to avoid any ambiguity with the policies of the Greater Norwich Local Plan in terms of forecast growth and how it will be met, it is recommended that Land at Tuttlles Lane East, Wymondham (GNLP00006) should be allocated for housing development.
- 6.30 Allocating site GNLP00006 will provide certainty for a range of stakeholders, not least the local education facilities at Wymondham, and ensure that development and infrastructure can be delivered in a planned and coordinated manner.
- 6.31 It is at this point it is important to reiterate the matters previously made in the representations that were submitted to the Reg 18 (c) document by Bidwells on behalf of Welbeck Land. In particular, these relates to the “Assessment of Deliverability” section, pages 16-22 of those previously submitted representations, which relate to the site’s “suitability”; “availability”; and “viability”. (These are detailed in the previous submissions).

- 6.32 It is recommended that the contingency numbers previously identified within the Reg 18 stage be reinstated and allocated appropriately, in order to prevent ambiguity in where development may or may not be located. By continuing to retain a contingency site at Costessey, it is clear that the GNLP acknowledge they are placing an overreliance on their allocated sites coming forward and being delivered in a timely fashion. Therefore, should one or more sites fail to deliver in the manner or timeframes expected, then the ability to deliver the plan in a coordinated and sustainable manner is undermined.
- 6.33 The allocation of strategic and contingency sites would help to provide certainty for the likes of Norfolk County Council Education, to identify a clear strategy in relation to future infrastructure provision.
- 6.34 The quantum of growth directed towards both the Norwich Urban Area and the Village Clusters in South Norfolk cannot be relied upon without the provision of clear evidence.
- 6.35 The reliance on existing strategic site allocations to deliver is also questionable. For example, the major site at North Rackheath has been allocated since 2010 and earmarked in the AMR (2010-11), for delivery in 2013-14. Since the Reg 18 stage, yet more growth has been forecast for North Rackheath. However, development of the initial allocation is yet to start. It is acknowledged that *“commencement is now behind the milestone”* and is expected to start delivering houses from 2024, (Joint Core Strategy for Broadland, Norwich and South Norfolk, AMR 2018-19, Appendices and Statements, 5th February 2020, p.187).
- 6.36 This clearly reiterates the importance of providing contingency sites in alternative suitable locations, such as Land at Tuttle Lane East, Wymondham (GNLP0006), which is genuinely deliverable within 4 years of the adoption of the Greater Norwich Local Plan.

7. STATEMENT OF COMMON GROUND

- 7.1 It is pleasing to see that the GNLP team are advocating the provision of Statements of Common Ground (SoCG).
- 7.2 It is also helpful that the GNLP have provided a template for SoCG's to follow. It is noted that although the template offers limited ability for information to be provided, *"its importance should not be underestimated"*.
- 7.3 The template also states that *"the GNLP team regards the viability and timely delivery of development as a high priority. Therefore, the working assumption is that without a SoCG a site is unlikely to be allocated"*.
- 7.4 On this basis it must be questioned if this has been achieved for all of the allocated sites.
- 7.5 Welbeck Land support the approach taken by the GNLP towards the use of SoCG. This is considered to be a positive and sound approach to plan making and identifying sites.
- 7.6 Welbeck Land have provided a SoCG, and this is included in Appendix Two of this submission. It should be read in conjunction with the representations provided to the Reg 18(c) stage, notably the 'Assessment of Deliverability' (p.16-22) and especially the Delivery Statement in Appendix 9.

8. SUBMISSION SUMMARY

- 8.1 The identification of Wymondham as a Main Town is supported by Welbeck Land.
- 8.2 The impact of Covid-19, in terms of future housing growth and transport habits, must be properly considered by the GNLP.
- 8.3 Welbeck Land strongly agrees with Paragraph 51 in stating that the “GNLP needs to plan for additional housing needs above and beyond existing commitments based on evidence.”
- 8.4 However, Welbeck Land does not support the spatial growth strategy that is being proposed by the GNLP in the Reg 19 document.
- 8.5 The new approach being taken towards the Village Clusters, based around primary school catchment areas, is not supported, and is considered to be both unsound and unjustified.
- 8.6 When set in context, Policy 1 of the GNLP identifies a total of 1,655 homes as new allocations for the five Main Towns for the period up to 2038. By comparison, Policy 1 identifies a minimum total of 1,682 homes as new allocations for all the combined Village Clusters. Therefore, despite being a lower tier in the settlement hierarchy, the Village Clusters as a whole have a higher number of new allocations when compared to the collective Main Towns.
- 8.7 The requirement to allocate a minimum of 1,200 new homes in the South Norfolk Village Clusters, is based on a document that is yet to be adopted, (the South Norfolk Village Clusters Housing Site Allocations Local Plan). This is in addition to the 1,392 houses already committed in the Villages Clusters in South Norfolk. Therefore, this directs a ‘minimum’ total of 2,592 new homes towards South Norfolk’s Village Clusters.
- 8.8 Welbeck Land do not support the approach that is being taken towards the Village Clusters.
- 8.9 Instead, it is suggested that the approach being taken towards the Village Clusters will, in a large part, be actively fulfilled via the approach to ‘windfall sites’, as promoted through the GNLP.
- 8.10 Therefore, it is proposed that more sustainable settlements should take up any new allocations, or anticipated growth, in place of the Village Cluster approach.
- 8.11 It is therefore considered that the spatial strategy of the GNLP would be better suited to following a more traditional and sustainable approach to the distribution of growth through the agreed settlement hierarchy.
- 8.12 It is also suggested that an inconsistent approach is being taken by the GNLP. Footnote 109 in relation to *Policy 7.1 – The Norwich Urban Area including the fringe parishes* which identifies that “an 800-home contingency site at Costessey will be brought forward if delivery of housing in the GNLP area does not meet local plan targets”. Why is a similar approach not been taken to other sustainable settlements, such as Wymondham?

- 8.13 In the case of South Norfolk, Welbeck Land suggest the site on land north of Tuttlés Lane East, should be allocated for a significant proportion of the housing numbers being identified for the South Norfolk Village Cluster.
- 8.14 The site north of Tuttlés Lane East also has the ability to provide infrastructure requirements that other sites cannot deliver. Some of these requirements have been specifically identified in the GNLP Reg 19 document and its supporting evidence base.
- 8.15 For example, the land north of Tuttlés Lane East is looking to provide a dedicated Sixth Form College, that will assist the existing issues with Wymondham High School and its current location. This is being discussed in conjunction with education stakeholders.
- 8.16 It was all the more surprising when Welbeck Land found that the site has been omitted from any allocation in the latest GNLP.
- 8.17 The masterplan strategy for this site, supported by the Transport Working Note included within Appendix Three, provides the opportunity to create an attractive, sustainable, and inclusive new community in north Wymondham, the district's largest settlement.
- 8.18 The proposed masterplan strategy, coupled with investment in active travel infrastructure and enhanced public transport and EV charging provision, enables more short-distance zero and low carbon trips to take place within Wymondham. This is therefore supportive of achieving the statutory net zero target for carbon reduction.
- 8.19 Conversely, the approach to the (relatively less accessible) Village Clusters that is being taken in the Draft GNLP will inevitably encourage additional, and longer vehicle journeys and this is significant when set against the net zero context and the critical need to manage the transport sector's greenhouse gas (GHG) contributions.
- 8.20 The site is also well placed to help reduce the rate of runoff being discharged into the River Tiffey. There is the ability to provide flood management measures on the site, which would assist with this, and would also help meet the requirements of the SFRA.
- 8.21 The site can also provide a much-needed care home facility for Wymondham as well as a local centre.
- 8.22 Footpaths and cycleways will provide the necessary linkages and connections to the rest of the town and wider area, in terms of creating a truly sustainable development. This will be in addition to the bus enhancements to both infrastructure and service provision along the Tuttlés Lane corridor that have been agreed in principle with NCC. At the same time, the additional landscaping would also assist with providing a definitive edge to the settlement of Wymondham.
- 8.23 The allocation of the Land at Tuttlés Lane East, Wymondham would help to provide certainty to infrastructure providers, such as Norfolk County Council Education.
- 8.24 It is considered that this approach to Wymondham, and similarly other areas of the GNLP, would be 'sound' and 'proper' planning.

- 8.25 Overall, it is therefore proposed that the spatial growth strategy being proposed by GNLP in the Reg 19 documented is unjustified and ineffective, and on this basis, it is therefore considered 'unsound'.
- 8.26 The approach being taken towards simply rolling forward existing, as yet undelivered sites in the Norwich Urban Area (such as parts of the Growth Triangle, and the Carrow Works site), and identifying 'some' alternative sites (such as at Costessey), is both inconsistent and ambiguous to say the least.
- 8.27 The new approach to Village Clusters, being based on primary school catchment areas, is fundamentally flawed. It is also considered that 'windfall sites will act sufficiently in these areas, and instead there should be a larger proportion of growth directed towards more suitable and sustainable settlements.
- 8.28 To ensure that the Local Plan targets are met for future housing growth, it is advised that the Land at Tuttlles Lane East, Wymondham (GNLP00006) should become an allocated site.

JBPL
March 2021



APPENDIX ONE: Illustrative Masterplan





- EXISTING**
- Site boundary
 - Drains / ponds
 - Woodland & hedgerows
 - PROW
- PROPOSED**
- Site access
 - Main roads
 - Secondary roads
 - Potential access link
 - Buffer planting
 - POS
 - GI corridors
 - Housing area
 - Primary / Sixth Form Secondary School
 - Local centre
 - Care home
 - Recreational route
 - NEAP/LEAP (400m walkable distance)
 - Proposed Bus Hub
 - SuDS
 - Attenuation Basin / Indicative Flood Management Area

| Rev. | Date | Details |
|--|------|---------|
| <p>GENERAL Do not scale from this drawing. All dimensions to be checked on site. This plan is to be read with all accompanying documentation. © Bidwells 2020</p> | | |

BIDWELLS Urban Design Studio
Bkiwell House, Trumpington Road, Cambridge CB2 9LD

**WELBECK LAND
LAND AT TUTTLES LANE
MASTER PLAN STRATEGY
REG 19**

Bar Scale: 1:5000 @ A3
 Project Phase: - Date: 09.03.2021 Drawn By: MS Checked By: SH
 Drawing Number: **UDS417666-A3-0109** OS License Number: 100017734
 Job Code: 41766 Revisor: -



APPENDIX TWO: Statement of Common Ground



Greater Norwich Local Plan (GNLP) Site Allocation Statement of
Common Ground (SoCG)

Between

Broadland District Council, South Norfolk Council,
Norwich City Council, Norfolk County Council

And

Site Reference:

Site Address:

Proposed Development:

Introduction

The Greater Norwich authorities want to ensure sites allocated in the GNLP are achievable, where possible wholly compliant with all relevant planning considerations, and deliverable in a timely way. It is with that purpose in mind that landowners, agents and developers with a site likely to be included in the GNLP are being asked to agree a Site Allocation Statement of Common Ground (SoCG). Each SoCG will be available to the inspector appointed to examine the GNLP so that they can satisfy themselves of the commitment to deliver each site and to meeting local plan requirements.

The GNLP Team wants the process of agreeing a SoCG to be a frank but collaborative process for all parties concerned. In the case of most sites, this process is likely to commence in Autumn 2020 and conclude in 2021 as the Regulation 19 submission draft of the GNLP is finalised. For other sites, for example where development may entail abnormal costs, discussions may continue in to 2022, as the GNLP reaches its examination in public.

This SoCG template has been designed with consideration to the possibility of future planning reforms. It is deliberately straightforward and only asks the questions that any landowner, agent, or developer would naturally ask themselves. The template only requires 700 words of written response to complete, but its importance should not be underestimated.

The GNLP Team regards the viability and timely delivery of development as a high priority. Therefore, the working assumption is without a SoCG a site is unlikely to be allocated.

General Guidance

When completing the SoCG template please be precise. For example, in the description of development proposed, use the appropriate GNLP four-digit reference code, as well as giving a site address (including a postcode or eastings/northings reference).

Signatories to the SoCG should include all relevant parties with a role in bringing forward the proposed development. This should include all landowners, agents, developers, and possibly end-users of the development (if known).

Greater Norwich Local Plan (GNLP)

The SoCG template contains a series of free-text questions that are designed to be answered within 100 words. If for whatever reason answering one or more of these questions is not possible or proves difficult site promoters are welcome to seek guidance from the GNLP Team. This may lead to completing the SoCG with a description of what issues remain for resolution at a future date.

Completing this SoCG template should be done with reference to the draft policies associated to the GNLP. Notable examples that will likely affect the form of development on site and its construction costs include:

- Provision of green infrastructure and suitable alternative green space (known as SANGS) under Policy 2 Sustainable Development and Policy 3 Environmental Protection and Enhancement; and,
- Obligations for affordable housing under Policy 5 Homes.

It should also be noted that completing a SoCG is a separate exercise from other data requests made by the Greater Norwich Local Plan Team, or the Greater Norwich authorities. For example, this is a separate exercise to the Five-year Housing Land Supply statements that are requested for the Annual Monitoring Report.

Commercially Sensitive or Other Confidential Information

By submitting a SoCG you are consenting to the details about you and your site/s being published and available for public viewing. Any information that you consider to be confidential or commercially sensitive and would not want published should be excluded from this form.

By signing you are agreeing to the information provided being to the best available knowledge accurate, and that it can be used in preparation of the Greater Norwich Local Plan (GNLP) – and used in evidence at the public examination of the GNLP.

1. Please provide a commentary on the site's progress in respect to the three tests of being available, suitable, and deliverable.

[Approximately 100 words recommended]

2. Please provide a commentary on any land ownership constraints that may affect or delay development of the site.

[Approximately 100 words recommended]

3. Please provide a commentary on progress to making a planning application – such as pre-application advice, or if planning permission exists on all or part of the site.

[Approximately 100 words recommended]

4. Please provide a commentary on the site's delivery, for example a predicted start-on-site, the annual rate of delivery, and the development's likely completion date.

[Approximately 100 words recommended]

5. Please provide a commentary on engagement held with statutory bodies and if any agreements have been made.

[Approximately 100 words recommended]

6. Please provide a commentary on any known technical constraints about the site – such as but not limited to highways, heritage, or ecology.

[Approximately 100 words recommended]

7. Please provide a commentary on community benefits the site will offer – such as but not limited to land and/or buildings for education and community provision.

[Approximately 100 words recommended]

Greater Norwich Local Plan (GNLP)

| | |
|---|------|
| Signed on Behalf of the Greater Norwich Development Partnership | Date |
|---|------|

| | |
|---------------------|------|
| Signed on behalf of | Date |
|---------------------|------|



NORWICH
City Council



Working with



Norfolk County Council



James Bailey
PLANNING

APPENDIX THREE: Transport Working Note



Land North of Tutttles Lane, Wymondham

REGULATION 19 CONSULTATION RESPONSE:
TRANSPORT WORKING NOTE

basfordpowers



| PROJECT | | | |
|----------------|--|---------|--|
| Document Title | Transport Working Note | | |
| Project Name | Land North of Tuttlles Lane, Wymondham | | |
| Author | Jane Powers, BasfordPowers Ltd. | | |
| Reviewer | Lynn Basford, BasfordPowers Ltd. | | |
| Company Name | Welbeck Strategic Land III Ltd. | | |
| Date | Status | Version | |
| 11 March 2021 | Final | 01 | |

Table of Contents

| | | |
|----------|--|-----------|
| 1 | Introduction..... | 1 |
| | General | 1 |
| | Stakeholder Consultation | 3 |
| | Scope & Structure | 4 |
| 2 | Policy Compliance | 5 |
| | General | 5 |
| | Policy & Strategy Developments..... | 5 |
| | Draft GNLP Compliance | 11 |
| | Village Clusters..... | 15 |
| 3 | Accessibility | 17 |
| | General | 17 |
| | Accessibility Mapping | 17 |
| | Site’s Walking Catchment | 18 |
| | Site’s Cycling Catchment..... | 21 |
| | Comparison with SA Criteria | 22 |
| 4 | Public Transport Strategy | 27 |
| | General | 27 |
| | Bus Strategy | 28 |
| 5 | Design Feasibility | 30 |
| | General | 30 |
| | Proposed Measures | 30 |
| | ATZ Review..... | 32 |
| 6 | Summary & Conclusion | 35 |
| | Summary | 35 |
| | Conclusion..... | 38 |

| | | |
|----|--------------------------------|----|
| A. | Master Plan Strategy..... | 39 |
| B. | Stakeholder Discussions..... | 41 |
| C. | Accessibility Plans..... | 43 |
| D. | Waterman Drawings..... | 45 |
| E. | ATZ Review Technical Note..... | 47 |

Executive Summary

- E1 BasfordPowers, Waterman and Sterling have been retained by Welbeck to provide transport and highways advice in connection with the Site (Ref.: GNLP0006) north of Tuttlles Lane, Wymondham South Norfolk.
- E2 The Site is currently agricultural land located directly north of the town's existing northern settlement boundary.
- E3 A master plan strategy has been developed for the Site, comprising approximately up to 700 dwellings and a care home, with provision for a Local Centre, a primary school and a new sixth-form college for Wymondham High.
- E4 This Transport Working Note has been prepared to provide an update on evidentiary material to inform the Regulation 19 consultation process for the Greater Norwich Local Plan (GNLP), referred to here as the Draft GNLP.
- E5 The master plan strategy is supported by a sustainable transport strategy which seeks to improve low carbon transport networks both on and off Site. It fully complies with the emerging transport and access policies set out in the Draft GNLP.
- E6 This Transport Working Note retains accessibility mapping work undertaken for the Site and considers this in relation to the accessibility work reported in the sustainability appraisal work carried out for the Draft GNLP at the Regulation 18 stage.
- E7 This Transport Working Note also provides details of the Site's proposed public transport strategy, which has been discussed further with key transport stakeholders. This strategy seeks to develop the bus corridor along Tuttlles Lane and has been agreed in principle with Norfolk County Council (NCC).
- E8 This Transport Working Note also identifies proposals for off-Site infrastructure to support and improve walking, cycling and public transport in the locality and reports the findings of an Active Travel Zone (ATZ) review.
- E9 The proposed master plan strategy itself, coupled with investment in active travel infrastructure, enhanced public transport and EV charging provision, enables more short-distance zero and low carbon trips to take place within Wymondham, as well as to and from the District's accessible main settlement, which is supportive of achieving the statutory net zero target for carbon reduction.

1 Introduction

General

- 1.1 BasfordPowers Ltd (BP), with Waterman Infrastructure & Environmental Ltd (Waterman) and Sterling Transport Consultancy Ltd. (Sterling), have been retained by Welbeck Strategic Land III Ltd. (Welbeck) to provide specialist transport and highways advice in connection with the site north of Tutttles Lane, Wymondham, South Norfolk (the “Site”).
- 1.2 Bidwells LLP is providing specialist planning consultancy advice to Welbeck and has developed the master plan strategy for the Site.
- 1.3 James Bailey Planning Ltd. has been appointed to provide specialist planning consultancy support to Welbeck in connection with the Publication draft version of the Greater Norwich Local Plan (GNLP), also called the Regulation 19 Pre-Submission Draft Plan (the “Draft GNLP”) consultation process.
- 1.4 A Site Location Plan is provided in **Figure 1.1** for information.



(Source: provided by Welbeck)

Figure 1.1: Site Location Plan

- 1.5 The Site comprises approximately 54 hectares (ha) of agricultural land located directly north of Wymondham's existing northern settlement boundary. The Site is bounded by Tutttles Lane East and Tutttles Lane West (the B1135) to the south and by Melton Road, a rural road, to the west and north-west. The existing Site access is off Tutttles Lane East, west of the junction with Finderne Drive.
- 1.6 Wymondham itself has a population of approximately 14,500 people and is one of the County's larger market towns; it is the largest settlement in the District. Wymondham is situated nine miles south-west of Norwich and is well-connected to local road and rail networks.
- 1.7 Wymondham is specifically served by the A11 trunk road between Norwich and London, with direct rail links to Cambridge. The town is well located within the Norwich Cambridge Tech Corridor and benefits from close proximity to the Norwich Research Park. The Cambridge Norwich Tech Corridor is an extension of both the Oxford Cambridge Arc and the London Stansted Cambridge Corridor.
- 1.8 South Norfolk Council (SNC) is the Local Planning Authority and Norfolk County Council (NCC) is the Local Highway Authority for the Site.
- 1.9 Welbeck has been engaging with the Greater Norwich Development Partnership (GNDP) on the promotion of the Site, which has the Site Reference GNLP0006.
- 1.10 The master plan strategy is for a residential-led scheme of approximately up to 700 dwellings comprising the following:
- Residential development of approximately 23 ha with up to 700 dwellings.
 - A circa 60 bedroom care home.
 - The master plan strategy allows for 0.5 ha for a Local Centre to meet the daily needs of future residents and the existing surrounding community.
 - The master plan strategy provides an approximately 2.1 ha site for a primary school, should this be required by NCC.
 - The master plan strategy also provides a 2.5 ha site for the provision of secondary education, located as close as possible to the top of Hewitts Lane. This could support the expansion of the existing secondary school, Wymondham High, via a split site solution with provision of a sixth-form college on the Site.
- 1.11 The latest master plan strategy (dated 09 03 2021), prepared by Bidwells, is included at **Appendix A** for information.
- 1.12 Site access proposals for the master plan strategy comprise two vehicular access points on Tutttles Lane, with provision of the main access via a new roundabout junction with Tutttles Lane East and Finderne Drive. A secondary access is proposed via a new roundabout junction with Tutttles Lane East / West and Hewitts Lane. Both these proposed junctions will incorporate pedestrian and cycle crossing facilities over Tutttles Lane.

Stakeholder Consultation

- 1.13 BP, Waterman and Sterling have continued to engage with key transport stakeholders to inform the development of the master plan strategy, including NCC, SNC, Highways England (HE) and First Bus, the main local bus operator. A record of stakeholder discussions is included at **Appendix B** for information.
- 1.14 BP, Waterman and Sterling first met with NCC and SNC representatives on the 30th September 2019 to discuss the transport strategy for the Site and the scope of potential future assessment requirements. Minutes of this meeting are included at Appendix B.
- 1.15 Key discussion points which informed the development and refinement of the Site's master plan strategy and associated transport strategy included:
1. NCC and SNC identified the importance of future-proofing potential inter-site connectivity with the adjacent site (Ref.: GNLP0525R). The principle of a potential linkage (a Type 1 route) to the adjacent site has been safeguarded in the Site's master plan strategy.
 2. The proposed Site access strategy, with two vehicular access points on Tuttle Lane, was agreed in principle by NCC.
 3. NCC identified the need for an off-street footway/cycleway within the Site running north/south parallel with Melton Road, providing a link to Hewitts Lane, which is recognised as an attractive route to the town centre. This was incorporated into the Site's master plan strategy, supported by off-Site pedestrian infrastructure proposals along Hewitts Lane.
 4. Where space permits within the public highway and the Site boundary, a 4m wide shared footway/cycle way along the north side of Tuttle Lane, fronting the Site, has been proposed, as requested by NCC.
 5. The proposed public transport strategy has been re-shaped to enhance bus services on Tuttle Lane, supported by the provision of high quality pedestrian links to new bus stop infrastructure proposed, as preferred by NCC.
 6. The physical extent of future highway assessment work was agreed, stretching the full length of the B1135 Tuttle Lane corridor from the Tuttle Lane West/Chapel Lane junction in the west to the B1135/B1172 Harts Farm Road junction in the east (including the associated A11 Wymondham Bypass slip roads). Video-based traffic count surveys were carried out in February 2020, prior to the first Covid-19 national lockdown.
 7. NCC identified the need to fully provide for electric vehicle (EV) charging infrastructure and this has been built-in to the Site's transport strategy.
 8. Future assessment work will incorporate an element of the scenario planning approach to reflect anticipated future changes in how people live, work and travel, with NCC's agreement.
- 1.16 BP, Waterman and Sterling have maintained engagement with NCC, meeting again virtually on the 24th September 2020. Minutes of this meeting are also included at Appendix B.

- 1.17 HE was previously consulted in relation to the physical extent of the future highway assessment work, referenced in bullet point 6 above. HE’s initial comments, received on the 25th February 2020, are also included at Appendix B for information.
- 1.18 With respect to point 8 above, BP and Sterling worked with the TRICS Consortium to develop the *Guidance Note on the Practical Implementation of the Decide & Provide Approach* (the “TRICS Guidance Note”), which was released by TRICS in February 2021. This TRICS Guidance Note provides transport practitioners with practical guidance on the application of the Decide and Provide (D&P) approach and scenario planning techniques within transport assessment. It will be specifically referred to in future transport assessment work.

Scope & Structure

- 1.19 The Draft GNLP was published on the 1st February 2021. The Draft GNLP sets out the planning strategy for growth in Greater Norwich from 2018 to 2038. The Regulation 19 consultation period extended from the 1st February to the 15th March 2021.
- 1.20 In terms of forward programme, it is currently anticipated that the finalised Draft GNLP will be submitted to the Secretary of State in July 2021; with the Public Examination held in November/December 2021 and the final version of the GNLP adopted in September 2022.
- 1.21 The Draft GNLP recognises that it has been prepared under transitional arrangements ahead of implementation of the new system for plan-making set out in the *Planning for the Future: White Paper* (the “White Paper”), published by the Government’s Ministry of Housing, Communities and Local Government (MHC&LG) in August 2020. This White Paper consults on a wide-ranging package of proposals for reform of the planning system in England.
- 1.22 The Draft GNLP states that it, “is highly likely that the GNLP will be superseded by a subsequent local plan produced under the new planning system within a very few years of its adoption” (3).
- 1.23 BP, Waterman and Sterling have been retained by Welbeck to provide additional consultancy advice to support the evidentiary base for the Site. This work will also inform the Regulation 19 representation being prepared by James Bailey Planning Ltd. on behalf of Welbeck.
- 1.24 Following this introductory section, the Transport Working Note is structured as follows:
- Section 2 considers the master plan strategy’s compliance with the emerging transport and transport-related policies set out in the Draft GNLP. It also identifies key transport policy and strategy developments since the previous Regulation 18 stage.
 - Section 3 sets out the evidence relating to the Site’s accessibility, focussing on zero carbon active travel modes.
 - Section 4 considers the Site’s public transport strategy.
 - Section 5 considers the design feasibility of specific off-Site measures and reports the findings of an Active Travel Zone (ATZ) review.
 - Section 6 provides a summary and conclusion.

2 Policy Compliance

General

- 2.1 This section of the Transport Working Note considers the master plan strategy's compliance with emerging transport and transport-related policies set out in the Draft GNLP. Bracketed references in this section cross-refer to the relevant part of the Draft GNLP.
- 2.2 Since the consultation of the previous Regulation 18 Draft GNLP, which took place between January and March 2020, there have been a number of important transport policy and strategy developments which need to be taken into consideration. These are set out below.
- 2.3 The previous Regulation 18 consultation process also took place before the first national lockdown in response to the Covid-19 pandemic. The subsequent lockdowns have necessitated a sudden, dramatic and prolonged change in people's daily lives, with new routines established. For example, the experience has further accelerated and normalised working from home (where possible) and increased the use of digital platforms and services. As the TRICS Guidance Note (see para. 1.18 above) observes (5.7):
- “Consideration of the immediate and longer term effects on travel behaviour of Covid-19 is to track an unfolding phenomenon. Insights have been changing throughout 2020 and this is likely to continue. However, it is nevertheless helpful to consider a snapshot of its influences”.*
- 2.4 These important transport policy and strategy developments are:
- The Department for Transport's emerging Transport Decarbonisation Plan;
 - NCC's emerging Local Transport Plan (LTP4); and
 - NCC's Wymondham Network Improvement Strategy.
- 2.5 They are considered in turn below.

Policy & Strategy Developments

Decarbonising Transport

- 2.6 The Department for Transport (DfT) published *Decarbonising Transport: Setting the Challenge* in March 2020. In the Ministerial Foreword, it is recognised that transport has a huge role to play in the economy reaching net zero greenhouse gas (GHG) emissions by 2050.
- 2.7 The Transport Decarbonisation Plan (TDP) is an ambitious plan to accelerate the decarbonisation of transport. It will set out in detail what government, business and society will need to do to deliver the significant emissions reduction needed across all modes of transport. It marks the beginning of a conversation to develop the policies needed to decarbonise transport (6.1).
- 2.8 The vision for the TDP set out in the Ministerial Statement includes the following:

- *Public transport and active travel will be the natural first choice for our daily activities. We will use our cars less and be able to rely on a convenient, cost-effective and coherent public transport network.*
- *From motorcycles to HGVs, all road vehicles will be zero emission. Technological advances, including new modes of transport and mobility innovation, will change the way vehicles are used.*
- *Our goods will be delivered through an integrated, efficient and sustainable delivery system.*
- *Clean, place-based solutions will meet the needs of local people. Changes and leadership at a local level will make an important contribution to reducing national GHG emissions.*

- 2.9 The original Autumn 2020 publication date for the final TDP was put back to Spring 2021 owing to the Covid-19 pandemic. At the time of writing this Transport Working Note, its publication is anticipated imminently.
- 2.10 The TDP will put forward a credible implementation plan of how to put the UK's entire transport system on a pathway to deliver the necessary GHG emissions reduction (5.2). As part of the process, an external advisory council, the Net Zero Transport Council, is being set up and will be chaired by the Secretary of State (6.25).
- 2.11 The TDP identifies six strategic priorities for the TDP to deliver a vision of a net zero transport system. These include (Figure 1, p.7):
- *Accelerating modal shift to public and active transport* – this includes helping to make public transport and active travel the natural first choice for daily activities and encouraging cycling and walking for short journeys.
 - *Decarbonisation of road vehicles* – this includes supporting the transition to zero emission road vehicles *through* refuelling and recharging infrastructure.
 - *Decarbonising how we get our goods* – this includes the transformation of 'last mile' deliveries, developing an integrated, clean and sustainable delivery system.
 - *Place-based solutions* – this includes addressing emissions at a local level through the local management of transport solutions.
- 2.12 The TDP states that addressing climate change will deliver on a range of co-benefits including improved public health, reduced air pollution and noise. In doing so, this will improve the places in which we live and work, our health and wellbeing and outcomes for future generations, as well as reducing inequality and promoting a fairer society (1.4).
- 2.13 Transport is now the largest contributor to UK domestic GHG emissions, contributing over one-quarter (28%) of UK domestic emissions in 2018 (1.6). The TDP recognises that cars are the most common mode of transport regardless of the journey type. Some 58% of car journeys in England are under five miles in 2018, with approximately 25% of car journeys under two miles (2.2, Figure 7).
- 2.14 The TDP recognises cycling and walking as the ultimate forms of zero GHG emission transport (2.59).

- 2.15 The TDP acknowledges that, “there is no plausible path to net zero without major transport emissions reductions, reductions that need to start being delivered soon” (5.1). The challenge is not optional (5.1).
- 2.16 This will require changes to people’s behaviours, including encouraging more active travel and the use of public transport, alongside increasing the uptake of zero emission vehicles and new technologies (5.3).
- 2.17 The proposed master plan strategy has its role to play in supporting and providing for carbon-free active travel modes (including the creation of a high quality walking and cycling neighbourhood and associated on- and off-Site links, in addition to well-designed cycle storage and parking); providing electric vehicle (EV) charging infrastructure (including an EV car club) and being well located in relation to enhanced public transport opportunities which have been discussed with NCC and the local bus operator.
- 2.18 The proposed Local Centre and primary and secondary education provision allow the opportunity for increased journey internalisation within the Site and within Wymondham itself (the District’s main settlement), maximising the opportunities for mode shift and sustainable deliveries and increased take-up of active travel modes.

LTP4

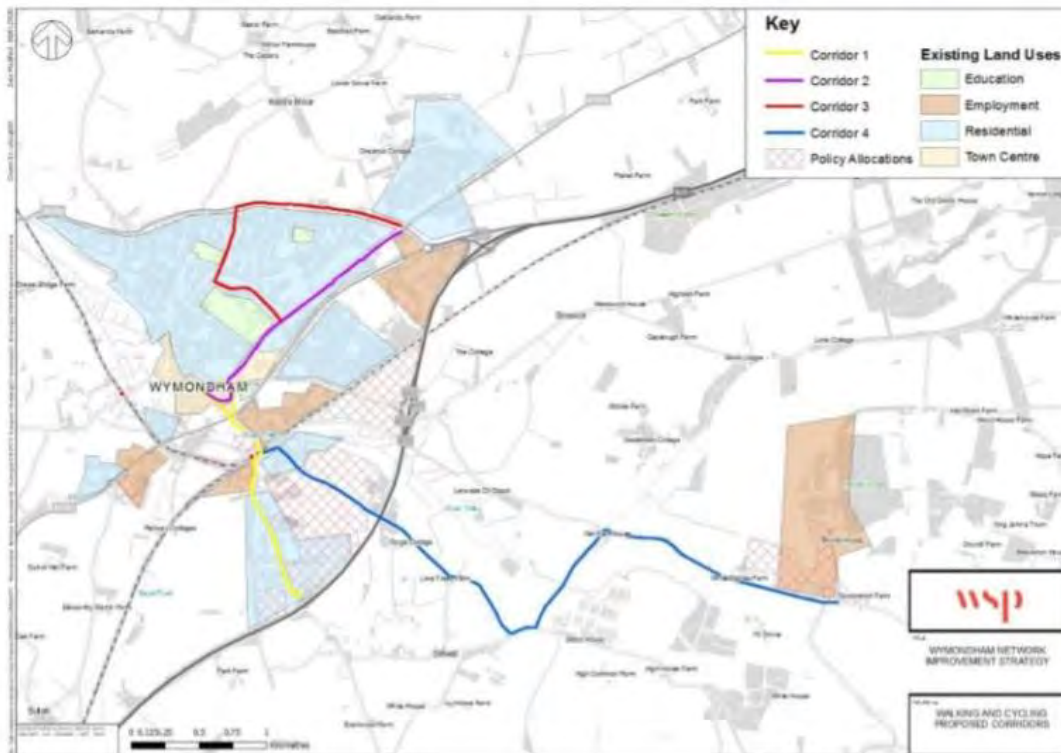
- 2.19 NCC is currently developing its LTP4, with the publication of the *Local Transport Plan 4 Strategy 2021 – 2036*, with the stated intention of adopting it in April 2021. NCC is updating its LTP to respond to challenges, including addressing air quality and carbon reduction (noting the move towards net-zero carbon by 2030).
- 2.20 In its Executive Summary, the LTP4 recognises the impact of the Covid-19 pandemic. It states (p.2):
“However, indications suggest that the impact of Covid-19 has accelerated many of the changes that the nation was already going through: more working at home; more online shopping; increased flexibility around working hours and practices; major employers looking to reduce office costs resulting in different uses for buildings or in how they are used by employees... We have seen an increase in people walking and cycling. Reports suggest that many large companies are planning for their employees to continue to work remotely...”
- 2.21 The LTP4 continues (p.3):
“We are therefore planning on the basis that it is likely that many of the changes will ‘stick’. We also need to plan on the basis that we will encourage people to stick with their new habits of walking and cycling, which bring benefits including reduced carbon and congestion, improved air quality in our urban areas, and better physical and mental health for people participating”.
- 2.22 It is noted that NCC’s *AtoBetter* programme has recently undertaken a survey of households to see how travel has changed through the Covid-19 pandemic. NCC’s travel planning team, *AtoBetter*, works with developers on larger housing sites to agree travel plans that help and encourage people to make sustainable travel choices.
- 2.23 NCC has recently adopted an environmental policy to achieve ‘net zero’ carbon emissions on the council’s estates by 2030, but within the council’s wider areas, work towards ‘carbon neutrality’ by 2030. The LTP4 sets out transport’s contribution to this target (p.4).

- 2.24 The LTP4 recognises the changes taking place in the transport sector, stating (p.9):
“We are on the brink of large changes in the transport sector. Our society, economy and environment are all rapidly changing and as a result, the way we travel and the way will work and shop in the future is also changing”.
- 2.25 The LTP4 considers changing trends in travel behaviours, including decreasing trips per person over time; the rise of the ‘gig’ economy; working from home; online shopping trends; delayed car ownership patterns and climate change awareness (p.14-15).
- 2.26 LPT4 Policy 5 states (p.26):
“New development should be well located and connected to maximise use of sustainable and active transport options, making them more attractive places to live, thus supporting a strong sense of the public realm”.
- 2.27 Importantly, LTP4 Policy 12 states (p.42):
“We will change our transport network to work towards carbon neutrality by 2030”.
- 2.28 The LTP4 recognises that shifting travel from private cars to public transport and active travel is becoming increasingly important, particularly post Covid-19 (p.42). Consequently, access by sustainable and active modes of transport is key to the design of new developments (p.46).
- 2.29 The LTP4 also recognises that cycling and walking is increasingly important, as people recognise the financial benefits and benefit to physical and mental health by getting active and cutting down car journeys (p.46).
- 2.30 The LTP4 seeks to ensure that access by sustainable modes (public transport, walking and cycling) is considered as part of any new housing development (p.51).
- 2.31 The LTP4 recognises that (p.56):
“Behaviour change due to Covid-19 has meant that more people are working from home and accessing services virtually, such as online shopping. Therefore, it is important to monitor the way people are travelling going forward to assess what will be the ‘new normal’, and how we can support it”.
- 2.32 The master plan strategy has been carefully developed to fully ensure access by and use of sustainable and active travel modes, informed by engagement with NCC as local highway authority. The Site’s locational benefits, in relation to the District town, the regional centre of Norwich and the Cambridge Norwich Tech Corridor provide genuine opportunities for changes in travel behaviours to contribute to the achievement of NCC’s carbon neutrality target.

