

Old Catton, Sprowston, Rackheath & Thorpe St. Andrew Growth Triangle Area Action Plan (AAP):

Post Examination Schedule of Proposed Main Modifications

Schedule of Potential Main Modifications - November 2015

A number of changes to the plan were sought by respondents following publication of the Growth Triangle Area Action Plan Proposed Submission Draft (2014).

Where a Main Modification has been sought the Council took an initial view on the proposed change prior to examination. Where there was no significant concern, or where the Council considered it could draft a change that would address the issue, the Council included a relevant modification in a schedule of Potential Main Modifications, which was submitted as part of the examination process. These modifications, and others over which the Council has initial concerns, were discussed during the Examination.

Included in this schedule are all of the Main Modification that were accepted as part of the examination process. Also included are the modifications relating to Policy GT2: Green Infrastructure and GT20: Reserve Sites, which were proposed by the Inspector in a letter dated 4 August 2015.

For the avoidance of doubt, where a modification has been amended or altered as a result of discussion during the examination only the modification in its current form is included within this schedule.

The modifications are expressed with proposed deletions shown as ~~striketrough~~ text and additional text shown in **emboldened, underlined italics**.

The page numbers and paragraph numbering below refer to the submission local plan, and do not take account of the deletion or addition of text following a Potential Main, or Proposed Additional Modification.

Main Modifications

| Reference | Page | Policy/Paragraph | Main Modification |
|-----------|------|------------------|--|
| MM1 | 21 | Objective 6 | 6. Protect <u>Conserve and enhance heritage assets, including the protection of</u> historic parks and gardens to maintain a landscape setting to the edge of Norwich and the maintenance of an area of open space around Thorpe End Village between the built up area of Norwich |
| MM2 | 21 | Objective 7 | 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. <u>Together, this Green Infrastructure must offset any recreational pressure on designated sites (SPAs, SACs and RAMSAR sites), such as those in the Broads.</u> |
| MM3 | 25 | 7.2 | ...bear little or no relationship to one another. <u>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.</u> |
| MM4 | 29 | 7.21 | 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 saved policies of the Broadland District Local Plan 2006 (Replacement) . This will remain the requirement until superseded by the proposed policies of the Development Management DPD, which will be <u>was adopted</u> submitted for examination in August 20145. <u>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.</u> |
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| Reference | Page | Policy/Paragraph | Main Modification |
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| MM5 | 32 | 7.29 | <p>7.29 New orbital road links connecting Broadland Business Park to <u>and Plumstead Road and enabling a connection between</u> Norwich Airport Industrial Estate <u>St Faiths Road and Salhouse Road are included in existing planning permissions</u> will be provided through the development of the Growth Triangle. These road links will provide important <u>improve</u> local connections between new quarters and to areas of employment. <u>Development will not be permitted that would undermine the delivery of these 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.</u></p> |
| MM6 | 35 | GT5 | <p>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 <u>(INCLUDING GREEN INFRASTRUCTURE)</u> AND SERVICES ARE TO BE COORDINATED WITH DEVELOPMENT.</p> |
| MM7 | 38-39 | GT6 | <p>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 <u>(INCLUDING GREEN INFRASTRUCTURE)</u> AND SERVICES ARE TO BE COORDINATED WITH DEVELOPMENT.</p> |
| MM8 | 40-41 | GT7 | <p>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 <u>(INCLUDING GREEN INFRASTRUCTURE)</u> AND SERVICES ARE TO BE COORDINATED WITH DEVELOPMENT.</p> |
| MM9 | 42 | 8.24 | <p>8.24 The site is also well located to benefit from proposed 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 <u>across the Salhouse Road frontage of the allocated site</u> for road widening and junction arrangements.</p> |
| MM10 | 49-50 | GT11 | <p>NO DEVELOPMENT WILL BE PERMITTED UNTIL A PHASING PLAN INDICATING THE ORDERLY SEQUENCE OF</p> |

| Reference | Page | Policy/Paragraph | Main Modification |
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| | | | DEVELOPMENT HAS BEEN APPROVED. THIS WILL NEED TO SHOW BROADLY HOW THE INFRASTRUCTURE <u>(INCLUDING GREEN INFRASTRUCTURE)</u> AND SERVICES ARE TO BE COORDINATED WITH DEVELOPMENT. |
| MM11 | 52-53 | GT12 | 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 <u>(INCLUDING GREEN INFRASTRUCTURE)</u> AND SERVICES ARE TO BE COORDINATED WITH DEVELOPMENT. |
| MM12 | 58 | GT15 | <p>GT 15: Land North of Repton Avenue</p> <p>A SITE OF APPROXIMATELY 15HA IS ALLOCATED FOR MIXED USE DEVELOPMENT, NORTH OF REPTON AVENUE. THIS DEVELOPMENT WILL INCLUDE:</p> <ul style="list-style-type: none"> ➤ RESIDENTIAL DEVELOPMENT INCLUDING 33% AFFORDABLE HOUSING. ➤ A ROAD LAYOUT THAT ENABLES A DIRECT VEHICULAR CONNECTIONS BETWEEN ST FAITHS ROAD AND <u>HURRICANE WAY AND ST FAITHS ROAD</u> AND REPTON AVENUE AND/OR HURRICANE WAY. A SAFEGUARDED ROUTE FOR THE APPROPRIATE ROAD LINKS ARE SHOWN ON THE POLICIES MAP. ➤ 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 APPROPRAITE MITIGATION NECESSARY TO OFFSET THE IMPACT OF THE OPERATION FO THE AIRPORT |
| MM13 | 59 | 8.82 | <p>8.82 Either road link should be suitable for public transport, walking and cycling, if. <u>If</u> also open to general traffic uses. Traffic, <u>traffic</u> 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 egress <u>enter</u> Norwich Airport Industrial Estate or the North Sprowston & Old Catton development. <u>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</u></p> |

