



Old Catton, Sprowston, Rackheath &
Thorpe St Andrew

Growth Triangle
Area Action Plan

Adopted July 2016

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Executive Summary

1 Executive Summary

The role of the Area Action Plan

- 1.1** The purpose of the Area Action Plan (AAP) is to enable and co-ordinate sustainable strategic scale development to the North East of Norwich in accordance with the requirements of the Joint Core Strategy (JCS).
- 1.2** The AAP forms part of Broadland District Council's Local Plan. Taken as a whole Broadland's Local Plan sets out its policies on the development and use of land including how it will meet its objectively assessed needs for development.
- 1.3** Broadland's Local Plan comprises the following documents:
- Joint Core Strategy (JCS) for Broadland, Norwich and South Norfolk;
 - Old Catton, Sprowston, Rackheath & Thorpe St. Andrew Growth Triangle Area Action Plan (AAP);
 - Broadland Site Allocations Development Plan Document; and,
 - Broadland Development Management Policies Development Plan Document.

Why has the Growth Triangle been Identified for Strategic Scale Growth?

- 1.4** The JCS identified the Growth Triangle as a focus for sustainable development on the basis that:
- It has easy access to strategic employment opportunities, particularly Broadland Business Park and Norwich Airport Industrial Estate, and local employment at Rackheath and Salhouse Road.
 - There are opportunities for high quality public transport, which will improve access to Norwich City Centre.
 - It is well related to existing services and facilities in the Norwich fringe.
 - It provides the opportunity to deliver new neighbourhoods of sufficient size to support a range of new services and facilities.

Challenges for the Growth Triangle

- 1.5** The key challenges for the Growth Triangle are:

Housing: deliver a minimum 7,000 new homes by 2026, rising to at least 10,000 thereafter.

Economic Development: supporting significant additional jobs at Broadland Business Park, at Rackheath and as part of mixed use developments.

Equity: Protecting the amenity and identity of existing communities and ensuring there are good walking, cycling, public transport and road links between new developments and existing settlements.

Environment: Protecting important habitats, including international sites, important attributes of the landscape and heritage assets including the Broads, the UK's most important wetland.

Services: delivering the new services and facilities that will be needed by the new residents and working population of the Growth Triangle.

Transport & Movement: providing new roads and public transport, walking and cycling links which ensure excellent accessibility to jobs, services and facilities across the Growth Triangle.

Society and Culture: Supporting inclusive, cohesive and active communities in the Growth Triangle.

Governance: Effective and inclusive management of community services and facilities.

How does the AAP address the challenges of the Growth Triangle?

1.6 The Area Action Plan includes three Strategic Policies and 19 Area Based Policies. Together these policies address the challenges for the Growth Triangle in the following ways:

> 13 sites are allocated for housing and mixed use development. The majority of these sites have the potential to deliver homes early in the plan period, and together are capable of delivering the necessary amount of housing. Two reserve sites are also identified to provide flexibility should the allocated sites not come forward as expected.

> In order to provide long term certainty about the availability of land for employment, there are policies to safeguard existing planning permissions at Broadland Business Park and Broadland Gate. In combination with existing planning permissions at Thorpe St Andrew Business Park, this will enable the necessary land for employment to be delivered. In addition, the land allocated for mixed use development north of Rackheath Village includes a requirement for 25ha of land for employment.

> Development within the Growth Triangle will inevitably result in significant extensions to existing settlements. The design of new development will need to have regard to the history of the site, the attributes of the surrounding area, the existing communities and how the area functions. Designed in accordance with these requirements, new development should be best placed to preserve the amenity and identity of existing communities as far as is practicable within the context of major sustainable development.

> An effective Green Infrastructure Network, which mitigates future recreational impact on international wildlife sites, will be delivered primarily through the coordinated provision of landscaping, sports pitches, children's play space and open space as part of development. Open space includes large public parks at Harrisons Plantation,

Executive Summary

Beeston Park, Red Hall Farm and North of Rackheath. A significant area, largely comprising historic parks and gardens is preserved between the proposed allocation sites and the Northern Distributor Road (NDR) to maintain a landscape setting to the edge of Norwich. A landscaped parkland is required adjacent to Thorpe End to protect its heritage setting as a Garden Village and conservation area.

> Allocated development sites are required to provide appropriate land for the provision of new schools and community buildings, incorporate sports pitches and open space, and to include space for convenience goods shopping, professional services and employment.

> Opportunities will be taken to improve orbital road links through development to improve local transport connectivity. This includes new links between Norwich Airport Industrial Estate and Salhouse Road and between Plumstead Road and Broadland Business Park that are within existing planning permissions. This will be augmented by a complete new link between Norwich Airport Industrial Estate and Broadland Business Park for pedestrians and cyclists. Furthermore, enhancements to bus routes, and in particular Bus Rapid Transit Corridors for which routes are safeguarded, will improve the accessibility of the City Centre. New development will be linked to the Norwich Cycle Network, which will be extended to allocated sites north of the proposed NDR.

1.7 The new transport links, services and facilities delivered through the coordinated development of the Growth Triangle will support existing and new communities.

1.8 Broadland will continue to support Parish and Town Councils to engage with the planning process, producing Neighbourhood Plans and/or manage CIL income and the delivery of local infrastructure.

Implementation

1.9 The Joint Core Strategy (JCS) (2011 & 2014) establishes an effective implementation framework which will deliver infrastructure in a timely manner. This framework is supported by the Greater Norwich City Deal and the activities of the Greater Norwich Growth Broad (GNGB).

1.10 The Greater Norwich City Deal has enabled the establishment of Strategic and Local Infrastructure Funds to support the delivery of critical infrastructure and/or release stalled sites.

1.11 The GNGB has been established to ensure a coordinated approach to implementing the Greater Norwich City Deal and JCS, including the JCS commitment to the Growth Triangle. The GNGB works to deliver these two key plans through a programme of delivery (Annual Investment Plan) set by the constituent authorities.

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- 1.12** The Annual Investment Plan is informed by the Greater Norwich Investment Plan (GNIP). The GNIP is updated on a bi-annual basis and sets the infrastructure delivery programme to 2026, and where necessary beyond.

Introduction

2 Introduction

Purpose of the Area Action Plan

- 2.1** The Area Action Plan (AAP) for the Old Catton, Sprowston, Rackheath & Thorpe St. Andrew Growth Triangle, hereafter referred to as the Growth Triangle, is a Local Plan in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012. It forms part of the Development Plan for Broadland.
- 2.2** The purpose of the AAP is to enable and co-ordinate sustainable strategic scale development to the North East of Norwich in accordance with the requirements of the Joint Core Strategy (JCS).
- 2.3** The policies and allocations of the AAP are based upon a proportionate evidence base. This evidence base includes stakeholder responses to consultation, and the Sustainability Appraisal and Habitat Regulations Assessment Reports which have been produced alongside the AAP.

Context

Local Plan

- 2.4** The AAP forms part of Broadland District Council's Local Plan. Taken as a whole Broadland's Local Plan sets out its policies on the development and use of land including how it will meet its objectively assessed needs for development.
- 2.5** Broadland's Local Plan comprises the following documents:
- Joint Core Strategy (JCS) for Broadland, Norwich and South Norfolk;
 - Old Catton, Sprowston, Rackheath & Thorpe St. Andrew Growth Triangle Area Action Plan (AAP);
 - Broadland Site Allocations Development Plan Document; and,
 - Broadland Development Management Policies Development Plan Document.
- 2.6** The principal document is the JCS. Prepared jointly with Norwich City Council and South Norfolk Council, and in partnership with Norfolk County Council and the Broads Authority, the JCS identifies the objectively assessed need for development and sets out the long term strategic approach to delivering that development across the Greater Norwich Area.
- 2.7** Most of the JCS was adopted in March 2011. However, following a partially successful legal challenge the parts of the JCS which related to housing distribution, and associated development, in the Norwich Policy Area (NPA) part of Broadland were returned, remitted, to the draft stage for further consideration. Further work undertaken by the local authorities confirmed that the strategy as originally proposed for the Broadland NPA remained the most appropriate. Subject to

Introduction

amendments, this conclusion was supported by the Planning Inspectorate following an Examination in Public. As such, the remaining element of the JCS was adopted in January 2014.

Plan Period

- 2.8** The plan period of the Growth Triangle Area Action Plan ends in 2026, which is consistent with the end of the Joint Core Strategy (JCS) plan period. However, in accordance with the JCS, provision is made for further development beyond the end of this period in order to ensure that there is sufficient critical mass to support services and facilities, in particular the long term viability of the proposed new secondary school.
- 2.9** This further development will count towards identified housing need in subsequent plan periods to be determined through an early review of the plan to be completed by 2021.

Local Plan Review

- 2.10** A review of the Broadland Local Plan is to be commenced in 2015/16 and should be completed by 2020/21. The review will involve new evidence gathering to understand future needs for development, such as the Strategic Housing Market Assessment, that is currently being produced and that will include working with other local planning authorities in accordance with the Duty to Cooperate. It is likely that the review will "roll forward" planning for the district to 2036, giving at least a 15 year time horizon from its adoption.

City Deals

- 2.11** In December 2013 The Greater Norwich City Deal was published. The Greater Norwich City Deal has three strands: targeted innovation initiatives to support Small and Medium Enterprise (SME) businesses at Norwich Research Park (NRP), the city centre digital cluster and aviation cluster based around Norwich International Airport; providing essential housing, transport, and utility services to meet infrastructure needs; and, a Local Enterprise Partnership (LEP) wide skills programme designed to maximise employer involvement and investment and increase apprenticeships and graduate internships.
- 2.12** Amongst other things, it is predicted that the Greater Norwich City Deal will deliver an additional 13,000 jobs (on top of the JCS target of 27,000 jobs) and provide the capacity to bring forward the full 10,000 homes planned for the Growth Triangle before 2026.

Eco-Towns Programme

Introduction

- 2.13** The Rackheath Low Carbon Community was previously promoted to government as part of the Eco-Towns Programme. Many of the aspirations of that programme are consistent with the aspirations for new development set out for the Growth Triangle within the Area Action Plan.
- 2.14** Whilst the National Planning Policy Framework (NPPF), which came into force in March 2012, replaced much of the pre-existing national planning policy it did not replace the Eco-Towns Supplement to Planning Policy Statement 1. Therefore, Rackheath continued to be recognised as a suitable site for an Eco-Town in national planning policy.
- 2.15** However a ministerial statement published on 5th March 2015 has now cancelled the Eco-towns Supplement to Planning Policy Statement 1. Nonetheless, the rationale and evidence which supported large scale development north of Rackheath Village remains valid and significant development north of Rackheath continues to be an integral part of the Area Action Plan.

Sustainability Appraisal

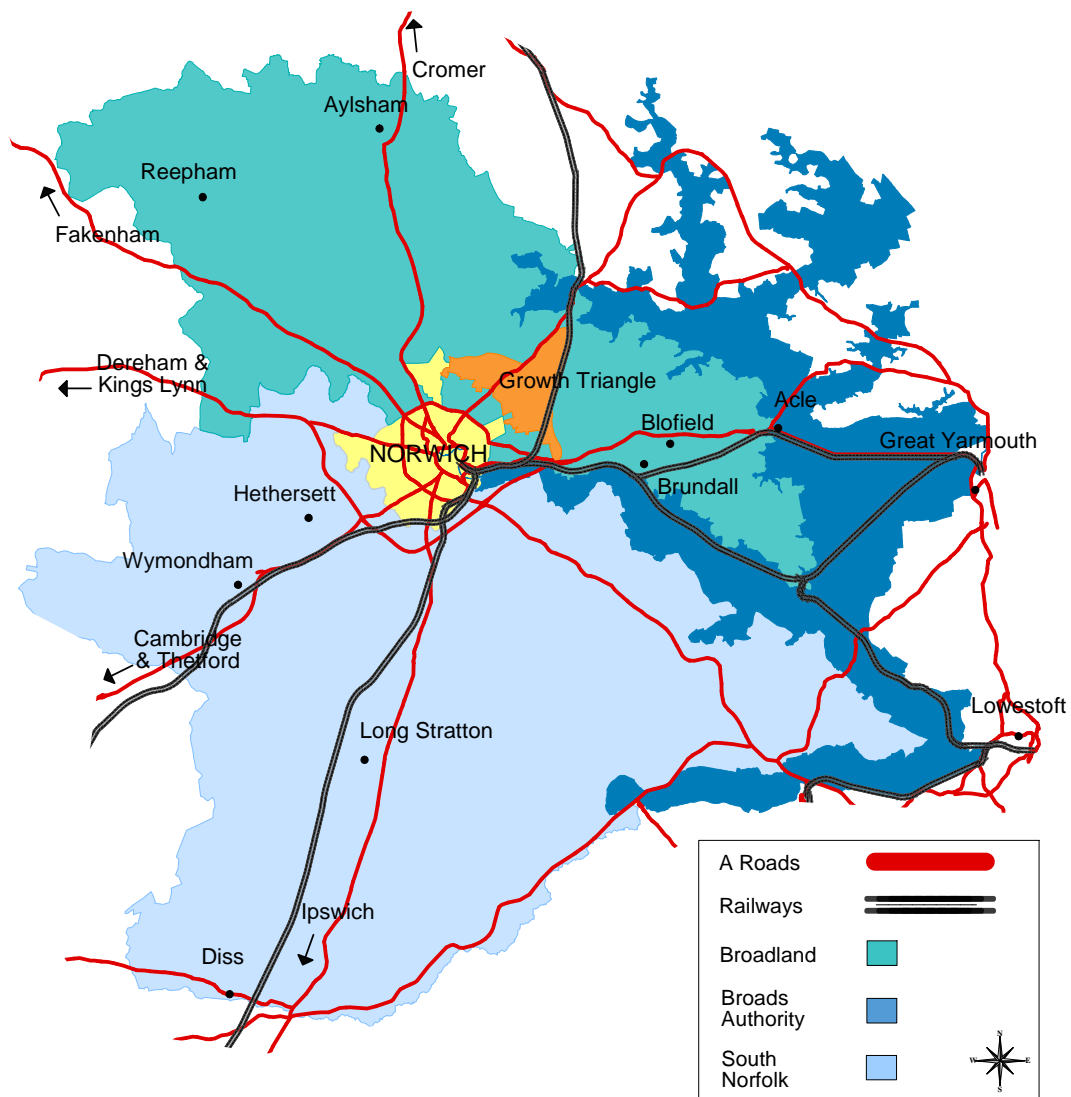
- 2.16** A Sustainability Appraisal (SA), incorporating the Strategic Environmental Assessment (SEA), is a key component of the plan making process. The SA considers the Social, Environmental and Economic impacts of a plan in order to avoid or mitigate significant negative impacts and maximise positive impacts.
- 2.17** A SA has been prepared alongside the AAP and its findings have informed its policies and allocations.

Habitat Regulations Assessment

- 2.18** The Conservation of Habitats and Species Regulations 2010, also referred to as the Habitat Regulations, require that before a competent authority gives consent to a plan which is likely to have a significant effect on a European site that it makes an Appropriate Assessment of the implications for that site in view of its conservation objectives.
- 2.19** The Habitat Regulations Assessment for the AAP has been developed as part of an iterative process alongside the plan itself and in this way has been able to inform the final content of the plan and ensure that the Appropriate Assessment has been able to conclude that ***"there is sufficient confidence for negative impacts on site integrity on International Sites from the development in the Growth Triangle to be considered unlikely"*** .

3 Spatial Portrait

- 3.1** The Old Catton, Sprowston, Rackheath and Thorpe St. Andrew Growth Triangle lies north east of the city of Norwich. It stretches from Norwich International Airport in the west to the A47 Postwick Interchange in the east, and includes a significant area of land north of Rackheath Village.



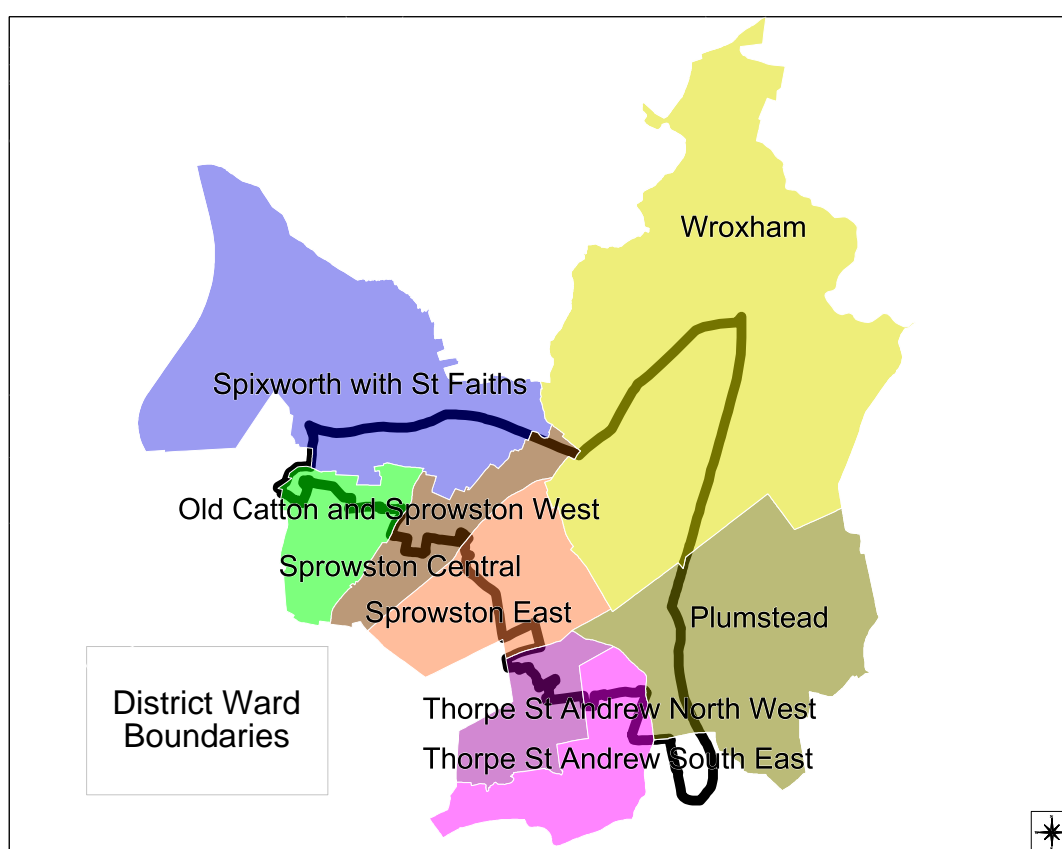
Spatial Portrait

- 3.2** The landscape of the Growth Triangle is characterised by arable farmland, dispersed villages, isolated farmsteads and eighteenth-century estates and parkland. The area has a generally well wooded appearance as a result of existing plantation woodland, tree belts within estates and parkland and ancient woodland fragments.
- 3.3** The Broads, which include areas of international nature conservation importance and a diverse and unique landscape of national importance, lie to the north of the Growth Triangle and also to the south-east (near the Broadland Business Park). There are also a number of areas of wildlife importance in the Growth Triangle, most notable of which is Racecourse, Belmore and Brown's Plantations, collectively known as Thorpe Woodlands. Thorpe Woodlands is found close to the centre of the Growth Triangle and provides an important habitat which is recognised as a County Wildlife Site.
- 3.4** The heritage assets found within the Growth Triangle include Historic Parks and Gardens and Ancient Woodlands, these features are readily identifiable in the landscape. A Conservation Area is found at Thorpe End Garden Village. The remains of a former WWII USSAF base lie north of Rackheath Village. There are a small number of listed building in the Growth Triangle, most notable of which are the Sprowston Manor and Rackheath Hall, which are both situated within an Historic Parkland setting.
- 3.5** There are two settlements within the Growth Triangle: Thorpe End Garden Village and Rackheath. Thorpe End lies along Plumstead Road beyond Thorpe Woodlands and the Dussindale housing estate. It comprises large interwar houses built to garden village principles around its core and on the southern side of Plumstead Road, this is the area subject to a conservation area designation, and later 20th century estate style development on the northern side of Plumstead Road.
- 3.6** Rackheath lies along Salhouse Road beyond the historic parklands of Rackheath Hall. Until the 1800s the area was predominantly heathland, part of a much larger Mousehold Heath. During the Second World War, Rackheath Airfield, to the north of the current village, was constructed as a base for the USSAF. After the War the airfield was returned to agricultural land. The associated technical site is now Rackheath Industrial Estate. Development of the south-eastern part of Rackheath Village occurred in the aftermath of WWII. The north-western part of the village was built in the later 20th century.
- 3.7** In 2012, the population of the eight electoral wards that are partially within the Growth Triangle was estimated to be 49,241. However, the vast majority of the population live in the areas surrounding the Growth Triangle and not within it.

District Ward	Population
Old Catton and Sprowston West	8,445

District Ward	Population
Sprowston Central	5,511
Sprowston East	6,938
Thorpe St Andrew North West	7,265
Thorpe St Andrew South East	7,382
Wroxham	5,059
Spixworth with St Faiths	5,460
Plumstead	3,181
Total	49,241

Electoral Wards related to the Growth Triangle



3.8 Whilst life expectancy is higher in Broadland than the national average, so is the rate of coronary heart disease and heart disease per 1,000 population⁽ⁱ⁾. This may well be a function of there being proportionately more older people⁽ⁱⁱ⁾.

i Norfolk Insight

ii Office of National Statistics (ONS)

Spatial Portrait

- 3.9** Broadland is a relatively affluent area. All wards in Broadland are within the two least deprived fifths as measured by the Indices of Deprivation. Annual Pay for full time employees within Broadland has increased from £22,859 in 2008/09 to £28,423 in 2012/13, this is higher than both Norwich and South Norfolk⁽ⁱⁱⁱ⁾. However, the number of active enterprises has reduced in each of the last two years^(iv) and the number of small businesses has reduced from 3,940 in 2008/09 to 3,800 in 2012/13^(v).
- 3.10** Broadland Business Park and Norwich Airport Industrial Estate lie at either end of the Growth Triangle and Norwich City Centre lies within easily commutable distance by public transport. In addition, local employment opportunities are provided by Rackheath Industrial Estate, the Industrial area along Salhouse Rd, Sprowston Retail Park and Rowntree Way Industrial Estate.
- 3.11** There is significant planned development around Broadland Business Park with planning permission for more than 100,000m² of business floorspace available. In addition, planning permission exists for an estimated 95,000m² of employment floorspace at Norwich International Airport.
- 3.12** Broadland has seen increases in housing requirement and need in absolute terms^(vi). However, only 482 dwellings were completed between 2008/09 and 2012/13, representing a shortfall of 2,603 dwellings when compared to the annualised requirement of 617 dpa between 2008 and 2026^(vii).
- 3.13** As a result of net commuting in to Norwich, peak hour congestion occurs around the city. In particular, the northern urban fringe, including the radial and orbital routes identified above, experiences high amounts of traffic. This affects quality of life, local businesses, access to Norwich Airport and opportunities for Growth.
- 3.14** Major transport investment is planned to the north of Norwich, in the form of the Northern Distributor Road (NDR). This road will provide additional orbital connectivity around Norwich, reducing cross city trips and providing necessary road capacity to support the levels of development planned for the Growth Triangle.
- 3.15** Improvements to the Postwick Interchange are under construction in the form of the Postwick Hub, which commenced in May 2014. These improvements are critical to releasing additional employment land at Broadland Business Park and housing at Brook Farm. In addition, the Postwick Hub has also been designed to accommodate a future connection to the NDR.

iii Annual Survey of Hours and Earnings

iv Office of National Statistics (ONS) Business Demography

v Office of National Statistics (ONS)

vi The Greater Norwich Housing Market Assessment Update (2010)

vii GNDP Annual Monitoring Report 2012/13

- 3.16** The NDR scheme was submitted to the Nationally Significant Infrastructure Programme (NSIP) on 7 January 2014. Determination of the NSIP application is expected in winter 2014/15. Subject to approval, construction of the NDR is expected to begin in Summer 2015 and it will be open to traffic in Summer 2017.

Issues and Challenges

4 Issues and Challenges

- 4.1** The Growth Triangle will experience significant change as a consequence of the development which is being planned to take place over the next 15-20 years. The Growth Triangle will face a number of issues and challenges as a consequence of this change. The key issues and challenges are set out below.

Housing

- 4.2** Significant housing growth is planned for the Growth Triangle. The JCS seeks to achieve a minimum of 7,000 new homes by 2026 rising to at least 10,000 new homes thereafter. These homes are in addition to approximately 1,400 new homes that were planned within the area before the start date of the JCS.
- 4.3** In addition the Greater Norwich City Deal seeks to bring forward all of the 10,000 new homes planned for the Growth Triangle by 2026.
- 4.4** The challenge is therefore not only to identify sufficient housing sites for 10,000 new homes but also to identify sites that can be delivered quickly enough to meet the JCS requirement of 7,000 homes by 2026. It will also be important to provide the conditions in which 10,000 homes can be delivered by 2026, should the market be able to sustain sufficient annual build rates.
- 4.5** The key constraint to development is the delivery of the essential utilities and transport infrastructure. In particular the Postwick Junction, the NDR and local road links, such as the Brook Farm Link Road.

Economic Development

- 4.6** Alongside the housing planned for the Growth Triangle is the allocation of significant land for purposes of economic development. The JCS seeks to deliver an additional 25 hectares of employment (including 50,000sqm of office space) at Broadland Business Park, 25ha of land for employment at Rackheath and other employment opportunities as part of mixed use development. The Greater Norwich City Deal seeks to increase the number of jobs delivered across the Greater Norwich Area from 27,000 jobs by 2026 as set out in the JCS to 40,000 jobs over the same period.
- 4.7** The JCS requirement for 25ha, including 50,000sqm of office floorspace, at Broadland Business Park will be delivered through existing planning permissions. These planning permissions include: 21.5ha of land / 42,000sqm of business floorspace at Broadland Gate; the 28.2ha of land / 57,500sqm of business floorspace, including 7,800sqm of office space, at Brook & Laurel Farm^(viii); and, the 12,000sqm of additional office space at Northside on St Andrews Business

viii the permission for Brook and Laurel Farm extends the Broadland Business Park by approximately 3ha

Park. In addition, North Sprowston & Old Catton provides for an additional 1,600sqm of office floorspace as part of a wider mixed use development. These land uses should be preserved and steps taken to enable their delivery.

- 4.8** A further 25ha of employment floorspace at Rackheath still needs to be identified. In addition, further space should be provided as part of large scale mixed use development across the Growth Triangle.
- 4.9** Constraints to Economic Development are closely aligned to those related to housing growth, with the key constraint to development relating to essential transport infrastructure. In particular the Postwick Junction, the NDR and local road links, such as the Brook Farm Link Road.

Equity

- 4.10** Responses to consultation have indicated there is significant concern about the impact of large scale development in the Growth Triangle. It is therefore important to address the impact of development not only in relation to future residents but also existing residents.
- 4.11** In practical terms this is likely to encompass protecting the amenity and identity of existing communities as far as is practicable in an area likely to see significant growth. Also, the Growth Triangle should ensure that existing residents are able to share the benefits of new services, facilities and infrastructure provided through new development. These might include such things as access to improved public transport, cycling or walking facilities, access to public open space and sports facilities or access to new shops, community buildings and employment opportunities.

Environment

- 4.12** As established by the JCS Habitat Regulations Assessment key environmental issues related to the Growth Triangle include maintaining flow levels in the River Wensum against a backdrop of increasing demand for water and the delivery of an effective Green Infrastructure strategy to mitigate against increased recreational pressure on the Broads SPAs, SACs and RAMSAR sites.
- 4.13** In addition, there are a number of sensitive habitats, landscapes and heritage assets across and close to the Growth Triangle. These include County Wildlife Sites, Ancient Woodlands, Historic Parks and Gardens and Conservation Areas.
- 4.14** Anglian Water Services Draft Water Resource Management Plan, which received Secretary of State approval in July 2014 and will become effective from April 2015, sets out steps to maintain the balance between water demand and supply whilst maintaining flows in the River Wensum. Mitigating increased recreational pressure on sensitive Broads habitats must be offset through the provision of large new set piece parks and semi-natural open spaces coupled with improved walking and

Issues and Challenges

cycling links to these facilities. An example of this mitigation is provided by North Sprowston & Old Catton, which provides for a new Country Park within the bounds of the Historic Parkland of Beeston Hall.

- 4.15** In addition, an appropriate balance will need to be struck between meeting development needs and protecting important ecological assets, landscapes and townscapes and improving linkages between green spaces for the benefit of wildlife and people.

Services

- 4.16** The new residential and working population within the Growth Triangle will need a range of services. These services will include things like schools, GP services, community buildings, food or other types of shop or other professional services such as banks or building societies.
- 4.17** Public transport, walking and cycling links between new developments and services within the existing urban fringe will provide for some of these needs. However, space for new services will also need to be provided for within new developments.
- 4.18** This has already been achieved within some of the existing permissions within the Growth Triangle. For example: the White House Farm Development provides for a new Primary School; Brook Farm provides a local centre; and, North Sprowston & Old Catton provides for two new Primary Schools, up to 2,000sqm of space for community uses and 8,800sqm for shops, services, cafe, restaurants and drinking establishments.

Transport & Movement

- 4.19** As set out within the Sustainability Appraisal for the Joint Core Strategy Submission Content (2013) one of the principle reasons that the Growth Triangle was chosen to be the focus of major sustainable development is the area's relationship to existing and future employment opportunities. It is important that this benefit is maximised through continuing to improve accessibility through the construction of new road links, improved public transport and cycling and walking links.
- 4.20** Key to realising improved accessibility is the delivery of the NDR. The NDR is a key transport dependency of new development and its delivery relieves the impact of traffic on existing sub-urban areas and provides the conditions within which significant enhancements to public transport, such as BRT, between the Growth Triangle and the City Centre can be delivered. New development should not undermine the potential to deliver BRT or public transport enhancements.
- 4.21** The co-ordination of road and cycle links provided by new developments across the Growth Triangle is key to achieving excellent accessibility between strategic employment areas at Norwich Airport Industrial Estate and Broadland Business Park and new development.

- 4.22** Within individual development sites there should be an emphasis on providing permeable and walkable and cycle friendly developments which reduce reliance on the private car by making local services and facilities easily accessible.