Wymondham Network Improvement Strategy

- 2.33 NCC published the *Wymondham Network Improvement Strategy* (WNIS) in September 2020. The WNIS identifies potential measures to help address existing transport constraints as well as transport measures to facilitate growth in the town.
- 2.34 Key findings of the WNIS identified in the Executive Summary (ES) include (ES p.1):
- *The generation of a walking and cycling corridor which provides connectivity between important sites in the town.*
 - *Walking and cycling signage improvements are needed in the town.*

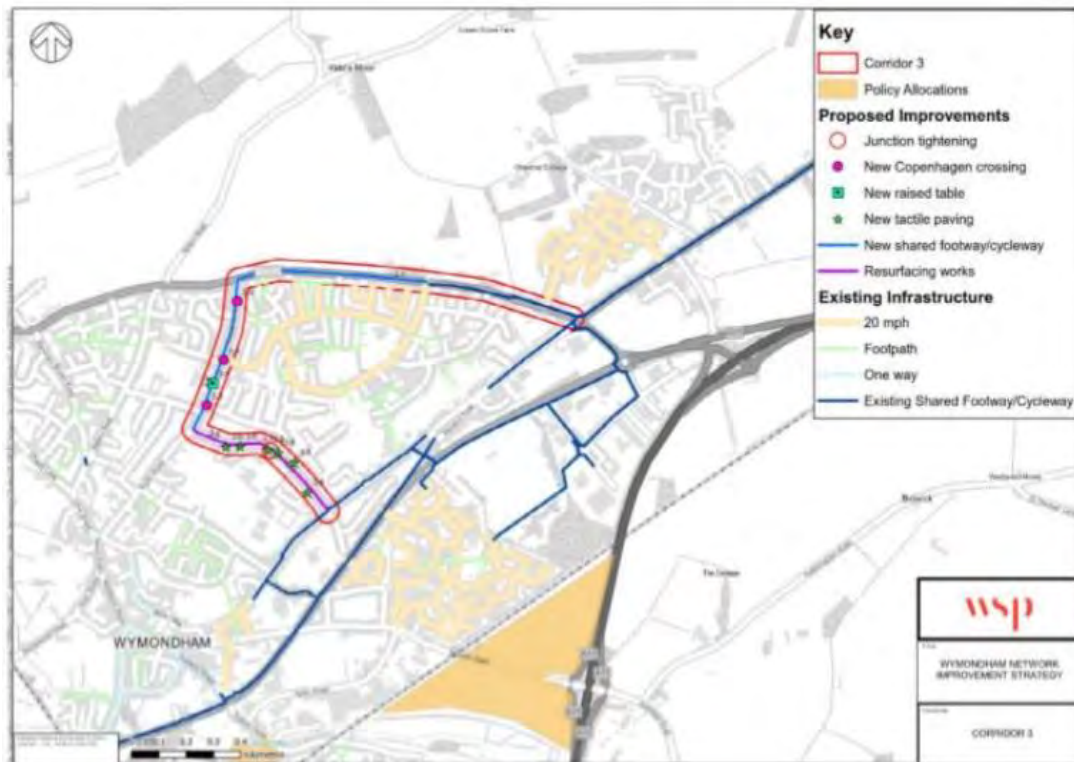
- *Improvements that can be made to the bus service in Wymondham to encourage a modal shift from private vehicles to public transport.*
- 2.35 NCC recognises that the WNIS would benefit from an early review to take account of the impacts of Covid-19, not least to see how some benefits arising from different behaviours such as improved air quality, reduced carbon emissions and increases of levels in walking and cycling can be captured in the longer-term (ES p.3).
- 2.36 The WNIS considers the future in Section 5. In doing so, it states that (p.27):
- “The future trends and new habits must be considered in the Network Improvement Strategy to ensure towns like Wymondham are not left behind and are able to cope with new ways of moving...It is possible that the town could be impacted by the new social norms and habits which are now arising and growing”.*
- 2.37 These are identified in the WNIS as (p.27):
- *New working habits* – working from home and new working hours (including flexi-working), which could result in a decline in the peak congestion times and ‘rush hour’.
 - *Changes to the economy* – the increase of the ‘gig’ economy, again resulting in movement away from the traditional 9 to 5 congestion.
 - *New shopping habits* – the dramatic growth in online shopping means that fewer people are making journeys to retail areas. However, it is recognised that this habit will lead to more delivery vehicles and longer distance delivery journeys.
 - *Improved customer experience on public transport* – e.g. provision of Wi-Fi on board trains and buses; live transport updates; contactless payments and journey planning apps.
 - *E-bikes* – E-bikes and/or e-scooters could become more common.
- 2.38 The WNIS recognises that Wymondham’s transport network must keep up with the growth of the town. It states (p.28):
- “This could see Wymondham needing to provide connections to new developments, improve public transport and highway connections to desirable locations and to try and promote low carbon modes of transport to ensure that the growth of the town does not negatively impact the environment”.*
- 2.39 The master plan strategy for the Site seeks to also achieve the above, that is, provide connectivity; improve public transport and promote low carbon transport modes.
- 2.40 Section 6 of the WNIS sets out the study’s findings. The WNIS identifies four walking and cycling corridors in and around Wymondham, which include (p.32):
- Corridor 2 (magenta): Town Centre – Norwich Road; and
 - Corridor 3 (red): Tuttle Lane East – Hewitts Lane – Folly Road.
- 2.41 These two corridors are shown in Figure 6.3 of the WNIS and are reproduced in **Figure 2.1** below for information.



(Source: WNIS, p.32)

Figure 2.1: Walking and Cycling Corridor Options

- 2.42 It is noted that Corridor 3 runs east/west along Tuttles Lane immediately south of the Site.
- 2.43 Corridor 2, which runs along Norwich Road south of the B1172 Norwich Common / B1135 Tuttles Lane East / Norwich Road junction (or “Tuttles Lane Roundabout”) is identified as the least expensive of the four walking and cycling corridors, with an indicative cost of circa £130,000.
- 2.44 The WNIS describes Corridor 3 as connecting the large employment area (Copper Smith Way/Penfold Drive at the Gateway 11 Business Park), situated between the B1172 Harts Farm Road and the A11, and possible future housing development adjacent to Tuttles Lane East, with existing residential areas and education facilities (p.37). It has a (higher) indicative cost of circa £800,000.
- 2.45 Corridor 3 is shown in more detail in Figure 6.6 of the WNIS and this is reproduced in **Figure 2.2** below for information.
- 2.46 The WNIS identifies works that can be implemented to improve Corridor 3, which include (p.38):
- Extension of existing shared footway and cycleway along the south side of Tuttles Lane East to provide [a] continuous walking and cycling link; and
 - New shared footway and cycleway on the east side of Hewitt’s Lane which will extend south to link with Folly Way.
- 2.47 The WNIS reports the findings of a RAG (Red/Amber/Green) assessment of the four identified walking and cycling corridors. This RAG assessment ranked Corridor 2 as the most suitable route, followed by Corridor 3 as the second most suitable route (p.40).



(Source: WNIS, p.37)

Figure 2.2: Walking and Cycling Corridor 3

- 2.48 The WNIS concludes with an Action Plan in Section 7. It is acknowledged that NCC will need to review and update the WNIS, including its Action Plan, as the effects of Covid-19 become more apparent (p.50).
- 2.49 In the Action Plan, Corridor 2 is identified as a High Priority scheme whilst Corridor 3 is identified as a Low Priority scheme.
- 2.50 The Site is advantageously located in relation to both proposed Corridor 2 and 3 in the WNIS.
- 2.51 Welbeck remains supportive of and committed to the delivery of active travel infrastructure that relate to the Site and its environs, namely Corridor 2 and/or Corridor 3 identified in the WNIS.

Draft GNLP Compliance

- 2.52 The Draft GNLP sets out the planning strategy for growth in Greater Norwich from 2018 to 2038. When adopted, the GNLP will supersede the current *Joint Core Strategy (JCS)* and the *Site Specific Allocations & Policies Document*, both dated October 2015. However, it will not replace the existing Wymondham Area Action Plan (AAP).
- 2.53 The Draft GNLP recognises that it has been prepared under transitional arrangements ahead of implementation of the new system for plan-making set out in the White Paper (see para. 1.21 above). The Draft GNLP states that it, “is highly likely that the GNLP will be superseded by a subsequent local plan produced under the new planning system within a very few years of its adoption” (3).

- 2.54 In its introduction, the Draft GNLP states (11):
- “The GNLP must also assist the move to a post-carbon economy and protect and enhance our many environmental assets. It needs to ensure that we can deliver well-designed new development to create attractive, sustainable, resilient and inclusive new communities”.*
- 2.55 This is precisely what the master plan strategy is seeking to achieve in Wymondham.
- 2.56 The Draft GNLP acknowledges the effects of the Covid-19 pandemic, which have strengthened the shift to ‘working from home’ and reduced the need to travel frequently to central locations to work (29).
- 2.57 The master plan strategy is an adaptive one and able to be responsive to the anticipated post-pandemic lifestyle changes, particularly the likely increase in working from home (WFH). Welbeck is committed to accommodating WFH space in every dwelling proposed for the Site.
- 2.58 The Draft GNLP states that mitigating the effects of climate change within the Greater Norwich area is a cornerstone of the GNLP (93).
- 2.59 The Draft GNLP sets out a vision for Greater Norwich in 2038 which includes (125):
- “As a result, by 2038 Greater Norwich will have vibrant, healthy, inclusive and growing communities supported by the delivery of new homes, infrastructure and an enhanced environment”.*
- 2.60 This vision is reflected in, and achievable through, the master plan strategy for the Site.
- 2.61 The Draft GNLP recognises that the coming decades will see, “significant changes in how much and how people travel. This plan will help to reduce the impact of travel both by concentrating activities close to centres of population and by assisting an increase in home and remote working” (140).
- 2.62 The Site’s location, Wymondham, is the District’s largest settlement. It is also well located in relation to the regional capital of Norwich. As stated above, Welbeck is committed to accommodating WFH space in every dwelling proposed for the Site. The Site’s sustainable location at the District’s main population centre inherently helps to reduce the impact of travel.
- 2.63 The Draft GNLP includes the following objectives:
- *Communities – To grow vibrant, healthy communities giving people a high quality of life in well-designed developments with good access to jobs, services and facilities.*
 - *Infrastructure – To promote timely delivery of infrastructure to support existing communities, growth and modal shift in transport use.*
- 2.64 The master plan strategy for the Site is fully compatible with, and reflective of, the above objectives.
- 2.65 The Draft GNLP’s defined “Strategic Growth Area” includes the main Cambridge Norwich Tech Corridor area, including Norwich, as well as Hethersett and Wymondham (193) and is shown on the accompanying Key Diagram. It is noted that Norwich and Wymondham are connected by a strategic bus corridor running parallel with the A11 and the railway line, as well as green infrastructure priority corridors.
- 2.66 The Site is very well located in relation to this strategic bus corridor, which runs along the B1172 Norwich Common and through the Tuttle Lane Roundabout to the east.

- 2.67 The Draft GNLP's defined settlement hierarchy, set out in Policy 1 *The Sustainable Growth Strategy*, identifies the main towns (including Wymondham) second to the Norwich Urban area.
- 2.68 Policy 1 states that growth is, "distributed in line with the settlement hierarchy to provide good access to services, employment and infrastructure". Policy 1 also states that the sustainable growth strategy, "will be supported by improvements to the transport system green infrastructure and services".
- 2.69 The Site is an accessible one situated at the top of the District's defined settlement hierarchy, in accordance with Policy 1.
- 2.70 Policy 2 *Sustainable Communities* of the Draft GNLP aims to ensure that the design of development is high quality; contributes to the establishment and maintenance of resilient and inclusive communities and promotes low carbon development (198).
- 2.71 The Site's location and the design principles embedded in the master plan strategy, supported by on and off Site sustainable transport measures, contribute to the development of low carbon transport networks in the main town of Wymondham.
- 2.72 The Draft GNLP states that the implementation of Policy 2 will be encouraged through the use of the *Building for a Healthy Life* (BHL) design tool¹ (June 2020) (or any successor) for major developments (200). BHL is the latest edition of, and the new name for, its predecessor *Building for Life 12*.
- 2.73 Of the twelve BHL considerations (which fall under the three overarching themes of integrated neighbourhoods, distinctive places and streets for all), seven are directly transport and access related, namely: natural connections; walking, cycling and public transport; facilities and services; well defined streets and spaces; easy to find your way around; healthy streets and, lastly, cycle and car parking.
- 2.74 The master plan strategy has been previously informed by *Building for Life 12*; and will continue to be informed by its successor, BHL as it develops.
- 2.75 Policy 2 *Sustainable Communities* of the Draft GNLP states:
- "Development must be high quality, contributing to delivering inclusive growth in mixed, resilient and sustainable communities, to enhancing the environment, and to mitigating and adapting to climate change, assisting in meeting national greenhouse gas emissions targets. To achieve this, development proposals are required, as appropriate, to:*
- 1 Ensure safe, convenient and sustainable access to on site and local services and facilities including schools...;*
- 2 Make provision for delivery of new and changing technologies (including broadband, fibre optic networks, telecommunications, construction methods and electric vehicles);*
- 6 Provide safe and suitable access for all users, manage travel demand and promote public transport and active travel within a clearly legible public realm...with layouts that encourage walking and cycling, whilst also integrating parking in a manner that does not dominate the streetscape...;*

¹ <https://www.designforhomes.org/project/building-for-life/>

- 2.76 The master plan strategy includes the provision of high-quality pedestrian and cycle infrastructure to support safe, convenient and sustainable access to the proposed Local Centre, primary school and sixth-form college for existing and new communities, in accordance with Policy 2.
- 2.77 Welbeck is committed to the provision of high quality EV charging infrastructure for each dwelling and at key locations around the Site, for example in connection with a proposed on-Site car club.
- 2.78 The Draft GNLP recognises that to support emissions reductions, it is important to promote modal shift to active travel and clean public transport, and to support electric vehicle use in a time of rapid technological change (230). This is fully reflected in the transport strategy for the Site’s master plan strategy.
- 2.79 Policy 4 *Strategic Infrastructure* considers transport and seeks to improve access to market towns and promote sustainable transport and active transport. It includes:
- *Continuing to improve public transport accessibility to and between main towns and key service centres, taking account of Norfolk County Council’s market towns network improvement strategies.*
- 2.80 The Wymondham Network Improvement Strategy (or WNIS) has been specifically considered above (see para. 2.33).
- 2.81 As stated above, Welbeck remains supportive of and committed to the delivery of active travel infrastructure that relate to the Site and its environs, namely Corridor 2 and/or Corridor 3 identified in the WNIS.
- 2.82 Policy 7.2 *The Main Towns* of the Draft GNLP considers the role of the District’s defined Main Towns, including its largest, Wymondham. It states (367):
- “The towns play a vital role in the rural economy, providing employment opportunities and services for wider hinterlands. As such, they are engines of rural growth and it is important that they are enabled to grow at appropriate scales, having regard to infrastructure and environmental issues, to enable them to thrive. Growth in these towns will have good access to services”.*
- 2.83 The Draft GNLP acknowledges Wymondham’s role as a main town serving the south-west of Greater Norwich and contributing to the development of the Cambridge Norwich Tech Corridor (367).
- 2.84 The Draft GNLP also states that Transforming Cities funding has been awarded to improve access to Wymondham railway station (369).
- 2.85 Policy 7.2 *The Main Towns* states that the District’s main towns, including Wymondham, “will continue to be developed to enhance their function as attractive places to live and providers of employment and services to serve the towns and their hinterlands, with substantial levels of development expected to take place”.
- 2.86 Policy 7.2 identifies an existing deliverable commitment of 2,465 new homes for Wymondham (i.e. adjusted AAP commitment), with an additional 150 new allocations, giving a total deliverable housing commitment of 2,615 new homes to 2038.
- 2.87 The Draft GNLP includes Part 2 – The Sites, with Wymondham falling under Section 4 Main Towns. Wymondham, as the largest settlement in South Norfolk, is recognised as having a wide range of services and facilities, as well as a variety of commercial and employment opportunities (4.57).

- 2.88 The Draft GNLP also recognises that Wymondham is, “strategically well placed for development, being on the Cambridge/Norwich Tech Corridor” (4.58). The town benefits from good access to high quality employment opportunities at Norwich Research Park and Lotus/Hethel Engineering Centre (4.61).
- 2.89 It is noted that the Draft GNLP includes a new allocation for at least 50 homes adjacent to the Site’s south-east corner, detailed in Policy GNLP3013: Land North of Tuttlés Lane, Wymondham.
- 2.90 The Site’s main town location within the Strategic Growth Area and the principles of the master plan strategy fully comply with the direction of travel of transport and access policies set out in the Draft GNLP.

Village Clusters

- 2.91 Some 9% of the permitted and allocated housing growth of the Draft GNLP is proposed on sites in village clusters. These village clusters are based on primary school catchments, which the Draft GNLP states, “provide a proxy for social sustainability” (380). This approach aims to, “promote social sustainability by supporting rural life and services” (381). This is to be achieved through Draft GNLP Policy 7.4 *Village clusters*.
- 2.92 The Draft GNLP notes that a separate South Norfolk Village Clusters Allocations Local Plan (the “Village Clusters Plan”) is being produced, which will, “include sites for a minimum of 1,200 homes in addition to the 1,392 already committed in the villages clusters to be identified in South Norfolk” (382). This gives a minimum total of 2,592 new homes in the District’s village clusters.
- 2.93 The Village Clusters Plan being developed by SNC is anticipated to be finalised in 2022. SNC’s Villages Clusters List identifies a total of 48 villages and village clusters across the District.
- 2.94 The Draft GNLP states that (386):
- “To reduce additional car journeys and encourage healthy and active lifestyles, new housing allocations have been preferred on sites within village clusters with good access to a primary school and a safe route to school”.*
- 2.95 Draft GNLP Policy 1 *The Sustainable Growth Strategy* identifies the settlement hierarchy, with the five main towns (including Wymondham) second only to the Norwich urban area. The village clusters are at the bottom (i.e., fourth) of the Draft GNLP’s defined settlement hierarchy.
- 2.96 Draft GNLP Policy 1 identifies a total of 1,655 homes as new allocations for the five main towns for the period up to 2038 (150 of these are in Wymondham itself). By comparison, Policy 1 identifies a minimum total of 1,682 homes as new allocations for all the village clusters combined (with most of these new allocations in South Norfolk, i.e., a minimum total of 1,200). Although at the bottom of the defined settlement hierarchy, the village clusters as a whole have a higher number of new allocations than the five main towns put together.
- 2.97 Within South Norfolk District itself, the minimum total of over two and a half thousand (i.e., 2,592) new homes proposed for the District’s village clusters (see para. 2.92 above) is almost equivalent to the total deliverable housing commitment of 2,615 homes for Wymondham between 2018 to 2038 (4.64). This 2,615 figure *includes* 617 units that were completed by March 2020 and *only* 150 new allocations for the District’s largest settlement.

- 2.98 This is at particular odds with the key issues addressed by Draft GNLP Policy 2 *Sustainable Communities*, which include access to services and facilities and travel. Policy 2 specifically requires development which mitigates climate change and assists in meeting national greenhouse gas (GHG) emissions targets.
- 2.99 The Draft GNLP's sustainable growth strategy aims to follow the settlement hierarchy and focus growth in locations with the best access to jobs, services and existing and planned infrastructure, particularly around the Norwich urban area and the Cambridge Norwich Tech corridor (in which Wymondham is advantageously located). This approach is to help ensure sustainable development and minimise carbon emissions.
- 2.100 Draft Policy 4 *Strategic Infrastructure* states:
- “Development proposals will provide on-site services and facilities and support local infrastructure capacity improvements through on-site provision, providing land and developer contributions”.*
- 2.101 Dispersing this level of housing growth over the 48 villages and village clusters across the District lacks the critical mass and provides less opportunity to support new transport (and other) infrastructure, as envisaged in Draft Policy 4 above.
- 2.102 Whilst it is acknowledged that there is the potential to work from home, coupled with increased use of online digital platforms and services (accelerated by the Covid-19 pandemic) within these villages and village clusters, the fact remains that these locations are inherently and relatively less accessible in comparison to higher order settlements (such as the main towns). This relative lack of public transport accessibility and linked increased dominance of, and reliance on, the private car is likely to increase the number and length of car (and van) trips. There is also reduced scope for the take up of active travel modes for non-leisure trips.
- 2.103 The approach to the village clusters will inevitably encourage additional, and longer, car (and van) journeys and this is significant when set against the net zero context and the critical need to manage the transport sector's GHG contributions.
- 2.104 Section 3, which follows, considers additional evidence relating to the Site's accessibility.

3 Accessibility

General

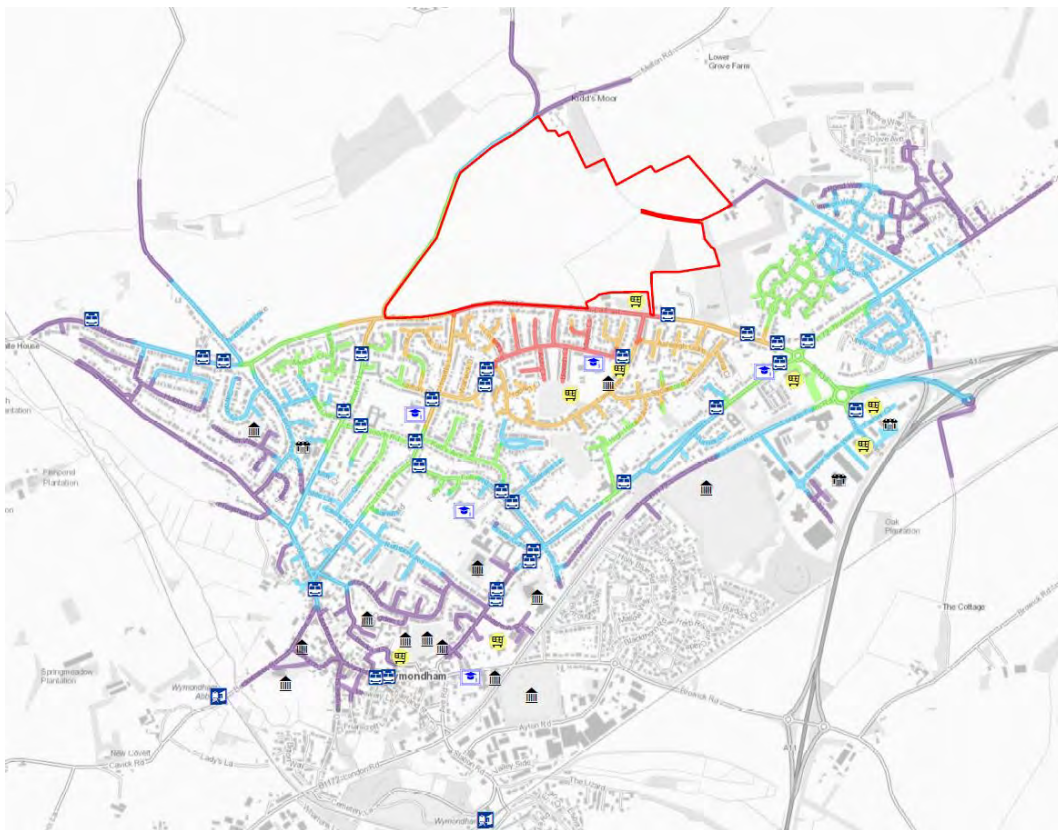
- 3.1 This section of the Transport Working Note sets out the evidence and information relating to the Site's accessibility, which was originally submitted as part of the Regulation 18 consultation process in March 2020.
- 3.2 The Regulation 18's Main Towns document for Wymondham describes the Site as, 'well located in terms of schools, public transport and retail opportunities, although more distant from the town centre' (p.7). This is similarly stated in the Stage 7 text for the Site in the Site Assessment Booklet for Wymondham (p.37) (the "Assessment Booklet").
- 3.3 The Assessment Booklet also sets out a more detailed RAG assessment for the identified Wymondham sites, which formed part of the Stage 2 Housing and Economic Land Availability Assessment (HELAA) process (p.4). This RAG assessment indicates Green for *Access to services* and Amber for *Transport & Roads* categories for the Site. Furthermore, the Stage 6 process reported in the Assessment Booklet describes the Site as, 'within easy access of a range of services' (p.15).
- 3.4 This Transport Working Note also specifically references the *Sustainability Appraisal and Strategic Environmental Assessment of the Greater Norwich Local Plan: Regulation 18 (C)*, prepared by Lepus Consulting Ltd in January 2020 (the "SA Report"). Bracketed references cross-refer to the relevant section of the SA Report and this is considered towards the end of this section.
- 3.5 At the outset, it is recognised that the promotion of accessibility by active travel modes is more important than ever, given the establishment of net zero targets and the recent experiences of the Covid-19 pandemic.

Accessibility Mapping

- 3.6 Waterman was commissioned by Welbeck to provide additional evidence on the Site's accessibility by walking and cycling, in addition to access to public transport, local amenities and education facilities. The following plans were prepared by Waterman:
 - Walking Catchment Plan (Ref.: WIE 16054-104_GIS_TP_1A); and
 - Cycling Catchment Plan (Ref.: WIE 16054-104_GIS_TP_2A).
- 3.7 The above two plans are included again at **Appendix C** for information.
- 3.8 It is acknowledged that whilst high walking and cycling accessibility (and associated convenience) is an important factor for consideration, the physical and mental health benefits of prolonged physical activity also need to be acknowledged. Longer walking and cycling times that can be conveniently built into daily routines, through choice, do help support healthier, more active lifestyles. This is even more important, given the recent experience of the Covid-19 pandemic.

Site's Walking Catchment

- 3.9 The pedestrian network surrounding the Site comprises wide footways in good condition. There are appropriately placed dropped kerbs, tactile paving and both formal (Toucan) and informal (dropped) crossing facilities, which ensures pedestrians can travel from the Site to access all essential amenities and local Public Rights of Way (PRoW).
- 3.10 The Site's location has been reviewed in the context of recognised, standard walking distances with the output extracted at **Figure 3.1** below. A full copy is included at Appendix C.



(Source: provided by Waterman)

Figure 3.1: Site Walking Catchment Plan

- 3.11 The suggested acceptable walking distances for pedestrians to common facilities were originally set out in the (now Chartered) Institution of Highways & Transportation's (CIHT) guidelines *Providing for Journeys on Foot* (2000). These are summarised in **Table 3.1** below.

Table 3.1: IHT *Providing for Journeys of Foot* Preferred Walking Distances

| Description | Neighbourhood Centre | Commuting / School | Other Trips / Leisure |
|-------------------|----------------------|--------------------|-----------------------|
| Desirable | 200m | 500m | 400m |
| Acceptable | 400m | 1,000m | 800m |
| Preferred Maximum | 800m | 2,000m | 1,000m |

- 3.12 Table 3.1 notes, for commuting and school journeys, that the preferred maximum walking distance is 2,000m, whilst the local neighbourhood centre should be within a preferred maximum of 800m. The CIHT *Planning for Walking* (2015) guidance, also sets out a walking distance of 800m (circa 10 minutes' walk) as the parameter for what is considered to be a 'walkable neighbourhood'.
- 3.13 The 2000 guidelines were reviewed by CIHT as part of the updated guidance; the 2000 guidance was found still to be relevant for such assessments.

Neighbourhood Centres

- 3.14 The following facilities and amenities are located within 0m to 200m of the Site (i.e. 'Desirable' walking distances):
- Wymondham Garden Centre (Tuttles Lane).
- 3.15 The following facilities and amenities are located within 200m to 400m of the Site (i.e. 'Acceptable' walking distances):
- Local retail facilities (Lime Tree Avenue and Sheffield Road); and
 - North Wymondham Community Centre (Lime Tree Avenue).
- 3.16 The following facilities and amenities are located within 400m to 800m of the Site (i.e. 'Preferred Maximum' walking distances):
- Bouncing Bean Nursery (from the eastern boundary of the Site); and
 - Waitrose (from the eastern boundary of the Site).
- 3.17 Wymondham Medical Centre lies outside the 800m 'Preferred Maximum' threshold at 1.71km (measured from the front door to the north end of Finderne Drive).
- 3.18 Amenities such as the Town Centre and out of town retail are located within a 1.6km to 2km walk distance (i.e. a 20 to 25 minutes' walk time).

Commuting & Schools

- 3.19 The following facilities and amenities are located within 0m to 500m of the Site (i.e. 'Desirable' walking distances):
- Access to bus services:
 - 9, 13A/B, 14, 15/15A and 806 (Tuttles Lane to the eastern boundary of Site); and
 - 9, 13A/B, 14 and 15/15A (Sheffield Road, Hewitts Lane).
 - Ashleigh Primary School & Nursery (Sheffield Road).
- 3.20 The following facilities and amenities are located within 500m to 1,000m of the Site (i.e. 'Acceptable' walking distances):
- Access to bus services:
 - 6, 9, 13A/B/C, 14 and 15 (B1172 Norwich Road (south)); and
 - 9, 13A/B, 14 and 15/15A (Sheffield Road, Hewitts Lane).
 - Robert Kett Primary School (Hewitts Lane).
 - Wymondham High School (Folly Road).

3.21 The following facilities and amenities are located within 1,000m to 2,000m of the Site (i.e. 'Preferred Maximum' walking distances):

- Wymondham Abbey Parish Office / Abbey Hall (Church Street/Vicar Street);
- Wymondham Arts Centre (Middleton Street);
- Wymondham Abbey Station;
- Town Centre (Market Street);
- Wymondham Library (Back Lane); and
- Browick Road Primary and Nursery School (Browick Road).

3.22 Wymondham Station lies slightly outside the thresholds at 2.25km but is accessible by bus route 9 running across Wymondham.

Other Trips & Leisure

3.23 The following facilities and amenities are located within 0m to 400m of the Site (i.e. 'Desirable' walking distances):

- Wymondham Garden Centre (Tuttles Lane);
- Old Wymondham Rugby Club (Tuttles Lane); and
- Judith Fox Ballet School (Tuttles Lane).

3.24 There are no listed facilities and amenities located within 400m to 800m of the Site (i.e. 'Acceptable' walking distances) for this category.

3.25 The following facilities and amenities are located within 800m to 1,000m of the Site (i.e. 'Preferred Maximum' walking distances):

- Out of town retail south of B1172 Harts Farm Road / B1135 (edge of Site); and
- High House Avenue open spaces and play area.

3.26 Wymondham Leisure Centre lies outside the 1,000m 'Preferred Maximum' threshold at 1.4km (measured from the front door to the north end of Finderne Drive).

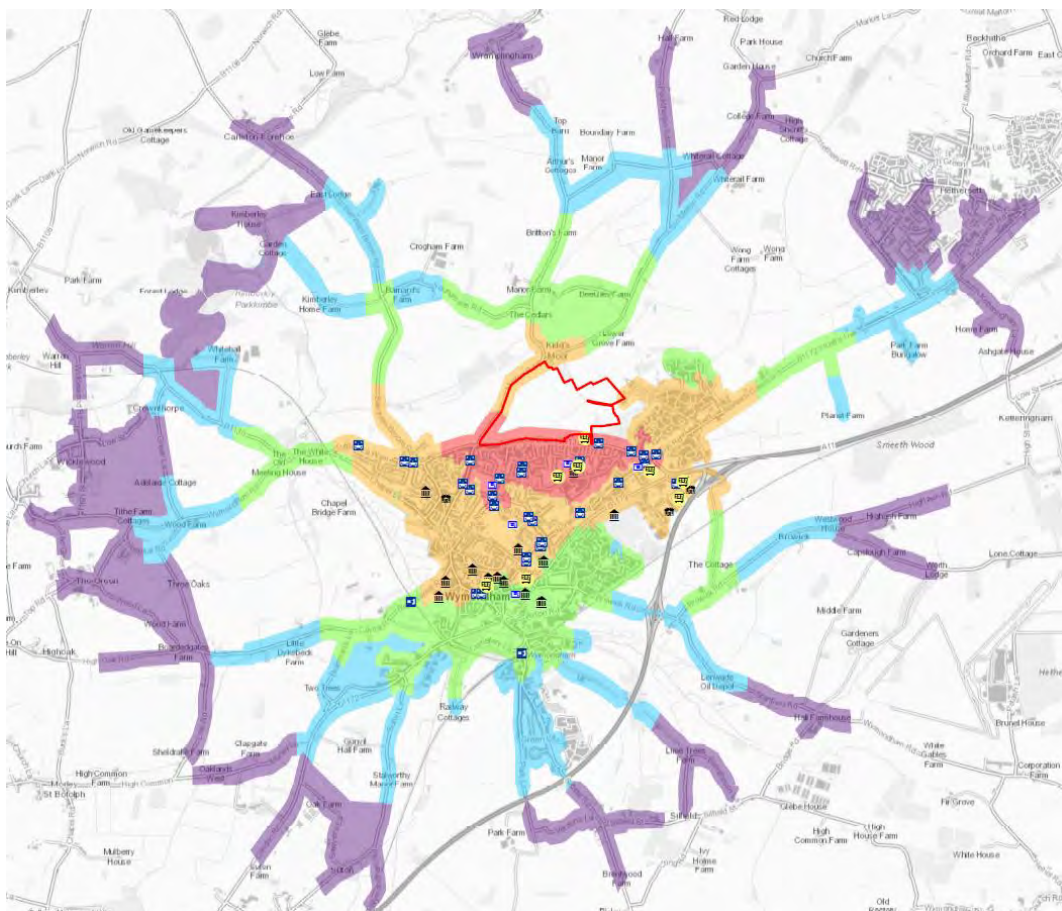
Summary

3.27 The accessibility mapping exercise carried out by Waterman concluded that the existing Site is well located for access to local services, with local facilities within 400m walk. Access to the wider area's commuting, employment and education facilities are also within appropriate distances. This reflects the Site's sustainable location on the edge of the District's main town.

3.28 With the master plan strategy for the Site, including the proposed provision of a Local Centre, a primary school and the sixth-form college, supported by a high quality active travel network and increased public transport provision, the levels of accessibility within the Site and to other centres will be further enhanced.

Site's Cycling Catchment

- 3.29 The cycle network in the vicinity of the Site is currently limited. Closest to the Site is a shared footway/cycleway running east-west on Tutttles Lane between Lime Tree Avenue and the Tutttles Lane roundabout.
- 3.30 This alignment is focused along the northern side, although it relocates to the southern side between the Old Wymondham Rugby Club site and Lime Tree Avenue, via a Toucan crossing. The shared facility continues further north along Norwich Road to the northern limit of Wymondham, along the alignment of the planned Blue Pedway connecting to Norwich. The current infrastructure involves shared a footway/cycleway up to 4m width, where physical constraints allow.
- 3.31 The connecting spur alignment along Tutttles Lane varies in location and width, primarily due to the available space within public highway. The master plan strategy seeks to provide a further east-west connection along the northern verge of Tutttles Lane, separated from the carriageway. In turn, this will connect to a planned south-west/north-east route along the Site's western boundary, parallel to Melton Road. The master plan strategy is included at Appendix A.
- 3.32 The Site's location has been reviewed in the context of the recognised, standard cycling distances with the output extracted at **Figure 3.2** below. A full copy is also included at Appendix C.



(Source: provided by Waterman)

Figure 3.2: Site Cycling Catchment Plan

- 3.33 The CIHT document *Planning for Cycling* (2014) does not provide equivalent ‘desirable’, ‘acceptable’ or ‘preferred maximum’ distances for cycling as it does for walking.
- 3.34 However, it is noted that the majority of cycle trips are for ‘...short distances, with 80% being less than five miles and with 40% being less than two miles’. These indicative thresholds equate to 8km and 3.2km respectively.
- 3.35 It can be seen from Figure 3.2 that the Site is very well located for access by cycle; the town, including Wymondham Station, is within the 3km (2 mile) cycle distance. This includes all school, commuter, leisure and employment areas.
- 3.36 The CIHT guidance also notes that, at a national level and in terms of journey purpose by cycle, ‘...commuting trips are most common (37% of all cycling trips) followed by leisure trips (34%) and shopping (10%). The low proportion of education trips (8% nationally and 7% in London) is in marked contrast with some European countries: in Germany, for example, cycling to school accounts for 27% of all cycle trips’.
- 3.37 The more recent (September 2020) Wymondham Network Improvement Strategy (or WNIS) has been specifically considered above (see para. 2.33). This includes two walking and cycling corridors well located in relation to the Site and its environs, namely Corridor 2 and Corridor 3.
- 3.38 As stated above, Welbeck remains supportive of and committed to the delivery of active travel infrastructure that relate to the Site and its environs, namely Corridor 2 and/or Corridor 3 identified in the WNIS.

