

Planning Policy & Built Heritage Working Party



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Friday, 9 August 2019

A meeting of the **Planning Policy & Built Heritage Working Party** of North Norfolk District Council will be held in the Council Chamber - Council Offices, Holt Road, Cromer, NR27 9EN on **Monday, 19 August 2019 at 10.00 am.**

At the discretion of the Chairman, a short break will be taken after the meeting has been running for approximately one and a half hours

Members of the public who wish to ask a question or speak on an agenda item are requested to notify the Democratic Services & Governance Officer 24 hours in advance of the meeting and provide a copy of the question or statement. Statements should not exceed three minutes. Further information on the procedure for public speaking can be obtained [here](#) or from Democratic Services, Tel: 01263 516010, Email: democraticservices@north-norfolk.gov.uk

Anyone attending this meeting may take photographs, film or audio-record the proceedings and report on the meeting. Anyone wishing to do so must inform the Chairman. If you are a member of the public and you wish to speak on an item on the agenda, please be aware that you may be filmed or photographed

Emma Denny
Democratic Services Manager

To: Mr A Brown, Mrs P Grove-Jones, Mr T Adams, Mr D Baker, Mr N Dixon, Mr P Fisher, Ms V Gay, Mr P Heinrich, Mrs M Millership, Mr N Pearce, Mr J Punchard and Dr C Stockton

All other Members of the Council for information.

Members of the Management Team, appropriate Officers, Press and Public



If you have any special requirements in order to attend this meeting, please let us know in advance

If you would like any document in large print, audio, Braille, alternative format or in a different language please contact us

Heads of Paid Service: Nick Baker and Steve Blatch
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A G E N D A

1. APOLOGIES FOR ABSENCE

2. PUBLIC QUESTIONS

3. MINUTES

(Pages 1
- 8)

To approve as a correct record the Minutes of a meeting of the Working Party held on 22 July 2019.

4. ITEMS OF URGENT BUSINESS

5. DECLARATIONS OF INTEREST

6. UPDATE ON MATTERS FROM THE PREVIOUS MEETING (IF ANY)

7. NORFOLK STRATEGIC PLANNING FRAMEWORK

(Pages 9
- 16)

Summary: This report provides an update on the progress of the Norfolk Strategic Planning Framework following a recent review and recommends that the Council formally endorses a revised document.

- Recommendations:
- 1. That the *Norfolk Strategic Planning Framework and Statement of Common Ground 2019* and the Agreements contained therein are endorsed by North Norfolk District Council subject to the modification of Agreement 10 as outlined in this report.**
 - 2. That the Council supports and welcomes the commitment to continued co-operative working and periodic review of the framework and in particular would support further collective work in relation to climate change.**

Cabinet Member(s) – Cllr A Brown	Ward(s) affected
All members	All Wards
Contact Officer, telephone number and email: Mark Ashwell, 01263 516325, mark.ashwell@north-norfolk.gov.uk	

8. NORTH WALSHAM: PROPOSED SUSTAINABLE WESTERN EXTENSION DEVELOPMENT BRIEF (Pages 17 -

Summary: This report seeks to agree the proposed approach for the delivery of a comprehensive development brief for the North Walsham Sustainable Western Extension.

Recommendations: **That the Working Party agree:**

1. **NNDC Officers to lead on the delivery of the North Walsham Sustainable Western Extension; and,**
2. **to the setting up of a Delivery Group to oversee and guide the production of the Development Brief; and,**
3. **to delegate final decisions as to the project lead and constitution of the Delivery Group to the Planning Policy Manager.**

Cabinet Member –Cllr A Brown	Ward(s) affected
All Members	All Wards
<p>Contact Officer, telephone number and email:</p> <p>Stuart Harrison, Senior Planning Officer stuart.harrison@north-norfolk.gov.uk</p>	

9. EXCLUSION OF PRESS AND PUBLIC

10. TO CONSIDER ANY EXEMPT MATTERS ARISING FROM CONSIDERATION OF THE PUBLIC BUSINESS OF THE AGENDA

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Agenda Item 3

22 JULY 2019

Minutes of a meeting of the **PLANNING POLICY & BUILT HERITAGE WORKING PARTY** held in the Council Chamber, Council Offices, Holt Road, Cromer at 10.00 am when there were present:

Councillors

Ms K Ward (Chairman)
Mrs P Grove-Jones (Vice-Chairman)

Mr N Dixon	Mr P Heinrich
Mr P Fisher	Mrs M Millership
Ms V Gay	Mr N Pearce

Mrs A Fitch-Tillett – substitute for Mr J Punchard

Observers:

Mr A Brown
Mrs W Fredericks
Mr R Kershaw
Mr N Lloyd

Officers

Mr M Ashwell – Planning Policy Manager
Miss L Yarham – Democratic Services & Governance Officer

1 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Mr T Adams, Mr D Baker and Mr J Punchard. There was one substitute Member in attendance.

2 PUBLIC QUESTIONS

None.

3 MINUTES

The Minutes of a meeting of the Working Party held on 15 April 2019 were approved as a correct record and signed by the Chairman.

4 ITEMS OF URGENT BUSINESS

None.

5 DECLARATIONS OF INTEREST

None.

6 UPDATE ON MATTERS FROM THE PREVIOUS MEETING

None.

7 PURPOSE OF WORKING PARTY AND TERMS OF REFERENCE

The Planning Policy Manager presented revised Terms of Reference (TOR) for the Working Party for consideration.

The Chairman stated that one of the previous concerns was that the timetable of Council meetings meant that if an item missed Cabinet it could be some time before recommendations of the Working Party were approved. It was necessary to ensure that actions did not get held up unnecessarily.

Councillor Ms V Gay considered that the TOR were very good in terms of explaining what the Working Party did, but they needed to be more specific in terms of governance. For example, the draft TOR did not actually state that it was a Cabinet Working Party or that the Plan would be adopted by Full Council, despite these being identified in the covering report.

Councillor N Dixon also considered that clarification was needed with regard to the Working Party's links with Cabinet, Overview and Scrutiny and Full Council.

Councillor Mrs A Fitch-Tillett supported the above views. She asked if the TOR had to be considered by the Constitution Working Party.

The Chairman explained that as the Planning Policy and Built Heritage Working Party was a Cabinet working party, the TOR did not need to be considered by the Constitution Working Party. However, this would be double checked with the Monitoring Officer.

Councillor Ms V Gay considered that it would be helpful if the TOR was associated with the Constitution and all TOR documents collected together in one place on the website so they were easy to find for Councillors and members of the public.

RESOLVED

That subject to confirmation that the Terms of Reference do not require consideration by the Constitution Working Party, Cabinet be recommended to approve the Terms of Reference for the Working Party subject to amendments to specify the governance arrangements as outlined above.

8 LOCAL PLAN CONSULTATION UPDATE

The Planning Policy Manager presented an update report on the Local Plan consultation process and gave a verbal update on the main themes which had arisen in the consultation responses and advised that details of all comments received and recommendations in relation to how to proceed would be made at later Working Parties. He stressed that he was not reporting comments at this stage for discussion.

Councillor Mrs P Grove-Jones asked how many new dwellings were likely to result from the call for sites in the villages.

The Planning Policy Manager stated that the number of new dwellings was not known at this stage. The first call for sites had been unrestrained and some sites had been put forward in villages. A second call for sites had focused on 30 shortlisted villages, however sites had been put forward in unselected settlements and additional sites had been put forward the towns. Overall, sufficient land had been put forward for 55,000 dwellings and around 10% of this land was likely to be allocated.

Councillor Mrs Grove-Jones referred to a newspaper article she had read relating to a ban on second homes in Mevagissey which had apparently backfired as housebuilding had stopped. She considered that it was interesting as the Council was considering this approach in some of the coastal towns.

The Planning Policy Manager advised that the Draft Plan had invited comments about second homes and that this issue would need to be considered further

The Planning Policy Manager outlined some of the main recurring themes arising from the consultation responses, namely:

- There were mixed views as to whether or not development should take place in villages. Some people considered that growth would save villages from 'dying', whilst others thought there should be no development as there were no services, and that it was inappropriate to declare a climate change emergency and then build in villages where residents would be dependent on long distance travel to access services.
- There was a broad theoretical acceptance of affordable housing in villages. However, views had been expressed that allocations would diminish the possibility of affordable housing coming forward as they would create hope value for landowners and take up sites which might otherwise be available for exceptions schemes. Most communities which would accept affordable housing would only do so if they were occupied by people from their own community and not used to address housing needs elsewhere.
- There was scepticism as to how the Plan would deliver supporting infrastructure in a timely manner. People were concerned that housing came first and that delivery of infrastructure such as doctors' surgeries and schools were delivered much later, if at all. These facilities were not necessarily provided by developers.
- Over 50% of representations related to individual sites, with significant objections to some of the proposals.
- There was conditional support for further development in North Walsham, but people were not persuaded that the proposals would be deliverable or were right for the town.
- There was some cynicism around the scale of growth and the need for the number of houses being proposed. However, the rate of growth over the next 20 years would not be dissimilar to the rate of growth over the past 20 years.
- Almost all developers who responded considered that there was insufficient growth proposed. It had been suggested that a contingency was needed as not all sites would be developed and that the Plan was not ambitious or flexible enough.

Councillor N Pearce stated that the Council was trying to better inform the public through websites etc. and asked if responses had been well-argued and related to policy, as opposed to "nimbyism" by those who did want development near them.

The Planning Policy Manager stated that people had heartfelt concerns about development. There was an issue with un-evidenced representations but it was unreasonable to expect the general public to read the enormous amount of information and understand it in detail. Around half of the comments received raised localised concerns about local impacts, and it was possible that people had not looked at the

alternatives to see if they were worse. Development would have impacts but they had to be mitigated to get the best Plan possible.

The Chairman stated that Members would have to help the public understand the consequences of not having a Local Plan and a plan-led approach, which were likely to be bigger and worse than having a Plan. The Plan would enable the Council to make choices about the environment etc. which would not be possible without a Plan.

Councillor Mrs W Fredericks stated that people in her Ward had been unable to get onto the Planning Portal to leave their comments. They had written to her and she had passed on the comments. She considered that there did not seem to have been a fair exchange of information.

Councillor Fredericks asked if a requirement for 40% affordable housing was being put in the Plan. People were concerned that large housing developments were being erected with little or no affordable housing.

The Planning Policy Manager explained that the Plan would require developers to contribute to affordable housing. However, there was an issue of viability and the Plan had to be deliverable, realistic and evidence based. There would be a requirement of 20-35% affordable housing depending on location. The threshold would be set at the highest point which was considered to be deliverable, but this would be challenged by developers through planning applications and it would be up to the Committee to decide the level which would be acceptable. This issue would be discussed in detail at a later meeting.

The Chairman stated that she had requested a workshop on viability for the Working Party and Development Committee so that Members could better understand it and could explain it to their constituents. There was a new requirement for viability information to be in the public domain. Developers were required to make contributions to other things such as road infrastructure, libraries etc and there was a risk this might reduce the amount of money available for affordable homes.

Councillor Ms V Gay asked if development briefs would be Supplementary Planning Documents which would come before the Working Party.

The Planning Policy Manager stated that the delivery vehicle for the North Walsham proposals would be considered by the Working Party. In terms of status, Development Briefs were more important than SPDs as they were mentioned in policy and would carry slightly more weight in the consideration of planning applications.

Councillor N Dixon considered that it was important to use the right language and terminology in building positive relationships. He considered that "inadmissible" was more appropriate than "nimby" or "un-evidenced" as it had a link to the legal framework.

The Planning Policy Manager stated that there had been comments that the Plan could not say enough about climate change as it pre-dated the Council's climate change emergency declaration. However, there was a substantial amount in the draft Plan about climate change and the management and mitigation of risk was a priority. There was a question as to whether the Council could do more, or do more progressively throughout the Plan period. However, the Plan had to be realistic and deliverable and careful thought needed to be given to this issue.

The Chairman stated that climate change was an emerging area and there had been discussion at the recent Local Government Association conference on green housing issues.

Councillor P Heinrich questioned why sites were being allocated when there were allocated sites in the current plan which had received no developer interest.

The Planning Policy Manager stated that developers wanted to build in areas where there were strong market conditions, eg. Wells or Hoveton. There was a tension between an easy Plan which was developer led, or a Plan with allocations in the right places but which might be more difficult to deliver. It was necessary to have a mix in order to deliver the right amount of growth.

Councillor N Dixon considered that the Plan needed to identify and be capable of delivering substantial steps towards carbon neutrality by 2050. The Plan period covered a substantial part of that time. He considered that it would become harder to add measures into the policies as the Plan progressed and the time to achieve the goals would reduce.

Councillor Mrs A Fitch-Tillett stated that there was a question of deliverability. She referred to the Code for Sustainable Homes which proposed a number of measures to make dwellings more sustainable. This had been removed as it was not deliverable and homes which were reliant on fossil fuels were still being built.

The Planning Policy Manager stated that the Code for Sustainable Homes had been abolished by the Government some years ago and there were no national standards to aim for. Measures to achieve sustainable dwellings had to be set through local plans and local standards. The Government was now setting targets but there was no information as to how those targets would be achieved.

Councillor Mrs P Grove-Jones asked how many of the larger villages and towns welcomed developments of 70+ new dwellings.

The Planning Policy Manager stated that he did not know the answer at this stage, but in response to the consultation some towns had argued for more and some for less development. Some had not responded.

The Chairman stated that there was a need to be mindful that directives related to climate change did not just come through policies. She referred to matters which were coming through Building Control legislation and the Community Housing Team and stated that it was important to join up the strands.

Councillor N Lloyd considered that if there was a lack of guidance coming from Central Government on climate change, the Council should take the lead and set examples for Councils elsewhere.

The Chairman stated that reports on each of the policy areas and allocations would come to the Working Party for consideration. She stated that it was Members' responsibility to engage with their communities and help them navigate the complex legal framework and statutory duties that the Council had.

9 HOUSING DELIVERY AND FIVE YEAR LAND SUPPLY STATEMENT

The Planning Policy Manager presented an overview of two key housing delivery performance measures: the national Housing Delivery Test and the process for preparing a Five Year Land Supply Statement. He explained how the targets were worked out and the consequences of not meeting the targets.

Councillor N Pearce asked if there were any consequences for over-delivery against the housing delivery targets.

The Planning Policy Manager explained that there was no reward for over-delivery and there was a risk that significant over-delivery would make it more difficult to deliver sufficient numbers in future years as it would use up future land supply.

The Planning Policy Manager explained in detail how the five-year land supply was worked out. He stated that the Council's affordability uplift was 38% which was almost the maximum that could be applied.

The Chairman stated that she had been approached by other Councils with a high number of second homes to look at a business rates challenge, and that whilst North Norfolk had the third highest number of second homes in the country, none of those Councils had an affordability uplift as high as North Norfolk's.

Councillor Mrs P Grove-Jones asked how the targets could be achieved if developers did not build out their permissions.

The Planning Policy Manager explained that allocations would need to be made in areas which were attractive to developers, rather than on strategic sites which could take many years to develop. At the time of the previous housing crash the Authority had introduced a Housing Incentive Scheme which relaxed the requirement for affordable homes to incentivise developers to build.

The Planning Policy Manager explained that there were concerns that the Government's household projection figure on which the land supply calculations were based was flawed, which meant that North Norfolk would need to plan for more dwellings than necessary. He recommended that independent advice be sought on this matter prior to publication of the land supply statement.

The Chairman added that one of the reasons why it was worth seeking independent expertise was that the inward migration trend for 2016 was headed downwards and it was felt that there was a need to test the figures as it would have significant impact going forward. The Council was being asked to base its targets on figures where evidence was emerging that the figure could be wrong.

Councillor Mrs W Fredericks asked if pension income had been taken into account when calculating the affordability uplift.

The Planning Policy Manager explained that median earnings and median house prices were published by the Government. He considered that pension income would be included in the calculation but this was national evidence and would be applied consistently across the country.

Councillor Mrs P Grove-Jones supported the suggestion to seek independent evidence with regard to migration figures provided that the consultant had no Government connection.

The Planning Policy Manager stated that the consultants who had undertaken the Strategic Housing Market Assessment would be commissioned to do the work.

Councillor A Brown expressed his concern that there seemed to be a "one size fits all" policy from the Government and concerns had been raised at the LGA regarding second homes. He was surprised that there was no weighting which took into account second homes to ensure that the Council's targets were more realistic.

The Planning Policy Manager explained that there was a risk attached to arguing the issue regarding second homes, as it could result in a further uplift for second homes as they were not available for people to live in.

The Chairman stated that as a result of the discussion at the LGA a learning group had been set up to share good practice. South Hams had done a modelling exercise around loss of income to the Council from people claiming business rates on second homes and then claiming an exemption as a small business. The model would be used by other Councils and a joint cross-party submission would be made to the Housing Minister.

It was proposed by Councillor Ms V Gay, seconded and

RESOLVED

- 1. That the Council seeks independent advice on the potential impacts of Un-attributable Population Change on projected housing growth in the District prior to publishing this year's land supply statement.**
- 2. That pending receipt and consideration of this advice the Council continues to give full weight to adopted planning policies dealing with housing supply when determining planning applications.**

The meeting closed at 11.38 am.

CHAIRMAN

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ITEM FOR DECISION

Norfolk Strategic Planning Framework

Summary: This report provides an update on the progress of the Norfolk Strategic Planning Framework following a recent review and recommends that the Council formally endorses a revised document.

- Recommendations:
- 1. That the *Norfolk Strategic Planning Framework and Statement of Common Ground 2019* and the Agreements contained therein are endorsed by North Norfolk District Council subject to the modification of Agreement 10 as outlined in this report.**

 - 2. That the Council supports and welcomes the commitment to continued co-operative working and periodic review of the framework and in particular would support further collective work in relation to climate change.**

Cabinet Member(s) –Cllr A Brown	Ward(s) affected
All members	All Wards
Contact Officer, telephone number and email: Mark Ashwell, 01263 516325, mark.ashwell@north-norfolk.gov.uk	

1. Introduction

1.1 When preparing Local Plans, the Authority is subject to a number of legal and regulatory requirements. Amongst these the Council must discharge a legal ‘duty to co-operate’ with neighbouring authorities in relation to strategically important land use issues which cross administrative boundaries. The result of such co-operation is expected to be better planning outcomes. Compliance with this requirement is one of the legal tests which the Inspector will apply at Local Plan examination.

1.2 The Norfolk Authorities have a strong track record of working together with the most formal example being the preparation of a single Local Plan to cover Norwich, Broadland and South Norfolk planning authority areas. There are many other cross boundary working arrangements such as the AONB Partnership, Biodiversity Partnership, Coastal Partnership East and a wide range of forums on which the Council is represented at either Officer or Member level. In 2015 a new county wide Strategic Planning Member forum was established with terms of reference to ensure that the Duty to Co-operate was effectively discharged.

1.3 All authorities in Norfolk including the County Council participate in the Member forum which is supported via an officer team drawn from the Councils. The forum sought and gained agreement from each of the partner authorities to prepare a planning framework document. Cabinet subsequently resolved to agree to co-operate on strategic planning matters through the preparation of a shared non-statutory strategic planning framework, now known as the Norfolk Strategic Planning Framework and Statement of Common Ground (NSPF).

2. The Process of Preparation of the Framework

2.1 Following the agreement to prepare a shared Framework the authorities agreed to the appointment of project management resource to co-ordinate joint planning activity. This resource, which is hosted at Norwich City Council, commenced work in late 2015 and throughout 2016 co-ordinated the work of four separate task groups which drew together evidence relating to the local economy, housing, infrastructure, and environment and delivery matters on which the framework was to be based.