Society & Culture

- 4.23** Whilst preserving the identify of existing communities is an important consideration it is naive to assume that the significant growth proposed within the Growth Triangle will not change existing communities and also create new ones.
- 4.24** The key challenge for the future will be to ensure that communities whether existing or new, are inclusive, cohesive and active. The physical linkages, such as walking, cycling, public transport and road links and elements of the built environment, such as community buildings and public open spaces that afford residents opportunities to meet and interact can be influenced by the AAP. However, it will be the new residents themselves, supported by activities of the Council, that must meet the challenge of creating successful communities.

Governance

- 4.25** The adoption of the Community Infrastructure Levy (CIL) and increased freedoms provided by the Greater Norwich City Deal, along with the organisational structures that will govern it, provide Broadland, and the other local authorities who make up the Greater Norwich Growth Board (GNGB), with a much stronger role in governing the delivery of infrastructure.
- 4.26** CIL income also provides Town and Parish Councils with greater financial means to provide or improve infrastructure to support its residents, both existing and future.
- 4.27** Development proposals such as North Sprowston & Old Catton and the Rackheath Low Carbon Community are also promoting mechanisms such Management Companies and/or Community Trusts as a means to govern local facilities and infrastructure.
- 4.28** The key challenge will be to ensure that these mechanisms operate effectively in delivering infrastructure, whilst being inclusive with their stakeholders.

Vision

5 Vision

Vision for the Growth Triangle

By 2034, the Growth Triangle will have developed into a special, distinct and exciting place through the delivery of new homes, employment opportunities, services, facilities and key infrastructure across a number of coordinated development sites based around walkable neighbourhoods and local service centres.

Development within the Growth Triangle will have grown out of and reflect existing places and communities. Important landscape and heritage assets will have been preserved and enhanced. A multi-functional network of greenspaces and green links connecting to Norwich and the rural hinterland will have been provided. This green network will be supporting local wildlife, having improved habitat connectivity. The need for formal and informal sports, recreational and leisure needs of the population will have been met through the provision of new facilities, with outdoor facilities contributing towards the wider network of green spaces.

The communities within the Growth Triangle will have a shared sense of identity rooted in respect for existing features of the area and its settlements and the enhancements and benefits provided by new development.

It will be easy to move around within the new quarters, between them, as well as into and out of existing settlements. Physical integration of the older villages of the Growth Triangle and urban fringe of its hinterland will have been achieved as part of and in addition to community integration.

Employment growth will be delivered, including in green industries, building upon the eco-credentials and economic attraction created by the development of the Growth Triangle. In addition, first rate connections will have been provided to the key employment locations of Broadland Business Park, the Airport Industrial Estate and Norwich City Centre. These connections will be providing for a range of transport choices, which includes walking, cycling and public transport.

New buildings will have been built to high sustainability standards, decentralised low carbon and renewable energy will be contributing to the energy needs of development, water resources will have been managed to reduce stress upon the water environment in terms of quality and quantity, and public transport will be offering a real alternative to the use of the private car.

Cont ...

Vision

Residents will be able to meet their day-to-day needs easily and without the need to use their car. Facilities that are used less frequently will be easy to access using a variety of transport options. Management and governance structures in new developments will be giving residents the opportunity to actively participate in the governance and management of their communities.

Objectives

6 Objectives

- 6.1** The following objectives will be fulfilled in order to achieve the vision set out for the Growth Triangle:

Housing

1. Make allocations of land which will enable the delivery of a minimum of 7,000 homes by 2026, rising to at least 10,000 thereafter.
2. Establish new residential-led mixed-use quarters that have their own distinct sense of place and character.

- 6.2** In order to meet the objectively assessed need for housing across the Greater Norwich area it is necessary to deliver the housing plans set out within the Joint Core Strategy. Within the Growth Triangle this is to be achieved through the allocation of sufficient land for new development within the Area Action Plan.
- 6.3** The development of new distinct quarters, where adjacent sites are designed so as to ensure that a logical approach is taken to the scale, layout and density of buildings, making sure that different developments fit well together, is well placed to achieve high quality townscapes. This is because it will avoid incoherent or poorly related residential developments, which bear little or no relationship to one another.

Economic Development

3. Protect current planning permissions which meet the requirement for 50,000sqm of extra employment floorspace at Broadland Business Park and identify a site(s) for 25ha of employment land at Rackheath.
4. Establish a positive planning policy framework to enable allocations of land to be developed as mixed use schemes which can incorporate land, and floorspace for employment uses.

- 6.4** To meet the needs of new and expanding businesses sufficient land for employment purposes needs to be identified. The existing planning permissions for Brook & Laurel Farm, Broadland Gate and Northside on Thorpe St. Andrew Business Park provide the necessary additional land for employment near Broadland Business Park. No further land therefore needs to be found in this location but those permissions should be provided with long term security through an appropriate land use policy. 25ha of further land needs to be allocated for

Objectives

employment purposes at Rackheath to meet the requirements of the JCS and to ensure an appropriate relationship between jobs and new homes constructed north of Rackheath Village.

- 6.5** Mixed use development creates a better relationship between homes, jobs and services and will therefore support residents in meeting their day-to-day needs without needing to travel significant distances. This is beneficial as it reduces the need for people to rely on the private car.

Equity

5. Ensure existing and future residents can access services and facilities by requiring new development to provide key facilities and ensuring that walking, cycling and public transport links are provided between land allocated for development and Norwich, the existing urban fringe, or where appropriate, Rackheath Village.

- 6.6** Existing residents should be able to benefit from new services and facilities within future development and new residents should be able to benefit from existing services and facilities within the urban fringe or other settlements. Therefore it is critical to provide adequate road, public transport, cycle and walking links across the Growth Triangle, which connect to the existing urban fringe and village of Rackheath.

Environment

6. Conserve and enhance heritage assets, including the protection of historic parks and gardens to maintain a landscape setting to the edge of Norwich and maintain an area of open space around Thorpe End Village between the built up area of Norwich.

7. Set out policy requirements to enable the delivery of effective multi-functional green infrastructure corridors across the Growth Triangle and identify appropriate locations for new country parks that offer restored parkland and woodland and acid grassland heath, with public access. Together, this Green Infrastructure must offset any recreational pressure on designated site (SPAs, SACs and RAMSAR sites), such as those in the Broads.

- 6.7** The historic parks and gardens of Beeston, Sprowston and Rackheath are important heritage and landscape assets in themselves and also contribute to creating a landscape setting to the edge of Norwich. Thorpe End is important in architectural and heritage terms and is, at least in part, characterised by its separation from the Norwich urban fringe, this should be preserved.

Objectives

- 6.8** An effective network of parks, woodlands, recreation grounds and other green features is important not only for wildlife but also for the quality of life of existing and future residents. It is also important to provide large set piece areas of open space within the Growth Triangle to mitigate recreational impact upon sensitive Broads habitats.

Services

8. Set out in land allocation policies the requirements for the provision of land for schools, recreational facilities, including formal and informal open space and indoor facilities, and community facilities.

9. Set out policies that identify a district centre and local centres that will act as the focus for new services and facilities.

- 6.9** New development should be supported by the necessary supporting infrastructure. Therefore, allocations of land will include requirements to provide land to accommodate new schools, recreational open space and community facilities.
- 6.10** New development will also require access to other services and facilities such as a food shop, hairdresser or chip shop. Space for these uses should be provided. Therefore requirements for a new district centre and other local centres will be identified as part of larger mixed use allocations.

Movement and Accessibility

10. Improve orbital connectivity between radial roads through development and enable the delivery of a cycle route between the Norwich International Airport Industrial Estate and Broadland Business Park. Ensure new orbital roads are suitable for public transport.

11. Protect land for a Bus Rapid Transport corridor and enable the delivery of cycling facilities which link Rackheath to Norwich.

12. Identify the route of cycling connections between Broadland Business Park and Rackheath adjacent to the Bittern Line.

13. Require new developments to be pedestrian and cycle friendly, providing links to district and local centres and connections to the Norwich Cycle Network.

- 6.11** A key reason why the Growth Triangle was identified was its good geographical relationship with large employment sites. Therefore enabling a good relationship between jobs and homes. This relationship will help to reduce people's need to

Objectives

travel and afford them with a greater opportunity to commute on foot, by bicycle or by using public transport. It is important to exploit this geographical relationship in order to maximise those benefits.

- 6.12** Therefore allocations of land for development will set out co-ordinated opportunities for new road links that will improve orbital connectivity between radial roads and that will create a complete cycle link between the Airport Industrial Estate and Broadland Business Park. In addition, where appropriate land will be protected through allocation policy to enable the future delivery of a Bus Rapid Transit Corridor to support new development.

Governance

14. Identify within the monitoring and implementation framework the mechanisms by which community assets will be governed and how residents will be given the opportunity to engage with the governance and management of community assets.

- 6.13** The effective governance of community assets and infrastructure is important if they are to best meet the needs of residents. Such governance is often undertaken by representative bodies who provide effective leadership and management including the County Council, District Council, Town or Parish Council. In many cases this will continue to be the case in the future.
- 6.14** The development proposed within the Growth Triangle provides opportunities for other forms of inclusive governance such as community trusts or management companies, which include community representatives. Broadland District Council will continue to explore such mechanisms with developers to ensure effective governance of important infrastructure assets.

Strategic Policies

7 Strategic Policies

- 7.1** The Strategic Policies of the Area Action Plan apply across the whole of the Growth Triangle. Most of the requirements contained within these policies will be achieved through the development of the allocations set out in the Area Based policies in Chapter 8. Others will be achieved through the protection of land or delivered through public sector intervention.

Form of Development

Strategic Policies**GT 1: Form of Development**

ALL DEVELOPMENT PROPOSALS SHOULD CREATE, OR CONTRIBUTE TO THE CREATION OF, DISTINCT QUARTERS; THE CHARACTERISTICS OF WHICH SHOULD BE BASED UPON THE PRINCIPLES OF MIXED USE WALKABLE NEIGHBOURHOODS. DEVELOPMENTS ARE EXPECTED TO PROVIDE, OR CONTRIBUTE TO THE PROVISION OF, COMMUNITY SERVICES AND FACILITIES, AS SET OUT IN THE ALLOCATIONS POLICIES. WHERE A SITE IS ALLOCATED FOR MIXED USE DEVELOPMENT THERE SHOULD BE IN THE REGION OF 1M² OF EMPLOYMENT, RETAIL OR COMMUNITY FLOORSPACE FOR EACH 30M² OF RESIDENTIAL DEVELOPMENT. THIS REQUIREMENT SPECIFICALLY APPLIES TO THE FOLLOWING ALLOCATED SITES:

- GT7 LAND SOUTH OF SALHOUSE ROAD
- GT11 LAND EAST OF BROADLAND BUSINESS PARK
- GT12 NORTH SPROWSTON & OLD CATTON
- GT16 NORTH RACKHEATH
- GT20 WHITE HOUSE FARM (NORTH EAST)
- GT21 LAND EAST OF BROADLAND BUSINESS PARK (NORTH SITE)

EACH PROPOSED DEVELOPMENT SITE WILL BE MASTERPLANNED IN A MANNER WHICH HAS REGARD TO OTHER DEVELOPMENT PROPOSALS IN THE LOCALITY. THIS WILL ENSURE THAT CLOSELY RELATED DEVELOPMENT PROPOSALS WILL FUNCTION AND INTERACT TOGETHER IN AN APPROPRIATE WAY. MASTERPLANS SHOULD ILLUSTRATE HOW HOMES, JOBS, SERVICES AND FACILITIES HAVE BEEN INTEGRATED WITH WALKING, CYCLING AND PUBLIC TRANSPORT FACILITIES/SERVICES AND GREEN INFRASTRUCTURE PROPOSALS.

DESIGN AND ACCESS STATEMENTS SUPPORTING MASTERPLANS SHOULD:

- DEMONSTRATE HOW THE DESIGN OF THE DEVELOPMENT HAS DEVELOPED AS A RESPONSE TO A THOROUGH UNDERSTANDING OF THE HISTORY OF THE SITE, THE ATTRIBUTES OF ITS SURROUNDING AREA, EXISTING COMMUNITIES, HOW THE AREA FUNCTIONS AND ITS RELATIONSHIP TO ADJACENT DEVELOPMENT SITES.
- ARTICULATE CLEARLY WHAT IT WILL BE LIKE TO LIVE, WORK AND VISIT THE DEVELOPMENT AND HOW IT FUNCTIONS AS PART OF ITS IMMEDIATE LOCALITY AND GREATER NORWICH.
- ESTABLISH A CLEAR VISION FOR HOW THE DEVELOPMENT WILL EVOLVE FROM ITS CURRENT STATE TO ITS FINAL FORM, AND HOW THIS FINAL FORM MIGHT EVOLVE BEYOND THE TIMESCALE OF THE PLAN.

IN ADDITION ANY SITE OF OVER 500 DWELLINGS OR 50,000SQM OF NON-RESIDENTIAL FLOOR SPACE MUST ALSO BE MASTERPLANNED USING AN INCLUSIVE AND RECOGNISED PROCESS IN ACCORDANCE WITH THE PROVISIONS OF THE POLICY 2 PROMOTING GOOD DESIGN OF THE JOINT CORE STRATEGY.

- 7.2** Development within the Growth Triangle will be delivered across a number of individual development sites. In order to avoid incoherent or poorly related development, which would be detrimental to the quality of development in the Growth Triangle, the policy requires development proposals to create, or contribute to the creation of, distinct Quarters. A Quarter is defined as either a site, or series of contiguous development sites, which will be unified by a coherent approach to the massing and layout of buildings, links to transport infrastructure and delivery of green infrastructure as opposed to a series of discrete residential estates that bear little or no relationship to one another. As part of the planned growth in housing there will be a need for a new library facility, new primary sector schools and a new high school, which will serve the Growth Triangle as a whole. Individual proposed development sites outlined in the Area Action Plan set out where these services should be provided.
- 7.3** Paragraph 38 of the NPPF states that for larger scale developments, such as those within the Growth Triangle, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Also that key facilities such as primary schools and local shops should be located within walking distance of most properties. To this end, mixed use walkable neighbourhoods are promoted as the basic building block of new developments in order to ensure that, as far as practicable, residents are able to meet their day-to-day needs without the need to rely on the private car.
- 7.4** The proposed ratio of 1:30m² non-residential to residential floor space ratio is considered to be an appropriate benchmark to achieve mixed use development. However, it is important that this approach be applied flexibly, taking in to account site specific matters and viability. The requirement for mixed use development applies only to the specified allocations, namely: GT 7 Land South of Salhouse Road, GT 11 Land East of Broadland Business Park, GT 12 North Sprowston & Old Catton, and GT 16 North Rackheath.
- 7.5** The 1:30m² ratio is a guideline and can be negotiated, as has been achieved through the North Sprowston and Old Catton Scheme, which has a ratio of 1:20m². However, it is crucial that any mixed use development should incorporate a genuine range of uses, which should typically include convenience retail, opportunities for other small scale A class uses as defined within the Town and County Planning (Use Classes) Order 1987, as amended, land for employment uses, a community building(s) and primary school facilities. The appropriate scale of each of these components is likely to vary based upon local circumstance and is not dictated by

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the policy. However, in accordance with JCS policy 19, large scale proposals for town centre uses, which are of greater than local significance, will not normally be considered appropriate outside of a defined district centre.

- 7.6** Policy 2 of the JCS requires that all major development areas providing over 500 dwellings, or 50,000sqm of non-residential floorspace, will be masterplanned using an inclusive recognised process. This masterplanning process should consider the relationship of the development being designed to other consented and emerging development proposals, as well as the existing built environment. Masterplans for smaller allocations, less than 500 units, made through the AAP will not be subject to the requirements of Policy 2 of the JCS. However, the design and access statements supporting these smaller allocations should still address the requirements of this policy. This will ensure that adjacent development sites are built in a coherent manner.
- 7.7** This design process should consider issues such as whether there are opportunities to combine elements of Green Infrastructure with cycling facilities to support habitat connectivity or integrating public transport routes with employment areas and/or local and district centres containing a range of services and facilities. This consideration should apply across adjacent development sites as well as within the boundaries of any individual site.
- 7.8** In order to ensure that new development establishes a strong sense of place, which is locally distinctive, development proposals will need to demonstrate how they have responded to the history of the site and the attributes of the surrounding area and show how the development will function as part of a quarter. A number of large scale mixed use allocations are made through this plan. These large scale allocations will be delivered over a 10 to 20 year period. Therefore it is important to consider how the development, and the quarter to which it relates will evolve over this time as part of the masterplanning process.
- 7.9** The Broadland Pattern Book provides guidance on high quality forms of development that are characteristic of the District. Traditional architectural styles are not a requirement of the policy but the design of development proposals should demonstrate an appreciation to the materials, building techniques, street layouts, and styles that currently work well within the Broadland landscape. For the avoidance of doubt it will be the applicant for planning permission who will be required to demonstrate that they have undertaken masterplanning in accordance with, and otherwise complied with, the requirements of the policy and the local plan when taken as a whole.

Green Infrastructure

Strategic Policies**GT 2: Green Infrastructure**

AN AREA WHICH WILL FORM THE LANDSCAPE SETTING TO THE FUTURE BUILT EDGE OF NORWICH IS IDENTIFIED ON THE POLICIES MAP. WITHIN THIS DESIGNATED AREA DEVELOPMENT WILL BE PERMITTED FOR:

- EXTENSION OR ALTERATIONS TO AN EXISTING BUILDING;
AND / OR
- DEVELOPMENT THAT WOULD RESULT IN A SIGNIFICANT COMMUNITY BENEFIT;
- WHERE
 - IT OTHERWISE COMPLIES WITH RELEVANT POLICIES OF THE DEVELOPMENT PLAN
 - DOES NOT HAVE SIGNIFICANT ADVERSE EFFECT ON THE FUNCTION OF THE AREA AS A LANDSCAPE SETTING TO THE FUTURE BUILT EDGE OF NORWICH; AND,
 - IT DOES NOT HAVE A DETRIMENTAL EFFECT ON THE HERITAGE QUALITIES OF THE HISTORIC PARKLANDS.

AN AREA SURROUNDING THORPE END WHICH WOULD FORM AN APPROPRIATE LANDSCAPE SETTING TO THE GARDEN VILLAGE IS IDENTIFIED ON THE POLICIES MAP. DEVELOPMENT WILL NOT BE PERMITTED THAT WOULD SIGNIFICANTLY INTRUDE ON THE SENSE OF SEPARATION BETWEEN THORPE END AND NEW DEVELOPMENT.

BIODIVERSITY AND HABITAT CONNECTIVITY WILL BE ACHIEVED THROUGH THE DELIVERY OF TWO PRIMARY AND SEVEN SECONDARY GREEN INFRASTRUCTURE CORRIDORS. THE CORRIDORS ARE SHOWN ON THE POLICIES MAPS.

THREE LARGE AREAS OF PUBLIC OPEN SPACE ASSETS, WHICH WILL MAKE AN IMPORTANT CONTRIBUTION TO THE GREEN INFRASTRUCTURE NETWORK, ARE IDENTIFIED ON THE PROPOSALS MAPS. THESE ARE BEESTON COUNTY PARK, INCLUDING RED HALL FARM, HARRISONS WOODLAND PARK AND THE NORTH RACKHEATH BUFFER ZONE.

FORMAL AND INFORMAL RECREATIONAL OPEN SPACE AND GREEN INFRASTRUCTURE WILL BE PROVIDED THROUGH DEVELOPMENT IN ACCORDANCE WITH THE DEVELOPMENT MANAGEMENT POLICIES OF THE LOCAL PLAN. INFORMAL AND FORMAL OPEN SPACE, SPORTS PITCHES, PLAY AREAS, WALKING AND CYCLING ROUTES, LANDSCAPING AND SUSTAINABLE

URBAN DRAINAGE SYSTEMS WILL BE LOCATED AND ORIENTATED TO SUPPORT THE DELIVERY OF THE IDENTIFIED PRIMARY AND SECONDARY CORRIDORS.

OUTSIDE OF AREAS ALLOCATED FOR DEVELOPMENT, OR AS PUBLIC OPEN SPACE, PROPOSALS FOR THE PROVISION OF GREEN INFRASTRUCTURE THAT REQUIRE PLANNING PERMISSION (SUCH AS PUBLIC OPEN SPACE) WILL BE PERMITTED UNLESS THE PROPOSAL WOULD RESULT IN SIGNIFICANT HARM IN TERMS OF BIODIVERSITY, LANDSCAPE OR ANY OTHER MATERIAL CONSIDERATION.

- 7.10** The area identified as a landscape setting to the edge of Norwich effectively maintains greenspace between the edge of the Norwich urban area and adjacent villages, preserving important elements of the landscape structure of the area, including blocks and belts of woodland, copses of mature trees, mature parkland trees and intact hedgerows and historic parkland landscapes, which are important heritage assets that ought to be protected and enhanced.
- 7.11** This designation also supports the maintenance of an important landscape scale Green Infrastructure corridor between Thorpe Woodlands and Dobbs Beck, which acts as an important bat commuting corridor maintaining long distance landscape connectivity by utilising NDR mitigation measures.
- 7.12** Within the landscape setting designation permission will be granted for extensions or alterations to existing buildings in as far as they are consistent with the development plan. Whilst the area within the designation will not be considered to be suitable for large scale development proposals, other smaller scale development may be acceptable where it would result in a significant community benefit and does not have a significant detrimental impact on visual amenity or the heritage qualities of the historic parkland. Consideration will be given to benefits that might be achieved through enhanced public access across Rackheath Park, which provides the opportunity to increase cycling and walking connectivity between Beeston Lane, the NDR overbridge at Newman Road and Salhouse Road. In doing so this would also increase connectivity between major development areas.
- 7.13** The southern half of Thorpe End is a designated conservation area, which is shown on the policies map. The settlement as a whole is characterised not only by the form of the buildings, their relationship to each other and the curtilage of their plots but also by its physical separation from the Norwich Urban Fringe. The defined area around Thorpe End provides an effective mechanism for maintaining physical separation within the context of a major urban extension to the fringe of Norwich. The defined areas also support the delivery of two important secondary green infrastructure corridors.
- 7.14** The primary green infrastructure corridors to be delivered through this policy are:

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- Mousehold to the Broads; and,
 - Thorpe Ridge.
- 7.15** Seven secondary green infrastructure corridors to be delivered through this policy are:
- Catton Park to Spixworth
 - Beeston Country Park to Spixworth Park
 - Thorpe Woodlands to Broadwalk Plantation/Fir Covert
 - Thorpe Woodlands to Dobbs Beck (via Harrisons Plantation)
 - Thorpe Woodlands to Dobbs Beck (via Rackheath Park)
 - Thorpe Woodlands to Witton Run; and,
 - Thorpe Woodlands to Smee Lane, Plumstead
- 7.16** These green infrastructure corridors will be delivered through a series of projects and proposals. The corridors effectively use mitigation measures proposed within the Northern Distributor Road (NDR) planning application comprising culverts, bat gantries and “brown bridges” to ensure landscape scale connections.
- 7.17** The large set piece parks to be delivered as part of the development of the Growth Triangle will form an important part of the delivery of the identified Green Infrastructure corridors. They will also play an important role in mitigating future recreational impact on the Broads resulting from increasing population in the Growth Triangle. Beeston County Park and Harrison's Plantation Woodland Park have already been secured through the grant of planning permission. The undeveloped buffer between the Broads and the development proposed north of Rackheath village, will include at least 30ha of informal public open space. This is to be delivered in addition to the normal requirements for recreational open space to be provided as part of development in this location.
- 7.18** New quarters in the Growth Triangle must be designed with recognition of the primary and secondary green infrastructure corridors. The masterplanning of schemes should consider how to best locate and orientate parks, sports pitches, landscaping, SuDs, street trees and green roofs and walls to support the delivery of green corridors. The provision of swift, starling and sparrow boxes through development will also be an important mitigation against the loss of agricultural land habitats.
- 7.19** SuDs not only provide benefits in terms of minimising flood risk but can provide benefits which promote biodiversity and improve aquifer recharge. In terms of flood risk, fluvial and ground water flooding directly affects only small areas of the Growth Triangle. Although the urban fringe adjacent to the Growth Triangle is not identified as a Critical Drainage Area in the Norwich Surface Water Management Plan, additional development allocated within the Growth Triangle must consider

the risk of surface water flooding and provide adequate mitigation in accordance with Policy 1 of the JCS and emerging policy CSU2: Surface Water Drainage of the Broadland Development Management Policies Development Plan Document.

- 7.20** SuDs are expected to be incorporated to all allocations within the Growth Triangle and should replicate or better existing greenfield run-off rates. Drainage strategies within the Growth Triangle should seek to utilise swales, filter strips and ponds/wetlands in preference of hard engineered solutions, as these are best placed to support biodiversity and improve water quality entering aquifers or water courses. Developers should liaise with Norwich International Airport, the Civil Aviation Authority, Natural England and the Broads Authority over their drainage strategy in order to meet an appropriate balance between promoting biodiversity and amenity value whilst minimising the risk of bird strike and addressing other practical and safety considerations.
- 7.21** District standards for formal and informal recreational open space will apply to the Growth Triangle as they do the rest of the District. The current standard is set out in the Development Management DPD, which was adopted in August 2015. Both the large set piece parks and the formal and informal recreational open space, either in the form of on-site provision, or as a commuted sum, to be delivered through the development of allocated land, including provision for the maintenance of such facilities, will be secured through S106 or other appropriate legal agreement.
- 7.22** Alongside areas identified within the plan, other areas of land have been promoted as potential public open space within the Growth Triangle. These include Thorpe Woodlands (Racecourse, Browns and Belmore Plantations) and areas of Rackheath Park. These have not been allocated as public open space because there is currently no clear mechanism for their delivery that is considered acceptable on planning grounds. However, should acceptable proposals for the delivery of these or other sites be identified in the future, then planning permission will be granted for their use as public open space unless they would result in significant harm as set out within the policy.
- 7.23** The Habitat Regulations Assessment has concluded that the approach to the provision of Green Infrastructure proposed through the strategic and allocation policies of this plan was sufficient to conclude that ***"there is sufficient confidence for negative impacts on site integrity on International Sites from the development in the Growth Triangle to be considered unlikely"***.

Strategic Policies**Transport****GT 3: Transport**

NEW ORBITAL ROAD LINKS TO IMPROVE CONNECTIVITY BETWEEN NEW AND EXISTING DEVELOPMENT WILL BE DELIVERED THROUGH THE DEVELOPMENT OF THE GROWTH TRIANGLE. THE ROUTE OF NEW ORBITAL ROAD LINKS THAT ARE INCLUDED IN EXISTING PLANNING PERMISSIONS AND AN INDICATIVE ROUTE FOR POTENTIAL ROAD LINKS TO NORWICH AIRPORT INDUSTRIAL ESTATE AND BETWEEN SALHOUSE ROAD AND PLUMSTEAD ROAD ARE SHOWN ON THE POLICIES MAP.

NEW ORBITAL LINKS WILL BE SUITABLE FOR BUSES AND INCORPORATE CYCLING FACILITIES TO SUPPORT DIRECT PUBLIC TRANSPORT SERVICES AND CONTRIBUTE TO THE DELIVERY OF A NEW CYCLEWAY BETWEEN BROADLAND BUSINESS PARK AND NORWICH AIRPORT INDUSTRIAL ESTATE.

IMPROVEMENTS TO SUPPORT BUS RAPID TRANSIT WILL BE DELIVERED ALONG THE SALHOUSE ROAD/GURNEY ROAD AND YARMOUTH ROAD CORRIDORS AND ALONG CORE BUS ROUTES IDENTIFIED BY NATS. THE DEVELOPMENT OF THESE IMPROVEMENTS WILL BE PROGRAMMED AND PHASED TO MEET THE LIKELY DEVELOPMENT TRAJECTORY.

THE INTERNAL LAYOUT OF NEW QUARTERS WILL BE CONSISTENT WITH THE DELIVERY OF PUBLIC TRANSPORT ORIENTATED DEVELOPMENTS (PTODS).

A NEW CYCLEWAY TO RACKHEATH WILL BE DELIVERED ALONG THE SALHOUSE ROAD AND LINKED TO THE NORWICH AREA CYCLE NETWORK. AN ADDITIONAL CYCLEWAY BETWEEN STONEHOUSE ROAD, RACKHEATH AND BROADLAND BUSINESS PARK ADJACENT TO THE BITTERN RAILWAY LINE WILL BE SOUGHT.

PERMEABLE AND LEGIBLE STREET LAYOUTS WHICH SUPPORT WALKING AND CYCLING AND ENCOURAGE LOW TRAFFIC SPEEDS WILL BE DELIVERED THROUGH NEW DEVELOPMENT, ENCOURAGING WALKING AND CYCLING BOTH WITHIN AND BEYOND NEW QUARTERS. NEW DEVELOPMENTS WILL BE EXPECTED TO PROVIDE CONNECTIONS TO THE NORWICH CYCLE NETWORK.

- 7.24** The Norwich Area Transport Strategy (NATS) and its Implementation Plan contain a number of key transport interventions that will support development within the Growth Triangle. These interventions include junction capacity improvements at Postwick; the delivery of the Northern Distributor Road (NDR); possible expansion of Park & Ride facilities; Bus Rapid Transit; Enhancement of Core Bus Routes; Provision of a Cycle Network and Possible Rail Enhancements.

- 7.25** Improvements to Postwick Junction are necessary in order to release road capacity for further development at Broadland Business Park and to release early housing growth. Planning Permission has been granted for a scheme that includes the necessary improvements to the Postwick Junction and which satisfies Highway Agency requirements. Delivery of the Postwick Junction Improvements commenced in Spring 2014.
- 7.26** The delivery of the NDR will free up capacity on radial routes in the built up area through the Growth Triangle allowing for priority measures to be introduced for buses, walking and cycling which will in turn improve accessibility, quality of life and opportunities to support economic growth. For these reasons the NDR is considered necessary to enable significant development within the Growth Triangle. A protected corridor for the NDR is identified in the JCS and shown on the Policies Maps.
- 7.27** The step change in public transport provision needed to support significant development in the Growth Triangle will be provided through a combination of Bus Rapid Transport and enhanced core bus routes. The Salhouse Road/Gurney Road corridor is identified as a Bus Rapid Transit route. This route lies adjacent to large residential and mixed use allocations along Salhouse Road and connects to significant allocations north of Rackheath village. A bus interchange point is envisaged on the Salhouse Road, where bus passengers can transfer to an orbital bus service between the Broadland Business Park and the Airport Industrial Estate.
- 7.28** Additional core bus route enhancements along the Wroxham Road/Sprowston Road, North Walsham Road/Constitution Hill and Plumstead Road/Ketts Hill corridors will support other development allocations within the Growth Triangle.
- 7.29** New orbital road links connecting Broadland Business Park and Plumstead Road and enabling a connection between Norwich Airport Industrial Estate and Salhouse Road are included in existing planning permissions. These road links will improve local connections between new quarters and to areas of employment. Development will not be permitted that would undermine the delivery of these orbital road links, as they are considered to be infrastructure necessary to support those proposed developments. Furthermore, development should take account of the potential for further vehicular connections to Norwich Airport Industrial Estate and between Salhouse Road and Plumstead Road. The potential route for a complete orbital road link is shown on the policies map.
- 7.30** The planning permission for the Brook and Laurel Farm scheme provides the road link between Broadland Business Park and Plumstead Road. The planning permission for White House Farm provides the road link between Wroxham Road and Salhouse Road. The planning permission for North Sprowston and Old Catton provides the road link between Wroxham Road and St Faiths Road.