Summary

- 3.39 The opportunities presented by the master plan strategy, its location and access to existing and planned facilities (including the Blue Pedalway) serve to reinforce the Site’s overall high level of access by sustainable modes.
- 3.40 Based on the above, it is considered the existing Site lies within the suggested guidelines for walking and cycling distances to the essential residential, educational, commercial, leisure and employment amenities and can therefore be considered sustainable in transport terms. The non-residential elements of the master plan strategy will further enhance the Site’s accessibility for existing and future communities.

Comparison with SA Criteria

- 3.41 The SA Report prepared at the Regulation 18 stage, referred to above, sets out the sustainability appraisal (SA) methodology in Chapter 2. The SA Report’s consideration of *SA Objective 12 – Transport and Access to Services* (2.21, p.39) provides a useful framework, which is referred to below.

- 3.42 The SA Report acknowledges up front in its Executive Summary that (E5 & E6, p. iv):

“The SA has identified a range of positive and adverse potential impacts of the reasonable alternative sites on the objectives within the SA Framework...Some of these negative impacts could potentially be mitigated through policy”.

3.43 The SA Report also acknowledges that (2.7.1, p.22):

“It is not often possible to state with absolute certainty whether effects will occur, as many impacts are influenced by a range of factors such as the design and success of mitigation measures”.

3.44 The non-residential elements of the master plan strategy, i.e. the provision of on-Site local services and education facilities, supported by the Site’s transport strategy (with travel plan implementation), will design out and help mitigate potential adverse transport impacts.

3.45 SA Objective 12 relates to reducing the need to travel and promoting the use of sustainable transport modes (Box 2.12, p.39). It has three principal criteria: Public Transport, Pedestrian Access and Road Access.

3.46 For Public Transport, the SA states that site end users should be situated within 2km of a railway station and 400m of a bus stop offering a frequent service. To be sustainable, the bus stop should provide users with hourly services (Box 2.12). The SA continues:

*“Development proposals located within the target distance to a railway station **or** bus stop would be expected to have a minor positive impact on local transport and accessibility. Development proposals located outside of the target distance to a railway station **or** a bus stop would be expected to have a minor negative impact on transport and accessibility”.* [BP emphasis]

3.47 It is noted that the nearest bus routes to the Site run on Tuttle Lane, to the immediate south of the Site. The nearest existing pair of bus stops is located on Tuttle Lane East, east of Lime Tree Avenue. Typically, four buses per hour in each direction currently operate on Tuttle Lane, i.e. a sustainable service. The B1172 Norwich Road, to the east of the Site, is a defined strategic bus corridor and typically has eight buses per hour currently operating in each direction.

3.48 The public transport strategy for the Site is considered in Section 4 of this Transport Working Note. It reports that stakeholder engagement with NCC and the main bus operator has identified a preference for the development of Tuttle Lane (the B1135) as the major bus corridor. Two new bus hubs with bus stop infrastructure are therefore proposed on Tuttle Lane, west of Hewitts Lane and west of Funderne Drive. These two new bus hubs complement the existing provision east of Lime Tree Avenue.

3.49 The proposed new bus stops are located within 400m of the proposed western Site access at Hewitts Lane, at some 120m and 70m for the proposed eastbound and westbound bus stop shelters respectively.

3.50 Similarly, the proposed new bus stops are located within 400m of the proposed eastern Site access at Funderne Drive, at some 130m and 70m for the proposed eastbound and westbound bus stop shelters respectively. These two new bus stop hubs are proposed 370m apart on Tuttle Lane.

3.51 In terms of the Overall assessment for SA Objective 12, the SA Report states with respect to Public Transport, Pedestrian Access and Road Access (Box 2.12, p.40):

“Development proposals which would locate site end users in close proximity to all the above receptors would be expected to have a major positive impact for this objective”.

3.52 Receptors identified in the SA Report, and their associated distances for site end users, across all the SA objectives are reproduced below for information:

- local services (e.g. post office or convenience store) – within 600m (2.15, Box 2.6);
- green network, i.e. Public Right of Way (PRoW), cycle path or public greenspace – within 600m (2.17, Box 2.8);
- GP surgery – within 800m (2.17, Box 2.8);
- leisure centre – within 1.5km (2.17, Box 2.8);
- primary school – within 800m (2.19, Box 2.10);
- secondary school – within 1.5km (2.19, Box 2.10);
- key employment areas – within 5km (2.20, Box 2.11);
- railway station – within 2km (2.21, Box 2.12); and
- bus stop offering a frequent service – within 400m (2.21, Box 2.12).

3.53 The above receptors and associated distances are considered further below.

3.54 The SA Report provides an overview of the site assessments **pre-mitigation** in Table 3.2 (3.2.1, p.53) [BP emphasis]. The Site is given Minor Negative scorings for the three Population & Communities, Education and Transport & Access to Services objectives pre-mitigation (p.59). The SA Report then goes on to identify the potential mitigating impacts of Local Plan policies, including reference to the Draft GNLP's emerging Policy 2 and Policy 4, cited above in Section 2 of the Transport Working Note. The master plan strategy's compliance with Draft GNLP Policy 2 *Sustainable Communities* and Policy 4 *Strategic Infrastructure* is discussed in Section 2.

3.55 The SA Report's assessment findings for the identified Wymondham cluster are included at Appendix B (B.51, p.B433). The overall assessment results for the Site across all SA objectives are pre-mitigation (p.B434).

3.56 The SA Report states that proposed development at the Site could potentially have a minor negative impact on the access of site users to local services (B.51.6.1, p.B439). This will be 'mitigated' through the master plan strategy's provision of a proposed Local Centre, which will benefit both future residents and the nearby existing communities.

3.57 The SA Report recognises that the Site is located within the target distance to Wymondham High School (B.51.10.2, p.B442). The Site's accessibility will be further enhanced with the proposed sixth-form college, which is well located in relation to Hewitts Lane.

3.58 With respect to primary education, the SA Report states that the Site is situated partially or wholly outside the target distance to the nearest primary school and, as such, could potentially result in a minor negative impact on some site end users' access to primary education (B.51.10.1, p.B442). This will be 'mitigated' through the master plan strategy's provision of a proposed primary school, which will also benefit both future residents and the existing nearby communities.

3.59 The SA Report states that, with respect to the Bus Stop criteria, the proposed development could potentially have a minor negative impact on site end users' access to bus services (B.51.12.1, p.B443). This will be 'mitigated' through the Site's public transport strategy, which is discussed further in Section 4 below. This strategy includes the enhancement of bus infrastructure and service provision along the Tuttle Lane corridor and this has been agreed in principle with NCC.

- 3.60 The SA Report states that, with respect to the Railway Station criteria, the proposed development could potentially have a minor negative impact on site end users' access to rail services (B.51.12.2, p.B443). It has been established that Wymondham Station is within the CIHT's 3km (2 mile) cycle distance and there is a bus service that provides connectivity between the Site and the station.
- 3.61 The SA Report recognises that, with respect to the Pedestrian Access criteria, the Site is well connected to the existing footpath network and, as such, the proposed development would be expected to have a minor positive impact on site end users' access to the PRow network and opportunities to travel by foot (B.51.12.3, p.B443). This will be further enhanced through the master plan strategy's provision of high quality pedestrian (and cycle) routes on-Site, as well as proposals to improve off-Site pedestrian (and cycle) infrastructure. This is considered further in Section 5 of the Transport Working Note.
- 3.62 The SA Report states recognises that, with respect to the Road Network criteria, the Site is well connected to the existing road network and, as such, the proposed development would be expected to provide site end users with good access to existing roads, resulting in a minor positive impact on accessibility (B.51.12.4, p.B443).
- 3.63 In essence, the SA Report presents a pre-mitigation assessment of the Site, taking into consideration clearly stated objectives and criteria. The master plan strategy and associated transport strategy seek to design out and help mitigate potential adverse transport and access impacts and, in doing so, comply with the Policy 2 and Policy 4 of the Draft GNLP.
- 3.64 The accessibility mapping previously carried out by Waterman used the standard CIHT criteria for walking and cycling catchments, with measurements taken from the Site's boundary edge. The CIHT criteria do distinguish between 'Desirable', 'Acceptable' and 'Preferred Maximum' thresholds, which is useful.
- 3.65 The accessibility criteria used in the SA Report are broadly comparable with these CIHT thresholds used. **Table 3.2** below provides a comparison of the relevant CIHT walking thresholds and SA Report accessibility receptor distances for information.
- 3.66 Table 3.2 below shows that the existing Site, without the master plan strategy, already meets the SA Report distance and CIHT walking thresholds for local services, green network, primary school, secondary school and key employment areas (measured from the Site's boundary edge). The existing Site also meets the SA Report walk distance for the leisure centre, but not the CIHT Preferred Maximum walking threshold.
- 3.67 With the master plan strategy, Site accessibility is further enhanced for local services, primary school, secondary school and bus stop, with the proposed provision of the Local Centre, primary school, sixth-form college and bus infrastructure along the Tuttlés Lane corridor.
- 3.68 The distance between the Site and Wymondham Station exceeds both the SA Report and CIHT walk distances, but it is within the CIHT 3km cycling threshold and there is a bus service to this destination.
- 3.69 The distance between the Site and the nearest GP surgery exceeds both the SA Report and CIHT walk distances.

Table 3.2: Accessibility Comparison Summary

| SA Receptor | SA Distance (within m) | Measured CIHT Band (within m) | Comment |
|------------------|------------------------|-------------------------------|---|
| Local centre | 600m | 200-400m | Existing local retail facilities on Lime Tree Avenue and Sheffield Road within the CIHT 200-400m Acceptable threshold and SA distance. Local Centre on Site to further enhance accessibility. |
| Green network | 600m | 0-200m | Both CIHT and SA criteria are met, with on-Site PRow. |
| GP surgery | 800m | - | Wymondham Medical Centre 1.71km from the Site, exceeding both the CIHT 800m Preferred Maximum threshold and SA distance. |
| Leisure centre | 1.5km | - | Wymondham Leisure Centre 1.4km from the Site, exceeding the CIHT 1,000m Preferred Maximum threshold, but within the SA distance. |
| Primary school | 800m | 0-500m | Ashleigh Primary within the CIHT 0-500m Desirable threshold and SA distance. Primary school proposed on Site to further enhance existing accessibility. |
| Secondary school | 1.5km | 500-1,000m | Wymondham High School within the CIHT 500-1,000m Acceptable threshold and SA distance. Sixth-form college proposed on Site to further enhance existing accessibility. |
| Key employment | 5km | - | Gateway 11 strategic employment area and Wymondham town centre within 5km of the Site, within the SA distance. |
| Railway station | 2km | - | Wymondham Station 2.2km from the Site, exceeding the CIHT 1,000-2,000km Preferred Maximum walking threshold and the SA distance. The station is within the CIHT 3km cycling distance. |
| Bus stop | 400m | 0-500m | Nearest existing bus stops on Tuttlés Lane within the 0-500m Desirable threshold. Bus corridor proposals on Tuttlés Lane to further enhance accessibility. |

3.70 The accessibility work reported in this section demonstrates that the Site has real potential to achieve modal shift to active travel and sustainable public transport modes; a shift that will be required to meet net zero targets.

3.71 Section 4, which follows, considers the public transport strategy for the Site and the master plan strategy.

4 Public Transport Strategy

General

Policy Context

- 4.1 The revised National Planning Policy Framework (NPPF), published by the Government’s Ministry of Housing, Communities and Local Government (MHC&LG) in February 2019, seeks to promote sustainable development. Whilst this requirement covers a number of issues, it is clear that public transport provides an approach to enhancing the sustainability of a particular site. The Draft GNLP indicates that new public transport and cycling facilities will affect growth choices.
- 4.2 Locating development sites on or near to existing public transport corridors thus increases the role public transport can play in achieving a number of policy outcomes:
- sustainable development;
 - transport-related carbon management;
 - easy access to education and employment; and
 - access to key services.
- 4.3 The draft LTP4 (see para. 2.19 above), which is currently under consultation, indicates that, *“new development should be well located and connected to maximise use of sustainable and active transport options”* (p.26).
- 4.4 The future for bus is affected by Covid-19, however, NCC has significant ambition for bus services which feature heavily in the Transforming Cities Programme that has recently received further phase 2 funding. This is matched by up to £18M of investment from the major local bus operator in the Norwich bus network.
- 4.5 This ongoing programme links to the recent investment made at the A11/A47 Park and Ride and at the Cringleford ‘bus hub’ interchange, immediately adjacent the A11/A47 junction. This is further evidence that the chosen strategy approach of seeking to ensure that growth will be located on existing public transport and green infrastructure networks is appropriate and makes maximum use of investment.

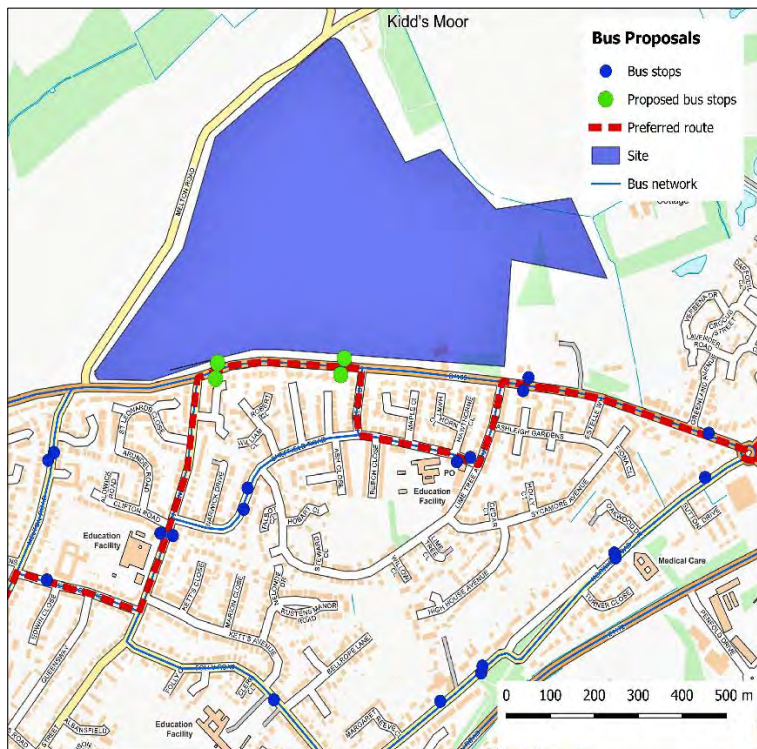
Existing Bus Provision

- 4.6 The current bus services that serve Wymondham operate on the Norwich Common B1172 axis, which parallels the A11 trunk road between Wymondham and Norwich. Typically, eight buses per hour in each direction operate on this corridor, together with a more limited service between Attleborough, Wymondham and the Norfolk and Norwich University Hospital (NNUH) site on bus route 9. Therefore, the Wymondham to Norwich route is a high frequency, high impact public transport corridor.
- 4.7 Covid-19 has caused frequencies to be reduced, but the network is intact and will be able to respond when demand is able to rise.
- 4.8 The existing development adjacent to the Site is served by four buses per hour in each direction for the main periods of the day, Monday to Saturday, in normal circumstances. This is currently at two buses per hour due to Covid-19.

- 4.9 These bus services provide access to Wymondham town centre, the Cringleford bus interchange, Norwich City Centre and across the City Centre to Acle and Lingwood. Importantly, the Cringleford interchange provides connectivity to the NNUH employment opportunities at Norwich Research Park and strategic connectivity to King’s Lynn and Peterborough using the “Excel” inter-urban bus service.

Bus Strategy

- 4.10 Sterling has carried out a detailed bus access review of the Site and the proposed master plan strategy, on behalf of Welbeck. This review work has been shared with representatives at NCC, SNC and First Bus, the main local bus operator which operates the routes near to the Site. Sterling has continued to engage with NCC’s public transport officer and First Bus since the previous Regulation 18 stage.
- 4.11 This assessment concluded that a stand-alone town service between the Site and Wymondham town centre would not at any time become a viable proposition. The ideal bus service proposal is to build on the existing high frequency services, thus meeting the objective of making best use of existing transport infrastructure, and by implication, services.
- 4.12 Initial engagement with NCC and main bus operator has identified a preference for development of Tuttle Lane (the B1135) as the major bus corridor serving both the Site and the existing housing located along Tuttle Lane, where access and service reliability issues exist currently. High quality bus stop provision on Tuttle Lane, when coupled to clear and easily defined walking routes, would support this approach of concentrating services to make best use of the high frequencies already available. The need for access within the Sheffield Road estate has been recognised, most notably at the important ‘Post Office’ bus stop, which provides a clear focus for the local community by the route selected. The route proposed therefore is not sensitive to the need to increase frequencies post Covid-19. The Covid-19 related 30-minute frequency would provide a suitable level of service to support the proposed development, with every prospect that the 15 minute frequency will return.
- 4.13 This concept is illustrated in **Figure 4.1** below.
- 4.14 To provide access to the high quality public transport within walking distance of the master plan strategy’s proposed dwellings at the Site, a pedestrian-friendly series of links is proposed, together with two bus hubs on Tuttle Lane. NCC has indicated its in principle support for the approach proposed.
- 4.15 The bus service proposal imports minimal additional operating costs. The analysis has taken the proposed build out rates, trip rates and intended levels of bus use to assess demand and revenue, to produce a bus route proposal that is commercially-viable from the earliest days of the proposed development, thus not falling into the trap of service provision following the occupation of properties. The analysis indicates that, based on the initial trip rate analysis, circa 800 bus journeys per day will occur when the proposed development is built out, and thus lead to the diverted service being viable. This level would rise substantially when pro-active travel plan measures are incorporated into the master plan strategy’s transport framework for the Site.



(Source: provided by Sterling)

Figure 4.1: Proposed Bus Strategy Concept

- 4.16 In the longer term, NCC has expressed a desire to review the operation of bus services 6 and 9, which currently carry out a socially necessary function and which could include the proposed development on their routes. A revision to these routes could provide a link between the Site and Wymondham railway station for longer distance journeys.
- 4.17 The proposed sixth-form college on the Site will cater for bus access for students. NCC still provide post 16 education transport for those students meeting the following strict criteria:
- live in Norfolk at least three miles from the sixth form or college;
 - be under 19 years of age on 1 September;
 - be studying full-time on a course of further education (not an HND, HNC or degree course); and
 - travel on a core route determined by NCC.
- 4.18 NCC has indicated that the proposed sixth-form college will require four or five buses to call at opening and closing times. These would not be additional buses on the road network, but rather buses extended from the existing Wymondham High Academy on Folly Road, which currently incorporates the sixth-form college.
- 4.19 In the case of the proposed sixth-form college, the access arrangements will be designed to cater for the anticipated demand for student travel indicated by NCC. In particular, the proposed master plan strategy reflects the need for dedicated bus drop off and pick up areas immediately adjacent to the sixth-form college within the Site.
- 4.20 Section 5, which follows, considers the design feasibility of specific off-site measures and reports the findings of an Active Travel Zone (ATZ) review.

5 Design Feasibility

General

- 5.1 Waterman was commissioned by Welbeck to develop proposed off-Site measures to enhance the Site's accessibility by walking and cycling, in addition to access to public transport, local amenities and education facilities.
- 5.2 The following drawings have been prepared by Waterman:
- Proposed Junction, Crossover & Footway/Cycleway Improvements (Ref.: WIE-16054-SA-95-0004-A01-Overview);
 - Indicative Northern Footway/Cycleway and Toucan Crossing Arrangement (Ref.: WIE-16054-SA-95-0001-A01-Tuttles Lane);
 - Proposed Lime Tree Avenue & Sheffield Road Junction & Crossover Improvements (Ref.: WIE-16054-SA-95-0002-A01-Lime Tree_Sheffield Rd); and
 - Proposed Hewitts Lane, Folly Road & Rothbury Road Junction & Crossover Improvements (Ref.: WIE-16054-SA-95-0003-A01-Hewitts_Folly_Rothbury).
- 5.3 As stated above (see para. 1.12), Site access proposals for the master plan strategy comprise two vehicular access points on Tuttles Lane which will incorporate pedestrian and crossing facilities over Tuttles Lane to further improve the Site's accessibility and connectivity.
- 5.4 The above drawings are included at **Appendix D** for information.

Proposed Measures

Pedestrian Provision

- 5.5 Access between the Site and the rest of Wymondham will be achieved through connections at the new Site accesses, in addition to a new controlled crossing east of Lime Tree Avenue. The new crossing is proposed as a Toucan facility, similar to that already installed to the east of Estelle Way.
- 5.6 It is proposed to provide enhanced pedestrian and cycle features to connect with Wymondham High School and Wymondham Leisure Centre in addition to Wymondham town centre. The routes include Rothbury Road / Folly Road to the school / leisure centre, and Hewitts Lane / Pople Street to the town centre. The Hewitts Lane corridor, in particular, is a key route between the proposed sixth-form college for the Site and Wymondham High School, as well as beyond into the town centre.
- 5.7 Further improvements, comprising dropped crossings with tactile paving and/or raised entry treatments, are proposed as identified in **Table 5.1**.
- 5.8 The entries to Rothbury Road and Folly Road can be converted to raised entry treatments (1:20 gradients) to reinforce the nature of these junctions as key accesses to the school area.

Cycle Provision

- 5.9 Connection will be made to the existing shared footway/cycleway extending from the Tuttles Lane roundabout to the junction with Lime Tree Avenue. It is noted that the existing facility changes from the north to the south side of Tuttles Lane owing to the narrow, sub-standard footway width fronting the Old Wymondham Rugby Club site.
- 5.10 Where space permits within the public highway and Site boundary, it is proposed to provide a 4m wide shared footway/cycleway along the north side of Tuttles Lane, fronting the Site. Partial connections are feasible further east towards the old rugby club site, but the connection past it are not possible without third party land. Therefore, in the short term it is proposed to link this to the existing southern alignment via the new Toucan crossing by Lime Tree Avenue.
- 5.11 The width of Lime Tree Avenue and Sheffield Road can accommodate advisory on-street cycle lanes or, as a minimum, cycle markings with coloured surfacing across side roads.

Table 5.1: Proposed Pedestrian Measures by Corridor

| Lime Tree Avenue | Hewitts Lane / Pople Street | Rothbury Road & Folly Road |
|----------------------------|-----------------------------|----------------------------|
| Ashleigh Gardens | Dussindale | Rothbury Road (and spurs) |
| Sheffield Road (and stubs) | St. Leonards Close | Rothbury Close |
| Sycamore Avenue | Sheffield Road | Orchard Way |
| Lime Tree Close | Clifton Road | Norwich Road |
| Willow Close | Kett's Avenue | Folly Close |
| Steward Close | Ethel Gooch Road | Sir Thomas Beevor Close |
| Abbot Close | Folly Road | Clere Close |
| Hobart Close | Albansfield | Kett's Avenue |
| Talbot Close | | Bellrope Lane |
| Warwick Drive | | |
| Cowpers | | |
| Finderne Drive | | |
| Maple Close | | |
| Hawthorne Close | | |

- 5.12 The width of Hewitts Lane can accommodate advisory on-street cycle lanes. However, as a minimum, cycle markings with coloured surfacing across side roads should be considered for Poples Road due its narrow width.

Public Transport Provision

- 5.13 In conjunction with the proposed bus route enhancements, a number of public transport measures are proposed, as set out below.
- 5.14 Two new bus stop pairs on Tuttles Lane to improve service reliability and proximity to both the Site and surrounding area are proposed. The stops will be located adjacent to the junctions with Hewitts Lane and Finderne Drive respectively. These also maintain a typical spacing of 400m between stops.

- 5.15 The new stops are proposed to be inset to minimise impacts on general traffic flow and junction visibility. The proposed westbound stop approaching Hewitts Lane would be provided on-street owing to lack of available space to achieve suitable areas for the shelter and level changes to the rear.
- 5.16 It is noted that all new stops may be located within the carriageway, subject to both NCC and the bus operators' requirements.
- 5.17 Improved bus stop facilities are proposed at:
- Hewitts Lane / Clifton Road;
 - Hewitts Lane / Ethel Gooch Road;
 - Folly Road / Folly Close; and
 - Folly Road / Bellrope Lane.
- 5.18 The master plan strategy has identified a series of off-Site interventions to support the development of the low carbon transport network in the Site's vicinity, and along identified desire lines. These interventions include new pedestrian and cycle infrastructure to support active travel, as well as new infrastructure for the bus-based public transport network.

ATZ Review

- 5.19 As part of the ongoing engagement with NCC (see para. 1.16 above), Waterman has undertaken a comprehensive review of the Active Travel Zone (ATZ) routes for the main corridors which provide sustainable access from the Site to Wymondham town centre and other key destinations to the south, such as Wymondham railway station.
- 5.20 The links which make up the ATZ routes have been reviewed by Waterman using the Transport for London (TfL) Healthy Streets ATZ methodology. This is set out in detail in Waterman's ATZ Route Assessment Technical Note, which is included in full at **Appendix E** for information. The relevant Healthy Streets Indicators include:
- Easy to cross;
 - Shade and shelter;
 - Places to stop and rest;
 - Not too noisy;
 - People choose to walk, cycle and use public transport;
 - People feel safe;
 - Things to see and do; and
 - People feel relaxed.
- 5.21 The main corridors of travel from the Site to the town centre and the extent of the ATZ assessment are reproduced in **Figure 5.1** and **Figure 5.2** respectively for information.



(Source: provided by Waterman)

Figure 5.1: ATZ Review Main Corridors of Travel



(Source: provided by Waterman)

Figure 5.2: Extent of ATZ Assessment

- 5.22 Due to the ongoing Covid-19 pandemic and associated restrictions, Waterman has not been able to undertake on-site validation checks to date. These on-site checks will be carried out when it is safe and appropriate to do so to inform and support continued stakeholder discussions.
- 5.23 As an alternative, reference has been made to Google Street View, which provides a detailed digital photographic record of the locality. The latest available Street View images are dated July 2019.
- 5.24 The Waterman Technical Note included at Appendix E provides a useful summary of the ATZ assessment, which identifies a series of proposed potential active travel measures.

- 5.25 It is important to review the findings of the ATZ review in conjunction with the findings of the WNIS for Corridors 2 and 3 (see para. 2.33 above).
- 5.26 Section 4 of the Waterman Technical Note provides a summary of the potential measures identified, extracting the key findings from the individual ATZ route assessments detailed in Appendix A of the Technical Note.
- 5.27 The ATZ review findings are consistent with and supportive of the initial design feasibility work carried out by Waterman to date and reported in the previous Regulation 18 consultation response.
- 5.28 The ATZ review identifies a range of potential measures to enhance active travel infrastructure in relation to the Site and the wider town, which include:
- The installation of tactile paving at identified crossing points.
 - The introduction of formal cycle route facilities, from cycle markings with coloured surfacing across side roads to advisory on-street cycle lanes.
 - The provision of benches and shelters at identified locations.
 - The provision of two new bus stop pairs on Tuttle Lane and improved bus stop facilities at four identified locations.
 - The introduction of additional cycle and footway route and crossing infrastructure along Tuttle Lane East, including a new toucan crossing facility proposed to the east of the Lime Tree Avenue junction.
- 5.29 Welbeck is supportive and committed to the delivery of active travel infrastructure that relate to the Site and its environs, including infrastructure identified in the ATZ review and the WNIS.
- 5.30 Section 6, which follows, provides a summary and conclusion.

6 Summary & Conclusion

Summary

- 6.1 BasfordPowers (BP), with Waterman and Sterling, have been retained by Welbeck to provide specialist transport and highways advice in connection with the site north of Tuttle Lane, Wymondham, South Norfolk (the “Site”).
- 6.2 Bidwells is providing specialist planning consultancy advice to Welbeck and has developed the master plan strategy for the Site.
- 6.3 James Bailey Planning Ltd. has been appointed to provide specialist planning consultancy support to Welbeck in connection with the Publication draft version of the Greater Norwich Local Plan (GNLP), also called the Regulation 19 Pre-Submission Draft Plan (the “Draft GNLP”) consultation process.
- 6.4 The Draft GNLP was published on the 1st February 2021 for consultation and it sets out the planning strategy for growth in Greater Norwich from 2018 to 2038.
- 6.5 The Site comprises approximately 54 ha of agricultural land located directly north of Wymondham’s existing northern settlement boundary. It is bounded by Tuttle Lane East and Tuttle Lane West to the south and by Melton Road to the west and north-west.
- 6.6 Wymondham is the largest settlement in the District and is situated nine miles south-west of regional capital of Norwich. This main town is well-connected to local road and rail networks.
- 6.7 South Norfolk Council (SNC) is the Local Planning Authority and Norfolk County Council (NCC) is the Local Highway Authority for the Site.
- 6.8 Welbeck has been engaging with the Greater Norwich Development Partnership (GNPD) on the promotion of the Site, which has the Site Reference GNLP0006.
- 6.9 The master plan strategy comprises a residential-led scheme of up to 700 dwellings and a circa 60 bedroom care home with provision for a Local Centre, a primary school and a new sixth-form college for Wymondham High.
- 6.10 BP, Waterman and Sterling have continued to engage with key transport stakeholders to inform the development of the master plan strategy, including NCC, SNC, Highways England (HE) and First Bus, the main local bus operator.
- 6.11 Since the previous Regulation 18 Draft GNLP consultation, which took place between January and March 2020, there have been a number of important transport policy and strategy developments: the Department for Transport’s (DfT) emerging Transport Decarbonisation Plan (TDP); NCC’s emerging Local Transport Plan (LTP4) and NCC’s Wymondham Network Improvement Strategy (WNIS).
- 6.12 The Regulation 18 consultation process also took place before the first national lockdown in response to the Covid-19 pandemic, which has further accelerated and normalised working from home (where possible) and increased the use of digital platforms and services.

- 6.13 The master plan strategy is an adaptive one and able to be responsive to the anticipated post-pandemic lifestyle changes, particularly the likely increase in working from home (WFH). Welbeck is committed to accommodating WFH space in every dwelling proposed for the Site.
- 6.14 The Site's location, the proposed masterplan strategy itself and the designed-in transport strategy support the use of carbon-free active travel modes; provide for EV charging infrastructure; support and enhance public transport opportunities and allow for sustainable deliveries, consistent with the TDP.
- 6.15 The Site's locational benefits, in relation to the District town, the regional centre of Norwich and the Cambridge Norwich Tech Corridor provide genuine opportunities for changes in travel behaviours to contribute to the achievement of NCC's carbon neutrality target.
- 6.16 The proposed masterplan strategy complies with emerging LTP4 Policy 5 which requires new development to be well located and connected to maximise use of sustainable and active transport options.
- 6.17 The Site is advantageously located in relation to two proposed walking and cycling corridors (Corridors 2 & 3) identified in the WNIS.
- 6.18 Welbeck remains supportive of and committed to the delivery of active travel infrastructure that relate to the Site and its environs, namely Corridor 2 and/or Corridor 3 identified in the WNIS.
- 6.19 The master plan strategy for the Site is fully compatible with, and reflective of, the Draft GNLP's objectives for communities and infrastructure.
- 6.20 The Site is an accessible one situated at the top of the District's defined settlement hierarchy, in accordance with Policy 1 *The Sustainable Growth Strategy* of the Draft GNLP.
- 6.21 The Site's location and the design principles embedded in the master plan strategy, supported by on and off Site sustainable transport measures, contribute to the development of low carbon transport networks in the main town of Wymondham, in accordance with Policy 2 *Sustainable Communities* of the Draft GNLP.
- 6.22 The master plan strategy has been previously informed by *Building for Life 12*; and will continue to be informed by its successor, *Building for a Healthy Life* (BHL) as it develops.
- 6.23 The master plan strategy includes the provision of high-quality pedestrian and cycle infrastructure to support safe, convenient and sustainable access to the proposed Local Centre, primary school and sixth-form college for existing and new communities, in accordance with Policy 2.
- 6.24 The master plan strategy fully supports the complete integration of EV charging infrastructure across the Site. Welbeck is committed to the provision of high quality EV charging infrastructure for each dwelling and at key locations around the Site, for example in connection with a proposed on-Site car club.
- 6.25 The Draft GNLP acknowledges Wymondham's role as a main town serving the south-west of Greater Norwich and contributing to the development of the Cambridge Norwich Tech Corridor (367).
- 6.26 The Draft GNLP includes a new allocation for at least 50 homes adjacent to the Site's south-east corner, detailed in Policy GNLP3013: Land North of Tuttlés Lane, Wymondham.

- 6.27 The Site's main town location within the Strategic Growth Area and the principles of the master plan strategy fully comply with the direction of travel of transport and access policies set out in the Draft GNLP.
- 6.28 The approach to the (relatively less accessible) village clusters in the Draft GNLP will inevitably encourage additional, and longer, car (and van) journeys and this is significant when set against the net zero context and the critical need to manage the transport sector's greenhouse gas (GHG) contributions.
- 6.29 The Draft GNLP's *Sustainability Appraisal and Strategic Environmental Assessment* (the "SA Report") presents a pre-mitigation assessment of the Site at the Regulation 18 stage. The master plan strategy and associated transport strategy seek to design out and help mitigate potential adverse transport and access impacts and, in doing so, comply with the emerging policies presented in Policy 2 *Sustainable Communities* and Policy 4 *Strategic Infrastructure* of the Draft GNLP.
- 6.30 It is acknowledged that the promotion of accessibility by active travel modes is more important than ever, given the establishment of net zero targets and the recent experiences of the Covid-19 pandemic.
- 6.31 The accessibility mapping exercise carried out by Waterman concludes that the existing Site is well located for access to local services, with local facilities within a 400m walk. Access to the wider area's commuting, employment and education facilities are also within appropriate distances.
- 6.32 The opportunities presented by the master plan strategy, its location and access to existing and planned facilities (including the Blue Pedalway and WNIS Corridors 2 & 3) serve to reinforce the Site's overall high level of access by sustainable modes.
- 6.33 The existing Site, without the master plan strategy, already meets the SA Report's walk distance thresholds for local services, green network, primary school, secondary school and key employment areas (measured from the Site's boundary edge).
- 6.34 With the master plan strategy for the Site, including the proposed provision of a Local Centre, a primary school and the sixth-form college, supported by a high quality active travel network and increased public transport provision, the levels of accessibility within the Site and to other centres will be further enhanced.
- 6.35 The accessibility work demonstrates that the Site has real potential to achieve modal shift to active travel and sustainable public transport modes; a shift that will be required to meet net zero targets.
- 6.36 Stakeholder engagement with NCC, SNC and the main bus operator, First Bus, has identified a preference for development of Tuttles Lane as the major bus corridor serving both the Site and the existing housing in the locality.
- 6.37 Two bus hubs are proposed on Tuttles Lane, with pedestrian-friendly links to support access. NCC has indicated its in principle support for the approach proposed.
- 6.38 The proposed master plan strategy reflects the need for dedicated bus drop off and pick up areas immediately adjacent the sixth-form college within the Site.
- 6.39 Waterman has undertaken an Active Travel Zone (ATZ) review to inform the design feasibility work for off-Site measures proposed to enhance the Site's accessibility by walking and cycling, in addition to access to public transport, local amenities and education facilities.

Conclusion

- 6.40 The master plan strategy for the Site, supported by a considered transport strategy, provides the opportunity to create an attractive, sustainable and inclusive new community in north Wymondham, the District's largest settlement. The proposed Local Centre, primary school and sixth-form college help reduce the need to travel and encourage local walking and cycling. The Site is particularly well located in relation to Wymondham High School and the Hewitts Lane corridor.
- 6.41 The Site's location, the proposed masterplan strategy itself and the designed-in transport strategy support the use of carbon-free active travel modes; provide for EV charging infrastructure; support and enhance public transport opportunities and allow for sustainable deliveries, consistent with the DfT's TDP and the achievement of net zero targets.
- 6.42 Detailed accessibility mapping demonstrates that the Site benefits from accessible walking and cycling catchments, which will be enhanced with the proposed improvements to the local low carbon transport network. The proposed bus-based public transport strategy has been discussed with NCC, SNC and the local bus operator and agreed in principle. Transport decarbonisation is also supported by the proposed integration of EV charging infrastructure across the Site.
- 6.43 Feasibility designs for proposed off-Site infrastructure proposals, in the Site's vicinity and along identified desire lines, have been developed accordingly.
- 6.44 The proposed master plan strategy itself, coupled with investment in active travel infrastructure, enhanced public transport and EV charging provision, enables more short-distance zero and low carbon trips to take place within Wymondham, as well as to and from the District's accessible main settlement, which is supportive of achieving the statutory net zero target for carbon reduction.
- 6.45 It is therefore concluded that the Site's main town location within the Strategic Growth Area and the principles of the master plan strategy fully comply with the emerging transport and access policies set out in the Draft GNLP.

