

INFRASTRUCTURE DELIVERY PLAN & SCHEDULE

Summary: The Infrastructure Delivery Schedule sets out the proposed infrastructure projects related to the proposed growth of the Local Plan, mostly in relation to site-specific infrastructure requirements. It is an appendix to the Infrastructure Delivery Plan, IDP which is an evidence document currently being updated to support the emerging Local Plan. The IDP is an over-arching document which provides more detail on the existing infrastructure and investment required across North Norfolk to support the projected population growth and planned increase in new homes and jobs in the District to 2036.

Conclusions: The IDP will help ensure that any infrastructure that is required to deliver sustainable development through the Local Plan is identified and delivered in a timely, co-ordinated and sustainable way. It is also a key piece of evidence that will provide a robust basis on which the Council will seek to influence public, private and agency funding and priorities in order to deliver the Local Plan.

Recommendations: For Information Only

Cabinet Member(s)	Ward(s) affected
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1. Introduction

1.1. Paragraph 20 of the National Planning Policy Framework (NPPF) requires that local planning authorities should set out the strategic priorities for the area in the Local Plan. This should include strategic policies to deliver:

- Housing (including affordable housing), employment, retail leisure and other commercial development;
- infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- community facilities (such as health, education and cultural infrastructure); and

- conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.
- 1.2. In order to ensure new development delivers sustainable communities, the infrastructure, facilities and service needs of these population must be properly planned for. The Infrastructure Delivery Plan (IDP) is designed to inform the development of the North Norfolk Local Plan 2016-2036, and provide evidence to support preparation of strategic policies to deliver:
- The provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, the provision of health, security, community and cultural infrastructure and other local facilities; and,
 - climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.
- 1.3. The North Norfolk Infrastructure Delivery Plan, IDP builds on the previous Infrastructure Position Statement, IPS, Published at Regulation 18 stage and aims to:
- Identify the District's Infrastructure needs for the plan period (up to 2036), in particular, those needs arising from new development;
 - Set out the costs, funding sources and delivery mechanisms associated with these infrastructure needs;
 - Improve lines of communication between key delivery agencies and the Local Planning Authority, including identifying opportunities for integrated and more efficient service delivery and better use of assets;
- 1.4. This IDP provides a baseline position of the infrastructure requirements in the North Norfolk plan area and it is intended to be a live and iterative document. North Norfolk District Council, through the policy team will continue to work closely with relevant partners and infrastructure providers throughout the preparation of the Plan and Plan period to ensure that the IDP reflects the most up to date position and incorporates infrastructure delivery as well as changing needs, circumstances priorities and costs. Throughout this process, the IDP, along with the Local Plan (once adopted) will aid the Council and relevant partners to prioritise spending on infrastructure and address funding gaps as well as helping to inform service and spatial planning decisions up to 2036 and beyond.

2. What is Infrastructure?

- 2.1 Infrastructure, in planning terms, can be defined as 'any facility, service or physical structure that supports or enables proposed development, whether privately or publically funded'. The Town and Country Planning Act 2008 defines 'infrastructure' and including, but not limited to, the following:
- Roads, cycle ways and other transport facilities;
 - flood defences;
 - schools and other educational facilities;
 - medical facilities;

- sporting and recreational facilities; and
- open spaces.

2.2 The IDP separates infrastructure into three different categories:

Physical infrastructure	e.g. utilities (i.e. water supply and waste water, gas, electricity, telecommunications and digital communications) and transport infrastructure and transport services;
Environmental and Green infrastructure	e.g. flood protection, coastal management, public realm, public open space, green space, parks and play space, and waste management;
Social infrastructure	e.g. education, health, social care, the emergency services, community facilities, arts and culture, sport and recreational facilities, and community facilities.

2.3 The IDP then provides more detail on each of these categories and the sub-categories mentioned within the above table.

Infrastructure Delivery Schedule, IDS

2.2 The Infrastructure Delivery Schedule (IDS) is a series of tables that set out the infrastructure requirements individually for each settlement where growth is planned as set out in the Local Plan.

2.3 The IDS identifies schemes by their type of infrastructure and only includes projects within the North Norfolk plan area. The different types of infrastructure included within the IDS are:

- **Environment and Green Infrastructure** – Projects associated with enhancing the natural environment within or beyond a site’s boundary, improving access to existing areas of open space and providing new areas of open space.
- **Social Infrastructure** – Projects associated with providing new or improving existing community facilities such as providing elderly persons accommodation or improving existing facilities, such as a football club.
- **Transport Infrastructure** – Projects associated with necessary improvements to existing road networks to accommodate new growth. This could mean, providing new junction/access points, widening roads/footpaths or implementing new traffic calming measures. This also includes improvements to connectivity between new sites and existing services and facilities, or providing entirely new relief roads.
- **Utilities: Water and Energy Infrastructure** – Projects associated with improvements to existing utility infrastructure such as water treatment plants to accommodate the required levels of growth set out in the Local Plan.

