

Dear Inspectors,

At the EiP on Wednesday 17 November, NNTAG referred to The Economic Impact Study of the NDR 2005 in addressing Matter 3B issue 4 on whether the NDR would provide access to key strategic employment and growth locations.

Tellingly, the GNDP did not submit the report as part of its evidence base. Hence, NNTAG (7172) is submitting the report.

At the time of publication of the report, the NDR scheme involved a **full** route. The Roger Tym study presented a mixed picture on whether a NDR would deliver employment growth. It concluded that:

A NDR would have only limited effects on:

- retail sector or office employment in Norwich city centre
- labour market
- unemployment
- economic activity rates
- tourism
- suppliers
- social exclusion.

and an uncertain impact on:

- the property market and inward investment.

The main positive effects would be felt by:

- development of employment sites near route of NDR, such as Broadland Business Park;
- future development at the Airport where it releases land from planning restrictions imposed due to poor surface access;
- the Airport Industrial Estate proposed in the RSS;
- possible positive effects for existing businesses located further from NDR to north and north-east of Norwich.

The report concludes that “the NDR is likely to boost growth on the periphery of the city”.....“If the policy objectives are to grow the city centre, then we would argue that the NDR is not particularly helpful on its own”.

## **NDR and Norwich Airport**

The Economic Impacts of the NDR concluded that a NDR would have a limited effect on widening the airport catchment area which predominantly attracts passengers from Norfolk and Suffolk.

It stated that a three-quarters NDR was less likely to attract new customers to Norwich airport from within and outside the local area.

Yours sincerely, Denise Carlo, NNTAG