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- 7.31** A road link between St Faiths Road and Repton Avenue will be achieved in part through the delivery of a new allocation. Public sector intervention will however be required to complete the public transport link to Norwich Airport Industrial Estate. This will be achieved either through a vehicular link between Repton Avenue and Meteor Close or via a link to Hurricane Way. With either link, appropriate traffic management measures will be required to prevent any significant increase in traffic using St Faiths Road. It remains an aspiration of this Plan to achieve a new vehicular and public transport link between Salhouse Road and Plumstead Road and the Council intends to continue to work pro-actively with local landowners to achieve this aspiration. This road link is not however an essential piece of infrastructure on which the plan relies.
- 7.32** In order to achieve the aspiration of Public Transport Orientated Developments (PTODs), the internal layouts of mixed use allocations in the Growth Triangle should locate the highest density of uses, including district and local centres around key public transport corridors or connections. As far as is practicable a bus stop should be provided within 400m of every property within the development.
- 7.33** The Norwich Cycle Network identifies three key radial cycle links which connect the Western, South-East and Northern Sectors of the Growth Triangle to Norwich City Centre and other key local facilities. The cycle link that will provide connections between Norwich and Salhouse Road/Rackheath is already planned for significant investment as part of the Push the Pedalways Programme, part of the DfT Cycle City Ambition Initiative.
- 7.34** In addition, the NDR non-vehicular user proposals include pedestrian and cycle links between Plumstead Road and Green Lane East. This link provides the opportunity for fast and direct connections between Rackheath, Broadland Business Park and Thorpe St Andrew as identified in the policy. It will also contribute to a long term ambition to create high quality circular cycle links between Norwich and Wroxham / Aylsham / Reepham using the Marriotts Way, Bure Valley Way and the cycle links proposed in this policy.
- 7.35** The Bittern Line runs variously through or adjacent to the Growth Triangle. The presence of this railway line offers the opportunity to provide enhanced rail services, which could support growth. There is an existing rail halt at Station Road, Salhouse. This halt is approximately equidistant between the villages of Rackheath and Salhouse. In addition, the planning permission for Brook & Laurel Farm makes provision of land for a new rail halt at Broadland Business Park.
- 7.36** A permeable and legible street layout which supports walking and cycling and promotes low traffic speeds is important to increasing modal shift. Development proposals should look beyond the boundaries of their site when masterplanning in order to achieve cycle and walking routes through and between different schemes.

8 Area Based Policies

- 8.1** The Area Based Policies Section contains specific policies relating to individual land-use allocations. These policies set out the type of development that will be acceptable on a particular site and identifies particular site specific considerations or requirements in relation to that development.

South East Quarter

GT 4: Home Farm

A SITE OF APPROXIMATELY 6.5HA TO THE NORTH OF THE EXISTING TESCO SUPERSTORE ON BLUE BOAR LANE IS EXPECTED TO BE COMPLETED IN ACCORDANCE WITH THE EXISTING PLANNING PERMISSION. ANY NEW PLANNING PERMISSION (OTHER THAN THE APPROVAL OF MATTERS RESERVED BY THE REMAINDER OF THE CURRENT OUTLINE PERMISSION) WILL PROVIDE FOR THE FOLLOWING:

- > RESIDENTIAL DEVELOPMENT INCLUDING THE PROVISION OF 33% AFFORDABLE HOUSING.
- > PEDESTRIAN AND CYCLE LINKS WITHIN THE SITE AND TO NEIGHBOURING AREAS.
- > RECREATIONAL AREAS AND PUBLIC OPEN SPACE IN ACCORDANCE WITH THE COUNCIL'S STANDARD POLICIES.
- > A SERVICED SITE FOR A COMMUNITY CENTRE OR OTHER APPROPRIATE COMMUNITY USE.
- > LAND FOR BUSINESS USE (A1, A2, A3, A4 & A5 OR B1).

- 8.2** A site known as Home Farm, Sprowston was allocated for a mix of land uses in the 2000 Broadland District Local Plan and was the subject of a specific policy in the 2006 Local Plan (Replacement). The site has outline permission at the base date of the 2006 Local Plan (Replacement). Reserved Matters permission for the first phases of housing was granted in 2007 and the site has been under construction ever since.
- 8.3** The proportion of the site to be used for residential purposes has increased since the adoption of the 2006 Local Plan (Replacement), this is largely as a result of a further outline permission being granted on land behind the Tesco Superstore which was formerly reserved as a Park and Ride site. The Sprowston Park and Ride has now been constructed on the western side of Wroxham Road.

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- 8.4** The land within the development site which is identified as open space, and that is to be used for business uses and community uses will provide services and facilities and some employment opportunities. Given the large scale of employment allocations and extant permissions elsewhere in the Growth Triangle the site specific policy of this plan does not seek to restrict uses as tightly as that of the policy which it replaces. However, it is considered important to retain a significant element of land for non-residential purposes to compliment the facilities offered by the existing superstore and bus turning facility on the adjoining site. Any non-residential uses should be located in a manner that readily allows access by foot and bicycle from new and existing residential areas. Detailed planning applications for the site should seek to achieve integration with White House Farm (South-West).
- 8.5** Policy 19 of the JCS establishes a hierarchy of centres within the greater Norwich area. This policy recognises a proposed district centre at Blue Boar Lane. The JCS defines a District Centre as: a group of shops, containing at least one supermarket or superstore and other services, providing for a catchment extending beyond the immediate locality. The proposed district centre at Blue Boar Lane contains a large Tesco Superstore, within which is located a small range of other shop units. However, it is not considered to provide the ranges of leisure and ancillary activities for it to be considered a district centre. If a range of uses in line with this policy, including a dedicated community use and suitable employment, are achieved on the non-residential part of the site, then the site at Blue Boar Lane will be considered to be a district centre for the purposes of Policy 19 of the JCS.

GT 5: White House Farm (South-West)

A SITE OF APPROXIMATELY 40HA TO THE EAST OF BLUE BOAR LANE IS EXPECTED TO BE COMPLETED IN ACCORDANCE WITH THE EXISTING PLANNING PERMISSION. ANY NEW PLANNING PERMISSION (OTHER THAN THE APPROVAL OF RESERVED MATTERS) WILL PROVIDE FOR A COMPREHENSIVE DEVELOPMENT INCLUDING THE FOLLOWING:

- > RESIDENTIAL DEVELOPMENT INCLUDING THE PROVISION OF 33% AFFORDABLE HOUSING.
- > LOCAL TRANSPORT IMPROVEMENTS AS NECESSARY TO OFFSET THE IMPACT OF DEVELOPMENT TO INCLUDE:
 - > A ROAD LAYOUT THAT CREATES A DIRECT VEHICULAR CONNECTION BETWEEN WROXHAM ROAD AND SALHOUSE ROAD AND WHICH IS SUITABLE FOR PUBLIC TRANSPORT, WALKING AND CYCLING .

> A TRAVEL PLAN IDENTIFYING AN APPROPRIATE PACKAGE OF MEASURES TO SUPPORT SUSTAINABLE TRANSPORT. MEASURES PROVIDED FOR IN THIS TRAVEL PLAN SHOULD INCLUDE:

> CYCLE LINKS BETWEEN WROXHAM ROAD AND SALHOUSE ROAD ALONG BLUE BOAR LANE;

> PEDESTRIAN AND CYCLE LINKS TO NEIGHBOURING AREAS INCLUDING GT4: HOME FARM AND THE TESCO SUPERSTORE;

> UTILISING EXISTING PLANNED CYCLE INFRASTRUCTURE, CYCLE LINKS WITHIN HARRISONS PLANTATION ADJACENT TO SALHOUSE ROAD BETWEEN BLUE BOAR LANE AND THE NORTH EAST CORNER OF THE ALLOCATED SITE.

> PUBLIC TRANSPORT, CYCLING AND PEDESTRIAN LINKS TO BLUE BOAR LANE.

> EXTENDED LOCAL BUS SERVICES TO SERVE THE DEVELOPMENT.

> A SERVICED SITE FOR A PRIMARY SCHOOL OF NO LESS THAN 2HA IN SIZE IN A LOCATION TO BE AGREED.

> AN AGREED LANDSCAPE MASTERPLAN IDENTIFYING AN APPROPRIATE PACKAGE OF MEASURES TO OFFSET THE IMPACT OF DEVELOPMENT AND SUPPORT THE DELIVERY OF GREEN INFRASTRUCTURE CORRIDORS WILL BE REQUIRED PRIOR TO THE COMMENCEMENT OF DEVELOPMENT. THIS LANDSCAPE MASTERPLAN SHOULD INCLUDE:

> RECREATIONAL AREAS AND PUBLIC OPEN SPACE IN ACCORDANCE WITH THE COUNCIL'S STANDARD POLICIES.

> APPROPRIATE GREEN INFRASTRUCTURE LINKAGES IN ACCORDANCE WITH POLICY GT2.

> THE PROVISION OF INFORMAL PUBLIC OPEN SPACE IN THE FORM OF HARRISONS PLANTATION, BOAR PLANTATION AND THE BRECK.

> NO DEVELOPMENT WILL BE PERMITTED UNTIL A PHASING PLAN INDICATING THE ORDERLY SEQUENCE OF DEVELOPMENT HAS BEEN APPROVED. THIS WILL NEED TO SHOW BROADLY HOW THE INFRASTRUCTURE (INCLUDING GREEN INFRASTRUCTURE) AND SERVICES ARE TO BE COORDINATED WITH DEVELOPMENT.

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- 8.6** The site, known as White House Farm (South-West), benefits from outline planning permission which will enable the delivery of a new neighbourhood on the edge of the existing urban fringe. The site is adjacent to Home Farm, north of the Tesco Superstore, which has permission for residential, employment and community uses. The site is well located in relation to employment opportunities and community facilities and has good access to existing public transport. When implemented, the proposed Salhouse/Gurney Road Bus Rapid Transit route nearby will further improve public transport services.
- 8.7** The site will be linked to the Norwich Area Cycle Network as a consequence of the Cycle City Ambition Programme, of which the Salhouse Road is programmed for completion in 2015. The Primary school and recreational facilities provided by White House Farm (South-West) affords the opportunity to support a potential district centre identified in Policy 19 of the JCS.
- 8.8** The site will provide a range of dwelling sizes and types. 35%, or approximately 431 homes, of the 1,233 homes to be delivered through the existing outline permission are to be affordable.
- 8.9** Children's Play Space and Playing Pitches provided through the existing permission are in accordance with the Council's adopted standards. In addition, approximately 28.1ha of woodland is to be retained and enhanced for public access and wildlife. This woodland links to neighbouring woodlands and a sports ground. It also forms a key part of the green infrastructure strategy supporting development in the South East corridor.
- 8.10** Further enhancements will be made to local cycling and walking infrastructure to improve the connectivity of the woodland to other formal and informal recreational areas for the benefits of residents and wildlife. The provision of open space, landscaping and the enhancement and/or reinforcement of existing tree belts, copses and woodland blocks will improve the connection between the woodland and other areas of natural or semi-natural habitat as part of the overall Green Infrastructure Strategy for the Growth Triangle.
- 8.11** In addition, the proposed drainage ditch, location and distribution of open space as set out within the SPD that preceded the outline planning permission, create important linkages across the site between Harrisons Plantation and the Historic Parks and Gardens of Sprowston Manor.
- 8.12** A detailed landscaping masterplan will be required to support any new planning application demonstrating that the current contributions of the development will continue to be delivered and illustrating how the development will be integrated into the landscape.
- 8.13** The development will also need to take place in a co-ordinated and comprehensive manner, with due regard to infrastructure provision, market demands etc, following an established phasing plan.

GT 6: Brook Farm

A SITE OF APPROXIMATELY 38HA TO THE SOUTH OF THORPE END IS EXPECTED TO BE COMPLETED IN ACCORDANCE WITH THE EXISTING PLANNING PERMISSION. ANY NEW PLANNING PERMISSION (OTHER THAN THE APPROVAL OF MATTERS RESERVED BY THE REMAINDER OF THE CURRENT OUTLINE PERMISSION) WILL PROVIDE FOR A COMPREHENSIVE DEVELOPMENT INCLUDING THE FOLLOWING:

- > RESIDENTIAL DEVELOPMENT INCLUDING THE PROVISION OF 33% AFFORDABLE HOUSING.
- > LOCAL TRANSPORT IMPROVEMENTS AS NECESSARY TO OFFSET THE IMPACT OF DEVELOPMENT TO INCLUDE:
 - > A ROAD LAYOUT THAT CREATES A DIRECT VEHICULAR CONNECTION BETWEEN PEACHMAN WAY (SUBJECT TO ANY NECESSARY IMPROVEMENTS TO THE A47 POSTWICK JUNCTION) AND PLUMSTEAD ROAD EAST.
 - > AN INTERNAL ROAD NETWORK WITHIN THE DEVELOPMENT THAT IS SUITABLE FOR THE PASSAGE OF BUSES, BE CYCLE FRIENDLY AND MAKE ALLOWANCES FOR ON STREET CAR PARKING IF IT LIKELY TO OCCUR.
- > A TRAVEL PLAN IDENTIFYING AN APPROPRIATE PACKAGE OF MEASURES TO SUPPORT SUSTAINABLE TRANSPORT. MEASURES PROVIDED FOR IN THIS TRAVEL PLAN SHOULD INCLUDE:
 - > PEDESTRIAN AND CYCLE LINKS WITHIN THE SITE AND TO NEIGHBOURING AREAS
- > A LOCAL CENTRE WHICH PROVIDES FOR AN APPROPRIATE RANGE OF FACILITIES, SERVICES AND EMPLOYMENT USES.
- > AN AGREED LANDSCAPE MASTERPLAN WILL BE REQUIRED PRIOR TO THE COMMENCEMENT OF DEVELOPMENT. THIS LANDSCAPE MASTERPLAN SHOULD INCLUDE:
 - > RECREATIONAL AREAS AND PUBLIC OPEN SPACE IN ACCORDANCE WITH THE COUNCIL'S STANDARD POLICIES.
 - > APPROPRIATE GREEN INFRASTRUCTURE LINKAGES IN ACCORDANCE WITH POLICY GT2.

Area Based Policies

> EXTENSIVE LANDSCAPING INCLUDING AN AREA OF PARKLAND BETWEEN NEW DEVELOPMENT AND THORPE END.

> NO DEVELOPMENT WILL BE PERMITTED UNTIL A PHASING PLAN INDICATING THE ORDERLY SEQUENCE OF DEVELOPMENT HAS BEEN APPROVED. THIS WILL NEED TO SHOW BROADLY HOW THE INFRASTRUCTURE (INCLUDING GREEN INFRASTRUCTURE) AND SERVICES ARE TO BE COORDINATED WITH DEVELOPMENT.

- 8.14** The site known as Brook Farm, is currently in agricultural use and offers the opportunity to develop a new neighbourhood on the edge of the existing urban fringe. Residential development of the site supports the delivery a new link road between Peachman Way and Plumstead Road East. This road is essential to release the development potential on the northern section of Broadland Business Park as well as residential development on this allocation site.
- 8.15** The delivery of the road link is dependant upon the delivery of improvements to Postwick Junction, in the form of Postwick Hub or a suitable alternative. Postwick Hub has planning permission and the side road Orders were granted in January 2014. Construction of Postwick Hub by Norfolk County Council was begun in Spring 2014.
- 8.16** The road link to be delivered as part of this development is one part of a proposed connection between the Airport Industrial Estate and Broadland Business Park. This road link will provide the opportunity for direct orbital public transport services across the southern part of the Growth Triangle, serving the new residential development.
- 8.17** The existing planning permission requires a detailed scheme for the road link between Peachman Way and Plumstead Road East to be submitted and approved. In order to facilitate the aspiration of road links across the Growth Triangle. The junction of this new link road with Plumstead Road East should be designed and constructed having regard to the possibility of a link road between Salhouse Road and Plumstead Road East.
- 8.18** A new local centre provided by the development will increase the range of services and facilities which are easily accessible to residents of the northern part of the Dussindale estate and the residents of Thorpe End.
- 8.19** The sense of separation between Thorpe End and the built up edge of Thorpe St Andrew is an important part of the area's heritage and local distinctiveness. Whilst the absolute distance between Thorpe End and the Norwich fringe will reduce, the maintenance of a landscape cushion at the edge of Thorpe End is key to retaining separation.

Area Based Policies

- 8.20** The large area of informal open space to the north of the development site will effectively maintain separation between the development and Thorpe End and will also make an important contribution to the quantum of informal open space secured in the South East quarter that supports the mitigation of recreation impact on sensitive Broads habitat.
- 8.21** The landscaping and open space provided through the development will contribute to the delivery of two Secondary Green Infrastructure Corridors identified in Policy GT2:
- Thorpe Woodlands to Whitton Run; and,
 - Thorpe Woodlands to Smee Lane.
- 8.22** The development will also need to take place in a co-ordinated and comprehensive manner, with due regard to infrastructure provision, market demands etc, following an established phasing plan.

GT 7: Land South of Salhouse Road

A SITE OF APPROXIMATELY 56HA IS ALLOCATED FOR MIXED USE DEVELOPMENT SOUTH OF SALHOUSE ROAD. THIS DEVELOPMENT WILL INCLUDE:

- > RESIDENTIAL DEVELOPMENT INCLUDING THE PROVISION OF 33% AFFORDABLE HOUSING.
- > LOCAL TRANSPORT IMPROVEMENTS AS NECESSARY TO OFFSET THE IMPACT OF DEVELOPMENT TO INCLUDE:
 - > A ROAD LAYOUT THAT DOES NOT PREVENT A DIRECT VEHICULAR CONNECTION BETWEEN SALHOUSE ROAD AND PLUMSTEAD ROAD, THROUGH ALLOCATION SITE GT8, BEING COMPLETED.
 - > AN INTERNAL ROAD NETWORK WITHIN THE DEVELOPMENT THAT IS SUITABLE FOR THE PASSAGE OF BUSES, CYCLE FRIENDLY AND MAKES ALLOWANCES FOR ON STREET CAR PARKING WHERE IT OCCURS.
- > A TRAVEL PLAN IDENTIFYING AN APPROPRIATE PACKAGE OF MEASURES TO SUPPORT SUSTAINABLE TRANSPORT. MEASURES PROVIDED FOR IN THIS TRAVEL PLAN SHOULD INCLUDE:

Area Based Policies

- > CYCLING LINKS CONNECTING THE DEVELOPMENT TO THE NORWICH CYCLE NETWORK AT GREENBOROUGH ROAD.
- > A CYCLE LINK BETWEEN SALHOUSE ROAD AND PLUMSTEAD ROAD.
- > EXTENDED LOCAL BUS SERVICES TO SERVE THE DEVELOPMENT.
- > THE PROVISION OF LAND ADJACENT TO SALHOUSE ROAD AS FAR AS IS NECESSARY TO ENABLE THE DELIVERY OF A BUS RAPID TRANSIT CORRIDOR AND A CYCLE LINK ALONG SALHOUSE ROAD.
- > A LOCAL CENTRE ADJACENT TO SALHOUSE ROAD WHICH PROVIDES FOR AN APPROPRIATE RANGE OF FACILITIES, SERVICES AND EMPLOYMENT USES.
- > THE DELIVERY OF APPROPRIATE SOCIAL INFRASTRUCTURE IN ACCORDANCE WITH THE LATEST GREATER NORWICH INFRASTRUCTURE PLAN, INCLUDING: NURSERY FACILITIES, A SITE OF AT LEAST 2HA FOR A NEW PRIMARY SCHOOL, A COMMUNITY HALL, OR APPROPRIATE ALTERNATIVE, AND AN APPROPRIATE SITE FOR A POLICE BEAT OFFICE.
- > AN AGREED LANDSCAPE MASTERPLAN WILL BE REQUIRED PRIOR TO THE COMMENCEMENT OF DEVELOPMENT. THIS LANDSCAPE MASTERPLAN SHOULD INCLUDE:
 - > FORMAL AND INFORMAL RECREATIONAL OPEN SPACE IN ACCORDANCE WITH THE COUNCIL'S ADOPTED POLICIES.
 - > THE OPEN SPACE AND LANDSCAPING DELIVERED AS PART OF THIS DEVELOPMENT SHOULD PROVIDE SEPARATION BETWEEN NEW DEVELOPMENT AND THORPE END INCLUDING A TREE BELT ALONG THE NORTH EASTERN EDGE OF THE ALLOCATED SITE. AN INDICATIVE AREA OF LAND THAT WOULD FORM A SUITABLE LANDSCAPED SETTING TO THORPE END IS SHOWN ON THE POLICIES MAP.
 - > THE DELIVERY OF THE GREEN INFRASTRUCTURE LINKS IN ACCORDANCE WITH POLICY GT2, WHICH SHOULD INCLUDE LINKS BETWEEN THORPE WOODLANDS, HARRISONS PLANTATION AND RACKHEATH PARK.

> NO DEVELOPMENT WILL BE PERMITTED UNTIL A PHASING PLAN INDICATING THE ORDERLY SEQUENCE OF DEVELOPMENT HAS BEEN APPROVED. THIS WILL NEED TO SHOW BROADLY HOW THE INFRASTRUCTURE (INCLUDING GREEN INFRASTRUCTURE) AND SERVICES ARE TO BE COORDINATED WITH DEVELOPMENT.

- 8.23** The site referred to as Land South of Salhouse Road, offers the opportunity to develop a series of new neighbourhoods on the edge of the existing urban fringe. The site is well located in relation to local employment at Broadland Business park, Rackheath and Salhouse Road. The development of the site offers the opportunity to increase the range of services and facilities available locally, to the benefit of both existing and local residents.
- 8.24** The site is also well located to benefit from proposed local transport improvements including a Bus Rapid Transit along the Salhouse/Gurney Road corridor and improvements to the Norwich Cycle Network. The development of the site should enable the delivery of the Bus Rapid Transit corridor through the provision of appropriate land across the Salhouse Road frontage of the allocated site for road widening and junction arrangements.
- 8.25** The approved scheme for White House Farm includes a link road between Wroxham Road and Salhouse Road, with roundabout junctions at each end. The effective operation of a Bus Rapid Transit service and cycling facilities along Salhouse Road are likely to be best served by a radial priority junction as opposed to the currently agreed roundabout. Consideration should be given as part of this development to how this junction could be re-engineered to better suit its likely future operation as a Bus Rapid Transit and cycling corridor.
- 8.26** An internal road layout that is suitable for the passage of buses, cycle friendly and makes allowances for on street car parking where it occurs is required as part of this development. The road layout should be designed so that it does not prevent the future delivery of the aspirational vehicular connection between Salhouse Road and Plumstead Road.
- 8.27** Ensuring that the road layout delivered through this development does not prevent the delivery in the future of the possible connection to Plumstead Road is important as a full connection between the Airport Industrial Estate and Broadland Business Park would be best placed to deliver local connectivity, support direct orbital public transport services across the southern part of the Growth Triangle, serving the new residential developments, and increase the resilience of the highway network to accommodate planned development.
- 8.28** Whilst a complete road link between Salhouse Road and Plumstead Road would be best placed to meet the transport needs of the Growth Triangle, the development of this site is not contingent upon the completion of this link.

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- 8.29** It is however important that a cycle and pedestrian link is provided opposite the Salhouse Road junction of the White House Farm link road to Plumstead Road opposite Green Lane North. Following the construction of the Northern Distributor Road (NDR) and the Brook Farm link road, Green Lane North will be shut to through traffic and will become a quiet green lane suitable for walking and cycling. The provision of cycle links across the site will improve access to Broadland Business Park for residents of this development and from further afield.
- 8.30** New development should front Salhouse Road, recognising that it will be the main street linking the development to Norwich. A local centre is also proposed as part of the new development. The Racecourse Public House lies adjacent to Salhouse Road near the proposed junction with the White House Farm development, as does the Eastgate Place serviced offices. The local centre should link and diversify these facilities by providing a small range of shops and services. The optimal position of the local centre is likely to be adjacent to Salhouse Road at the junction with the link road provided through the development of the White House Farm development. This will ensure that the centre is well placed to benefit from passing trade and would be well suited to be the location of a Bus Rapid Transit stop on the Salhouse Road/Gurney Road corridor.
- 8.31** Two secondary green infrastructure corridors run across the site. These corridors are:
- Thorpe Woodlands to Dobbs Beck (via Harrisons Plantation); and,
 - Thorpe Woodlands to Dobbs Beck (via Rackheath Park).
- 8.32** The location and orientation of children's play space, sport pitches and parklands and the provision of landscaping, green roofs and walls, street trees and reinforcement of existing tree belts should be designed to deliver these green infrastructure linkages. In addition, informal open space in the form of a landscaped parkland should be provided between development on this site and Thorpe End. An indicative suitable area for this parkland is identified on the policies map. The parkland to the edge of Thorpe End is especially important as it is a key bat commuting corridor.
- 8.33** Such a landscape feature will also help maintain the sense of separation between Thorpe End and the Norwich urban fringe, which is important as part of Thorpe End's heritage and local distinctiveness. Whilst the absolute distance between Thorpe End and the built up edges of the Norwich fringe will reduce, the maintenance of a landscape cushion around the edge of Thorpe End is key to retaining separation.
- 8.34** The development will also need to take place in a co-ordinated and comprehensive manner, with due regard to infrastructure provision, market demands etc, following an established phasing plan. Also, much of the local area is underlain by areas of sands and gravel resources, which are safeguarded under policy CS16 of the

Norfolk Minerals and Waste Core Strategy. Therefore, prior to development, consideration will need to be given to whether these resources are economically viable and if it would be appropriate to work these resources before development takes place.

GT 8: Land North of Plumstead Road

A SITE OF APPROXIMATELY 2HA IS ALLOCATED FOR RESIDENTIAL DEVELOPMENT NORTH OF PLUMSTEAD ROAD. THIS DEVELOPMENT WILL INCLUDE:

- > RESIDENTIAL DEVELOPMENT INCLUDING 33% AFFORDABLE HOUSING
- > A ROAD LAYOUT THAT TAKES ACCOUNT OF THE POSSIBLE COMPLETION OF A DIRECT VEHICULAR CONNECTION BETWEEN SALHOUSE ROAD AND CRANLEY ROAD UTILISING ROAD LINKS PROVIDED BY ADJACENT DEVELOPMENTS.
- > THE RECREATIONAL AREAS AND PUBLIC OPEN SPACE IN ACCORDANCE WITH THE COUNCIL'S ADOPTED POLICY STANDARDS.

- 8.35** The development of the land north of Plumstead Road provides an opportunity to complete the aspirational road links between Salhouse Road and Plumstead Road. Such a road link would be a key part of delivering the complete new road links between Broadland Business Park and Norwich Airport Industrial Estate which are best placed to deliver local connectivity, improve the resilience of the highway network to accommodate planned development and support orbital public transport services across the southern part of the Growth Triangle. The Council will continue to work pragmatically with the landowner of the site to explore if this aspiration can be achieved. However, this road link is not an essential infrastructure requirement and neither this allocation, nor any other is dependent on its delivery.
- 8.36** This site should be masterplanned having regard to the proposed development on the adjacent GT7: Land South of Salhouse Road Allocation in order to ensure that development relates appropriately to the cycleway between Salhouse Road and Plumstead Road provided by the adjacent allocation, and takes account of the possibility of a road link.
- 8.37** Recreational provision will be required to meet the needs of new residents of the site in accordance with the adopted local plan standards. Appropriate landscaping should be included as part of any development.

Area Based Policies**GT 9: Broadland Business Park (North Site)**

A SITE OF APPROXIMATELY 28.2HA IS EXPECTED TO BE COMPLETED IN ACCORDANCE WITH EXISTING PLANNING PERMISSION FOR A HIGH QUALITY BUSINESS PARK COMPRISING A CO-ORDINATED DEVELOPMENT OF OFFICE, INDUSTRY AND WAREHOUSING (B1, B2 & B8 USES) ON LAND NORTH OF CRANLEY ROAD. ANY NEW PLANNING PERMISSION (OTHER THAN THE APPROVAL OF MATTERS RESERVED) WILL PROVIDE FOR A COMPREHENSIVE DEVELOPMENT INCLUDING THE FOLLOWING:

- > A MIX OF EMPLOYMENT USES CONTAINED WITHIN CLASS B OF THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987. NO MORE THAN 50% OF THE GROSS LAND AREA SHOULD FALL WITHIN CLASS B1 (OFFICES, RESEARCH & DEVELOPMENT AND LIGHT INDUSTRIAL).
- > THE LAND NORTH OF CRANLEY ROAD WILL BE PRIMARILY SERVED OFF A NEW ROAD LINKING THE A47 SOUTHERN BYPASS POSTWICK INTERCHANGE TO PLUMSTEAD ROAD EAST. THE DEVELOPMENT OF THIS ALLOCATION IS DEPENDENT UPON THE PROVISION OF THIS ROAD LINK AND A SAFEGUARDED ROUTE IS SHOWN ON THE POLICIES MAP. THE JUNCTION OF THE ROAD LINK WITH PLUMSTEAD ROAD EAST SHOULD BE SUITABLE TO ACCOMMODATE A FURTHER ROAD LINKS BETWEEN PLUMSTEAD ROAD AND SALHOUSE ROAD.
- > THE BUSINESS PARK WILL BE LAID OUT TO FACILITATE PUBLIC TRANSPORT ACCESS AND PROVISION MADE FOR THE EXTENSION OF BUS SERVICES INTO THE NEW AREA.
- > A SITE OF AT LEAST 0.35HA WHICH IS SUITABLE FOR THE CREATION OF A NEW RAIL HALT ADJACENT TO THE BITTERN LINE WILL BE PROVIDED.
- > AN AGREED LANDSCAPE MASTERPLAN WILL BE REQUIRED PRIOR TO THE COMMENCEMENT OF DEVELOPMENT.
- > NO DEVELOPMENT WILL BE PERMITTED UNTIL A PHASING PLAN INDICATING AN ORDERLY SEQUENCE OF DEVELOPMENT HAS BEEN APPROVED. THIS WILL NEED TO SHOW BROADLY HOW INFRASTRUCTURE AND SERVICES ARE TO BE COORDINATED WITH DEVELOPMENT.