2.2 This process led to the joint Member Forum considering first drafts of a vision and objectives in October 2016 to guide the subsequent drafting of the document and a consultation draft of the Framework being agreed by the Forum in July 2017. A County wide consultation ran from the 2nd August to the 22nd September 2017. The Built Heritage and Planning Policy Working Party and Cabinet considered the Consultation Draft in September 2017 and it was subsequently endorsed by North Norfolk and all other partners as a basis for policy development in each of the authorities Local Plans.

2.4 The Duty to Co-operate is an on-going and continuous process and there is a need to ensure that the Framework remains up to date. A comprehensive review of the Framework is on-going and should be completed by the middle of next year. In the interim a revised NSPF was considered at the January 2019 Member Forum. At that meeting it was agreed that the NSPF would be reviewed in light of the governments then proposed changes to the National Planning Policy Framework and the standard methodology for calculating local housing need. The government published these changes in February and March and the NSPF has now been updated to reflect these. It has also been kept up to date with any other updates and changes that have happened since endorsement of the first version.

2.5 The key changes include:

- Highlighting that the document becomes the 'Statement of Common Ground' for Norfolk Planning Authorities – the preparation of formal Statements of Common Ground, which document how the authorities have worked together when preparing Local Plans, was introduced as a new requirement in the 2018 NPPF. The NSPF largely fulfilled this requirement so other than re-branding no significant changes were required.

- Changes to the formal Agreements contained in the Framework to include a new minerals and waste related Agreement and a new Agreement to formally commit to updating the document every two years. Neither of these matters had been previously addressed in sufficient detail in the original Framework.

- New information has been added on joint working including joint working beyond the county boundaries as the Duty to Co-operate extends beyond Norfolk.
- Changes to highlight the conclusions of the government technical consultation on the standard methodology for calculating local housing need and the most up to date figures for local housing need for each district.
- Updating the telecoms section of the Framework to represent the latest position regarding 5G and broadband provision.

2.6 As these changes are largely factual and do not alter the thrust of the Framework the forum resolved that pending the more comprehensive review there was no need to publish the revised Framework for further public consultation. The forum is therefore asking each member authority to endorse the revised Framework as an interim position following the completion of the wider ongoing review. In undertaking this wider review there is an acknowledgement that the next version will require a sharper focus on climate change issues reflecting the recent declarations by a number of Councils.

3. The Norfolk Strategic Planning Framework - Version 2 for Endorsement

3.1 The Framework sets out a number of agreements between the signatories.

These are intended to ensure that the planning authorities continue to work closely together where it is desirable to do so but not to be so prescriptive that they would limit the local production of development plan documents. The Agreements are listed below with areas of change identified in *italics*:

Agreement 1 - That when preparing new Local Plans which seek to identify levels of Objectively Assessed Need for housing the Norfolk Planning Authorities will produce documents which provide for the development needs of their areas until at least 2036. (*there are no proposed changes to this Agreement*)

Agreement 2 - In preparing their Local Plans the Norfolk Planning Authorities will seek to positively contribute towards the delivery of the following vision for Norfolk as a whole.

“By the middle of the 21st century Norfolk will be increasingly recognised nationally for having a strong and vibrant economy providing high quality economic opportunities for residents in urban and rural areas. Its settlements and key infrastructure will be physically resilient to the impacts of climate change. The natural, built and historic environments will be enhanced through the regeneration of settlements, safeguarding and enhancement of current assets and networks, improving both biodiversity and the quality of life for residents. Housing needs will be met in full in socially inclusive communities. The County will be better connected by having good transport links to major cities in the UK and Europe and excellent digital connectivity. A good relationship between homes and jobs will minimise the need to travel and residents will have choice about how they meet their demand for local travel.”

(*there are no proposed changes to this Agreement*)

Agreement 3 - By 2036, through co-operation between Local Authorities and preparation of Development Plans, Norfolk will seek to maximise the delivery of the following objectives (in no particular order):

- To realise the economic potential of Norfolk and its people.
 - To reduce Norfolk's greenhouse gas emissions as well as the impact from, exposure to, and effects of climate change.
 - To address housing needs in Norfolk.
 - To improve the quality of life for all the population of Norfolk.
 - To improve and conserve Norfolk's rich and biodiverse environment.
- (there are no proposed changes to this Agreement)*

Agreement 4 –To produce and maintain an assessment of housing needs covering the three contiguous and non-overlapping broad market areas of Great Yarmouth, Central Norfolk, and West Norfolk. (otherwise referred to as Housing Market Areas, or HMAs). *(there are no proposed changes to this Agreement)*

Agreement 5 - That Great Yarmouth and King's Lynn and West Norfolk will each continue to prepare separate Local Plans for their areas. *(there are no proposed changes to this Agreement)*

Agreement 6 - That Breckland and North Norfolk will continue to prepare separate Local Plans for their areas whilst Broadland District Council, Norwich City Council and South Norfolk Council will co-operate on a new Greater Norwich Local Plan that will replace the current Joint Core Strategy and various other existing Local Plan documents in this area. *(there are no proposed changes to this Agreement)*

Agreement 7 - That, in view of the very distinct issues facing the Broads Authority Area, spatial planning matters will continue to be best addressed by way of a standalone Broads Local Plan. *(there are no proposed changes to this Agreement)*

Agreement 8 - The above list of locations are the Tier One Employment sites and should be the focus of investment to drive increasing economic development in key sectors, and protected from loss to other uses. (in North Norfolk Tier One sites are Egmore Business Zone and Scottow Enterprise Park). *(there are no proposed changes to this Agreement)*

Agreement 9 - The emerging Local Plans for the area will include appropriate policies and proposals which recognise the importance of the above cross boundary issues and interventions. *(there are no proposed changes to this Agreement)*

Agreement 10 - When determining their respective Local Plan housing targets each authority, working together where desirable, will aim to deliver at least the local housing need as identified in the most up to date evidence (Table 9). Where this would result in unsustainable development, agreement will be sought with other authorities, initially within the same Housing Market Area, to ensure sufficient homes are provided to meet identified needs and demands in the area until at least 2036.

This agreement has been redrafted to take account of the standard methodology for assessing housing need introduced in the 2018 revisions of the NPPF. It requires each of the Authorities to address their own need unless the results would be unsustainable growth in which case agreements would need to be reached with adjacent authorities. Such an approach is in any event a requirement of national guidance. However, explicitly linking this Agreement to 'Table 9' which presents the current results of the standard methodology is not considered desirable for the following reasons.

- i. *Government is reviewing the standard methodology*

- ii. *The results of applying the methodology will change in Feb 2020 when the next affordability ratios are published. These affordability ratios are one of the key inputs in applying the standard approach. The framework will quickly become out of date.*
- iii. *The link to 'Table 9' arguably prevents any of the authorities making the case for a departure from the standard methodology if they can evidence an alternative approach to establishing OAN. Such alternatives are provided for in the NPPF.*

All three of these issues would be addressed if the Agreement were amended to remove the reference to Table 9.

Agreement 11 – The Broads Authority will meet its calculated portion of the wider housing requirement as far as is compatible with the protection of the Broads landscape and special qualities. *(there are no proposed changes to this Agreement)*

Agreement 12 – South Norfolk, Norwich City, Broadland, North Norfolk, and Great Yarmouth Councils will seek to include appropriate provision within their Local Plans to address the housing needs arising from the parts of the Broads Authority area overlapping their administrative boundaries if these cannot be met within the Broads Local Plan. *(there are no proposed changes to this Agreement – there has been a long standing arrangement with the Broads Authority that in the event it is unable to address its own housing need the adjacent authorities would make provision for any shortfalls in their local Plans on a pro rata basis. However the need in the Broads area is very small and is addressed in full in their current Local Plan)*

Agreement 13 – In addition to their OAN, Broadland, Norwich City, and South Norfolk Councils will seek to deliver an additional supply of homes within the Greater Norwich Local Plan to ensure the housing needs arising from the City Deal are met in full. *(there are no proposed changes to this Agreement)*

Agreement 14 - The Norfolk Planning Authorities will quantify the need for, and plan to provide for, the specialist accommodation needs of the elderly, students, gypsy and travelling show people, and those residing in other specialist types of accommodation and working together will ensure that the distribution of provision responds to locally identified needs. *(there are no proposed changes to this Agreement)*

Agreement 15 – All Local Planning authorities will produce their Housing and Economic Land Availability Assessments to the standard Norfolk methodology. *(there are no proposed changes to this Agreement)*

Agreement 16 - To minimise the risk of slow delivery over the next plan period, where it is sustainable to do so, the following will be done:

- Housing strategies will seek to allocate a range of different sizes of sites, where such sites are available and would result sustainable development.
- Clear evidence and demonstration of ability to deliver development will be required prior to the allocation of larger sites for development. *(there are no proposed changes to this Agreement)*

Agreement 17 – Norfolk is identified as an area of serious water stress, the Norfolk Authorities have agreed that when preparing Local Plans they will seek to include the optional higher water efficiency standard (110 litres/per person/per day) for residential development. *(there are no proposed changes to this Agreement)*

Agreement 18 – The Norfolk Authorities, Anglian Water and Essex and Suffolk Water have agreed to provide regular and timely updates to each other on the delivery of development sites and proposed utility projects to ensure that development is aligned with water and wastewater infrastructure. *(there are no proposed changes to this Agreement)*

Agreement 19 - To maximise the speed of rollout of 5G telecommunications to Norfolk, the Local Planning Authorities are engaging with the telecommunications industry including Mobile UK to produce shared objectives for extending 4G coverage and the rollout of 5G infrastructure in Norfolk guidance on the location of base and booster stations for the 5G network, taking into account material planning considerations. The objectives will be agreed in the Summer of 2019. *(there are no proposed changes to this Agreement – the shared guidance referred too has been prepared and drafts will be presented to the Member Forum in October for initial consideration. Draft Policies SD8 and SD9 accord with the emerging guidance which is in large part based on the draft policies.)*

Agreement 20: The authorities agree to endorse the updated Planning in Health: An Engagement Protocol between Local Planning Authorities and Public Health and Health Sector Organisations in Norfolk and undertake its commitments. *(there are no proposed changes to this Agreement)*

Agreement 21: The Local Planning authorities will continue to work closely with the County Council and school providers to ensure a sufficient supply of school places and land for school expansion or new schools, and use S106 and / or Community Infrastructure Levy funds to deliver additional school places where appropriate. The authorities agree to continue supporting the implementation of the County Council's Planning Obligations Standards as a means of justifying any S106 payments or bid for CIL funds needed to mitigate the impact of housing growth on County Council infrastructure. *(there are no proposed changes to this Agreement)*

Agreement 22: In recognition of:

- a) the importance the Brecks, the Broads and the Area of Outstanding National Beauty, together with environmental assets which lie outside of these areas, bring to the county in relation to quality of life, health and wellbeing, economy, tourism and benefits to biodiversity;
- b) the pressure that development in Norfolk could place on these assets; and
- c) the importance of ecological connections between habitats the Local Planning Authorities will work together to produce a GI Strategy for Norfolk which will aid Local Plans in protecting and where appropriate enhancing the relevant assets. *(there are no proposed changes to this Agreement – the first draft of the strategy referred too is in preparation and will be reported to a later Working Party)*

Agreement 23: It is agreed that:

- a) It is essential that there is a sufficient supply of minerals to provide the infrastructure, buildings, energy and goods that the country needs. The Norfolk Minerals and Waste Local Plan will therefore enable Norfolk to continue to be self-sufficient in the production of sand & gravel, whilst making an important contribution to the national production of silica sand.
- b) A steady and adequate supply of minerals to support sustainable economic growth will be planned for through allocating sufficient sites and/or areas in the Norfolk Minerals and Waste Local Plan to meet the forecast need for sand and gravel, carstone, and silica sand.

c) Since minerals are a finite natural resource, and can only be worked where they are found, best use needs to be made of them to secure their long-term conservation. Resources of sand and gravel, carstone and silica sand within defined Mineral Safeguarding Areas will be safeguarded from needless sterilisation by non-mineral development. Infrastructure for the handling, processing and transportation of minerals will also be safeguarded from incompatible development. Defined waste management facilities and water recycling centres will be safeguarded from incompatible development.

d) The Norfolk Minerals and Waste Local Plan policies will enable the re-use, recycling and recovery of waste in Norfolk to increase, thereby reducing the quantity and proportion of waste arising in Norfolk that requires disposal, in accordance with the Waste Hierarchy.

e) The Norfolk Minerals and Waste Local Plan will enable Norfolk to be net self-sufficient in waste management, where practicable and to enable sufficient waste management infrastructure to be provided, for Norfolk, to meet the existing and forecast amount of waste expected to arise over the Plan period.

f) The Norfolk Minerals and Waste Local Plan will direct new waste management facilities to be located in proximity to Norfolk's urban areas and main towns. Priority for the location of new waste management facilities will be given to the re-use of previously-developed land, sites identified for employment uses, and redundant agricultural and forestry buildings and their curtilages.

g) The Norfolk Minerals and Waste Local Plan will contain policies to ensure that minerals development and waste management facilities will be located, designed and operated without unacceptable adverse impacts on the amenity of local communities, the natural, built and historic environment, the landscape and townscape of Norfolk.

(This is an entirely new Agreement recognising that minerals and waste planning are matters to which the Duty to Co-operate applies.)

Agreement 24: In recognition of the benefits gained by co-ordinating and co-operating on strategic planning activities the signatories to this document agree to support the activities of the Norfolk Strategic Planning Member Forum and to continue to appropriately resource joint planning activity. *(there are no proposed changes to this Agreement)*

Agreement 25: Norfolk Planning Authorities agree to maintain this Statement of Common Ground on a regular basis, reviewing it at least every two years to support the maintenance of up to date Local Plans across the county and ensure that the NSPF remains the most appropriate vehicle to address strategic planning matters for the county. Norfolk Planning Authorities agree to maintain the statements of common ground on a regular basis with publication dates to be linked to Local Plan publications of the various authorities involved. Reviews will ensure that each authority is able to meet its local housing needs and agreements are in place where this is not appropriate or achievable. *(New agreement to reflect the continuous nature of the Duty to co-operate)*

4. Conclusions.

4.2 Whilst in a number of sections the Framework may not be fully developed, and in places the Framework itself points to the desirability of further work, it nevertheless provides a sound basis for the on-going preparation of Local Plans and clearly demonstrates an on-going and effective commitment to joint working.

4.3 A full copy of the currently approved Framework is available here:
<https://www.norfolk.gov.uk/what-we-do-and-how-we-work/policy-performance-and-partnerships/partnerships/norfolk-strategic-planning-member-forum>

5. Recommendations

1. That the *Norfolk Strategic Planning Framework and Statement of Common Ground 2019* and the Agreements contained therein are endorsed by North Norfolk District Council subject to the modification of Agreement 10 as outlined in this report.
2. That the Council supports and welcomes the commitment to continued co-operative working and periodic review of the framework and in particular would support further collective work in relation to climate change.

6. Legal Implications and Risks

- 6.1 It is a legal requirement to co-operate with neighbouring authorities in relation to strategically important cross boundary land use issues when preparing a Local Plan. Failure to meet this requirement could render a Local Plan unsound and result in failure at the independent examination.

7. Financial Implications and Risks

7.1 The Council currently makes an annual contribution of £10,000 towards the work of the forum to fund project management and the procurement of jointly prepared evidence. Joint commissioning of evidence produces substantial savings for individual authorities.

ITEM FOR DECISION

North Walsham: Proposed Sustainable Western Extension Development Brief

Summary: This report seeks to agree the proposed approach for the delivery of a comprehensive development brief for the North Walsham Sustainable Western Extension.

Recommendations: **That the Working Party agree:**

- 1. NNDC Officers to lead on the delivery of the North Walsham Sustainable Western Extension; and,**
- 2. to the setting up of a Delivery Group to oversee and guide the production of the Development Brief; and,**
- 3. to delegate final decisions as to the project lead and constitution of the Delivery Group to the Planning Policy Manager.**

Cabinet Member –Cllr A Brown	Ward(s) affected
All Members	All Wards
<p>Contact Officer, telephone number and email:</p> <p>Stuart Harrison, Senior Planning Officer stuart.harrison@north-norfolk.gov.uk</p>	

1. Introduction

- 1.1 This report presents an outline of the proposed approach in relation to the production of a comprehensive development brief for the North Walsham Sustainable Western Extension.
- 1.2 There is a clear need to start to move forward and to seek to resolve some of the known issues around deliverability and infrastructure in relation to the provisional allocation for the sustainable western extension at North Walsham. Members of the Working Party have previously supported the need for a comprehensive development brief and sought greater assurances on infrastructure delivery.
- 1.3 The report sets out the scope of work that is required in order to produce and inform the content of the development brief. It recommends the establishment of a ‘delivery group’ to oversee and manage the project.
- 1.4 A comprehensive Development Brief for the North Walsham Sustainable Western Extension will provide the clarity on deliverability of the proposed allocation with particular focus on the key infrastructure such as the link road.

2. Background

- 2.1 At the June 2018 Working Party the provisional preferred options were identified for North Walsham including the provision preferred allocation for the North Walsham Western Extension (NW62).
- 2.2 The proposed sustainable extension for North Walsham covers a significant area of land that stretches from the railway line (to the north west of the town), across arable land - around the west of the town, to Norwich Road (to the south). The area covers 95 hectares and would envelope the area around Link Road, Greens Road, Aylsham Road, Tungate Road and Skeyton Road.
- 2.3 The First Draft Local Plan site policy for the Western Extension stated that the site (in part or whole) cannot be brought forward without the adoption of a comprehensive Development Brief for the whole site. It is the intention to have a Development Brief produced by the Regulation 19 stage of the plan process.
- 2.4 The Western Extension allocation includes the delivery of the following:
- approximately 1800 dwellings;
 - a western link road - linking Cromer Road (with improvements to 'Links Road') to Norwich Road;
 - 7 hectares of serviced employment land and retail provision;
 - a new primary school;
 - significant areas of landscaping and public open space;
 - other required infrastructure, improvements and mitigation.
- 2.5 An extract from the consultation version of the First Draft Local Plan – North Walsham Western Extension can be seen at **Appendix 1**.

3. Landownership and Promoters

- 3.1 The large 95ha site is in multiple landownerships. However, a significant proportion of the land (87ha) is in the control of three landowners who are operating together as a consortium and have appointed Larkfleet Homes as the principle site promoter. Other landowners will be involved in the development brief process. There may also be a need to involve other landowners outside the allocation area to ensure that there is a wide ranging approach to delivery of the Development Brief.

4. Draft Plan update

- 4.1 The First Draft Local Plan was published on the 7th May followed by a 6-week consultation period up to the 19th June 2109. A public consultation 'drop in' event held in North Walsham on the 16th May between 2pm and 7pm. This consultation event was attended by approximately 150 people.
- 4.2 A number of representations (general comments, objections and in support) were made to the growth proposals for North Walsham during the public consultation. These representations will be reported to the Working Party at a later date.
- 4.3 In June (in response to the consultation) Larkfleet Homes submitted a Deliverability Statement which states the following:

The purpose of this statement is to demonstrate the deliverability of the NWSUE and to help inform the progression of North Norfolk's emerging Local Plan. The proposed strategic scale of development will contribute to North Norfolk's current and future housing needs and help enable the provision of a link road to the west of the town. This will help to ensure that the proposed development will not add to the existing traffic problems of the town, but will actually be a potential solution to the existing problems.

As part of the site's promotion, Larkfleet Homes have commissioned reports in respect of the infrastructure, planning and technical issues associated with its deliverability. The initial assessment of the site is summarised and concluded in this statement.

The statement's conclusion draws upon a growing evidence base and confirms that the NWSUE is a suitable, sustainable, available and deliverable site.