| Reference | Page | Policy/Paragraph | Main Modification | |
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| | | | <u><i>pedestrians, cycles and vehicular traffic, including buses.</i></u> | |
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| MM14 | 69 | 8.113 | 8.113 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-western boundary of the site. <u>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.</u> | |
| MM15 | 79 | Monitoring Framework | Main modification to Monitoring Framework for Policy GT2: Green Infrastructure. See below: | |
| | | | | |
| . | | | | |
| Policy / Allocation | Scheme / Target | Milestone | Progress | Comments |
| GT2: Green Infrastructure | Delivery of Public Parks at Harrison’s Plantation, Beeston Park and North Rackheath Buffer | Public Access to Harrison’s Woodland Park 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 |

| Reference | Page | Policy/Paragraph | Main Modification | | | |
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| | | | | | | 2016. |
| | | | | Public Access to North Rackheath Buffer by 2020/21 | | |
| | | | 4ha of informal open space per 1,000 population | N/A | | |
| | | | <u>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</u> | <u>N/A</u> | | |
| MM16 | 85-88 | Glossary | <u>Route for a 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 roads together to form a complete link between Norwich Airport Industrial Estate and Broadland Business Plan. This route is shown on the policies map.</u> | | | |

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| MM17 | 116-121 | Appendix | Policy Map AAP4: Amendment to Primary GI Corridor and GT16 Allocation |

| Reference | Page | Policy/Paragraph | Main Modification |
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| | | | <p>Area Action Plan Map 4 Proposed Allocations</p> <p>Key</p> <ul style="list-style-type: none"> 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) <p>Scale 1: 10,000</p> <p>Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right 2015. Ordnance Survey Licence number 100022319.</p> |
| MM18 | 116-121 | Appendix | Policy Map AAP3: Amendment to Primary GI Corridor and GT16 Allocation |

| Reference | Page | Policy/Paragraph | Main Modification |
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| <div data-bbox="309 290 1910 1303" data-label="Figure"> <p>Area Action Plan Map 3 Proposed Allocations</p> <p>Scale 1: 10,000</p> <p>Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right 2015. Ordnance Survey Licence number 100022319.</p> </div> | | | |
| MM19 | 8 | 2.10 & 2.11 | 2.10 The Rackheath Low Carbon Community was previously promoted to government as part of the Eco-Towns |

| Reference | Page | Policy/Paragraph | Main Modification |
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| | | | <p>Programme. Many of the aspirations of the programme are consistent with the aspirations for new development set out for the Growth Triangle within the Area Action Plan. Large scale sustainable development north of Rackheath remains part of this strategy.</p> <p><u>2.11 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</u></p> <p><u>2.11 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.</u></p> |
| MM20 | 24 | GT1 | <p>“ ... AS SET OUT IN THE ALLOCATION POLICIES WHERE A SITE IS ALLOCATED FOR MIXED USE DEVELOPMENT THERE SHOULD BE IN THE REGION OF 1M² OF EMPLOYMENT, RETAIL OR COMMUNITY FLOORSACE FOR EACH 30M² OF RESIDENTIAL DEVELOPMENT. <u>THIS REQUIREMENT SPECIFICALLY APPLIES TO THE FOLLOWING ALLOCATED SITES:</u></p> <ul style="list-style-type: none"> ➤ <u>GT7 LAND SOUTH OF SALHOUSE ROAD</u> ➤ <u>GT11 LAND EAST OF BROADLAND BUSINESS PARK</u> ➤ <u>GT12 NORTH SPROWSTON & OLD CATTON</u> ➤ <u>GT16 NORTH RACKHEATH</u> ➤ <u>GT20 WHITE HOUSE FARM (NORTH EAST)</u> ➤ <u>GT21 LAND EAST OF BROADLAND BUSINESS PARK (NORTH SITE)</u> |
| | | | |
| MM21 | 24 | GT1 | <p>... EVOLVE BEYOND THE TIMESCALE OF THE PLAN.</p> <p><u>IN ADDTION ANY SITE OF OVER 500 DWELLINGS OR 50,000SQM OF NON-RESIDENTIAL FLOOR SPACE MUST</u></p> |