- 8.38** Following the completion of the Norwich Southern Bypass the area to the east of Thorpe St Andrew became of major strategic importance, with excellent transport links via the Postwick Interchange, and with potential for links to the Norwich to

Area Based Policies

Cromer railway line. In recognition of this fact 78ha of land was allocated in the 2000 Broadland District Local Plan to accommodate a major part of the Norwich Policy Area's employment needs.

- 8.39** This site is known as Broadland Business Park. The major part of the site, approximately 55ha, has planning permission, providing approximately 127,000m² of floorspace for employment, of which 113,000m² has been completed. There remains capacity for an estimated 18-20,000m² of employment space on the land south of Cranley Road. When further land is needed Broadland Business Park will be able to extend into the land north of Cranley Road which is the subject of this allocation.
- 8.40** This allocation is approximately 3 hectares larger than the 2006 allocation for Broadland Business Park allocation of the 2006 Local Plan (Replacement) and reflects the extant permission for Brook & Laurel Farm. The allocation has already been partially developed, providing in the region of 20,000sqm of employment space. The remaining undeveloped area of the allocation is estimated to provide in the region of another 57,500sqm employment floorspace.
- 8.41** The existing permission provides for a range of employment uses and it is important that any replacement permission continues to provide for such a range in order to meet the expectations of JCS Policy 9. Therefore, the allocation is restricted to allow no more than 50% of the total area of the site to be developed as B1 Office, Research and Development or Light Industrial)
- 8.42** To accommodate new development at Broadland Business Park major highway improvements will need to be undertaken, including a new road between Cranley Road and Plumstead Road East. Landscaping will be required along the route of this new road in order to maintain habitat connectivity and support bat commuting routes across the NDR, in particular by helping to maintain connectivity to the proposed NDR mitigation measures at Middle Road and Smee Lane.
- 8.43** Improvements to the A47 Postwick Interchange are in progress with construction of Postwick Hub having begun on site in spring 2014. Within the development the transport network should cater for non-motorised users, and road based public transport should also be enabled by roadways designed to accommodate bus services, including suitable layouts and parking bays. There is also the opportunity for the provision of a rail-station on the Bittern Line to serve the business park. The Norfolk Rail Prospectus (2013) identifies increasing the frequency of services on the Bittern Line to an half-hourly service as a priority. Land for a new rail-halt is provided by the current planning permission. This requirement is carried through into the allocation policy.
- 8.44** The business park development will need to take place in a co-ordinated and comprehensive manner, with due regard to infrastructure provision, market demands etc, following an established phasing plan. Related to this a detailed

Area Based Policies

landscaping scheme will be required setting out how the business park will be integrated into the landscape. This will need to include significant landscaping along the edge of the development site with Green Lane South in order to maintain habitat connectivity to the proposed NDR mitigation measures at Smee Lane for the purposes, amongst other things, of bat commuting.

GT 10: Broadland Gate

A SITE OF APPROXIMATELY 21.5HA IS EXPECTED TO BE COMPLETED IN ACCORDANCE WITH THE EXISTING PLANNING PERMISSION FOR HIGH QUALITY BUSINESS PARK, BUSINESS VILLAGE, COMMUNITY ZONE, HOTEL, LEISURE FACILITIES AND CAR SHOWROOM ON LAND TO THE EAST OF BROADLAND BUSINESS PARK. ANY NEW PLANNING PERMISSION (OTHER THAN THE APPROVAL OF RESERVED MATTERS) WILL PROVIDE FOR A COMPREHENSIVE DEVELOPMENT INCLUDING THE FOLLOWING:

- > A MIX OF EMPLOYMENT USES CONTAINED WITHIN CLASS B OF THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987. NO MORE THAN 50% OF THE GROSS LAND AREA SHOULD FALL WITHIN CLASS B1 (OFFICES, RESEARCH & DEVELOPMENT AND LIGHT INDUSTRIAL).
- > THE BUSINESS PARK WILL BE LAID OUT TO FACILITATE PUBLIC TRANSPORT ACCESS AND PROVISION MADE FOR THE EXTENSION OF BUS SERVICES INTO THE NEW AREA.
- > AN AGREED LANDSCAPE MASTERPLAN WILL BE REQUIRED PRIOR TO THE COMMENCEMENT OF DEVELOPMENT.
- > NO DEVELOPMENT WILL BE PERMITTED UNTIL A PHASING PLAN INDICATING AN ORDERLY SEQUENCE OF DEVELOPMENT HAS BEEN APPROVED. THIS WILL NEED TO SHOW BROADLY HOW INFRASTRUCTURE AND SERVICES ARE TO BE COORDINATED WITH DEVELOPMENT.

- 8.45** The JCS includes a requirement for an extension to Broadland Business Park of around 25HA for general employment uses to include approximately 50,000sqm of B1 uses. These requirements will be substantially realised through the development of this site.
- 8.46** The site, which is the subject of this allocation, is known as Broadland Gate and benefits from outline planning permission for a Business Park containing a commercial zone of up to 42,000sqm of B1 and B8 uses, a business village containing up to 4,500sqm of A1, A2, A3 and A4 uses, a community zone containing up to 7,500sqm of C2, C3 (excluding residential dwellings) and D1 uses, a hotel of up to 7,000sqm and leisure facility up to 2,100sqm including C1,

Area Based Policies

A3, A4 and D2 uses and a 1,200sqm car showroom, associated infrastructure to include highway works, car parking, landscaping, drainage and other ancillary infrastructure.

- 8.47** In combination with the extension to Broadland Business Park resulting from the permission granted at Brook & Laurel Farm, and planning permissions for office development at Northside on St Andrews Business Park, this allocation is considered to satisfy the JCS requirement for additional floor space at Broadland Business Park.
- 8.48** In order to accommodate the development major highway improvements will need to be undertaken to the A47 Postwick Interchange. Construction has begun on those improvements, in the form of the Postwick Hub, which commenced in Spring 2014.
- 8.49** In order to ensure that a range of uses of business uses are achieved on site in accordance with policy 9 of the JCS no more than 50% of the gross land area of the site should be within any single business use.
- 8.50** Within the development the transport network should cater for non-motorised users, and road based public transport should also enable roadways designed to accommodate bus services, including suitable layouts and parking bays.
- 8.51** The business park development will need to take place in a co-ordinated and comprehensive manner, with due regard to infrastructure provision, market demands etc, following an established phasing plan. Related to this a detailed landscaping scheme will be required setting out how the business park will be integrated into the landscape.

Area Based Policies**GT 11: Land East of Broadland Business Park**

AN AREA OF APPROXIMATELY 45 HA IS ALLOCATED FOR MIXED USE DEVELOPMENT. THIS DEVELOPMENT WILL INCLUDE:

- > RESIDENTIAL DEVELOPMENT INCLUDING 33% AFFORDABLE HOUSING.
- > LOCAL TRANSPORT IMPROVEMENTS AS NECESSARY TO OFFSET THE IMPACT OF DEVELOPMENT TO INCLUDE:
 - > NECESSARY JUNCTION IMPROVEMENTS AT THE JUNCTION OF CRANLEY ROAD AND SMEE ROAD AND/OR PEACHMAN WAY AND POSTWICK HUB.
 - > AN INTERNAL ROAD NETWORK WITHIN THE DEVELOPMENT THAT IS SUITABLE FOR THE PASSAGE OF BUSES, CYCLE FRIENDLY AND MAKES ALLOWANCES FOR ON STREET CAR PARKING IF IT LIKELY TO OCCUR.
- > A TRAVEL PLAN IDENTIFYING AN APPROPRIATE PACKAGE OF MEASURES TO SUPPORT SUSTAINABLE TRANSPORT. MEASURES PROVIDED FOR IN THIS TRAVEL PLAN SHOULD INCLUDE:
 - > PEDESTRIAN AND CYCLE LINKS CONNECTING TO LINKS THROUGH THE ADJACENT BROADLAND BUSINESS PARK, INCLUDING THE GREEN PEDALWAY OF THE NORWICH CYCLE NETWORK.
 - > EXTENDED LOCAL BUS SERVICES TO SERVE THE DEVELOPMENT.
- > THE DELIVERY OF APPROPRIATE SOCIAL INFRASTRUCTURE IN ACCORDANCE WITH THE LATEST GREATER NORWICH INFRASTRUCTURE PLAN, INCLUDING: NURSERY FACILITIES, A SITE OF AT LEAST 2HA FOR A NEW PRIMARY SCHOOL AND A COMMUNITY HALL, OR SUITABLE ALTERNATIVE, A SUITABLE SITE FOR A POLICE DEPLOYMENT BASE.

> AN AGREED LANDSCAPE MASTERPLAN WILL BE REQUIRED PRIOR TO THE COMMENCEMENT OF DEVELOPMENT, THIS SHOULD INCLUDE:

> RECREATIONAL AREAS AND OPEN SPACE IN ACCORDANCE WITH THE COUNCIL'S STANDARD POLICIES

> EXTENSIVE LANDSCAPING, INCLUDING SIGNIFICANT PLANTING ALONG THE BOUNDARIES OF THE SITE.

> APPROPRIATE MITIGATION MEASURES TO OFFSET THE IMPACT OF THE DEVELOPMENT IN TERMS OF INCREASED RECREATIONAL IMPACT ON THE BROADS.

> A SUITABLE NOISE ASSESSMENT DEMONSTRATING HOW NOISE LEVELS RELATING TO THE NDR WILL BE ADDRESSED.

> NO DEVELOPMENT WILL BE PERMITTED UNTIL A PHASING PLAN INDICATING AN ORDERLY SEQUENCE OF DEVELOPMENT HAS BEEN APPROVED. THIS WILL NEED TO SHOW BROADLY HOW INFRASTRUCTURE (INCLUDING GREEN INFRASTRUCTURE) AND SERVICES ARE TO BE COORDINATED WITH DEVELOPMENT.

- 8.52** The site, referred to as land east of Broadland Business Park is closely related to existing employment opportunities at Broadland Business Park and future opportunities at Broadland Gate. The site will be able to utilise the public transport and cycling facilities which link the Business Park to Norwich City Centre and is within 1.5km of the Dussindale district centre, and the proposed local centre at Brook Farm.
- 8.53** In order to accommodate this development major highway improvements will need to be undertaken to the A47 Postwick Interchange as required by the Highway Agency. Construction has begun on these improvements, in the form of the Postwick Hub, in Spring 2014.
- 8.54** A secondary green infrastructure corridor runs across the site. This corridor is:
- Thorpe Woodlands to Smee Lane.
- 8.55** In order to support the delivery of these corridors and protect the amenity of future residents some key interventions will be required.
- 8.56** Suitable landscaping will be necessary along the eastern side of the site adjacent to the route of the NDR. Alongside other measures, such landscaping will also help to reduce the impact of road noise to an acceptable level for residents.

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- 8.57** Landscaping will also be required along the western edge of the site and along the route of Smee Lane in order to help maintain habitat connectivity and support bat commuting routes across the NDR, in particular by helping to maintain connectivity to the NDR mitigation measures at Middle Road and Smee Lane.
- 8.58** Tree planting and landscaping will be required to reinforce the existing hedgerows along Green Lane and Smee Lane in order to maintain their function as important Green Infrastructure Links and Bat Corridors. In addition, the location and orientation of children's play space, sport pitches and parklands and the provision of landscaping, green roofs and walls, street trees and reinforcement of existing tree belts should be designed to support connectivity across these green infrastructure linkages.
- 8.59** The development will need to take place in a co-ordinated and comprehensive manner, with due regard to infrastructure provision, market demands etc, following an established phasing plan.
- 8.60** In bringing forward development proposals on the allocated site consideration should be given to whether an holistic scheme incorporating the land and range of uses permitted within allocation site GT10 (Broadland Gate) would result in a more sustainable mixed use community.

GT20: White House Farm (North East)

A SITE OF APPROXIMATELY 20HA IS ALLOCATED FOR MIXED USE DEVELOPMENT WEST OF SALHOUSE ROAD. THIS DEVELOPMENT WILL INCLUDE:

- > RESIDENTIAL DEVELOPMENT INCLUDING 33% AFFORDABLE HOUSING
- > THE PROVISION OF AN AREA OF LAND ALONG THE SOUTH EAST OF THE SITE TO ENABLE THE DELIVERY OF ROAD WIDENING TO SUPPORT THE DELIVERY OF THE SALHOUSE ROAD BRT CORRIDOR.
- > LOCAL SERVICES AND FACILITIES PROVIDED AS PART OF THE DEVELOPMENT SHOULD BE FOCUSED ADJACENT TO SALHOUSE ROAD IN ORDER TO REINFORCE THE LOCAL CENTRE TO BE DELIVERED THROUGH THE DEVELOPMENT OF THE LAND SOUTH OF SALHOUSE ROAD.
- > AN AGREED LANDSCAPE MASTERPLAN WILL BE REQUIRED PRIOR TO THE COMMENCEMENT OF DEVELOPMENT. THE LANDSCAPE MASTERPLAN SHOULD INCLUDE:
 - > FORMAL RECREATION IN THE FORM OF SPORTS PITCHES AND CHILDRENS' PLAY SPACE IN ACCORDANCE WITH THE COUNCIL'S ADOPTED POLICIES.
 - > THE DELIVERY OF GREEN INFRASTRUCTURE LINKS BETWEEN HARRISONS PLANTATION AND BULMER COPPICE/RACKHEATH PARK.

- 8.61** The site referred to as White House Farm (North East) is linked to White House Farm (South West) by virtue of sharing a common landowner, agent and development partner. The stated intention of the development partner is to bring the site forwards in 2018/19 prior to the completion of the White House Farm (South West), enabling it to begin contributing new homes from 2020/21.
- 8.62** The site offers similar benefits to South Salhouse Road: providing the opportunity to deliver a series of new neighbourhoods on the edge of the existing urban fringe; the site is well located in relation to local employment at Broadland Business Park, Salhouse Road and Rackheath; and, the development offers the opportunity to increase the range of services and facilities available locally, to the benefit of both existing and future residents.
- 8.63** The site is well located to benefit from proposed local transport improvements including a Bus Rapid Transit route along the Salhouse/Gurney Road corridor and improvements to the Norwich Cycle Network. The development of the site should enable any necessary improvements to Salhouse Road to support the delivery of

Area Based Policies

the BRT route to ensure that development is appropriately served by public transport services. In addition, the landscape masterplan should illustrate how SUDs will be integrated into the development. The SUDs strategy should address any overland flows related to the site to this end the early engagement of the lead flood risk authority (Norfolk County Council) should be sought during the production of a Flood Risk Assessment.

- 8.64** This site is not likely to have begun delivering new homes until 2020/21 at the earliest. Therefore, other sites which have a realistic prospect of earlier delivery have been allocated in addition to this site in order to give the best chance for allocations to deliver at the necessary rate to meet the minimum requirements of the JCS.

GT21: Land East of Broadland Business Park (North Site)

A SITE OF APPROXIMATELY 20HA IS ALLOCATED AS A RESERVE SITE FOR MIXED USE DEVELOPMENT EAST OF BROADLAND BUSINESS PARK. THIS DEVELOPMENT WILL INCLUDE:

> RESIDENTIAL DEVELOPMENT INCLUDING 33% AFFORDABLE HOUSING

> AN AGREED LANDSCAPE MASTERPLAN WILL BE REQUIRED PRIOR TO THE COMMENCEMENT OF DEVELOPMENT. THE LANDSCAPE MASTERPLAN SHOULD INCLUDE:

> FORMAL AND INFORMAL RECREATION OPEN SPACE IN ACCORDANCE WITH THE COUNCIL'S ADOPTED POLICIES. THIS REQUIREMENT COULD BE FULFILLED IN PART OR IN WHOLE BY THE DELIVERY OF OPEN SPACE ON THE LAND TO THE NORTH AND NORTH-WEST OF THIS SITE IN THE AREA IDENTIFIED ON THE POLICIES MAPS.

> LANDSCAPING ALONG THE NORTH AND WEST OF THE SITE TO ENHANCE EXISTING TREE BELTS AND HEDGEROWS

- 8.65** The site, referred to as Land East of Broadland Business Park (North Site) is closely related to the allocation Land East of Broadland Business Park, existing employment opportunities at Broadland Business Park and future opportunities at Broadland Gate. The site will be able to utilise the public transport and cycling facilities which link the Business Park to Norwich City Centre and is within 1.5km of the Dussindale district centre, and proposed local centre at Brook Farm.
- 8.66** In order to accommodate this development major highway improvements will need to be undertaken to the A47 Postwick Interchange as required by the Highway Agency. Construction has begun on these improvements, in the form of the Postwick Hub, which commenced in Spring 2014.

Area Based Policies

- 8.67** The site is expected to commence development in 2018/19 alongside the development of the Brook Farm site, which shares a common ownership, land promoter and agent. As such, other sites which have a realistic prospect of earlier delivery have been allocated in addition to this site in order to give the best chance for allocations to deliver at the necessary rate to meet the minimum requirements of the JCS.
- 8.68** When land is brought forward for development, suitable landscaping will be necessary along the eastern side of the site adjacent to the route of the NDR in order to maintain a suitable level of residential amenity to residents. Alongside other measures, such landscaping will also help to reduce the impact of road noise to an acceptable level for residents.
- 8.69** Two secondary green infrastructure corridors are adjacent to the site. These corridors are:
- Thorpe Woodlands to Witton Run; and,
 - Thorpe Woodlands to Smee Lane.
- 8.70** Tree planting and landscaping will be required to reinforce the existing hedgerows along Green Lane and Middle Road in order to help maintain habitat connectivity and support bat commuting routes across the NDR, in particular by helping to maintain connectivity to the NDR mitigation measures at Middle Road and Smee Lane. Landscaping along the northern edge of the site will also create definition of the southern extent of the landscape setting to the future built edge of Norwich within Policy GT2.
- 8.71** In addition, the location and orientation of children's play space, sport pitches and parklands and the provision of landscaping, green roofs and walls, street trees and reinforcement of existing tree belts should be designed to support connectivity across these green infrastructure linkages. The requirement for formal and informal open space in connection with the development of this site could in part or in whole be met through the provision of off-site open space within the area identified on the policies map. At approximately 27ha this area is larger than would be required to address the local plan open space requirement for the site. Therefore not all of this area is expected to be provided as a consequence of development. The area is however a suitable area of opportunity which could reasonably accommodate off-site open space that meets the needs of the allocation site. The exact extent of any area to be provided will be defined through the planning application process.

Area Based Policies

Western Quarter

GT 12: North Sprowston & Old Catton

A SITE OF APPROXIMATELY 144HA TO THE NORTH OF LODGE LANE, WHITE WOMAN LANE AND BARKERS LANE/CHURCH LANE IS EXPECTED TO BE COMPLETED IN ACCORDANCE WITH EXISTING PLANNING PERMISSION.

THE FOLLOWING LAND USE DESIGNATIONS HAVE BEEN APPLIED TO THE EXISTING PLANNING PERMISSION SITE:

- > THE MAIN SQUARE OF THE PROPOSED DEVELOPMENT, AS SHOWN INDICATIVELY ON THE POLICIES MAP, IS IDENTIFIED AS A POTENTIAL DISTRICT CENTRE
- > A 12HA SITE IS IDENTIFIED ON THE POLICIES MAP AS BROADLAND DISTRICT COUNCIL'S PREFERRED SITE FOR THE PROVISION OF THE NEW SECONDARY SCHOOL TO SERVE THE GROWTH TRIANGLE

ANY NEW PLANNING PERMISSION (OTHER THAN THE APPROVAL OF RESERVED MATTERS) WILL PROVIDE FOR A COMPREHENSIVE DEVELOPMENT INCLUDING THE FOLLOWING:

- > A MIXED USE DEVELOPMENT, WHERE RESIDENTIAL DEVELOPMENT INCLUDES 33% AFFORDABLE HOUSING.
- > LOCAL TRANSPORT IMPROVEMENTS AS NECESSARY TO OFFSET THE IMPACT OF DEVELOPMENT TO INCLUDE:
 - > NEW ROAD AND CYCLE LINKS BETWEEN WROXHAM ROAD AND ST FAITHS ROAD
 - > HIGHWAY IMPROVEMENTS TO THE: B1150/A1043; B1150/GEORGE HILL; AND, B1150/WHITE WOMAN LANE JUNCTIONS
- > A TRAVEL PLAN IDENTIFYING AN APPROPRIATE PACKAGE OF MEASURES TO SUPPORT SUSTAINABLE TRANSPORT. MEASURES PROVIDED FOR IN THIS TRAVEL PLAN SHOULD INCLUDE:
 - > PHASED IMPROVEMENTS TO THE FREQUENCY OF LOCAL BUS SERVICES ALONG WROXHAM AND NORTH WALSHAM ROAD
 - > PEDESTRIAN AND CYCLE LINKS WITHIN THE SITE AND TO NEIGHBOURING AREAS, INCLUDING LINKS TO THE NORWICH CYCLE NETWORK VIA CHURCH LANE

- > A NEW DISTRICT CENTRE WHICH PROVIDES FOR A RANGE OF FACILITIES, SERVICES AND EMPLOYMENT USES.
- > THE PROVISION OF NECESSARY SOCIAL AND PHYSICAL INFRASTRUCTURE IN ACCORDANCE WITH THE GREATER NORWICH INFRASTRUCTURE PLAN TO INCLUDE NURSERY FACILITIES, SERVICED SITES FOR TWO PRIMARY SCHOOLS OF NO LESS THAN 2HA IN SIZE, AT LEAST ONE COMMUNITY BUILDING, LIBRARY AND A HEALTH & SOCIAL CARE FACILITY.
- > RECREATIONAL AREAS AND PUBLIC OPEN SPACE IN ACCORDANCE WITH THE COUNCIL'S STANDARD POLICIES
- > AN AGREED LANDSCAPE MASTERPLAN WILL BE REQUIRED PRIOR TO THE COMMENCEMENT OF DEVELOPMENT. THIS LANDSCAPE MASTERPLAN SHOULD INCLUDE:
 - > THE PROVISION OF A SIGNIFICANT PUBLIC PARK OF AT LEAST 30HA IN SIZE
 - > APPROPRIATE GREEN INFRASTRUCTURE LINKAGES IN ACCORDANCE WITH POLICY GT2
- > NO DEVELOPMENT WILL BE PERMITTED UNTIL A PHASING PLAN INDICATING THE ORDERLY SEQUENCE OF DEVELOPMENT HAS BEEN APPROVED. THIS WILL NEED TO SHOW BROADLY HOW INFRASTRUCTURE (INCLUDING GREEN INFRASTRUCTURE) AND SERVICES ARE TO BE COORDINATED WITH DEVELOPMENT.

- 8.72** The site known as North Sprowston and Old Catton, benefits from a resolution to grant outline planning permission which will enable the delivery of a series of high quality neighbourhoods to the north of Sprowston and Old Catton. The site is well located in relation to employment opportunities and community facilities, and has good access to public transport. There is an existing cycling and walking link to the Airport Industrial Estate and the site is also well placed to link into the Norwich Area Cycle Network via the Norwich City to Sprowston pedalway.
- 8.73** Policy 10 of the JCS sets out a number of expectations for new development in the Growth Triangle. The permission allows for up to 3,520 homes; up to 16,800sqm of employment space; up to 8,800sqm of space for shops, services, cafés, restaurants and drinking establishments; up to 1,000sqm of hotel accommodation; two primary schools, and up to 2,000sqm of community space including a health centre, library and community halls and an energy centre. The form of development permitted on this site is consistent with the expectations of the JCS.

Area Based Policies

- 8.74** Along with the additional allocations that surround the site, North Sprowston & Old Catton will form the largest single new quarter within the Growth Triangle. The range of uses proposed within the central square of the North Sprowston & Old Catton permission is consistent with those found in a District Centre. If constructed in accordance with the current planning permission, or an alternative providing a range of uses consistent with a district centre as defined in the glossary, then the central square of the North Sprowston & Old Catton development will be considered to be a district centre for the purposes of Policy 19 of the JCS.
- 8.75** The existing planning permission makes provision for appropriate social and physical infrastructure. This infrastructure includes junction improvements to the B1150 North Walsham Road, new road links between Wroxham Road and St Faiths Lane, sites for two new primary schools and provision for health, community and library uses. The Greater Norwich Infrastructure Plan (GNIP) sets out the requirements for necessary infrastructure to support development. Updated on a periodic basis the most recent GNIP will form the basis of infrastructure and facilities sought within any renegotiated application that replaces the current permission.
- 8.76** A site of 12ha is identified as Broadland District Council's preferred location for a new secondary school to serve the Growth Triangle. This site is shown on the proposals maps. The site lies on the western side of Wroxham Road and includes the site of the current Sprowston Park & Ride. The site lies at the junction with the road and cycle links to be provided as part of the White House Farm (South East) development, GT5. As such it benefits from good accessibility to the remainder of the Growth Triangle inside the route of the NDR. It is also well placed to be achieve high levels of accessibility through the development of the North Sprowston & Old Catton permission. The site is therefore well located in relation to transport infrastructure to be provided through the development of the Growth Triangle.
- 8.77** Whilst not currently forming part of the planning permission for North Sprowston & Old Catton both the developer, Beyond Green, and majority landowner (of the identified secondary school site) Norfolk County Council, have expressed a willingness to accommodate the proposed Secondary School and have committed to exploring the feasibility of delivery on this site.
- 8.78** The delivery of the school on this site is contingent upon the relocation of the Sprowston Park & Ride. Norfolk County Council have not yet given any commitment to any such relocation, which will be subject to appropriate due process. Given the uncertainty about this site, an additional site has been reserved as part of the North Rackheath allocation GT16. The Rackheath site will be reserved until such point that there is a firm commitment to the development on this preferred site.

Area Based Policies

- 8.79** The road links to be delivered as part of this development are one part of a full connection between the Airport Industrial Estate and Broadland Business Park. These road links will provide the opportunities to achieve direct orbital public transport services across the southern part of the Growth Triangle, serving the new residential development.
- 8.80** Four secondary green infrastructure corridors run through the site. These are:
- Catton Park to Spixworth
 - Beeston Country Park to Spixworth Park
 - Thorpe Woodlands to Broadwalk Plantation/Fir Covert
 - Thorpe Woodlands to Dobbs Beck (via Harrison's Plantation)
- 8.81** The delivery of Beeston Country Park and the use of Red Hall Farm as recreational open space will contribute to the maintenance and achievement of these links. In addition, the location and orientation of children's play space, sports pitches and parklands and the provision of landscaping, green roofs and walls, street trees and reinforcement of existing tree belts should be designed to deliver these green infrastructure corridors.
- 8.82** The development of North Sprowston & Old Catton will need to take place in a co-ordinated and comprehensive manner, with due regard to infrastructure provision, market demands etc, following an established phasing plan.

GT 13: Norwich RFU

A SITE OF APPROXIMATELY 9HA IS ALLOCATED FOR RESIDENTIAL DEVELOPMENT ON THE SITE OF NORWICH RUGBY CLUB, WEST OF NORTH WALSHAM ROAD. THIS SITE IS ALLOCATED SUBJECT TO THE PROVISION OF ADEQUATE COMPENSATORY FORMAL RECREATION SPACE. THIS DEVELOPMENT WILL INCLUDE:

- > RESIDENTIAL DEVELOPMENT INCLUDING 33% AFFORDABLE HOUSING
- > A LAYOUT OF BUILDINGS, STREETS AND OPEN SPACE WHICH IS CONSISTENT WITH THE DEVELOPMENT PROPOSED AT GT12: NORTH SPROWSTON & OLD CATTON
- > CYCLE AND PEDESTRIAN LINKS WHICH CONNECT TO THOSE PROVIDED THROUGH GT12: NORTH SPROWSTON & OLD CATTON
- > RECREATIONAL AREAS AND PUBLIC OPEN SPACE IN ACCORDANCE WITH THE COUNCIL'S STANDARD POLICIES

Area Based Policies

> AN AGREED LANDSCAPE MASTERPLAN WILL BE REQUIRED PRIOR TO THE COMMENCEMENT OF DEVELOPMENT. THIS LANDSCAPE MASTERPLAN SHOULD INCLUDE:

> APPROPRIATE GREEN INFRASTRUCTURE LINKAGES IN ACCORDANCE WITH POLICY GT2

- 8.83** The development at Norwich Rugby Club is a logical extension of the outline planning permission for North Sprowston & Old Catton. However, it is also essential to ensure that the level of recreational provision is not reduced in the face of increasing demand resulting from growth. Therefore adequate compensatory provision for the loss of the Norwich Rugby Club site is a necessary precursor to development. This is expected to take the form of a replacement facility for Norwich Rugby Club within the immediate surroundings of Norwich. Additional recreational open space will be required to meet the needs of new residents of the site.
- 8.84** As an extension to the outline permission on North Sprowston & Old Catton it is important that the layout and appearance of this development is coherent with that on the adjacent site. A discordant relationship would diminish the overall quality of townscape for both sites. In addition, it is important that the cycle and pedestrian links provided through this site connect well to those on adjacent sites in order to ensure that they are direct, convenient and logical.
- 8.85** A secondary Green Infrastructure Corridor runs through the site. This is:
- Catton Park to Spixworth
- 8.86** The location and orientation of children's play space, the provision of landscaping, use of green roofs, walls and street trees and the reinforcement of existing tree belts to be delivered through the development of this site should be designed to deliver this green infrastructure linkage within the boundaries of the site.

