

GNLP0287 Land North of Marriotts Way, Alysham

5. Please give details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible. If you wish to support the legal compliance or soundness of the Local Plan or its compliance with the duty to co-operate, please also use this box to set out your comments – continued

It is acknowledged that the access will need to cross the Marriotts Way and the crossing point will need to be carefully designed to give priority to cyclists and pedestrians. A similar situation exists where Mileham Drive crosses Marriotts Way, with Mileham Drive accommodating a similar number of houses to those proposed.

Therefore, it is not considered that the access to the site is significantly constrained and a safe means of access can be created from the proposed allocation, via the adjacent housing site (Willow Park) onto Cawston Road via a newly constructed roundabout. In view of the apparent confusion regarding the access it is considered that the access arrangements for the site should be reassessed. It is also questioned as to whether the access arrangements should score green on the HELAA comparison table.

The Marriotts Way is seen as a benefit rather than a constraint to development and will allow off road pedestrian and cycle access to Alysham Town Centre. The main facilities within the town centre are 1.1km from the site which is within easy walking and cycling distance. In contrast the distance of the sites proposed for allocation from the town centre is only slightly less at 900m. Therefore, there are clear inconsistencies in how the Council has viewed this issue. The site is also located only 800m via Marriotts Way to Bure Valley School (7-11 years) providing a safe off-road route to this facility. Again, this contrasts favourably with the site proposed for allocation. It is recognised that Alysham High School is a greater distance from GNLP0287 but is still within both cycling and walking distance from this site. It is recognised that there will be the need for the upgrading of both the lower and high schools and this could be sought via the CIL regime. Therefore, it is questioned as to whether the assessment is accurate and should be given a green rather than an amber score.

There are also questions as to the scoring made with regards to access to services and the assessment appears to have ignored the fact that a site for healthcare related use is provided in the north west corner of the site. It is also somewhat perverse that this site is seen to be remote from services and facilities whereas the immediately adjacent site was deemed to be an acceptable and sustainable location.

It is noted that all of the sites are identified as having issues regarding utilities capacity and it is recognised that all developers will need to work with utility providers to provide a programmed upgrading of utilities where required.

It is recognised that comments have been made as to the impacts of the development on the Marriotts Way it is important to note that the site scores highly in terms of bio-diversity, open space and Green Infrastructure. As detailed on the accompanying masterplan, the proposed landscaping on the southern site boundary provides the chance to create an ecological buffer adjacent to Marriotts Way, this will not only allow the impact of the proposed allocation to be ameliorated but will also benefit the users of Marriotts Way and the adjacent Willow Park development. The proposed development will also allow further pedestrian and cycle routes to be created around and within the development resulting in wider community benefits arising from this scheme.

The site also has ready access to a modern area of sports pitches and the developers of this site are committed to providing an all-weather pitch within these facilities and an extension to the existing carpark to compensate for the loss of existing parking on the access to the proposed development site. There will also be additional open space within the development which will be suitable for informal recreation. Compared with all of the sites proposed for allocation this site not only provides significant area of open space, biodiversity enhancement but also provides

recreational facilities and easy access to the open countryside and the facilities within Alysham Town Centre. The site also has clearly defined boundaries ensuring that the proposal does not encroach into the open countryside and will represent a logical extension to the development to the south.

Whilst also dealt with in the representations made in relation to this Regulation 19 consultation Local Plan there are questions as to whether the level of growth being directed to Alysham is appropriate. When comparing the level of growth with other towns the figures appear very low with circa 700 and 800 dwellings proposed for Diss and Harleston respectively, whilst only 300 new dwellings proposed for Alysham, even with existing commitments the total is only 525 dwellings. This is a low figure for what is the largest town in Broadland District, which can accommodate significant levels of development without an adverse impact upon the environment. The increase in population will also aid the vitality and viability of local services and facilities. The site GNLPO287 is responding to this growth with enhancements to health care facilities as well as sports facilities. Unlike, other locations within Broadland it is apparent that there is a realistic prospect of development within Alysham being delivered early on in the plan period. It is also apparent that the figure of 14% of total housing growth being targeted towards main towns is rather low when compared with the higher level of delivery associated with such settlements.

The sites which have been previously allocated have been developed relatively quickly and it is contended that Alysham has an important role in providing housing and helping Greater Norwich ensure a deliverable housing land supply. As detailed in the above representations there are few constraints to the delivery and development of GNLPO287. However, it is important that the issues associated with site access, access to services are based on the appropriate information and evidence, especially as the principal reason for the rejection of my client's land is on the basis of an access road needing to cross the Marriotts Way, whereas the reasonable alternative sites have much great constraints in particular highway constraints which cannot readily be resolved.