A. Master Plan Strategy

Appendix A: Master Plan Strategy



- EXISTING**
- Site boundary
 - Drains / ponds
 - Woodland & hedgerows
 - PROW
- PROPOSED**
- Site access
 - Main roads
 - Secondary roads
 - Potential access link
 - Buffer planting
 - POS
 - GI corridors
 - Housing area
 - Primary / Sixth Form Secondary School
 - Local centre
 - Care home
 - Recreational route
 - NEAP/LEAP (400m walkable distance)
 - Proposed Bus Hub
 - SuDS
 - Attenuation Basin / Indicative Flood Management Area

| Rev. | Date | Details |
|------|------|---------|
| | | |

GENERAL
 Do not scale from this drawing.
 All dimensions to be checked on site.
 This plan is to be read with all accompanying documentation.
 © Bidwells 2020

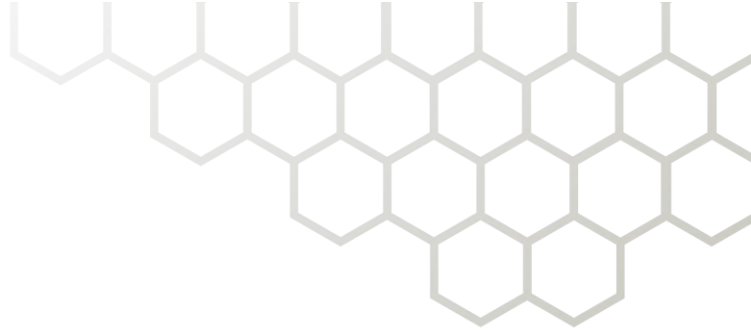
BIDWELLS Urban Design Studio
 Bkiwell House, Trumpington Road, Cambridge CB2 9LD

**WELBECK LAND
 LAND AT TUTTLES LANE
 MASTER PLAN STRATEGY
 REG 19**

Bar Scale: 1:5000 @ A3
 Job Code: 41766 OS License Number: 100017734
 Project Phase: Date: 09.03.2021 Drawn By: MS Checked By: SH
 Drawing Number: **UDS417666-A3-0109** Revisor: -

B. Stakeholder Discussions

Appendix B: Stakeholder Discussions



Meeting Minutes

| PROJECT | |
|--------------|---|
| Project No. | BP-19-007 |
| Project Name | Land at Tuttlles Lane, Wymondham |
| Client | Welbeck Strategic Land III Ltd |
| Contact Name | Jennifer Liu |
| Meeting Date | Monday 30 September 2019 |
| Attendees | Liz Poole (NCC), Sean Asplin (NCC), Chris Watts (SNC), Jennifer Liu (Welbeck), Mark Powers (Waterman), Lee White (Sterling) & Jane Powers (BasfordPowers) |

| AGENDA/ACTION ITEMS | NAME | DATE |
|---------------------------------|---------|----------|
| Proposed Development Background | Welbeck | On-going |

CONVERSATION

JL provided the project background and outlined Welbeck's Local Plan-related engagement to date. JL confirmed that the planning strategy for the Site would be reviewed with the (delayed) publication of the Regulation 18 Draft Plan in early 2020. CW noted that if the Site and the adjacent one (Graham Tuddenham's) were allocated, the planners would be looking for inter-site connectivity and the noted the need to future proof this potential linkage.

CONCLUSION

Welbeck keeping a watching brief on the emerging Local Plan.
The revised Indicative Masterplan to future-proof potential connectivity with the adjacent site.

| AGENDA/ACTION ITEMS | NAME | DATE |
|-------------------------------|----------|----------|
| Proposed Site Access Strategy | Waterman | On-going |

CONVERSATION

MP talked through the proposed Site access strategy to be incorporated into the evolving Indicative Masterplan. LP referred to Melton Road, a route that is well used where traffic speeds are very high and the banks are steep. NCC requires an off-street footway/cycleway adjacent to the carriageway, within the Site, as this is an important north/south link which connects to Hewitt's Lane, which is an attractive route to the town centre. NCC positive in principle to two Site access points on Tuttlles Lane, but also is looking to safeguard / futureproof a corridor through to Carpenters Barn etc. to the north-east (as a Type 1 corridor). NCC advised talking to Graham Tuddenham / Create Consulting regarding the link. LP identified the need for a 3m footway/cycleway as standard on one side of Type 1 and Type 2 routes.

CONCLUSION

NCC agreed in principle to the proposed Site access strategy with two vehicular access points on Tuttlles Lane. The revised Indicative Masterplan to incorporate a footway/cycleway link parallel with Melton Road. Welbeck to consider strategy for engaging with the adjacent site on a future-proofed potential link.

| AGENDA/ACTION ITEMS | NAME | DATE |
|------------------------------------|----------|----------|
| Proposed Public Transport Strategy | Sterling | On-going |

CONVERSATION

LW outlined the proposed Public Transport Strategy, highlighting the public-transport oriented nature of the proposed development and the approach of working with and re-shaping existing local bus services. SA referenced the Becketts Road development, amongst others, in support of not routing buses extensively through the Site.

LP noted that bus services need not enter the Site but instead provide enhanced bus stop infrastructure along Tutttles Lane.

LP emphasised the importance of bus service reliability and frequency as the key factors.

NCC expressed the clear preference for high quality bus infrastructure and service enhancements to be provided along Tutttles Lane, with consideration of an ‘easy dog leg’ into the Site.

JP noted that this provision would need to be supported by high quality pedestrian links to bus stop locations. LP noted that NCC is preparing a bid for ‘Transforming Cities’. Journey to work proposals include a mobility hub at the railway station.

SA noted that bus route #9, which is fully subsidised, serves Silfield, the railway station and the (Norfolk & Norwich University) Hospital.

It was noted that school buses will need careful Site management. It was suggested that the proposed primary school should be kept off the main Type 1 road, i.e. better served off a Type 2 road, away from any potential bus route.

CONCLUSION

The proposed Public Transport needs to be revised to provide for buses running along Tutttles Lane, with consideration of an ‘easy dog leg’ into the Site.

The revised Indicative Masterplan needs to provide for high quality pedestrian connectivity to revised bus stop locations.

The Site’s education-related bus access requirements needs to be carefully considered and managed.

| AGENDA/ACTION ITEMS | NAME | DATE |
|---|----------|----------|
| Proposed Off-Site Pedestrian & Cycle Infrastructure | Waterman | On-going |

CONVERSATION

MP outlined the proposed off-Site pedestrian and cycle improvements, encompassing Hewitt’s Lane/Pople Street, Lime Tree Avenue, Sheffield Road, Rothbury Road and Folly Road.

LP identified the need to extend the proposed footway/cycle connection along the north side of Tutttles Lane to the existing eastern Toucan crossing, near the Waitrose roundabout.

LP noted that the NCC Network Improvement Strategy is underway for Wymondham, which is looking at cycle connections in the town. The report is due at the end of 2019.

LP noted there are existing / proposed cycle connections from Norwich to Wymondham Leisure Centre, but no further. NCC are looking into what else may be done.

CONCLUSION

The revised Indicative Masterplan to extend the proposed footway/cycle connection eastwards along the north side of Tutttles Lane East.

BasfordPowers to keep a watching brief on the NCC Network Improvement Strategy outcomes.

| AGENDA/ACTION ITEMS | NAME | DATE |
|-------------------------------|-------------|----------|
| Highway Assessment Parameters | Waterman/BP | On-going |

CONVERSATION

The physical extent of the highway assessment was agreed as set out in the scoping Technical Note (2.4), subject to final confirmation with NCC and consultation with Highways England (HE).

LP noted that the Harts Farm Road junction is an NCC junction, but the on/off-slips are the responsibility of HE. The need to consult HE on the scope of the highway assessment work was noted.

Eric Cooper and Mark Norman were identified as HE contacts

LP confirmed that the proposed base (2020) and future assessment years (2031) are agreed.

LP noted, rather than a nominal mid-point assessment year, the key assessment is to identify the trigger for when further interventions will be needed for the 'Waitrose Roundabout', i.e. at what point does it tip over? Tuttle Lane roundabout is already approaching capacity, and that excludes the Elm Farm, Norwich Common developments (both of which have no mitigation).

LP noted that NCC has considered revised access arrangements for the Waitrose car park, but it's not feasible. The Police site is reliant on using the Waitrose car park.

The scope of the cumulative assessment was agreed, i.e. the sites identified in the scoping Technical Note plus two additional sites – North Elm Farm (150 dwellings) and the Gladman Homes scheme (630 dwellings).

It was noted that the Wymondham Rugby Club site split – 300 dwellings via Norwich Common and 90 dwellings via Whispering Oaks.

LP confirmed that five years of STATS19 road safety data would be required.

LP confirmed that a Stage 1 Road Safety Audit RSA and Designer's Response for the proposed Site accesses and relevant off-site highways mitigation works.

LP confirmed that no on-street parking surveys are required.

CONCLUSION

The physical extent of the highway assessment was agreed, subject to consultation with HE. Potential extent of network analysis to inform the development of mitigation measures is to be agreed with NCC.

The highway assessment to identify the trigger point for the 'Waitrose Roundabout'.

The assessment years and cumulative assessment assumptions were agreed.

The extent of road safety review work was agreed.

| AGENDA/ACTION ITEMS | NAME | DATE |
|---------------------|---------------|----------|
| Assessment Approach | BasfordPowers | On-going |

CONVERSATION

JP talked through the paradigm shift in transport planning, noting All Change, DfT's RTF18, the recent TRICS travel behaviour change research and the need to respond to SI 2019/1056 relating to Net Change.

JP confirmed that, whilst a full scenario planning assessment would not be undertaken, the philosophy of RTF18 etc. would need to be reflected in the assessment approach.

JP discussed the use of both RTF18 Scenario 1 reference case and Scenario 6 with Extrapolated Trip Rates.

LP indicated cautious support for Transport Futures. Members are aware of this, but still anchored in known / existing patterns. LP noted the need to demonstrate that mitigations can work with Scenario 1, but acknowledged that a Vision-led, higher sustainability Scenario 6 (referencing the NCC travel planning mode shift policy goal for Wymondham) could also be undertaken.

LP noted that NCC can provide five-day (pre- and post-travel plan) trip rates for comparable local sites.

LP noted that peak hour trip rates tend to start at 0.8, but even with travel plans, they were still higher than 0.4.

LP considered the 53% car driver mode shift/split unrealistic for the Site.
 LP to talk to NCC’s travel planning team to ascertain pre-/post-travel plan mode splits for local sites.
 LP acknowledged that a high sustainability Scenario 6 could incorporate the ambitious mode shift target.
 LP noted that Wymondham High sixth form has a huge catchment. Sixth form students from the villages tend to drive/be driven or use the bus (including 12 full buses). Student parking occurs at the leisure centre, Morrisons, on-street and on the school site.
 Catchment demographics can be checked with the education officer.
 LP confirmed that the 85% walk/cycle for the primary school broadly ok.
 LP considered the proposed 75% walk/cycle mode share too high for the sixth form.
 LP confirmed that 2011 Census data should be used for trip distribution assumptions in the first instance. LP will check with the travel planning team to see if there’s any more up-to-date travel plan monitoring data.
 LP noted that employment in Wymondham is Norwich-focused.
 Norwich Research Park is still five miles away by car. Need to emphasise bus travel.

CONCLUSION

The use of both RTF18 Scenarios 1 and 6 agreed, but noted that Members will focus on the former, and should form the basis of the assessment.
 LP to talk with the NCC travel planning team and discuss the provision of comparable local trip rates (pre/post travel plan) and any available mode shift monitoring data.
 Welbeck to request school catchment data at next meeting with the education officer (BP to advise on request).

| AGENDA/ACTION ITEMS | NAME | DATE |
|---------------------|---------------|----------|
| Travel Planning | BasfordPowers | On-going |

CONVERSATION

LP noted that NCC has a very proactive travel planning team. The travel planning team is monitoring residential travel plans and standard measures include £530 per dwelling for a free one-month bus pass.
 LP noted that NCC has had to unfortunately cut back on its previous school travel planning monitoring programme.
 LP commented that Wymondham High School is proactive, running its own buses to bring in students.

CONCLUSION

LP to speak to the travel planning team re. provision of comparable monitoring data.

| AGENDA/ACTION ITEMS | NAME | DATE |
|----------------------|-------------|----------|
| Policies & Standards | Waterman/BP | On-going |

CONVERSATION

LP confirmed that NCC’s 2007 maximum parking standards still apply.
 LP noted that NCC does not like to see parking courts.
 Tandem parking not preferred, although may be feasible subject to housing type, location etc.
 Provision of electric vehicle (EV) charging infrastructure not yet formal policy; but coming. It was agreed that take-up is underway and increasing, suggesting that each dwelling should be provided with a charging point.

CONCLUSION

Application of 2007 parking standards confirmed.
 The need to provide for EVs acknowledged.

| POST MEETING ADDENDUM | NAME | DATE |
|------------------------------------|----------|----------|
| Proposed Public Transport Strategy | Sterling | On-going |

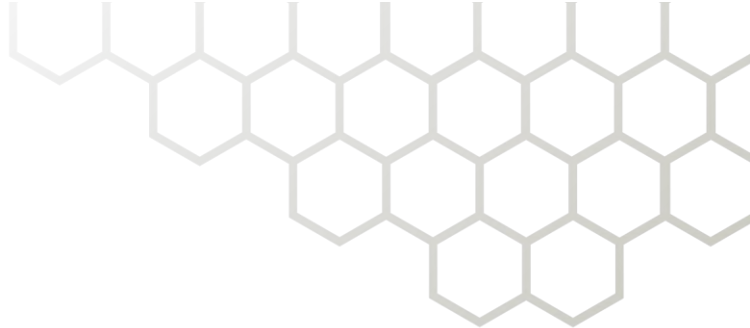
CONVERSATION

After the scoping meeting, Lee White of Sterling managed to meet up with Iain Rankine and his commercial team at First Bus. Their thinking is that the routes 14 and 15 would divert away from the Sheffield Road estate onto Tuttle Lane (they already do this in one direction at school times to avoid the congestion at the local primary school). The frequency would remain at every 15 mins during the main daytime period. A few implications were identified:

1. The need to deal with the standard 400m access distance issue as not all the Site will fit within this distance. As NCC stated they are not averse to this provided the pedestrian links to Tuttle Lane are sufficient (example quoted of up to 700m walk distance may be considered acceptable, as at Becketts Road).
2. There will be a need to provide some high quality bus facilities on Tuttle Lane. Whilst the Norwich bound direction will be in the development Site, the other direction will be more challenging given the existing properties.
3. They agree that the long-term solution is to split the 14/15 services with ½ running via the Site and ½ remaining on Tuttle Lane
4. They have an aspiration to serve the new transport hub at the rail station. This would be 1 additional bus which no doubt would need to be funded on a pooled basis with the other developments in Wymondham. From the Site's Public Transport Strategy perspective, routes 14/15 being extended would be the best proposition.

CONCLUSION

Sterling to maintain dialogue with local bus operators, as required.



Meeting Minutes

Bespoke, high quality transport
and land use planning advice

| PROJECT | |
|--------------|---|
| Project No. | BP-19-007 |
| Project Name | Land at Tutttles Lane, Wymondham |
| Client | Welbeck Strategic Land III Ltd |
| Contact Name | Jennifer Liu |
| Meeting Date | Thursday 24 September 2020 |
| Attendees | Liz Poole (NCC), David Wilson (NCC), Mark Powers (Waterman), Lee White (Sterling) & Jane Powers (BasfordPowers, BP) |

| AGENDA/ACTION ITEMS | NAME | DATE |
|--|------|------|
| Introductions | | |
| CONVERSATION | | |
| <p>Respective introductions were made. LP noted that DW at NCC would deal with the outline application and Andrew Willard at NCC would deal with the detailed aspects – internal layout etc.</p> | | |
| CONCLUSION | | |
| - | | |

| AGENDA/ACTION ITEMS | NAME | DATE |
|--|------|----------|
| Project Update | BP | On-going |
| CONVERSATION | | |
| <p>JP provided a project update, noting it had been almost a year since they last met at County Hall. JP noted the Reg 18 consultation response was submitted in March 2020 and included accessibility mapping work. JP noted the site has been identified as a Contingency Site and a Reasonable Alternative Site in Wymondham. JP noted Welbeck continues to engage in the GNLP process and is awaiting the Reg 19, which is now expected in February/March 2021. JP noted the GNDP Board meeting scheduled for 30th September. JP noted Welbeck has continued to engage with SNC and has met and sought pre-application advice. JP noted that, if SNC is supportive, Welbeck will be looking to potentially submit a hybrid application in March/April 2021. SNC is supportive of Welbeck's project team working with key stakeholders to progress the technical details. JP noted the hybrid application would be likely to comprise:</p> <ul style="list-style-type: none"> Phase 1 detailed application for 153 dwellings and a c. 60 bed care home, as well as land for the delivery of the secondary education facilities. Masterplan outline application for 547 further dwellings (i.e. a total of 700), a local centre, a primary school and the secondary education facilities – the proposed 6th form expansion site for Wymondham High Academy. | | |
| CONCLUSION | | |
| - | | |

| AGENDA/ACTION ITEMS | NAME | DATE |
|---|------|------|
| NCC Pre-App Response Letter | | |
| CONVERSATION | | |
| <p>Meeting discussion was structured around LP's letter to Chris Watts of SNC dated 1 September 2020. Bullet points were responded to in turn.</p> <ul style="list-style-type: none"> • MP confirmed that two roundabouts are proposed at the site access junctions on Tutttles Lane. LP confirmed this was acceptable. • In relation to the provision of toucan crossings across Tutttles Lane, it was agreed that one (likely two) toucan crossings would be required (in addition to the existing provision) to improve the site's connectivity to Wymondham. MP confirmed this would be included in the modelling work. • With respect to the connection to Carpenters Farm/Becketts Grove, it was confirmed that the masterplan includes a Type 1 road, compatible with potential future public transport provision, and footway / cycleway links. It was recognised that the adjacent site may or may not come forward. LW noted that the bus operators are still keen on the future possibility of operating buses along the link and this has been future-proofed. • It was confirmed that a footway/cycle way would be provided along the northern side of Tutttles Lane on land within Welbeck's control, also noting public highway. LP highlighted the new DfT cycle design guidance [<i>DfT's Cycle Infrastructure Design</i>, Local Transport Note 1/20, July 2020], noting that this needs to be applied, including <u>segregated</u> cycle provision. LP noted that the old rugby club site has been recently cleared, including all the vegetation adjacent to Tutttles Lane. DW noted sustainable trips to the on-site education and noted the need to avoid crossing and re-crossing Tutttles Lane, especially for children (recognising the existing pinch point). DW noted that the extent of the public highway along parts of Tutttles Lane were unclear and research would be needed to validate this. LP noted there was a well used permissive path [which extends from the track that goes past RPS Bodyworks] which goes south along the south-east boundary of the Phase 1 site down to the green spur in the south-east corner. This should be reflected on the masterplan drawing. Waterman to check PROW and permissive status. • MP confirmed that the internal spine road would be subject to a 20pmh zone with the deployment of horizontal traffic management features. • LP confirmed that the full assessment of all the links through the adjacent housing estates to the town centre and other facilities relates to active travel provision. LP and DW confirmed NCC had no preferred assessment methodology and MP to check options. • JP noted that the masterplan strategy includes a north/south recreational pedestrian route running parallel with Melton Road, along the western side of the site, and that buffer planting is proposed to respond to the Landscape and Visual Assessment (LVA). LP noted that there is a popular walking route and expressed concern that the route, as shown, might not be used by Wymondham residents. LP also noted that vehicle usage of Melton Road (60mph route) was high and speeding traffic is an issue. LP noted the need to maintain attractiveness and avoid segregated pedestrians. JP acknowledged that there was a tension between the need for screening coming out of the LVA and maintaining an open pedestrian environment and noted the potential to increase pedestrian connectivity points to Melton Road. Waterman and BP to review options and discuss with Bidwells. In discussing ideas, LP mooted the idea of closing Melton Road south of its junction with Wramplingham Road to vehicles and re-routing via the site's spine road. The air quality and severance implications of this are noted, particularly in relation to sensitive receptors. • JP confirmed that a robust assessment of Tutttles Lane roundabout would be undertaken, testing the full 700 dwellings as part of the site-wide masterplan. | | |

LP noted, with respect to the Gladman scheme, that their modelling was not acceptable and NCC has not received anything further to date. NCC consider the junction arm mitigation proposed in the Gladman scheme on Tuttle Lane as undeliverable.

NCC considers that the most recent improvements to Tuttle Lane roundabout represent an optimum scheme (implemented within the last two years). Further improvements have been considered, including partial signalisation. LP noted that the configuration of the Waitrose car park exit onto the B1135 meant U-turns at the roundabout. LP questioned whether there was scope to work with Waitrose to reconfigure the exit to reduce U-turns at the roundabout.

LP noted that the AM Peak is a key time period, and also noted an extended PM Peak, with trips associated with the Police HQ on Harts Farm Road from 4.00pm and extending into the evening peak. DW acknowledged that Tuttle Lane roundabout is a pre-existing, significant concern, but are also aware it is a constraint.

CONCLUSION

- The extent of the public highway along the north side of Tuttle Lane needs to be researched and confirmed via highway.boundaries@norfolk.gov.uk.
- Proposed cycle infrastructure needs to fully reflect DfT's 2020 LTN 1/20.
- The masterplan strategy drawing needs to be reviewed against the permissive path to the south-east.
- BP/Waterman to discuss pedestrian link proposals on the site's western boundary with Bidwells.
- BP/Waterman to discuss with Welbeck the possibility of engaging with Waitrose on the store car park configuration.

AGENDA/ACTION ITEMS

| AGENDA/ACTION ITEMS | NAME | DATE |
|-------------------------------------|----------|------|
| Assessment Methodology Confirmation | Waterman | |

CONVERSATION

JP reconfirmed that Decide & Provide approach, incorporating scenario planning, would be undertaken using 2020 base and 2031 future assessment years. [The latter will be rechecked against Welbeck's phasing timeline]. The assessment will include a 'cautious' (i.e. current patterns) scenario as well as one which reflects evidenced trends and reflects behavioural changes linked to Net Zero targets and those arising from Covid.

MP confirmed that the agreed traffic surveys had been carried out pre-Covid (February 2020).

LP confirmed that the pre- and post- travel plan trip rates previously provided by NCC are the latest available and should be used. LP confirmed a preference for these trip rates to be applied to relevant cumulative assessment sites (rather than using historic trip rates from other TAs).

LP confirmed that the permissions Beckett's Grove and Carpenter's Barn had been essentially fully built out (c.30 dwellings left to complete on Carpenter's Barn), but Elm Farm had not been built out.

CONCLUSION

-

AGENDA/ACTION ITEMS

| AGENDA/ACTION ITEMS | NAME | DATE |
|-------------------------------|----------|------|
| Tuttle Lane Roundabout Update | Waterman | |

CONVERSATION

See above.

CONCLUSION

-

| AGENDA/ACTION ITEMS | NAME | DATE |
|---|----------|------|
| Public Transport Strategy & Covid-19 Response | Sterling | |
| CONVERSATION | | |
| <p>LW reconfirmed previous discussions with First Bus and the thinking on the improvements and routings in relation to bus routes 14 and 15. LW also noted the potential of bus route 9 to provide a link between the site, the town centre and the rail station.</p> | | |
| CONCLUSION | | |
| - | | |

| AGENDA/ACTION ITEMS | NAME | DATE |
|---|---------------|------|
| Travel Planning | BasfordPowers | |
| CONVERSATION | | |
| <p>LP confirmed preference for a strong Framework Travel Plan for the site as a whole, which clearly sets out what is expected, for future site occupiers (and/or those delivering the development parcels) to sign up to. LP noted measures such as vouchers and personalised journey planning. LP noted that the Framework Travel Plan should be supported by TRICS standard assessment monitoring (SAM).</p> | | |
| CONCLUSION | | |
| - | | |

| AGENDA/ACTION ITEMS | NAME | DATE |
|--|------|------|
| Off-site Sustainable Transport & Mitigation | | |
| CONVERSATION | | |
| <p>JP noted that the Reg 18 submission had further developed off-site sustainable transport mitigation. JP acknowledged the Draft Network Improvement Strategy (NIS) for Wymondham, which had been published in September 2020. JP noted the synergy between the site and Walking & Cycling Corridor 3 – Tuttle Lane East – Hewitts Lane – Folly Road.</p> | | |
| CONCLUSION | | |
| <p>The Transport Strategy for the site is complementary to and supportive of the NIS, with specific reference to Corridor 3. As stated in the Reg 18 submission, Welbeck is keen to support the delivery of actions stemming from the NIS that relate to the site and its environs.</p> | | |

| AGENDA/ACTION ITEMS | NAME | DATE |
|--|------|------|
| Programme & Next Steps | | |
| CONVERSATION | | |
| <p>LP confirmed that she and her team were content to keep engaged and involved at this pre-application stage. LP confirmed that NCC do not charge for pre-app advice at present. LP noted she would welcome more information, as the technical work progresses, which could be taken to the development management and public transport team (including Sean Asplin).</p> | | |
| CONCLUSION | | |
| - | | |



| AGENDA/ACTION ITEMS | NAME | DATE |
|---------------------|------|------|
| AOB | | |
| CONVERSATION | | |
| No AOB | | |
| CONCLUSION | | |
| - | | |

The following comments form Highways England's response to the Land at Tuttle Lane, Wymondham Transport Assessment and Travel Plan Scoping Technical Note, prepared by Basford Powers on behalf of Welbeck Strategic Land III Ltd.

The proposed development comprises 800-dwellings, a local centre and schools. In reflection of the scale of development, it is the consultant's intention to prepare a Transport Assessment (TA) in addition to Travel Plans.

Reference should be made to DfT Circular 02/2013 Strategic road network and the delivery of sustainable development which sets out Highways England's requirements and expectations for assessment of proposed developments.

Trip Rates

The TA should provide full details of trip rates, including TRICS output reports and justification for selection assumptions made.

Given the edge-of-town location of the proposed development, it is expected that this should be accounted for in the selection of TRICS sites, as this may have some bearing on calculated trip rates.

If an alternative approach is used, for example locally-derived trip rates based on developments in the local area, full details and justification should be provided to help demonstrate such an approach is sufficiently robust.

The scoping note indicates a proposal to internalise development trips to take account of the proposed education land uses. It is recommended that full details are included in the TA of the calculations used.

The scoping note makes reference to DfT Road Traffic Forecasts 2018 Extracted Trip Rates Scenario 6 which considers longer term reductions in trip rates. It should be noted that there are likely to be variations in trends across different parts of the country. A relatively small town such as Wymondham, which is less likely to contain all key services, leisure, retail and employment that the town's population is likely to require, may not experience the same level of trip rate reduction than a more urban location. Highways England nevertheless welcomes the inclusion of additional evidence in the TA as part of a sensitivity test or an alternative trip generation scenario, alongside evidence on how reductions in car trips could be achieved through travel plan measures in today's context, irrespective of what may or may not occur in the future in terms of wider trends and innovations.

Mode Share

The scoping technical note identifies the 2011 Census journey to work car driver mode share of 68% and a 15% mode shift target as set out in NCC's Travel Plan Guidance. A target car driver mode share of 53% is proposed, which appears to represent a 15 percentage point reduction on the Census mode share. However, a 15% reduction on 68% mode share results in a 58% target mode share. It should be confirmed if the presented target reduction is correct.

It is unclear if the target mode share will be applied to the assessment of the development's impact on the surrounding road network. It is recommended that both with and without travel plan target scenarios are presented for comparison, and the target mode share is supported by evidence and robust proposals in the TA and/or Travel Plan which can sufficiently demonstrate that the reduction is achievable.

Travel Plan

A Travel Plan will be prepared in accordance with NCC's Travel Plan Guidance, in addition to School Travel Plans. As noted earlier, it is essential that measures are put forward in the Travel Plans which have the potential to lead towards the target car mode share. It is also recommended that a robust approach to monitoring and responding to any exceedance of targets is also set out in the Travel Plans.

Public Transport

Tuttles Lane is fairly well-served by bus services. It is noted that there are proposals to divert routes 14, 15 and 15a into the development. These services provide a half-hourly frequency and connect to Norwich city centre in around 35-40 minutes. This is competitive to a car journey time (factoring in time the time it takes to park a car) depending on the time of day, so therefore bus could be an attractive mode for journeys to the centre of Norwich.

To help achieve the target mode share, it is recommended sufficient measures be put in place to encourage use of these bus services including potential financial incentives such as free tickets for a set period. The agreement or input of the bus operator will also need to be sought early on as will an assessment of diversions on existing patronage and services.

Scope of assessment

The proposed geographical scope only covers the local road network including the B1172 Harts Farm Road / B1135 / Falconers Chase roundabout which is linked to the A11 Spink's Lane junction. It is noted that the operation of the roundabout has some influence on the operation of the nearby A11 Spink Lane junction and therefore its inclusion in the TA is welcomed.

The scale of development has the potential to generate significant increases in traffic on surrounding roads. To enable Highways England to gauge the potential impact of the proposed development, it is recommended that the TA includes estimates of traffic movements on the strategic road network, in particular the A11 Spink's Lane junction and the A11/A47 Thickthorn Interchange. This should be sufficiently detailed to show traffic movements by direction in both weekday peak periods.

Trip distribution

The TA should provide details of how development vehicle trips will distribute across the wider road network. As indicated above this should include the strategic road network, most notably the A11 Spink's Lane junction and A11/A47 Thickthorn Interchange.

Traffic growth

It is noted that a base year of 2019/2020 is proposed and a single forecast year of 2031 which represents the completion of the entire development. These assessment years are considered suitable.

It is noted that a midway assessment is also being considered. With reference to an earlier point in this response, if a midway assessment year is taken forward, consideration could be given to a phased application of mode shift targets, i.e. the full mode shift is not accounted for until the entire development is built-out.

It is recommended that DfT TEMPro tool is used to estimate background traffic growth.

The list of committed development sites to be incorporated within the assessment is considered appropriate.

In calculating background traffic growth using DfT TEMPro, it may be appropriate to discount the committed development sites using the Apply Alternative Assumptions calculator to help avoid double counting of trips. It is recommended that the TA includes full details of the calculations made.

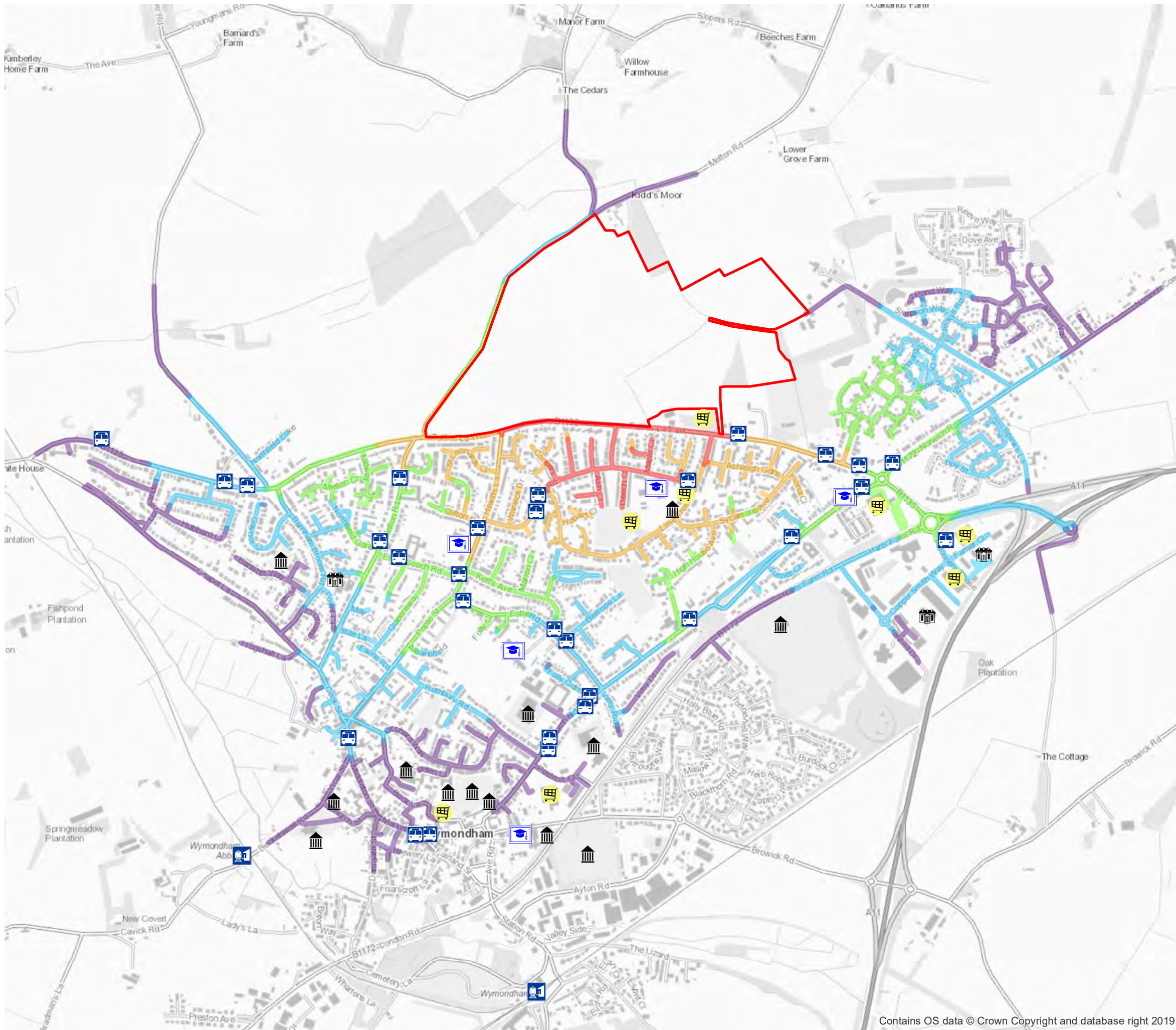
Junction capacity assessments

The proposed development has potential to generate additional traffic on the strategic road network which could have an impact on performance. It is recommended as a starting point that traffic flow diagrams are presented which Highways England can use to help determine whether or not capacity assessments are required of junctions and slip roads on the strategic road network.

The operation of the B1172 Harts Farm Road / B1135 / Falconers Chase roundabout is also relevant to Highways England, as it could have a knock-on effect on Highways England's network.