GT 14: Land East of Buxton Road

A SITE OF APPROXIMATELY 6.5HA TO THE EAST OF BUXTON ROAD IS EXPECTED TO BE COMPLETED IN ACCORDANCE WITH THE EXISTING PLANNING PERMISSION. ANY NEW PLANNING PERMISSION (OTHER THAN THE APPROVAL OF RESERVED MATTERS) WILL PROVIDE FOR A COMPREHENSIVE DEVELOPMENT INCLUDING THE FOLLOWING:

- > RESIDENTIAL DEVELOPMENT INCLUDING 33% AFFORDABLE HOUSING
- > A LAYOUT OF BUILDINGS, STREETS AND OPEN SPACE WHICH IS CONSISTENT WITH THE DEVELOPMENT PROPOSED AT GT12: NORTH SPROWSTON & OLD CATTON
- > CYCLE AND PEDESTRIAN LINKS WHICH CONNECT TO THOSE PROVIDED THROUGH GT12: NORTH SPROWSTON & OLD CATTON
- > RECREATIONAL AREAS AND PUBLIC OPEN SPACE IN ACCORDANCE WITH THE COUNCIL'S STANDARD POLICIES
- > AN AGREED LANDSCAPE MASTERPLAN WILL BE REQUIRED PRIOR TO THE COMMENCEMENT OF DEVELOPMENT.

- 8.87** The development of the site is a logical extension of the outline planning permission for North Sprowston & Old Catton. As an extension to the outline permission on an adjacent site it is important that the layout and appearance of this development and that of neighbouring developments is coherent. A discordant relationship will diminish the overall quality of townscape for both sides.
- 8.88** In addition, it is important that the cycle and pedestrian links provided through this site connect well to those on adjacent sites in order to ensure that they are direct, convenient and logical. This will help ensure that new residents are afforded the opportunity to meet their day to day needs without needing to use the private car.
- 8.89** Recreational provision will be required to meet the needs of new residents of the site in accordance with the adopted local plan standards. Whilst no identified Green Infrastructure Corridors run thorough the site, the location and orientation of children's play space, the provision of landscaping, use of green roofs, walls and street trees delivered through the development of this site should be designed in such as way as to support wider habitat connectivity.

Area Based Policies**GT 15: Land North of Repton Avenue**

A SITE OF APPROXIMATELY 15HA IS ALLOCATED FOR MIXED USE DEVELOPMENT, NORTH OF REPTON AVENUE. THIS DEVELOPMENT WILL INCLUDE:

- > RESIDENTIAL DEVELOPMENT INCLUDING 33% AFFORDABLE HOUSING.
- > A ROAD LAYOUT THAT ENABLES A DIRECT VEHICULAR CONNECTION BETWEEN ST FAITHS ROAD AND HURRICANE WAY AND ST FAITHS ROAD AND REPTON AVENUE.
- > CYCLE AND PEDESTRIAN LINKS BETWEEN ST FAITHS ROAD AND REPTON AVENUE.
- > RECREATIONAL AREAS AND PUBLIC OPEN SPACE IN ACCORDANCE WITH THE COUNCIL'S STANDARD POLICIES.
- > AN AGREED LANDSCAPE MASTERPLAN WILL BE REQUIRED PRIOR TO THE COMMENCEMENT OF DEVELOPMENT.
- > AN APPROPRIATE NOISE ASSESSMENT TO IDENTIFY ANY APPROPRIATE MITIGATION NECESSARY TO OFFSET THE IMPACT ON THE OPERATION OF THE AIRPORT.

- 8.90** The development of the site is a logical extension of the outline planning permission for North Sprowston & Old Catton. In particular, the development of the site provides the opportunity to complete new orbital road links across the Growth Triangle by enabling the delivery of a final all traffic link between St Faiths Road and Hurricane Way. This link would need to redevelop occupied units within the Airport Industrial Estate, owned by Norwich City Council. Therefore, any such road link requires the cooperation of Broadland District Council, Norfolk County Council, Norwich City Council and the Airport Industrial Estate.
- 8.91** If such a new road link cannot be achieved, then the site provides the opportunity to create a new transport link between St Faiths Road and Repton Avenue. The delivery of this public transport link is contingent upon the completion of road links between Repton Avenue and Meteor Close. Infrastructure already exists on either side and has been constructed to allow for a bus link. As with the previous link this will requires the cooperation of Broadland District Council, Norfolk County Council, Norwich City Council and the Airport Industrial Estate.

Area Based Policies

- 8.92** Each of the relevant bodies is committed to working together to achieve the best possible transport solution in this location. A protected route for the potential new road links is established by policy GT3: Transport and is shown on the policies map.
- 8.93** Either road link should be suitable for public transport, walking and cycling. If also open to general traffic uses, traffic management measures should be put in place to prevent a significant increase in general vehicular traffic using St Faiths Road, for example to exit or enter Norwich Airport Industrial Estate or the North Sprowston & Old Catton development. Road links between St Faiths Road and Norwich Airport Industrial Estate should, as far as practicable, be straight and direct and of sufficient width to ensure the easy passage of pedestrians, cycles and vehicular traffic, including buses.
- 8.94** Adequate walking and cycling links to North Sprowston & Old Catton and St Faiths Road are important to ensure that residents are afforded the opportunity to meet their day to day needs without needing to use the private car.
- 8.95** Recreational provision will be required to meet the needs of new residents of the site in accordance with the adopted local plan standards. Whilst no identified Green Infrastructure Corridors run thorough the site, the location and orientation of children's play space, the provision of landscaping, use of green roofs, walls and street trees delivered through the development of this site should be designed in such as way as to support wider habitat connectivity.
- 8.96** It is likely that any noise impact resulting from the operation of the Airport could be mitigated. Nonetheless, given the proximity of the site to Norwich International Airport a noise assessment will be required to support any planning application in order to identify any necessary mitigation measures that should be conditioned to be delivered as part of the development.

Area Based Policies**Northern Quarter**

GT 16: North Rackheath

AN AREA OF 293HA IS IDENTIFIED AS THE SITE OF THE PROPOSED FORMER RACKHEATH ECO-COMMUNITY, NOW REFERRED TO AS NORTH RACKHEATH. 160HA OF THE NORTH RACKHEATH SITE SHALL BE DEVELOPED AS A MIXED USE DEVELOPMENT, INCLUDING AT LEAST 25HA OF LAND FOR EMPLOYMENT AND PROVISION FOR NECESSARY SERVICES, FACILITIES AND INFRASTRUCTURE. 75HA IS SAFEGUARDED AS THE NORTH RACKHEATH BUFFER ZONE, OF WHICH AT LEAST 30HA SHOULD BE PROVIDED AS A NEW PUBLIC PARK. THE REMAINING 58HA IS SAFEGUARDED FOR THE POTENTIAL FUTURE EXPANSION OF THE PLANNED SETTLEMENT NORTH OF RACKHEATH VILLAGE.

THE LAYOUT OF DEVELOPMENT WILL BE DETERMINED THROUGH A PARTICIPATIVE MASTERPLANNING PROCESS. THE RESULTANT MASTERPLAN, AND AN ASSOCIATED DEVELOPMENT CONCEPT STATEMENT, WILL BE AGREED BY THE DEVELOPER AND BROADLAND DISTRICT COUNCIL PRIOR TO THE COMMENCEMENT OF ANY DEVELOPMENT.

THE MASTERPLAN, AND ASSOCIATED DEVELOPMENT CONCEPT STATEMENT, SHOULD:

>DEMONSTRATE HOW THE DEVELOPMENT OF THE 160HA MIXED USE SITE SHALL BE COMPLETED IN A MANNER WHICH DOES NOT PREJUDICE THE POTENTIAL DEVELOPMENT OF NORTH RACKHEATH AS A WHOLE.

>IDENTIFY LAND FOR NECESSARY SERVICES, FACILITIES AND INFRASTRUCTURE, INCLUDING A SITE OF AT LEAST 12HA WHICH WILL BE SAFEGUARDED AS THE POTENTIAL SITE OF A NEW SECONDARY SCHOOL. THE SECONDARY SCHOOL SITE WILL BE SAFEGUARDED FROM DEVELOPMENT UNTIL 1 APRIL 2020 OR SUCH TIME AS FORMAL NOTIFICATION IS RECEIVED FROM THE LOCAL EDUCATION AUTHORITY THAT THE SECONDARY SCHOOL SITE IS NOT REQUIRED, WHICHEVER IS THE SOONER. IF NOTIFICATION IS RECEIVED FROM THE LOCAL EDUCATION AUTHORITY PRIOR TO 1 APRIL 2020 THAT THE SECONDARY SCHOOL IS REQUIRED THEN THE SITE WILL BE TRANSFERRED TO THE LOCAL EDUCATION AUTHORITY IN ACCORDANCE WITH AN INFRASTRUCTURE PHASING PLAN TO BE AGREED WITH THE LOCAL PLANNING AUTHORITY PRIOR TO THE GRANT OF PLANNING PERMISSION.

CONSIDER THE FEASIBILITY FOR ENHANCED PASSENGER RAIL SERVICES, A NEW RAIL HALT AND A FREIGHT RAIL FACILITY TO BE DELIVERED AS PART OF THE PROPOSED DEVELOPMENT.

Area Based Policies

>INCLUDE A LANDSCAPE MASTERPLAN SETTING OUT THE LEVEL OF PROVISION OF FORMAL RECREATIONAL AND INFORMAL OPEN SPACE PROVISION, INCLUDING A LARGE PUBLIC PARK LAND WITHIN THE IDENTIFIED NORTH RACKHEATH BUFFER ZONE.

>INCLUDE A PHASING PLAN INDICATING THE ORDERLY SEQUENCE OF DEVELOPMENT, INCLUDING HOW INFRASTRUCTURE AND SERVICES ARE TO BE CO-ORDINATED WITH DEVELOPMENT.

UNLESS OTHERWISE AGREED THROUGH THE MASTERPLAN, AND ASSOCIATED DEVELOPMENT CONCEPT STATEMENT, THE DEVELOPMENT OF THE ALLOCATED SITE SHOULD INCLUDE:

>RESIDENTIAL DEVELOPMENT INCLUDING 33% AFFORDABLE HOUSING

>THE DEVELOPMENT OF 25HA OF LAND FOR EMPLOYMENT USES (B1, B2 & B8), THE EMPLOYMENT LAND SHOULD:

- INCLUDE A MIX OF EMPLOYMENT USES CONTAINED WITHIN CLASS B OF THE TOWN AND COUNTRY PLANNING (USE CLASSES ORDER 1987 (AS AMENDED). NO MORE THEN 50% OF THE GROSS LAND AREA SHOULD FALL WITHIN CLASS B1 (OFFICES, RESEARCH AND DEVELOPMENT AND LIGHT INDUSTRIAL)

>LOCAL TRANSPORT IMPROVEMENTS AS NECESSARY TO OFFSET THE IMPACT OF DEVELOPMENT TO INCLUDE:

- AN INTERNAL ROAD NETWORK WITHIN THE DEVELOPMENT THAT PROVIDES CONNECTIVITY BETWEEN ITS EXTERNAL CONNECTION POINTS ON THE EXISTING HIGH NETWORK. THESE ROUTES MUST BE SUITABLE FOR THE PASSAGE OF BUSES, BE CYCLE FRIENDLY AND MAY NEED TO MAKE ALLOWANCES FOR ON STREET CAR PARKING IF IT IS LIKELY TO OCCUR

- ROAD WIDENING AND RELATED IMPROVEMENTS AT THE APPROACHES TO THE NDR ALONG WROXHAM ROAD AND SALHOUSE ROAD

>A TRAVEL PLAN IDENTIFYING AN APPROPRIATIVE PACKAGE OF MEASURES TO SUPPORT SUSTAINABLE TRANSPORT. MEASURES PROVIDED FOR IN THIS TRAVEL PLAN SHOULD INCLUDE:

- EXTENDED LOCAL BUS SERVICES TO SERVE THE DEVELOPMENT INCLUDING AN IMPROVED FREQUENCY OF BUS SERVICES

- OFF CARRIAGEWAY CYCLING FACILITIES BETWEEN GREEN LANE EAST AND STONEHOUSE ROAD, RACKHEATH

- IMPROVED CYCLE CROSSING FACILITIES OF GREEN LANE WEST PROVIDING CONNECTIONS TO THE NDR NEWMAN ROAD OVERBRIDGE

> THE PROVISION OF NECESSARY SOCIAL AND PHYSICAL INFRASTRUCTURE IN ACCORDANCE WITH THE GREATER NORWICH INFRASTRUCTURE PLAN TO INCLUDE NURSERY FACILITIES, SERVICED SITES FOR TWO PRIMARY SCHOOLS OF NO LESS THAN 2HA IN SIZE AND ONE SECONDARY SCHOOL SITE, IF REQUIRED, OF NO LESS THAN 12HA IN SIZE, AT LEAST ONE COMMUNITY BUILDING, A POLICE BEAT BASE AND THE PROVISION OF AT LEAST 0.4 HA SITE FOR A COMMUNITY WASTE RECYCLING CENTRE AND A HEALTH & SOCIAL CARE FACILITY.

>AT LEAST ONE LOCAL CENTRE WHICH PROVIDES FOR A RANGE OF FACILITIES, SERVICES AND EMPLOYMENT USES.

>AN AGREED LANDSCAPE/GREENSPACE STRATEGY WHICH WILL IDENTIFY THE FOLLOWING TO BE DELIVERED AS PART OF THE DEVELOPMENT:

- FORMAL RECREATION IN THE FORM OF SPORTS PITCHES AND CHILDREN'S PLAY SPACE IN ACCORDANCE WITH THE COUNCIL'S ADOPTED POLICIES

- AN AREA OF PUBLIC OPEN SPACE OF AT LEAST 30HA IN SIZE WITHIN THE AREA IDENTIFIED AS THE NORTH RACK HEATH BUFFER ZONE. THIS AREA TO BE LAID OUT AS ACID GRASSLAND, OR A SUITABLE ALTERNATIVE

- THE LAYOUT OF RECREATIONAL OPEN SPACE ALONG THE ROUTE OF THE HIGH PRESSURE GAS PIPELINE ALONG THE EAST OF THE ALLOCATED SITE

- THE RETENTION AND ENHANCEMENT OF THE NORTH-SOUTH LINKAGES CREATED BY THE EXISTING GREEN BELTS THAT FOLLOW THE ROUTE OF THE FORMER RUNWAY

- OTHER APPROPRIATE GREEN LINKAGES ACROSS THE SITE IN ACCORDANCE WITHIN POLICY GT2

>APPROPRIATE INVESTIGATION AND MITIGATION OF CONTAMINATION RELATED TO THE SITE'S FORMER USE AS A WWII AIRFIELD WILL BE REQUIRED.

>APPROPRIATE ARCHAEOLOGICAL INVESTIGATION AND MITIGATION WILL BE REQUIRED TO ASSESS THE FORMER EXTENSIVE LINEAR SETTLEMENT AT RACKHEATH AND THE WWII AIRFIELD.

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>NO DEVELOPMENT WILL BE PERMITTED UNTIL A PHASING PLAN INDICATING THE ORDERLY SEQUENCE OF DEVELOPMENT HAS BEEN APPROVED. THIS WILL NEED TO SHOW BROADLY HOW INFRASTRUCTURE (INCLUDING GREEN INFRASTRUCTURE) AND SERVICES ARE TO BE COORDINATED WITH DEVELOPMENT.

>WITHIN THE RESIDENTIAL AREA OF 58HA, WHICH IS SAFEGUARDED FOR THE POTENTIAL FUTURE EXPANSION OF THE PLANNED SETTLEMENT NORTH OF RACKHEATH VILLAGE, DEVELOPMENT WILL NOT BE PERMITTED WHICH WOULD PREJUDICE THE FUTURE EXPANSION OF THE PLANNED SETTLEMENT NORTH OF RACKHEATH VILLAGE.

- 8.97** The site lies north of Rackheath village. Whilst predominately within the Parish of Rackheath, a small part of the site and the identified buffer zone lies within the Parish of Salhouse. The site is well located in relation to employment at Broadland Business Park and Rackheath Industrial Estate, it is well placed to benefit from public transport improvement in the form of a Rackheath to Norwich Bus Rapid Transit service utilising the Salhouse Road/Gurney Road corridor; the site is also well related to two crossing points of the NDR for non-motorised users: Newman Road overbridge and Bittern Line Bridleway which enable connection to be made to the Norwich Cycle Network.
- 8.98** The whole of the former Rackheath Eco-Community Site, as illustrated in the Rackheath Eco-community Concept Statement, is identified within the Policy and is now referred to as North Rackheath. However, the mixed use development of only 160ha of this site is permitted as a consequence of this policy. The reduction in the overall scale of development north of Rackheath village is necessary as a consequence of the significant delay to the commencement of development relative to the timescale set out in the Eco-Community Concept Statement and resultant need to prefer alternative allocations, which are able to contribute more significantly to meeting JCS housing requirements to 2026 than it is possible for the North Rackheath site to achieve.
- 8.99** Specifically of the 293ha North Rackheath site, 160ha shall be developed as a mixed use development providing approximately 3,000 new homes, 25ha of land for employment and a range of other supporting services, facilities and infrastructure, including formal recreational open space, which is necessary to support a development of this size. 75ha of the site is identified as a buffer zone to the north of the proposed development. This will provide both physical separation between development and sensitive Broads habitats to the north of the site and will also be the location of a new public park of a scale sufficient to provide for local recreation that will avoid detrimental increases in recreational impact on sensitive N2K sites. The remaining 58ha is safeguarded for the potential future expansion of the planned settlement north of Rackheath village.

Area Based Policies

- 8.100** In combination with additional sites allocated to the south of Rackheath village, total development levels in the area are expected to reach at least 3,400 dwellings. This level of development will retain sufficient critical mass to support a range of new local services and facilities^(ix). In combination with other planned development, a sufficient critical mass of development is also maintained along the Salhouse Road corridor to support the delivery of a BRT route^(x).
- 8.101** The precise layout of development will be determined through a participative masterplanning process in accordance with the requirements of JCS Policy 2: Requiring Good Design. The result of this participative process will be a masterplan for the whole of the North Rackheath site and a related development concept statement. The masterplan and accompanying development concept statement must: show the distribution and interrelationships of different land uses; it should identify appropriate land for necessary services, facilities and infrastructure, including a site of at least 12ha suitable for use as a secondary school; it should include a landscape masterplan setting out the level of formal and informal open space to be provided, including how a large new public park will be incorporated into the identified north Rackheath buffer and integrated with the proposed development; it should also include a phasing plan which shows how infrastructure and services are to be co-ordinated with development; and, it should illustrate how the development of the 160ha mixed use site and provision of new public park shall be completed in a manner which does not prejudice the potential future development of the whole North Rackheath site. Consideration should also be given through the development of the masterplan to the feasibility of enhanced passenger rail services, a new rail halt and a freight rail facility. This feasibility should address not only the technical deliverability of the service, halt and/or facility but also their acceptability in environmental and amenity terms in accordance with policies of the development plan.
- 8.102** Whilst precise layout of development will be determined though the process described above regard should be had as part of this process to the following considerations: at least one local centre should be provided as part of the development. This may take the form of a High Street as proposed in the original concept submitted to government as part of the Eco-Town programme. The local centre should contain a range of shops, services, leisure facilities and employment opportunities, acting as a focus for activity. Given its overall scale the development north of Rackheath will comprise more than one neighbourhood. Therefore the

- ix Sustainability Appraisal (SA) of the Joint Core Strategy for Broadland, Norwich and South Norfolk: SA for the Broadland Part of the Norwich Policy Area following the High Court ruling of 24 February 2012, Technical Appendix (December 2012) page 254 paragraph 2.1 to 2.4
- x Sustainability Appraisal (SA) of the Joint Core Strategy for Broadland, Norwich and South Norfolk: SA for the Broadland Part of the Norwich Policy Area following the High Court ruling of 24 February 2012, Technical Appendix (December 2012) page 255 paragraph 3.2

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masterplanning process for the development should give consideration to whether additional local centres should be provided, and how other neighbourhood focal points, such as public squares, parks, community facilities, or employment areas are integrated into the development in order to achieve a series of walkable neighbourhoods.

8.103 The mixed use development must also be supported by a range of social and transport infrastructure. This infrastructure includes road junction improvements and new road links, public transport and walking and cycling facilities, nursery facilities, two new primary schools, a community building, space for a new health and social care facility, sports pitches and children's play space and informal recreational open space, including a large new public park.

8.104 The essential transport requirements to support the proposed new development are set out within the policy and comprise:

- Road widening at the approaches to the NDR junctions on Salhouse Road and Wroxham Road which are necessary to offset the impact of development on the Highway Network.
- An internal road network will be required within the development that provides connectivity to the external connection points on the existing highway network. This network must be suitable for the passage of buses, including Bus Rapid Transit services, be cycle friendly in order to maximise the potential for the use of these transport modes. The road network should also make allowances for on street parking which may occur.
- Off-carriage cycling facilities should be provided between Green Lane West and Stonehouse Road. These could be co-located with the green infrastructure links provided along the route of the gas pipeline. This link will ensure that residents of existing and new development have fast and direct connections to the public open space at the north of the site and form part of wider cycling links between Thorpe St Andrew and Wroxham.
- Safe pedestrian and cycle crossing facilities should be undertaken at Green Lane West to provide connections to the Newman Road NDR overbridge. Also between Green Lane East and Green Lane West at the junction with Salhouse Road to provide safe and direct connections to the Bittern Line Bridleway provided as part of the NDR proposals.

8.105 In addition to the transport requirements, a range of other social and community infrastructure is also identified in the policy. These requirements are based on the Greater Norwich Infrastructure Plan (GNIP), which sets out the requirements for necessary infrastructure to support development. Updated on a periodic basis the most recent GNIP will form the basis of infrastructure and facilities sought within any application, this will allow for any changes in the baseline between the allocation of the site and the approval of an application to be taken into account, which alter the necessary infrastructure requirements.

- 8.106** Green infrastructure will also be an important part of new development. In this regard, one primary green infrastructure corridor passes through the site. This is
- Mousehold Heath and the Broads.
- 8.107** In order to support the delivery of this corridor, development on this site would create north-south green infrastructure links using the existing tree belts and orientating open space along the route of the high pressure gas mains, which runs through the site.
- 8.108** In addition, the habitat regulations assessment for the JCS identified the need to provide an undeveloped buffer zone between development north of Rackheath Village and the Broads, the extent of this 75ha site is shown on the policies maps. In order to meet local recreational needs, eliminating potential detrimental increased recreational impact on sensitive N2K sites, a significant area of publicly accessible acid grassland, or a suitable alternative, should be provided within the undeveloped buffer zone. This new public park is direct mitigation for the proposed new settlement north of Rackheath village, and consequently will be secured via S106, or other legal agreement in connection with any grant of a planning permission relating to the site. The infrastructure phasing plan provided in connection with the masterplan for the site should include an illustration of how this parkland will be made available to the public at an early point in the development in order to help form the recreation patterns of new residents.
- 8.109** As set out within the supporting text to policy GT12, Broadland District Council's preferred site for the provision of a new Secondary School is to the west of Wroxham Road, adjacent to the North Sprowston and Old Catton development. However, should this site not be able to be secured or prove technically infeasible then the secondary school will be delivered on the reserve site identified through the masterplanning process for the new settlement north of Rackheath village. The Local Education Authority will provide notification of the requirement for the secondary school site on or before 1 April 2020. If not needed for the purpose of a Secondary School the site shall be treated as any other part of the mixed use scheme, which is not safeguarded for any particular use.
- 8.110** Given the former use of the site as a WWII Airfield there is the need for appropriate investigation and, if needed, mitigation, to ensure the site is suitable for residential use. Furthermore, the site may have some archaeological interest related to its historic heathland edge location and the activity which took place during WWII. Appropriate investigation and recording or preservation will need to be carried out in regards to these issues.

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- 8.111** As much of the local area is underlain by areas of sand and gravel resources, which are safeguarded under Policy CS16 of the Norfolk Minerals and Waste Core Strategy, prior to development, consideration will need to be given to whether these resources are economically viable and if it would be appropriate to work these resources before any development takes place.
- 8.112** For the avoidance of doubt, the 58ha residual safeguarded area is not identified for development. The Area Action Plan positively allocates sites that will fulfil the requirements of the Joint Core Strategy. In doing so the AAP meets the objectively assessed need in so far as it relates to the Growth Triangle. It would be inappropriate to release further sites for development as it would prejudice matters, specifically the scale and appropriate distribution of development over the period beyond that considered through the JCS.
- 8.113** There is a strong logic to this approach. Having considered all reasonable alternatives in the plan preparation process the JCS has determined the appropriate distribution of development. Further substantial incremental increase in the scale of greenfield allocations risks key parts of this strategy. In particular it may undermine the delivery of sustainable brownfield sites within Norwich and its built up fringe. This would conflict with the intention of paragraphs 17 and 11 of the NPPF, which seek to make the best use of brownfield land.
- 8.114** However, the safeguarded area is recognised as being suitable for the future expansion of the new settlement north of Rackheath Village. The potential allocation of the safeguarded site will be addressed through a review of the Broadland Local Plan. In allocating future development sites, regard will be given to the benefits of expanding the planned settlement north of Rackheath Village over the whole area identified in the policy. The allocation of further land for the expansion of the planned settlement north of Rackheath Village is dependent upon:
- A need for further housing sites to meet an objectively assessed need for housing beyond 2026 being established through an updated strategic housing market assessment, or equivalent process;
 - It being concluded that there are insufficient alternative sites which could meet the need for housing and are more sustainable;
 - Development of the allocated site has begun in a timely fashion, there is strong evidence that the site will achieve the necessary annual development rate of homes to meet the housing forecast as set out in the AAP housing trajectory and that the site will continue to deliver at an appropriate annual delivery rate in the future.
 - The site has met or exceeded the standards proposed in the Rackheath Concept Statement or any replacement that has been agreed with the local planning authority through an appropriate participative masterplanning process.

GT 17: Land Adj. Salhouse Road, Rackheath

A SITE OF APPROXIMATELY 3.5HA TO THE NORTH OF SALHOUSE ROAD IS EXPECTED TO BE COMPLETED IN ACCORDANCE WITH THE EXISTING PLANNING PERMISSION.(OTHER THAN THE APPROVAL OF MATTERS RESERVED) THIS WILL PROVIDE FOR A COMPREHENSIVE DEVELOPMENT INCLUDING THE FOLLOWING:

- > RESIDENTIAL DEVELOPMENT INCLUDING 33% AFFORDABLE HOUSING
- > PEDESTRIAN AND CYCLE LINKS WITHIN THE SITE AND TO THE ALLOCATION FOR MIXED USE DEVELOPMENT GT16: NORTH RACKHEATH
- > AN AGREED LANDSCAPE MASTERPLAN WILL BE REQUIRED PRIOR TO THE COMMENCEMENT OF DEVELOPMENT. THE LANDSCAPE MASTERPLAN SHOULD INCLUDE:
 - > RECREATIONAL AREAS AND PUBLIC OPEN SPACE IN ACCORDANCE WITH THE COUNCIL'S STANDARD POLICIES

- 8.115** The site, known as Salhouse Road, Rackheath, benefits from outline planning permission, which will enable the delivery of a small residential estate to the north of Rackheath Village. The site is relatively well located in relation to the small range of services provided within the village.
- 8.116** Any replacement permission should provide affordable housing and recreational open space in accordance with the adopted standards of the Local Plan. In addition, there continues to be proposals for significant development north of Rackheath Village and it remains important to ensure that residents of this development can easily access the new services and facilities which will be delivered as part of this larger development.
- 8.117** A landscape masterplan will be required to demonstrate how landscaping provided as part of the development of the site effectively contributes to maintaining and enhancing landscape links between the existing landscape belt north of Rackheath Village and open space to be provided as part of the major development north of Rackheath Village along the route of the high pressure gas main west of the Bittern railway line.

Area Based Policies**GT 18: Land South of Green Lane West**

A SITE OF APPROXIMATELY 14HA TO THE SOUTH OF GREEN LANE WEST IS ALLOCATED FOR RESIDENTIAL DEVELOPMENT. THIS DEVELOPMENT WILL INCLUDE:

- > RESIDENTIAL DEVELOPMENT INCLUDING 33% AFFORDABLE HOUSING
- > PEDESTRIAN AND CYCLE LINKS ACROSS THE FRONTAGE OF THE SITE ADJACENT TO GREEN LANE WEST.
- > THE PROVISION OF NECESSARY LAND TO ENABLE ROAD WIDENING OF THE SALHOUSE ROAD BRT CORRIDOR AND ANY NECESSARY ROAD WIDENING REQUIRED IN CONNECTION WITH MAJOR DEVELOPMENT NORTH OF RACKHEATH VILLAGE.
- > AN AGREED LANDSCAPE MASTERPLAN WILL BE REQUIRED PRIOR TO THE COMMENCEMENT OF DEVELOPMENT. THE LANDSCAPE MASTERPLAN SHOULD INCLUDE
 - > RECREATIONAL AREAS AND PUBLIC OPEN SPACE IN ACCORDANCE WITH THE COUNCIL'S STANDARD POLICIES.
 - > EXTENSIVE LANDSCAPING ALONG THE WESTERN EDGE OF THE SITE ADJACENT TO THE ROUTE OF THE PROPOSED NORTHERN DISTRIBUTOR ROAD.
- > AN APPROPRIATE NOISE ASSESSMENT TO IDENTIFY ANY APPROPRIATE MITIGATION NECESSARY TO OFFSET THE IMPACT OF THE OPERATION OF THE NORTHERN DISTRIBUTOR ROAD.

8.118 This site, referred to as Land South of Green Lane West, lies to the south of Rackheath Village. Whilst somewhat separated from the major development site north of Rackheath Village, this site is well related to the small range of services provided within the village and lies adjacent to the proposed Salhouse BRT corridor. This site also provides the opportunity for early residential development ahead of larger strategic sites identified within this plan which require more upfront infrastructure investment.

8.119 New cycling and pedestrian links across the frontage of the site, which are required as part of this allocation, will improve access to the Newman Road overbridge and Bittern Line Bridleway, which will improve the permeability of the NDR for non-motorised users. It will also improve linkages to the walking and cycling links adjacent to the Bittern Line, which are also to be provided through the NDR. It is

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proposed as part of this plan that the Bittern Line walking and cycling links should be extended southwards to link the Dussindale Estate and Broadland Business Park to Rackheath and northwards to eventually link with Wroxham.