The Larkfleet Delivery Statement can be seen at **Appendix 2** including indicative options for the link road.

5. What is a Development Brief?

- 5.1 The Development Brief will provide the planning policy framework for the development of the site, drawing together relevant emerging policies and applying, amplifying or interpreting them for the site-specific circumstances. It will set out the key aspects of the vision for the site and the guiding principles for the development. It will provide clarification of emerging Local Plan policy, providing certainty over required infrastructure delivery, promote high standards of layout and design and aid the comprehensive approach to delivery.
- 5.2 The Development Brief will make clear what is likely to be acceptable and what is unacceptable; where there is flexibility and where requirements are firm. Matters such as the design, delivery and phasing of the link road along with other required infrastructure will be outlined, together with the approach to the phasing of the housing, employment, green infrastructure and other land uses.
- 5.3 The Development Brief will influence the design of the site. It will focus on the characteristics of the area, look at developing a design code and seek to bring best practice of urban design principles to the site. The overall aim of the brief is to:
- improve the efficiency of the planning and development process
 - ensure delivery of key infrastructure
 - ensure high quality of development.
 - appropriate phasing ensuring a comprehensive development scheme

6. Potential areas of work

- 6.1 There will be a range of workstreams that will have to be considered, commissioned and managed in order to provide the key information that is required to inform the Development Brief.

Some of these workstreams will include:

- 6.2 **Highways:** including developing a more detailed understanding of the proposed link road including, design, routing, phasing and funding. There will be a consideration of the wider impact on the transport network of the town and any required mitigation. We will work with NCC Highways and the developer/promotor to agree the scope for the evidence gathering and analysis required to inform the development brief.

To date, NCC have suggested that a staged approach is required;

- Traffic count data at key junctions across the town backed up with ANPR work to determine flows and movements (including distribution).
- High level analysis of the traffic count data using a spreadsheet model to determine traffic patterns and issues emerging for the growth proposals.

The scope of the following stages will depend on the outcome of the task 2 analysis but will include;

- More detailed evidence gathering to investigate the identified issues.
- Development of the appropriate traffic models to provide the evidence required for the proposal of growth to be proven.

- 6.3 **Infrastructure delivery:** including working with NCC Education on the delivery of the primary school, agree the approach to the community facilities, the water & drainage strategy, provision and integration of utilities including telecommunications.
- 6.4 **Climate Change and Green Infrastructure:** consideration of how the development meets the challenges of climate change, how it will deliver net biodiversity gains, the provision of new open space, new and improved access routes and the enhancement of the Weavers Way.
- 6.5 **Design:** this will be an important element of the development brief and the production of a design code will be considered to provide a deeper understanding and explanation of the design considerations.
- 6.6 **Funding:** there will have to be an appraisal of the funding opportunities/arrangements for the commissioning of the evidence base and furthermore, an agreed funding/phasing strategy for the delivery of key infrastructure. There may well be opportunities for a range of revenue and capital bids including Business Rates Pool, Local Enterprise Partnership and Government funding. These opportunities will be explored together with colleagues' in Economic Growth.
- 6.7 **Document Production:** there will be a requirement to produce a Development Brief document that effectively communicates the principles and details of the development brief. It will include plans and diagrams and illustrations. The document would include an overarching illustrative master plan and/or a parameters plan and indicative phasing plan.
- 6.8 **Project Plan and Communications Strategy:** a project plan will be produced for the Delivery Group to detail the process and timescales involved – leading to adoption of the Development Brief. It will examine the evidence base and consider what new information is required and who will deliver it – i.e. NNDC and/or the developer. It will identify any specialist input that may be required.
- 6.9 The Communications Strategy will outline what engagement and consultation will be carried out to inform and publicise the Brief. This will include an outline of how the group intends to inform and engage with the local community and all stakeholders.

7. **Options for the delivery of the Development Brief**

- 7.1 There are a number of options available to the Council when considering how the Development Brief could be delivered. These options are discussed in further detail below.
- 7.2 **Option 1: Developer led Development Brief**
- 7.3 This option would see the developer/promoter lead on the work that is required to inform a Development Brief. The scope of the work, the detail and content of the Brief and associated timescales would be driven by the developer. NNDC involvement would be more reactionary and akin to the traditional development management planning application process.
- 7.4 The advantage of this approach is it may be less NNDC officer resource intensive – as the work will be commissioned and managed by the developers with officers taking more of an advisory and approval role.
- 7.5 The disadvantage is the lack of control and direct involvement in the process. The ultimate Development Brief may not contain the level of information that may be considered acceptable for inclusion at the Reg. 19 stage. Furthermore, there will be no control of timescales or certainty in its delivery
- 7.6 **Option 2: Consultant led Development Brief**
- 7.7 A consultancy would be employed and managed, either directly by NNDC or jointly with the developers, and would take on the production of the Development Brief.
- 7.8 The advantage of this approach is that it would 'buy in' particular expertise in delivering development briefs and master planning. It would produce a document that may be considered to be an independent assessment of what is required.

7.9 The disadvantages are: the experience of working with consultants is that there would still have to be a great deal of officer involvement in the process. There will be time delays in having to scope the brief, in procuring consultants and setting up of the contract. There will be a considerable cost involved in such an approach which may consume much of the NNDC budget that may be required to commission some of the technical evidence – particularly in relation to highways (which will still have to be produced).

7.10 **Option 3: NNDC led Development Brief**

7.11 This option would entail NNDC taking the lead on the delivery of the Development Brief. Officers within the Planning Policy team would manage the ultimate production of the development brief – in cooperation with the developers and other partners and stakeholders. Any specialist expertise required, will be commissioned (either by NNDC, the developer or partners) as and when required.

7.12 The advantages of this approach are that NNDC would take control of the process in particular the scope and content of the Brief and the timescale for delivery. There is the required expertise within the Planning Policy Team on areas such as project management, master planning, highways and infrastructure delivery. Officers will work with the developers and partners in delivering the evidence and information base required for the Brief.

7.13 The disadvantages of this method are that it will take officer resource to manage the delivery of the Brief and there is the risk that officer resource and time could be drawn away onto other matters. There may be the perception that the production process and final document may not be seen as an independently produced document.

7.14 **Recommended option:**

7.15 That NNDC officers lead on the production of the Development Brief with the setting up of a Delivery Group to manage and oversee the production of the Brief.

7.16 Experience has shown that there is a need for NNDC to have a greater involvement in the delivery and production of development briefs. Although, consultancy support can be commissioned to deliver the work, again, experience has shown that this ultimately requires a great deal of work and input from officers. The recommended approach is for NNDC to work closely with the developer and partners and ‘buy in’ specialist expertise – as and when required.

7.17 A lead officer will be appointed from within the Planning Policy team who has the lead in delivering the Development Brief and managing the project. In order to provide an overall and purposeful steer to the project it is suggested that a dedicated steering group is set up as detailed below.

Setting up a ‘Delivery Group’

7.18 It is recommended that to facilitate the delivery of the development brief that a dedicated steering group is set up to oversee production and the commissioning of workstreams. It will be an inclusive group that will be managed by NNDC officers with the promoters an integral and vital constituent part. The group will include partners from NCC and other core organisations and groups as appropriate (suggested on an ad-hoc basis – when specialist input is required).

7.19 It is important that in any such steering group there is also a Member involvement in the delivery group. Members of the Working Party may wish to nominate a Member to join the delivery group or the Member nomination can be agreed at a later date.

7.20 The Delivery Group will oversee the further detail on all of the workstreams and detailed reports will be presented to the Group to explain the approach or methodology. The Delivery Group will be managed in accordance with general project management principles.

7.21 A project plan and communications plan will detail the reporting schedules and stages where reports will be brought back to the Working Party – either for information/updates or where further decisions may be required.

7.22 Possible composition of the Delivery Group is as follows:

Project Lead:	Senior Planning Policy Officer
NNDC Officers:	Planning Policy Manager, Major Projects & Economic Development
Developers/Promoters:	Larkfleet Homes representatives
Partners:	NCC Highways and NCC Strategic Planning
NNDC Member:	Local Member and/or Portfolio Holder

8. Recommendation

8.1 **That the Working Party agree:**

- 1. NNDC Officers to lead on the delivery of the North Walsham Sustainable Western Extension**
- 2. The setting up of a Delivery Group to oversee and guide the production of the Development Brief.**
- 3. To delegate final decisions as to the project lead and constitution of the Delivery Group to the Planning Policy Manager.**

9. Legal Implications and Risks

9.2 The North Walsham Western Extension is a significant element of the ability to deliver the growth proposals for North Norfolk and it is imperative that the Council can demonstrate deliverability of the proposed allocation when the Local Plan is examined. Failure to adequately provide information on the deliverability could render a Local Plan unsound and result in failure at the independent examination.

10. Financial Implications and Risks

10.1 The initial phase of the production of the Development Brief can be funded through existing budgets. Further work may need to be commissioned and funded – including the need for external funding bids. The funding of the project will be managed by the Delivery Group.

16 Proposals for North Walsham

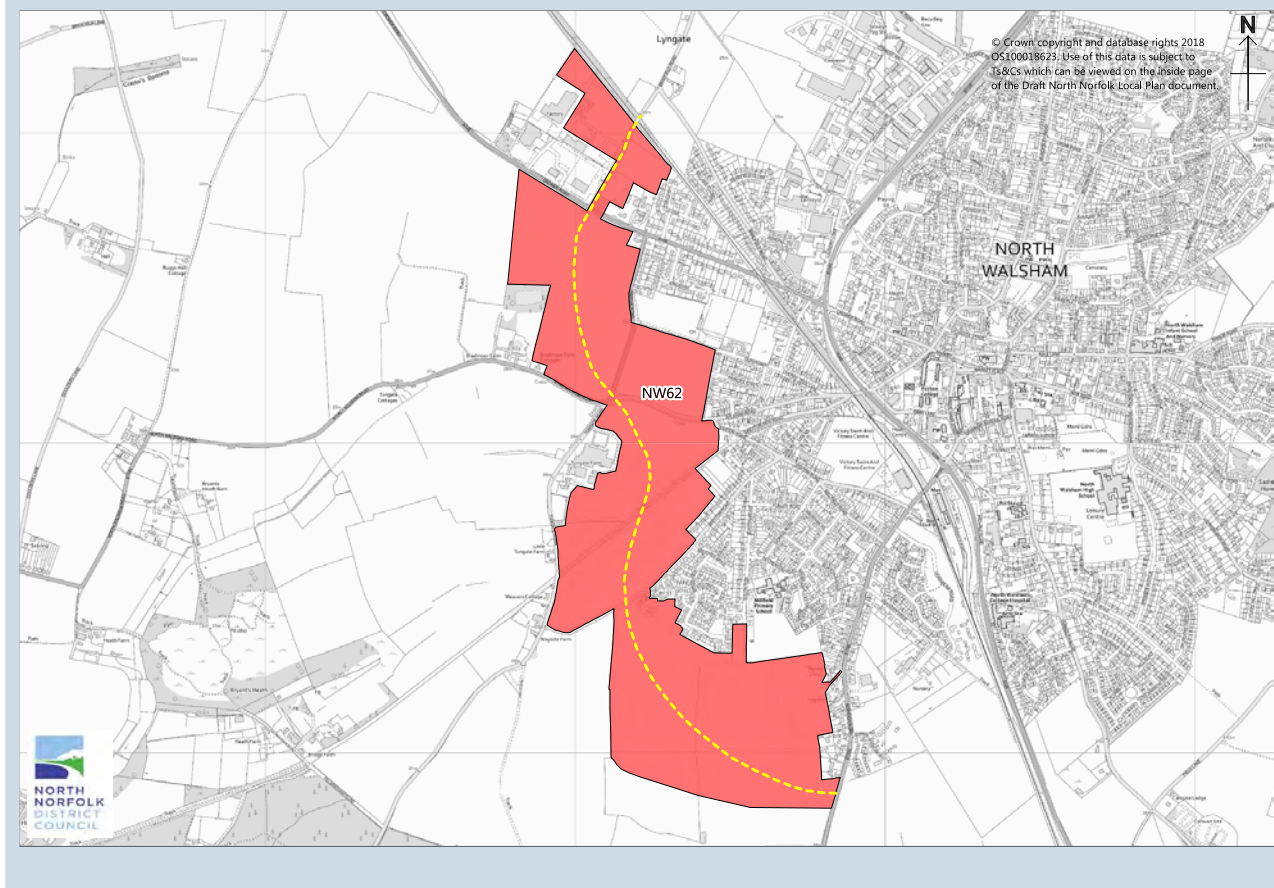
APPENDIX 1

Mixed-Use: North Walsham Western Extension

Site Reference	NW62
Site Address	North Walsham Western Extension
Site Area	95 hectares

Proposal

Mixed-use development of approximately 1,800 dwellings, including the delivery of a link road between Norwich and Cromer Road, associated supporting infrastructure including a new primary school, significant areas of public open space and green infrastructure and approximately 7 hectares of employment provision. The final mix, quantity and distribution of land uses to be subject to the production and approval of a comprehensive Development Brief.



Description

- 16.32** The proposed Western Extension for North Walsham covers a significant area of land that stretches from the railway line to the north west of the town, across arable land - around the west of the town, to Norwich Road to the south. The suggested development area covers a total 95 hectares and would envelop Link Road, Greens Road, Aylsham Road, Tungate Road and Skeyton Road.
- 16.33** In the 2018 Landscape Character Assessment the whole of the 95ha site is within the landscape type characterised as 'Low Plains Farmland'. The Low Plains Farmland Type is flat or gently undulating open landscape with long, uninterrupted views, predominantly arable land use and

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dispersed rural settlements, including the expanding market town of North Walsham. It is not identified as a landscape type which is more sensitive to the impacts of development and is not subject to any local or national landscape designations.

16.34 It is proposed that the Western Extension would deliver the following:

- approximately 1,800 dwellings;
- a western link road - linking Cromer Road (with improvements to Links/Bradfield Road) to Norwich Road;
- 7 hectares of serviced employment land and retail provision;
- a new primary school;
- significant areas of landscaping and public open space;
- other required infrastructure, improvements and mitigation including, but not limited to, health services, drainage and power.

16.35 The site (in part or whole) cannot be brought forward without the adoption of a comprehensive Development Brief for the whole site.

Constraints

16.36 Development proposals will have to take into account:

- a Transport Assessment will be required that will explore the benefits of the western link road and the impacts (with mitigation required) on the surrounding network. The Transport Assessment should include an assessment of walking and cycling routes and a comprehensive strategy to promote walking and cycling and other modes of sustainable transport;
- the site has a number of public rights of way running through it, including the Weaver's Way, and enhancements should be considered in line with the green infrastructure plan for North Walsham;
- the Weavers Way County Wildlife Site runs through the site and the site is close to Bryant's Heath SSSI;
- this is a large site that will require further investigation and survey work to be carried out on a range of factors and potential constraints;
- the production of a 'Health Impact Assessment' of the healthcare impacts arising from the proposed development;
- other evidence will be required on landscape, water, flooding & drainage.
- proposal will need to provide for the retention and potential expansion of North Walsham Football Club.

Deliverability

16.37 The delivery of the site will be complex and may take a number of years to come to fruition. The majority of the site is currently being promoted for development by a single consortium comprising three separate land owners. However, there may be a need to open this consortium up to other landowners whose land forms part of the western extension. This may require land assembly and equalisation agreements. A large-scale allocation such as this will be complex, however, it is expected that it will be substantially completed during the Plan period.

16.38 The major land owners have appointed a developer partner to promote development on the site and prepare a range of evidence documents to demonstrate deliverability. These will include Transport, Ecology, Drainage, Utility and Viability Assessments.

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Next Stages

16.39 Before reaching any final decisions in relation to allocating the site the Council will wish to take account of the responses to this consultation. Following the consultation it is envisaged that further work will need to be completed to understand how the site could be developed and in particular:

- the options available for the distribution of various land uses.
- the impacts of development on traffic circulation particularly, but not solely, in relation to HGV movements to and from the industrial estate and town centre. This will include consideration of the practicalities and costs associated with undertaking works to the town's rail bridges or the merits, and deliverability, of securing direct road access via Bradfield/Link Road to the Industrial Estate.
- a Viability Appraisal to establish to extent to which the proposed development can fund or contribute towards the delivery of the necessary infrastructure including the link road, affordable homes, significant areas of public open space, primary school and all necessary physical and social infrastructure.
- establishing the broad design principles with which the proposal should comply with.

16.40 These issues will be addressed via the preparation of a detailed Development Brief for the site, similar to that prepared for the comparable development proposals at Fakenham⁽¹⁰¹⁾. This Brief will be subject to public consultation and the Council intends that it will be prepared before the Plan, itself, is subject to a further round of public consultation.

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Policy DS 15

North Walsham Western Extension

Land amounting to approximately 95 hectares is proposed to be allocated for a mixed use development to include approximately 1,800 dwellings. Development proposals would need to comply with a number of policies (including those relating to affordable housing and other supporting infrastructure) elsewhere in this Plan and the following site specific requirements:

Development Brief

The allocation will be subject to the production of a **comprehensive site wide Development Brief**. The Development Brief will provide the over-arching guidance on the broad distribution of land use and the guiding principles against which future planning applications will be considered.

The development brief is to include:

1. overall aims and vision for the western extension in line with the Local Plan policies;
2. a strategy for the early delivery of the western link road;
3. a phasing strategy for the delivery of all land uses; including residential, employment and small scale retail;
4. an overall design framework building on the principles of the District's most up to date Design Guide;
5. a strategy for the delivery of essential infrastructure and mitigation measures, including (but not exclusively):
 - primary school;
 - highways mitigation to include a package of measures to mitigate the impact of the development on the highway network;
 - appropriate levels of affordable housing and housing & care provision for older people.
 - the production of a 'Health Impact Assessment' of the healthcare impacts arising from the proposed development;
6. A Green Infrastructure Delivery Strategy in line with the proposals and actions contained in the North Walsham Green Infrastructure Strategy, to include:
 - significant levels of public open space;
 - enhancements to the Weavers Way and provision of a network of new pedestrian and cycle routes;
 - enhancement to all public rights of way to and through the site;
 - mitigation and enhancement proposals for Bryant's Heath SSSI;
 - water, flooding & drainage management;
 - to consider options for the enhancement to North Walsham Football Club.

The Development Brief will be developed in partnership between the landowners/promoters and the Council and will be subject to public consultation.

Not all land parcels will deliver housing and other uses such as employment, local retail, landscaping or open space may be more suitable for some sites (in part or whole).

16 Proposals for North Walsham

It is expected that the landowners may need to work together on an equalisation agreement to ensure that all the assembled land is recognised as forming an integral part of the over-arching western extension.



Have any Alternative Site Options been considered?

Yes, for further details see the [Alternatives Considered](#) document.

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North Walsham Sustainable Urban Extension

Deliverability Statement

Land to the west and south of North Walsham Site allocation NW62 in the First Draft North Norfolk Local Plan 2016-2036 (Part 1)



Larkfleet Homes Ltd

June 2019

LarkfleetHomes

Summary

This statement has been prepared in response to the Council's current consultation into the Daft Local Plan and in particular the proposed North Walsham Sustainable Urban Extension (NWSUE).

The purpose of this statement is to demonstrate the deliverability of the NWSUE and to help inform the progression of North Norfolk's emerging Local Plan.

The proposed strategic scale of development will contribute to North Norfolk's current and future housing needs and help enable the provision of a link road to the west of the town. This will help to ensure that the proposed development will not add to the existing traffic problems of the town, but will actually be a potential solution to the existing problems.