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| | | | <u>ALSO BE MASTERPLANNED USING AN INCLUSIVE AND RECOGNISED PROCESS IN ACCORDANCE WITH THE PROVISIONS OF POLICY 2 PROMOTING GOOD DESIGN OF THE JOINT CORE STRATEGY.</u> |
| MM22 | 28 | 7.12 | <p>7.12 The area wWithin the landscape setting designation <u>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</u> will not be considered to be suitable for large scale development proposals. However, minor or small scale <u>other smaller scale</u> development may be acceptable where it would result in a significant community benefit and does not have a significant detrimental <u>impact on</u> visual amenity or <u>the</u> heritage quality of the historic parkland. Consideration will be given to the 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.</p> |
| MM23 | 29 | 7.19 | ... in accordance with Policy 1 of the JCS <u>and emerging policy CSU5: Surface Water Drainage of the Broadland Development Management Policies Development Plan Document.</u> |
| MM24 | 57 | GT14 | <p>A SITE OF APPROXIMATELY 6.5HA IS ALLOCATED FOR RESIDENTIAL DEVELOPMENT, EAST OF BUXTON ROAD. THIS DEVELOPMENT WILL INCLUDE:</p> <p><u>A SITE OF APROXIMATLEY 6.5HA TO THE EAST OF BUXTON ROAD IS EXPECTED TO BE COMPLETED IN ACCORDANCE WITH THE EXISTING PLANNING PERMISSION. ANY NEW PLANNING PERMISISON (OTHER THAN THE APPROVAL OF RESERVED MATTERS) WILL PROVIDE FOR A COMPREHENSIVE DEVELOPMENT INCLUDING THE FOLLOWING:</u></p> <p>➤ RESIDENTIAL DEVELOPMENT INCLUDING 33% AFFORDABLE HOUSING ...</p> |
| MM25 | 116-121 | Appendix | Policy Map AAP1: Amendment to GT14 Allocation |

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| <div data-bbox="344 288 1872 1256" data-label="Figure"> </div> | | | |
| MM26 | 89 | Appendix | Modification to Housing Trajectory |

| Reference | Page | Policy/Paragraph | Main Modification | | | | | | | | | | | | |
|--|------|--------------------------------|-------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|----------------------------------|---|
| Site | | Total Number of Units per Year | | | | | | | | | | | | Total Net New Units 2008 to 2026 | 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 | 8 | |
| Home Farm Phase 5 (Uplift from 2008) | - | - | - | - | 9 | - | - | - | - | - | - | - | 9 | 9 | |
| Austin Green, Old Catton | - | - | - | - | - | - | - | - | - | - | - | - | 40 | 40 | |
| GT6: Brook Farm | - | - | - | - | 50 | 100 | 100 | 100 | 100 | 100 | 50 | - | 600 | 600 | |
| GT7: Land South of Salhouse Road | - | - | - | 75 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 150 | 1,275 | 1,400 | |
| GT8: Land North of Plumstead Road | - | - | 20 | 25 | - | - | 20 | 25 | - | - | - | - | 45 | 45 | |
| GT11: Land East of Broadland Business Park | - | - | - | - | 75 | 150 | 150 | 150 | 150 | 150 | 25 | - | 850 | 850 | |
| GT12: North Sprowston & Old Catton | - | - | 91 | 182 | 182 | 183 | 188 | 188 | 188 | 178 | 178 | 178 | 1,736 | 3,520 | |
| GT13: Norwich RFU | - | - | - | - | 25 | 50 | 50 | 50 | 50 | 25 | - | - | 250 | 250 | |
| GT14: Land East of Buxton Road | - | - | - | 25 | 50 | 50 | 50 | 50 | - | - | - | - | 225 | 225 | |
| GT15: Land North of Repton Avenue | - | - | 25 | 50 | 50 | 50 | 50 | 50 | 50 | 15 | - | - | 340 | 340 | |

| Reference | Page | Policy/Paragraph | | Main Modification | | | | | | | | | | | |
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| <u>GT20: White House Farm (North East)</u> | | - | - | - | - | - | - | <u>75</u> | <u>150</u> | <u>150</u> | <u>85</u> | - | - | <u>460</u> | <u>460</u> |
| <u>GT21: Land East of Broadland Business Park (North Site)</u> | | - | - | - | - | <u>50</u> | <u>100</u> | <u>100</u> | <u>50</u> | - | - | - | - | <u>300</u> | <u>300</u> |
| Outside NDR | | | | | | | | | | | | | | | |
| Trinity Close Phase 1 | | - | - | - | - | - | - | - | - | - | - | - | - | 12 | 12 |
| Trinity Close Phase 2 | 11 | - | - | - | - | - | - | - | - | - | - | - | - | 14 | 14 |
| GT16: North Rackheath | | - | - | - | - | - | 100 | 200 | 200 | 200 | 200 | 200 | 200 | 1,300 | 3,000 |
| GT17: Land Adj. Salhouse Road | | - | - | 12 | 25 | 25 | 17 | - | - | - | - | - | - | 79 | 79 |
| GT18: Land South of Green Lane West | | - | - | 25 | 50 | 50 | 50 | 50 | 50 | 25 | - | - | - | 300 | 300 |
| <u>GT19: Land South of Green Lane East</u> | | - | - | - | <u>15</u> | <u>30</u> | <u>30</u> | <u>30</u> | <u>30</u> | 25 <u>15</u> | 50 | 50 | 50 | <u>150</u> | <u>150</u> |
| | | | | | | | | | | | | | | | |
| Totals | | 11 | - | 173 | 489 | 709 | 900 | 1,002 | 988 | 963 | 828 | 603 | 553 | 7,274 | 10,883 |
| Totals | | 11 | - | 153 | 422 | 746 | 1,030 | 1,213 | 1,251 | 1,078 | 903 | 603 | 528 | 7,993 | 11,602 |
| | | | | | | | | | | | | | | | |
| MM27 | 8 | 2.7 | | N.B. will include consequential changes to subsequent paragraph numbering. <u>Plan Period</u> | | | | | | | | | | | |