- 8.120** Land either side on Green Lane West will be needed in order to enable the delivery of road improvement schemes that will facilitate the delivery of BRT services and improved cycling facilities. Some land is also likely to be necessary to support road widening on the south bound approaches to the Salhouse Road NDR junction in order to enable the proposed major development north of Rackheath Village. In advance of the design and implementation of these necessary road improvements, development on this site which encroaches into such an area will not be permitted.
- 8.121** Affordable housing, sports pitches and children's play space will be delivered to meet the needs of new residents of the development in accordance with the adopted standards of the Local Plan.
- 8.122** The initial view of Broadland's Environmental Health department is that it is likely that any noise impact resulting from the operation of the NDR is unlikely to be a significant constraint to the development of the site. Nonetheless, given the proximity of the site to the NDR a noise assessment will be required to support any planning application in order to identify whether any noise mitigation measures are necessary and if so what mitigation measures should be conditioned as part of the development.
- 8.123** A landscape masterplan will be required to demonstrate how landscaping provided as part of the development of the site enhances the depth of woodland screening to the NDR through the provision of an additional tree belt, of at least 25 metres in depth, along the south-west boundary of the site. Further landscaping or open space should be located and orientated to enhance the depth of Newman Road woods in recognition of its position along the Mousehold Heath to the Broads Primary Green Infrastructure corridor.

Area Based Policies**GT 19: Land South of Green Lane East**

A SITE OF APPROXIMATELY 7HA TO THE SOUTH OF GREEN LANE EAST IS ALLOCATED FOR RESIDENTIAL DEVELOPMENT. THIS DEVELOPMENT WILL INCLUDE:

- > RESIDENTIAL DEVELOPMENT INCLUDING 33% AFFORDABLE HOUSING
- > PEDESTRIAN AND CYCLE LINKS ACROSS THE FRONTAGE OF THE SITE ADJACENT TO GREEN LANE EAST.
- > AN AGREED LANDSCAPE MASTERPLAN WILL BE REQUIRED PRIOR TO THE COMMENCEMENT OF DEVELOPMENT. THE LANDSCAPE MASTERPLAN SHOULD INCLUDE
 - > RECREATIONAL AREAS AND PUBLIC OPEN SPACE IN ACCORDANCE WITH THE COUNCIL'S STANDARD POLICIES.
 - > EXTENSIVE LANDSCAPING ALONG THE WESTERN EDGE OF THE SITE ADJACENT TO THE ROUTE OF THE PROPOSED NORTHERN DISTRIBUTOR ROAD.
- > AN APPROPRIATE NOISE ASSESSMENT TO IDENTIFY ANY APPROPRIATE MITIGATION NECESSARY TO OFFSET THE IMPACT OF THE OPERATION OF THE NORTHERN DISTRIBUTOR ROAD.

- 8.124** This site, referred to as Land South of Green Lane East, lies to the south of Rackheath Village. Whilst somewhat separated from the major development site north of Rackheath Village, this site is well related to the small range of services provided within the village and lies adjacent to the proposed Salhouse BRT corridor. This site also provides the opportunity for early residential development ahead of larger strategic sites identified within this plan which require more upfront infrastructure investment.
- 8.125** New cycling and pedestrian links across the frontage of the site, which are required as part of this allocation, will improve access to the Newman Road overbridge and Bittern Line Bridleway, which will improve the permeability of the NDR for non-motorised users. It will also improve linkages to the walking and cycling links adjacent to the Bittern Line, which are also to be provided through the NDR. It is proposed as part of this plan that the Bittern Line walking and cycling links should be extended southwards to link the Dussindale Estate and Broadland Business Park to Rackheath and northwards to eventually link with Wroxham. Development of this smaller site provides the opportunity for early residential development ahead of larger strategic sites identified within this plan which require larger infrastructure investment.

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- 8.126** Affordable housing, sports pitches and children's play space will be delivered to meet the needs of new residents of the development in accordance with the adopted standards of the Local Plan.
- 8.127** The initial view of Broadland's Environmental Health department is that it is likely that any noise impact resulting from the operation of the NDR is unlikely to be a significant constraint to the development of the site. Nonetheless, given the proximity of the site to the NDR a noise assessment will be required to support any planning application in order to identify whether any noise mitigation measures are necessary and if so what mitigation measures should be conditioned to deliver as part of the development.
- 8.128** A landscape masterplan will be required to demonstrate how landscaping provided as part of the development of the site provides additional woodland screening of the NDR through the provision of a tree belt along the south-west boundary of the site. In addition, the landscape masterplan should illustrate how SUDs will be integrated into the development. The SUDs strategy should address any overland flows related to the site and to this end the early engagement of the lead flood risk authority (Norfolk County Council) should be sought during the production of a Flood Risk Assessment.

Monitoring and Implementation Framework**9 Monitoring and Implementation Framework**

Monitoring and Implementation Framework

Contingency

- 9.1** The Northern Distributor Road (NDR) is essential to the delivery of development within the Growth Triangle. Without the NDR the road network within the Growth Triangle is unsuitable for the scale of development identified within the Joint Core Strategy (JCS).
- 9.2** The NDR is currently being considered as a Nationally Significant Infrastructure Project (NSIP). There is a strong likelihood that the NDR will be delivered in accordance with the timescale set out below:

NDR Key Milestones

Milestone	Date
Postwick Construction Starts	Spring 2014
Completion of Postwick Junction Works	Summer 2015
NDR NSIP Application Submitted	January 2014
Determination of NDR NSIP Application	Winter 2014/15
NDR Site Clearance Works	Spring 2015
NDR Main Works Start	Summer 2015
NDR Open to Traffic	Summer 2017

- 9.3** If delivered in line with these milestones then the NDR will not constrain the rate of development and the AAP Housing Trajectory will be deliverable.
- 9.4** However, ahead of the commencement of the NDR it is necessary to plan for the eventuality, however unlikely, of non-delivery or significant delay to its construction.
- 9.5** The Joint Core Strategy (JCS) sets out that in advance of the NDR or improvements to Postwick Junction the 1,440 committed dwellings within the Sprowston Fringe, a 200 home exemplar scheme at Rackheath and an additional 94 dwellings at Rackheath can be developed. Also, that following improvements to Postwick Junction at least a further 1,600 dwellings can be developed.
- 9.6** Further assessment work has since been undertaken and established that an increased level of development can be accommodated ahead of the NDR.
- 9.7** This assessment has identified that at least 450 additional homes can be accommodated in the vicinity of Postwick Junction beyond the levels identified in the JCS. This 450 is in addition to other small scale permissions in the area not already identified in the JCS. Also, Beyond Green Developments have

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demonstrated to the satisfaction of the Highway Authority that a first tranche of 895 homes can be accommodated in North Sprowston and Old Catton ahead of the NDR.

9.8 Therefore, based upon current evidence, 4,687 homes can be accommodated ahead of the NDR. This would be an uplift of 3,308 homes above the 2008 baseline commitment. The table below sets out the sites which are expected to deliver these homes.

9.9 The levels of development identified above represent a reasonable evaluation of the capacity for development ahead of, or in the absence of the NDR, based upon a proportionate evidence base. However, further development in excess of the levels identified above may be considered to be acceptable subject to detailed consideration of transport assessments provided in relation to individual sites.

Infrastructure Dependencies

9.10 In order to deliver the full scale of growth identified in 9.23 the following infrastructure will need to be delivered:

- Postwick Hub
- A link road between Postwick Hub and Plumstead Road
- Improvements to the A1042/B1150 junction; the B1150/George Hill junction; and, the B1150/White Woman Lane junction
- The provision of a new bus service of 30 minute minimum frequency between the hours of 07:00 and 18:00 Monday to Saturday along the North Walsham Road
- an enhancement to Sprowston Park & Ride to provide 12 minute frequency service.

Action to be taken in the Event of non-delivery or significant delay to the NDR

9.11 In the short term Policy 22 of the JCS sets out the actions to be taken should there remain a significant shortfall in the 5-year supply of housing land in the Broadland NPA, which would be one consequence of the failure to deliver the NDR in a timely manner. This will effectively address short term housing land supply pressures.

9.12 Over the longer term, paragraph 7.18 of the JCS makes clear that if it becomes apparent that there is no possibility of the timely construction of the NDR, a review of the JCS proposals for Growth would be triggered.

9.13 Such a review would be likely to commence in 2015 should the outcome of the NSIP process indicate the likelihood of significant delay to the delivery of the NDR.

Sites which can be accommodated ahead of the NDR

Site/Location	Status	Site Capacity	Predicted Start Date	Assumed Rate of Delivery
Sites Completed / Under Construction				
Trinity Close, Rackheath, Phase I	Complete	12	N/A	N/A
Trinity Close, Rackheath, Phase II	Under Construction	14	2014/15	25
Spixworth Road, Old Catton	Complete	40	N/A	N/A
White House Farm (South-West)	Under Construction	1,233	2014/15	150
Extant Planning Permissions				
Home Farm, Phase IV & V	Outline Approval	Phase IV 89 (9 unit uplift from 2008) Phase V 80 (14 unit uplift from 2008)	2015/16	25
Land Adj. Salhouse Road	Outline Approval	79	2015/16	25
Brook & Laurel Farm	Outline Approval	600	2016/17	100
North Sprowston & Old Catton	Outline Approval	895	2016/17	170-180
New Allocations				
Land South of Salhouse Road	Allocation	1,400	2017/18	150
Land North of Plumstead Road	Allocation	45	2016/17	25
Rackheath Exemplar	Allocation	200	2019/20	50
Total Site Capacity			4,687 (3,308 uplift from 2008)	

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Implementation

- 9.14** Investment is needed across the Greater Norwich area to ensure that the necessary infrastructure is provided in a timely manner preventing the private sector from becoming constrained and unable to deliver housing and jobs growth.
- 9.15** Policy 20: *Implementation* of the Joint Core Strategy (JCS) applies to the whole of the Greater Norwich Area and establishes an effective implementation framework which will deliver appropriate infrastructure in a timely manner. Where an allocation for development is expected to contribute to the delivery of infrastructure this is set out in the respective allocation policy. However, a more generalised implementation policy, which would essentially repeat JCS policy is not considered to be necessary.
- 9.16** The key mechanisms which will support the delivery of the Growth Triangle are set out below.

Greater Norwich City Deal

- 9.17** The Greater Norwich City Deal was published on 12 December 2013. It has three key strands:
- Targeted enterprise and innovation.
 - Meeting the infrastructure needs of a growing and expanding local economy.
 - A Local Enterprise Partnership (LEP) wide skills programme.
- 9.18** The Greater Norwich City Deals has enabled the establishment of a Strategic and Local Infrastructure Fund to support the delivery of critical infrastructure and/or release stalled development sites.

Greater Norwich Growth Board

- 9.19** The Greater Norwich Growth Board (GNGB) has been established to ensure a co-ordinated approach to implementing the Greater Norwich City Deal and JCS, including the JCS commitment to the Growth Triangle Area Action Plan. The GNGB works to deliver these two key plans through a programme of delivery (Annual Investment Plan) set by the constituent local authorities and the New Anglia LEP (Local Enterprise Partnership).
- 9.20** The GNGB Annual Investment Plan is informed by the Greater Norwich Investment Plan (GNIP). The GNIP is updated on a bi-annual basis and sets out the infrastructure delivery programme to 2026, and where necessary beyond.
- 9.21** A schedule of the NE Infrastructure Package based upon the GNIP is included in the Appendix to this plan.

Monitoring and Implementation Framework**Monitoring**

- 9.22** Local Planning Authorities must publish information at least annually that shows, amongst other things, how the implementation of policies in the Local Plan is progressing, and the steps being taken to secure the delivery of any policies not currently being implemented.
- 9.23** A considerable amount of monitoring is already done, as committed to as part of the Joint Core Strategy. An Annual Monitoring Report (AMR) is published at the end of each calendar year, charting the progress made in the previous financial year. Information available in the AMR includes data related to the sustainability appraisal baseline evidence, the completion of planning documents, and the five-year housing land supply statement.
- 9.24** For the North East Growth Triangle Area Action Plan it is proposed that an appendix will be published alongside the AMR, consisting of the table shown below to track progress against each of the AAP's policies.
- 9.25** The first three columns -- "Policy / Allocation", "Scheme / Target", "Milestone" -- will be unchanged, with the last two columns -- "Progress" and "Comments" -- being updated annually. The "Progress" column will consist of quantifiable measures, such as homes completed or employment floor space built. The "Comments" column will be contextual, explaining whether and why delivery is behind the original trajectory.

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Monitoring Framework

Policy / Allocation	Scheme / Target	Milestone	Progress	Comments
GT1: Form of Development	1m ² of community, retail, business floorspace for every 30m ² of residential floorspace on Mixed Use Allocations	N/A	The planning permission for North Sprowston & Old Catton includes a 1:20 ratio of employment floorspace to residential floorspace.	
GT2: Green Infrastructure	Delivery of Public Parks at Harrison's Plantation, Beeston Park and North Rackheath Buffer	Public Access to Harrison's Woodland Park by 2015/16		Harrison's Plantation secured via planning permission. Broadland Annual Business Plan 2014 makes provision to secure early public access.
		Public Access to Beeston Park by 2016/17		Beeston Park secured via planning permission for North Sprowston & Old Catton. Public Access to be enabled as part of the first phase of development which is due to be begun in 2016.
		Public Access to North Rackheath Buffer by 2020/21		
		N/A		For the purposes of monitoring an average household size of 2.5 persons per dwellings has been assumed.
	Indicator: Number of Area Action Plan Allocations granted planning permission contrary to the advice of Natural England on the grounds of increased recreational impact on N2K sites. Target: Zero	N/a		

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Policy / Allocation	Scheme / Target	Milestone	Progress	Comments
GT3: Transport	Completion of Orbital Road & Cycle Links by 2026	Cranley Road to Plumstead Road 2016/17	Planning Permission Granted	Construction of Postwick Hub was begun in Spring 2014.
		Plumstead Road to Salhouse Road Cycle and Pedestrian Links 2019/2020	EIA Scoping Received for 1,400 Homes South of Salhouse Road - Illustrative Masterplan includes appropriate Cycle and Pedestrian links	Postwick Hub is expected to be complete Winter 2015/16.
		Wroxham Road to Salhouse Road 2019/20	Planning Permission for White House Farm (South-west) commenced May 2014	Construction on Wroxham Road to Salhouse Road due to be begun January 2015.
		Wroxham Road to North Walsham Road 2019/20	Resolution to Grant Planning Permission	
		North Walsham Road to Spixworth/Buxton Road 2022/23	Resolution to Grant Planning Permission	
		Buxton Road to St Faiths Road 2025/26	Resolution to Grant Planning Permission	
		St Faiths Road to Airport	Feasibility Assessment Begun 2014/15	
		Full Cycle and Pedestrian Links 2026	N/A	
		Delivery of Salhouse Road BRT and Cycle Improvements	Cycle Link to be delivered by 2019/20 Phase I BRT Improvements 2019/20	Phase I Harrison Plantation Cycle Link & Connection to Norwich Cycle Network to be delivered 2015.

Monitoring and Implementation Framework

Policy / Allocation	Scheme / Target	Milestone	Progress	Comments
	Delivery of Broadland Way Cycle and Pedestrian Links between Dussindale and Rackheath / Stonehouse Road	BBP to Rackheath 2019/20	Completion of Blue Boar Lane to WHF Junction Cycle Link 2021/22.	Broadland District Council committed spending £1.45M of Rackheath PoD monies to improved cycle links (Insert Date)
GT4: Home Farm	290 Homes Total. 169 Homes remaining (Phase IV 89 Homes & Phase V 81 Homes)	Phase 5 - Commencement 2014/15 Phase 4 - Commencement 2018/19	120 Homes (Phases II & III) already completed Extant Planning Permissions for Phases IV & V.	
GT5: White House Farm	1,233 Homes, Road and Cycle Links, Primary School, Sports Pitches & Children's Play Space & Woodland Park	Phase I - Commencement 2014/15 Phase II - Commencement 2019/20 Public Access to Woodland Park - 2018/19 Primary School - 2018/19	Outline Permission for 1,233 Homes Reserved Matters consent for 1st Phase of 448 Homes. Development Commenced on 1st Phase May 2014	
GT6: Brook Farm	600 Homes, Road and Cycle Links, Local Centre Sports Pitches & Children's Play Space & Informal Open Space	Commencement 2017/18	Outline Permission for 600 Homes	Development of the site is contingent upon improvements to Postwick Junction.

Monitoring and Implementation Framework

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Policy / Allocation	Scheme / Target	Milestone	Progress	Comments
GT7: Land South of Salhouse Road	1,400 Homes, Road and Cycle Links, Primary School, Sports Pitches & Children's Play Space, Community Building, Police Beat Base & Informal Open Space	Commencement 2017/18	EIA Scoping Received for 1,400 Homes South of Salhouse Road	
GT8: Land north of Plumstead Road	45 Homes, vehicular connection to Salhouse Road, formal recreation, and landscaping	Commencement 2016/17		
GT9: Broadland Business Park (North Site)	7,800 sqm B1 Office 49,700 sqm B2 / B8	Commencement 2017/18	Outline Permission	Development of the site is contingent upon improvements to Postwick Junction.
GT10: Broadland Gate	42,000sqm B1/B8 4,500sqm A1, A2, A3 & A4 7,500sqm C2, C3 (excluding residential) and D1 7,000sqm Hotel 2,100sqm C1, A3, A4, D2 1,200sqm Car Showroom	Commencement 2019/20	Outline Permission	Development of the site is contingent upon improvements to Postwick Junction.
GT11: Land East of Broadland Business Park	850 Homes, Primary School, Nursery, Community Building, Police Deployment Base, Cycle Links and Landscaping.	Commencement 2018/19		Development of the site is contingent upon improvements to Postwick Junction.

Monitoring and Implementation Framework

Policy / Allocation	Scheme / Target	Milestone	Progress	Comments
GT12: North Sprowston & Old Catton	3,520 Homes & 16,000sqm of employment floorspace, Road and Cycle Links, 2 New Primary Schools, Sports Pitches & Children's Play Space, Community Building, Library and Health Facilities & Country Park - Possible Secondary School	Commencement 2016/17	Resolution to Grant Outline Permission.	Development of more than 895 Homes is contingent upon NDR.
GT13: Norwich RFU	250 Homes	Commencement 2018/19		Development s is contingent upon NDR.
GT14: Land East of Buxton Road	300 Homes	Commencement 2017/18	EIA Scoping Received for 300 Homes Land East of Buxton Road	Development is contingent upon NDR.
GT15: Land North of Repton Avenue	300 Homes and land for employment	Commencement 2016/17		
GT16: North Rackheath	3,000 Homes & 25ha land for employment, Road and Cycle Links, 2 New Primary Schools, Local Centre Sports Pitches & Children's Play Space, Community Building, Home Waste Recycling Centre & Significant Informal Open Space - Possible Secondary School	Commencement of Development 2019/20 Provision of Rackheath Buffer 2021/22		Site Identified as location for Eco-Town under PPS1 Supplement: Eco-Towns Development of more than 200 Homes is contingent upon NDR.
GT17: Land Adj. Salhouse Road, Rackheath	80 Homes (79 Net)	Commencement 2016/17	Outline Planning Permission	

Monitoring and Implementation Framework

Policy / Allocation	Scheme / Target	Milestone	Progress	Comments
GT18: Land South of Green Lane West	300 Homes, cycle links, landscaping	Commencement 2016/17	EIA Screening Received May 2014 for 300-320 dwellings Land South of Green Lane West.	Development is contingent upon NDR. EIA Screening Received May 2014 - scheme is EIA development.
GT19: Land South of Green Lane East	150 Homes, cycle links, landscaping	Commencement 2022/23		Development is contingent upon NDR.
GT20: White House Farm (North-East)	460 Homes, formal recreation, landscaping	Commencement 2020/21		Development is contingent upon the NDR
GT21: Land east of Broadland Business Park (North Site)	300 Homes, formal recreation, landscaping	Commencement 2018/19		Development is contingent upon the NDR

Appendices

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Glossary

Annual Monitoring Report (AMR) Used to inform the implementation of the Joint Core Strategy. Data collected shows the impact of spatial plans against the Sustainability Appraisal baseline of evidence.

Ancient Woodland Usually predates 1600, has grown naturally, and thus carries particular conservation importance.

Anglian Water Resource Management Plan Prepared by Anglian Water every five years to guide their investment decisions, including for new water supply and sewerage infrastructure. The Plan is consulted upon with Government bodies like Natural England and the Environment Agency and has to be agreed with the Water Services Regulatory Body (OfWat).

Bittern Line A railway line from Norwich to Cromer and to Sheringham. The route runs next to the Broadland Business Park and to Salhouse, so it is of relevance to plans for the Growth Triangle

Broadland Business Park First allocated in the 2001 Broadland Local Plan for 78 hectares of employment, it is an established location for jobs, and of key strategic importance to the Growth Triangle.

Bus Rapid Transit (BRT) Bus-based public transport service providing more frequent and faster services than an ordinary bus route, achieved by making improvements to existing infrastructure, vehicles and scheduling.

City Cycle Ambition Programme £5.7 million of improvements to an eight-mile route from the Norfolk and Norwich Hospital and the University of East Anglia, across the City Centre, to Heartsease and the urban fringe of the Broadland District

Design and Access Statement Required to be written by applicants making a planning application, and first introduced as one of the provisions in the 2004 Planning and Compulsory Purchase Act.

Community Infrastructure Levy (CIL) A tariff-based charge paid by developers and collected by local authorities to pay for infrastructure, like roads and education. The amount charged is set locally, so varies according to local land values, and works in conjunction with fewer Section 106 obligations being paid by the developer. Broadland has been operating a CIL charging schedule since 2013.

County Wildlife Sites Places of important natural habitat that are designated by Norfolk County Council. Sites can be either publicly or privately owned, so the responsibility for managing them for conservation can differ.

Eco-community Refers to the proposal for large-scale development on the former World War II base at Rackheath.

Greater Norwich Growth Board (GNGB) Involves the Broadland, Norwich, Norfolk, and South Norfolk local authorities, as well as the New Anglia Local Enterprise Partnership, in overseeing the investment to provide homes, create jobs, and invest in infrastructure.

Greater Norwich Investment Plan (GNIP) A document to co-ordinate and to bid for investment for the many projects that are proposed for Broadland, Norwich and South Norfolk. Amongst the projects are roads, cycling paths, public transport, schools, parks, sports facilities, libraries, and community buildings.

Greater Norwich City Deals an agreement with Central Government to increase the investment in new homes, jobs, and infrastructure, supplementing the proposals already established in the Joint Core Strategy. Key features include: a step-change in the commercialisation of the Norwich Research Park, at least 300 new businesses and 3,000 new high-value jobs, and an additional £100 million in private invest to support business growth.

Green Infrastructure (GI) Comprises green spaces and interconnecting green corridors in urban areas, the countryside in and around towns and rural settlements, and in the wide countryside. It includes natural green spaces colonised by plants and animals and dominated by natural processes and man-made green spaces such as areas used for outdoor sport and recreation including public and private open spaces, allotments, urban parks and designed historic landscapes as well as their many interconnections like footpaths, cycleways, and waterways.

Habitats Regulations Assessment (HRA) Derived from European law, the Habitats Directive (92/43/EEC) requires that habitats and species of special conservation value are taken in to account during the preparation of plans and programmes, and is incorporated in to UK law with the Conservation of Habitats and Species Regulations 2010. The Appropriate Assessment as it is termed considers 'European sites', such as those with designations as Special Areas of Conservation (SAC), Special Protection Area (SPA) -- collectively know as "Natura 2000 sites -- and unless otherwise stated wetland habitats under the Ramsar Convention on the Protection of Wetland Habitats.

Historic Parks and Gardens Under the provisions of the Natural Heritage Act 1983, English Heritage keeps a register of historic parks and gardens that should be protected for their value as a "celebration of designed landscapes". Specifically for the Growth Triangle, historic parks and gardens are found at Beeston, Rackheath, and Sprowston.

Master-planning A term to describe the plans that illustrate where roads will be laid, buildings positioned, and landscaping incorporated on new developments.

Mixed Use Development Unless otherwise specified in an allocation policy the 1:30 ratio of gross floor space within Mixed Use Development includes any of the following uses:

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- hairdressers, undertakers, travel and ticket agencies, post offices (but not sorting offices), pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes, within class A1: **Shops**
- Financial services such as banks and building societies, professional services (other than health and medical services) including estate and employment agencies and betting offices within class A2: **Financial and professional services**
- restaurants, snack bars and cafes within class A3: **Restaurants and cafes**
- Public houses, wine bars or other drinking establishments (but not night clubs) within class A4: **Drinking Establishments**
- Hot Food Takeaways for the sale of hot food for consumption off the premises within class A5 **Hot food takeaways**
- Offices (other than those that fall within A2), research and development of products and processes, light industry appropriate in a residential area within class B1 **Business**
- hospitals, nursing homes, boarding schools, residential colleges and training centres within class C2: **Residential institutions**
- Clinics, health centres, creches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, non-residential education and training centres within class D1: **Non-residential institutions**
- swimming baths, skating rinks, gymnasiums but not areas for indoor or outdoor sports and recreation within class D2: **Assembly and leisure**

National Planning Policy Framework (NPPF) Published in 2012, the new document consolidated Government guidance on how the land-use planning system should work in England.

Northern Distributor Road (NDR) A dual-carriageway road proposed to the north of Norwich, linking the A47 at the south-east of the City with the A1067 (Fakenham Road) to the north-west of Norwich.

Norwich Policy Area (NPA) The part of Norfolk that is centred on and strongly influenced by the presence of Norwich as a centre for employment, shopping and entertainment, generally comprising the fringe and first ring of large villages around the city of Norwich, but extending to Long Stratton and Wymondham.

Norwich Airport Industrial Area A key employment area on the edge of the Growth Triangle. Currently only accessed by vehicles off Fifer's Lane, the Growth Triangle Area Action Plan aims to improve accessibility in to this important location for jobs from both existing and future residential neighbourhoods in the Urban Fringe. Options include a bus-link and/or new all-vehicle connection.

Norwich Area Transport Strategy (NATS) A statement of strategic transportation policy for Norwich and surrounding area, most recently adopted in 2004, but updated via an Implementation Plan reported by the County Council

Norwich Urban Fringe An area next to the city of Norwich, but lying in another administrative district which is predominately developed including open spaces encompassed with the development area. For Broadland this includes the continuously built up parts of Hellesdon, Drayton, Taverham, Old Catton, Sprowston and Thorpe St Andrew.

Nationally Significant Infrastructure Project (NSIP) The administrative and legal process set-up by Central Government for determining planning applications to major infrastructure schemes, like roads, ports, and power stations.

Park and Ride Provision of parking areas at the edge of the built up area and linked by frequent bus (or other public transport) services to the city centre. Within the Growth Triangle there is a park & ride at Postwick, and at Sprowston.

Postwick Hub Commencing construction in 2014, this new highway interchange connects in to the A47 at Postwick, and is part of a planning consent for expansion of the Broadland Business Park. The new interchange is designed to connect with the North Distributor Road should this scheme be constructed.

Route of New Orbital Link Road Refers to a locally designated route for new orbital road links that are either included within existing planning permissions or where there is potential to link road together to form a complete link between Norwich Airport Industrial Estate and Broadland Business Park. This route is shown on the policies maps.

Section 106 Agreement (S.106) Relates to the payment or carrying out of works to mitigate or compensate for the effects of development. Amongst many other items, contributions often relate to roads, education, and affordable housing. The term originally came from the 1990 Town and Country Planning Act. With the introduction of Community Infrastructure the way which Section 106 Agreements are negotiated or unilaterally agreed has changed. Currently section 106 agreements tend to concentrate on-site matters, and importantly the obligations for house-builders to provide affordable homes.

Sustainable Urban Drainage System (SUDS) Consists of measures to slow down collect, store and gradually release surface water in to a river catchment in order to prevent flooding. Systems often involve a range of ponds, swales, and filters strips so can provide habitat and conservation value. Following a Government Review led by Sir Michael Pitt after flooding events in 2007, new legislation was passed in the 2010 Water and Flood Management Act. Amongst the provisions was to make upper tier authorities, such as Norfolk County Council, responsible for approving the design and construction of Sustainable Urban Drainage Systems.

Thorpe End Conservation Area Refers to the Garden Village status of Thorpe End, giving additional planning controls to the demolition and alteration of buildings.

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Housing Trajectory

Site	Total Number of Units per Year												Total Net New Units inc. Post 2026 Delivery
	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	
Inside NDR													
Home Farm Phase 4 (Uplift from 2008)	-	-	-	-	-	-	-	8	-	-	-	-	8
Home Farm Phase 5 (Uplift from 2008)	-	-	-	-	9	-	-	-	-	-	-	-	9
Austin Green, Old Catton	-	-	-	-	-	-	-	-	-	-	-	-	40
GT6: Brook Farm	-	-	-	-	50	100	100	100	100	100	50	-	600
GT7: Land South of Salhouse Road	-	-	-	75	150	150	150	150	150	150	150	150	1,400
GT8: Land North of Plumstead Road	-	-	-	-	-	-	20	25	-	-	-	-	45
GT11: Land East of Broadland Business Park	-	-	-	-	75	150	150	150	150	150	25	-	850
GT12: North Sprowston & Old Catton	-	-	91	182	182	183	188	188	188	178	178	178	3,520
GT13: Norwich RFU	-	-	-	-	25	50	50	50	50	25	-	-	250
GT14: Land East of Buxton Road	-	-	-	25	50	50	50	50	-	-	-	-	225
GT15: Land North of Repton Avenue	-	-	25	50	50	50	50	50	50	15	-	-	340
GT20: White House Farm (North East)	-	-	-	-	-	-	75	150	150	85	-	-	460
GT21: Land East of Broadland Business Park (North Site)	-	-	-	-	50	100	100	50	-	-	-	-	300
Outside NDR													
Trinity Close Phase 1	-	-	-	-	-	-	-	-	-	-	-	-	12
Trinity Close Phase 2	11	-	-	-	-	-	-	-	-	-	-	-	14
GT-16 North Rackheath	-	-	-	-	-	100	200	200	200	200	200	200	3,000
GT17: Land adj. Salhouse Road	-	-	12	25	25	17	-	-	-	-	-	-	79
GT18: Land South of Green Lane West	-	-	25	50	50	50	50	50	25	-	-	-	300
GT19: Land South of Green Lane East	-	-	-	15	30	30	30	30	15	-	-	-	150
Totals	11	-	153	422	746	1,030	1,213	1,251	1,078	903	603	528	11,602

NE Infrastructure Package

10.1 The following table sets out the infrastructure to be delivered in support of or as part of development within the Growth Triangle.