As part of the site's promotion, Larkfleet Homes have commissioned reports in respect of the infrastructure, planning and technical issues associated with its deliverability. The initial assessment of the site is summarised and concluded in this statement.

No 'showstoppers' have been identified.

The masterplan has been shaped by the site's constraints, opportunities and site assessments undertaken to date. The draft masterplan will evolve over time as the scheme progresses and as additional information is provided, including feedback from key stakeholders and consultees regarding the proposals.

The statement focuses on the NWSUE's potential to deliver housing for the housing needs of the district. However, additional complimentary land uses will also be included within the proposals. At present the masterplan helps to illustrate the vision for the NWSUE.

The statement's conclusion draws upon a growing evidence base and confirms that the NWSUE is a suitable, sustainable, available and deliverable site.

We recommend that this site continues to be identified as suitable location for a large scale, mixed use development.

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Appendix

SCP Transport Delivery Statement.

1. Introduction

- 1.1. This deliverability statement has been prepared by Larkfleet Homes Ltd as a promotional document for land to the west of North Walsham, known as the North Walsham Sustainable Urban Extension (NWSUE). The extent of the site of interest to Larkfleet Homes, can be found in Figure 1.
- 1.2. The purpose of this statement is to demonstrate the deliverability of the NWSUE and to help inform the progression of North Norfolk's emerging local plan. The emerging local plan will guide the district's development to 2036 and the NWSUE is a key element of the plan.
- 1.3. Larkfleet Homes strongly believe the western extension to North Walsham is a highly sustainable, available and deliverable site for development and should be allocated as such within the emerging North Norfolk Local Plan. Larkfleet Homes and the owners of the site (the promoters of the site) are committed to delivering a sustainable development in line with emerging Local Plan policy.
- 1.4. The proposed strategic scale of development would contribute to North Norfolk's current housing needs and potentially the need beyond the projected plan period. The scale of development will help enable the provision of a link road to the west of the town, ensuring that the proposed development will not add to the existing traffic problems of the town.
- 1.5. As part of the site's promotion, Larkfleet Homes have assessed the infrastructure, planning and technical issues associated with its deliverability. The initial assessment of the site is summarised and concluded in this statement.
- 1.6. Assessments and surveys carried out across the NWSUE have informed the initial concept masterplan. The masterplan has been shaped by the site's constraints, opportunities and initial site assessments undertaken to date. The initial masterplan concept will evolve overtime as the scheme progresses and as additional information is provided, including that from key stakeholders and consultees. The statement focuses on the NWSUE's potential to deliver housing for the housing needs of the district. However, additional complimentary land uses will also be included within the proposals. At present the masterplan helps to illustrate the vision for the NWSUE.
- 1.7. The statement's conclusion draws upon a growing evidence base and confirms that the NWSUE is a suitable, sustainable, available and deliverable site and should be allocated for development within the North Norfolk emerging local plan.
- 1.8. Further work and consultation will be undertaken to demonstrate the deliverability of this site as the Local Plan proceeds to adoption.



Figure 1: NWSUE Site location map and the area of interest to Larkfleet Homes

2. The Vision for the NWSUE

- 2.1. The NWSUE intends to deliver a mixed use and high-quality extension of the town of North Walsham (see Figure 2). The NWSUE provides an opportunity for North Norfolk District Council to support balanced growth in a highly sustainable location. The NWSUE will assist in meeting the housing requirements of the Development Plan Framework vision.
- 2.2. The site promoters aim to provide a vibrant, well-designed and appropriately structured urban extension to North Walsham. This intends to address the local housing need; help in part ease town centre traffic and provide benefits for both new NWSUE and existing residents of North Walsham. The promoters of the site believe the extension will deliver enhancements to the town over an extended period of time while also creating a distinct character derived from its location and landscape context. The proposals for the NWSUE envisage high-quality public realm, built form and landscaping to compliment the planned extension and the existing town boundary.
- 2.3. Proposals for the NWSUE will deliver significant key benefits to the town and local authority including:
 - Up to 1800 new homes, including affordable homes and an element of housing for the elderly.
 - A western link road between Norwich Road and Cromer Road potentially resulting in traffic relief within the town centre.
 - Other associated highway infrastructure or mitigation.
 - New foot, cycle and public transport links.
 - A significant green infrastructure resource.
 - A new primary school facility.
 - A new local centre to provide local shops, services and community facilities plus an area of land set aside for commercial use.
- 2.4. Initial analysis of the site indicates that the NWSUE has the potential to deliver up to 1,800 new homes. These dwellings would be built and delivered over the plan period. The provision of new housing could potentially go beyond the plan period depending upon the commencement of development on site and annual build out rates. Most importantly, the NWSUE has the ability to help meet the local housing demand within the next five years. Infrastructure investment in the town of North Walsham has the potential to deliver a western link road over the Plan period. A link road, between Norwich Road and Cromer Road could potentially assist in helping address some of the highway issues currently experienced in North Walsham. The road will principally serve the residential development as well as acting as a relief road to take an element of local traffic out of the town centre.
- 2.5. The NWSUE site offers the opportunity for a range of mixed land uses to accompany the housing. This includes areas of public open space for formal and informal use and habitat creation as well as other complimentary land uses to support the future growth to the west of North Walsham. The scale of development also has the potential to include community facilities, employment opportunities and new educational facilities.

- 2.6. The current NWSUE concept masterplan, provided with this document, has been informed by the site's constraints and opportunities. Furthermore, the masterplan has evolved through discussions with a wide range of relevant parties including North Norfolk District Council, Norfolk County Highways and Anglian Water. As the project progresses, the masterplan will continue to evolve through further consultation with key partners, delivery agencies and the wider community. This element of consultation will ensure that the proposed new neighbourhood harmonises with the existing town of North Walsham in a coherent and comprehensive manner.
- 2.7. The NWSUE will provide a level of housing growth to support the economic prospects and aspirations of North Norfolk District Council, as set out in the emerging Local Plan under HOU1 (housing targets for market and affordable homes). The extension is able to deliver a sustainable pattern of development, help improve the alignment between new homes and jobs (in North Walsham and further afield) and aid the health and well-being of local communities through substantial green infrastructure provision and a new primary school.

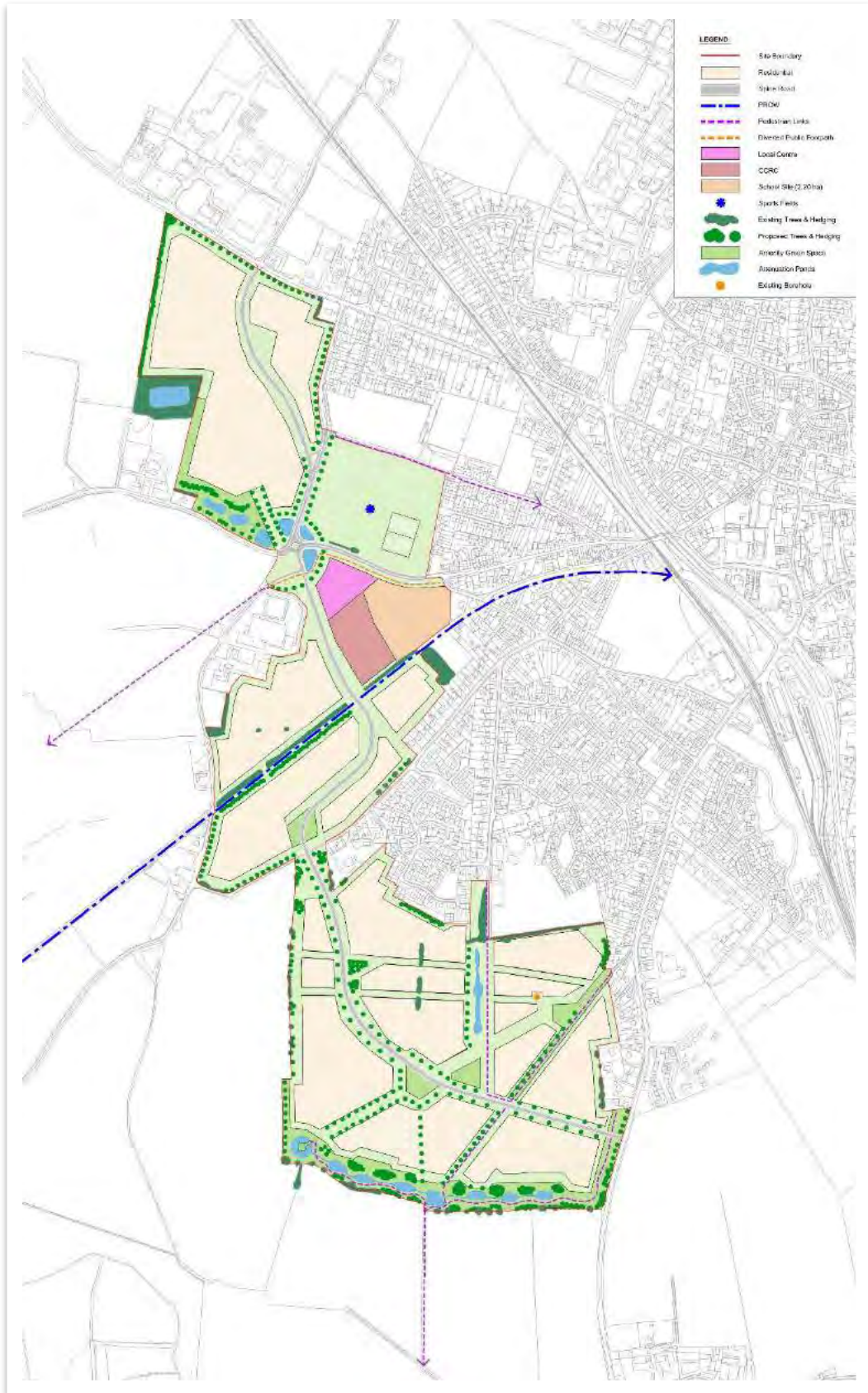


Figure 2: The Vision for North Walsham's extension

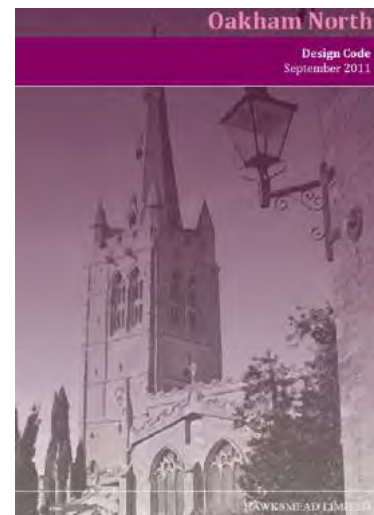
3. The Promoters: Larkfleet Homes and Land Owners

Larkfleet Homes

- 3.1. The Larkfleet Group is a well-established development company, recognised for their Larkfleet Homes and Allison Homes brands across Lincolnshire, Rutland, Cambridgeshire, Nottinghamshire, the South West, Norfolk and Suffolk. The Group delivers open-market and social housing alongside mixed-use developments.
- 3.2. Within the Larkfleet Group, Larkfleet Homes are the principle housebuilding and property development division. Larkfleet Homes is an award-winning housing developer with a strong record in creating high quality homes and vibrant communities. Larkfleet's current projects range from small scale exclusive developments to urban extension and garden village proposals of up to 2,500 homes. The group have also developed mixed use and commercial properties ranging from 1 to 12 hectares in size.
- 3.3. Larkfleet Homes have been involved in numerous large scaled strategic housing sites across Lincolnshire, Rutland and Norfolk. Aimed at relieving the national housing shortage and meeting district wide housing needs, these urban extension developments range from 500 to 2,500 new homes. Larkfleet Homes have promoted sites such as Stamford North (Lincolnshire), Oakham (Rutland), Beccles (Suffolk) and Sibson Garden Village (Cambridgeshire). Each of these large-scale housing projects are at various stages of development with Oakham (1,100 units) being the first to be nearing completion.

Oakham (1,100 dwellings)

- 3.4. Outline planning permission was approved in July 2011. The outline scheme for residential development was broken down into a number of phases and includes a mixture of market and affordable homes; a Continuing Care Retirement Community (CCRC); a Local Centre; extensive open space and SUDs features. Each phase of the site was required to adhere to a site wide Design Code, which was produced following the granting of outline consent. The majority of phases have now been built-out mostly by Larkfleet Homes, but land was also sold to other house builders including Bellway and Charles Church. Larkfleet are in the process of submitting a reserved matters application for Phase 11 of the scheme. This is an extension to the original consented scheme and will provide starter homes.



Stamford North (650 dwellings / overall 2000 dwellings)

- 3.5. Stamford North is another urban extension scheme promoted by Larkfleet Homes, in conjunction with adjacent landowners and three authorities. The scheme was promoted during the South Kesteven District Council and Rutland County Council local plan reviews, securing a draft allocation status at the Regulation 19 stage. The combined site has the potential to deliver 2,000 new homes alongside a country park, local centre, primary school and link road to the north of Stamford. Larkfleet are now progressing with initial masterplan concepts for an outline application at the same

time as working on a Development Brief for adoption in conjunction with the adjacent landowners and the authorities.

Major investor in Research and Development

- 3.6. Larkfleet Homes are leaders in energy efficient construction techniques and despite being an SME it invests significant amounts of money in research and development. At the head office in Bourne, Lincolnshire, Larkfleet have two demonstration homes, one demonstrating the potential of modular building techniques (Startlink) and the other is an EcoHouse demonstrating energy efficient construction techniques including the use of solar PV and other renewable technologies.
- 3.7. Larkfleet are also involved in innovative solutions to flooding. A revolutionary elevating house (figure 3) has been approved by South Holland District Council. The experimental raising house will be jacked up well ahead of the arrival of flood waters to a height of 1.5 meters. The long-term testing of the innovative scheme is expected to last up to five years.



Figure 3: Larkfleet Home's elevating house.

- 3.8. Larkfleet Group Ltd have an enviable reputation for producing high quality, sustainable developments using innovative technology and construction methods.

4. Site Analysis of the Urban Extension Area

Site location

- 4.1. The urban extension site comprises a total of 95 hectares of land to the south and west of the town of North Walsham, of which the promoters/Larkfleet Homes control 87 hectares. A plan showing the ownership of the site is shown below in figure 4.

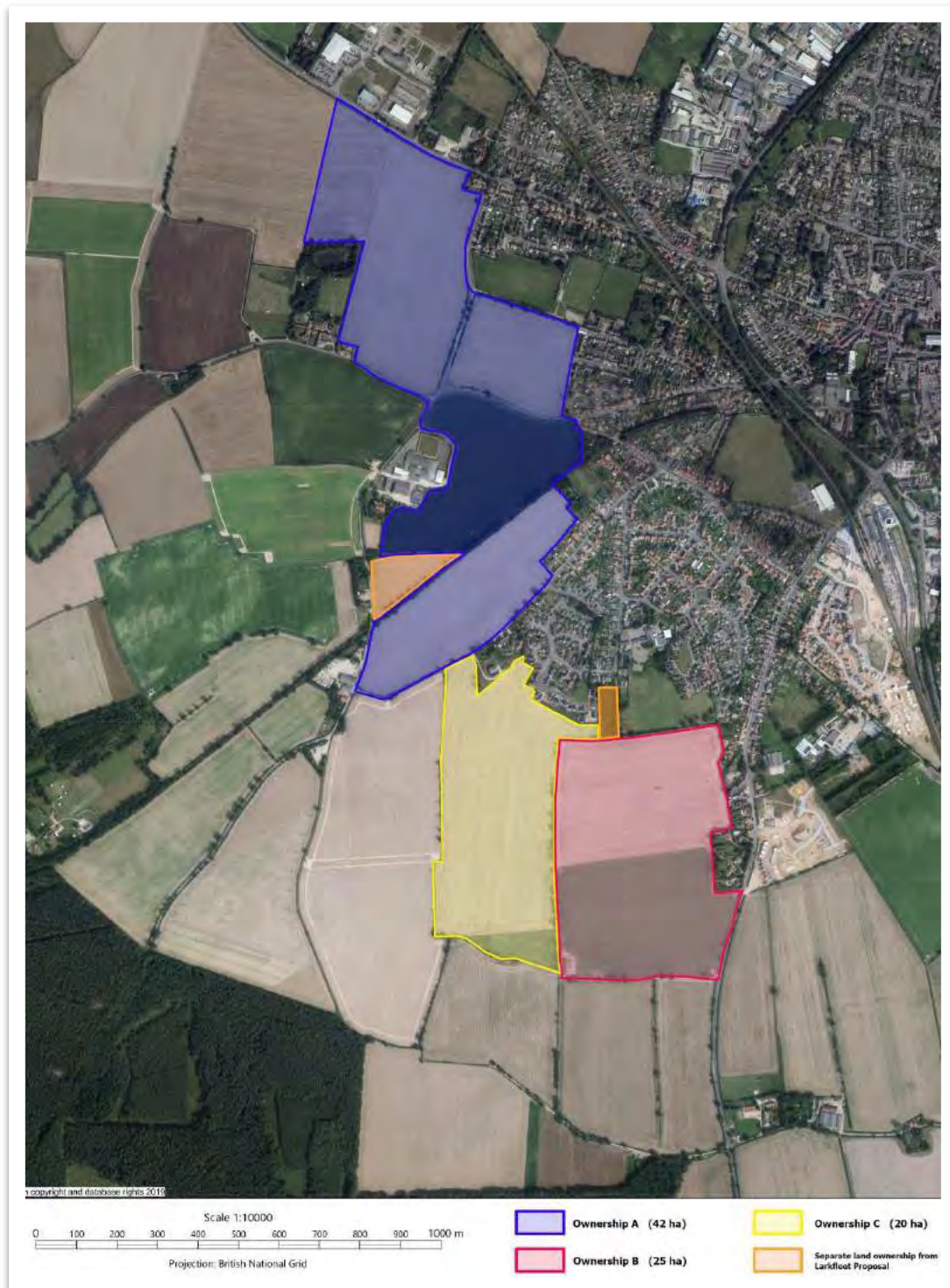
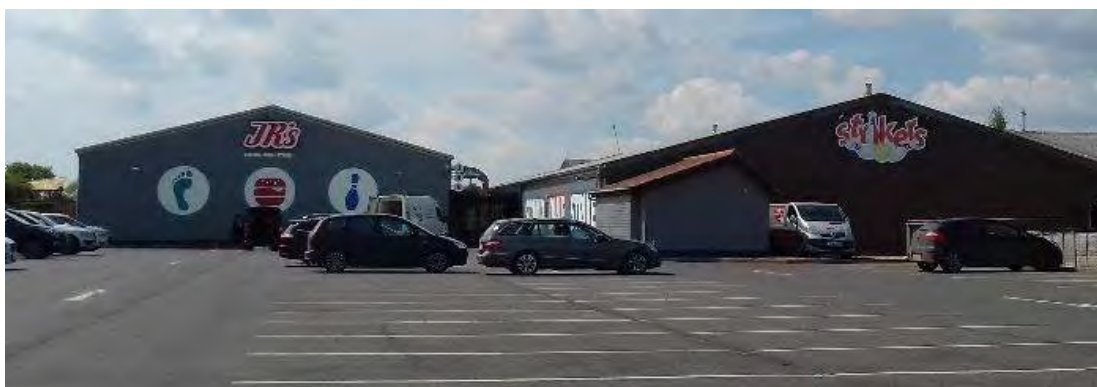


Figure 4: Land ownership of the proposed site.