C. Accessibility Plans

Appendix C: Accessibility Plans

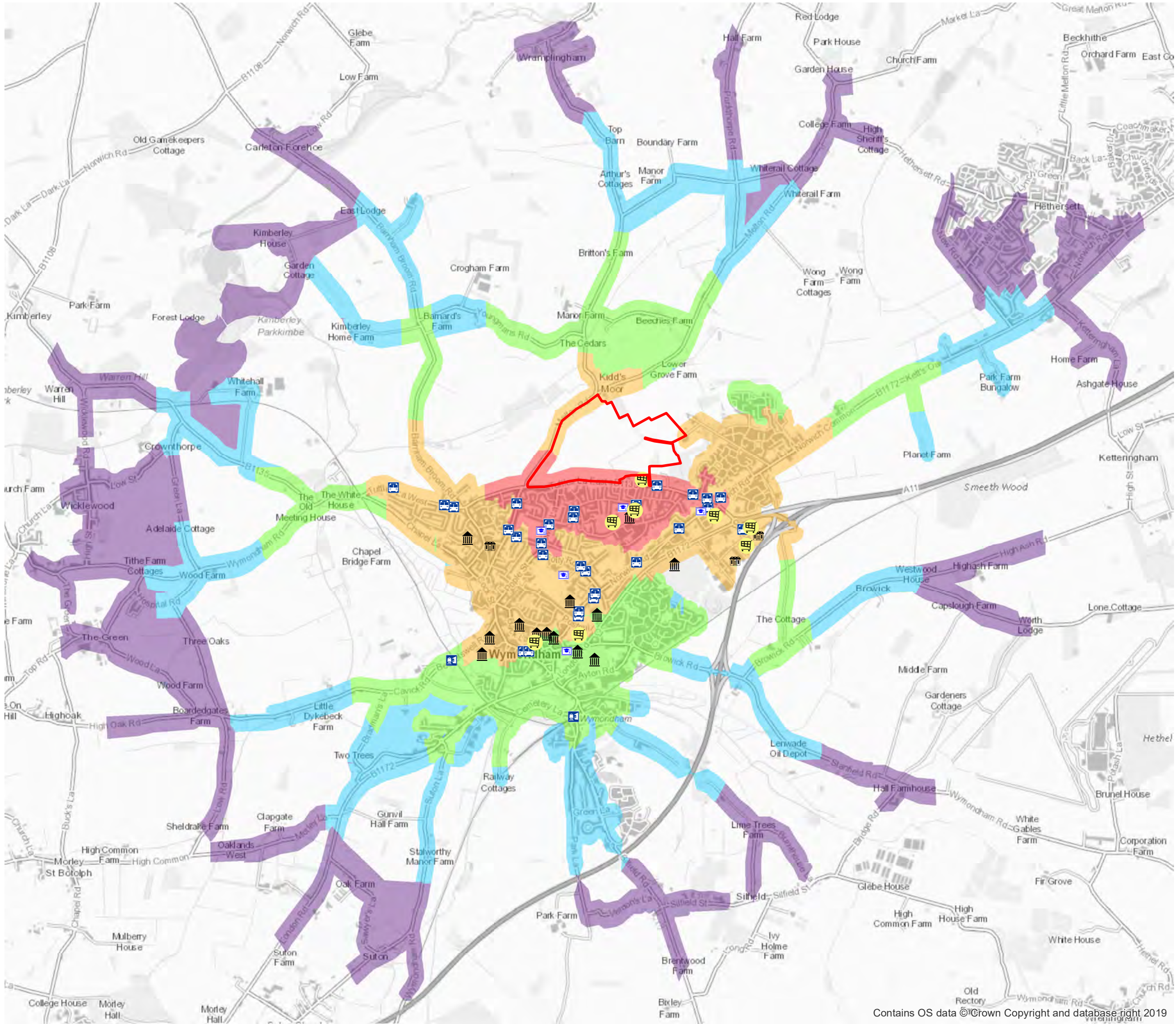


- Site Boundary
- 0 - 0.4 km
- 0.4 - 0.8 km
- 0.8 - 1.2 km
- 1.2 - 1.6 km
- 1.6 - 2 km
- Retail
- Schools
- Community
- Bus Stops
- Train Station
- Employment



| | |
|---|--|
| <p>Project Details</p> <p>Figure Title</p> <p>Figure Ref</p> <p>Date</p> <p>File Location</p> | <p>WIE16054-104: Wymondham, Norfolk</p> <p>Figure 1: Walking Catchment</p> <p>WIE16054-104_GIS_TP_1A</p> <p>February 2020</p> <p>\\h-incs\wiel\projects\wie16054\100\gis\tp\issued figures</p> |
|---|--|

Contains OS data © Crown Copyright and database right 2019



- Site Boundary
- Retail
- Schools
- Community
- Bus Stops
- Train Station
- Employment
- 0 - 1 km
- 1 - 2 km
- 2 - 3 km
- 3 - 4 km
- 4 - 5 km



0 0.225 0.45 0.9 km

| | |
|-----------------|---|
| Project Details | WIE16054-104: Wymondham, Norfolk |
| Figure Title | Figure 2: Cycling Catchment |
| Figure Ref | WIE16054-104_GIS_TP_2A |
| Date | February 2020 |
| File Location | \\h-incs\wiel\projects\wie16054\100\gis\tp\issued figures |

Contains OS data © Crown Copyright and database right 2019

D. Waterman Drawings


Appendix D: Waterman Drawings

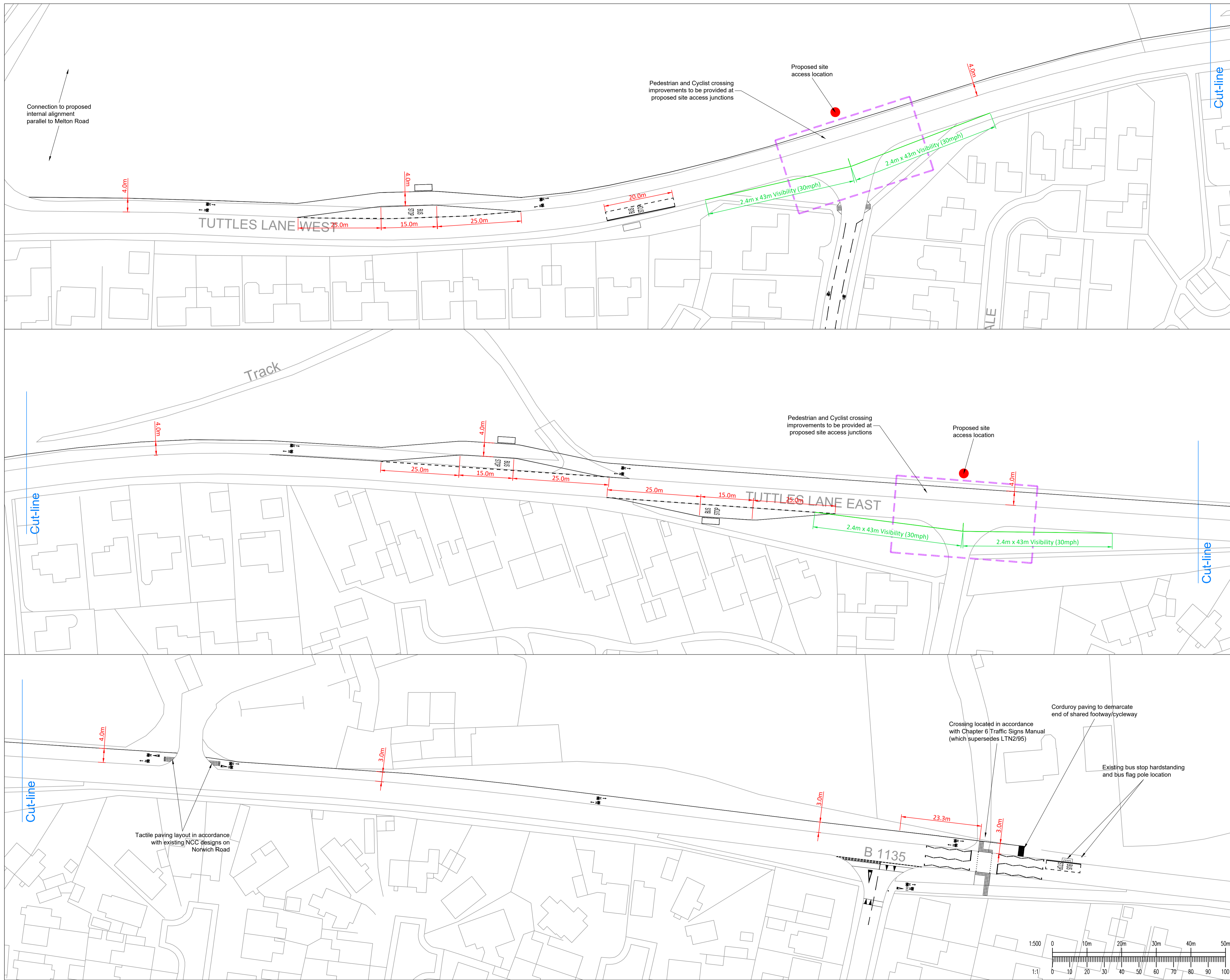
Tuttles Lane Footway/Cycleway, Bus Layby(s) and Toucan Crossing Proposals - WIE-16054-SA-95-0001-A01

Potential eastern extension to shared footway/cycleway provision considered long-term scenario subject to highway third-party land ownership

Lime Tree Avenue and Sheffield Road raised entry treatments and tactile paving crossover improvements - WIE-16054-SA-95-0002-A01

Hewitts Lane, Folly Road, Pople Street and Rothbury Road cycle lane(s), raised entry treatments and tactile paving crossover improvements - WIE-16054-SA-95-0003-A01

| A01 | 27.02.20 | ISSUED | DM |
|--|----------|--|-------------------------------|
| Rev | Date | Description | By |
| Amendments | | | |
| Project Land North of Tuttles Lane, Wymondham | | | |
| Title Proposed Junction, Crossover & Footway/Cycleway Improvements | | | |
| Client Welbeck Strategic Land III Ltd | | | |
|  | | | |
| Pickfords Wharf Clink Street London SE1 9DG 1 020 7929 7888 mail@watermangroup.com www.watermangroup.com | | | |
| Drawing Status PRELIMINARY | | | |
| Designed by | MP | Checked by | MP |
| Drawn by | DM | Date | February 2020 |
| Scales @ A1 work to figured dimensions only | | 1:2000 | Project No WIE16054 |
| | | Computer File No WIE-16054-SA-95-0004-A01.dwg | |
| Publisher | Zone | Category | Number |
| WIE | SA | 95 | 0004 |
| | | | Revision |
| | | | A01 |



Note:
 Indicative footway/cycleway alignment dependent upon extent of Highway Boundary
 Potential extension to shared footway/cycleway provision considered long-term scenario subject to highway/third-party land ownership

| | | | |
|-----|----------|--|----|
| Rev | Date | Description | By |
| A02 | 11.03.20 | ADDITIONAL TEXT: SITE ACCESS JUNCTION IMPROVEMENTS | DM |
| A01 | 27.02.20 | ISSUED | DM |

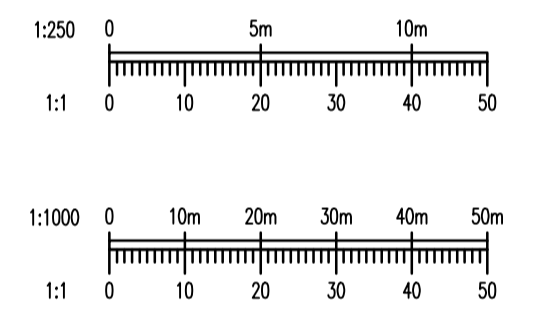
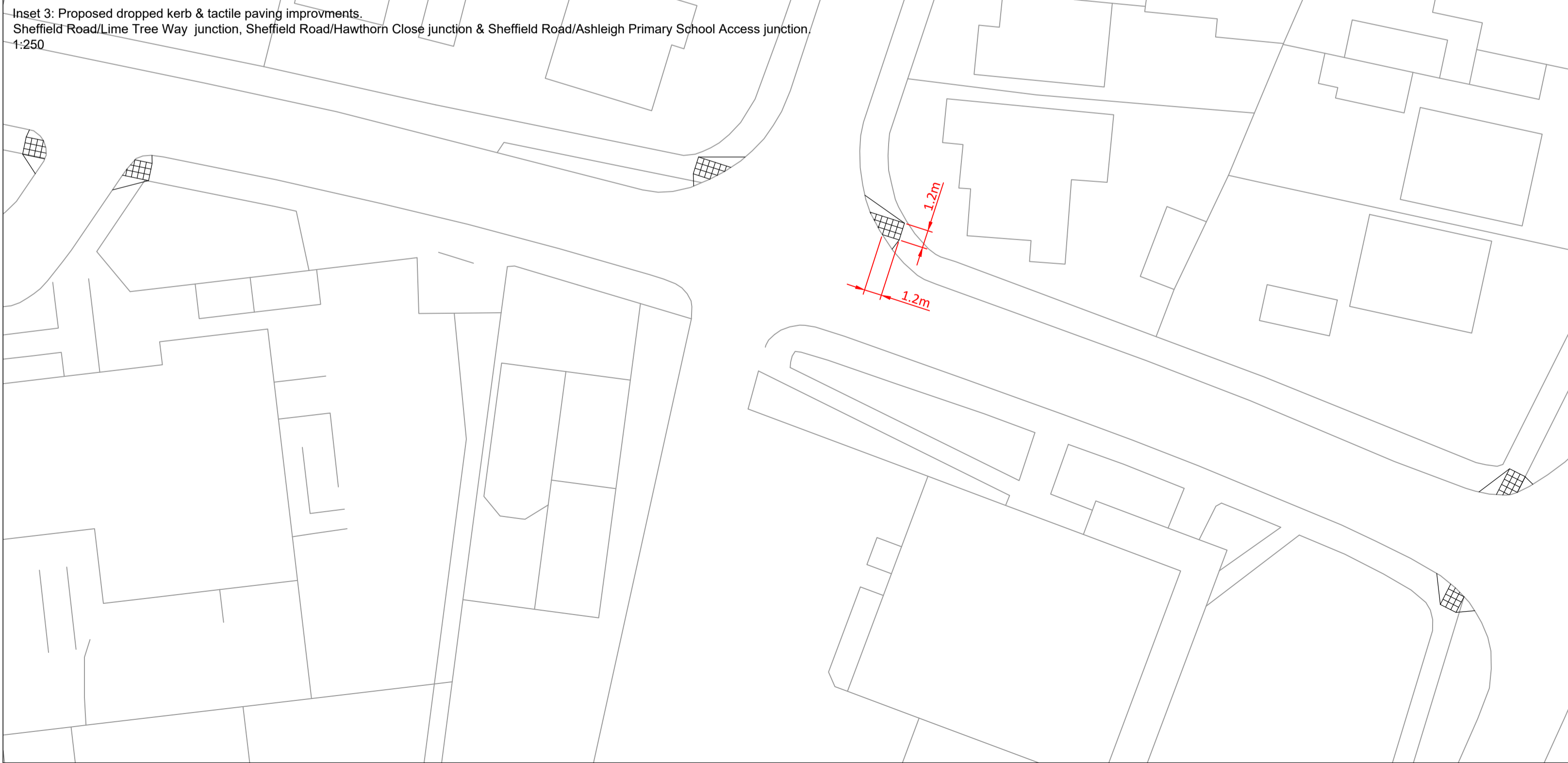
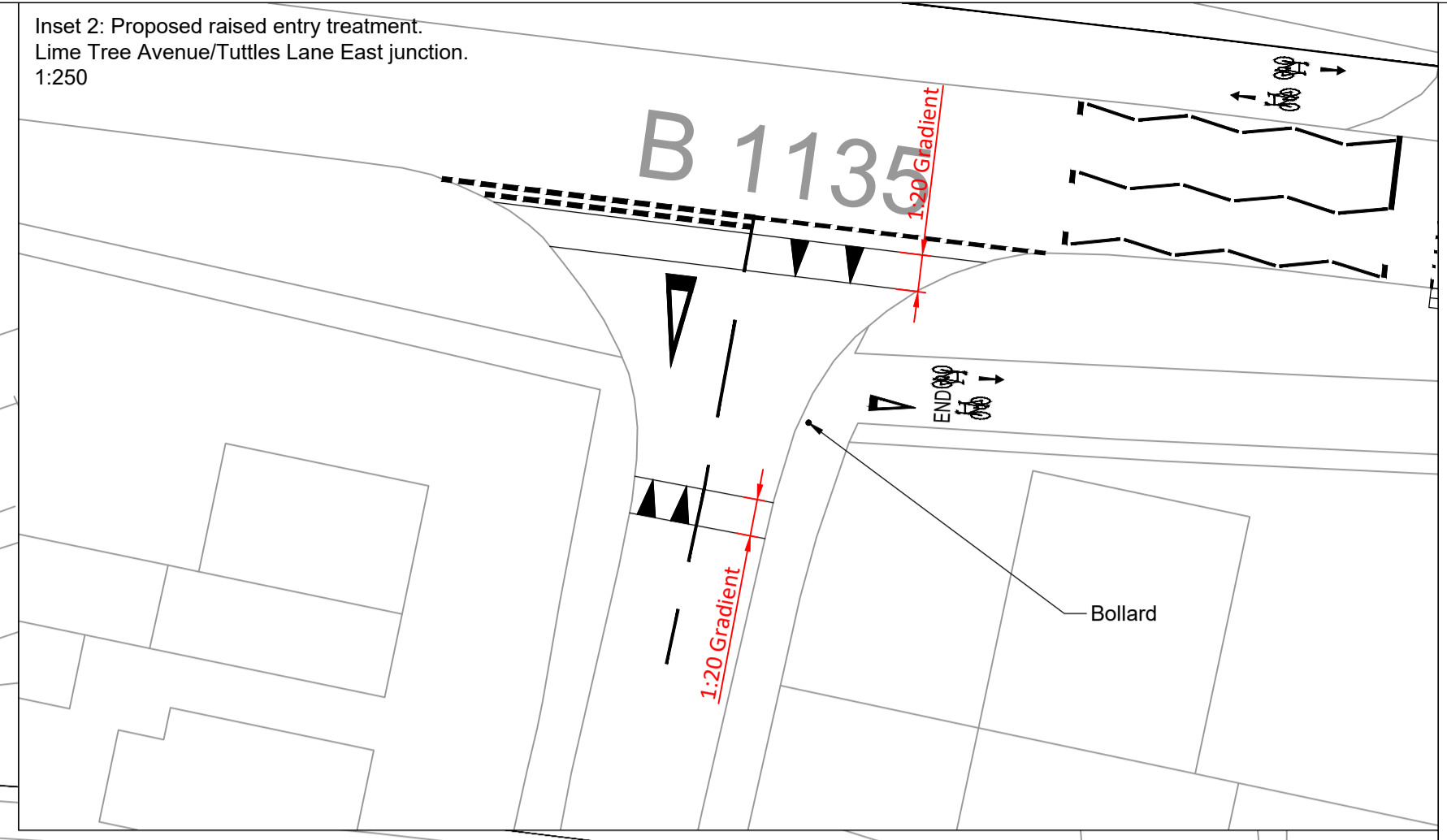
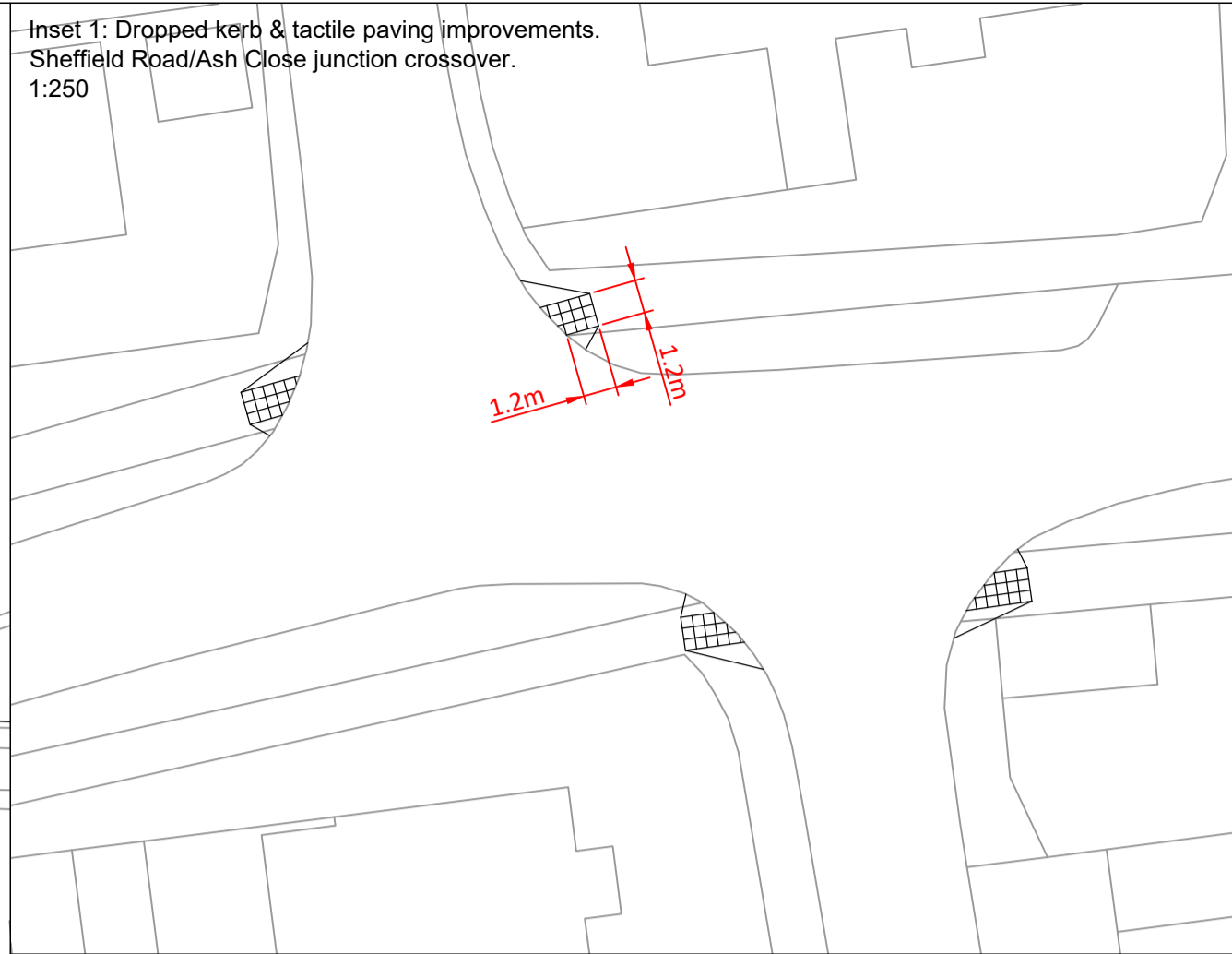
Project
Land North of Tuttle Lane, Wymondham

Title
Indicative Northern Footway/Cycleway and Toucan Crossing Arrangement

Client
 Welbeck Strategic Land III Ltd

Pickfords Wharf Clink Street London SE1 9DG
 1 020 7929 7888
 mail@watermangroup.com www.watermangroup.com

| | | | | |
|---|------|------------|---------------|--|
| Drawing Status PRELIMINARY | | | | |
| Designed by | MP | Checked by | MP | Project No |
| Drawn by | DM | Date | February 2020 | WIE16054 |
| Scales @ A1 work to figured dimensions only | | | 1:500 | Computer File No WIE-16054-SA-95-0001-A02.dwg |
| Publisher | Zone | Category | Number | Revision |
| WIE | SA | 95 | 0001 | A02 |



| A01 | 27.02.20 | ISSUED | DM |
|-----|----------|-------------|----|
| Rev | Date | Description | By |

Amendments
Project
 Land North of Tuttles Lane, Wymondham

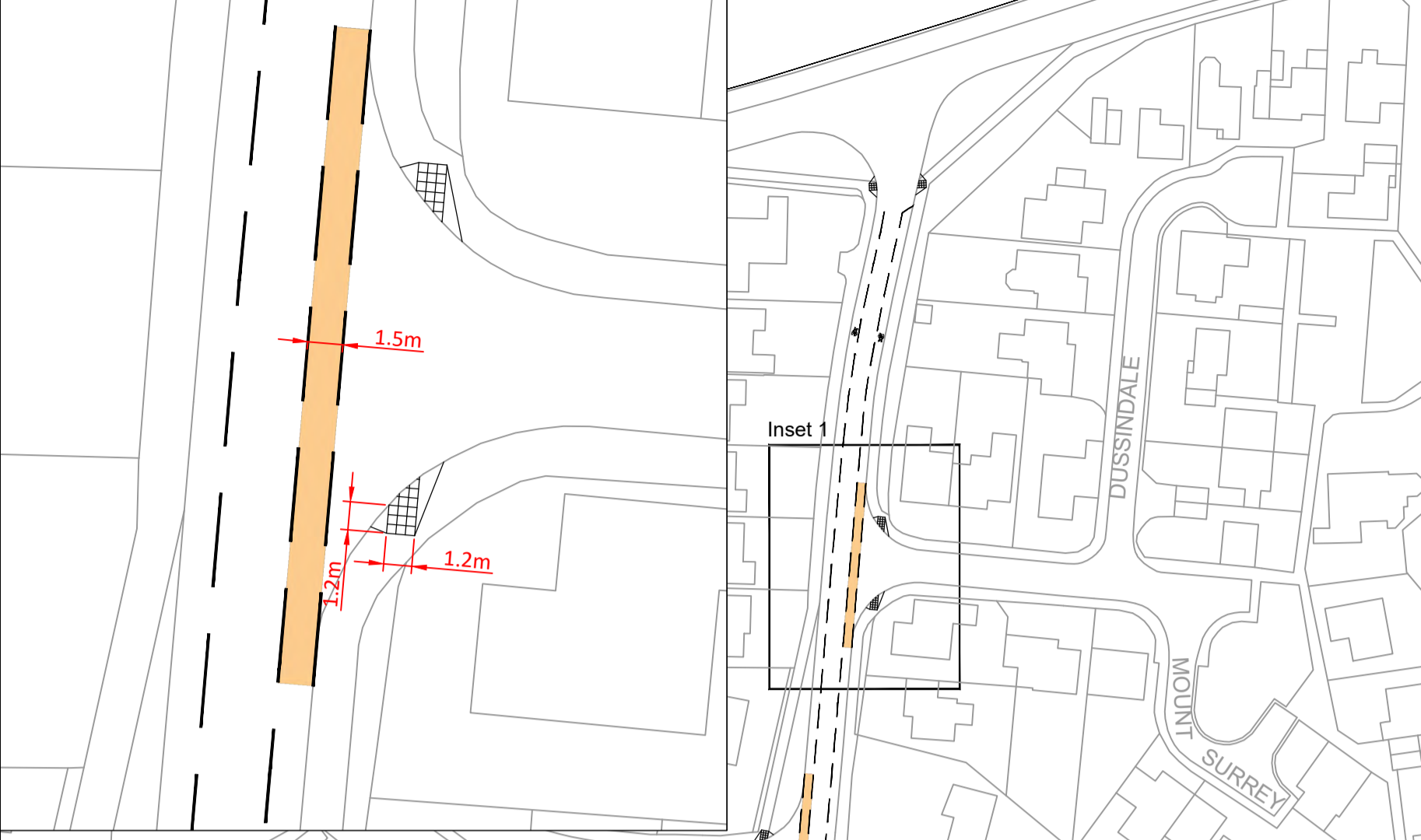
Title
 Proposed Lime Tree Avenue & Sheffield Road
 Junction & Crossover Improvements

Client
 Welbeck Strategic Land III Ltd

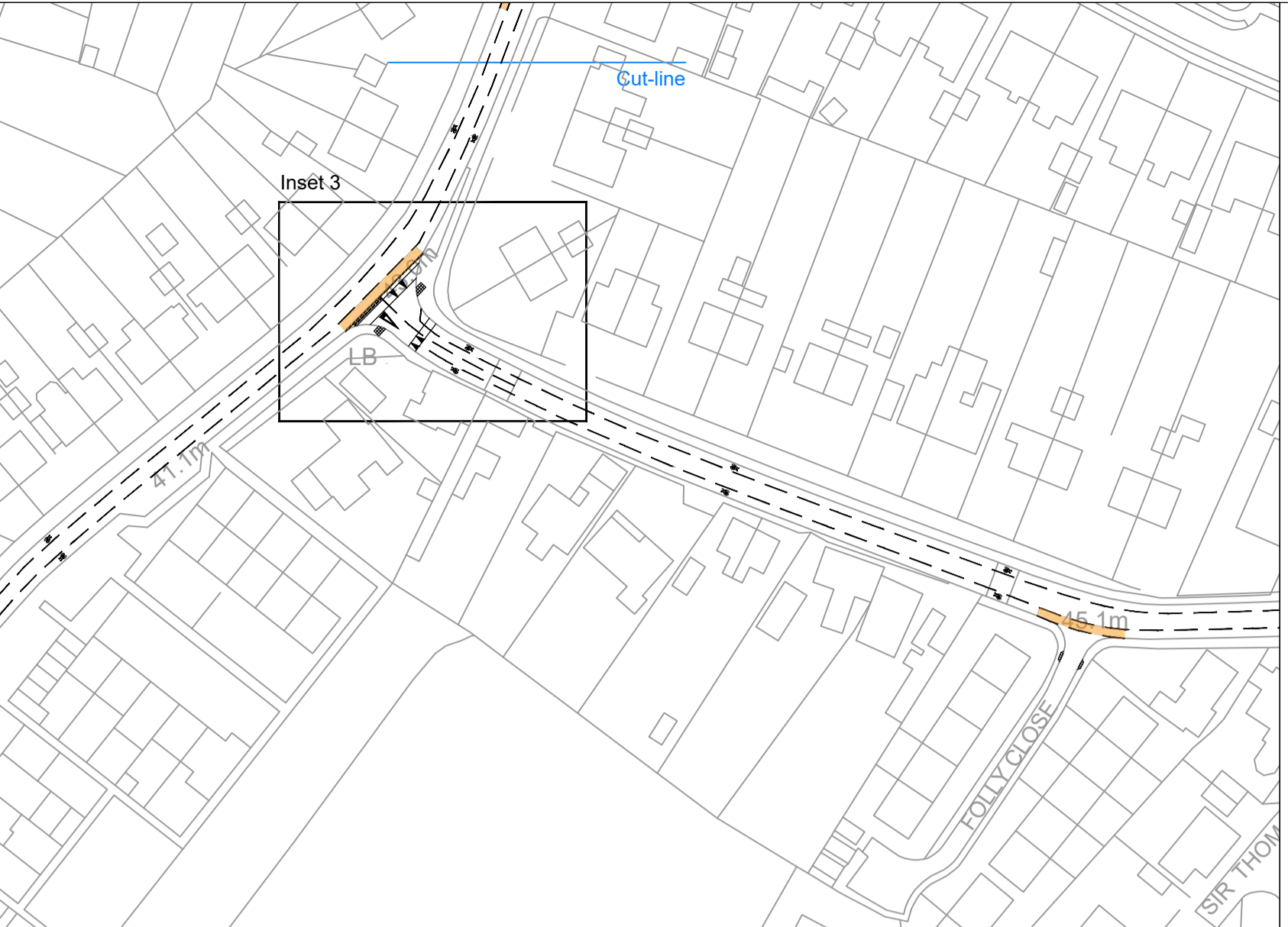
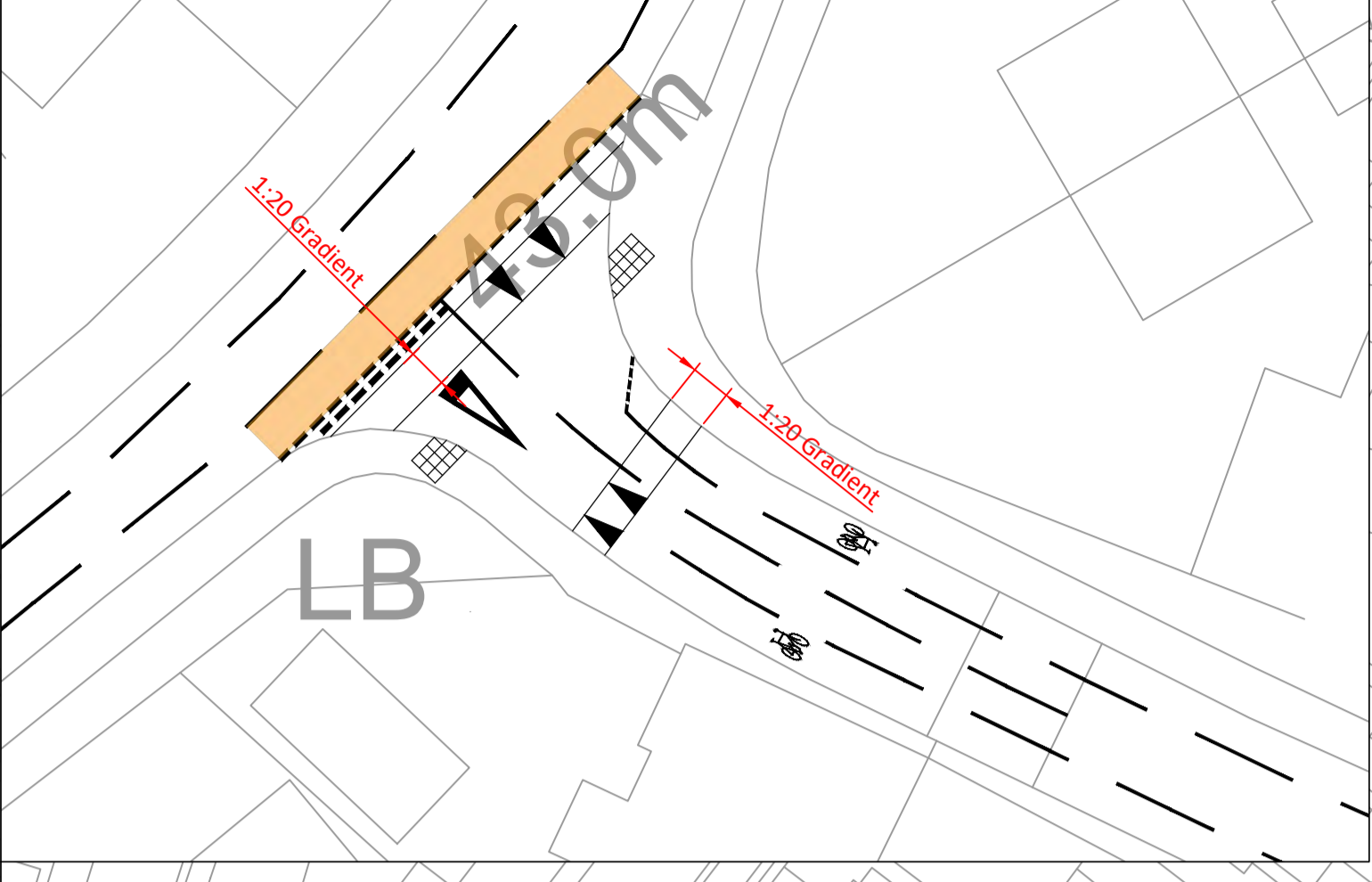


| Drawing Status | | | | |
|--|----------------------|------------|---------------|--|
| PRELIMINARY | | | | |
| Designed by | MP | Checked by | MP | Project No |
| Drawn by | DM | Date | February 2020 | WIE16054 |
| Scalcs @ A1 work to figured dimensions only | 1:1000 (or as shown) | | | Computer File No WIE-16054-SA-95-0002-A01.dwg |
| Publisher | Zone | Category | Number | Revision |
| WIE | SA | 95 | 0002 | A01 |