North East Infrastructure Package (Thematic)

Reference	Scheme	Developments Served	Status	Expected Delivery	(1) Cost (£) (2) Funding (£) (3) Responsibility	Constraint (Dependency)	Comments
Transport							
T1	Northern Distributor Road	Norwich Area including North East Quadrant & Broadland NPA	NSIP	2015-2017	(1) £120M (2) £86.5M (DfT), £0.35 (Growth Point), £13.35 (NCC Reserve and other funding), £20M (CIL or other funding) (3) NCC / GNGB	Postwick Junction Improvements T2a	NSIP Application Submitted January 2014, Decision Expected Winter 2014/15
T2a	Postwick Junction Improvements	Norwich Area including North East Quadrant & Broadland NPA	Under Construction	2014-15	(1) £25.5M (2) £25M (DfT) (3) NCC	None	Completion Summer 2015
T2b	Postwick Park & Ride Expansion	A47 Corridor	Permitted		(1) TBC (2) TBC (3) NCC	Postwick Junction Improvements T2a	Ready for Immediate Start

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Reference	Scheme	Developments Served	Status	Expected Delivery	(1) Cost (£) (2) Funding (£) (3) Responsibility	Constraint (Dependency)	Comments
T10	Bus Rapid Transit Broadland Business Park to City Centre	North East Quadrant inc. Broadland Business Park, Broadland Gate, Thorpe Brook & Laurel Farm and other Thorpe St Andrew sites.	NATS IP / GNIP Scheme	Phase I 2016 to 2019 Phase II 2024 to 2026	(1) Phase I £6M Phase II £4M (2) LTF / CIL (3) GNGB / NCC	T1 Northern Distributor Road	Route via Yarmouth Road
T11	Bus Rapid Transit Rackheath to City Centre	North East Quadrant, Sprowston and Heartsease inc. Land South of Salhouse Road, White House Farm, Rackheath and Eco-Community	NATS IP / GNIP Scheme	2015/16 to 2020/21	(1) £5M (2) LTF / CIL (3) GNGB / NCC	T1 Northern Distributor Road	Route via Salhouse / Gurney Road
T12	Bus Rapid Transit Airport to City Centre	North East Quadrant, Norwich Airport, Helledon	NATS IP / GNIP Scheme	2018 to 2026	(1) £10M (2) LTF / CIL (3) GNGB / NCC	T1 Northern Distributor Road	Route via A140
T15	NE Inner Orbital Road Link	North East Quadrant, inc. Broadland Business Park, Brook & Laurel Farm, Land South of Salhouse Road, White House Farm, North Sprowston & Old Catton, Land North of Repton Avenue & Norwich International Airport	2 of 5 Sections of Road Link have planning permission. Remainder subject to protected route policy of the AAP.	2016 - 2026	(1) £15.75M (2) S106 / S278 / CIL (3) Developer / GNGB	Postwick Junction Improvements T2a	Road Links are predominantly delivered in sections relating to individual development sites as part of a co-ordinated approach to the development of the Growth Triangle as set out in the Area Action Plan.

Reference	Scheme	Developments Served	Status	Expected Delivery	(1) Cost (£) (2) Funding (£) (3) Responsibility	Constraint (Dependency)	Comments
T15.1	NE Inner Orbital Road Link - Peachman Way to Plumstead Road	North East Quadrant, inc. Broadland Gate, Broadland Business Park, Brook & Laurel Farm	To be delivered as part of Permitted Brook & Laurel Farm Scheme	2016/17	(1) £6M (2) S106 / S278 (3) Developer	Postwick Junction Improvements T2a Development of Brook & Laurel Farm Site	Road Link to be provided before first occupation of Brook & Laurel Farm development.
T15.2	NE Inner Orbital Road Link - Salhouse Road to Plumstead Road	North East Quadrant, inc. Broadland Gate, Broadland Business Park, Brook & Laurel Farm, Land South of Salhouse Road & White House Farm	Aspirational requirement in Policy GT3, supported by policies GT7 and GT8	TBC	(1) £2.5	Postwick Junction Improvements T2a Development of South Salhouse Road Allocation	In the event of non-delivery the orbital link would be re-routed along Woodside Road.
T15.3	NE Inner Orbital Road Link - Salhouse Road to Wroxham Road	North East Quadrant, inc. Broadland Gate, Broadland Business Park, Brook & Laurel Farm, Land South of Salhouse Road & White House Farm	To be delivered as part of Permitted White House Farm Scheme	Phase I 2016/17 Phase II 2019/20	(1) £3.25M (2) S106 / S278 (3) Developer	Development of White House Farm Second section completes link and enables Phase II (785 Homes)	Link Road to be delivered in two sections. First section facilitates Phase I (448 Homes)
T15.4	NE Inner Orbital Road Link - Wroxham Road to St Faiths Road	North East Quadrant, inc. Broadland Gate, Broadland Business Park, Brook & Laurel Farm, Land South of Salhouse Road, White House Farm & North Sprowston & Old Catton	To be delivered as part of Permitted North Sprowston & Old Catton Scheme	2016 to 2026	(1) £6.5 (2) S106 / S278 (3) Developer	Development of North Sprowston & Old Catton	Road links to be delivered in sections consistent with the phasing of development scheme.
T15.5	NE Inner Orbital Road Link - St Faiths Road to Meteor Close / Hurricane Way	North East Quadrant, inc. Broadland Gate, Broadland Business Park, Brook & Laurel Farm, Land South of Salhouse Road, White	Allocation / Safeguarded Route	2016/17	(1) £2.5 (2) S106 / S278 / LIF / CIL	Development of Land North of Repton Avenue.	Road Link to be partially delivered through the development of Land north of Repton Avenue Allocation.

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Reference	Scheme	Developments Served	Status	Expected Delivery	(1) Cost (£) (2) Funding (£) (3) Responsibility	Constraint (Dependency)	Comments
		House Farm, North Sprowston & Old Catton & Land North of Repton Avenue			(3) Developer / GNGB		Completion of all traffic link to Meteor Close / Hurricane Way or bus/cycle/walking links to be delivered through public sector intervention of GNGB.
T19	Core Bus Route via B1150 and North Walsham Road	North East Quadrant, inc. North Sprowston & Old Catton & Land North of Repton Avenue	NATS IP Scheme	TBC	(1) TBC (2) S106 / S278 / LIF / CIL (3) Developer / GNGB		Scheme Development / Feasibility programmed to be undertaken 2014/15 GNIP / GNGB Annual Investment Plan
T20	Core Bus Route via B1150 and Spixworth Road	North East Quadrant, inc. North Sprowston & Old Catton & Land North of Repton Avenue	NATS IP Scheme	TBC	(1) TBC (2) S106 / S278 / LIF / CIL (3) Developer / GNGB		Needs Scheme Development
T21	Core Bus Route via Sprowston Road and Wroxham Road	North East Quadrant, inc. North Sprowston & Old Catton	NATS IP Scheme	TBC	(1) TBC (2) S106 / S278 / LIF / CIL (3) Developer / GNGB		Scheme Development / Feasibility programmed to be undertaken 2017/18 GNIP / GNGB Annual Investment Plan
T23	Core Bus Route via Plumstead Road	North East Quadrant	NATS IP Scheme	TBC	(1) TBC		Needs Scheme Development

Reference	Scheme	Developments Served	Status	Expected Delivery	(1) Cost (£) (2) Funding (£) (3) Responsibility	Constraint (Dependency)	Comments
T31	Norwich Cycle Network - Pink Pedalway (N&N Hospital to Rackheath)	North East Quadrant, Sprowston, Thorpe St Andrew & Rackheath inc. White House Farm, Land South of Salhouse Road & Eco-community	NATS IP / Cycle City Ambition Programme	Ongoing	(1) £5.5M (2) £5.5M (City Cycle Ambition) (3) City Cycle Ambition Executive Board		One of Seven Pedalway of the Norwich Cycle Network.
T31.1	Cycleway and crossing facilities Munnings to Greenborough Road	North East Quadrant, Sprowston & Thorpe St Andrew inc. White House Farm & Land South of Salhouse Road.	To be Delivered as part of the Push the Pedalway Programme	2014	(1) £85.5k (2) £85.5k (Push the Pedalways Programme) (3) City Cycle Ambition Executive Board		
T31.2	Improved Crossing Facilities at Salhouse Road and off carriageway cycleway	North East Quadrant, Sprowston & Thorpe St Andrew inc. White House Farm & Land South of Salhouse Road.	To be Delivered as part of the Push the Pedalway Programme	2015	(1) £310K (2) £310k (Push the Pedalways Programme) (3) City Cycle Ambition Executive Board		

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Reference	Scheme	Developments Served	Status	Expected Delivery	(1) Cost (£) (2) Funding (£) (3) Responsibility	Constraint (Dependency)	Comments
T31.3	Racecourse Inn, Salhouse Road to Rackheath	North East Quadrant, Sprowston, Thorpe St Andrew, Rackheath inc. White House Farm, Land South of Salhouse Road, North Rackheath	Agreed Programme of Development (PoD) Project	2019/20	(1) £1.35M (2) PoD (£1.35M agreed funding) (3) BDC / GNGB	T1 Northern Distributor Road T11 Bus Rapid Transit via Salhouse and Gurney Road	The cycle link will need to connect to the non-motorised user facilities provided as part of the NDR. It is also strongly related to the Salhouse Corridor BRT interventions. Therefore, the project will be phased for delivery after the NDR, alongside the BRT interventions.
T32	Norwich Cycle Network - Green Pedalway (Broadland Business Park to Bowthorpe)	North East Quadrant & Thorpe St Andrew. inc. Thorpe ST Andrew, Meridan & Broadland Business Parks, Broadland Gate and Pinebanks,	NATS IP	Ongoing			One of Seven Pedalway of the Norwich Cycle Network. Links to T38
T32.1	St Williams Way Improvements	North East Quadrant & Thorpe St Andrew. inc. Thorpe ST Andrew, Meridan & Broadland Business Parks, Broadland Gate and Pinebanks,	To be Delivered as part of the Push the Pedalway Programme	2015	(1) £112.5k (2) £112.5k (Push the Pedalways Programme) (3) City Cycle Ambition Executive Board		
T35	Norwich Cycle Network - Blue Pedalway (Cringleford to Sprowston)	North East Quadrant, Sprowston & Old Catton inc. North Sprowston & Old Catton	NATS IP	Ongoing			One of Seven Pedalway of the Norwich Cycle Network.
T35.1	Improved Crossing Facilities Denton Road to School Lane	North East Quadrant, Sprowston & Old Catton inc. North Sprowston & Old Catton	GNIP / Annual Business Plan Project		(1) TBC (2) CIL / Other Funding		Scheme Development / Feasibility programmed to be undertaken 2017/18 GNIP / GNGB Annual Investment Plan

Reference	Scheme	Developments Served	Status	Expected Delivery	(1) Cost (£) (2) Funding (£) (3) Responsibility	Constraint (Dependency)	Comments
T38	Broadland Way - Thorpe St Andrew to Wroxham Cycleway	North East Quadrant, Thorpe St Andrew & Rackheath inc. Brook & Laurel Farm, Broadland Business Park, Broadland Gate, Eco-community.	GNIP / Annual Business Plan Project	Ongoing	(1) £1.75M (2) DfT / LTF / PoD / CIL (3) GNGB	T1 Northern Distributor Road	Scheme Development / Feasibility programmed to be undertaken 2017/18 GNIP / GNGB Annual Investment Plan Links to T32
T38.1	Green Lane North to Plumstead Road	North East Quadrant, Thorpe St Andrew & Rackheath inc. Brook & Laurel Farm, Broadland Business Park, Broadland Gate, North Rackheath.	GNIP / Annual Business Plan Project	TBC	(1) TBC (2) CIL / Other Funding (3) GNGB		
T38.2	Green Lane West to Plumstead Road	North East Quadrant, Thorpe St Andrew & Rackheath inc. Brook & Laurel Farm, Broadland Business Park, Broadland Gate, North Rackheath.	Part of the Non-Motorised User strategy for the NDR.	2015 to 2017	(1) Part of T1 (2) As per T1 (3) NCC	T1 Northern Distributor Road	
T38.3	Green Lane East	North East Quadrant, Thorpe St Andrew & Rackheath inc. Brook & Laurel Farm, Broadland Business Park, Broadland Gate, North Rackheath.	Allocation Policy GT19	TBC	(1) n/a (2) S106 (3) Developer	Development of Land South of Green Lane East	

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Reference	Scheme	Developments Served	Status	Expected Delivery	(1) Cost (£) (2) Funding (£) (3) Responsibility	Constraint (Dependency)	Comments
T38.4	Green Lane West	North East Quadrant, Thorpe St Andrew & Rackheath inc. Brook & Laurel Farm, Broadland Business Park, Broadland Gate, North Rackheath.	Allocation Policy GT18	TBC	(1) n/a (2) S106 (3) Developer	Development of Land South of Green Lane West	
T38.5	Green Lane West to Stonehouse Road	North East Quadrant, Thorpe St Andrew & Rackheath inc. Brook & Laurel Farm, Broadland Business Park, Broadland Gate, North Rackheath.	Allocation Policy GT16	TBC	(1) n/a (2) S106 (3) Developer	Development of Allocation North Rackheath	
T38.6	Stonehouse Road to Wroxham	North East Quadrant, Thorpe St Andrew & Rackheath inc. Brook & Laurel Farm, Broadland Business Park, Broadland Gate, North Rackheath.	GNIP / Annual Business Plan Project	TBC	(1) TBC (2) CIL / Other Funding (3) GNGB		
T39	NE Orbital Cycle Links - Airport to Broadland Business Park	North East Quadrant, inc. Broadland Gate, Broadland Business Park, Brook & Laurel Farm, Land South of Salhouse Road, White House Farm, North Sprowston & Old Catton, Land North of Repton Avenue & Norwich International Airport	To be delivered as part of Permitted Development / Allocations	2016 to 2021	(1) TBC (2) Developer Funded (3) Developer		Orbital Cycle links to be delivered through the construction of new development within the Growth Triangle.
T39.1	NE Orbital Cycle Links - NS&OC to White House Farm	North East Quadrant	GNIP Project	TBC	(1) TBC (2) CIL / Other Funding		Requires Project Brief and Feasibility

Reference	Scheme	Developments Served	Status	Expected Delivery	(1) Cost (£) (2) Funding (£) (3) Responsibility	Constraint (Dependency)	Comments
T39.2	NE Orbital Cycle Links - Improved Crossing Plumstead Rd to Green Lane	North East Quadrant	GNIP Project	TBC	(3) GNGB (1) TBC (2) CIL / Other Funding (3) GNGB		Requires Project Brief and Feasibility
T40	Localised Cycle Improvements inc. Links to Norwich Cycle Network in NE Norwich	North East Quadrant	To be delivered as part of Permitted Development / Allocation	2016-26		Development of AAP Allocations	Links to be secured through the detailed design of development sites with specific requirements set out in allocation policies.
T40.1	Cycle Link Blue Boar Lane	North East Quadrant, inc. White House Farm	To be delivered as part of Permitted White House Farm Development	2020	(1) N/A (2) S106 (3) Developer	Development of White House Farm	To be delivered prior to the occupation of the 550th dwelling on WHF scheme as per S106.
T41	Localised Transport Interventions	North East Quadrant	To be delivered as part of the development of allocated land.	2016 to 2026		Development of AAP Allocations	Minor localised Interventions will be delivered through S278 agreements which accompany planning permissions. The nature of such interventions will be identified following the development of detailed schemes.

Appendices

Reference	Scheme	Developments Served	Status	Expected Delivery	(1) Cost (£) (2) Funding (£) (3) Responsibility	Constraint (Dependency)	Comments
T41.1	A 1042 and B1150 Junction Improvements	North East Quadrant, inc. North Sprowston & Old Catton & Land North of Repton Avenue	To be delivered as part of North Sprowston & Old Catton Scheme	2018/19	(1) n/a (2) S106 / S278 (3) Developer	Development of North Sprowston & Old Catton Site	
T41.2	B1150 & George Hill Junction Improvements	North East Quadrant, inc. North Sprowston & Old Catton & Land North of Repton Avenue	To be delivered as part of North Sprowston & Old Catton Scheme	2018/19	(1) n/a (2) S106 / S278 (3) Developer	Development of North Sprowston & Old Catton Site	
T41.3	B1150 & White Woman Lane Junction Improvements	North East Quadrant, inc. North Sprowston & Old Catton & Land North of Repton Avenue	To be delivered as part of North Sprowston & Old Catton Scheme	2019/20	(1) n/a (2) S106 / S278 (3) Developer	Development of North Sprowston & Old Catton Site	
T41.4	Realignment of North Walsham Road	North East Quadrant, inc. North Sprowston & Old Catton & Land North of Repton Avenue	To be delivered as part of North Sprowston & Old Catton Scheme	2016 to 2019	(1) n/a (2) S106 / S278 (3) Developer	Development of North Sprowston & Old Catton Site	
T41.5	Road Widening to Increase South Bound Junction Capacity of NDR Junction with Wroxham Road	North East Quadrant, inc. Rackheath	To be delivered as part of Allocation Policy - GT16	TBC	(1) n/a (2) S106 / S278 (3) Developer	Development of North Rackheath	

Reference	Scheme	Developments Served	Status	Expected Delivery	(1) Cost (£) (2) Funding (£) (3) Responsibility	Constraint (Dependency)	Comments
T41.6	Road Widening to Increase South Bound Junction Capacity of NDR Junction with Salhouse Road	North East Quadrant, inc. Rackheath	To be delivered as part of Allocation Policy - GT16	TBC	(1) n/a (2) S106 / S278 (3) Developer	Development of North Rackheath	
T41.7	Bus Route Phase I Link Road to Blue Boar Lane	North East Quadrant, inc. White House Farm	To be delivered as part of White House Farm development	2017/18	(1) n/a (2) S106 / S278 (3) Developer	Development of White House Farm	
Education							
ED2.1	1FE Primary School - White House Farm	North East Quadrant	Site & Contribution Secured Site secured as part of White House Farm Scheme	2017 to 2020	(1) £4.6M (2) £4.34M (S106) / NCC Mainstream Funding / CIL (3) GNGB / Norfolk County Council		Site & Contribution Secured through Planning Permission
ED2.2	2 FE Primary School inc. 60 Place Nursery - North Sprowston & Old Catton - Phase I	North East Quadrant, particularly North Sprowston & Old Catton	Site secured as part of Permitted North Sprowston & Old Catton Scheme	2018/19	(1) £6.4M (2) NCC Mainstream Funding / CIL (3) GNGB / Norfolk County Council		Site Secured through Planning Permission

Appendices

Reference	Scheme	Developments Served	Status	Expected Delivery	(1) Cost (£) (2) Funding (£) (3) Responsibility	Constraint (Dependency)	Comments
ED2.3	2 FE Primary School inc. 60 Place Nursery - North Sprowston & Old Catton - Phase	North East Quadrant, particularly North Sprowston & Old Catton	Site secured as part of Permitted North Sprowston & Old Catton Scheme	2025/26	(1) £6.4M (2) NCC Mainstream Funding / CIL (3) GNGB / Norfolk County Council		Site Secured through Planning Permission
ED2.4	2 FE Primary School inc. 60 Place Nursery - South of Salhouse Road	North East Quadrant, particularly Land South of Salhouse Road	Allocation Policy - GT7	2020/21	(1) £6.4M (2) NCC Mainstream Funding / CIL (3) GNGB / Norfolk County Council		Site Secured through grant of planning permission on Allocation
ED2.5	2 FE Primary School inc. 60 Place Nursery - East of Broadland Business Park	North East Quadrant, particularly Land East of Broadland Business Park	Allocation Policy - GT11	2020/21	(1) £6.4M (2) NCC Mainstream Funding / CIL (3) GNGB / Norfolk County Council		Site Secured through grant of planning permission on Allocation
ED2.6	2 FE Primary School inc. 60 Place Nursery - Rackheath	North East Quadrant, particularly Rackheath Eco-community	Allocation Policy - GT16	2021/22	(1) £6.4M (2) NCC Mainstream Funding / CIL (3) GNGB / Norfolk County Council		Site Secured through grant of planning permission on Allocation

Reference	Scheme	Developments Served	Status	Expected Delivery	(1) Cost (£) (2) Funding (£) (3) Responsibility	Constraint (Dependency)	Comments
ED2.7	2 FE Primary School inc. 60 Place Nursery - Rackheath	North East Quadrant, particularly Rackheath Eco-community	Allocation Policy - GT16	2030/31	(1) £6.4M (2) NCC Mainstream Funding / CIL (3) GNGB / Norfolk County Council		Site Secured through grant of planning permission on Allocation
ED9	Secondary School inc 4 indoor sports courts.	North East Quadrant	Allocation Policy - GT12 / 16	2016 - 2019	(1) £26M (2) CIL / other funding (3) GNGB / Norfolk County Council		
Health / Community / Social							
CF2	Expansion of Facilities to Serve Major Growth	North East Quadrant					
CF2.1	Community Facility - Home Farm, Sprowston	North East Quadrant, particularly Brook & Laurel Farm	Serviced Site to be delivered as part of extant permission for Home Farm, Sprowston	2015/16	(1) £0.5M (2) S106 / CIL (3) Developer / GNGB	Development of Home Farm Site	
CF2.2	Community Facility - Brook & Laurel Farm, Thorpe St Andrew	North East Quadrant, particularly Brook & Laurel Farm	Serviced Site and £75k contribution to be delivered as part of extant permission for Brook & Laurel Farm	2019/20	(1) £2.54M (2) S106 / CIL (3) Developer / GNGB	Development of Brook & Laurel Farm Site	

Appendices

Reference	Scheme	Developments Served	Status	Expected Delivery	(1) Cost (£) (2) Funding (£) (3) Responsibility	Constraint (Dependency)	Comments
CF2.3	Community Facility, inc. Library Provision	North East Quadrant, particularly North Sprowston & Old Catton	Building space provided for as part of Permitted North Sprowston & Old Catton Scheme	2018/19	(1) £2.54M (2) S106 / CIL (3) Developer / GNGB	Development of North Sprowston & Old Catton Site	2,000 sqm of Community Space consented as part of planning permission for North Sprowston & Old Catton.
CF2.4	Community Facility - Land South of Salhouse Road	North East Quadrant, particularly Land South of Salhouse Road	Allocation Policy - GT7	2020/21	(1) £0.5M (2) S106/ CIL (3) Developer / GNGB	Development of Land South of Salhouse Road	Serviced Site required as part of land use allocation
CF2.5	Community Facility - Rackheath	North East Quadrant, particularly Rackheath	Allocation Policy - GT16	2021/22	(1) £0.5M (2) S106 / CIL (3) Developer / GNGB	Development of Rackheath Eco-Community	Serviced Site required as part of land use allocation
HC4	Health & Social Care Facility - North Sprowston & Old Catton	North East Quadrant, Particularly North Sprowston & Old Catton	Building space provided for as part of Permitted North Sprowston & Old Catton Scheme	TBC	(1) £3.35M (2) Developer Contribution / NHS (3) Developer / NHS England / Norwich CCG	Development of North Sprowston & Old Catton Site	Serviced Site to be provided through permitted development. Facility to be commissioned by NHS England & Funded via centralised funding.
HC5	Health & Social Care Facility - Rackheath Eco-Community	North East Quadrant, Particularly Rackheath	Allocation Policy - GT16	TBC	(1) £3.35M (2) Developer Contribution / NHS	Development of Rackheath Eco-Community	Serviced Site to be provided through allocated development.

Reference	Scheme	Developments Served	Status	Expected Delivery	(1) Cost (£) (2) Funding (£) (3) Responsibility	Constraint (Dependency)	Comments
HC6					(3) Developer / NHS England / North Norfolk CCG		Facility to be commissioned by NHS England & Funded via centralised funding.
	Expansion of Existing Health & Social Care Facility	North East Quadrant		TBC	(1) TBC (2) Developer Contribution / NHS (3) NHS England / Norwich CCG		Extension of existing facility to be commissioned by NHS England & Funded via centralised funding.
CI 1.1	Norfolk Constabulary Deployment Base - Vicinity of Postwick Junction	Overall Scale of Growth		2019-2022	(1) Developer contribution (2) Norfolk Constabulary (3) Developer / Norfolk Constabulary		Site to be provided through allocated development
CI 1.2	Norfolk Constabulary Beat Office - Thorpe St Andrew	North East Quadrant		2025-2028	(1) Developer contribution (2) Norfolk Constabulary (3) Developer / Norfolk Constabulary		Site to be provided through allocated development
CI 1.3	Norfolk Constabulary Beat Office -	North East Quadrant, Particularly Rackheath		2019-2022	(1) Developer Contribution		Site to be provided through allocated development

Appendices

Reference	Scheme	Developments Served	Status	Expected Delivery	(1) Cost (£) (2) Funding (£) (3) Responsibility	Constraint (Dependency)	Comments
	Rackheath				(2) Norfolk Constabulary (3) Developer / Norfolk Constabulary		
HWRC 1	Home Waste Recycling Centre - Rackheath	North East Quadrant		2019 - 2022	(1) £0.45 (2) Developer Contribution / CIL (3) Developer / GNGB / Norfolk County Council		Serviced Site to be provided through allocated development. Facility to be commissioned Norfolk County Council as Minerals & Waste Authority
Green Infrastructure							
P1	Primary Corridor - Norwich to the Broads	Broadland & North East Quadrant				Delivery of Development within Growth Triangle	To be delivered through a programme of projects secured through land use protection, planning permissions or other projects.
P1.1	Mousehold Heath and NE Norwich Heathlands - Feasibility Study and Project Identification	Broadland & North East Quadrant	Broadland Annual Business Plan Project	2014/15	(1) £53K (2) BDC / CIL (3) BDC / GNGB	None	Scheme Development / Feasibility programmed to be undertaken 2014/15 GNIP / GNGB Annual Investment Plan
P1.1.1	Safeguarding Landscape Setting to the Norwich Urban Fringe	Broadland & North East Quadrant	Land use Policy - GT2	n/a	(1) n/a (2) n/a	None	Protection of existing landscape inc. tree belts and woodland blocks via

Reference	Scheme	Developments Served	Status	Expected Delivery	(1) Cost (£) (2) Funding (£) (3) Responsibility	Constraint (Dependency)	Comments
					(3) n/a		Also contributes to S9, S11 and GI NFN.
P1.1.2	Enhancement of Newman Wood	North East Quadrant, particularly Rackheath	Allocation Policy - GT18	TBC	(1) n/a (2) S106 / CIL (3) Developer / GNGB	None	
P1.1.3	North-South GI Connectivity at North Rackheath	North East Quadrant, particularly Rackheath	Allocation Policy - GT16	2019/20 onwards	(1) n/a (2) S106 (3) Developer	Development of North Rackheath	To be achieved through development as a result of Protection of Tree Belts & arrangement of Open Spaces, SuDS and Landscaping across site.
P1.2	Rackheath Buffer	North East Quadrant, particularly Rackheath	Allocation Policy - GT16	2019/20 onwards	(1) TBC (2) S106 (3) Developer	Development of North Rackheath	Specific HRA mitigation to offset the recreational impact of major growth north of Rackheath Village.
P1.3	Cycle routes Thorpe St. Andrew to Wroxham (Broadland Way) and Sprowston to Rackheath (Pink Pedalway)	North East Quadrant, particularly Rackheath	Pedalways - NATS IP Project Broadland Way - GNIP Project related to Policy GT3	As per T31 & T38	(1) Part of T31 & T38 (2) As per T31 & T38 (3) GNGB / NCC		Also referenced T31 & T38.

Appendices

Reference	Scheme	Developments Served	Status	Expected Delivery	(1) Cost (£) (2) Funding (£) (3) Responsibility	Constraint (Dependency)	Comments
P1.4	Public Access & Woodland Management Harrison Plantation & The Breck	North East Quadrant, particularly White House Farm, Land South of Salhouse Road	Secured through permitted development. GNIP Project to secure early delivery	2014/15 to 2018/19	(1) n/a (2) Developer Funded (3) Developer	Development of White House Farm.	Harrisons Plantation & the Breck secured as woodland park via S106. GNIP Project seeks to secure early delivery. Also contributes to S8.
P2	Primary Corridor - Thorpe Wooded Ridge	North East Quadrant					To be delivered through a programme of projects secured through land use protection, planning permissions or other projects.
P2.1	Tree Planting & Management of existing street, garden, boundary and woodland trees	North East Quadrant	GNIP & Annual Business Plan Project	Feasibility 2014/15	(1) 5k (Feasibility) (2) CIL / Other Funding (3) GNGB	None	Scheme Development / Feasibility programmed to be undertaken 2014/15 GNIP / GNGB Annual Investment Plan
P2.2	Ancient Woodland Management (Weston Wood)	North East Quadrant	Secured through permitted development.	2016/17	(1) n/a (2) S106 (3) Developer	Development of Pinebanks Site	Ancient Woodland Management plan to be produced and implemented on Pinebanks site secured through grant of planning permission.
S7	Secondary Corridor - Catton Park to Spixworth	North East Quadrant					To be delivered through a programme of projects secured through land use protection, planning permissions or other projects.