- 4.2. The land to the north of Cromer Road, along Bradfield Road/Link Road is also included in the draft allocation for the NWSUE. This area is largely industrial in character and does not form part of the site being promoted by Larkfleet Homes or the associated site landowners.
- 4.3. The area of interest to Larkfleet Homes, spans from Cromer Road southwards to Norwich Road. To the west and south of the site lies arable farm land and further afield the villages of Flemingham, Bradfield and Swafield. The site is bound to the east predominantly by residential development and to the north by Cromer Road.
- 4.4. The site is located approximately 1 km west of the town centre of North Walsham. North Walsham Train Station is situated 1.1 km to the east. The station has parking facilities for a number of cars and sheltered cycle storage facilities for bikes. The NWSUE is accessible via North Walsham/Norwich Road (B1150) and Cromer Road (A149). The B1145 runs across the site in an east to west direction.



Figure 5: Rossis Leisure Centre above and JR's Bowling Alley and entertainment centre below



- 4.5. The site can be described as an envelope that wraps closely to the west of the existing settlement of North Walsham. In total the site has the potential to be greater than the 95 hectares (234acres) currently proposed as set out in the concept masterplan detailed in the Deliverability Statement.
- 4.6. Larkfleet Homes propose that the allocation could be increased to the south by an additional 9 ha. This additional parcel of land is also owned by the same land owners.

- 4.7. The additional area to the south has been identified as a low point in the area and would be an ideal location for surface water drainage attenuation/filtration due to the area's topography. This area for surface water attenuation would also form the basis of natural infiltration. Not only would this area service the allocations surface water run-off and avoid the use of pumping stations for example and allow the site to drain naturally, it would also contribute to additional green infrastructure, providing an attractive water dominated landscape.
- 4.8. The additional land incorporating SUDS features, extensive landscaping would also provide additional opportunities to provide footpaths and cycleways which would connect into the other paths to be provided as well as the existing PROW network within the locality. Furthermore, this additional parcel of green infrastructure, would help soften the edge of development when viewed from the south along Norwich/North Walsham Road (B1150).
- 4.9. Incorporating this additional land will allow greater flexibility in determining the overall planning of the site and optimise the sites sustainability by allowing natural drainage of the site in addition to providing additional opportunities to enhance biodiversity.
- 4.10. The land to the north of Cromer Road, approximately 7.5 ha, is also within the proposed allocation. This is bound by commercial/employment including a supermarket, a building supplier and offices. As mentioned above, this area is not in the control of Larkfleet Homes. Whilst the most appropriate use of this site is employment, some of this area could also be utilised for residential development.
- 4.11. The east of the extension wraps round the existing residential development of North Walsham. Residential development and Norwich Road confines the urban extension area to the south.
- 4.12. The urban extension consists mainly of arable farmland with defined hedgerows. In the centre of the proposed NWSUE the allocation envelopes the Rossis Leisure Centre and residential development to the East. The Rossis Leisure centre built in 1978, is situated to the west of the urban extension (figure 5) and provides multiple leisure facilities to local residents.
- 4.13. The southern area of the extension is located approximately 0.5 miles to North Walsham's train station. In the southern region of North Walsham, a primary school, garden centre, church and car garage are all within the locality of the urban extension area.
- 4.14. Weavers Way (figure 6), a national right of way, cuts across the extension area in an east-west direction. The footpath links to the wider national footpath network and Lord Anson's Wood. Weavers Way is part of the '*Broads by Bike*' Route 7, a 33-mile cycle route that loops around villages in North Norfolk. Currently, there is no provision to walk north to south across the extent of the site.



Figure 6: Weavers Way Public Footpath

- 4.15. Bus stops are within close proximity to the site and are situated along Cromer Road (within 750m) for bus service 6A to Cromer, North Walsham Road (within 900m) for services 5A, 55 and X55 to Norwich, and Skeyton Road (within 300m) for service 210 to Norwich. Car travel across the site in an east-west direction is accessible via Cromer Road, Aylsham Road and Skeyton Road. It is likely that bus routes would be altered to go through the NWSUE.

Aerial Photographs of the site





North Walsham

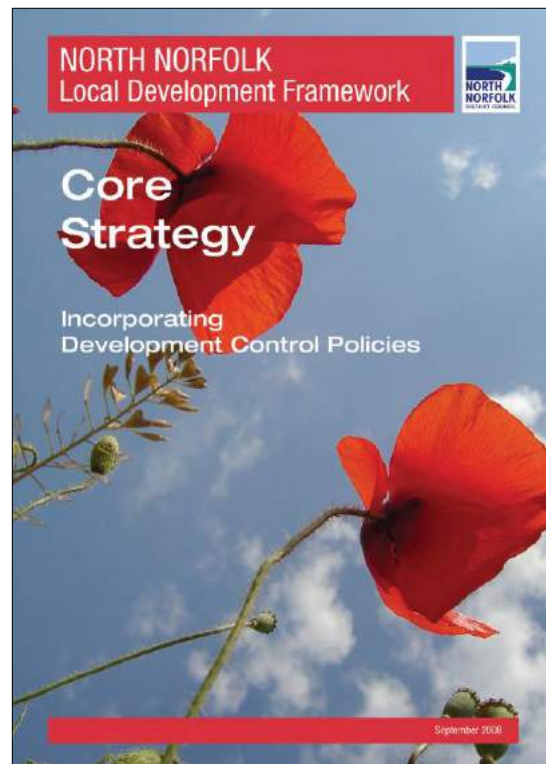
- 4.16. North Walsham (population 12,647) is the largest settlement in the District, it is an historic market town with a large number of Listed Buildings and was once rich from the medieval wealth of the wool trade. The town had a solid manufacturing base, but this has been in decline in recent years suffering from poor road transport links to Norwich in addition to the constraints of the railway bridges in the town making HGV access to employment areas difficult.
- 4.17. The town's industrial businesses are focused on manufacturing of machinery and equipment, plastics products and metal fabrication. North Walsham has recorded a consistent level of premises take-up and, along with Fakenham, is a primary industrial node in North Norfolk"
- 4.18. North Walsham is served by both passenger and freight rail services, providing good rail links to Cromer, Sheringham, Norwich and beyond. Multiple bus services pass through the market town and stop at Great Yarmouth, Cromer, Norwich and Aylsham. North Walsham is served directly by the main roads B1145, B1150 and the A149 which link the market town to the coast and cities of Great Yarmouth and Norwich. Approximately 15 miles south of North Walsham is the city of Norwich (population of 132,512) and 10 miles to the north the seaside town of Cromer
- 4.19. North Walsham's location has increasingly meant that it acts in part as a dormitory town to Norwich, with large numbers of commuters travelling to the Norwich area for better paid job opportunities and to access the wider choice of retail, recreational and other services available in the city.
- 4.20. North Walsham has a wide range of services and facilities including two primary schools (North Walsham Junior School and Millfield Primary), one secondary school (North Walsham High School), college (Paston College) and a small hospital. The town centre has a comprehensive range of shops, restaurants, bars and banks. A small number of out of town retail parks and super stores supplement the town's range of facilities. It has the third largest retail provision within the District in terms of floorspace. As such it is considered as Large Town Centre in the proposed retail hierarchy in the draft Local Plan
- 4.21. The town centre, built during the late 18th to early 19th century, was designated as a Conservation Area in May 1972. At the centre of the town is the Market Place where weekly farmers markets and festivals take place.

5. Planning Policy

- 5.1. North Norfolk District Council have an Adopted Local Development Framework (LDF) and emerging local plan which will eventually replace it.
- 5.2. The current Local Plan or Development Plan consists of the following documents:
 - The Core Strategy and Development Management Policies (Adopted September 2008)
 - Proposal Map (Adopted September 2008)
 - Site Allocations (Adopted February 2011)
- 5.3. In addition to the LDF the Council has also adopted supplementary planning guidance (SPG) documents:
 - Design Guide (2008)
 - Landscape Character Assessment (published November 2018 likely to be adopted mid 2019)
 - Open Space (September 2008)

Core Strategy and Development Management Policies (Adopted September 2008)

- 5.4. The North Norfolk Core Strategy, adopted in September 2008, sets out the key elements of the planning framework for strategic development and is used when considering individual planning proposals. The strategy covers the plan period between 2001 and 2021.
- 5.5. Policy SS3 sets out the district's housing target of 8,000 new dwellings over the plan period. The document governs the location of residential development, directing it to the 'principle settlements' of Cromer, Fakenham, Holt and North Walsham. The policy allocates 4,433 new dwellings to principle settlements. Opportunities for other residential growth is limited to smaller scaled development in 'secondary settlements', 'service centres' and 'costal service villages'. Development elsewhere in the district is restricted, unless it can be demonstrated that it meets affordable housing needs and supports the rural economy.
- 5.6. For North Walsham the Plan identified a need for approximately 400 to 500 new dwellings. The **Site Allocations** (adopted 2011) document identified a large site at Norwich Road/Nursery Drive to accommodate the majority of this requirement.



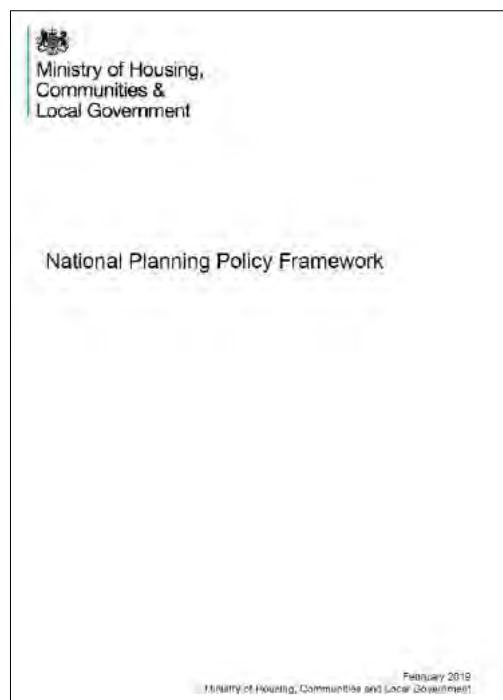
- 5.7. North Norfolk are currently preparing a new Local Plan. The document will guide development decisions for the period of 2016 to 2036 and will replace the Core Strategy and Development Management Policies document as well as the Site Allocations Document.

The North Norfolk District Council (NNDC) Emerging New Local Plan

- 5.8. In 2015, NNDC commenced the preparation of a new local plan to cover the authority area until 2036. The strategic document sets out planning policies, determines how land is used and what can be built where. The aim of the document is to support sustainable development, as a result of population growth, in suitable ways which minimises the impact on the environment. The production of a new local plan intends to review adopted policies and bring them in line with the revised National Planning Policy Framework (NPPF) (2019) and National Planning Policy Guidance (NPPG).
- 5.9. The emerging local plan is at the first draft consultation stage. A six-week consultation period finishes on Friday 28th June 2019. It is also proposed that a consultation will occur later in 2019 regarding part 2 of the emerging local plan to discuss potential development sites identified in villages.
- 5.10. Site specific proposals within the NWSUE will need to take into account local (including those in the emerging local plan) and national planning policy such as:

The National Planning Policy Framework (2019)

- 5.11. The National Planning Policy Framework (NPPF) was published in February 2019. The Framework sets out the government's policies for the English planning system. The document's core aim is to deliver a presumption in favour of sustainable development. The NPPF's aim of delivering sustainable development is achievable through economic, social and environmental objectives.



- 5.12. The NPPF is a key consideration in the production of the development plan/framework documents and the decision making of planning applications.
- 5.13. At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 11). It sets out how this influences plan-making and decision-making. For local authorities this means development plans should meet the development demands of their area. It also requires local authorities to ensure that their local plan meets their Objectively Assessed Needs (OAN) for market and affordable housing.
- 5.14. Paragraph 59 of the framework reflects the government's objective of 'significantly boosting the supply of homes.' Paragraph 72 expands on this to suggest 'the supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as settlements or significant extensions to existing

villages and towns.’ The Framework’s endorsement of sustainable development ensures large scale development is ‘well located and designed, and supported by the necessary infrastructure and facilities’.

North Norfolk Draft Local Plan (Part 1)-Published May 2019

Sustainable Development Policies

SD 5-Developer contributions and viability

Large scale development proposals of 50+ dwellings require a Health Impact Assessment. Further to this, developers are required to provide contributions in order to manage and mitigate the impact of the development, depending upon site specific viability.

SD 9- Telecommunications Infrastructure

Residential developments need to consider telecommunications within proposals to ensure there is sufficient network coverage.

SD 10-Flood risk and surface water drainage

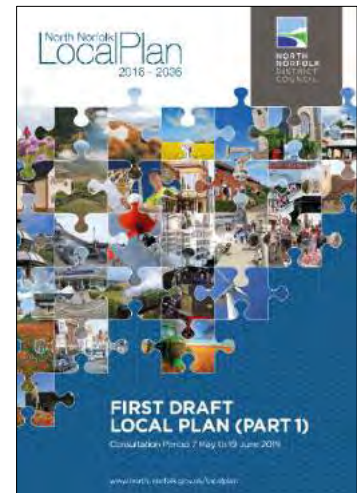
New development must mitigate the risk of flooding, not materially increase the flood risk to other areas and incorporate appropriate surface water mitigation measures.

SD 14-Transport Impact of New Development

The NWSUE should be well designed to reduce the need to travel and maximise the use of sustainable forms of transport.

SD 15- Parking Provision

The NWSUE site specific proposals should provide sufficient parking spaces to avoid inappropriate on-street parking.



Environment Policies

ENV 2-Protection & Enhancement of Landscape & Settlement Character

Proposals for development should be informed by, and be sympathetic to, the distinctive Landscape Types and Character Areas.

ENV 4-Biodiversity & Geology

Biodiversity net gains and contribution to ecological networks should be sought for all development, proportionate to the scale of the proposal and any potential impacts.

ENV 5-Green Infrastructure

All development will fully incorporate green infrastructure principles into proposals, including the enhancements and opportunities identified in the Green Infrastructure Background Paper.

ENV 7-Open Space & Local Green Spaces

New residential development of 11 dwellings or more is expected to meet open space standards.

ENV 8-Public Rights of Way

Public Rights of Way and access will be protected, enhanced and promoted.

ENV 9-High Quality Design

All development proposals should seek to make efficient use of land, but reflect the characteristics of the site and local area in their layout, landscaping, density, mix, scale, massing, character, materials, finish and architectural details

ENV 10-*Protection of Amenity*

New development should be respectful to the amenity space of neighbouring occupants and provide adequate levels of amenity space for future occupants.

ENV 11-*Protecting and Enhancing the Historic Environment*

North Norfolk District Council have an expectation that any new development will enhance the historic environment.

Housing Policies

HOU 2-*Housing Mix*

All new housing development shall provide for a mix of house sizes and tenures in accordance with this policy.

HOU 8-*Accessible & Adaptable Homes*

All new homes must be designed and constructed in a way that enables them to be adapted to meet the changing needs of their occupants over their lifetime.

HOU 9-*Minimum Space Standards*

All new dwellings, must be designed and constructed in a way that enables them to meet or exceed the Government's Technical Housing Standards.

HOU 10-*Water Efficiency*

All new development must be designed and constructed in a way that minimises its impact on water resources.

HOU 11- *Sustainable Construction, Energy Efficiency & Carbon Reduction*

New development is required to achieve a high standard of environmental sustainability.

5.15. The draft local plan, allocates the NWSUE as a western extension to North Walsham known as site reference NW62. The allocation proposes that the site delivers approximately 1,800 dwellings and supporting infrastructure such as a link road and new primary school. The mixed-use allocation also has the possibility to deliver employment and green infrastructure opportunities. When investigating the site, the council identified that the site would not have a significant impact on the landscape, nor any impact on local or national landscape designations (Landscape Character Assessment 2018). However, the site does have a number of identified constraints that will need to be taken into account within the initial draft concept masterplan.

5.16. The Council expect the delivery of NW62 to be a complex task however, North Norfolk Council believe it is possible for the site to be 'substantially completed' during the plan period. Proposals for the site are subject to a development brief by which a comprehensive set of site wide requirements should be met to ensure the extension is cohesive. A development brief for the site will be established with co-operation between the landowners/promoters, the council, relevant authorities and the local community.

Site Allocation NW62

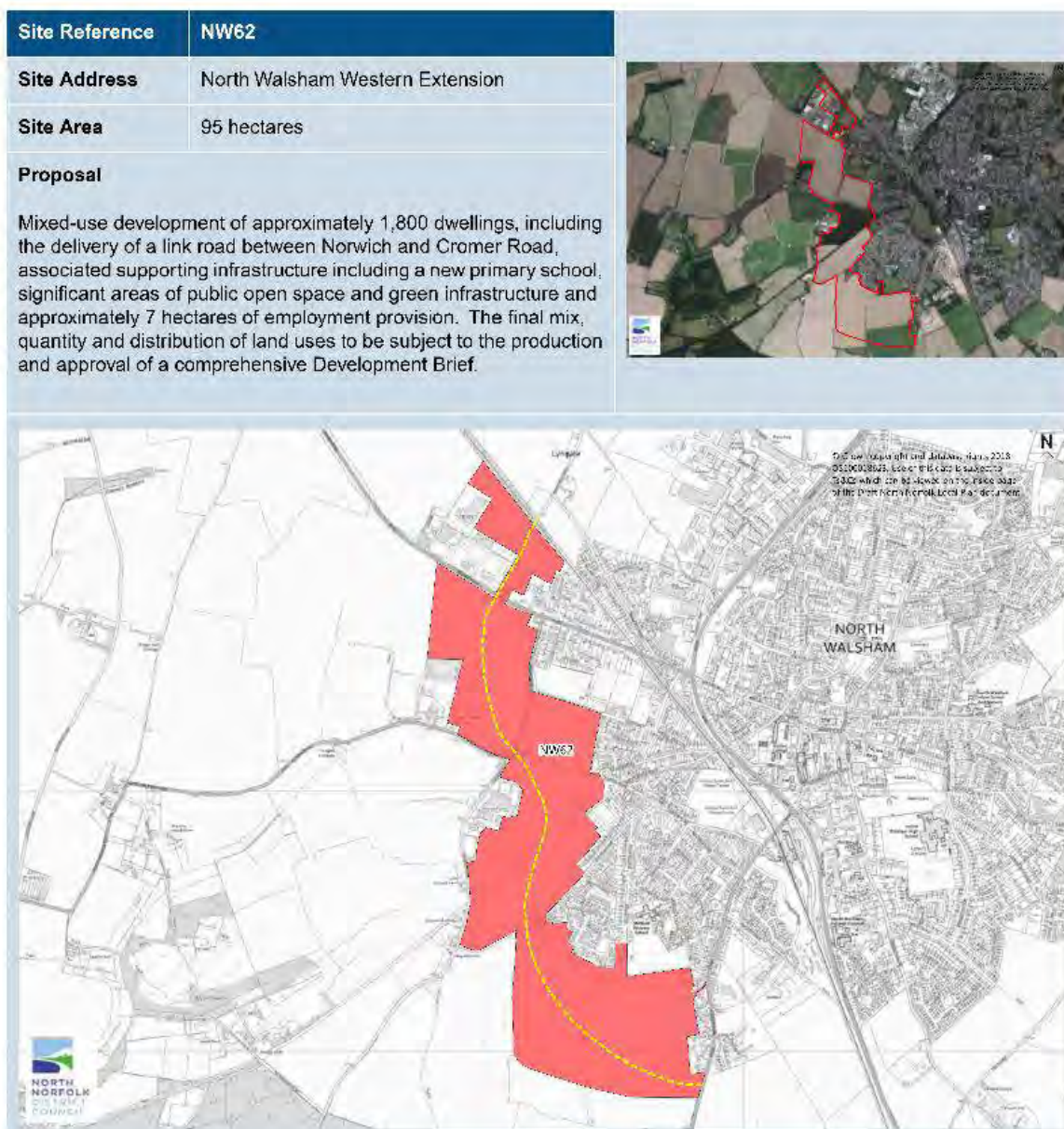


Figure 7: Site Allocation NW62 (Source: North Norfolk's First Draft Local Plan)

North Norfolk DC Design Guidance

- 5.17. North Norfolk are also consulting on a draft North Norfolk Design Guide alongside the emerging Local Plan. Once this Supplementary Planning Document is adopted it will become a material consideration in the planning process.
- 5.18. The consultation design guidance covers the broad principles to take into account the unique characteristics of North Norfolk. The document encourages development to be of a high-quality design.
- 5.19. However, any such guidance should not be too prescriptive. Materials and design whilst having regard to traditional character, must also reflect the need to

accommodate modern, energy efficient construction techniques and materials as well as consider the cost of attaining prescribed design levels. For example, the use of Modern Methods of Construction (MMC) which is being heavily promoted in order to speed up the delivery of new homes and overcome skills shortages in the industry will have an impact of the design and appearance of homes. Attempting to mimic traditional designs, for example utilising traditional materials, is not generally appropriate for MMC homes. A more contemporary look is likely to work best, as that will allow the full benefits of MMC/factory construction to be achieved. This will not only help speed up delivery of homes, but it will also benefit the house purchaser with more affordably priced homes.