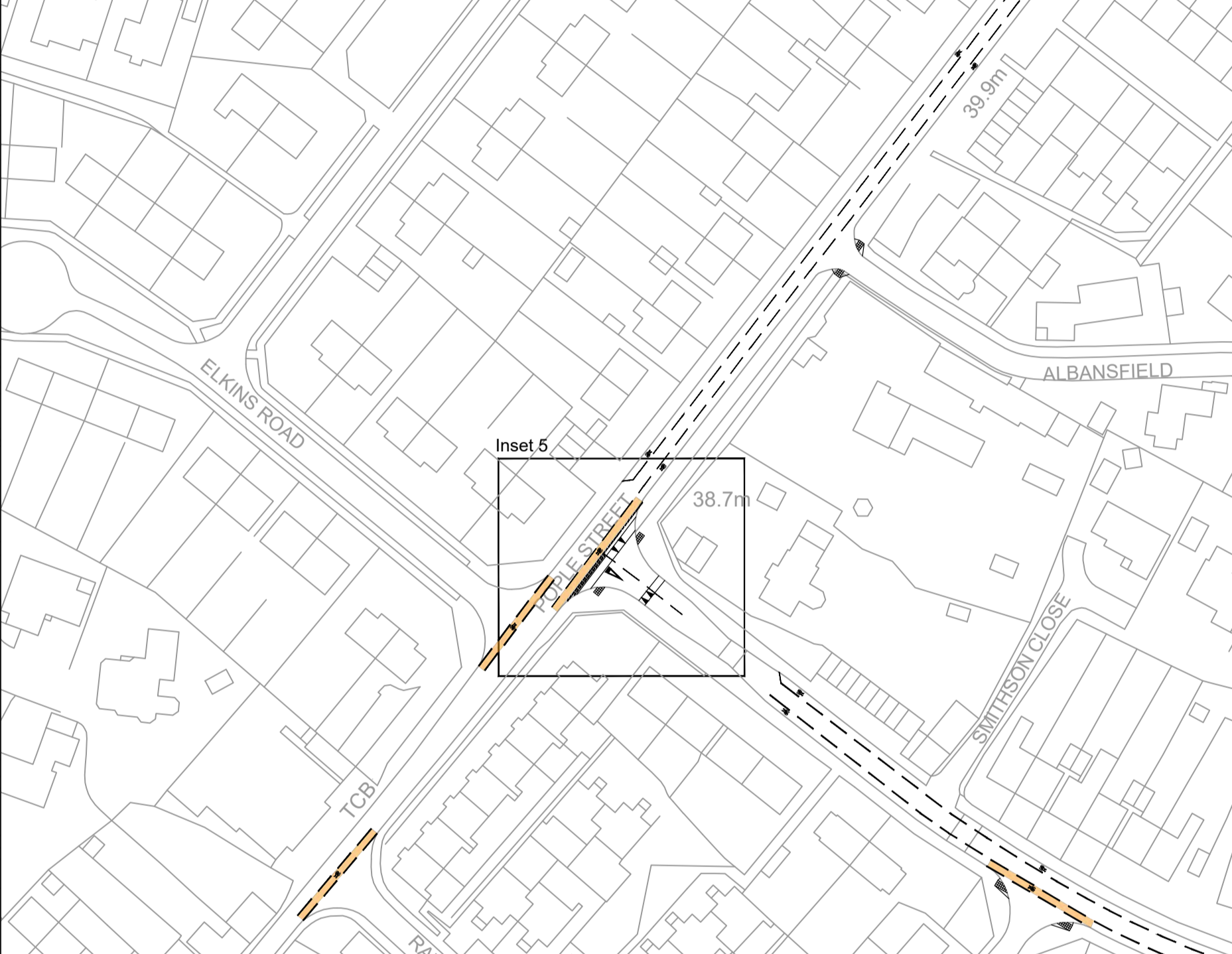
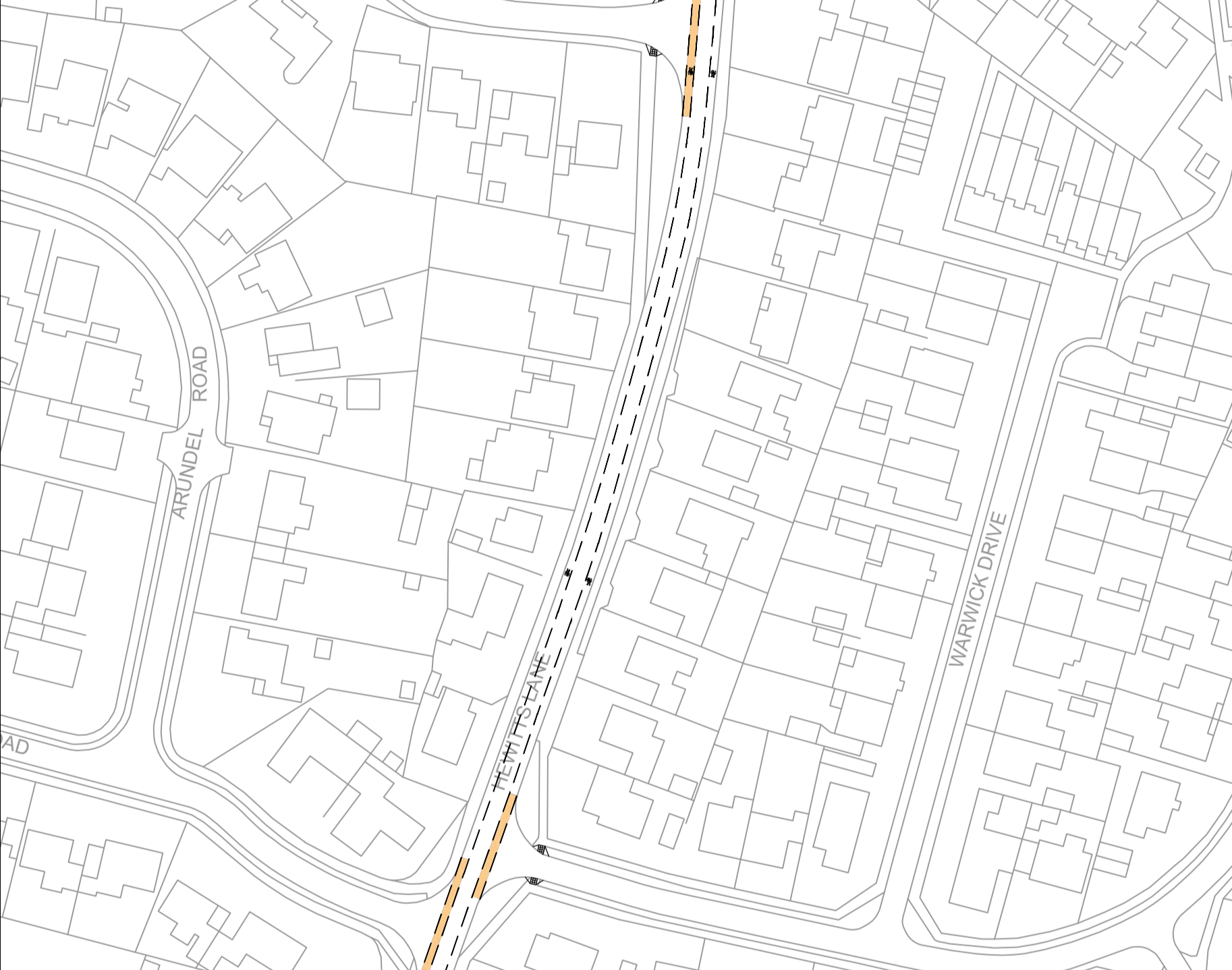
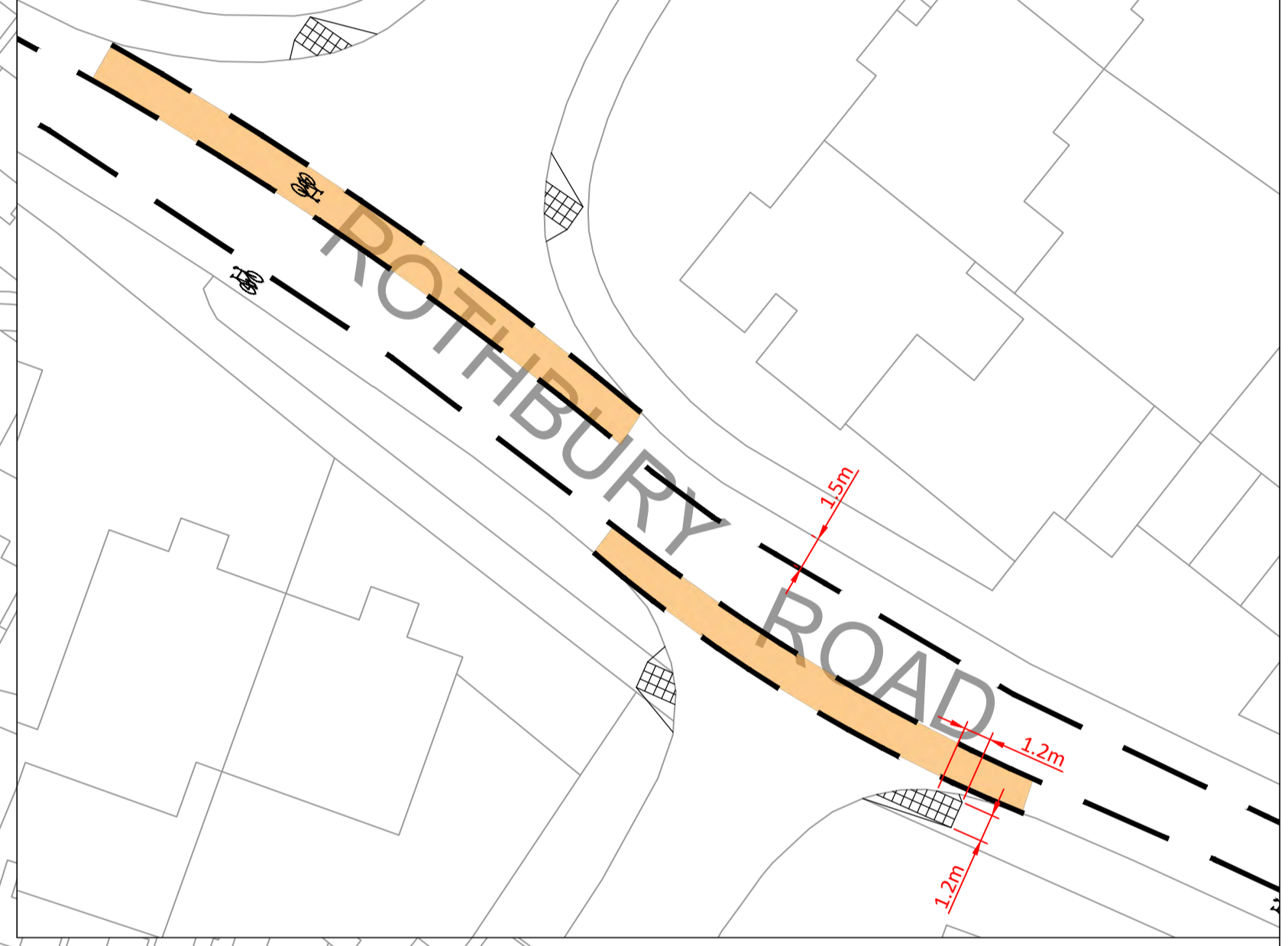
Inset 1: Dropped kerb & tactile paving improvements.
Hewitts Lane/Dussindale junction crossover.
1:250



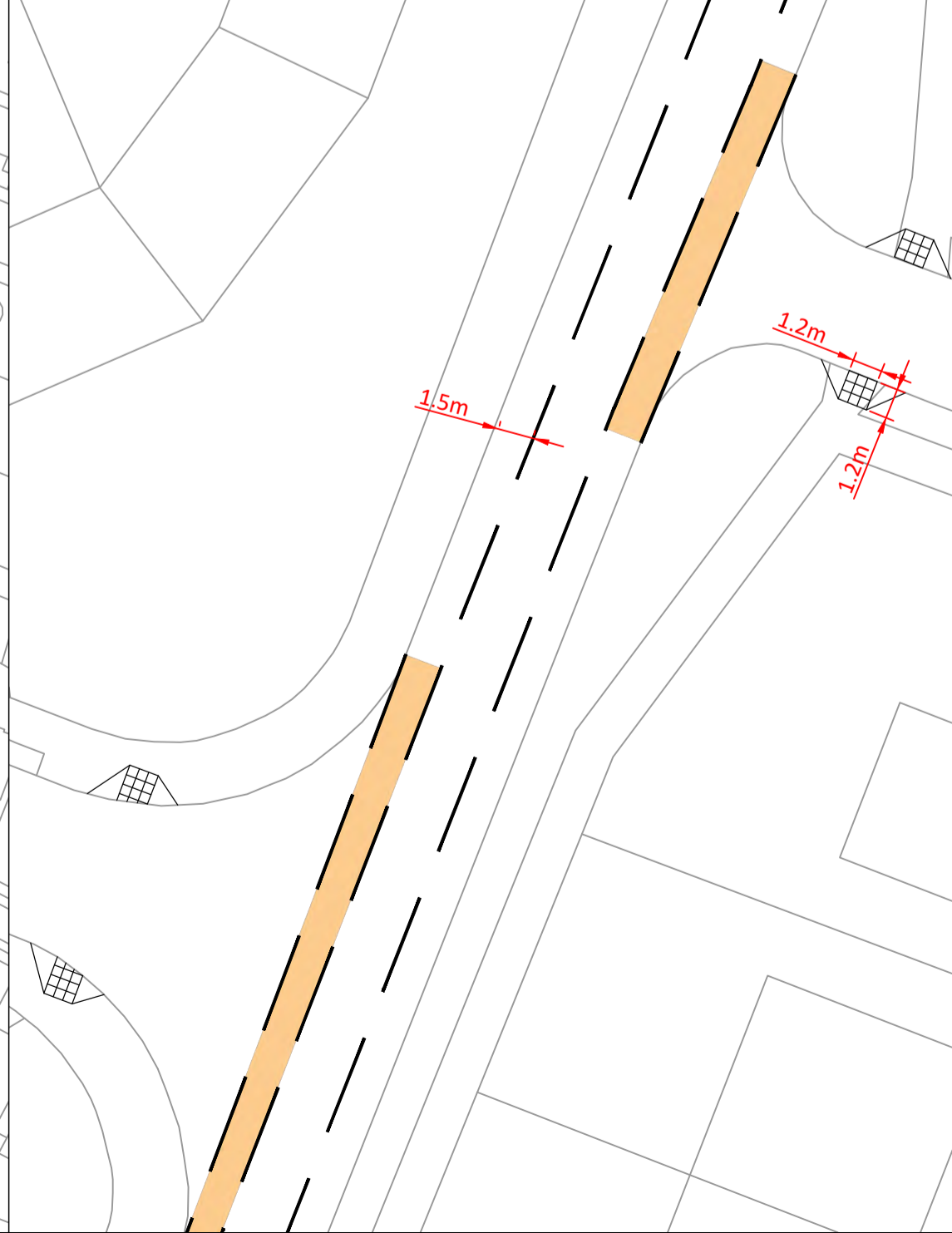
Inset 3: Proposed raised entry treatment (1:20 75mm uplift).
Hewitts Road/Folly Road junction.
1:250



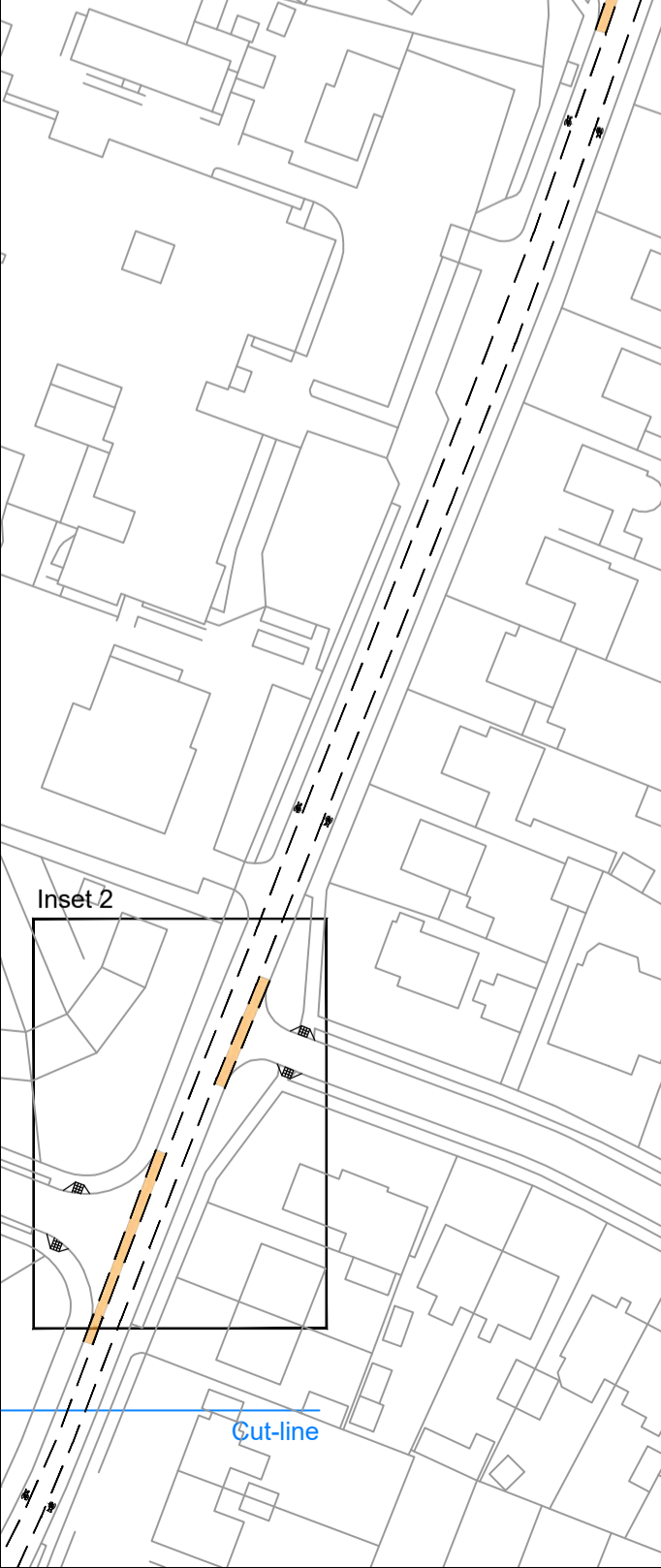
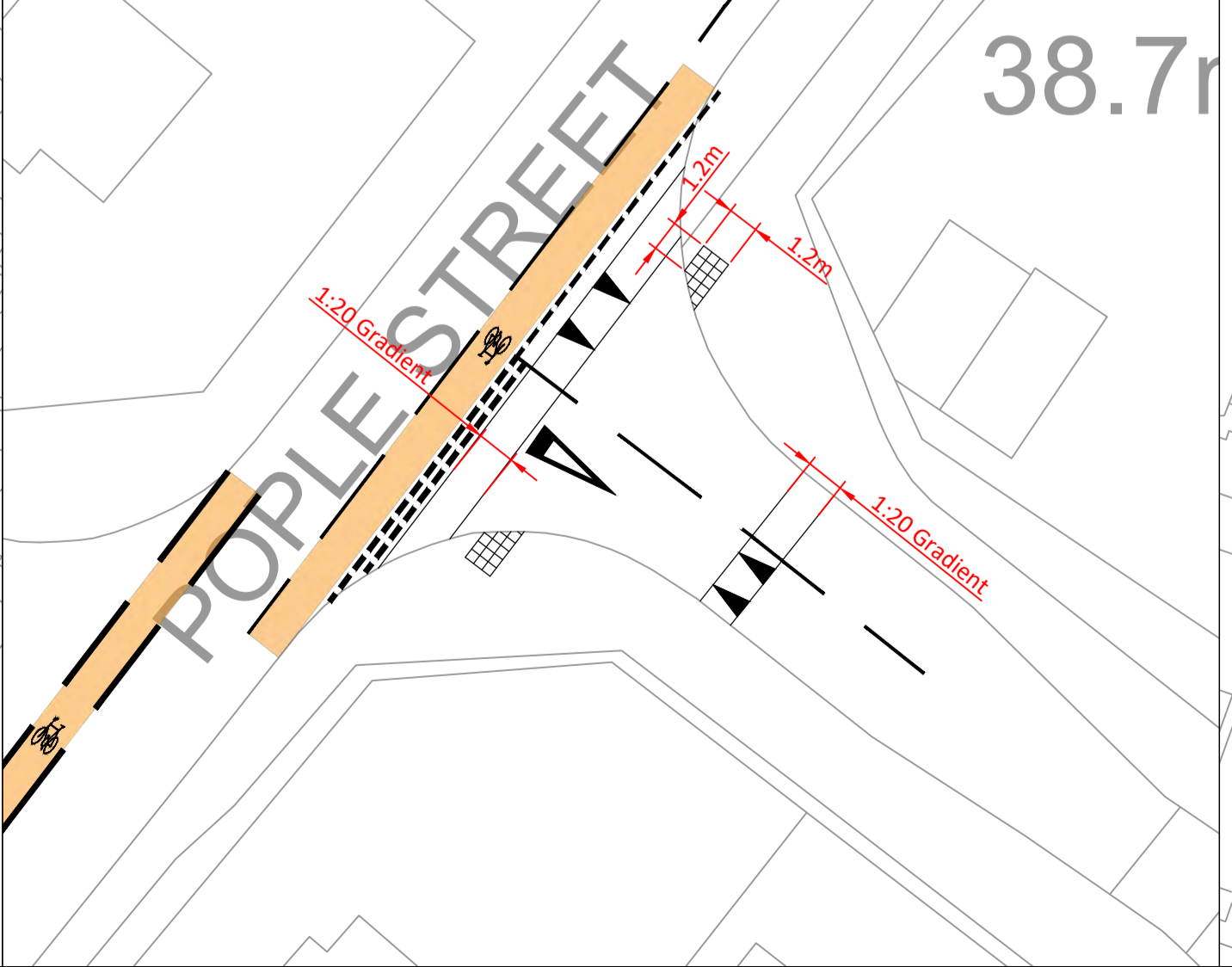
Inset 4: Dropped kerb & tactile paving improvements.
Rothbury Road junction crossovers.
1:250



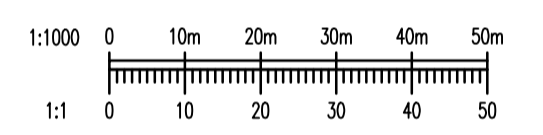
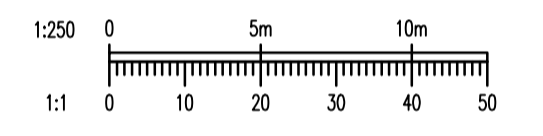
Inset 2: Dropped kerb & tactile paving improvements.
Hewitts Lane/Kett's Avenue & Hewitts Lane/Ethel Gooch Road junction crossovers.
1:250



Inset 5: Proposed raised entry treatment (1:20 75mm uplift).
Pople Street/Rothbury Road junction.
1:250



Thermoplastic surfacing across side roads



| A01 | 27.02.20 | ISSUED | DM |
|-----|----------|-------------|----|
| Rev | Date | Description | By |

Amendments
Land North of Tuttle Lane, Wymondham

Title
Proposed Hewitts Lane, Folly Road
& Rothbury Road
Junction & Crossover Improvements

Client
Welbeck Strategic Land III Ltd



| | | | | |
|---|------|------------|----------------------|--|
| Drawing Status | | | | |
| PRELIMINARY | | | | |
| Designed by | MP | Checked by | MP | Project No |
| Drawn by | DM | Date | February 2020 | WIE16054 |
| Scales @ A1 work to figured dimensions only | | | 1:1000 (or as shown) | Computer File No WIE-16054-SA-95-0003-A01.dwg |
| Publisher | Zone | Category | Number | Revision |
| WIE | SA | 95 | 0003 | A01 |

E. ATZ Review Technical Note

Appendix E: ATZ Review Technical Note

Wymondham Accessibility Review

ATZ Route Assessment Technical Note

Date: March 2021

Client Name: Welbeck Strategic Land III Ltd

Document Reference: WIE16054.100.R.8.1.3.ATZ

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015 and BS EN ISO 45001:2018)

| Issue | Prepared by | Checked & Approved by |
|-------|--|---|
| 8.1.3 | Name: D. Martin Position: Senior Engineer | Name: M. Powers Position: Technical Director |

1. Introduction

Waterman Infrastructure and Environment Ltd ('Waterman') has been commissioned by Welbeck Strategic Land III Ltd undertake a review of the Active Travel Zone (ATZ) routes for the main corridor routes which provide sustainable access from the Site to Wymondham Town Centre and the main attractors within the area.

The links which make up the ATZ routes have been reviewed utilising the TfL Healthy Streets ATZ methodology. The individual ATZ route assessments are appended to this TN with reference to the relevant 8 Healthy Streets Indicators:

- **Easy to cross** - Making streets easier to cross is important to encourage more walking and to connect communities. People prefer direct routes and being able to cross streets at their convenience. Physical barriers and fast moving or heavy traffic can make streets difficult to cross.
- **Shade and shelter** - Providing shade and shelter from high winds, heavy rain and direct sun enables everybody to use our streets, whatever the weather.
- **Places to stop and rest** - A lack of resting places can limit mobility for certain groups of people. Ensuring there are places to stop and rest benefits everyone, including local businesses, as people will be more willing to visit, spend time in, or meet other people on our streets.
- **Not too noisy** - Reducing the noise impacts of motor traffic will directly benefit health, improve the ambience of street environments and encourage active travel and human interaction.
- **People choose to walk, cycle and use public transport** - Walking and cycling are the healthiest and most sustainable ways to travel, either for whole trips or as part of longer journeys on public transport. A successful transport system encourages and enables more people to walk and cycle more often. This will only happen if we reduce the volume and dominance of motor traffic and improve the experience of being on our streets.
- **People feel safe** - The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger or experience threats to their personal safety.

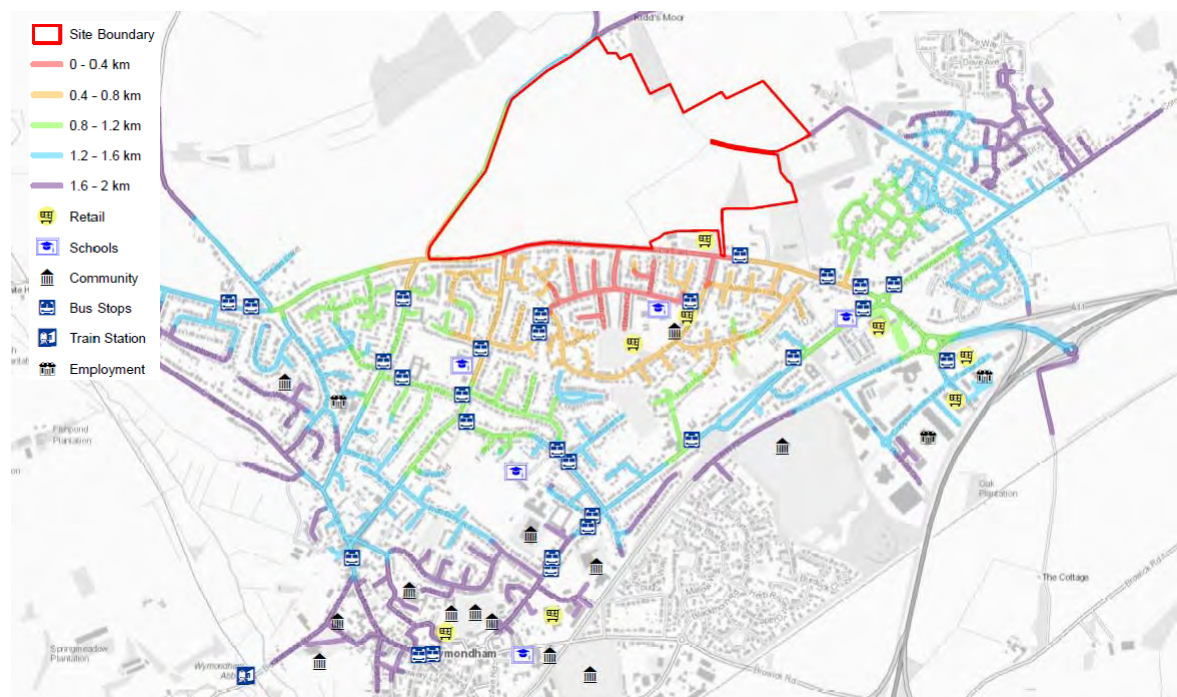
- **Things to see and do** - People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art and where other people are using the street. They will be less dependent on cars if the shops and services they need are within short distances, so they do not need to drive to get to them.
- **People feel relaxed** - A wider range of people will choose to walk or cycle if our streets are not dominated by motorised traffic, and if pavements and cycle paths are not overcrowded, dirty, cluttered or in disrepair.

2. Corridors of Travel

Walking Catchment

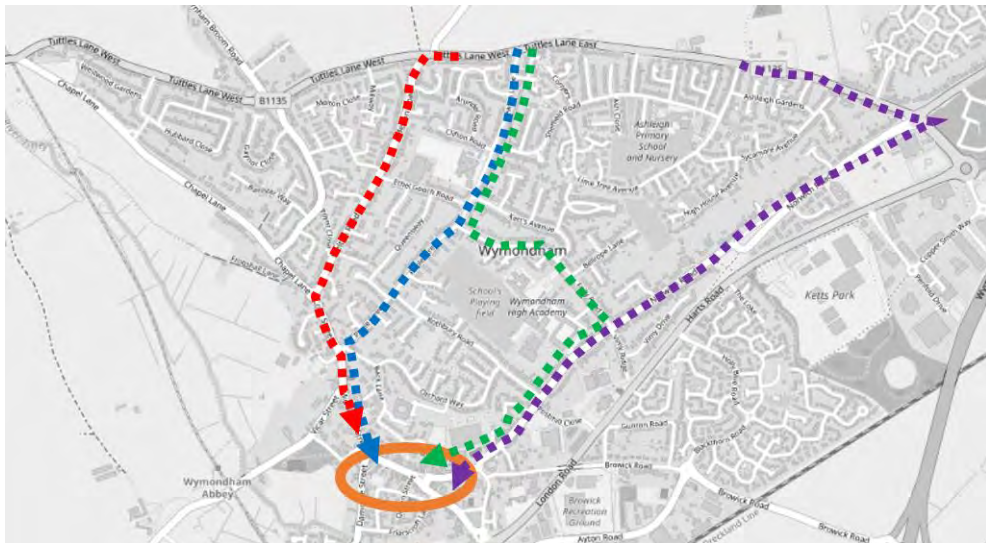
The extent of the ATZ assessment takes into account the acceptable walking distances from the Site and reflects the 2km walking catchment, identified below in [Figure 1](#), within which the Site's location has been reviewed in the context of recognised, standard walking distances.

Figure 1: Walking Catchment Plan



The main corridors of travel between the Site and Wymondham Town Centre area identified in [Figure 2](#) below. The appended ATZ assessment routes detail individual links within the overall corridors and surrounding area.

Figure 2: Corridors of Travel from Site to Wymondham Town Centre



3. Extent of Assessment

A number of routes within Wymondham have been reviewed as part of the ATZ assessment, with many of the routes making up the main corridors of travel between the Site in the north and the Town Centre, Train Station and main attractors (retail, leisure and employment) in the south. Figure 2 below identifies the extent of the routes assessed within Wymondham.

Figure 3: Extent of ATZ Assessment



A summary of the routes assessed and the potential measures for improvement to be considered as part of the ATZ assessment are identified in the table overleaf, with the detailed ATZ assessment appended to this document.

Table 1: ATZ Assessment Summary – Proposed Measures

| Assessed Link | Easy to cross | Shade and shelter | Places to stop and rest | Not too noisy | People choose to walk, cycle and use public transport | People feel Safe | Things to see and do | People feel relaxed |
|---------------------|--|---|---|-------------------------|--|------------------------|------------------------|------------------------|
| 1. Tuttle Lane West | Tactile paving at crossing points along this route. Potential informal crossing point adjacent to Barnham Broom Road junction | No measures achievable. | No measures achievable. | No measures achievable. | Upgrade bus stop facilities. Provision of marked on-street cycle route(s). | No measures suggested. | No measures suggested. | No measures suggested. |
| 2. Tuttle Lane West | Tactile paving at crossing points along this route. | No measures achievable. | No measures achievable. | No measures achievable. | Provision of marked on-street cycle route(s). | No measures suggested. | No measures suggested. | No measures suggested. |
| 3. Tuttle Lane West | Tactile paving at crossing points along this route. Footway/Cycleway on northern side of carriageway. | No measures achievable. | No measures achievable. | No measures achievable. | Bus Stop facilities west of Hewitts Lane (eastbound and westbound). Footway/Cycleway on northern side of carriageway. | No measures suggested. | No measures suggested. | No measures suggested. |
| 4. Tuttle Lane East | Footway/Cycleway on northern side of carriageway. Bus Stop facilities east of Finderne Drive (eastbound and westbound). | No measures achievable. | No measures achievable. | No measures achievable. | Footway/Cycleway on northern side of carriageway. Bus Stop facilities east of Finderne Drive (eastbound and westbound). | No measures suggested. | No measures suggested. | No measures suggested. |
| 5. Tuttle Lane East | Footway/Cycleway on northern side of carriageway. | Potential for rest areas with shelter at landscaped areas at Lime Tree Avenue | Potential for rest areas with shelter at landscaped areas at Lime Tree Avenue | No measures achievable. | Extension to shared footway/cycleway. | No measures suggested. | No measures suggested. | No measures suggested. |

| Assessed Link | Easy to cross | Shade and shelter | Places to stop and rest | Not too noisy | People choose to walk, cycle and use public transport | People feel Safe | Things to see and do | People feel relaxed |
|----------------------------|--|--|--|-------------------------|--|------------------------|------------------------|------------------------|
| | Pedestrian crossing facilities to the east of Lime Tree Avenue. | junction, Estelle Way junction and Norwich Road roundabout. | junction, Estelle Way junction and Norwich Road roundabout. | | Pedestrian crossing facilities to the east of Lime Tree Avenue. | | | |
| 6. Norwich Road | Tactile paving at crossing points along this route. | Potential for rest area with shelter at landscaped areas at Norwich Road roundabout. | Potential for rest area with shelter at landscaped areas at Norwich Road roundabout. | No measures achievable. | No measures suggested. | No measures suggested. | No measures suggested. | No measures suggested. |
| 7. Norwich Road | Tactile paving at crossing points along this route. | No measures achievable. | No measures achievable. | No measures achievable. | No measures suggested. | No measures suggested. | No measures suggested. | No measures suggested. |
| 8. Chapel Lane | Tactile paving at crossing points along this route. | No measures achievable. | No measures achievable. | No measures achievable. | Provision of marked on-street cycle route(s). | No measures suggested. | No measures suggested. | No measures suggested. |
| 9. Chapel Lane/Cock Street | Tactile paving at crossing points along this route. | No measures achievable. | No measures achievable. | No measures achievable. | Provision of marked on-street cycle route(s). | | | |
| 10. Barnham Broom Road | Tactile paving at crossing points along this route. | No measures achievable. | No measures achievable. | No measures achievable. | No measures suggested. | No measures suggested. | No measures suggested. | No measures suggested. |
| 11. Melton Road | Tactile paving at crossing points along this route. | No measures achievable. | No measures achievable. | No measures achievable. | No measures suggested. | No measures suggested. | No measures suggested. | No measures suggested. |
| 12. Hewitts Lane | Tactile paving at crossing points along this route. | No measures achievable. | No measures achievable. | No measures achievable. | Provision of marked on-street cycle route(s). Improved bus stop facilities. | No measures suggested. | No measures suggested. | No measures suggested. |
| 13. Pople Street | Tactile paving at crossing points along this route. | No measures achievable. | No measures achievable. | No measures achievable. | Provision of marked on-street cycle route(s). | No measures suggested. | No measures suggested. | No measures suggested. |
| 14. Lime Tree Avenue | Tactile paving at crossing points along this route. | No measures achievable. | No measures achievable. | No measures achievable. | No measures suggested. | No measures suggested. | No measures suggested. | No measures suggested. |
| 15. Lime Tree Avenue | Tactile paving at crossing points along this route. | Potential for provision of shelter/ benches outside the shopping parade. | Potential for provision of shelter/ benches outside the shopping parade. | No measures achievable. | No measures suggested. | No measures suggested. | No measures suggested. | No measures suggested. |

| Assessed Link | Easy to cross | Shade and shelter | Places to stop and rest | Not too noisy | People choose to walk, cycle and use public transport | People feel Safe | Things to see and do | People feel relaxed |
|-----------------------------------|---|--|--|-------------------------|--|------------------------|------------------------|------------------------|
| 16. Sheffield Road | Tactile paving at crossing points along this route. | No measures achievable. | No measures achievable. | No measures achievable. | No measures suggested. | No measures suggested. | No measures suggested. | No measures suggested. |
| 17. Folly Road | Tactile paving at crossing points along this route. | No measures achievable. | No measures achievable. | No measures achievable. | Provision of marked on-street cycle route(s). Improved bus stop facilities. | No measures suggested. | No measures suggested. | No measures suggested. |
| 18. Orchard Way | Tactile paving at crossing points along this route. | No measures achievable. | No measures achievable. | No measures achievable. | Provision of marked on-street cycle route(s). | No measures suggested. | No measures suggested. | No measures suggested. |
| 19. Rothbury Road | Tactile paving at crossing points along this route. | No measures achievable. | No measures achievable. | No measures achievable. | Provision of marked on-street cycle route(s). | No measures suggested. | No measures suggested. | No measures suggested. |
| 20. Avenue Road | Tactile paving at crossing points along this route. | Potential for provision of shelter/rest area on grassed area south of Fairland Hill. | Potential for provision of shelter/rest area on grassed area south of Fairland Hill. | No measures achievable. | No measures suggested. | No measures suggested. | No measures suggested. | No measures suggested. |
| 21. Fairland Street | Tactile paving at crossing points along this route | No measures achievable. | No measures achievable. | No measures achievable. | No measures suggested. | No measures suggested. | No measures suggested. | No measures suggested. |
| 22. Market Place/Market Street | Tactile paving at crossing points along this route | No measures achievable. | No measures achievable. | No measures achievable. | No measures suggested. | No measures suggested. | No measures suggested. | No measures suggested. |
| 23. Middleton Street | Tactile paving at crossing points along this route | No measures achievable. | No measures achievable. | No measures achievable. | No measures suggested. | No measures suggested. | No measures suggested. | No measures suggested. |
| 24. Town Green | Tactile paving at crossing points along this route | No measures achievable. | No measures achievable. | No measures achievable. | No measures suggested. | No measures suggested. | No measures suggested. | No measures suggested. |
| 25. Station Road/Station Approach | Tactile paving at crossing points along this route | No measures achievable. | No measures achievable. | No measures achievable. | No measures suggested. | No measures suggested. | No measures suggested. | No measures suggested. |
| 26. Bridwell Street/Elm Terrace | Tactile paving at crossing points along this route | No measures achievable. | No measures achievable. | No measures achievable. | No measures suggested. | No measures suggested. | No measures suggested. | No measures suggested. |

4. Summary of Potential Measures

The ATZ assessment summary table indicates that there is a lack of tactile paving at crossing points throughout Wymondham, despite the provision of dropped kerbs, as such the potential measures for improvement include the installation of tactile paving at the crossing points, where only dropped kerbs are present, for the benefit of pedestrians with visual impairments.

Additionally, the characteristics of a number of the assessed routes lends itself to the provision of formal cycle route facilities. The carriageway widths, vehicle speeds and expected level of vehicle movements ensure that sections of Chapel Lane, Lime Tree Avenue, Hewitts Lane, Pople Street, Folly Road, Rothbury Road, Orchard Way and Sheffield Road are considered suitable to accommodate advisory on-street cycle lanes or, as a minimum, cycle markings with coloured surfacing across side roads.

There is limited potential for the provision of formal rest stops and shelters owing to the predominantly residential nature of the routes assessed, however there is scope for provision of benches and shelters to enhance the assessed routes at:

- The grass/landscaped area at the Lime Tree Avenue/Sheffield Road shopping parade frontage;
- The grass/landscaped area between Avenue Road and Fairland Street; and
- Tuttlés Lane East landscaped areas at Lime Tree Avenue junction, Estelle Way junction and Norwich Road roundabout.

