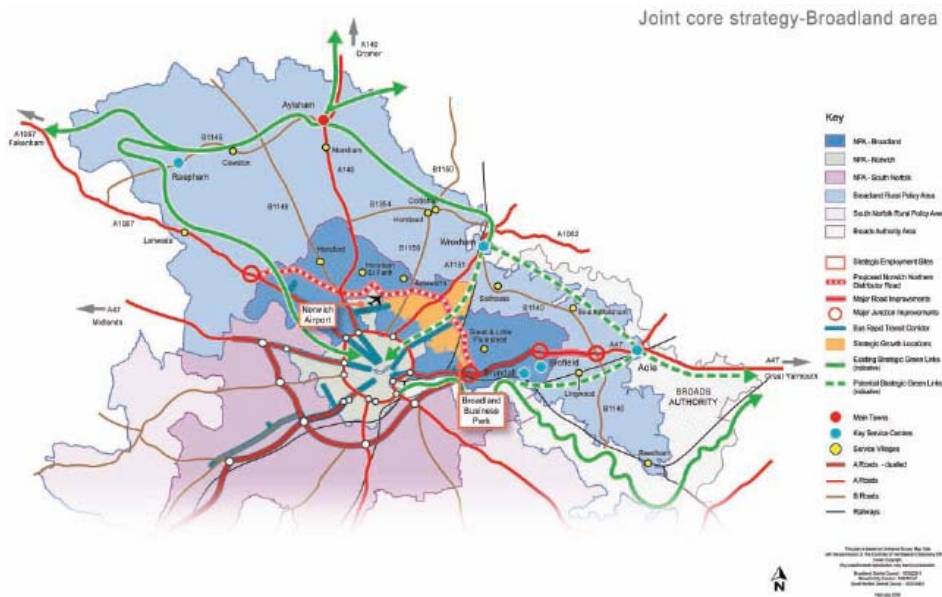


# 11 Spatial package North East



11.1 The Joint Core Strategy identifies growth in the North-East as the urban extension formed by the Old Catton, Sprowston, Rackheath and Thorpe St Andrew growth triangle, and significant employment development at Broadland Business Park, Norwich International Airport, and Rackheath. Necessary infrastructure will include links with the surrounding countryside and the north eastern part of the Norwich urban area.

11.2 Broadland is considered to be one of the least deprived areas in England. However pockets of deprivation do exist. Most areas of deprivation tend to be found in the urban areas. However rural deprivation also exists: 2.2% of the population in Broadland is experiencing deprivation in rural areas.

## Housing

11.3 The growth triangle, is the largest major growth location being promoted and will provide for 7000 dwellings by 2026, continuing to grow to around 10,000 dwellings eventually. This scale of growth has been proposed so the new development can provide for major infrastructure such as a secondary school, innovative approaches to water use and disposal, and local renewable energy generation. It is well located to provide sustainable links to employment areas nearby and in the city centre. Development in the rest of the area will be expected to reflect similar standards. The detailed form of the development will be determined through an Area Action Plan, but critical features are expected to include

- A small number of interconnected “quarters” with distinct identities
- A district centre and local centre’s incorporating library education and health facilities
- a full range of education facilities from pre-school to secondary and post sixteen

- retention of green areas important for landscape, biodiversity and historic reasons and the provision of extensive green infrastructure
- Extensive provision for travel by non-car modes, including bus rapid transit connecting to Norwich
- Local energy generation and recycling facilities.

11.4 A large part of the development at Rackheath is being promoted as a low-carbon development.

### **Employment**

11.5 Employment at strategic locations in the north east will include:

- A new business park of around 30ha associated with the airport and focussed on uses benefiting from an airport location
- An extension to Broadland Business Park of around 25ha
- Around 25 hectares of new employment land at Rackheath.

11.6 The development of Broadland Business Park is a priority for the Greater Norwich Development Partnership. Growth in the eastern sector is constrained by the capacity of the existing transport infrastructure. The project would bring forward sustainable housing and employment growth, supported by an extended Park and Ride facility, on the eastern edge of Norwich by addressing an existing constraint at a 'key' Trunk Road Junction. Broadland District Council, in partnership with Barratt Homes and Building Partnership, are proposing to build a 4,150 home mixed use community at Rackheath. A vision has been developed to ensure that the low-carbon development at Rackheath will be an attractive, distinctive and exciting place, which will grow out of, and embrace, the existing community. A programme of delivery (PoD) has been written to support the first phase.