- 5.20. Over the construction life span of the NWSUE these will undoubtedly change. The Design Guide needs to be flexible enough to cope with changes some of which may be as a result of changes to Building Regulations. It also needs to reference MMC which at the moment it appears not to.

Space Standards

- 5.21. Similarly, prescribing space standards for homes can impact upon the affordability of such homes. It should be noted that Homes England take a flexible approach to applying the standards in respect of affordable homes and it is suggested that the policy, should be worded in such a way as to allow such flexibility when determining planning applications.
- 5.22. Many authorities have decided not to prescribing space standards for various reasons. Housing in this country is small compared to our European neighbours, but it is also more costly than most. Affordability is an issue. Insisting on space standards could exacerbate this problem.

Renewables

- 5.23. Utilising renewables etc., in development is something that Larkfleet Homes have led way on and as a company we are proud to spend significant sums on R&D in respect of sustainable construction techniques etc. Up until very recently all our homes were provided with solar PV panels as standard. We are now considering moving away from that position as customers do not necessarily see it as an advantage. National changes to policy and legislation can greatly impact on the costs of providing such technology and the viability of doing so.

Electric Vehicles

- 5.24. The growth of electric vehicles including hybrids is something that could change the design parameters of housing developments, particularly when autonomous vehicles are widely available. At the moment the increase use of electric vehicles is impacting upon ensuring the networks are designed to provide adequate capacity to meet the potential demand. There is obviously a cost to this in terms of the network and also of upgrading generating capacity to cope with this demand. As a house builder we are already having to design our housing schemes to cope, with as you indicate upgraded sub stations etc., but unfortunately the network outside of the site and generating capacity will also need to be sorted and at the moment this seems unlikely to happen.
- 5.25. Providing electrical chargers on every home is not realistic as not every household will have an electric car for many years to come and by the time a significant

proportion do so, the technology will advanced so much that plugging a car in to charge will be redundant. Already we have cars that charge wirelessly (inductive charging) and whilst these are restricted to pads fixed to the driveway of garage floor, other countries are already building roads with such facilities built in along the length of the road. Forcing house builders to provide charging points is like in the 1980s forcing people to choose Betamax over VHS!

- 5.26. In the long term with autonomous vehicles the need for parking at home is questionable and this could fundamentally change the urban design of future developments, freeing up significant amounts of land which would otherwise be used for the storage of vehicles.
- 5.27. On some of our developments we are providing passive provision by ensuring that the internal network on our developments is designed to facilitate the provision of charging points and by providing the necessary wiring to enable the easy provision of a charge point should one be required.

Accessibility & Adaptability

- 5.28. Larkfleet Homes already produce a number of house types that meet the Lifetime Homes standards. These have been developed working with officers from Peterborough City Council. These are for both affordable and market homes.

Housing Need and Supply in North Norfolk

- 5.29. Central Norfolk's Strategic Housing Land Supply Assessment 2017, used as part of the evidence base for the emerging local plan, identifies an objectively assessed need for 60,350 dwellings over the period of 2015-36. This equates to 2,873 dwellings per year. For North Norfolk the amount is 8,581 or 593 dwellings a year.
- 5.30. The Housing Delivery Test 2018 calculates that North Norfolk requires 1,174 dwellings per annum (based upon earlier assessments of 400 dwellings a year). The delivery test suggests North Norfolk have delivered 26% more than their original requirements between the period of 2015-2018.
- 5.31. However, the background paper 1 (Approach to Setting the Draft Housing Target), submitted as evidence for the emerging local plan suggests the new plan requires the consistent delivery of around 550 dwellings per annum (somewhat lower than the SHMA figure) and comments that the deliverability of this figure has rarely been achieved in the past.
- 5.32. Whilst the Council considers that the figure of 550 units per annum is appropriate bearing in mind the use of the Standard Methodology, this is likely to change as the Government has indicated it will amend it shortly. Regardless of the uncertainty regarding the figures of housing need and supply, North Norfolk still require new development to support the distribution of growth within the region.

6. Environmental Analysis

Ecology

- 6.1. The North Walsham Urban Extension (NWSUE) has been subject to an initial ecology survey. A phase 1 ecological study, conducted by BiOME provides detailed information regarding the ecological value of the site as a whole.
- 6.2. Approximately 850m to the west of the site is the Bryant's Heath Site of Specific Scientific Interest (SSSI) (figure 8). The SSSI has been designated for its mixture of dry acidic heath, wet heath and fen habitats. The urban extension falls into the Bryant's Heath SSSI Impact Risk Zone, as does most of North Walsham. The proposed extension is some distance away from the SSSI therefore, this area of ecological importance is unlikely to be directly impacted upon by the development, particularly if sufficient green infrastructure is provided on site. The BiOME phase 1 study anticipates that there is no adverse ecological impact in relation to the designated sites. Nevertheless, further survey work will be undertaken as the plans for the site evolve and as more detail of the development and its impacts becomes available.
- 6.3. Weaver's Way, a long-distance footpath following a dismantled railway line, crosses the site midway in an east to west direction (figure 8). The national footpath is considered a County Wildlife Site (CWS) and is designated due to its range of habitats present including woodland, grassland and shrubs.

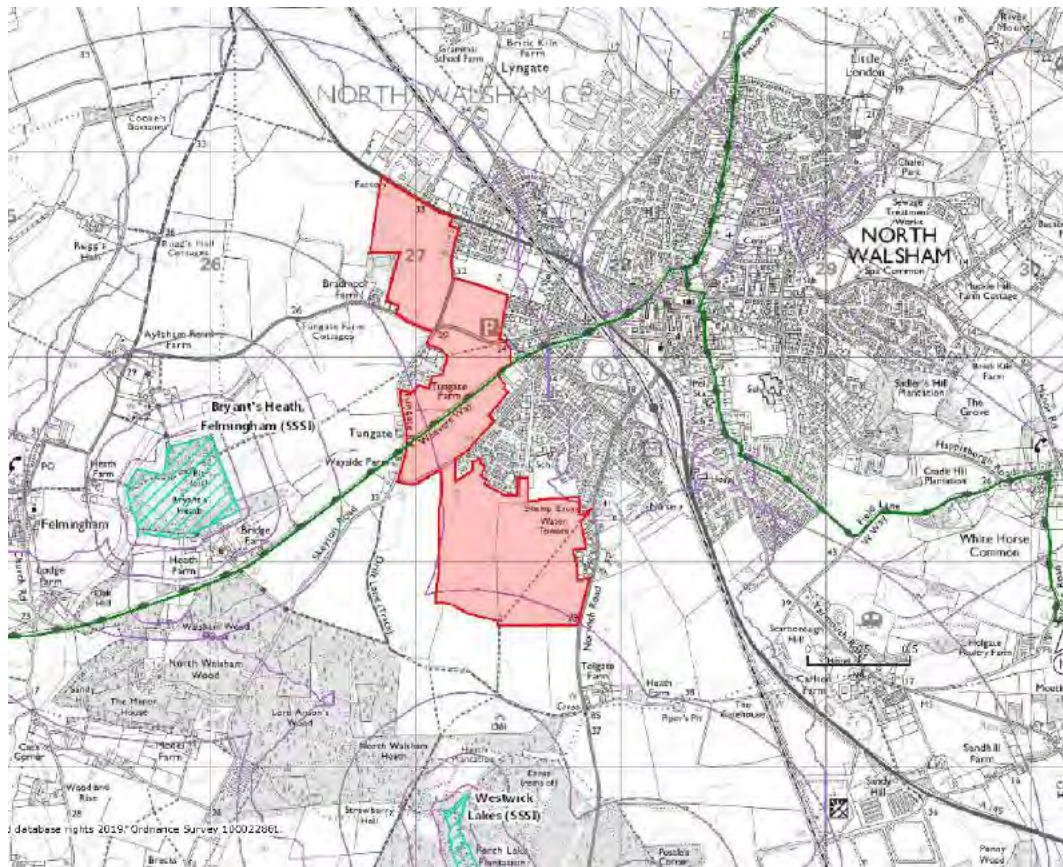


Figure 8: Bryant Heath SSSI and Weavers Way (Source: Magic Map)

- 6.4. An investigation conducted by BiOME recorded and mapped habitats and plant species located within the site. The majority of the site consists of arable farmland, with trees and hedgerows located within and along boundaries. Arable farmland offers little ecological value however, the boundaries to and within the site offer some environmental value. Mature and semi-mature trees and hedgerows provide nesting habitats for small birds and mammals. Biome's online research identified that badgers occasionally use the site. However, when the walk over survey was conducted, BiOME recorded no evidence of badgers within the site.
- 6.5. Roosting bats and nesting birds could potentially be supported by the hedgerows and trees present on site. If vegetation clearance was needed suitable mitigation measures would be implemented.
- 6.6. BiOME suggest where possible opportunities for nature conservation and enhancement at this site are deliverable. Formalised and detailed plans to create habitat areas and enrich native landscaping would be beneficial for nature conservation.
- 6.7. The proposed development will provide extensive areas of open space/green infrastructure including landscaping, natural green areas and SUDs features all of which will aid the enrichment of biodiversity on the site.

Cultural and Built Heritage

- 6.8. The urban extension is located on the western edge of North Walsham, some distance away from the conservation area. The town centre provides a rich core of historic buildings, a number of which are listed.
- 6.9. Bradmoor Farmhouse and its two barns are located in the north west of North Walsham, these grade II listed properties are situated on the boundary of the extension (figure 9). The proposals could have a potential impact on the setting of this farm. However, with appropriate mitigation any impacts can be minimised.



Figure 9: Bradmoor Farmhouse adjacent to the north west of the NWUE.



- 6.10. Located approximately 80m from the site along Norwich Road is the monument of national importance 'Wayside Cross' which is one of three crosses that marks the site of the Battle of North Walsham, part of the peasants revolt. Another cross, or remains of a cross is 'Stump Cross' (figure 10), located in a similar location to the Wayside Cross.



Figure 10: Stump Cross

- 6.11. Other than the listed buildings and scheduled monuments highlighted above, there are no other designated historic assets within or adjacent to the proposed extension. The North Walsham conservation area is a significant distance from the extension site. Due to this, the views from within the conservation area would be limited to a very small impact. Wayside and Stump Cross are well screened by hedgerow vegetation and residential development to the east of the extension. To the north, west and south Bradmoor Farm is screened by well-established tree lines and hedgerows.

Transport and Access

- 6.12. In anticipation of the site being identified as a potential allocation, SPC on behalf of Larkfleet Homes conducted a transport deliverability statement in order to evidence the deliverability of the North Walsham Sustainable Urban Extension. Proposals for residential development including the provision of a new western link road for North

Walsham has gained support from NNDC as set out in the draft allocation policy structure.

- 6.13. A new link road between the A149 Cromer Road and Norwich Road to the south and west of North Walsham can be delivered across the site, to enable the opportunity for sustainable methods of transport to utilise the link.
- 6.14. Currently, access to North Walsham's town centre is through three main arterial routes of the A149 Cromer Road, Aylsham Road and Norwich Road. Vehicles traveling between Cromer, Great Yarmouth and Norwich use these main routes however, this has resulted in a congested urban environment. Furthermore, another issue surrounding transport in North Walsham is height restrictions. Due to limited height rail bridges, HGV's traveling through North Walsham are restricted by the route they can take, which at times forces them onto unsuitable residential roads.
- 6.15. A link road to the west of North Walsham would provide an alternative route for traffic flows and thus reduce the amount of non-local traffic within the centre of North Walsham. A road to the west would also allow larger HGV's, which cannot travel along restricted routes, to circulate along a more reliable route. SCP's transport deliverability statement recommends two options for the proposed link road. Multiple access points could be taken off the link road in order to serve new residential areas. Due to this flexibility traffic can be evenly distributed across the site thus, potentially helping to minimise the impact on the congested highway network.
- 6.16. SCP's report assesses the proposed site and highlights the fact the site is easily accessible to existing transport methods. However, the site has an even greater potential to enhance and bring forward improvements to pedestrian, cycle and public transport networks. SCP have identified that there are no technical reasons why a phased western link road and associated development should not be included in the New Local Plan.
- 6.17. North Norfolk's first draft of the Local Plan identifies the issues relating to highways infrastructure in North Walsham. Restricted routes, due to height limits are causing heavy goods vehicles to be forced through residential areas unsuitable for large volumes of traffic. Therefore, the draft Local Plan proposes a western link road between Norwich Road, Aylsham Road and Cromer Road to serve housing growth and in part help alleviate highway issues in the town.
- 6.18. Further work will be commissioned in conjunction with NNDC and NCC to ensure that the link road

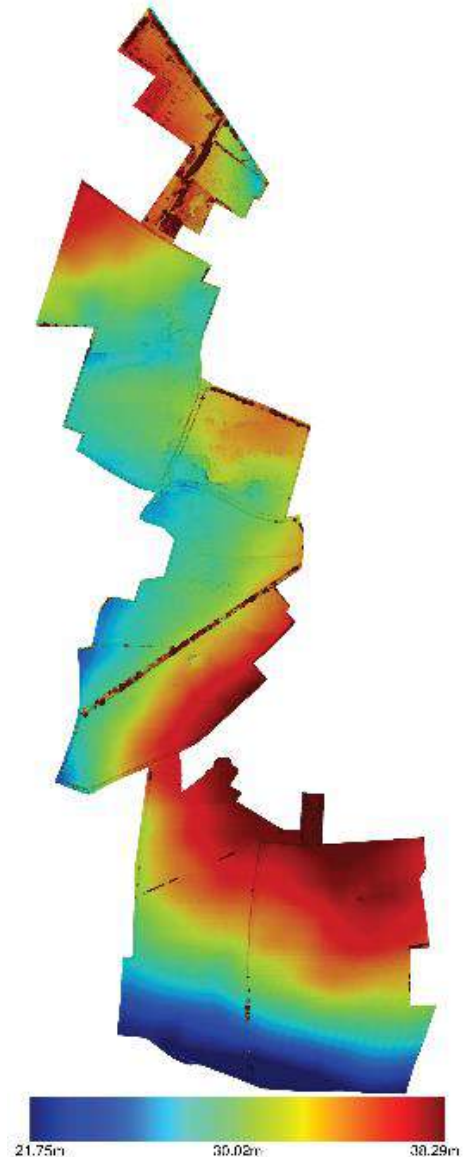


Figure 11: Topography of the site

is deliverable and principally supports a sustainable residential development of the scale envisaged.

Topography

- 6.19. In order for proposals to appropriately accommodate existing land forms, a detailed assessment of the site's topography has been undertaken.
- 6.20. An assessment conducted by EPS identifies that the site, comprising of arable farm land, is relatively undulating across its area. The elevations of the site range from approximately 35 to 45m AOD. The assessment acknowledged that although the site does not have any noticeable slopes, it mostly falls to the west and south (see figure 11).
- 6.21. The 2018 Landscape Character Assessment of the site identified the site as 'Low Plains Farmland'. Therefore, the character of the site is essentially flat with some undulating landscapes of arable farmland. The draft North Norfolk Local Plan sets out that the site 'is not identified as a landscape type which is more sensitive to the impacts of development'.

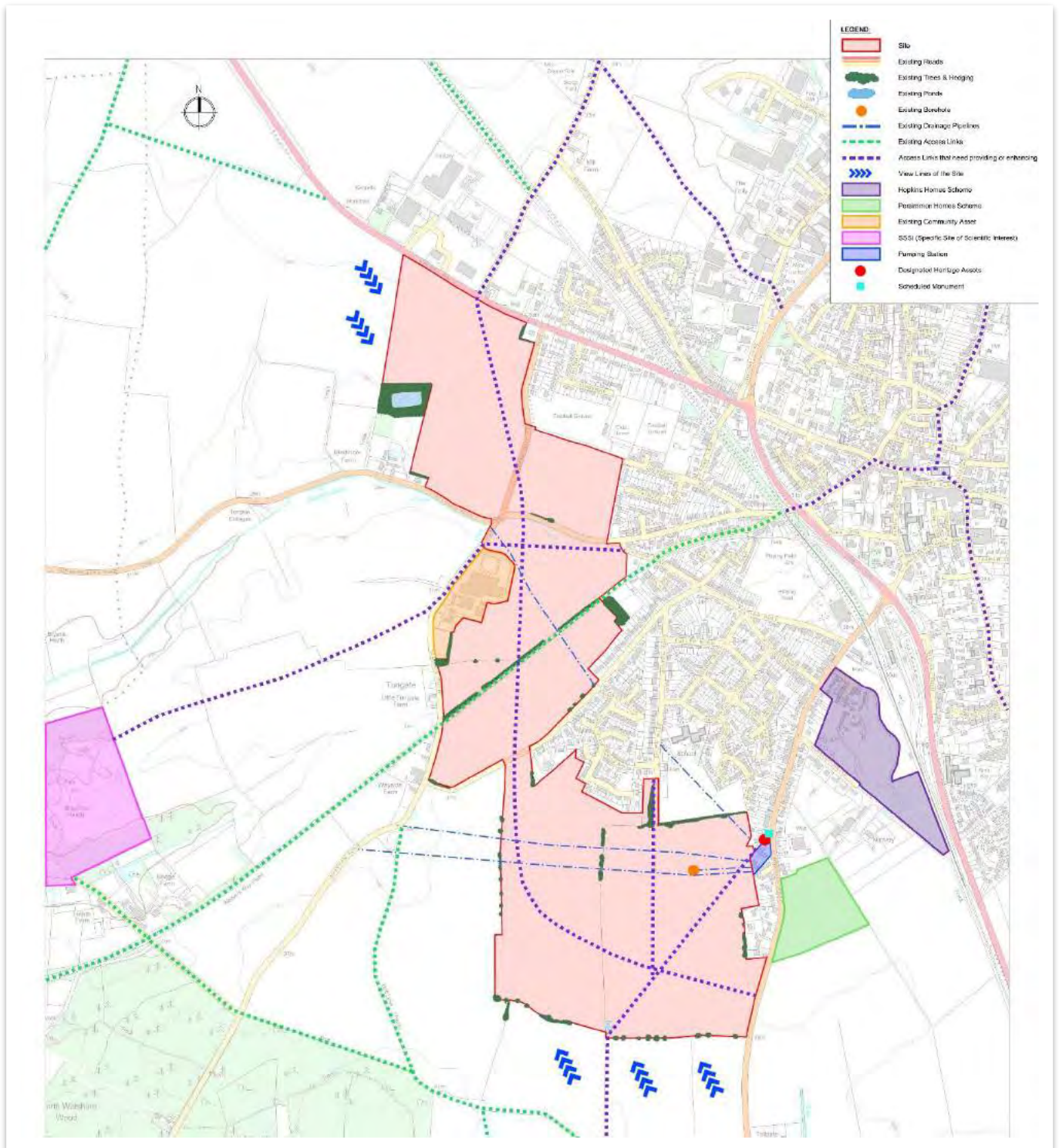
Flood Risk and Drainage

- 6.22. A feasibility study of the site conducted by EPS, on behalf of Larkfleet Homes identified the site to be in Flood Risk Zone 1. Therefore, flooding is not seen as a significant issue for the site.
- 6.23. A further assessment undertaken by Canham Consulting, on behalf of Larkfleet Homes, investigates the site's flood risk and drainage options. The report considers the risk from watercourse and sea flooding to be reasonably low. Additionally, the risk from groundwater flooding is also measured to be low. However, the risk of surface water flooding is possible in isolated spots across the site. Canham Consulting believe the extent of surface water can be managed out with a suitable SuDS scheme. The risk of flooding from artificial sources, such as reservoirs, private and adopted drains is also considered to be low. As a result of the assessment Canham Consulting have measured the risk against the sequential test and believe the site is suitable for development.
- 6.24. On the site, surface water drainage follows the topography of the land falling towards the west and south. A drainage channel emanates along the western boundary near to Turngate Farm. The pattern of drainage flows in a west and south-westerly direction eventually connecting to Blackwater Beck.
- 6.25. The Canham assessment identified that the site has the potential for SuDS drainage and believe it can be delivered as part of a phased development with an appropriate range of SuDS mechanisms in the form of attenuation basins, permeable paving and swales integrated into the site masterplan. These schemes have the potential to enhance the ecological value of the site through the provision of natural habitats built into the SuDs system.
- 6.26. Canham's assessment of the foul water sewage suggest it is likely the drainage network and Water Recycling Centre would require capacity improvements. It is also considered essential for the construction of either one or two onsite pumping stations to transport foul water to the Anglian Water Network.

