**Yare Valley Society**

[www.yarevalleysociety.org.uk](http://www.yarevalleysociety.org.uk)

Enhancing the Valley

for wildlife and informal recreation

Planning Team,

South Norfolk Council,

South Norfolk House,

Norwich

NR15 2XE

Dear Planning Team

Application: 2019/0521

Location: UEA Sports Facility Colney Lane Colney Norfolk

Proposal: Discharge of Conditions 7 - Landscaping details, 8 - Landscape Management Plan, 9 - Tree Protection Plan, 11 - Biodiversity Management Plan, 17 - Construction parking, 18 - Wheel cleaning facilities for construction vehicles, 19 - Off-site highway improvements, 20 -Flood Risk Assessment, 21 - Surface water drainage, 26 - External lighting and 31 - Geoenvironmental Report of permission 2018/1830

The Yare Valley Society objects to approval being given to this application in its present form on the following grounds:

## The proposals frustrate sustainable transport modes

The junction layout drawing 60589983-d-1100-001a (Kerbs and Footways) fails to recognise the key importance of the Pink Pedalway and the Colney Lane cycleways in the provision for sustainable transport modes. The proposed layout gives priority to vehicular traffic at all crossing points, with no clear safe route for cyclists, motor scooters, and pedestrians to negotiate the junction. The junction is a main access point for commuting and recreational cyclists/mobility scooters /pedestrians (Non-motorised Users: NMUs) using the cross-valley Pink Pedalway. As such it should be safe for use by both experienced and inexperienced users, and by families with young children.

The design as shown fails woefully to ensure the necessary clear and safe passage for NMUs.

The design proposed is to give an entrance to what is **merely a car park**. The design ignores the importance to NMUs of safe access to the Valley for commuting and for informal recreation in an area designated as a protected part of the green infrastructure under the River Valley Policies. The design should be changed to:

1. Give priority to NMUs over vehicular traffic e.g. by incorporating raised tables and appropriate road markings
2. Ensure a clearly marked uninterrupted passage for NMUs along the Colney Lane cycleway and into the sports facility.

With mounting concern over the adverse effects of motorised vehicles, and government policies to minimise car use, the aim should be to encourage the use of sustainable transport modes. The design of this junction seriously discourages the use of sustainable transport modes, and contradicts UEA’s own Transport Policy.

## The proposal for a non-permeable surface for the car park extension aggravates the existing flooding risk

The proposed use of an impermeable surface of tarmac or similar is undesirable:

1. It is aesthetically less pleasing than some other permeable stone surfaces, and is not suited to an area designated as protected landscape in the Greater Norwich River Valley Policies.
2. It could result in a rapid run off of water and pollutants into a River Valley that already experiences repeated flooding near the site and downstream. It is noted that some provision has been made for reducing an immediate rapid release of water into the river by artificial control, but such provision assumes a high level of maintenance into the indefinite future to ensure it continues to work effectively.

## The lighting proposals will increase light pollution and urban intrusion into the Yare Valley Green Infrastructure Corridor

The proposal for lighting of the car park increases the level of light pollution for the development overall. It will add to the light pollution already planned for phase 2 of the development (which includes the clubhouse and artificial pitch).

Where is the environmental assessment of the impact of the total light pollution (of the whole development - both phases) on the effectiveness of the Yare Valley to act as a green infrastructure corridor?

Moreover, it is not clear why a car park extension, claimed to be necessary to service a Sports Facility in mainly day time use, should require lighting at all. If it is to be used for other additional purposes, this should be clearly stated in the application. In all cases the application should also make clear what procedures and equipment will be put in place ensure legitimate use of the carpark.

The lighting proposals will also increase the urban intrusion into the Yare Valley landscape: a landscape the River Valleys Policies were drafted to protect.

**For the above reasons the Yare Valley Society asks the Council to reject Application 2019/0521 in its present form.**

John Elbro

Chair

Yare Valley Society