

REVISION 9 DECEMBER 2010**Amendments to the JCS submission document****Policy 10**

Page 62 - para Old Catton, Sprowston, Rackheath, Thorpe St Andrew growth triangle. Amend paragraph as below:

This location will deliver an urban extension extending on both sides of the Northern Distributor Road. Delivery ***of the growth triangle in its entirety*** is dependent on the implementation of the Northern Distributor Road.

Page 63 - to add in reference to the Area Action Plan (Note – this change was also agreed at the examination with the Inspector)

Amend second paragraph from “A single co-ordinated approach will be required across the whole area. More detailed masterplanning will be required for each quarter to ***“A single co-ordinated approach will be required across the whole area. This will be provided through the preparation of an Area Action Plan (or any future equivalent process). More detailed masterplanning will be required for each quarter”***”.

Page 66 and 67 – para 6.18**Original para 6.18**

To implement the JCS significant highway improvements are required at the Longwater (A1074), Thickthorn (A11) and Harford (A140) junctions on the A47 Norwich Southern Bypass. Completion of the Northern Distributor Road and improvements to Postwick junction are a fundamental requirement for growth and the implementation of the remainder of the Norwich Area Transportation Strategy including public transport enhancements. Completion of a bypass is a pre-requisite for the scale of growth identified in Long Stratton.

Para 6.18 revised as below:

To implement the JCS significant highway improvements are required at the Longwater (A1074), Thickthorn (A11) and Harford (A140) junctions on the A47 Norwich Southern Bypass. Completion of the Northern Distributor Road ***is fundamental to the full implementation of this Joint Core Strategy. In particular it is necessary to allow significant development in the growth triangle and the full implementation of the remainder of the Norwich Area Transportation Strategy. The completion of appropriate improvements at Postwick junction would allow for some development in the Old Catton, Sprowston, Thorpe St Andrew growth triangle in advance of the NDR (see supporting text for Policy 20)***. Completion of a bypass is a pre-requisite for the scale of growth identified in Long Stratton.

Policy 20 page 63 - new paragraph after paragraph 7.11

Contingency

The GNDP will be working to bring forward all growth proposals and associated infrastructure as early as possible to maximise delivery and flexibility. This will be facilitated by engagement with developers to understand opportunities, overcome constraints and maximise development potential without compromising quality.

There is no phasing of growth in the JCS beyond that imposed by the provision of infrastructure. At the time of adoption the provision of most critical elements of infrastructure is not expected to be a significant constraint.

However, there remains some uncertainty around the timing of the delivery of the Northern Distributor Road (NDR).

The NDR is fundamental to overall delivery of housing and employment growth in the Broadland part of the NPA and to significant parts of NATS including high-quality public transport in the northern part of the urban area.

At the base date of the JCS there is a significant housing commitment that is unaffected by infrastructure constraints. Delay in delivering the NDR does not prevent JCS provision of housing or employment development within Norwich City or South Norfolk Council areas, or existing housing commitment in Broadland as demonstrated in Appendix 7. Indeed, market pressures are likely to bring forward development in these locations in this scenario.

The existing commitment and the range and scale of growth proposals across the JCS area provide significant flexibility to bring forward growth in those locations unaffected by infrastructure constraints.

In late 2010 proposals for Postwick were significantly advanced. The scheme and associated development has planning permission and the design of the layout of the junction has been agreed by the Highways Agency.

The Postwick Hub and the Northern Distributor Road are in the DfT Development Pool and the funding decision will be announced by the end of 2011. The NDR will be subject to a separate statutory planning process.

The Postwick Hub can be delivered as a separate scheme and is not necessarily dependent on DfT funding. Contributions from all of the following sources may be used to secure delivery:

- DfT development pool (decision due by end of 2011)
- Existing Growth Point funding
- Pooled Section 106 (until replaced by CIL)
- CIL (expected to be introduced late 2011)
- Local Authorities' capital funding programmes
- New Homes Bonus

- Tax Increment Financing
- Other funding streams

The existing commitment of 1400 dwellings in the Sprowston Fringe can take place without improvement to Postwick Junction. Subject to acceptable improvements to Postwick Junction (Postwick Hub or a suitable alternative) there is significant potential for further development in the growth triangle before there is confirmation of the timing of delivery of the NDR. The table below summarises the current understanding of this potential.

Location	Level of growth supported by current evidence	Constrained development
Growth Triangle	At least 1600 dwellings (plus 200 exemplar at Rackheath prior to Postwick junction improvements)	New employment allocation at Rackheath
Smaller sites in Broadland NPA	Delivery of the smaller sites allowance will be dealt with on a site by site basis	
Broadland Business Park	Development of existing allocation and new allocation (25ha incl c50,000m2 B1)	
Airport area		New employment allocation

Broadland District Council is committed to preparing an Area Action Plan (AAP) for the growth triangle. As part of the preparation of this AAP there will be an investigation of the potential to enable further growth over and above that shown in Table 1 above, in advance of confirmation of timing of the NDR. This analysis would need to cover capacity of all local infrastructure (not just road capacity), the implications of particular sites, and the nature of development proposed. It will be essential that the growth is delivered in accordance with the overall strategy, taking into account its wider impact across the Norwich area, including a full range of infrastructure provision, services and high-quality public transport, walking and cycling.

Development beyond the pre-NDR threshold established through the AAP process will not be possible without a commitment to the NDR. If there is no possibility of the timely construction of the NDR, a complete review of the JCS would be triggered.