

Salhouse - one settlement or two?

Station Road and Lower Street

Background

The development of the village itself began with agricultural workers cottages and professional and trader's accommodation around Lower Street with the roads to Wroxham and Norwich at one end, and river access for wherries bringing in goods via Salhouse Broad up to what is now the car park at the other. Amongst other things were two windmills, a bakery, schools and shops which gave us a linear but distinct village area.

The railway from Norwich to North Walsham was built around 1875, and a station and siding was developed on the line approximately midway between Salhouse and Rackheath, the major community being Salhouse, and so Salhouse Station came into being. The station served the agricultural community taking and bringing goods and livestock via the siding to the area. This passenger and commerce link brought development to the Station Road area of Salhouse.

Whilst Salhouse Station sits within the parish boundary for Salhouse, it abuts the boundary for Rackheath and in fact until the 1990's the Salhouse / Rackheath boundary ran along the centre of Station Road. The main Rackheath development 'New Rackheath' that now exists just across the level crossing is a recent phenomenon, the area actually being part of Mousehold Heath until its development. In the 1930's a major new development was proposed (and indeed received planning consent) for Station Road / Howletts Loke and potentially this did not proceed as at the time the major development was taking place in Rackheath taking away the demand.

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Should the plan seek in the future to join these two settlement areas?

Joining the two areas would require extensive development, and the feeling among the majority of residents we have spoken to is that there is no case to physically join these two areas. Development may be via linear development along Norwich Road for instance.

Do you agree with this view?

Each of the areas offers facilities that can be beneficial to all residents - the station, pub, shop, village hall, jobs to name a few. Road access is available between these two parts of the village and there is footpath access from Bell Corner to Station Road.

Do you think that the current access options (setting aside by car) are adequate, and if not how would you like to see these enhanced? For instance would you like to see:

The surface of the footpath changed from its 'rural' surface?

A new route direct to the railway station from Bell corner?

A cyclepath between Bell Corner and Station Road / the Station?

Other suggestions?

This Neighbourhood Plan will be current to 2025, when it will need to be refreshed. We do not know what pressures on the village will be by then. Should we consider making policies in this plan to cover the area between the two developed hubs of Station Road and Lower street area?

With this in mind would you consider it appropriate to designate part of this area to Green belt?

Bearing in mind the relative distance between the two developed parts of the village, are there facilities in one part of the village that should (and practically could) be repeated in the other?

What additional facilities should be (and practically can) be repeated in the Station Road area?

Are there any facilities that the Station Road area has that the Lower street area needs?

Should the Parish Council list the remaining station building as being of historical importance to Salhouse? Should it be enhanced and brought into use?