

Submission by Bryan Robinson

1. Matter 5 - Strategic Infrastructure

Issue 1: Is Policy 4 Strategic Infrastructure justified and effective?

Issue 1.1 - Policy 4 identifies a number of transport schemes and projects and says that they will be brought forward to support the aims of the Plan. Is Policy 4 an effective policy or a statement of a number of transport infrastructure schemes and projects which may be implemented? Should these schemes or projects (or some of them) be listed in supporting text rather than in the policy?

- 1.1. The understanding of road schemes in Norfolk is becoming even more convoluted with the recent adoption of LTP4 in November by the full Norfolk County Council and Transport for Norwich in December by its Cabinet.
- 1.2. There are several road schemes noted in LTP4 but the County Council has publically stated that LTP4 will not be adopted until the Implemented Plan is adopted as programmed for autumn 2022 and that LTP3 will continue as the local plan in the meantime.
- 1.3. Also stated is that the named priority schemes are illustrative only and not endorse by the adoption process.
- 1.4. Transport for Norwich includes the Western Link but the authority for this is uncertain as the document supports LTP4 which is not technically adopted.
- 1.5. Norwich City Council has formally stated that it does not support Transport for Norwich or the Western Link.

Issue 1.2 - The Partnership's response to our Initial Questions states that the Western Link Road is not necessary for the delivery of any of the proposed allocations. Should it therefore be shown on the Key Diagram?

- 1.6. The more appropriate question is should it be omitted?
- 1.7. Its inclusion is another example of tacit approval by reference.
- 1.8. The two employment sites which are stated will gain the most benefit from the NWL are specialist sites for airport and food related companies, if the JCS qualifications are restate in GNLP.
- 1.9. Otherwise if these are allocated to general employment together with the NWL to create the orbital road around the existing urban edge will lead eventually to more urbanisation between the NDR and villages/service centres to the north and compete with the City Centre for employment but reliant on private cars for access in the absence of any public transport provision.