The provision of two new bus stop pairs on Tuttlés Lane to improve service reliability and proximity to both the Site and surrounding area are proposed. The stops will be located adjacent to the junctions with Hewitts Lane and Finderne Drive respectively. These also maintain a typical spacing of 400m between stops.

Improved bus stop facilities are proposed at:

- Hewitts Lane / Clifton Road;
- Hewitts Lane / Ethel Gooch Road;
- Folly Road / Folly Close; and
- Folly Road / Bellrope Lane.

Connection will be made to the existing shared footway/cycleway extending from the Tuttlés Lane East/Norwich Road roundabout to the junction with Lime Tree Avenue. It is noted that the existing facility changes from the north to the south side of Tuttlés Lane East owing to the narrow, sub-standard footway width fronting the Old Wymondham Rugby Club site.

Where space permits within the public highway and Site boundary, it is proposed to provide a 4m wide shared footway/cycleway along the north side of Tuttlés Lane East, fronting the Site. Partial connections are feasible further east towards the old rugby club site, but the connection past it is not possible without third party land.

It is proposed to provide connection to the existing shared footway/cycleway on the southern side of the Tuttlés Lane East via a new controlled crossing facility to be located to the east of the junction with Lime Tree Avenue. The controlled crossing is proposed as a Toucan facility, to reflect

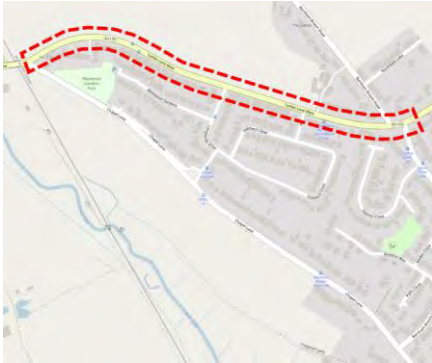


what is already installed on Tuttle Lane East, located approximately 85m to the east of Estelle Way.

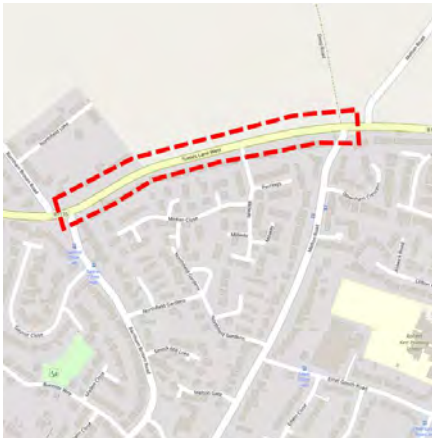


Design work for the proposed footway/cycle connections along Tuttle Lane East is ongoing and will work with the requirements of LTN1/20 and the existing constraints along the corridor.

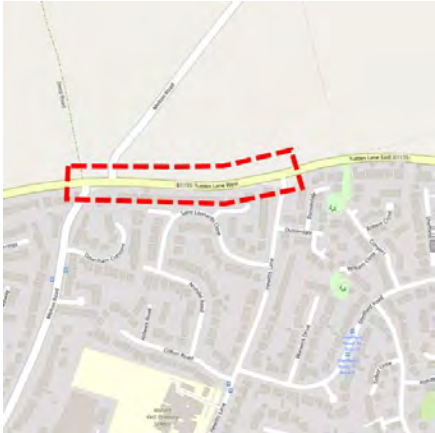




APPENDIX

A. ATZ Assessment

| Tuttles Lane West – from Chapel Lane to Barnham Broom Road | | Healthy Streets Indicator | Healthy Streets Commentary and Suggested Measures |
|---|--|--|---|
| <p>Assessed Route:</p>  <p>Photo 1: Tuttle Lane West outside No.46 (looking east)</p>  <p>Photo 2: Tuttle Lane West junction with Barnham Broom Road South (looking west)</p>  | Easy to cross | Along this route, there are a number of crossings with dropped kerbs, with no tactile paving present. In addition, the footway is only present on the southern side of Tuttle Lane West other than a short section to the west of the Barnham Broom Road (north) junction, where there is no dropped kerb present to facilitate the crossing of the Tuttle Lane carriageway. The potential introduction of tactile paving along this route and provision of dropped kerbs and tactile paving to allow north to south crossing adjacent to the Barnham Broom Road junction would improve this route significantly. | |
| | Shade and shelter | The presence of trees and buildings give this route adequate shelter and shade (subject to the time of day), although it is acknowledged there is a lack of publicly accessible rest areas which benefit from shelter. The potential addition of rest areas with shelter would help accommodate for this. | |
| | Places to stop and rest | There is a publicly available bench located adjacent to the Barnham Broom Road (south) junction on this route, although there is a lack of shelter and shade in this location. The potential addition of shelter would improve the existing location to stop and rest. | |
| | Not too noisy | The main noise generator along this route is the traffic along Tuttle Lane West, which is subject to a 40mph speed limit and experiences relatively low levels of traffic in the peak hours, approximately 8 vehicle movements per minute. There is little opportunity for the reduction of noise from vehicle traffic on Tuttle Lane, with additional planting or screening between the carriageway and footway not possible due to the available footway width. | |
| | People choose to walk, cycle, and use public transport | The route is already appropriate for encouraging walking and public transport use, with a well-maintained footway and bus stops present along the route. The potential upgrade of bus stop facilities, introduction of tactile paving at crossing points and provision of marked on-street cycle routes would further encourage the choice to walk, cycle and use public transport. | |
| | People feel safe | The route benefits from natural surveillance in the form of street lighting and being along residential frontages. No measures are therefore suggested at this time. | |
| | Things to see and do | The route benefits from views to the north across open countryside, although there is little realistic opportunity for things to see and do within the immediate area, owing to the predominantly rural residential location. No measures are suggested at this time. | |
| | People feel relaxed | The vehicle traffic along Tuttle Lane West could unsettle some vulnerable road users however overall, it is within a rural residential area. As a result, it would be expected that people would feel relatively relaxed when using this route. No measures are therefore suggested at this time. | |

| Tuttles Lane West - from Barnham Broom Road to Melton Road | | Healthy Streets Indicator | Healthy Streets Commentary and Suggested Measures |
|---|--|--|---|
| <p>Assessed Route:</p>  | | Easy to cross | Again, there is footway provision along the southern side of the Tuttle Lane West carriageway. The crossing points over Millway and Melton Road have dropped kerbs present, with no tactile paving. The potential introduction of tactile paving at the crossing points over Millway and Melton Road along this route would improve the ability for visually impaired pedestrians to cross on the route significantly. |
| | | Shade and shelter | Shade and shelter are provided by the buildings and trees along this route, subject to the time of day. No measures are therefore suggested at this time. |
| | | Places to stop and rest | The route lacks areas to stop and rest, due to the available footway width and being a predominantly residential area. The potential addition of rest areas with shelter would help accommodate for the lack of provision, although this may not be achievable. |
| | | Not too noisy | Again, this section of Tuttle Lane West is generally not too busy in peak times, with approximately 11 vehicle movements per minute. The potential for additional planting to be provided could however assist by screening users from the carriageway although may not be achievable due to the available footway width. |
| <p>Photo 1: Tuttle Lane West outside No.126 (looking east)</p>  | | People choose to walk, cycle, and use public transport | The route is generally well used by pedestrians and cyclists. The footway is free from free from obstructions and the section of Tuttle Lane forms part of the local bus network although no bus stops are present. The relatively low traffic movements would be conducive for cycling, although no formal cycle route facilities are available. The potential provision of marked on-street cycle routes would further encourage the choice to cycle as an alternative to car use. |
| | | People feel safe | The route benefits from natural surveillance in the form of street lighting and is again located along residential frontages. No measures are therefore suggested at this time. |
| <p>Photo 2: Tuttle Lane West junction with Millway (looking west)</p>  | | Things to see and do | The route benefits from views to the north across open countryside, although there is little realistic opportunity for things to see and do within the immediate area, owing to the predominantly rural residential location. No measures are suggested at this time. |
| | | People feel relaxed | The vehicle traffic along Tuttle Lane West could unsettle some vulnerable road users however overall, it is within a rural residential area. As a result, it would be expected that people would feel relatively relaxed when using this route. No measures are therefore suggested at this time. |

| Tuttles Lane West – from Melton Road to Hewitts Lane | | Healthy Streets Indicator | Healthy Streets Commentary and Suggested Measures |
|---|--|--|--|
| <p>Assessed Route:</p>  <p>Photo 1: Tuttle Lane West outside No.166 (looking east)</p>  <p>Photo 2: Tuttle Lane West junction with Hewitts Lane (looking west)</p>  | | Easy to cross | At present there is footway provision along the southern side of the Tuttle Lane West carriageway only. The crossing points over Melton Road and Hewitts Lane have dropped kerbs present, with no tactile paving. The potential introduction of tactile paving at the crossing points over Melton Road and Hewitts Lane on this route would improve the ability for visually impaired pedestrians to cross on the route significantly. Proposals, as part of the Regulation 18 Consultation Response, for a footway/cycleway provision on the northern side of the carriageway and provision of bus stop facilities to the west of Hewitts Lane have been investigated. |
| | | Shade and shelter | The trees and buildings provide shade and shelter subject to the time of day, although there is no formal provision of shade and shelter on this link. No measures are therefore suggested at this time. |
| | | Places to stop and rest | The route has no formal areas to stop and rest, due to the available footway width and being a predominantly residential area. The potential addition of rest areas with shelter would help accommodate for the lack of provision, although this may not be achievable. |
| | | Not too noisy | The main noise generator along this route is the traffic along Tuttle Lane West, which is subject to a 40mph speed limit and experiences relatively low levels of traffic movements, approximately 18 vehicle movements per minute, during peak hours. There is little opportunity for the reduction of noise from vehicle traffic on Tuttle Lane, with additional planting or screening between the carriageway and footway not possible due to the available footway width. |
| | | People choose to walk, cycle, and use public transport | The footway is free from free from obstructions and the section of Tuttle Lane forms part of the local bus network although no bus stops are present. The relatively low traffic movements would be conducive for cycling, although no formal cycle route facilities are available. The potential provision of marked on-street cycle routes would further encourage the choice to cycle as an alternative to car use. Proposals for bus stop facilities to the west of Hewitts Lane have been investigated. |
| | | People feel safe | The route benefits from natural surveillance in the form of street lighting and being in a predominantly residential area, with the footway running along residential frontages. No measures are therefore suggested at this time. |
| | | Things to see and do | Again, this route benefits from views to the north across open countryside, although there is little realistic opportunity for things to see and do within the immediate area, owing to the predominantly rural residential location. No measures are suggested at this time. |
| | | People feel relaxed | The vehicle traffic along Tuttle Lane West could unsettle some vulnerable road users however overall, it is within a rural residential area. As a result, it would be expected that people would feel relatively relaxed when using this route. No measures are therefore suggested at this time. |

Tuttles Lane East – from Hewitts Lane to Lime Tree Avenue

Healthy Streets Indicator

Healthy Streets Commentary and Suggested Measures

Assessed Route:

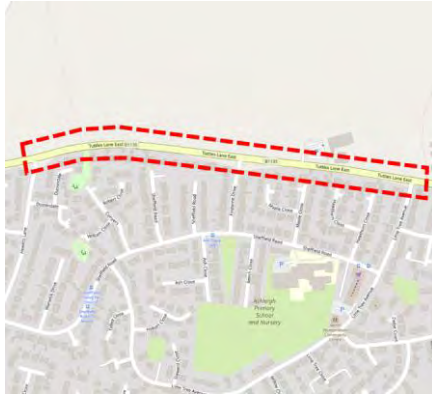


Photo 1: Tuttle Lane East outside No.45 (looking east)



Photo 2: Tuttle Lane East junction with FINDERNE Drive (looking east)



Easy to cross

Along this route, there are a number of crossings with dropped kerbs, with no tactile paving present. In addition, the footway is currently only present on the southern side of Tuttle Lane East which is narrow in places, particularly on the approach to the junction with FINDERNE Drive. **The potential introduction of tactile paving along this route would improve this route significantly. The provision of a shared footway/cycleway on the northern side of the Tuttle Lane East carriageway has previously been investigated, which would also incorporate dropped kerbs and tactile paving over accesses and side roads on this route.**

Shade and shelter

The buildings and trees provide shade and shelter subject to the time of day, although there is no formal provision present. **No measures are therefore suggested at this time.**

Places to stop and rest

The route currently has no places to stop and rest. **The potential addition of rest areas with shelter would help accommodate this requirement.**

Not too noisy

This section of Tuttle Lane East is generally not too busy in peak times, with approximately 15-18 vehicle movements per minute. **The potential for additional planting to be provided could however assist by screening users from the carriageway although may not be achievable due to the available footway width.**

People choose to walk, cycle, and use public transport

The footway is free from free from obstructions, although narrow in places, and the section of Tuttle Lane forms part of the local bus network although no bus stops are present. The relatively low traffic movements would be conducive for cycling, although no formal cycle route facilities are available. **The potential provision of a shared footway/cycleway on the northern side of Tuttle Lane has been investigated and would encourage the choice to cycle as an alternative to car use. Proposals for bus stop facilities to the east of FINDERNE Drive have also been investigated.**

People feel safe

The route benefits from natural surveillance in the form of street lighting and being in a residential area. **No measures are therefore suggested at this time.**

Things to see and do

There is little opportunity for things to see and do within the immediate area, owing to the predominantly rural residential location. **No measures are suggested at this time.**

People feel relaxed

The vehicle traffic along Tuttle Lane East could unsettle some vulnerable users however, it is within a semi-rural residential area and, as a result, it would be expected that people would feel relatively relaxed when using this route. **No measures are therefore suggested at this time.**

Tuttles Lane East – from Lime Tree Avenue to Norwich Road

Healthy Streets Indicator

Healthy Streets Commentary and Suggested Measures

Assessed Route:



Photo 1: Tuttle Lane East junction with Lime Tree Avenue (looking east)



Photo 2: Tuttle Lane East pedestrian crossing – 85m east of Estelle Way (looking east)



Easy to cross

At present there is a shared footway/cycleway provision along the southern side of the Tuttle Lane East carriageway between Lime Tree Avenue and Estelle Way. The crossing points over Lime Tree Avenue, Estelle Way, Greenland Avenue and at the Norwich Road roundabout junction have dropped kerbs and tactile paving present. There is a signalised pedestrian crossing located approximately 85m east of Estelle Way which benefits from the provision of dropped kerbs, tactile paving and guard railings. This provides safe access to the shared footway/cycleway provision on the northern side of the carriageway which extends east to Norwich Road.
Proposals, as part of the Regulation 18 Consultation Response, for a shared footway/cycleway provision on the northern side of the carriageway and formal pedestrian crossing facilities to the east of Lime Tree Avenue have been investigated.

Shade and shelter

The buildings and trees on this route provide shade and shelter subject to the time of day, although no formal provision is available. **The potential addition of rest areas with shelter would help accommodate for this – potentially at landscaped areas adjacent to the Lime Tree Avenue, Estelle Way and Norwich Road roundabout junctions on this route.**

Places to stop and rest

The route has no formal rest areas, although opportunities for provision are limited by the available width of the shared footway/cycleway provision. **The potential addition of rest areas with shelter would help accommodate for this – potentially at landscaped areas adjacent to the Lime Tree Avenue, Estelle Way and Norwich Road roundabout junctions on this route.**

Not too noisy

The main noise generator in this area is the Tuttle Lane East carriageway during the peak hours, although vehicle flows are relatively low at approximately 19 vehicle movements per minute. **The effects of noise could potentially be reduced with additional planting or screening to separate pedestrians further from the carriageway but opportunities for this are limited owing to the available footway/cycleway width.**

People choose to walk, cycle, and use public transport

The relatively wide footway/cycleway provision offers encouragement for non-car methods of travel on this route. The existing bus stop provision also encourages public transport use. **The potential provision of an extended shared footway/cycleway and formal crossing facilities, as investigated at the Reg 18 stage, provides additional encouragement for sustainable travel.**

People feel safe

The route benefits from natural surveillance in the form of street lighting and being in a busy residential area. **No measures are therefore suggested at this time.**

Things to see and do

There is little opportunity for things to see and do within the immediate area, owing to the predominantly rural residential location. **No measures are suggested at this time.**

People feel relaxed

The vehicle traffic along Tuttle Lane East could unsettle some vulnerable users as could cycle use on the shared footway/cycleway provision, however it would be expected that people would feel relatively relaxed when using this route. **No measures are therefore suggested at this time.**

Norwich Road – from Tuttle Lane East to Folly Road

Healthy Streets Indicator

Healthy Streets Commentary and Suggested Measures

Assessed Route:



Photo 1: Norwich Road outside No.189 (looking south-west)



Photo 2: Norwich Road pedestrian crossing – 190m north-east of Margaret Reeve Close (looking north-east)



Easy to cross

At the roundabout junction which forms the northern extent of this route, dropped kerbs and tactile paving are present at all crossing points, with a signalised pedestrian crossing present on the southern arm of the roundabout which benefits from additional guard railing provision. Along this route, there are a number of crossings with dropped kerbs, though the majority lack tactile paving. Tactile paving is present at the Sutton Gardens access, Oakwood Drive, Margaret Reeve Close and Folly Road only. A signalised pedestrian crossing is also present over the Norwich Road carriageway approximately 190m north-east of Margaret Reeve Close. **The potential introduction of tactile paving along where none is currently provided would improve this route significantly.**

Shade and shelter

The buildings and trees on this route provide shade and shelter subject to the time of day, although no formal provision is available. The PFS located approximately 140m north-east of Margaret Reeve Close offers both shade and shelter also. **No measures are suggested at this time.**

Places to stop and rest

The route has no formal rest areas, although opportunities for provision are limited by the available width of the shared footway/cycleway provision along both sides of the carriageway. The Waitrose foodstore located on the southern side of the Norwich Road carriageway offers a café facility which provides an opportunity to stop and rest, however the store entrance is approximately 140m from the Norwich Road carriageway. **Potential locations for rest areas with shelter is available at the northern end of the link close to the roundabout junction, which would improve the route significantly.**

Not too noisy

The main noise generator in this area is the Norwich Road carriageway, although a 275m stretch of footway, on the north-western side, is separated from the main carriageway allowing for a quieter route. **The effects of noise could potentially be reduced with additional planting or screening to separate pedestrians further from the carriageway but opportunities for this are limited owing to the available footway/cycleway width along most sections of the route.**

People choose to walk, cycle, and use public transport

Shared footway/cycleway facilities are available for large stretches of the route, predominantly on the north-western side of the carriageway, with bus stops also present along the length of the link. **No measures are therefore suggested at this time.**

People feel safe

The route benefits from natural surveillance in the form of street lighting and being in a busy residential area with retail elements also located along its length. **No measures are therefore suggested at this time.**

Things to see and do

Outside of retail opportunities, there is minimal opportunity for things to see and do within the immediate area, owing to the predominantly residential nature of the route. **No measures are suggested at this time.**

People feel relaxed

The vehicle traffic along Norwich Road could unsettle some vulnerable users as could cycle use on the shared footway/cycleway provision, however it would be expected that people would feel relatively relaxed when using this route. **No measures are therefore suggested at this time.**

Norwich Road – from Folly Road to Avenue Road

Healthy Streets Indicator

Healthy Streets Commentary and Suggested Measures

Assessed Route:



Photo 1: Norwich Road pedestrian crossing point – adjacent to Leisure Centre access (looking north-east)



Photo 2: Norwich Road Zebra crossing – 60m north-east of Avenue Road (looking south-west)



Easy to cross

Along this route, there are several side road crossing points with dropped kerbs, though the majority lack tactile paving. A signalised pedestrian crossing is also present over the Norwich Road carriageway approximately 25m north-east of Orchard Way. There are 2 informal pedestrian crossing points on the route, which benefit from dropped kerbs, tactile paving and pedestrian refuge islands, with a Zebra crossing also present 60m north-east of the junction with Avenue Road and Elm Terrace. **The potential introduction of tactile paving along where none is currently provided would improve this route significantly.**

Shade and shelter

The buildings and trees on this route provide shade and shelter subject to the time of day, although no formal provision is available. There is a Bus stop with shelter available, located approximately 40m south-west of Folly Road. **No measures are suggested at this time.**

Places to stop and rest

The route has a shortage of formal rest areas, although a bus shelter is present on the route. The Morrisons foodstore located at the junction between Norwich Road and Postmill Close offers limited opportunity to stop and rest. **Potential locations for rest areas with shelter is available at the northern end of the link close to the roundabout junction, which would improve the route significantly.**

Not too noisy

The main noise generator in this area is the vehicle traffic on the Norwich Road carriageway. **The effects of noise could potentially be reduced with additional planting or screening to separate pedestrians further from the carriageway but opportunities for this are limited owing to the available footway/cycleway width along most sections of the route.**

People choose to walk, cycle, and use public transport

Shared footway/cycleway facilities are available between Folly Road and the Wymondham Leisure Centre, on the north-western side of the carriageway, with bus stops also present along the full length of the link. **No measures are therefore suggested at this time.**

People feel safe




The route benefits from natural surveillance in the form of street lighting and being in a busy residential area with commercial and retail elements also located upon approach to Avenue Road and the Town Centre area. **No measures are therefore suggested at this time.**

Things to see and do

Outside of retail opportunities, there is minimal opportunity for things to see and do within the immediate area, owing to the predominantly residential nature of the route. **No measures are suggested at this time.**

People feel relaxed

The vehicle traffic along Norwich Road could unsettle some vulnerable users as could cycle use on the areas of shared footway/cycleway provision, however it would be expected that people would feel relatively relaxed when using this route. **No measures are therefore suggested at this time.**

| Chapel Lane – from Tuttle Lane West to Barnham Broom Road | | Healthy Streets Indicator | Healthy Streets Commentary and Suggested Measures |
|--|--|--|--|
| <p>Assessed Route:</p>  | | Easy to cross | There is no pedestrian provision for approximately 205m from the junction with Tuttle Lane West in a south-eastern direction. The footway is located on the northern side of the carriageway only until a southern provision begins approximately 230m north-west of Barnham Broom Road. There is no formal pedestrian crossing facilities on this route and at crossing points over side roads, dropped kerbs are present but no tactile paving provision. The potential introduction of tactile paving along where none is currently provided would improve this route significantly. |
| | | Shade and shelter | The presence of trees and buildings give this route adequate shelter and shade (subject to the time of day), although there is a lack of publicly accessible rest areas which benefit from shelter. The potential addition of rest areas with shelter would help improve the route. |
| | | Places to stop and rest | There are no formal places to stop and rest, although this is to be expected owing to the route's semi-rural residential character. The potential addition of rest areas with shelter would help accommodate for the lack of provision, although this may not be achievable. |
| <p>Photo 1: Chapel Lane junction with Longlands Drive (looking north-west)</p>  | | Not too noisy | The Chapel Lane vehicle traffic is the main generator of noise on the route, there is minimal potential for measures to reduce the noise on the route owing to the lack of available footway width within which to provide planting or screening. No measures are therefore suggested at this time. |
| | | People choose to walk, cycle, and use public transport | The footway provision allows sufficient opportunity for walking. With Chapel Lane subject to a 30mph speed limit (where footway provision is located) and restrictions to vehicles in excess of 7.5t weight and a carriageway width in excess of 5.5m throughout and up to 7.5m in places, cycling is a realistic alternative to car travel along the route. There are no public transport facilities located on the link. The potential provision of marked on-street cycle routes would further encourage the choice to cycle as an alternative to car use. |
| <p>Photo 2: Chapel Lane start of footway provision on both sides of carriageway (looking south-east)</p>  | | People feel safe | The route benefits from natural surveillance in the form of street lighting and being in a residential area where footway provision is present. No measures are therefore suggested at this time. |
| | | Things to see and do | There is little opportunity for things to see and do within the immediate area, owing to the predominantly rural residential location. No measures are suggested at this time. |
| | | People feel relaxed | The vehicle traffic along Chapel Lane could unsettle some vulnerable road users however overall, it is within a rural residential area. As a result, it would be expected that people would feel relatively relaxed when using this route. No measures are therefore suggested at this time. |

Chapel Lane/Cock Street – from Barnham Broom Road to Pople Street/Town Green

Healthy Streets Indicator

Healthy Streets Commentary and Suggested Measures

Assessed Route:

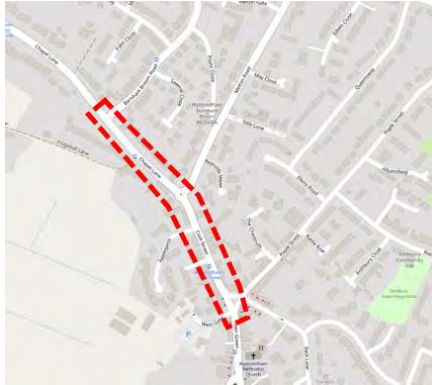


Photo 1: Chapel Lane junction with Melton Road (looking south-east)



Photo 2: Cock Street – north of junction with Applegarth Court (looking north-west)



Easy to cross

Footway provision is available on both sides of the carriageway within this route, although no formal crossing facilities are present. Dropped kerbs are present at all crossing points, although tactile paving is only present at the Melton Road junction crossing points. **The potential introduction of tactile paving at all crossing points would improve this route.**

Shade and shelter

Trees and buildings give this route adequate shelter and shade (subject to the time of day), although there is a lack of publicly accessible rest areas which benefit from shelter. **The potential addition of rest areas with shelter would help improve the route, although this may not be achievable.**

Places to stop and rest

There is limited opportunity to stop and rest along this route, although a bench is provided at the Melton Road junction. **The potential addition of rest areas with shelter would help accommodate for the overall lack of provision, particularly at the south-eastern extent of the route, although this may not be achievable.**

Not too noisy

The Chapel Lane vehicle traffic is the main generator of noise on the route, there is minimal potential for measures to reduce the noise on the route owing to the lack of available footway width within which to provide planting or screening. **No measures are therefore suggested at this time.**

People choose to walk, cycle, and use public transport

The footway provision on both sides of the carriageway is conducive for walking. The relatively low vehicle speeds ensure cycling is a realistic alternative to car travel along the route. This section of Chapel Street forms part of the local bus route network, as such bus stops are located on the link. **The potential provision of marked on-street cycle routes would further encourage the choice to cycle as an alternative to car use improvements to crossing points would further encourage walking.**

People feel safe

The route benefits from natural surveillance in the form of street lighting and being within a residential location, with footways located along residential frontages. **No measures are therefore suggested at this time.**

Things to see and do

There is little opportunity for things to see and do within the immediate area, owing to the predominantly rural residential location. **No measures are suggested at this time.**

People feel relaxed

The vehicle traffic along Chapel Lane could unsettle some vulnerable road users however overall, it is within a rural residential area. As a result, it would be expected that people would feel relatively relaxed when using this route. **No measures are therefore suggested at this time.**

**Barnham Broom Road – full extent
between Tuttles Lane and Chapel Lane**

Healthy Streets Indicator

Healthy Streets Commentary and Suggested Measures

Assessed Route:



Photo 1: Barnham Broom Road junction with Gaynor Close (looking south)



Photo 2: Barnham Broom Road junction with Sawmill Close (looking south-west)



Easy to cross

Along this route, there are a number of crossings with dropped kerbs, with no tactile paving present. The footway is present on both sides of the Barnham Broom Road carriageway but no formal pedestrian crossing facilities are present. **The potential introduction of tactile paving where dropped kerbs are present would improve this route.**

Shade and shelter

The residential properties and trees located along the route provide natural shade, although no formal provision is available. There is little potential for formal provision owing to the residential nature of the route. **No measures are suggested at this time.**

Places to stop and rest

There is limited opportunity to stop and rest along this route, although a bench is provided at the Tuttles Lane West junction at the northern extent of the route. **The potential addition of rest areas with shelter would help accommodate for the overall lack of provision, although this may not be achievable given the residential nature of the route.**

Not too noisy

The main noise generator would be vehicle traffic on the Barnham Broom Road carriageway, however given the residential nature of the route, the traffic levels and, as a result, noise levels would be minimal. **No measures are therefore suggested at this time.**

People choose to walk, cycle, and use public transport

The footways are relatively wide and well maintained allowing for a conducive environment for pedestrians. Given the residential nature of the route; vehicle flows, and speeds are low, as such Barnham Broom Road would be an attractive route for cycling. **No measures are therefore suggested at this time.**

People feel safe

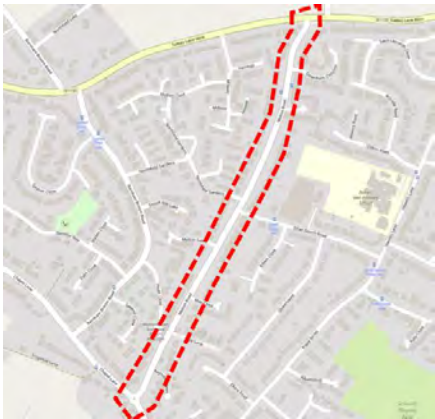


Given the residential nature of the route, and the provision of street lighting offering natural surveillance, people are anticipated to benefit from good levels of safety. **No measures are therefore suggested at this time.**

Things to see and do

Owing to the residential nature of Barnham Barrow Road, there is little to see or do within the route. **No measures are therefore suggested at this time.**

People feel relaxed

The low vehicle movements and speeds associated with residential roads, and high levels of natural surveillance would result in a relaxing environment on the route. **No measures are therefore suggested at this time.**

| Melton Road – full extent between Tuttle Lane and Chapel Lane | | Healthy Streets Indicator | Healthy Streets Commentary and Suggested Measures |
|---|--|---|---|
| <p>Assessed Route:</p>  <p>Photo 1: Melton Road junction with Carlton Close (looking south)</p>  <p>Photo 2: Melton Road junction with May Close (looking north)</p>  | Easy to cross | There are a number of crossings with dropped kerbs, with no tactile paving present along the Melton Road route. The footway is predominantly present on both sides of the carriageway but no formal pedestrian crossing facilities over the Melton Road carriageway are present. The potential introduction of tactile paving where dropped kerbs are present would improve this route. | |
| | Shade and shelter | The residential properties and trees located along the route provide natural shade, although no formal provision is available. There is little potential for formal provision owing to the residential nature of the route. No measures are suggested at this time. | |
| | Places to stop and rest | There is limited opportunity to stop and rest along this route, although a bench is provided at the Chapel Lane junction at the southern extent of the route. The potential addition of rest areas with shelter would help accommodate for the overall lack of provision, although this may not be achievable given the residential nature of the route. | |
| | Not too noisy | The main noise generator would be vehicle traffic on the Melton Road carriageway, however given the residential nature of the route, the traffic levels and noise levels would be minimal. No measures are therefore suggested at this time. | |
| | People choose to walk, cycle, and use public transport | The footways are relatively wide and well maintained allowing for a conducive environment for pedestrians. Given the residential nature of the route; vehicle flows, and speeds are low, as such Melton Road would be an attractive route for cycling. Bus stops are present along the route allowing for access to public transport services. No measures are therefore suggested at this time. | |
| | People feel safe | Given the residential nature of the route, and the provision of street lighting offering natural surveillance, people are anticipated to benefit from good levels of safety. No measures are therefore suggested at this time. | |
| | Things to see and do | Owing to the residential nature of Melton Road, there is little to see or do within the route. No measures are therefore suggested at this time. | |
| | People feel relaxed | The low vehicle movements and speeds associated with residential roads, and high levels of natural surveillance would result in a relaxing environment on the route. No measures are therefore suggested at this time. | |

Hewitts Lane – from Tuttle Lane East to Folly Road

Healthy Streets Indicator

Healthy Streets Commentary and Suggested Measures

Assessed Route:

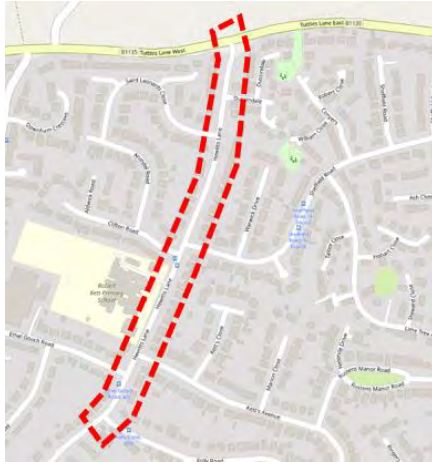


Photo 1: Hewitts Lane junction with Clifton Road (looking south)



Photo 2: Hewitts Lane junction with Folly Road/People Street (looking south)



Easy to cross

Hewitts Lane has a number of crossing points over side roads and connecting roads which have dropped kerbs present, however there is no tactile paving available. Given the residential nature of the route, there is no formal pedestrian crossing facilities within the route. **The potential introduction of tactile paving where dropped kerbs are present would improve this route.**

Shade and shelter

The residential properties and trees located along the route provide natural shade, with a bus shelter located to the south of Clifton Road offering shelter. There is little potential for formal provision owing to the residential nature of the route. **No measures are suggested at this time.**

Places to stop and rest

There is limited opportunity to stop and rest along this route, although a bench is provided at the bus stop located to the south of Clifton Road. **The potential addition of rest areas with shelter would help accommodate for the overall lack of provision, although this may not be achievable given the residential nature of the route.**

Not too noisy

The main noise generator would be vehicle traffic on the Hewitts Lane carriageway, however given the residential nature of the route, the traffic levels and noise levels would be minimal. Noise may also be generated by the Robert Kett primary school, located to the east of the Hewitts Lane carriageway between Clifton Road and Ethel Gooch Road. **No measures are therefore suggested at this time.**

People choose to walk, cycle, and use public transport

The footways are relatively wide and well maintained allowing for a conducive environment for pedestrians. Given the residential nature of the route; vehicle flows, and speeds are low and the general carriageway width is wide, as such, Hewitts Lane would be an attractive route for cycling. Bus stops are present along the route allowing for access to public transport services. **The provision of formal on-street cycle routes on Hewitts Lane and improvements to existing bus stop facilities at Clifton Road and Ethel Gooch Road have been investigated as part of the Regulation 18 Consultation Response.**

People feel safe

Given the residential nature of the route, and the provision of street lighting offering good levels of natural surveillance, people are anticipated to benefit from good levels of safety. **No measures are therefore suggested at this time.**

Things to see and do

Owing to the residential nature of Hewitts Lane, there is little to see or do within the route. **No measures are therefore suggested at this time.**

People feel relaxed

The lower vehicle movements and speeds associated with residential roads, and high levels of natural surveillance would result in a relaxing environment on the route. **No measures are therefore suggested at this time.**

Pople Street – from Hewitts Lane to Back Lane/Town Green

Healthy Streets Indicator

Healthy Streets Commentary and Suggested Measures

Assessed Route:

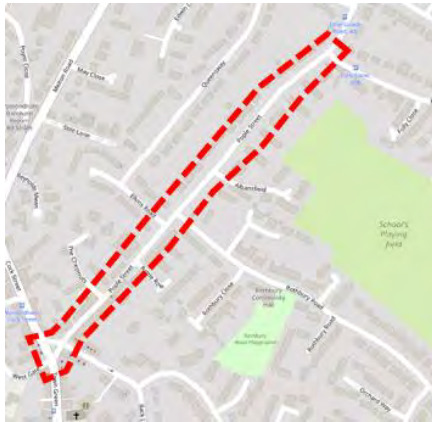


Photo 1: Pople Street – 130m north of Rothbury Road (looking south)



Photo 2: Pople Street – 30m south of Elkins Road (looking south)



Easy to cross

There are a number of crossing points over side roads which have dropped kerbs present, however there is no tactile paving available, although tactile paving is present at crossing points over Rothbury Road, Elkins Road and Rattle Row towards the southern end of the route. Given the residential nature of the route, there is no formal pedestrian crossing facilities within the route. **The potential introduction of tactile paving where dropped kerbs are present would improve this route.**

Shade and shelter

The residential properties and trees located along the route provide natural shade. There is little potential for formal provision owing to the residential nature of the route. **No measures are suggested at this time.**

Places to stop and rest

There is limited opportunity to stop and rest along this route, although a bench is provided to the south of Elkins Road. **The potential addition of rest areas with shelter would help accommodate for the overall lack of provision, although this may not be achievable given the residential nature of the route.**

Not too noisy

The main noise generator would be vehicle traffic on the Pople Street carriageway, however given the residential nature of the route, the traffic levels and noise levels would be minimal. **No measures are therefore suggested at this time.**

People choose to walk, cycle, and use public transport

The footways are relatively wide and well maintained allowing for a conducive environment for pedestrians. Given the residential nature of the route; vehicle flows, and speeds are low, and the general carriageway width is wide, as such, Pople Street would be an attractive route for cycling. **The provision of formal on-street cycle routes on Pople Street has been investigated as part of the Regulation 18 Consultation Response.**