| Reference | Page | Policy/Paragraph | Main Modification |
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| | | | <p><u>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.</u></p> <p><u>2.9 This further development will count towards identified housing needs in subsequent plan periods to be determined through an early review of the plan to be completed by 2021.</u></p> <p><u>Local Plan Review</u></p> <p><u>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 Co-operate. 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.</u></p> |
| MM28 | 24 | 7.5 | <p>7.5 The 1:30m² ratio is a guideline and can be exceeded <u>negotiated</u>, as has been achieved through the North Sprowston and Old Catton Scheme, which has a ratio of 1:20m².</p> |
| MM29 | 27 | GT2 | <p>GT2: Green Infrastructure</p> <p>AN AREA TO THE NORTH EAST OF NORWICH IS PROTECTED TO PRESERVE A <u>WHICH WILL FORM THE</u> LANDSCAPE SETTING TO THE FUTURE BUILT EDGE OF NORWICH. THIS AREA IS IDENTIFIED ON THE POLICIES MAP. <u>WITHIN THIS DESIGNATED AREA DEVELOPMENT WILL BE PERMITTED FOR:</u></p> <ul style="list-style-type: none"> • <u>EXTENSIONS OR ALTERATIONS TO AN EXISTING BUILDING;</u> • <u>AND / OR</u> • <u>DEVELOPMENT THAT WOULD RESULT IN A SIGNIFICANT COMMUNITY BENEFIT;</u> <p><u>WHERE</u></p> <ul style="list-style-type: none"> • <u>IT OTHERWISE COMPLIES WITH RELEVANT POLICIES OF THE DEVELOPEMNT PLAN</u> • <u>DOES NOT HAVE A SIGNIFICANT ADVERSE EFFECT ON THE FUNCTION OF THE AREA AS A LANDSCAPE</u> |

| Reference | Page | Policy/Paragraph | Main Modification |
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| | | | <p><u>SETTING TO THE FUTURE BUILT EDGE OF NORWICH; AND,</u></p> <ul style="list-style-type: none"> <u>IT DOES NOT HAVE A DETRIMENTAL EFFECT ON THE HERITAGE QUALITIES OF THE HISTORIC PARKLANDS.</u> <p>AN AREA SURROUNDING THORPE END IS PROTECTED <u>WHICH WOULD FORM AS AN APPROPRIATE</u> LANDSCAPE SETTING TO THE GARDEN VILLAGE <u>IS IDENTIFIED ON THE POLICIES MAP. DEVELOPMENT WILL NOT BE PERMITTED THAT WOULD SIGNIFICANTLY INTRUDE ON THE SENSE OF SEPERATION BETWEEN THORPE END AND NEW DEVELOPMENT.</u></p> <p>BIODIVERSITY ...</p> |
| MM30 | 27 | GT2 | <p>FORMAL AND INFORMAL RECREATIONAL OPEN SPACE <u>AND GREEN INFRASTRUCTURE</u> WILL BE PROVIDED THROUGH DEVELOPMENT IN ACCORDANCE WITH THE DEVELOPMENT MANAGEMENT POLICIES OF THE LOCAL PLAN. INFORMAL AND FORMAL OPEN SACE, 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.</p> |
| MM31 | 40 | GT7 | <p>AN AGREED LADNSCAPE MASTERPLAN WILL BE REQUIRED PRIOR TO THE COMMENCEMENT OF DEVELOPMENT. THIS LANDSCAPE MASTERPLAN SHOULD INCLUDE:</p> <p><u>FORMAL AND INFORMAL</u> RECREATINAL OPEN SPACE IN ACCORDANCE WITH THE COUNCIL'S ADOTPED POLICIES. <u>THE OPEN SPACE AND LANDSCAPING DELIVERED AS PART OF THIS DEVELOPMENT SHOULD A LANDSCAPED PARKLAND THAT PROVIDES SEPARATION BETWEEN NEW DEVELOPMENT AND THORPE END INCLUDING AND INCORPORATES A TREE BELT ALONG THE NORTH EASTERN EDGE OF THE ALLOCATED SITE. AN SAFEGUARDED INDICATIVE AREA OF LAND THE WOULD FORM A SUITABLE FOR THE LANDASCAPE PARKLAND SETTING TO THORPE END</u> IS SHOWN ON THE POLICIES MAP.</p> |
| MM32 | 60 | GT16 | <p>Delete Policy GT16 and supporting text paragraphs 8.86 to 8.99 and replace as shown below:</p> <p><u>GT 16: North Rackheath</u></p> <p><u>>AN AREA OF 293HA IS IDENTIFIED AS THE SITE OF THE FORMER RACKHEATH ECO-COMMUNITY, NOW REFERRED TO AS NORTH RACKHEATH. 160HA OF THE NORTH RACKHEATH SITE SHALL BE DEVELOPED AS A</u></p> |

| Reference | Page | Policy/Paragraph | Main Modification |
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| | | | <p><u>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.</u></p> <p><u>>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.</u></p> <p><u>>THE MASTERPLAN, AND ASSOCIATED DEVELOPMENT CONCEPT STATEMENT, SHOULD:</u></p> <p><u>>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.</u></p> <p><u>>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 SITE 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.</u></p> <p><u>> 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.</u></p> <p><u>> INCLUDE A LANDSCAPE MASTERPLAN SETTING OUT THE LEVEL OF PROVISION OF FORMAL RECREATIONAL AND INFORMAL OPEN SPACE PROVISION, INCLUDING A LARGE PUBLIC PARKLAND WITHIN THE IDENTIFIED NORTH RACKHEATH BUFFER ZONE.</u></p> <p><u>>INCLUDE A PHASING PLAN INDICATING THE ORDERLY SEQUENCE OF DEVELOPMENT, INCLUDING HOW</u></p> |

