# Green Belt

A straight yes or no answer to question 13 is difficult. Perhaps a maybe?

The pressure for development has never been stronger. The need for Green Infrastructure to meet the needs of a growing population has never been greater.

We need in place the strongest possible planning protection for the Green Infrastructure, and in particular, the Yare Valley Green Corridor. More attention also needs to be given to creating and maintaining links between the Valley and surrounding green space to facilitate wildlife movement and connected informal recreational opportunities, as indicated in Section 2, paragraph 2.29.

Existing “protections” proved insufficient to prevent South Norfolk District Council approving Norwich Rugby Club’s application to build a large Club House, Car Park, a Road, and more, in the body of the “protected” Yare Valley Green Infrastructure Corridor. Are there other instances in Greater Norwich of desecration of “protected” green space? Would the Rugby Club example alone, or together with others, constitute **exceptional circumstances**?

Any Green Belt should embrace all the zones currently protected, including the River Valleys, and the Southern By-pass Protection Zone.  It should also include a Protection Zone for the NDR and look at ways to incorporate green links of the sort referred to above, between the present protected green infrastructure areas.

Past attempts to adopt a statutory Green Belt for Norwich were unsuccessful, and since then Government pressure in favour of development has increased. Any Green Belt must have a sound strategic planning basis and cannot be created in isolation. It is essential to identify the areas of environmental importance (ecological and recreational) for protection and to integrate these into the development growth pattern for Greater Norwich, along with all the other constraints on development such as transport links and flooding.

A Green Belt is not necessarily the best starting point. We must ask GNLP Planners to consider carefully all options to find the one that maximises the safeguarding our “protected” green space, consistent with achieving the growth demanded by government. The practicalities of a Green Belt option should be examined.