Utilities

- 6.27. DWH Project Management have conducted a utilities statement on behalf of Larkfleet Homes. The parameters of the desk top study identify any infrastructure and servicing constraints for development and establishes the budget costs for the provision of new utilities infrastructure to service the proposed development. DWH as part of their study also contacted the relevant service providers to identify the available capacities within the utility networks.
- 6.28. An estimated budget has been obtained to connect to the overhead 11kV overhead electricity apparatus crossing the southern end of the site. This would serve the proposed development from an existing connection point at North Walsham Primary Sub-station. A low-pressure gas main along Cromer Road and Skeyton Road and Norwich road have been identified in the DWH desk study. The supply of mains gas to service the development is still in discussion with British Gas.
- 6.29. Mains water pipelines have been identified along Cromer Road and Skeyton Road. Anglian Water have advised that a water borehole, located on the southern part of the site, may restrict development in its immediate vicinity. The two water mains, along Cromer and Skeyton Road, appear to connect to the pair of water towers situated along Norwich road. Anglian water has also confirmed that they have a suitable water supply to serve the proposed development. Foul water sewers are located along Cromer Road, Skeyton Road and Norwich road and a surface water sewer is located at the junction between Aylsham and Skeyton Road. In order to connect to the foul water sewer, the site will require two or three pump stations according to Anglian Water.
- 6.30. BT have numerous apparatus within the vicinity of the site. BT have not yet disclosed whether any abnormal costs would be associated with the provision of BT infrastructure. However, DWH believe the sites proximity to existing infrastructure is unlikely to cause any problems.
- 6.31. DWH's conclusion is that their initial studies have not identified any significant constraints associated with the provision of new utility services. Diversion works will however be required due to the size and scale of the proposed development. DWH suggest further consultation with service providers is required to establish the suitable connection points.

Constraints Plan



7. Analysis of North Walsham Sustainable Urban Extension (Opportunities and Strengths)

Strengths

- 7.1. The development proposals for the NWSUE have been shaped by the characteristics of the site itself and other area assessments. These reports commissioned by Larkfleet Homes, highlight the strengths of the site. These include:
- Development of the site will contribute towards North Norfolk's housing need.
 - Larkfleet's commitment to delivering the site.
 - The site is well placed for a sustainable extension to North Walsham.
 - As a mixed-use development it has the potential to support local education and health care provisions.
 - Appropriate contributions to new infrastructure.
 - The site has a strong east-west footpath and cycle network which can be retained and enhanced as part of the site's development.
 - The creation for a new link road between Cromer Road and Norwich Road.
 - The NWSUE will be serviced by existing facilities such as the business park to the north, Rossi's Leisure Centre and other facilities within the town centre.
 - Development on the site can secure economic benefits to the local authority through section 106 contributions, construction jobs, and new infrastructure.

Benefits

- 7.2. In addition, the proposed development has the potential to provide the following benefits:
- Associated local transport improvements.
 - The creation of an attractive public realm, high quality neighbourhoods with a distinct character and identity.
 - The provision of a housing mix that meets the diverse needs of residents both now and in the future. Varied housing tenures to help meet the needs of the community.
 - Green infrastructure will form a natural and semi-natural network, benefiting not only new and existing residents but also biodiversity. The relationship between built form and the natural environment will connect across the site using hard and soft landscaping techniques, SuDs, substantial areas of landscaped open space, treelined avenues and green corridors. Green infrastructure on the site can contribute to adapting to climate change, enhance biodiversity, and support human health and well-being.
 - The allocated site will provide the community of North Walsham with extensive areas of landscaped open space and sporting facilities. Open space and sporting facilities will socially, physically, and mentally benefit the existing and new residents of the town. Furthermore, areas of open space support the biodiversity and wildlife habitats within the built environment.

- Weavers Way is an important environmental and community asset to North Walsham. The retention of this public right of way will support its longevity as a treasured asset to existing and new residents. Green infrastructure connectivity will enhance the public right of way and will interconnect with other walk ways formed by the development.
- The NSUE will also encourage sustainable methods of transport via foot, bicycle, bus and train. This will provide much wider benefits to the environment by reducing carbon emissions and other air pollutants with an even broader aim to mitigate climate change. In conjunction with this benefit, the provision of employment areas within the allocation also encourages sustainable community to work.
- The NSUE will contribute an increase in employment opportunities. Areas of land proportioned within the NSUE will provide employment within a care home, local centre and school. Employment opportunities for new and existing residents will reduce the number of out of town commuting to employment areas such as Norwich.
- The NSUE has the potential to deliver a new school in order to combat any capacity issues at existing schools as a result of the new development. This will not only benefit existing schools it will also provide employment opportunities for the town and surrounding areas.

Opportunities

- The site offers a unique unconstrained opportunity to accelerate the delivery of additional affordable and market homes within North Walsham and North Norfolk.
- Due to North Walsham's public transport, road links and cycle routes the NWSUE site is an ideal sustainable location for residential development.
- Initial assessments identify no significant constraints for the development of the NWSUE.

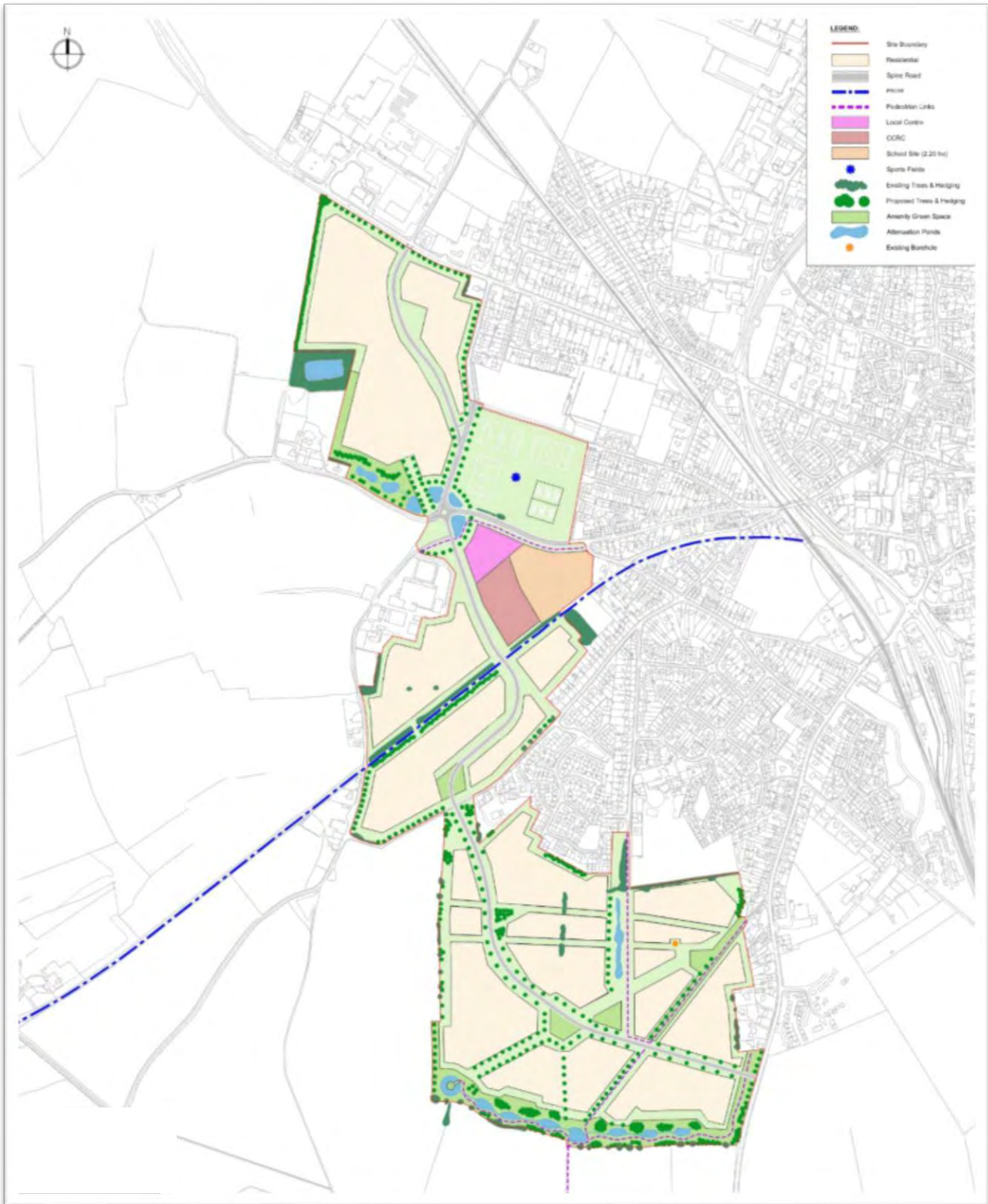
8. NWSUE Concept Masterplan

- 8.1. An extension of North Walsham has the capacity to deliver a vibrant sustainable extension to the town for up to 1,800 new homes along with supporting infrastructure and community facilities, such as a primary school and commercial development opportunities.
- 8.2. The initial concept master plan is influenced by the site's constraints and inspired by its distinctive setting on the edge of the existing settlement. It is envisaged that the North Walsham extension will deliver desirable high-quality new homes within a distinct market town setting. Generous swathes of open space will flow through the new neighbourhoods towards a central green way at the heart of the new settlement.
- 8.3. Initial site assessments and consultation with relevant bodies has shaped the current concept masterplan. The masterplan is considered to be a logical and legible layout providing a range of land uses, coherently linked together. The masterplan for the site seeks to build on the spatial opportunities and constraints identified, namely;
 - The retention of the established pattern of hedgerows and field boundaries.
 - The opportunity for a linear north to south link road.
 - The site has a strong east-west footpath and cycle network which can be retained and enhanced as part of the site's development.
- 8.4. The initial concept masterplan intends to respond to the sites attributes, character and context within North Walsham. It aims to be appropriately integrated into the existing settlement edge with suitable landscaping, open space and connections to the town.

Proposals

- 8.5. The key elements of the proposal are:
 - a) The provision of up to 1,800 of market and affordable homes.
 - b) A local centre including shops, community facilities etc.
 - c) The phased provision of a link road
 - d) Up to 2.2 hectares for a new primary school
 - e) Land for a Continuing Care Retirement Community (CCRC)
 - f) Extensive Green Infrastructure including:
 - a public park
 - a range of children's play areas throughout the development
 - various sports pitches and playing fields
 - areas of natural and semi natural green space
 - extensive area of landscaping and tree planting
 - SuDS features such as ponds and swales
 - allotments
 - g) Land for employment uses

Initial Concept Masterplan



9. Urban Design

- 9.1. Development on the NWSUE site requires creative, innovative and respectful design solutions. The design detailing will become more important as the project evolves further beyond a Local Plan allocation and will be fully considered in detail with the production of a development brief and/or design code. This will be influenced by the revised design guide being produced by the Council.
- 9.2. The site lies to the west of existing residential development and is boarded by open countryside to the west and south. Consequently, the proposals need to assimilate with the existing residential development as a well-designed expansion. Larkfleet Homes believe the site's design should simultaneously draw upon the character and heritage of North Walsham and create a distinctive place with its own sense of identity. A site wide comprehensive high-quality and eco-friendly design would require planning applications accompanied by specific design and access statements.
- 9.3. Due to the site's relationship between the existing residential development and the open countryside, the proposed development needs to interact carefully. The interface between existing and proposed dwellings and the creation of a new urban edge needs to ensure that there is little harm imposed on existing amenity. Suitable stand-off distances and boundary treatments will ensure no detrimental effect on the existing residential development. Furthermore, materials used in the construction of the properties will reflect the local vernacular and be of a high-quality design.
- 9.4. The proposed housing mix needs to reflect the local housing need. This will change over time. Adjacent residential areas comprise of a mixture of two-story detached and semi-detached properties. It is likely the scale and density of the development will continue this across the NWSUE. Housing towards and adjacent agricultural land is likely to be of a lower density and designed sensitive to the countryside edge. Around the proposed local centre higher density development, possibly in the form of 3 to 4 storey development is more likely.
- 9.5. The exact mixture of private and affordable dwellings to be built on the site would be explored in more detail when a site-specific policy has been developed for the NWSUE allocation, taking into account the significant costs associated with strategic housing developments. It is expected that the affordable homes will include many of the new affordable tenures detailed in the revised NPPF.
- 9.6. Larkfleet Homes will ensure that the NWSUE is a sustainable urban extension to North Walsham. The design of the proposed site will be high quality, attractive, safe and a pleasant place to live. A comprehensive design of the project's infrastructure will contribute to a proposal with a strong sense of place where people want to live.
- 9.7. A detailed design and development brief for site specific proposals would consider the following further:
 - a) **Planning Policy:** site specific proposals for the extension should be in line with Local Plan policies.
 - b) **Urban structure and grain:** The framework and the layout of streets and routes as well as connections to its surroundings. The location, arrangement and design of development blocks, land use and green infrastructure. This would include

built form and the relationship with the public realm. The scale and massing of buildings and road hierarchy will be considered.

- c) **Car Parking and garages:** Carefully considered to avoid congestion and reduce on street parking. Garages are to be set back behind the building line to prevent parking from dominating the street scene.
- d) **Green infrastructure delivery:** Public footpaths and cycleways to be provided throughout the site linking in with areas or public open space and other existing path connections. The enhancement to all public rights of way and Wavers way.
- e) **Dwellings and tenure:** Responsive in terms of character to local vernacular styles specific to the built heritage of North Walsham. The development will provide a range of house types, tenures and sizes all designed to reflect the character of North Walsham.
- f) **Infrastructure:** Proposals should provide a strategy for the delivery of a primary school and mitigation measures for the impact on the highway network.
- g) **Phasing:** A phasing strategy for the delivery of all land uses and the early delivery of the western link road.

Examples of development in the area







10. Infrastructure Delivery

- 10.1. Infrastructure provision to support the delivery of the SUE will be required and agreed by North Norfolk District Council, the County Council, statutory consultees and utility providers.
- 10.2. Site specific studies have already been commissioned by Larkfleet to consider the implications of the site on such matters as traffic and accessibility, ecology, utilities, flooding and drainage. These studies have been used to demonstrate that the NWSUE is a deliverable, suitable and sustainable location for a strategic housing site.

Education Provision

- 10.3. The proposed extension to North Walsham will inevitably have an impact on local education provision. It is likely contributions to education or the new provision of a school will be required to mitigate against the impact of the development. However, exact contributory amounts will need to be agreed with the County Council.
- 10.4. Within 1.5km west of the urban extension lie both a primary and secondary school. The neighbouring schools, North Walsham High School and Millfield Primary School have the capacity to accommodate more pupils. Further afield, Swanton Abbott primary school, located approximately 4 miles south of the NWSUE has a small amount of capacity for new pupils (see figure 12). An additional assessment is required to fully identify the extent of the education capacity available and what future provisions may be needed.

School	Pupils enrolled	Capacity	Places available
North Walsham High School	695 (as of Dec 2018)	950	255
Millfield Primary School	260 (as of Nov 2017)	384	124
Worstead Church of England Primary School	107 (as of Apr 2016)	107	0
Swanton Abbott Community Primary School	99 (as of Mar 2018)	102	3
Aylsham High School	1043 (as of May 2018)	1025	-18

Figure 12 source: Ofsted

Healthcare

- 10.5. The proposed development will have an impact on healthcare services such as GP surgeries, dentists and hospitals. Discussions with the relevant health authority or Trust, is required to understand current pressures and mitigate implications to health services.
- 10.6. It is likely that financial contributions towards health care services would be required as a result of the proposed development, however there is also scope to consider the

provision of new service facilities as part of the SUE within the Local Centre. The scope and need for such contributions and provision on site will be discussed further with service providers and the Council.

- 10.7. The closest Accident and Emergency department is located at the Cromer and District Hospital, approximately 8 miles north of the SUE site. North Walsham have their own hospital providing Geriatric and Palliative services. The closest GP surgery to the proposed site is located approximately 1.5 miles along Park Lane. Both the Birchwood and Paston Surgeries provide GP services for the residents of North Walsham and surrounding villages. North Walsham has two NHS dentists within the locality, these are approximately 1 mile from the SUE (Source: NHS).
- 10.8. As part of the proposals it is envisaged that a Continuing Care Retirement Community (CCRC) will be provided. This usually includes a care home facility as has been built by Larkfleet as part of their Oakham development.

Affordable Housing

- 10.9. The proposed housing mix for the site will be predominately private market housing with a suitable provision of affordable homes. The level of affordable housing will need to be discussed with the local authority as the NWSUE project progresses. However, the project will strive for policy compliant contribution levels dependent upon the scale of infrastructure required to deliver the site.

Phasing

- 10.10. The construction of the NWSUE will be phased as a result of market demand for new housing, site design, infrastructure provision, utility and services provisions. As further assessments are undertaken a more comprehensive phasing plan will be developed. The phased build out program of housing development will deliver the North to South link road in phased stages, unless other funding streams can support its earlier delivery.

Green/Open Space

- 10.11. In September 2008, North Norfolk adopted a 'practice guide to core strategy open space standards.' The document sets out developer's contributions to open space.
- 10.12. The document identifies that open space is an important element of encouraging sustainable development to promote walking and cycling within and around the proposed development.
- 10.13. The NWSUE aims to enhance and create an extensive Green Infrastructure Package across the whole site which utilises and takes a lead from the Weavers Way. The provision of new green connections will aim to provide:
 - Enhanced biodiversity and;
 - Formal and informal green space;
 - A new network of pedestrian and cycleways;
 - A high-quality distinctive landscape integrated throughout the built form;
 - New opportunities for recreation; and

- Additional belts of hedgerows and woodland to enhance habitat creation.