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| | | | <p><u>INFRASTRUCTURE AND SERVICES ARE TO BE CO-ORDINATED WITH DEVELOPMENT.</u></p> <p><u>>UNLESS OTHERWISE AGREED THROUGH THE MASTERPLAN, AND ASSOCIATED DEVELOPMENT CONCEPT STATEMENT, THE DEVELOPMENT OF THE ALLOCATED SITE SHOULD INCLUDE:</u></p> <p><u>>RESIDENTIAL DEVELOPMENT INCLUDING 33% AFFORDABLE HOUSING</u></p> <p><u>>THE DEVELOPMENT OF 25 HA OF LAND FOR EMPLOYMENT USES (B1, B2 & B8). THE EMPLOYMENT LAND SHOULD:</u></p> <ul style="list-style-type: none"> <u>- INCLUDE A MIX OF EMPLOYMENT USES CONTAINED WITHIN CLASS B OF THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987 (AS AMENDED). NO MORE THAN 50% OF THE GROSS LAND AREA SHOULD FALL WITHIN CLASS B1 (OFFICES, RESEARCH AND DEVELOPMENT AND LIGHT INDUSTRIAL)</u> <p><u>>LOCAL TRANSPORT IMPROVEMENTS AS NECESSARY TO OFFSET THE IMPACT OF DEVELOPMENT TO INCLUDE:</u></p> <ul style="list-style-type: none"> <u>- AN INTERNAL ROAD NETWORK WITHIN THE DEVELOPMENT THAT PROVIDES CONNECTIVITY BETWEEN ITS EXTERNAL CONNECTION POINTS ON THE EXISTING HIGHWAY 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</u> <u>- ROAD WIDENING AND RELATED IMPROVEMENTS AT THE APPROACHES TO THE NDR ALONG WROXHAM ROAD AND SALHOUSE ROAD</u> <p><u>>A TRAVEL PLAN IDENTIFYING AN APPROPRIATE PACKAGE OF MEASURES TO SUPPORT SUSTAINABLE TRANSPORT. MEASURES PROVIDED FOR IN THIS TRAVEL PLAN SHOULD INCLUDE:</u></p> <ul style="list-style-type: none"> <u>- EXTENDED LOCAL BUS SERVICES TO SERVE THE DEVELOPMENT INCLUDING AN IMPROVED FREQUENCY OF BUS SERVICES</u> <u>- OFF CARRIAGEWAY CYCLING FACILITIES BETWEEN GREEN LANE EAST AND STONEHOUSE ROAD, RACKHEATH</u> <u>- IMPROVED CYCLE CROSSING FACILITIES OFF GREEN LANE WEST PROVIDING CONNECTIONS TO THE NDR NEWMAN ROAD OVERBRIDGE</u> |

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| | | | <p><u>>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 2 HA 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</u></p> <p><u>>AT LEAST ONE LOCAL CENTRE WHICH PROVIDES FOR A RANGE OF FACILITIES, SERVICES AND EMPLOYMENT USES</u></p> <p><u>>AN AGREED LANDSCAPE/GREENSPACE STRATEGY WHICH WILL IDENTIFY THE FOLLOWING TO BE DELIVERED AS PART OF THE DEVELOPMENT:</u></p> <ul style="list-style-type: none"> <u>- FORMAL RECREATION IN THE FORM OF SPORTS PITCHES AND CHILDREN'S PLAY SPACE IN ACCORDANCE WITH THE COUNCIL'S ADOPTED POLICIES</u> <u>- AN AREA OF PUBLIC OPEN SPACE OF AT LEAST 30HA IN SIZE WITHIN THE AREA IDENTIFIED AS THE NORTH RACKHEATH BUFFER ZONE. THIS AREA TO BE LAID OUT AS ACID GRASSLAND, OR A SUITABLE ALTERNATIVE</u> <u>- THE LAYOUT OF RECREATIONAL OPEN SPACE ALONG THE ROUTE OF THE HIGH PRESSURE GAS PIPELINE ALONG THE EAST OF THE ALLOCATED SITE</u> <u>- THE RETENTION AND ENHANCEMENT OF THE NORTH-SOUTH LINKAGES CREATED BY THE EXISTING TREE BELTS THAT FOLLOW THE ROUTE OF THE FORMER RUNWAY</u> <u>- OTHER APPROPRIATE GREEN LINKAGES ACROSS THE SITE IN ACCORDANCE WITHIN POLICY GT2</u> <p><u>>APPROPRIATE INVESTIGATION AND MITIGATION OF CONTAMINATION RELATED TO THE SITES FORMER USE AS A WWII AIRFIELD WILL BE REQUIRED</u></p> <p><u>>APPROPRIATE ARCHAEOLOGICAL INVESTIGATION AND MITIGATION WILL BE REQUIRED TO ASSESS THE FORMER EXTENSIVE LINEAR SETTLEMENT AT RACKHEATH AND THE WWII AIRFIELD</u></p> <p><u>>NO DEVELOPMENT WILL BE PERMITTED UNTIL A PHASING PLAN INDICATING THE ORDERLY SEQUENCE OF</u></p> |