Reference	Scheme	Developments Served	Status	Expected Delivery	(1) Cost (£) (2) Funding (£) (3) Responsibility	Constraint (Dependency)	Comments
S7.1	North - South Habitat Connectivity	North East Quadrant,	To be delivery through permitted development / Allocation Policies GT12 &13	2016 - 2031	(1) n/a (2) S106 (3) Developer	Development of North Sprowston & Old Catton / Norwich RFU	To be achieved through the enhancement of existing tree belts and mature trees, the provision of open space, green roofs and walls and landscaping delivered as a result of the development of North Sprowston & Old Catton and Norwich RFU.
S7.2	NDR Mitigation (Culvert north of Redhall Farm)	To be delivered as part of the NDR ecological mitigation measures		2015-2017	(1) Part of T1 (2) As per T1 (3) NCC	Delivery of T1 Northern Distributor Road	Part of the NDR Ecological Mitigation Also contributes to S8
S8	Secondary Corridor - Beeston Park to Spixworth	North East Quadrant					
S8.1	Beeston Park, Beeston Lane Linear Park & Red Hall Farm.	North East Quadrant	To be delivery through permitted development	2016-2020	(1) n/a (2) n/a (3) n/a	Development of North Sprowston & Old Catton Site	Provision of Linked Parks required as part of the permitted development at North Sprowston & Old Catton Also contributes to S7 &S9
S9	Secondary Corridor - Thorpe Woodlands to Broadwalk Plantation / Fir Covert	North East Quadrant				Development of South Salhouse Road & NDR	The enhancement of S9 is almost completely achieved through the delivery of S10.1, S10.2, S10.3 & S8.1
S9.1	Bat Gantry and Culvert north of Garden Plantation	North East Quadrant	To be delivered as part of the NDR ecological mitigation measures	2016-2020	(1) Part of T1 (2) As per T1 (3) NCC	T1 Northern Distributor Road	

Appendices

Reference	Scheme	Developments Served	Status	Expected Delivery	(1) Cost (£) (2) Funding (£) (3) Responsibility	Constraint (Dependency)	Comments
S10	Secondary Corridor - Thorpe Woodlands to Dobbs Beck (via Harrison's Plantation)	North East Quadrant	Application of Land Use Policies and AAP Allocation Policies GT7 & GT4			Development of GT7 & GT5	Requires the continued safeguarding of the wildlife interest of Thorpe Woodland and Sprowston Manor through the application of JCS & DM Policies.
S10.1	Enhancement Habitat connectivity Racecourse Plantation to Harrison's Plantation	North East Quadrant	Allocation Policy GT7	2017-21	(1) n/a (2) S106 (3) Developer	Development of South Salhouse Road Allocation	To be achieved through the enhancement of existing tree belts and mature trees, the provision of open space, green roofs and walls and landscaping. Delivered through GT7
S10.2	South to East GI Connectivity	North East Quadrant	Allocation Policy GT4	2019	(1) n/a (2) n/a (3) n/a	Development of White House Farm Site	To be achieved through development as a result of securing woodlands as public open space, the arrangement of Open Spaces, SuDS and Landscaping across site
S11	Secondary Corridor - Thorpe Woodlands to Dobbs Beck (via Rackheath Park)	North East Quadrant	Application of Land Use Policies and AAP Allocation Policies GT7 & GT4			Development of GT7 & GT5	Requires the continued safeguarding of the wildlife interest of Thorpe Woodland and Sprowston Manor through the application of JCS & DM Policies.
S11.1	Parkland NE of Thorpe End	North East Quadrant	Allocation Policy GT7	2017-21	(1) n/a (2) S106 (3) Developer	Development of Land South of Salhouse Road Allocation	To be achieved through the enhancement of existing tree belts, provision of parkland and landscaping between new development and Thorpe End. Delivered through GT7

Reference	Scheme	Developments Served	Status	Expected Delivery	(1) Cost (£) (2) Funding (£) (3) Responsibility	Constraint (Dependency)	Comments
S11.2	Culvert and new tree belt north of Sprowston Wood	North East Quadrant	To be delivered as part of the NDR ecological mitigation measures	2015-2017	(1) Part of T1 (2) As per T1 (3) NCC	T1 Northern Distributor Road	
S12	Secondary Corridor - Thorpe Woodlands to Whitton Run	North East Quadrant	Application of Land Use Policies and AAP Allocation Policies GT6			Development of GT6	Requires the continued safeguarding of the wildlife interest of Thorpe Woodland through the application of JCS & DM Policies.
S12.1	Informal Open Space to SW of Thorpe End	North East Quadrant	To be delivery through permitted Brook & Laurel Farm development GT6	2017/18 Onwards	(1) n/a (2) S106 (3) Developer	Development of Brook & Laurel Farm	Utilises the open space and landscaping to be provided as part of the development of Brook & Laurel Farm.
S12.2	Woodland Management of & Public Access to Triangle Wood	North East Quadrant	GNIP Project	TBC	(1) TBC (2) CIL / other funding (3) GNGB		Requires Project Brief and Feasibility
S12.3	Landscaping of Green Lane East and Brook Farm Road Links.	North East Quadrant	To be delivery through permitted Brook & Laurel Farm development GT6	2016/17 Onwards	(1) n/a (2) S106 (3) Developer	Development of Brook & Laurel Farm	Brook and Laurel Farm scheme permitted in Outline. Details of Landscaping to be agreed with developer prior to implementation of planning permission.

Appendices

Reference	Scheme	Developments Served	Status	Expected Delivery	(1) Cost (£) (2) Funding (£) (3) Responsibility	Constraint (Dependency)	Comments
S12.4	Landscaping Middle Road, Plumstead	North East Quadrant	To be delivered as part of the NDR ecological mitigation measures / GNIP Project	2015-2017	(1) TBC (2) CIL / other funding (3) NCC / GNGB	T1 Northern Distributor Road	Woodland Creation along Middle Road provided as part of the NDR proposal / Investigation of potential for further enhancement requires Project Brief and Feasibility
S12.5	Bat Gantry, Culvert and Brown Bridge NDR Middle Road Crossing	North East Quadrant	To be delivered as part of the NDR ecological mitigation measures	2015-2017	(1) Part of T1 (2) As per T1 (3) NCC	T1 Northern Distributor Road	
S13	Secondary Corridor - Thorpe Woodlands to Smea Lane	North East Quadrant	To be delivered as part of the NDR ecological mitigation measures			T1 Northern Distributor Road	The enhancement of S13 is largely achieved through the delivery of S12.1, S12.2 & S12.3.
S13.1	Enhanced Landscaping Alongside Green Lane and Smea Lane	North East Quadrant	To be delivered through Brook & Laurel Farm development / Allocation Policy GT11	2016/17 Onwards	(1) n/a (2) S106 (3) Developer	Development of Brook & Laurel Farm and GT11	Brook and Laurel Farm scheme permitted in Outline. Details of Landscaping to be agreed with developer prior to implementation of planning permission. GT11 requires landscaping enhancements of Green Lane / Smea Lane
S13.3	north - south habitat connectivity	North East Quadrant	Allocation Policy GT11	2018/19 Onwards	(1) n/a (2) S106 (3) Developer	Development of GT11	To be achieved through development as a result of Protection of Trees & arrangement of Open Spaces, SuDS and Landscaping across site

Reference	Scheme	Developments Served	Status	Expected Delivery	(1) Cost (£) (2) Funding (£) (3) Responsibility	Constraint (Dependency)	Comments
S13.4	Bat Gantry / Culvert Smeeth Lane	North East Quadrant	To be delivered as part of the NDR ecological mitigation measures	2015-2017	(1) Part of T1 (2) As per T1 (3) NCC	T1 Northern Distributor Road	
GI NFN	Norwich Fringe North	North East Quadrant					GI Enhancements focusing on East-West connectivity not directly associated to identified Primary of Secondary Corridors
GI NFN.1	NE Norwich Landscape Connectivity	Broadland & North East Quadrant	Broadland Annual Business Plan Project	TBC	(1) TBC (2) BDC / CIL (3) BDC / GNGB		Requires Project Brief and Feasibility.
GINFN.1.1	North Sprowston & Old Catton GI Linkages (Focusing on Church Lane)	North East Quadrant, particularly North Sprowston & Old Catton	To be delivered as part of development	2016/17 Onwards	(1) n/a (2) S106 (3) Developer	Development of North Sprowston & Old Catton	
GI NFN.2	Cycle and Pedestrian Access from NDR crossing points to wider Countryside	North East Quadrant	GNIP Project	TBC	(1) TBC (2) CIL / Other Funding (3) GNGB		Requires Project Brief and Feasibility.

Appendices

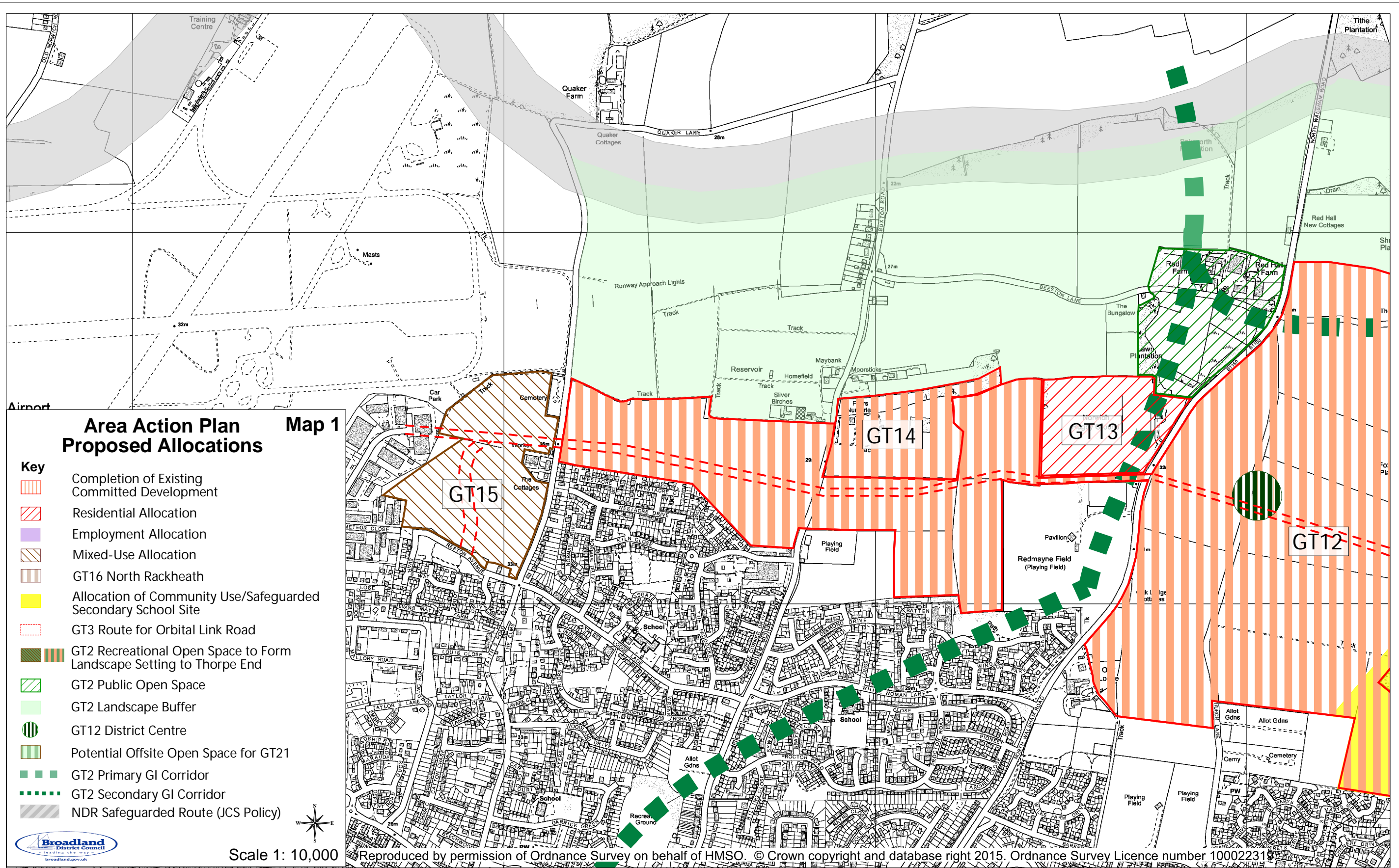
Reference	Scheme	Developments Served	Status	Expected Delivery	(1) Cost (£) (2) Funding (£) (3) Responsibility	Constraint (Dependency)	Comments
GI NFN.3	Delivery of Open Space inc. Play Space and Sports Pitches - North East Norwich	North East Quadrant	To be delivered as part of development	2014/15 Onwards	(1) n/a (2) S106 (3) Developer	Delivery of planning permissions and allocations NE Norwich	
End							

Superseded Policies

10.2 The following list of policies in the Broadland Local 2006 are replaced by the Growth Triangle Area Action Plan

Policy Reference	Policy Subject
CAT2	Allocation of land at Spixworth Road for public open space
CAT3	Access to land allocated under Policy CAT2
RAC1	Land allocated for industrial uses to south-east of existing industrial estate
RAC2	Provision of tree-belt for area allocated under Policy RAC1
RAC3	Building ratio to plot area for land allocated under Policy RAC1
SPR1	Area allocated for housing at White Woman Lane
SPR2	Access to land allocated in SPR1
SPR3	Development brief and infrastructure requirement for land allocated in SPR1
SPR6	Allocation of land for housing east of Blue Boar Lane
SPR7	Access to land allocated in SPR6
SPR8	Infrastructure requirements on land allocated in SPR6
SPR9	Access to Boar Plantation and management plan in connection with development of land allocated in SPR6
SPR10	Completion of development on land between Wroxham Road and Blue Boar Lane
SPR14	Allocation of land for open space
SPR15	Allocation of land for extension to burial ground
TSA2	Area allocated for Business Park east of Thorpe St Andrew (Superseded by both the Growth Triangle Area Action Plan and the Site Allocations DPD)
TSA3	Requirements for area allocated under Policy TSA2 (Superseded by both the Growth Triangle Area Action Plan the Site Allocations DPD)

Appendices**Policies Maps**



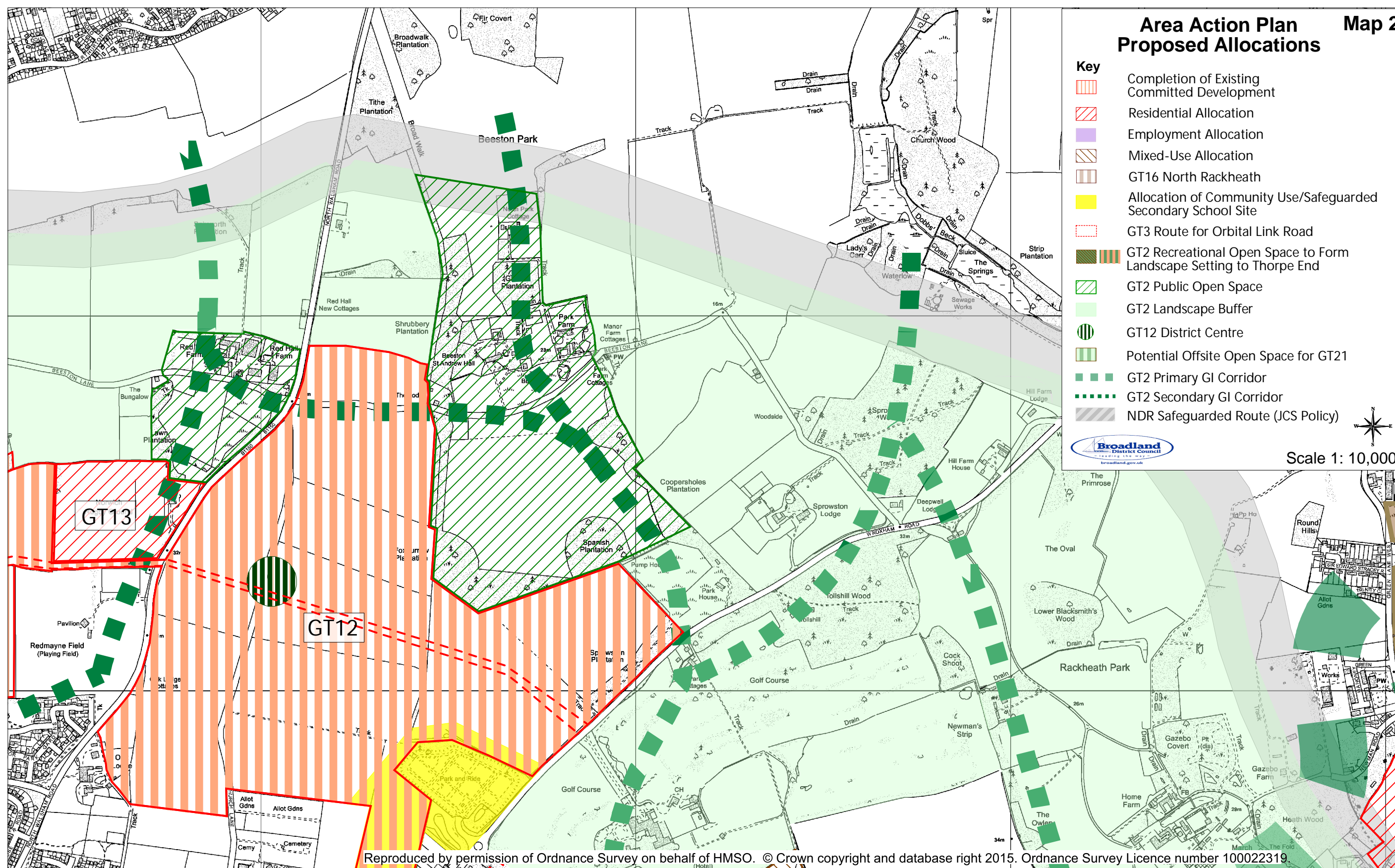
Area Action Plan Proposed Allocations

Map 2

- Key**
- Completion of Existing Committed Development
 - Residential Allocation
 - Employment Allocation
 - Mixed-Use Allocation
 - GT16 North Rackheath
 - Allocation of Community Use/Safeguarded Secondary School Site
 - GT3 Route for Orbital Link Road
 - GT2 Recreational Open Space to Form Landscape Setting to Thorpe End
 - GT2 Public Open Space
 - GT2 Landscape Buffer
 - GT12 District Centre
 - Potential Offsite Open Space for GT21
 - GT2 Primary GI Corridor
 - GT2 Secondary GI Corridor
 - NDR Safeguarded Route (JCS Policy)



Scale 1: 10,000



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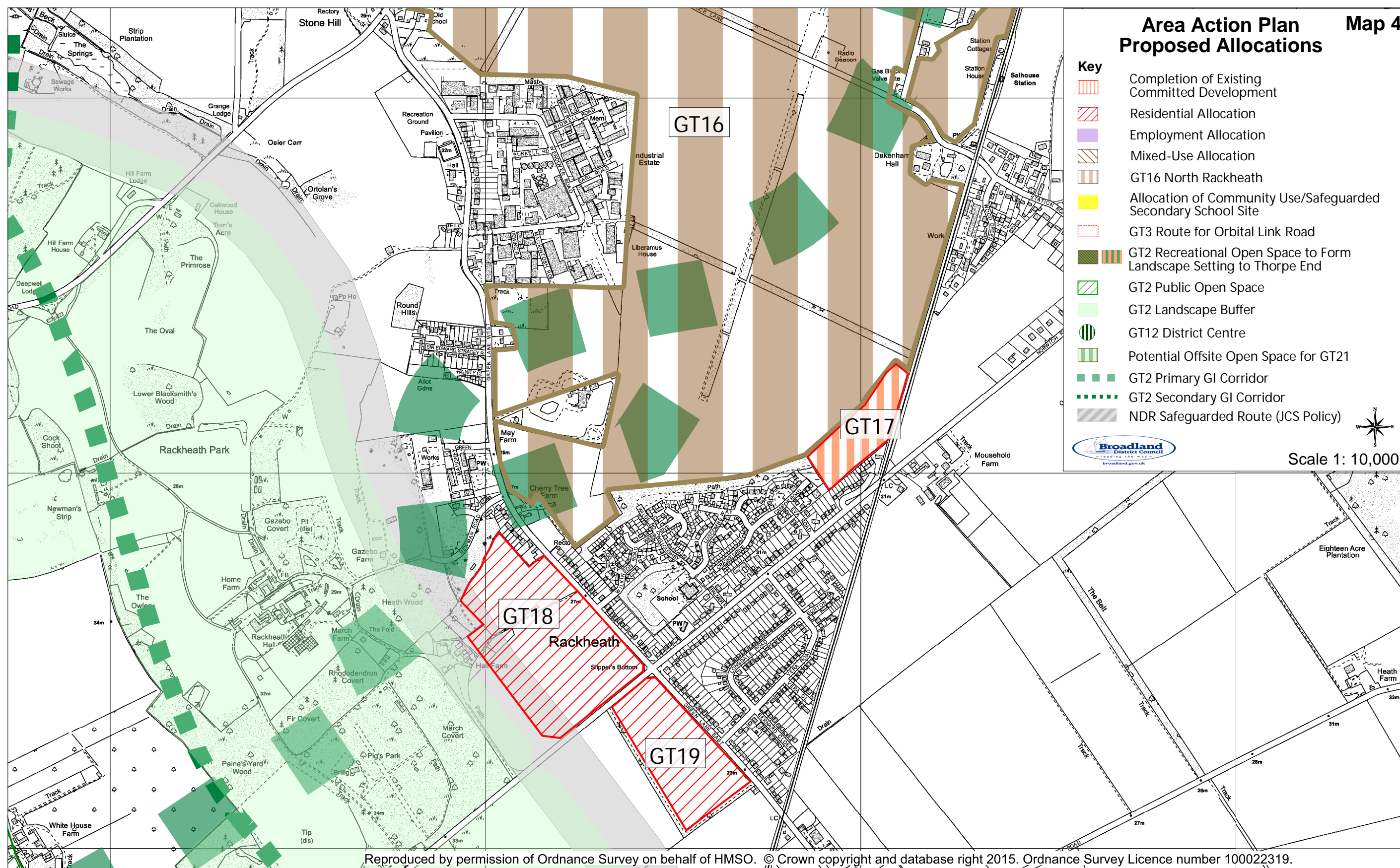
Area Action Plan Proposed Allocations

Map 4

- Key**
- Completion of Existing Committed Development
 - Residential Allocation
 - Employment Allocation
 - Mixed-Use Allocation
 - GT16 North Rackheath
 - Allocation of Community Use/Safeguarded Secondary School Site
 - GT3 Route for Orbital Link Road
 - GT2 Recreational Open Space to Form Landscape Setting to Thorpe End
 - GT2 Public Open Space
 - GT2 Landscape Buffer
 - GT12 District Centre
 - Potential Offsite Open Space for GT21
 - GT2 Primary GI Corridor
 - GT2 Secondary GI Corridor
 - NDR Safeguarded Route (JCS Policy)



Scale 1: 10,000



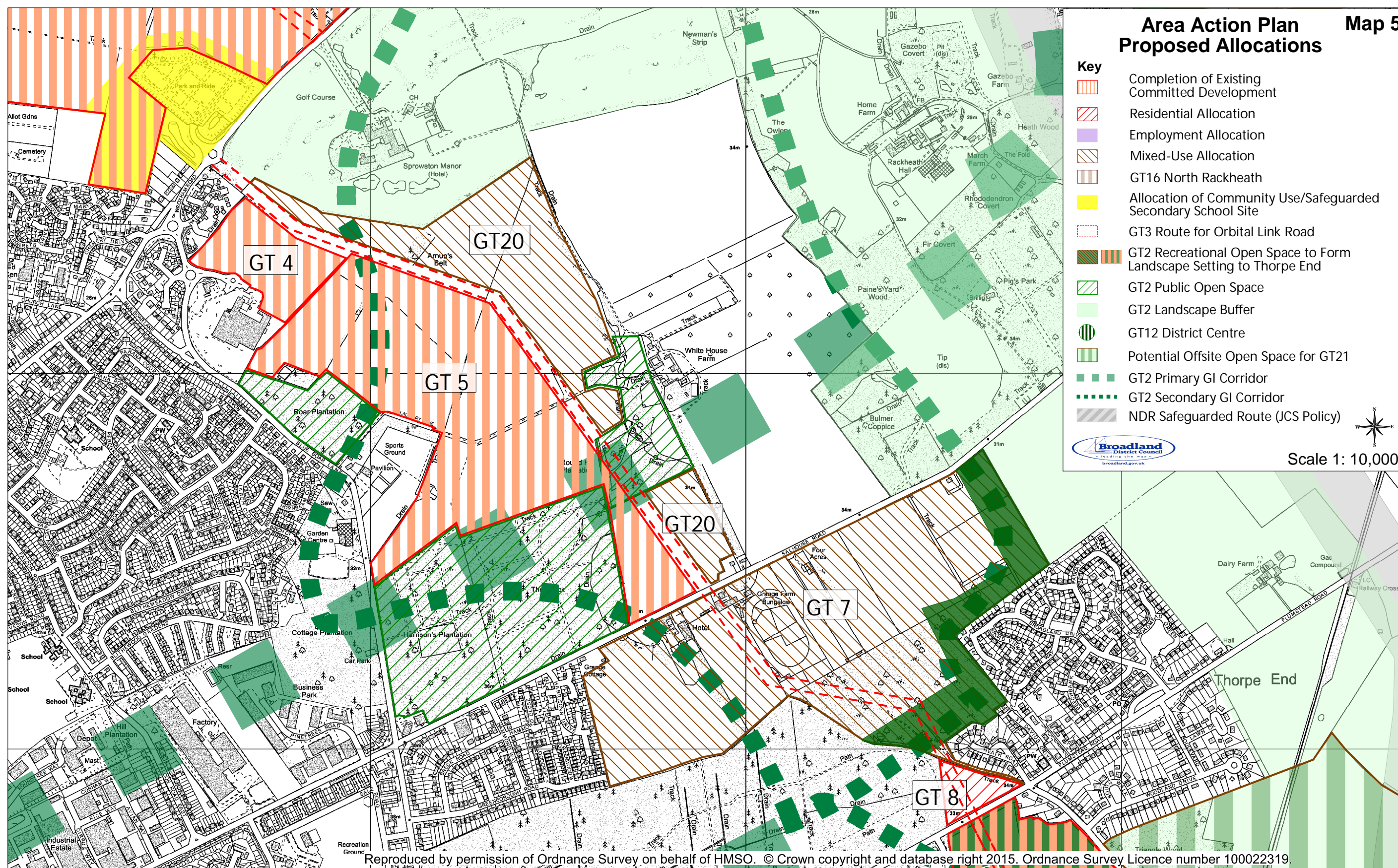
Area Action Plan Proposed Allocations

Map 5

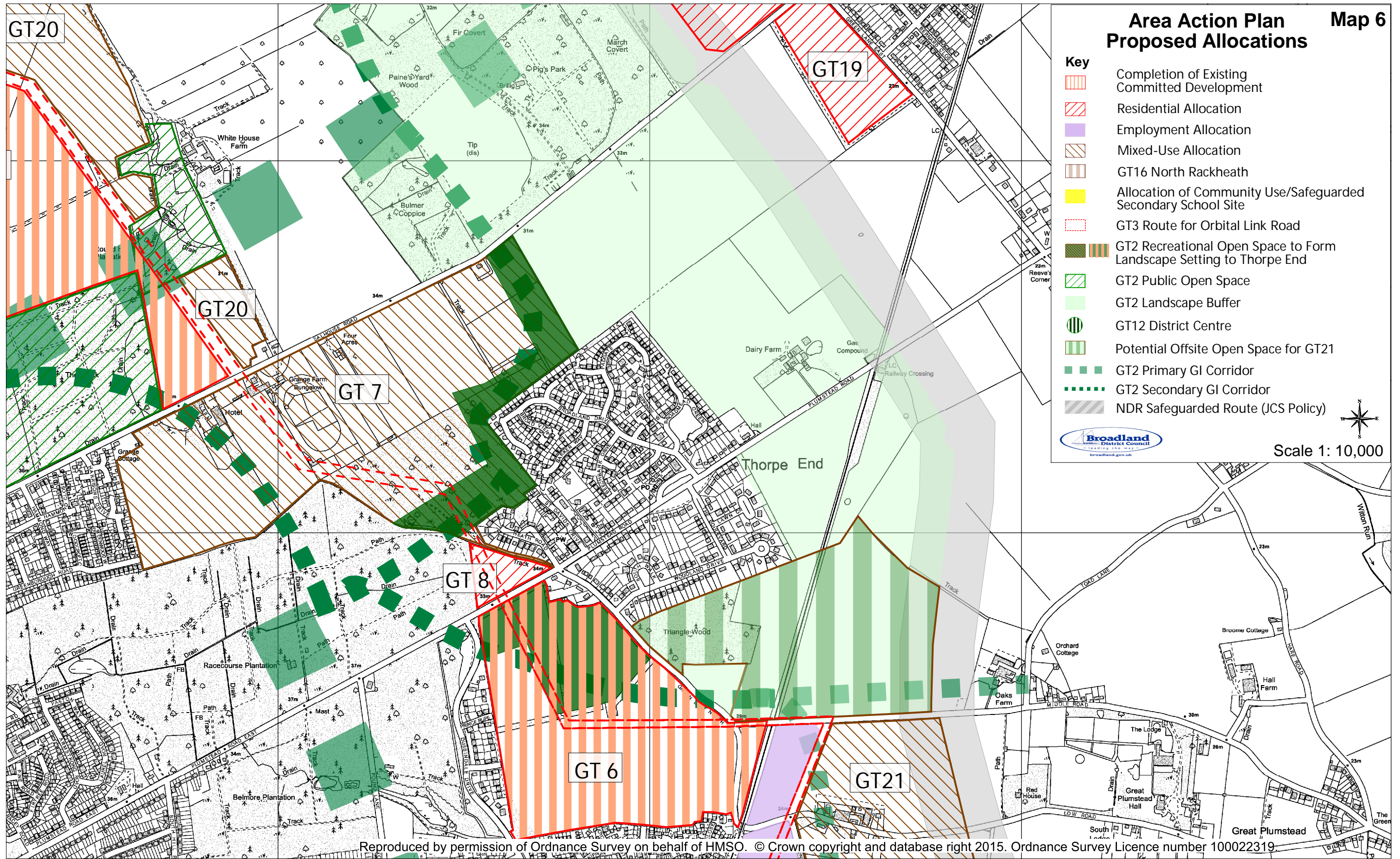
- Key**
- Completion of Existing Committed Development
 - Residential Allocation
 - Employment Allocation
 - Mixed-Use Allocation
 - GT16 North Rackheath
 - Allocation of Community Use/Safeguarded Secondary School Site
 - GT3 Route for Orbital Link Road
 - GT2 Recreational Open Space to Form Landscape Setting to Thorpe End
 - GT2 Public Open Space
 - GT2 Landscape Buffer
 - GT12 District Centre
 - Potential Offsite Open Space for GT21
 - GT2 Primary GI Corridor
 - GT2 Secondary GI Corridor
 - NDR Safeguarded Route (JCS Policy)



Scale 1: 10,000



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Area Action Plan Proposed Allocations

Map 7

- Key**
- Completion of Existing Committed Development
 - Residential Allocation
 - Employment Allocation
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