Utilities

- 10.14. The utilities statement conducted by DWH, on behalf of Larkfleet Homes, has not identified any significant constraints associated with the provision of new utilities to service the proposed NWSUE site.
- 10.15. Further investigations and consultation with the relevant service providers is needed to identify the suitable points of connection.
- 10.16. More than likely the proposed site will require foul water pump stations to transfer water into Anglian Water's foul network. The estimated budget cost of the delivery of these utilities to the site is highlighted in DWH's report.

Link Road

- 10.17. The delivery of that part of the link road under the control of the promoters will be delivered in phases, commensurate with the phasing of the residential development. Earlier delivery of the link road might be possible subject to viability/funding from other sources.
- 10.18. The promoters will work with the Council, the Highway Authority and others to find the most appropriate way to deliver the road and its many benefits as soon as possible. As outlined elsewhere in this document, the provision of the link road could aid economic development in the area, as the Council considers that poor access by HGVs to the employment areas is a constraint on the economic development of the area.

11. Delivery, Governance and CIL/S106 Arrangements

Delivery

- 11.1. The promoters, Larkfleet Homes are committed to delivering the NWSUE. Larkfleet will co-operate with North Norfolk District Council, Norfolk County Council, statutory consultees and other key stakeholders in order to establish a clear and collaborative direction for the future of the site. The sites promoters, Larkfleet Homes, are keen to see the NWSUE site allocation within the emerging local plan. The promoters of the site have evidenced that the site is sound and recommend the development should be brought forward as an allocation in the emerging local plan at the Regulation 19 stage.
- 11.2. Delivering well designed new homes that help meet local need is an essential principle of the North Walsham extension. New homes will be set within an edge of town location with the design and orientation of building reflecting the organic nature and heritage of North Norfolk's towns and villages. A comprehensive design framework will ensure continuity, high-quality development by which new homes will fuse traditional design with 21st century materials. The delivery of new housing will be accelerated in the District if the NWSUE is selected as a large-scaled strategic site allocation.

Timeframe

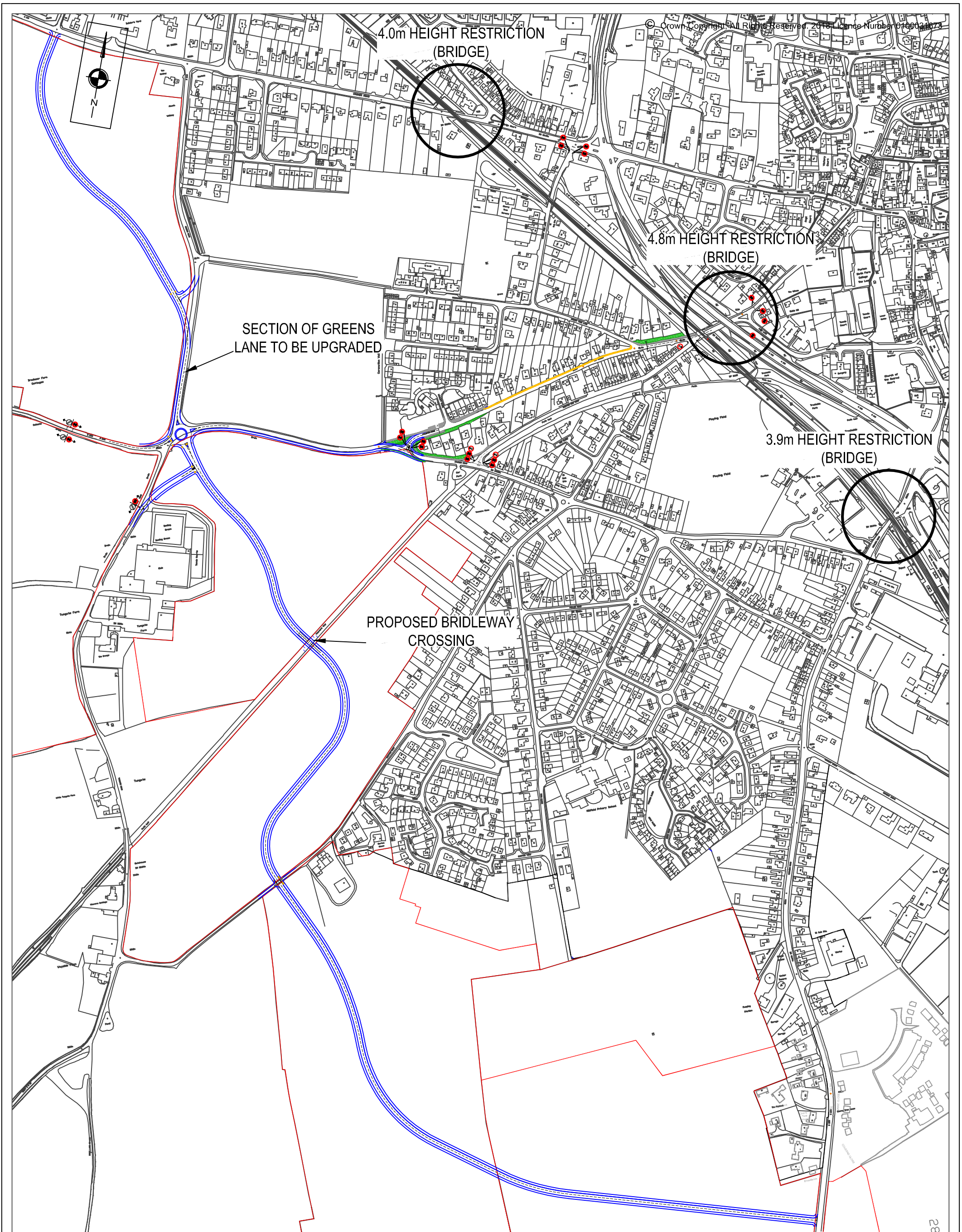
- 11.3. North Norfolk's local plan production timetable predicts the examination of the New Local Plan will occur in April 2020 and the document is expected to be adopted in November 2020. When the Draft Local Plan reaches the examination stage the proposals for the site are likely to weigh in favour for development on the North Walsham western extension and will be supported by a comprehensive suite of documents evidencing the delivery of the site, including an Environmental Statement as required by the EIA regulations. These will be produced in conjunction with the Council and the Highway Authority as well as other key stakeholders.
- 11.4. Currently, the concept masterplan and studies of the site reflect the high level and strategic wide delivery of 1,800 new homes. As the Local Plan progresses, Larkfleet Homes will begin further detailed studies in preparation for a planning application. The chosen site for an outline or hybrid planning application will be selected and specified at a later date. Dependent upon the speed of the Local Plan examination process there is the potential for a planning application to be submitted as early as the winter of 2020.
- 11.5. Depending upon the scale and size of the proposed application or applications, receiving planning permission could take up to a year following submission. Once outline planning permission is granted, a reserved matters planning application will follow. Following the grant of reserved matters, applications to discharge the planning conditions would then be the final process before Larkfleet would start on site. This process could take up to three years, from first submission to starting onsite, depending upon the scale and size of the development. Therefore, as an estimate, the earliest Larkfleet would likely start on site would be winter 2023. It is likely that the site will take 20 years or more years to complete.


12. Consultation

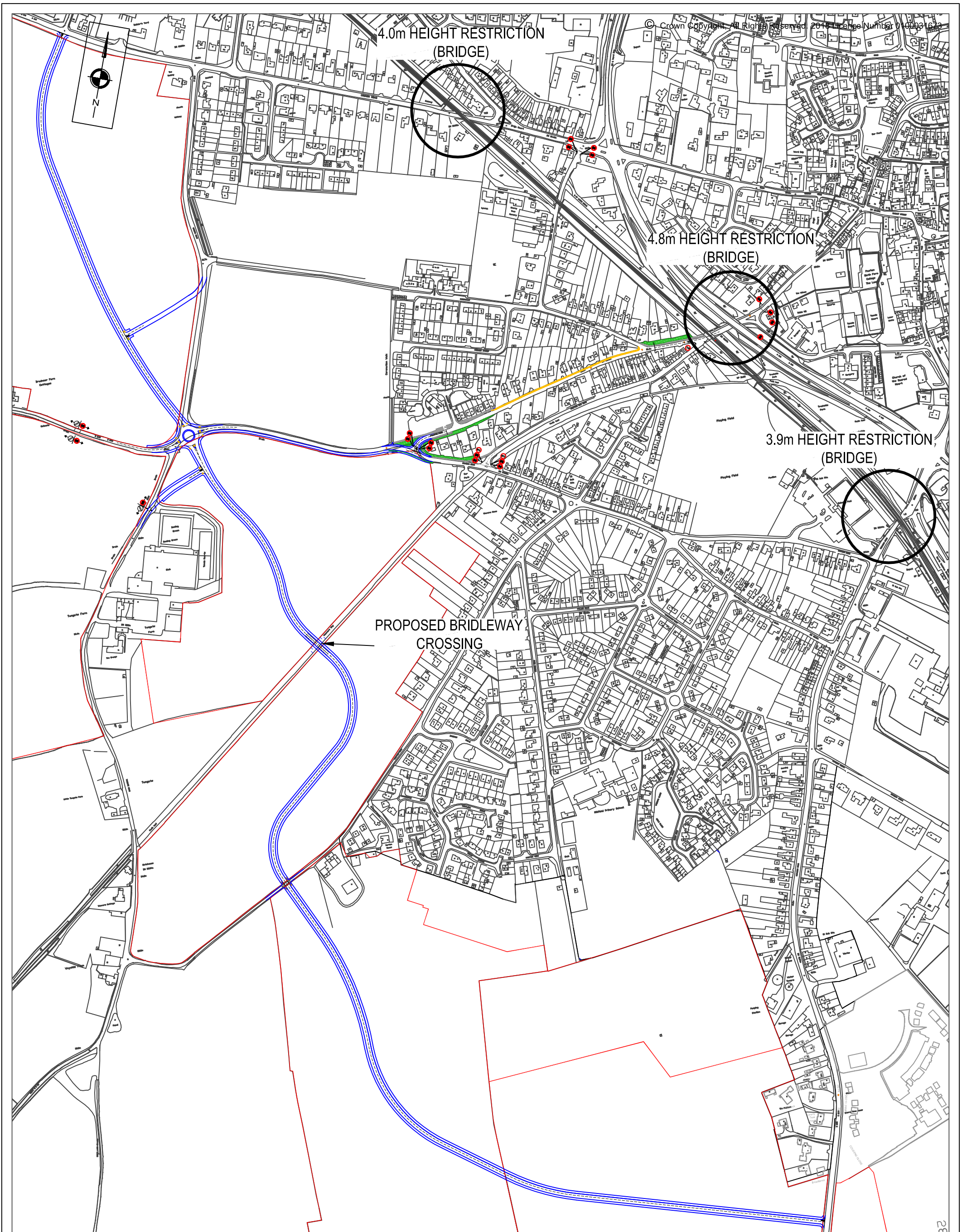
- 12.1. Larkfleet Homes recognise the importance of integrating new proposals for the site with the town of North Walsham to ensure that it integrates and enhances the existing community of North Walsham. As the proposals for the site progresses it is important to ensure local stakeholders, residents and businesses are involved in the development of the NWSUE.
- 12.2. The NWSUE extension is located within the civil parish of North Walsham. To the west and south the civil parish borders Flemingham, Skeyton, Swanton Abbott, Westwick and Worstead civil parishes within North Norfolk. In producing a response to the consultation of the emerging new local plan, North Walsham Town Council sent out questionnaires to the residents of the town in September 2017 (known as the town strategy survey 2017). The results from this survey identified the top priorities for the residents of North Walsham including:
- Improving community and leisure facilities for younger people
 - Minimising the impact of development on the environment
 - Allocations specifically for business use
 - Investment in sustainable construction techniques
 - The need for more low-cost and affordable housing
- 12.3. North Walsham is not a formally designated area for the development of a neighbourhood plan at present. Therefore, Larkfleet are unable to work in conjunction with the development of a neighbourhood plan. However, the North Walsham Town Council was involved in contributing their views towards the development of the North Norfolk Local Plan. Larkfleet Homes aim to work in conjunction with the Town Council and help meet the needs of the area by delivering the necessary homes and importantly the infrastructure to go with them.
- 12.4. Larkfleet Homes have already initiated discussions with the relevant authorities regarding the technical details of the scheme. Initial studies undertaken by consultants, on behalf of Larkfleet Homes, have involved early discussion with water and drainage, highways, education and health authorities. On the back of the site allocations evidence base Larkfleet have discussed with the highway authority their HGV transport study in North Walsham. As the scheme progresses and the evidence base widens further discussions are likely to occur.
- 12.5. Public consultation regarding the NWSUE will have already been part of the draft Local Plan Consultation. Larkfleet are keen to involve and consult the public as the masterplan and vision for NWSUE begins its next stages. The local community will be asked to actively participate in the evolution of the masterplan through hosting local workshops and exhibitions later this year. These will be held in North Walsham and will enable local people to help generate ideas and concepts for the NWSUE promoters to consider. A successful development will need to understand all concerns, aspirations and needs of locals and work to address issues where they can be resolved.


13. Conclusions

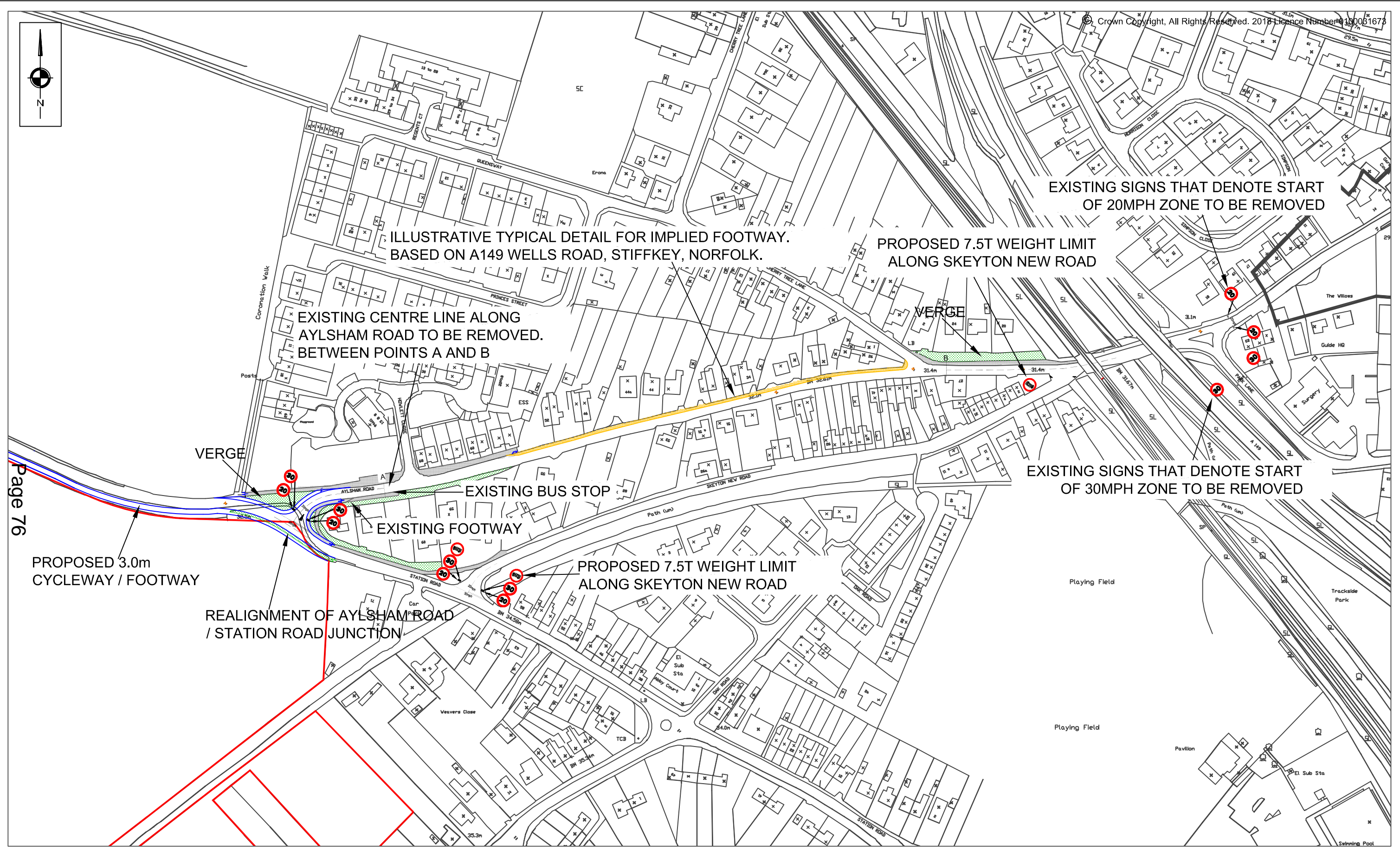
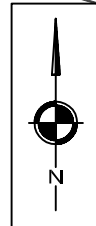
- 13.1. The Government's agenda to pro-actively drive and support sustainable economic development through the delivery of homes, businesses and infrastructure is seen as a core principle of the English planning system. The NWSUE can enhance the economic opportunities of North Walsham through the delivery of new homes, jobs and infrastructure, which all contribute to sustainable economic growth. The NWSUE will provide district wide and local economic benefits and employment opportunities within and beyond the boundaries of the extension. The proposals of the NWSUE aim to maximise environmental efficiency within a high-quality accessible environment.
- 13.2. National planning policy sets out that new homes should be located in or within close proximity to existing urban areas and other main centres of employment to ensure sustainable development. In the case of the NWSUE the site works effectively as a suitable and sustainable location for delivering housing.
- 13.3. This Statement concludes that there is significant scope for a strategic site to the west of North Walsham to accommodate strategic scale residential development over North Norfolk's local plan period. The NWSUE proposal provides a unique opportunity for NNDC to facilitate and promptly deliver the sustainable expansion of North Walsham in a controlled manner and deliver a new link road for the town.
- 13.4. The proposal for the NWSUE can promptly deliver new housing, employment, green space and local services providing the site is selected as an allocation in the next stage of the local plan. The NWSUE can contribute to infrastructure improvements which will address any existing or potential issues that could potentially occur as a direct or indirect implication of the development. Furthermore, the proposals are able to deliver landscaping to support wildlife and provide expansive green space areas for biodiversity to flourish.
- 13.5. An assessment of the site has been undertaken to identify the NWSUE's constraints and opportunities for development. In particular, the SCP transport assessment evidenced the deliverability of a western link road in order to service development and help ease traffic pressure from the town centre. This will also have added benefit of aiding the economic development of the town by removing an acknowledged constraint on development. Other assessments identify little if any reason, as to why development on the site could not be delivered.



 <p>Transportation Planning : Infrastructure Design</p> <p><small>Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk</small></p>	Client	LARKFLEET HOMES LTD	Drawing Title	Scale	1:2000 @ A3	By	WD	Drawing No.	SCP/190122/F01
	Project Title	NORTH WALSHAM	PROPOSED LINK ROAD ALIGNMENTS	Date	11.03.2019	Checked	LB / WB	Revision	-
			OPTION 1	Approved/Unapproved	-	Status	PLANNING		
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	Project Title NORTH WALSHAM	OPTION 2 Page 75	Date 11.03.2019	Checked LB / WB	Revision -
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Client	LARKFLEET HOMES LTD
Project Title	NORTH WALSHAM

Drawing Title	PROPOSED IMPROVEMENTS ALONG STATION ROAD & AYLSHAM ROAD
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Scale	1:2000 @ A3
Date	15.03.2019
Approved/Unapproved	-

By	WD
Checked	LB
Status	PLANNING

Rev	Description	Date	By
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Drawing No.	SCP/190122/F03
Revision	-