People feel safe

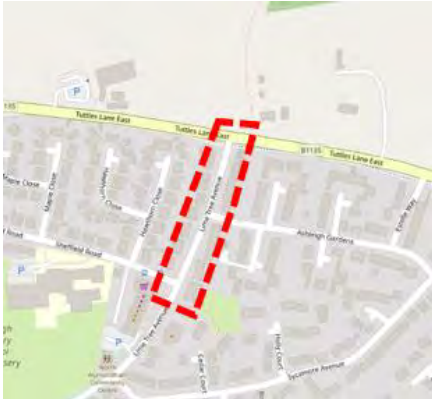


Given the residential nature of the route, and the provision of street lighting offering good levels of natural surveillance, people are anticipated to benefit from good levels of safety. **No measures are therefore suggested at this time.**

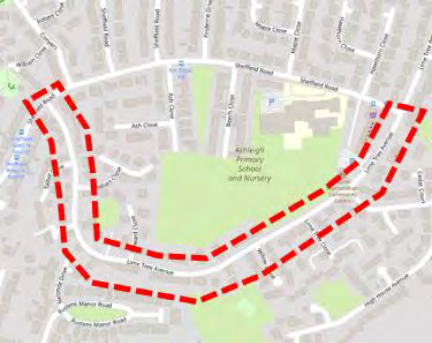


Things to see and do

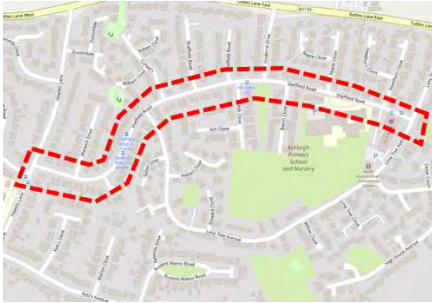


The residential nature of Pople Street results in little to see or do within the route. **No measures are therefore suggested at this time.**

People feel relaxed

The relatively low vehicle movements and speeds associated with residential roads, and high levels of natural surveillance would result in a relaxing environment on the route. **No measures are therefore suggested at this time.**

| Lime Tree Avenue – from Tuttle Lane East to Sheffield Road | | Healthy Streets Indicator | Healthy Streets Commentary and Suggested Measures |
|--|--|--|---|
| <p>Assessed Route:</p>  <p>Photo 1: Lime Tree Avenue junction with Tuttle Lane East (looking north)</p>  <p>Photo 2: Lime Tree Avenue junction with Sheffield Road (looking south)</p>  | | <p>Easy to cross</p> | <p>Dropped kerbs are present at crossing points over Ashleigh Gardens and Sheffield Road, however no tactile paving is present. The footway is present on both sides of the carriageway but no formal pedestrian crossing facilities over the Lime Tree Avenue carriageway are present excluding the crossing point located at the Tuttle Lane East junction. The potential introduction of tactile paving where dropped kerbs are present and upgrade to the Tuttle Lane East, as previously investigated as part of the Regulation 18 Consultation Response, would improve this route.</p> |
| | | <p>Shade and shelter</p> | <p>The residential properties and trees located along the route provide natural shade, although no formal provision is available. There is little potential for formal provision owing to the residential nature of the route. No measures are suggested at this time.</p> |
| | | <p>Places to stop and rest</p> | <p>There is limited opportunity to stop and rest along this route. The potential addition of rest areas with shelter would help accommodate for the overall lack of provision, although this may not be achievable given the residential nature of the route.</p> |
| | | <p>Not too noisy</p> | <p>The main noise generator would be vehicle traffic on the Lime Tree Avenue carriageway, however given the residential nature of the route, the traffic levels and noise levels would be minimal. No measures are therefore suggested at this time.</p> |
| | | <p>People choose to walk, cycle, and use public transport</p> | <p>The footways are relatively wide and well maintained allowing for a conducive environment for pedestrians. Given the residential nature of the route; vehicle flows, and speeds are low, as such Lime Tree Avenue would be an attractive route for cycling. No measures are therefore suggested at this time.</p> |
| | | <p>People feel safe</p> | <p>Given the residential nature of the route, and the provision of street lighting offering natural surveillance, people are anticipated to benefit from good levels of safety. No measures are therefore suggested at this time.</p> |
| | | <p>Things to see and do</p> | <p>Owing to the residential nature of Lime Tree Avenue, there is little to see or do within the route. No measures are therefore suggested at this time.</p> |
| | | <p>People feel relaxed</p> | <p>The low vehicle movements and speeds associated with residential roads, and high levels of natural surveillance would result in a relaxing environment on the route. No measures are therefore suggested at this time.</p> |

| Lime Tree Avenue – from Sheffield Road East to Sheffield Road West | Healthy Streets Indicator | Healthy Streets Commentary and Suggested Measures |
|---|---|--|
| <p>Assessed Route:</p>  <p>Photo 1: Lime Tree Avenue shopping parade</p>  <p>Photo 2: Lime Tree Avenue junction with Steward Close (looking north)</p>  | <p>Easy to cross</p> | <p>Dropped kerbs are present at crossing points along the remainder of Lime Tree Avenue, however no tactile paving is present. The footway is present on both sides of the carriageway but no formal pedestrian crossing facilities over the Lime Tree Avenue carriageway are present excluding the crossing point located at the Tuttles Lane East junction. The potential introduction of tactile paving where dropped kerbs are present and upgrade to the Tuttles Lane East, as previously investigated as part of the Regulation 18 Consultation Response, would improve this route.</p> |
| | <p>Shade and shelter</p> | <p>The residential properties and trees located along the route provide natural shade. Additional shade and shelter are available at the shopping parade and Robert Kett public house located to the south of the Sheffield Road junction. There is little potential for additional provision along the remainder of the route owing to the residential nature of the route. No measures are suggested at this time.</p> |
| | <p>Places to stop and rest</p> | <p>There is limited opportunity to stop and rest along this route, although some provision is available at the shopping parade and Robert Kett public house, during operational hours. The potential addition of rest areas with shelter would help accommodate for the overall lack of provision, potential for provision of benches outside the shopping parade. Options are limited for the majority of the route owing to its residential nature.</p> |
| | <p>Not too noisy</p> | <p>The main noise generator would be vehicle traffic on the Lime Tree Avenue carriageway, however given the residential nature of the route, the traffic levels and noise levels would be minimal. No measures are therefore suggested at this time.</p> |
| | <p>People choose to walk, cycle, and use public transport</p> | <p>The footways are relatively wide and well maintained allowing for a conducive environment for pedestrians. Given the residential nature of the route; vehicle flows, and speeds are low (20mph speed limit in operation), as such Lime Tree Avenue would be an attractive route for cycling. No measures are therefore suggested at this time.</p> |
| | <p>People feel safe</p> | <p>Given the predominantly residential nature of the route, and the provision of street lighting offering natural surveillance, people are anticipated to benefit from good levels of safety. No measures are therefore suggested at this time.</p> |
| | <p>Things to see and do</p> | <p>Owing to the residential nature of Lime Tree Avenue, there is little to see or do within the route outside of the shopping parade and public house located at the northern end of the route. No measures are therefore suggested at this time.</p> |
| | <p>People feel relaxed</p> | <p>The relatively low vehicle movements and speeds associated with residential roads, and high levels of natural surveillance would result in a relaxing environment on the route. No measures are therefore suggested at this time.</p> |

| Sheffield Road – full extent between Tutttles Lane East to Hewitts Lane | | Healthy Streets Indicator | Healthy Streets Commentary and Suggested Measures |
|---|--|--|--|
| <p>Assessed Route:</p>  | | Easy to cross | A number of crossing points over accesses and side roads are present within the Sheffield Road route, all benefit from the provision of dropped kerbs but no tactile paving is present. The potential introduction of tactile paving where dropped kerbs are present, as previously investigated as part of the Regulation 18 Consultation Response, would improve this route. |
| <p>Photo 1: Sheffield Road at Ashleigh School frontage (looking west)</p>  | | Shade and shelter | The residential properties and trees located along the route provide natural shade, although no formal provision is available. There is little potential for formal provision owing to the residential nature of the route. No measures are suggested at this time. |
| <p>Photo 2: Sheffield Road junction with Ash Close (looking north-east)</p>  | | Places to stop and rest | There is limited opportunity to stop and rest along this route. The potential addition of rest areas with shelter would help accommodate for the overall lack of provision, although this may not be achievable given the predominantly residential nature of the route. |
| | | Not too noisy | The main noise generator would be vehicle traffic on the Sheffield Road carriageway, however given the residential nature of the route, the traffic levels and noise levels would be minimal. Noise may also be generated by the Ashleigh primary school and nursery, located on the southern side of Sheffield Road, although this would not be excessive. No measures are therefore suggested at this time. |
| | | People choose to walk, cycle, and use public transport | Relatively wide footways, low vehicle speeds owing to the 20mph speed limit and predominantly residential nature of the route ensure that both walking and cycling are attractive alternatives to car use on this route. Sheffield Road also benefits from bus stops present within the route to provide access to public transport. No measures are therefore suggested at this time. |
| | | People feel safe | Given the predominantly residential nature of the route, and the provision of street lighting offering natural surveillance, people are anticipated to benefit from good levels of safety. No measures are therefore suggested at this time. |
| | | Things to see and do | Owing to the residential nature of Sheffield Road, there is little to see or do within the route. No measures are therefore suggested at this time. |
| | | People feel relaxed | The relatively low vehicle movements and speeds associated with residential roads, and high levels of natural surveillance would result in a relaxing environment on the route. No measures are therefore suggested at this time. |

Folly Road – full extent between People Street to Norwich Road

Healthy Streets Indicator

Healthy Streets Commentary and Suggested Measures

Assessed Route:



Photo 1: Wymondham High School Frontage (looking south-east)



Photo 2: Folly Road junction with Sir Thomas Beevor Close (looking north-west)



Easy to cross

Dropped kerbs are present at the crossing points over side roads along the Folly Road route, however no tactile paving is present for the benefit of visually impaired pedestrians. **The potential introduction of tactile paving where dropped kerbs are present, as previously investigated as part of the Regulation 18 Consultation Response, would improve this route.**

Shade and shelter

The buildings and trees located along the route provide natural shade, although no formal provision is available. There is little potential for formal provision owing to the residential nature of the route. **No measures are suggested at this time.**

Places to stop and rest

There is limited opportunity to stop and rest along this route. **The potential addition of rest areas with shelter would help accommodate for the overall lack of provision, although this may not be achievable given the predominantly residential nature of the route.**

Not too noisy

The main noise generator would be vehicle traffic on the Folly Road carriageway, however given the residential nature of the route, the traffic levels and noise levels would be minimal. Noise may also be generated by the Wymondham High School, located on the southern side of Folly Road. **No measures are therefore suggested at this time.**

People choose to walk, cycle, and use public transport

Relatively wide footways, low vehicle speeds owing to the speed reduction measures in place and predominantly residential nature of the route ensure that both walking and cycling are attractive alternatives to car use on this route. Sheffield Road also benefits from bus stops present within the route to provide access to public transport. **The provision of formal on-street cycle routes on Folly Road, and improvements to bus stop facilities at Folly Close and Bellrope Lane which have been investigated as part of the Regulation 18 Consultation Response, would improve the route and encourage cycle use.**

People feel safe




Given the predominantly residential nature of the route, and the provision of street lighting offering natural surveillance, people are anticipated to benefit from good levels of safety. **No measures are therefore suggested at this time.**

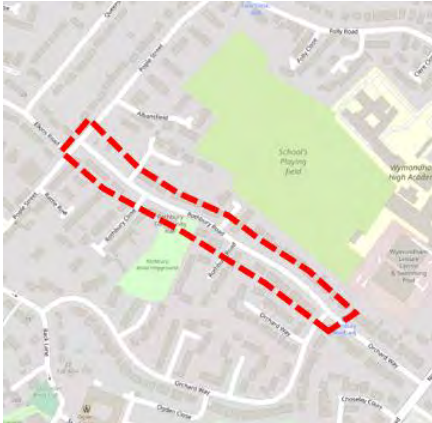



Things to see and do



Owing to the residential nature of Folly Road, there is little to see or do within the route. **No measures are therefore suggested at this time.**

People feel relaxed

The relatively low vehicle movements and speeds associated with residential roads, and high levels of natural surveillance would result in a relaxing environment on the route. **No measures are therefore suggested at this time.**

| Orchard Way – full extent between Norwich Road to Back Lane | Healthy Streets Indicator | Healthy Streets Commentary and Suggested Measures |
|--|---|--|
| <p>Assessed Route:</p>  | <p>Easy to cross</p> | <p>Crossing points located over side roads on this route have dropped kerbs present but no tactile paving. There is no formal pedestrian crossing points within the route owing to the residential nature of Orchard Way. The potential introduction of tactile paving where dropped kerbs are present, as previously investigated as part of the Regulation 18 Consultation Response, would improve this route.</p> |
| <p>Photo 1: Orchard Way junction with Ogden Close (looking west)</p>  | <p>Shade and shelter</p> | <p>The residential properties and trees located along Orchard Way offer an element of shade and shelter (dependant upon the time of day), however no formal facilities are available. Given the residential nature of the route, the opportunity for formal provision is limited. No measures are therefore suggested at this time.</p> |
| <p>Photo 2: Orchard Way junction with Rothbury Road (looking west)</p>  | <p>Places to stop and rest</p> | <p>There is limited opportunity to stop and rest along this route owing to the residential nature of Orchard Way. The potential addition of rest areas with shelter would help accommodate for the overall lack of provision, although this may not be achievable given the predominantly residential nature of the route.</p> |
| | <p>Not too noisy</p> | <p>The main noise generator would be vehicle traffic on the Orchard Way carriageway, however given the residential nature of the route, the traffic levels and noise levels would be minimal. No measures are therefore suggested at this time.</p> |
| | <p>People choose to walk, cycle, and use public transport</p> | <p>The footways are relatively wide and well maintained allowing for a conducive environment for pedestrians. Given the residential nature of the route; vehicle flows, and speeds are low, as such Orchard Way would be an attractive route for cycling. The provision of formal on-street cycle routes on a section of Orchard Way, which have been investigated as part of the Regulation 18 Consultation Response, would improve the route and encourage cycle use.</p> |
| | <p>People feel safe</p> | <p>Given the predominantly residential nature of the route, and the provision of street lighting offering natural surveillance, people are anticipated to benefit from good levels of safety. No measures are therefore suggested at this time.</p> |
| | <p>Things to see and do</p> | <p>Owing to the residential nature of Orchard Way, there is little to see or do within the route. No measures are therefore suggested at this time.</p> |
| | <p>People feel relaxed</p> | <p>The relatively low vehicle movements and speeds associated with residential roads, and high levels of natural surveillance would result in a relaxing environment on the route. No measures are therefore suggested at this time.</p> |

| Rothbury Road – full extent between Orchard Way to Pople Street | Healthy Streets Indicator | Healthy Streets Commentary and Suggested Measures |
|--|---|--|
| <p>Assessed Route:</p>  | <p>Easy to cross</p> | <p>Crossing points over side road junctions within the Rothbury Road route have dropped kerbs present but no tactile paving, excluding the Rothbury Road junction with Pople Street. The potential introduction of tactile paving where dropped kerbs are present, as previously investigated as part of the Regulation 18 Consultation Response, would improve this route.</p> |
| <p>Photo 1: Rothbury Road junction with Rothbury Road access No.31-39 (looking south-east)</p> | <p>Shade and shelter</p> | <p>The residential properties and trees located along the route provide natural shade, although no formal provision is available. There is little potential for formal provision owing to the residential nature of the route. No measures are suggested at this time.</p> |
|  | <p>Places to stop and rest</p> | <p>There is limited opportunity to stop and rest along this route. The potential addition of rest areas with shelter would help accommodate for the overall lack of provision, although this may not be achievable given the predominantly residential nature of the route.</p> |
| <p>Photo 2: Rothbury Road outside No.70 (looking north-west)</p> | <p>Not too noisy</p> | <p>The main noise generator would be vehicle traffic on the Rothbury Road carriageway, however given the residential nature of the route, the traffic levels and noise levels would be minimal. No measures are therefore suggested at this time.</p> |
| <p>Photo 2: Rothbury Road outside No.70 (looking north-west)</p> | <p>People choose to walk, cycle, and use public transport</p> | <p>Relatively wide footways, low vehicle speeds owing to the speed restriction measures and predominantly residential nature of the route ensure that both walking and cycling are attractive alternatives to car use on this route. The carriageway width also presents opportunity for formal cycle route provision. The provision of formal on-street cycle routes on Rothbury Road, which have been investigated as part of the Regulation 18 Consultation Response, would improve the route and encourage cycle use.</p> |
|  | <p>People feel safe</p> | <p>Given the predominantly residential nature of the route, and the provision of street lighting offering natural surveillance, people are anticipated to benefit from good levels of safety. No measures are therefore suggested at this time.</p> |
|  | <p>Things to see and do</p> | <p>Owing to the residential nature of Rothbury Road, there is little to see or do within the route. No measures are therefore suggested at this time.</p> |
| | <p>People feel relaxed</p> | <p>The relatively low vehicle movements and speeds associated with residential roads, and high levels of natural surveillance would result in a relaxing environment on the route. No measures are therefore suggested at this time.</p> |

| Avenue Road – from Norwich Road to London Road | Healthy Streets Indicator | Healthy Streets Commentary and Suggested Measures |
|--|---|--|
| <p>Assessed Route:</p>  | <p>Easy to cross</p> | <p>Along this route, there are a number of crossings with dropped kerbs, with no tactile paving present. Signal controlled pedestrian crossing facilities are present at the southern extent of the route over London Road/Harts Farm Road B1172 allowing for a safe place to cross a relatively busy road. The potential introduction of tactile paving at all crossing points would improve this route significantly.</p> |
| <p>Photo 1: Avenue Road junction with Fairland Hill (looking south)</p> | <p>Shade and shelter</p> | <p>Trees and buildings along this route offer natural shade and shelter, dependant upon the time of day, and a bus shelter is present on the eastern side of the route opposite the junction with Fairland Hill. No measures are suggested at this time.</p> |
|  | <p>Places to stop and rest</p> | <p>There is limited opportunity to stop and rest along this route, although a bench is present adjacent to the aforementioned bus shelter and the Bridewell Tea Rooms located within the Wymondham Heritage Museum located at the northern end of the route present opportunities to stop and rest (dependant on operating hours). The potential addition of rest areas with shelter would help accommodate for the overall lack of provision within the route, potential options can be considered on the large, grassed area to the south of Fairland Hill.</p> |
| <p>Photo 2: Avenue Road south of junction with Browick Road (looking north)</p> | <p>Not too noisy</p> | <p>The main noise generator would be vehicle traffic on the Avenue Road carriageway, however despite the mix of residential and commercial properties within the route, the expected noise levels would be minimal. No measures are therefore suggested at this time.</p> |
| <p>Photo 2: Avenue Road south of junction with Browick Road (looking north)</p> | <p>People choose to walk, cycle, and use public transport</p> | <p>The footways are relatively wide and well maintained allowing for a conducive environment for pedestrians. Bus stops are present along the route allowing for access to public transport services. No measures are therefore suggested at this time.</p> |
| <p>Photo 2: Avenue Road south of junction with Browick Road (looking north)</p> | <p>People feel safe</p> | <p>Street lighting and high levels of natural surveillance within a relatively busy area ensure that personal safety levels should remain at acceptable levels. No measures are suggested at this time.</p> |
| <p>Photo 2: Avenue Road south of junction with Browick Road (looking north)</p> | <p>Things to see and do</p> | <p>Avenue Road presents an attractive environment, although given the residential and commercial uses within the route, opportunities for things to see and do are limited outside of the Wymondham Heritage Museum. No measures are therefore suggested at this time.</p> |
| <p>Photo 2: Avenue Road south of junction with Browick Road (looking north)</p> | <p>People feel relaxed</p> | <p>The relatively busy location and high levels of natural surveillance would result in a reasonably relaxing environment on the route. No measures are therefore suggested at this time.</p> |

Fairland Street – full extent between London Road and Market Place

Healthy Streets Indicator

Healthy Streets Commentary and Suggested Measures

Assessed Route:



Photo 1: Fairland Street junction with Market Place (looking south)



Photo 2: Fairland Street – 45m north of junction with Avenue Road (looking north)



Easy to cross

Crossing points over side roads within the link benefit from the provision of dropped kerbs but there is no tactile paving present. Raised table crossings are present over the Fairland Street carriageway. **The potential introduction of tactile paving at all crossing points would improve this route.**

Shade and shelter

Shade and shelter are provided by trees, buildings and shop front awnings within the route, although there is no formal provision available. **No measures are suggested at this time.**

Places to stop and rest

Multiple benches are provided for the opportunity to stop and rest along the Fairland Street route, with café facilities also present within the link to provide a place to stop and rest (dependant upon hours of operation/opening hours). **No further measures are suggested at this time.**

Not too noisy

Fairland Street is a predominantly retail area; however, the majority of noise will be generated by vehicle movements on the Fairland Street carriageway. Noise levels are not expected to be excessive. **No measures are suggested at this time.**

People choose to walk, cycle, and use public transport

The relatively wide and well-maintained footways provide an attractive environment for walking. There is no formal cycle or public transport facilities located within the route, although Fairland Street is used as a direct link to the town centre area for both. **No further measures are suggested at this time.**

People feel safe

The relatively busy retail frontages and general footfall in the area presents high levels of natural surveillance which benefits from street lighting. **No further measures are suggested at this time.**

Things to see and do

There is little to see or do within the route outside of the retail and dining facilities located along both sides of the Fairland Street route. **No measures are therefore suggested at this time.**

People feel relaxed

The relatively busy town centre/retail location and high levels of natural surveillance would result in a reasonably relaxing environment on the route. **No measures are therefore suggested at this time.**

Market Place/Market Street – full extent between Fairland Street and Damgate Street

Healthy Streets Indicator

Healthy Streets Commentary and Suggested Measures

Assessed Route:

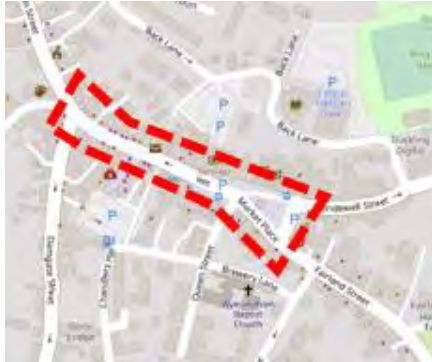


Photo 1: Market Street/Market Place junction with Queen Street (looking east toward the Market Cross monument)



Photo 2: Market Street - 90m east of junction with Damgate Street (looking west)



Easy to cross

The crossing points within the Market Place/Market Street route include dropped kerbs and raised table crossing facilities, no tactile paving is present. **The potential introduction of tactile paving at all crossing points for the benefit of visually impaired pedestrians would improve this route.**

Shade and shelter

Natural shade and shelter are provided by buildings and trees within the route. Retail and dining facilities offer additional opportunities for shade and shelter during opening hours. **No further measures are suggested at this time.**

Places to stop and rest

Retail and dining facilities offer places to stop and rest within the route, with additional seating located within Market Place for the opportunity to stop and rest. **No further measures are suggested at this time.**

Not too noisy

Despite being a town centre location lined with retail and commercial properties, it would be expected that the main source of noise will be generated by vehicle movements on the Market Place/Market Street carriageway. However, the level of noise generated by vehicle traffic is not considered to be excessive. **No further measures are suggested at this time.**

People choose to walk, cycle, and use public transport

Wide, well maintained footways, cycle parking facilities and bus stops within the route ensure that walking, cycling and public transport use is well catered for within Market Place/Market Street. **No further measures are suggested at this time.**

People feel safe

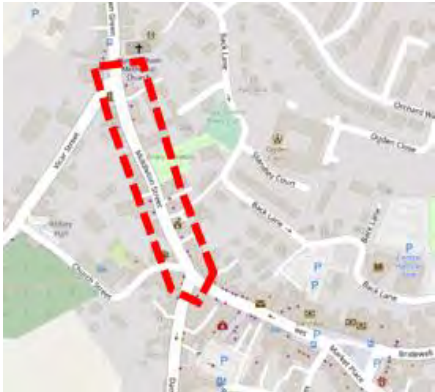


Given the busy town centre location, the busy frontages and general footfall in the area presents high levels of natural surveillance which benefits from street lighting. **No further measures are suggested at this time.**




Things to see and do

The general Market Place/Market Street location offers an attractive location, with the Market Cross monument located in Market Place. **No further measures are suggested at this time**

People feel relaxed

The relatively busy town centre/retail location and high levels of natural surveillance would result in a reasonably relaxing environment on the route. **No measures are therefore suggested at this time.**

| Middleton Street – full extent between Damgate Street and Town Green | Healthy Streets Indicator | Healthy Streets Commentary and Suggested Measures |
|--|--|---|
| <p>Assessed Route:</p>  <p>Photo 1: Middleton Street junction with Vicar Street (looking south)</p>  <p>Photo 2: Middleton Street junction with Church Street (looking north)</p>  | <p>Easy to cross</p> <p>Shade and shelter</p> <p>Places to stop and rest</p> <p>Not too noisy</p> <p>People choose to walk, cycle, and use public transport</p> <p>People feel safe</p> <p>Things to see and do</p> <p>People feel relaxed</p> | <p>Similarly to Market Street/Market Place; Middleton Street crossing points include both raised table crossing and dropped kerbs, without the benefit of tactile paving for visually impaired pedestrians. The potential introduction of tactile paving at all crossing points for the benefit of visually impaired pedestrians would improve this route.</p> <p>Natural shade and shelter are provided by buildings and trees within the route. Retail, public house and dining facilities offer additional opportunities for shade and shelter during opening hours. No further measures are suggested at this time.</p> <p>There are some limited opportunities to stop and rest within the route. Given the limited space available to provide additional formal locations to stop and rest, no further measures are suggested at this time.</p> <p>The main noise generator would be vehicle traffic on the Middleton Street carriageway, however despite the mix of residential, retail and commercial properties within the route, the expected noise levels would be minimal. No measures are therefore suggested at this time.</p> <p>The relatively wide and well-maintained footways and crossings present an attractive environment for walking. Although no formal cycle provision is present within the route, the relatively low vehicle speeds present offer a conducive environment for cyclists. No additional measures are suggested at this time.</p> <p>Given the busy town centre location, the busy frontages and general footfall in the area presents high levels of natural surveillance which benefits from street lighting. No further measures are suggested at this time.</p> <p>There is little to see or do within the route other than the retail and dining facilities located along both sides of the Middleton Street route. No further measures are suggested at this time</p> <p>The relatively busy town centre/retail location and high levels of natural surveillance would result in a reasonably relaxing environment on the route. No measures are therefore suggested at this time.</p> |

| Town Green – full extent between Middleton Street to Cock Street | Healthy Streets Indicator | Healthy Streets Commentary and Suggested Measures |
|---|---|---|
| <p>Assessed Route:</p>  <p>Photo 1: Town Green junction with Vicar Street (looking north)</p>  <p>Photo 2: Town Green junction with Cock Street (looking south)</p>  | <p>Easy to cross</p> | <p>Town Green crossing points include both raised table crossings and dropped kerbs, without the benefit of tactile paving for visually impaired pedestrians. The potential introduction of tactile paving at all crossing points for the benefit of visually impaired pedestrians would improve this route.</p> |
| | <p>Shade and shelter</p> | <p>Natural shade and shelter are provided by buildings and trees within the route. Retail, public house and dining facilities offer additional opportunities for shade and shelter during opening hours. No further measures are suggested at this time.</p> |
| | <p>Places to stop and rest</p> | <p>There are some limited opportunities to stop and rest within the route, predominantly with dining and public house facilities, there is no formal on-street provision available. Given the limited space available to provide additional formal locations to stop and rest, no further measures are suggested at this time.</p> |
| | <p>Not too noisy</p> | <p>The main noise generator would be vehicle traffic on the Town Green carriageway, however despite the mix of residential, retail and commercial properties within the route, the expected noise levels would be minimal. No measures are therefore suggested at this time.</p> |
| | <p>People choose to walk, cycle, and use public transport</p> | <p>The relatively wide and well-maintained footways and crossings present an attractive environment for walking. Although no formal cycle provision is present within the route, the relatively low vehicle speeds present offer a conducive environment for cyclists. No additional measures are suggested at this time.</p> |
| | <p>People feel safe</p> | <p>Given the busy retail and commercial location, the busy frontages and general footfall in the area presents high levels of natural surveillance which benefits from street lighting. No further measures are suggested at this time.</p> |
| | <p>Things to see and do</p> | <p>There is little to see or do within the route other than the retail and dining facilities located within the Town Green route. No further measures are suggested at this time</p> |
| | <p>People feel relaxed</p> | <p>The relatively busy commercial and retail location and high levels of natural surveillance would result in a reasonably relaxing environment on the route. No measures are therefore suggested at this time.</p> |

**Station Road/Station Approach/
Cemetery Lane – from London Road to
Wymondham Station**

Healthy Streets Indicator

Healthy Streets Commentary and Suggested Measures

Assessed Route:



Photo 1: Station Road junction with Ayton Road (looking north)



Photo 2: Station Approach – access to Wymondham Station frontage and car park area



Easy to cross

The majority of crossing points on this route benefit from both dropped kerbs and tactile paving provision, however, there is no tactile paving present at the crossing point over Station Approach which provides direct pedestrian access to Wymondham station. A Zebra crossing is present on Station Road, providing a safe location to cross the Station Road carriageway. **The potential introduction of tactile paving and/or formal pedestrian crossing facility over Station Approach would improve this route.**

Shade and shelter

The buildings and trees provide shade and shelter subject to the time of day, although there is no formal provision present. **No measures are therefore suggested at this time.**

Places to stop and rest

The route currently has no places to stop and rest. **The potential addition of rest areas with shelter would help accommodate this requirement.**

Not too noisy

The route consists of predominantly commercial and residential uses, however the main source of noise is the vehicle traffic on Station Road, although this is considered to be of an appropriate, non-excessive level. **No measures are suggested at this time**

People choose to walk, cycle, and use public transport

The footway provision is wide, well-maintained and presents a suitable environment for pedestrians. There is no formal cycle facilities present although Wymondham station benefits from 15 covered cycle parking loops, as such access to the station via cycle is encouraged. Bus stops are also present along the route to encourage public transport use. **No further measures are suggested at this time**

People feel safe

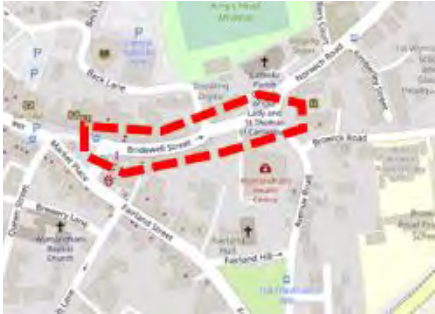


Street lighting and high levels of natural surveillance within a relatively busy area ensure that personal safety levels should remain at acceptable levels. **No measures are suggested at this time.**

Things to see and do

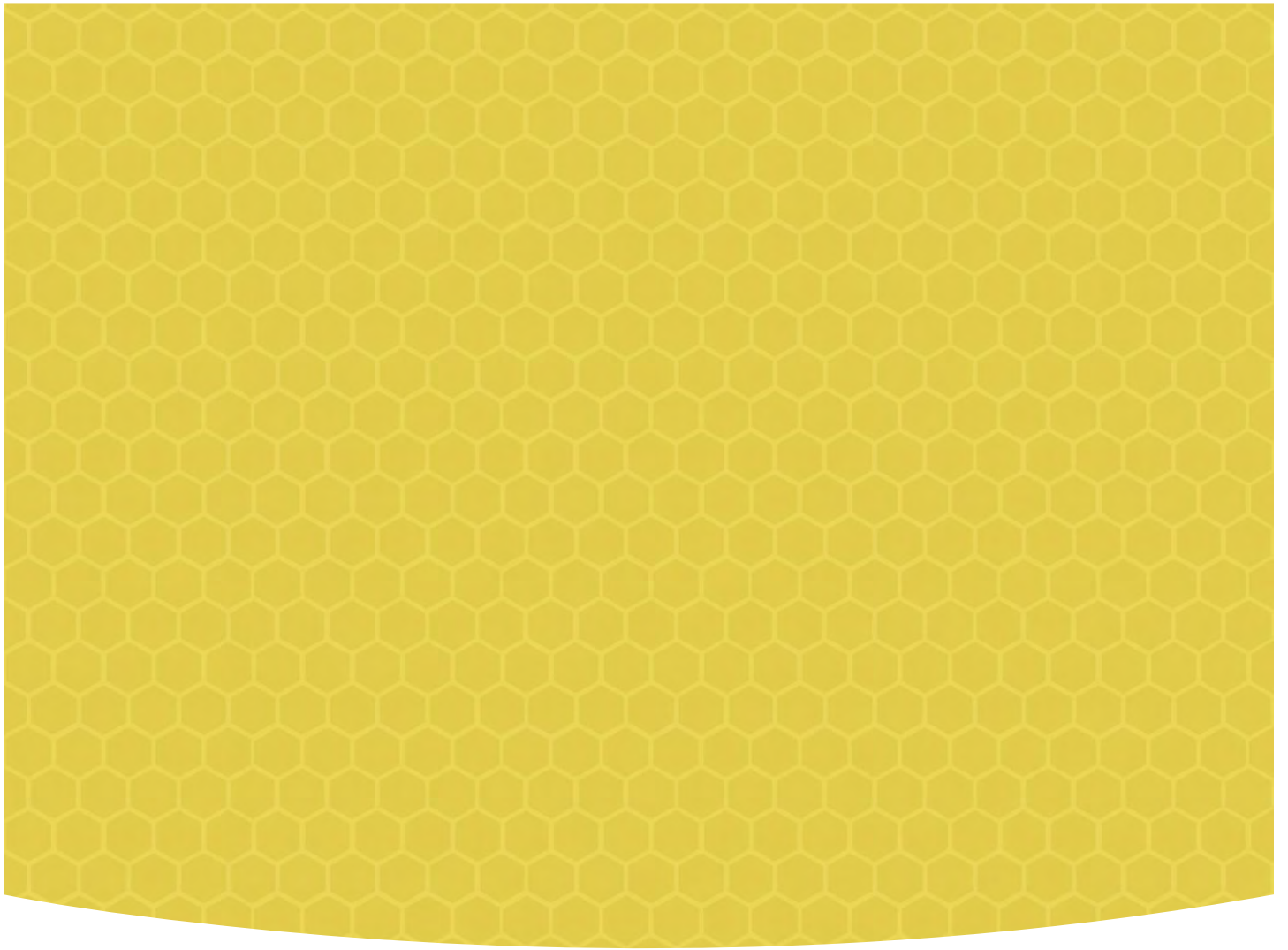
Owing to the commercial and residential nature of Station Road, there is little to see or do within the route. **No measures are therefore suggested at this time.**

People feel relaxed

The relatively busy location and high levels of natural surveillance would result in a reasonably relaxing environment on the route. **No measures are therefore suggested at this time.**

| Bridwell Street/Elm Terrace – from Norwich Road/Back Lane to Market Place | Healthy Streets Indicator | Healthy Streets Commentary and Suggested Measures |
|--|---|--|
| <p>Assessed Route:</p>  | <p>Easy to cross</p> | <p>A number of drop kerb crossing points are located within the route without tactile paving present. The carriageway width along Bridwell Street is narrow and vehicle speeds are low, as such crossing the carriageway is relatively easy. The potential introduction of tactile paving at all crossing points for the benefit of visually impaired pedestrians would improve this route.</p> |
| <p>Photo 1: Bridwell Street junction with Market Place (looking east)</p>  | <p>Shade and shelter</p> | <p>The buildings provide natural shade along this route, although there is no formal shade or shelter provision available. There is little potential for formal provision owing to the predominantly residential nature and limited available space within the route. No measures are suggested at this time.</p> |
| <p>Photo 2: Bridwell Street junction with Elm Terrace (looking west)</p>  | <p>Places to stop and rest</p> | <p>The route currently has no places to stop and rest, although is relatively short and located in close proximity to provision within Market Place. The potential addition of rest areas with shelter would help accommodate this requirement.</p> |
| | <p>Not too noisy</p> | <p>The main noise generator would be vehicle traffic on the Bridwell Street/Elm Terrace carriageway, however given the predominantly residential nature of the route, the traffic levels and noise levels would be minimal. No measures are therefore suggested at this time</p> |
| | <p>People choose to walk, cycle, and use public transport</p> | <p>The footways are relatively wide and well maintained allowing for a conducive environment for pedestrians. Vehicle speeds are low, as such offering an attractive route for cycling. No measures are therefore suggested at this time.</p> |
| | <p>People feel safe</p> | <p>Given the proximity to the busy town centre location, the residential frontages and general footfall in the area presents high levels of natural surveillance which benefits from street lighting. No further measures are suggested at this time.</p> |
| | <p>Things to see and do</p> | <p>Owing to the predominantly residential nature of the route, there is little to see or do. No measures are therefore suggested at this time.</p> |
| | <p>People feel relaxed</p> | <p>The relatively busy location and high levels of natural surveillance would result in a reasonably relaxing environment on the route. No measures are therefore suggested at this time.</p> |







James Bailey
PLANNING

