

**Note in relation to Landstock Estates comment on page 18 of DV32 regarding MM7 and TP15 – Extract from DV32 below:**

LIPP MM7

**5.0 LIPP Main Modification 7 (DV23)**

- 5.1 We have reviewed the LIPP (Main Modification 7) (DV23) and wish to draw to the Inspector’s attention a proposed modification that we do not consider necessary or appropriate to be modified. This specifically relates to infrastructure project T15 (a Development Link Road in the NEGТ).
- 5.2 We seek clarity from the GNDP as to why it considers it necessary that TP15 (which is identified as a priority 1 Infrastructure Item) has been made more generalised and vague when describing the scheme within Appendix 7a.
- 5.3 For instance, MM7 identifies that on page 19 of 72, the following text is to be removed.

T15	Development Link Broadland Business Park to Salhouse Road	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle	Developer Lead	2.5	Developer contributions	2016	NATS
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- 5.4 However, on page 51 of 72, T15 now reads (with a similar amendment on pages 53 and 54 of 72 which takes place by 2016) as:

T15	Completion of local development Link Road	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle	Developer Lead	2.5	Developer Funded	2016	NATS
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- 5.5 We question why this proposed amendment is necessary and whether it adds to any certainty over the delivery of the infrastructure project.

## GNDP comments

Project T15 is also shown in MM07 twice (Landstock Estates only comment on the first entry). It is split into two phases - short-term delivery to 2008 - 2016 and – medium term delivery to 2016 - 2021

T15	Completion of local Development Link Road	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle	Developer Lead	2.5	Developer Funded	2016	NATS
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T15	Completion of local Development Link Road	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle	Developer Lead	2.5	Developer Funded	2021	NATS
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The reason the project description was amended was to make it clearer that the infrastructure referred to as project T15 is to deliver the missing sections of the developer funded Link Road. The orbital link road would go from the Postwick Interchange through to Norwich Airport; two sections of the link road have now been agreed and form part of the planning permission for the developments at White House Farm and Brook Farm. This leaves two small sections to be delivered that would complete the link road, the route of these missing sections form part of the Broadland Area Action Plan consultation, the possible routes are described as part of the consultation – if agreed they will be the missing sections that complete the local development Link Road. This is why the project description for T15 was amended.

The funding source has been changed to developer funded rather than contributions to reflect the reality of delivery of those sections of the link road. They will be an integral part of development in those areas of the Growth triangle and therefore will be delivered (and funded) those specific development proposals.

An extract from Broadland District Council Area Action plan Consultation is attached.

# 6

## Area Action Plan Options Consultation Draft **Strategic Policies**

### **Growth Triangle Transportation Plan**

**6.7.17** As has already been described NATS Implementation Plan both informs and is informed by the Area Action Plan. Therefore the development of the Area Action Plan offers the opportunity to identify additional interventions which could form part of the overall transport strategy for the area.

### **Broadland Inner Orbital Link**

**6.7.18** The Submission Content of the Joint Core Strategy sets out an expectation for safe and direct walking and cycling links, and orbital bus services, to Broadland Business Park, Rackheath Industrial Estate and the airport industrial estate. It will also be necessary to ensure that local trips around the Growth Triangle area can be made by sustainable modes of transport. It is therefore necessary to consider how such orbital movements will be facilitated within the new development to the Growth Triangle and what, if any, new infrastructure would be required to support such movements.

**6.7.19** The Broadland Local Plan, adopted in 2006, reserved routes for two sections of an inner link road. The first section links Wroxham Road to Salhouse Road and the second links Postwick Junction to Plumstead Road. These could be used to provide connectivity between the new village or urban quarters.

### **Wroxham Road to Salhouse Road**

**6.7.20** The first section connecting Wroxham Road to Salhouse Road facilitates the delivery of the White House Farm Local Plan residential allocation, which is expected to total 1,233 homes. The phased delivery of this road will be undertaken by the development consortium for the White House Farm allocation.

### **Plumstead Road to Postwick Junction**

**6.7.21** The second section provides an upgraded route from Postwick Junction to Plumstead Road. Part of this upgrade route was delivered as part of the first phase of Broadland Business Park. The delivery of the remainder of this upgrade will be provided by a developer through the recent planning approval for phase two of Broadland Business Park and an additional 600 homes at Brook and Laurel Farm. This development is dependent upon improvement works to the Postwick Junction which could be begun as early as 2013.

### **Completing the link**

**6.7.22** Because of the availability of land in key locations, there are no realistic options for the creation of an inner orbital link which do not use the two existing section identified within the Local Plan.

- 6.7.23** When considering the benefits of completing an orbital link, the Sustainability Appraisal highlights a number of key positive effects. These include the potential to create direct public transport connections and safe and direct cycling links using the existing local plan link road to connect new development areas within the Growth Triangle and the key employment areas of Broadland Business Park and Norwich International Airport. Such provision could support increased participation in public transport and cycle based commuting and would also support local trips across the Growth Triangle.
- 6.7.24** The orbital link should not be seen simply as a transport route. It has the potential to be a major design feature which should be reflected in masterplanning.

The link to the complete BDC Area Action Plan is: [http://www.broadland.gov.uk/PDF/Growth Triangle AAP Options -  
Consultation Document.pdf](http://www.broadland.gov.uk/PDF/Growth_Triangle_AAP_Options_-_Consultation_Document.pdf)