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| | | | <p><u>DEVELOPMENT HAS BEEN APPROVED. THIS WILL NEED TO SHOW BROADLY HOW INFRASTRUCTURE AND SERVICES ARE TO BE COORDINATED WITH DEVELOPMENT</u></p> <p><u>>WITHIN THE RESIDUAL 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</u></p> <p><u>8.97 The site lies north of Rackheath village. Whilst predominantly 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.</u></p> <p><u>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.</u></p> <p><u>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 Broad 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.</u></p> |

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| | | | <p><u>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 facilities¹. 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 route².</u></p> <p><u>8.101 The precise layout of development will be determined through a participative masterplanning process in accordance with the requirements of JCS Policy GT2: 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 interrelationship 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 the policies of the development plan.</u></p> <p><u>8.102 Whilst precise layout of development will be determined through 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</u></p> |

¹ 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

² 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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| | | | <p><u>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 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.</u></p> <p><u>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.</u></p> <p><u>8.104 The essential transport requirements to support the proposed new development are set out within the policy and comprise:</u></p> <ul style="list-style-type: none"> <u>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.</u> <u>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.</u> <u>Off-carriageway 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.</u> |

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| | | | <ul style="list-style-type: none"> • <u>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.</u> <p><u>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.</u></p> <p><u>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:</u></p> <ul style="list-style-type: none"> • <u>Mousehold Heath and the Broads.</u> <p><u>8.107 In order to support the delivery of this corridor, development on this site should 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.</u></p> <p><u>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, then 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 any 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</u></p> |

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| | | | <p><u>order to help form the recreation patterns of new residents.</u></p> <p><u>8.109 As set out within the supporting text to policy GT 12, 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 purposes 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.</u></p> <p><u>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.</u></p> <p><u>8.111 As 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, 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.</u></p> <p><u>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 prejudge matters, specifically the scale and appropriate distribution of development over the period beyond that considered through the JCS.</u></p> <p><u>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 increases in the scale of greenfield allocations risks key parts of this strategy. In particular it may</u></p> |

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| | | | <p><u>undermine the delivery of sustainable brownfield sites within Norwich and its built up fringe. This would conflict with the intention of paragraphs 17 and 111 of the NPPF, which seek to make the best use of brownfield land.</u></p> <p><u>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:</u></p> <ul style="list-style-type: none"> <u>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;</u> <u>It being concluded that there are insufficient alternative sites which could meet the need for housing and are more sustainable.</u> <u>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 home 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.</u> <u>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.</u> |
| MM33 | 70 | GT20 | Deletion of Policy 20: Reserve Sites and related paragraphs 9.1 to 9.4. N.B. will include consequential paragraph number changes. |
| MM34 ³ | 71 | GT21 | <p>GT21 GT20: White House Farm (North East)</p> <p>A SITE OF APPROXIMATELY 20HA IS ALLOCATED AS A STRATEGIC RESERVE FOR MIXED USE DEVELOPMENT WEST</p> |

³ Policy GT21 as Modified is also relocated to the section of the AAP that contains other allocations for the South East Sector.

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| | | | <p>OF SALHOUSE ROAD. THIS DEVELOPMENT WILL INCLUDE:</p> <ul style="list-style-type: none"> ➤ 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: <ul style="list-style-type: none"> ➤ FORMAL RECREATION IN THE FORM OF SPORTS PITCHES AND CHILDREN'S PLAY SPACE IN ACCORDANCE WITH THE COUNCIL'S ADOPTED POLICIES. ➤ THE DELIVERY OF GREEN INFRASTRUCTURE LINKS BETWEEN HARRISONS PLANTATION AND BULMER COPPICE / RACKHEATH PARK <p>9.5 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 <u>in 2018/19 prior to</u> following the completion of the White House Farm (South West), <u>enabling it to begin contributing new homes from 2020/21</u> and is therefore unlikely to be able to commence until the end of the plan period.</p> <p>9.6 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 further residents.</p> <p>9.7 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 the BRT route to ensure that development is appropriately served by public transport services. <u>In addition, the</u></p> |

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| | | | <p><u>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.</u></p> <p>9.8 8.64 Whilst it is accepted that the site provides the benefits described above, the development of the <u>This</u> site is not likely to have begun <u>delivering new homes</u> until 2020/<u>21</u> at the earliest. Therefore, <u>other</u> sites which have a realistic prospect of earlier delivery have been preferred <u>allocated in addition</u> 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.</p> |
| MM35 ⁴ | 72 | GT22 | <p>GT22 GT21: Land East of Broadland Business Park (North Site)</p> <p>A SITE OF APPROXIMATELY 20HA IS ALLOCATED AS A STRATEGIC RESERVE FOR MIXED USE DEVELOPMENT WEST OF SALHOUSE ROAD. THIS DEVELOPMENT WILL INCLUDE:</p> <ul style="list-style-type: none"> ➤ RESIDENTIAL DEVELOPMENT INCLUDING 33% AFFORDABLE HOUSING. ➤ AN AGREED LANDSCAPE MASTERPLAN WILL BE REQUIRED PRIOR TO THE COMMENCEMENT OF DEVELOPMENT. THE LANDSCAPE MASTERPLAN SHOULD INCLUDE: <ul style="list-style-type: none"> ➤ FORMAL <u>AND INFORMAL</u> RECREATIONAL <u>OPEN SPACE</u> IN THE FORM OF SPORTS PITCHES AND CHILDREN'S PLAY SPACE IN ACCORDANCE WITH THE COUNCIL'S ADOPTED POLICIES. <u>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.</u> ➤ LANDSCAPING ALONG THE NORTH AND WEST OF THE SITE TO ENHANCE EXISTING TREE BELTS AND HEDGEROWS. <p>9.9 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,</p> |

⁴ Policy GT22 as Modified is also relocated to the section of the AAP that contains other allocations for the South East Sector.