11.7 The vision for the low-carbon development at Rackheath has sustainability at its heart, both in terms of the nature of the development, and also in terms of the lifestyle of residents. It is also important that business can benefit and thrive, operating within improved environmental standards. A fundamental principle is that residents should be active in shaping and managing the community and its assets in the long term. The objectives in the Programme of Development embrace.

- Quality of place (identity and physical/social infrastructure)
- Environmental (green infrastructure and links, and local energy generation)
- Transport and movement (focusing on non car links, connectivity to Norwich, and across the northern distributor road to the remainder of the growth triangle)
- Economic and employment (local employment opportunities, including the start up and incubation units, home working, a range of employment opportunities and links with local young people)

- Social community and cultural (enriching the lives of local residents of all ages, and using social facilities to create a new focus for the community, promoting local cultural heritage and community green space)

11.8 In early work, particular priority is being directed towards achieving water neutrality, and behavioral change, including personal carbon emissions allowances and a programme of retrofitting water efficiency measures within the existing housing stock.

Section below added to describe the North East more fully in line with the Inspectors question:

## **Key Infrastructure challenges and dependencies**

### **Water Supply**

Strategic water supply mains are adequate to serve the new development both inside and outside the northern distributor road, though some local pumping stations and connections within the development will be required.

### **Waste Water**

There is no significant capacity constraint from the existing treatment works at Whitlingham or Belaugh, but there is in the existing sewerage network. An existing trunk main which is estimated to have capacity for an additional 4000 dwellings connects from Sprowston to Whitlingham. After capacity within this main is used, a new strategic interceptor is required to give a connection of adequate capacity to the wastewater treatment works at Whitlingham.

### **Electricity**

There is no significant local deficit in power and therefore the issues are not around transmission but ensuring that there is an adequate distribution network. A new grid station is needed on the existing site by 2021/22. A new primary substation on a new site at Sprowston/Rackheath is required at the end of the plan period, around 2026, but this is not expected to be a constraint.

### **Transportation including public transport improvements**

An implementation plan is being developed for the Norwich Area Transportation Strategy. The key components of the strategy are implementation of a Bus Rapid Transport network and enhancement of a complimentary core bus network, the Northern Distributor Route and enhancements to walking cycling and the public realm.

Many corridor enhancements can be introduced ahead of the NDR and can be implemented early on, however public transport delivery to support growth on the North East is required to support the first 500 dwellings, estimated around 2013. A number of the elements required to deliver a complete BRT can only be introduced after delivery of the NDR. Introduction of NDR dependent major NATS interventions before the NDR would worsen existing traffic conditions and ultimately lead to slower less reliable bus services.

The NDR includes the Postwick hub which is critical to releasing around 130,000 sqm of employment (around 70,000 on the previously allocated Broadland business park, and around 60,000 on the additional land proposed for allocation in the joint core strategy).

The NDR is also critical for the delivery of the proposed business park development related to Norwich international Airport. Other road infrastructure in this sector included within the NATS Implementation Plan includes a link connecting the existing northern urban fringe to the Postwick interchange. The first part of this, between Wroxham Road and Salhouse Road is expected to be provided through a Section 106 Obligation subject to the granting of planning permission for development allocated in the Broadland District Local Plan (2006).

Cycling and walking improvements are an integral part of the project. These will include improved links from the new residential areas to existing and proposed employment areas, to the surrounding countryside including the Broads, and to Norwich, including the city centre via a new bridge crossing the river in the vicinity of the Adam and Eve public house, to be provided as part of a currently committed development.

#### **Other significant infrastructure**

Other significant infrastructure requirements include new pre-school and primary school facilities, gas connection reinforcement (if required), additional healthcare, policing, community facilities, green infrastructure and locally improved pedestrian and cycle links.

Significant green infrastructure will include locally improved countryside access and the open space to meet the needs of the communities in the growth triangle and to ensure protection for nearby areas protected for their environmental significance.

The Greater Norwich Green Infrastructure Delivery Plan will be developed to ensure green infrastructure requirements in the North East are delivered.

A summary of the total investment required to support growth in the North East is set out below. Table x is derived from Appendix 7 of the Joint Core Strategy and includes projects that have been identified to support regeneration and growth. Table x shows housing projects, identified by the Greater Norwich Housing Partnership.

**Appendix 7 of the JCS is included in Appendix 3. Housing projects are identified in Appendix 4. Other tables continue to be developed.**