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| | | | <p>and proposed local centre at Brook Farm.</p> <p>9.10 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 Postwick Hub, which commenced in Spring 2014.</p> <p>9.11 8.67 The site is expected to be brought forwards <u>commence development in 2018/19 alongside the development of the Brook Farm site, which shares a common ownership, land promoter and agent</u> following the completion of development on the Land East of Broadland Business Park. This is forecast to be on or around 2023/24. As such, <u>other</u> sites which have a realistic prospect of earlier delivery have been preferred <u>allocated in addition</u> 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.</p> <p>9.12 8.68 If the land is <u>When</u> brought forwards for development, suitable landscaping will be necessary along the eastern site 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.</p> <p>9.13 8.69 Two secondary green infrastructure corridors are adjacent to the site. These corridors are:</p> <ul style="list-style-type: none"> • Thorpe Woodlands to Witton Run; and, • Thorpe Woodlands to Smee Lane. <p>9.14 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 area identified as the protected landscape <u>setting to the future built edge of Norwich within Policy GT2</u> protection zone along the inside of the NDR.</p> <p>9.15 8.71 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 support connectivity across these green infrastructure linkages. <u>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</u></p> |

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| | | | <u>area is larger than would be required to address the local plan open space requirements 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 accommodated 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.</u> |
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| MM36 | | | Note: There is no main modification with this number. |
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| MM37 | | | Note: There is no main modification with this number. |

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| MM38 | 6 | 2 nd Indent | <p>➤ A new <u>Opportunities will be taken to improve</u> orbital road <u>links through development to improve local transport connectivity. This includes new links</u>, public transport and cycling links between Norwich Airport Industrial Estate and <u>Salhouse Road and between Plumstead Road and</u> Broadland Business Park <u>that are within existing planning permissions</u> will be achieved through development. <u>This will be augmented by a complete new link between Norwich Airport Industrial Estate and Broadland Business Park for pedestrians and cyclists. Furthermore,</u> 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 an allocated sites north of the proposed NDR.</p> |
| MM39 | 22 | Objective 10 | <p>10. Enable the delivery of orbital road links and <u>Improve orbital connectivity between radial roads through development and enable the delivery of a</u> cycle route between the Norwich International Airport Industrial Estate and Broadland Business Park which, <u>Ensure new orbital roads are</u> is suitable for public transport.</p> |
| MM40 | 23 | 6.12 | <p>6.12 Therefore allocations of land for development will set out co-ordinated requirements <u>opportunities</u> for new road links that will <u>improve orbital connectivity between radial roads and that will</u> create a complete <u>cycle</u> 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.</p> |
| MM41 | 31 | GT3 | <p>NEW ORBITAL ROAD LINKS BETWEEN THE BROADLAND BUSINESS PARK AND THE NORWICH INTERNATIONAL AIRPORT INDUSTRIAL AREA <u>TO IMPROVE CONNECTIVITY BETWEEN NEW AND EXISTING DEVELOPMENT</u> WILL BE DELIVERED THROUGH THE DEVELOPMENT OF THE GROWTH TRIANGLE. <u>THE A PROTECTED ROUTE OF FOR A 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</u> IS SHOWN ON THE POLICIES MAP.</p> <p>THE NEW ORBITAL LINKS WILL BE SUITABLE FOR BUSES AND INCORPORATE CYCLING FACILITIES TO ENSURE FAST AND <u>SUPPORT</u> DIRECT PUBLIC TRANSPORT <u>SERVICES</u> AND <u>CONTRIBUTE TO THE DELIVERY OF A NEW</u></p> |

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| | | | CYCLEWAYING BETWEEN BROADLAND BUSINESS PARK AND NORWICH AIRPORT INDUSTRIAL ESTATE CONNECTIONS ACROSS THE GROWTH TRIANGLE. |
| MM42 | 32 | 7.29 | 7.29 New orbital road links connecting Broadland Business Park to and Plumstead Road and enabling a connection between Norwich Airport Industrial Estate and Salhouse Road are included in existing planning permissions will be provided through the development of the Growth Triangle. These road links will provide important improve local connections between new quarters and to areas of employment. |
| MM43 | 32 | 7.31 | 7.31 The missing elements of these A road links between St Faiths Road and Repton Avenue and Salhouse Road and Plumstead Road will be achieved in part through the delivery of a new allocations. 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. <u>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.</u> |
| MM44 | 41 | 8.17 | 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 achievement aspiration of direct road links across the Growth Triangle, between Norwich International Airport Industrial Estate and Broadland Business Park, t The junction of this new link road with Plumstead Road East should be designed and constructed in order to enable a new <u>having regard to the possibility of a</u> link road between Salhouse Road and Plumstead Road East to be connect to it. |
| MM45 | 40-41 | GT7 | <ul style="list-style-type: none"> ➤ LOCAL TRANSPORT IMPROVEMENTS AS NECESSARY TO OFFSET THE IMPACT OF DEVELOPMENT TO INCLUDE: <ul style="list-style-type: none"> ➤ A ROAD LAYOUT THAT <u>DOES NOT PREVENT</u> ENABLES A DIRECT VEHICULAR CONNECTION BETWEEN SALHOUSE ROAD AND PLUMSTEAD ROAD, <u>THROUGH ALLOCATION SITE GT8 BEING COMPLETED.</u> |

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| MM46 | 42 | 8.26 | <p>8.26 An <u>internal</u> road layout that <u>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</u> enables <u>does not prevent</u> the <u>future</u> delivery of <u>the aspirational</u> a direct vehicular connection to be achieved between Salhouse Road and Plumstead Road is required as part of this development. A route is safeguarded in order to enable the completion of a road link outside the boundaries of the site.</p> |
| MM47 | 42 | 8.27 | <p><u>Ensuring that</u> The road <u>layout</u> link to be delivered as part of <u>through</u> this development <u>does not prevent the delivery in the future of the possible connection to Plumstead Road is important as</u> is one part of a full connection between the Airport Industrial Estate and Broadland Business Park. This road will prove the opportunity to achieve <u>would be best placed to deliver local connectivity, support</u> direct orbital public transport services across the southern part of the Growth Triangle, serving the new residential developments, <u>and increase the resilience of the highway network to accommodate planned development.</u></p> |
| MM48 | 44 | GT8 | <p>GT8: Land North of Plumstead Road</p> <p>A site of approximately 2ha is allocated for residential development north of plumstead road. The development will include:</p> <ul style="list-style-type: none"> ➤ RESIDENTIAL DEVELOPMENT INCLUDING 33% AFFORDABLE HOUSING ➤ A ROAD LAYOUT THAT <u>TAKES ACCOUNT OF</u> ENABLES THE <u>POSSIBLE</u> COMPLETION OF <u>A</u> 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. |

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| MM49 | 44 | 8.35 | <p>8.35 The development of the land north of Plumstead Road provides the <u>an</u> opportunity to complete the desired <u>aspirational</u> road links between Salhouse Road and Cranley <u>Plumstead</u> Road which, <u>Such a road link would be</u> is a key part of delivering <u>the</u> complete new road links between Broadland Business Park and Norwich Airport Industrial Estate <u>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.</u></p> |
| MM50 | 44 | 8.36 | <p>This site should be masterplanned alongside the adjacent <u>having regard to the proposed development on the adjacent</u> GT7: Land South of Salhouse Road allocation in order to ensure the above road links are achieved and that development relates appropriately to the cycleway between Salhouse Road and Plumstead Road provided by the adjacent allocation, <u>and takes account of the possibility of a road link.</u></p> |

| Reference | Page | Policy/Paragraph | Main Modification | | |
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| MM51 | 83 | Monitoring Framework | Amendments to Monitoring Framework | | |
| Policy / Allocation | Scheme / Target | Milestone | Progress | Comments | |
| GT20: Reserve Sites | Planning Permission for a minimum of 10,000 homes on eligible sites in the Growth Triangle by 2019/20 | n/a | 23 Homes (Uplift from 2008) Home Farm, Sprowston 40 Homes Austin Green, Old Catton 26 Homes Trinity Close, Rackheath 79 Homes Salhouse Road, Rackheath 600 Homes Brook Farm, Thorpe St Andrew 3520 Homes North Sprowston and Old Catton 4288 Total Homes on Eligible Sites | EIA Scoping Received for 1,400 Homes South of Salhouse Road EIA Scoping Received for 300 Homes Land East of Buxton Road EIA Screening Received for 300-320 dwellings Land South of Green Lane West. | |
| GT21: White House Farm (North-East) | 500 460 Homes, formal recreation, landscaping | Commencement 2020 at earliest, if Reserve Sites Policy (GT20) is triggered. <u>Commencement 2020/21</u> | | Development is contingent upon the NDR and GT20 Reserve Sites trigger in AMR 2019/20. | |
| GT22: Land East of Broadland Business Park (North Site) | 400 300 Homes, formal recreation, landscaping | Commencement 2020 at earliest, if Reserve Sites Policy (GT20) is triggered. <u>Commencement</u> | | Development is contingent upon the NDR and GT20 Reserve Sites trigger in AMR 2019/20. | |

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| | | | | <u>2018/19</u> | | | |
| MM52 | 92 | Infrastructure Table | Amendments to Infrastructure Tables | | | | |
| Reference | Scheme | Developments Served | Status | Expected Delivery | (1) Cost (£) (2) Funding (£) (3) Responsibility | Constraint (Dependency) | Comments |
| 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 | Allocation Policy GT7 & GT8 Protected Route Policy GT3. <u><i>Aspirational requirement in Policy GT3, supported by policies GT7 and GT8.</i></u> | 2017/18 <u>TBC</u> | .(1) £2.5M . (2) £106/£278 . (3) Developer | Postwick Junction Improvements T2a Development of South Salhouse Road Allocation | Road link to be provided through co-operation between developers on adjacent sites. In the event of non-delivery the orbital link would be re-routed along Woodside Road. |
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