- 2.4 Each infrastructure project associated with the above typologies is separated into three categories, depending on the projects necessity in helping to deliver growth, or in the regard to site-specific infrastructure projects, their necessity in helping to deliver the site. The Red, Yellow and Green colouring in each table is to show the difference between the three, red (Critical) being the most important of projects that must be implemented to enable development, yellow (Essential) for the sustainability of the development, and green (Desirable) being less important but still required to ensure policy compliancy with the Local Plan and site-specific requirements. As shown in the table below:

Critical	Is required for sustainable growth of the development and is required to ensure development is policy compliant. These requirements are needed to unlock development and mitigate Physical constraints to growth; development cannot come forward without it.
Essential	Is required for sustainable growth of the development and is required to ensure development is policy compliant. These are requirements that are necessary to support and mitigate development, and ensure policy objectives are met.
Desirable	Items of infrastructure considered not essential for the delivery and implementation of the plan, but which never the less support plan objectives and will support the wider objectives of sustainable development

- 2.5 All infrastructure projects identified within the Local Plan have been categorised based on the above table. The Infrastructure Delivery Schedule (IDS) provides a list of all infrastructure projects that are required to facilitate the Council's planned growth needs within the plan period. The IDS also provides an estimated time scale for each project's expected delivery, aligned with the Local Plan trajectory and seeks to provide appropriate costs and potential funding sources. These time scales and costs will be updated when updated information is available and where proposals come forward
- 2.6 The IDS identifies the potential delivery partners – those who will be providing the required infrastructure and developing each project, and the expected sources of funding for the majority of projects, the key funding source is expected to be through developer contributions. The Council does not currently implement a community Infrastructure Levy, CIL, therefore it is not listed within the IDS as source of funding.
- 2.7 The majority of the projects listed within the IDS are site-specific requirements related to the Council's proposed site allocations, which are detailed in Chapter 9 of the Local Plan, proposed submission version January 2022 to see the full site-specific requirements for each site allocation. It includes large scale infrastructure requirements such as the North Walsham Link Road.
- 2.8 The IDS and the IDP do not describe any infrastructure requirements at a local level unless they are specified within the site-specific policy requirements in the Local Plan. Neither document includes any infrastructure

requirements identified through adopted or emerging Neighbourhood Plans, to date none have identified any specific local requirements or site allocations. The IDS is broken down into two tables – Plan wide requirements and then settlement specific. These documents only show the strategic level requirements that are necessary for the Local Plan to achieve the necessary growth that must be delivered within the plan period.

- 2.9 The emerging Draft IDS will be presented at the working party for discussion.

3. Conclusion / Recommendations

- 3.1 The IDP and IDS identify a number of projects that are required for the sustainability of growth that is planned for the future, this includes the critical projects such as the North Walsham Link Road and the Fakenham highway improvements to the A148/A1065 and that which is required to unlock sites and facilitate growth.
- 3.2 The IDP and the IDS at this time are drafts and work in progress. Once finalised they should both be seen as ‘living’ documents which will assist in supporting the Local Plan examination and inform future development and wider investment in the District. They are reported for information and discussion at this stage, not least to ensure the working party remain informed and have the opportunity to comment on this emerging background work that is currently being undertaken.

4. Legal Implications and Risks

- 4.1 The Council must produce a Local Plan which complies with various regulatory and legal requirements and in determining its policy approaches must be justified and underpinned by up to date and proportionate evidence, be informed by appropriate sustainability appraisals and take account of and demonstrate how public feedback, national policy & guidance have been used to inform the production through the application of a consistent methodology.
- 4.2 The statutory process requires plan production to accord to the statutory requirements as set out in The Town and Country Planning (Local Planning), (England) Regulations 2012 (as amended). Failure to undertake plan preparation in accordance with the regulations and NPPF is likely to render the plan ‘unsound’ at examination and result in the need to return to earlier stages. Substantial additional costs would be incurred.
- 4.3 There remains a residual risk of planning reform which, could undermine the production of the Plan to date. This includes further changes to the National Planning Policy Framework, either through incremental changes or substantive changes leading to wholesale replacement and planning reform brought through central Government. The Council have undertaken the Regulation 19 consultation on the proposed submission version of the Local Plan and as such the risk of wholesale realignment to amended government policy is potentially reduced through any transitional arrangements that would accompany any change should they be introduced prior to submission. Never the less there remains a risk of early Plan review and substantial costs. Without a

replacement Plan being in place there remains increased pressure and challenge around the continued reliance on existing adopted policies.

5. Financial Implications and Risks

- 5.1 Failure to undertake Plan preparation in accordance with the regulations and NPPF is likely to render the Plan 'unsound' at examination and result in the need to return to earlier stages. Substantial additional costs would be incurred.
- 5.2 Failure to reach the required stage of plan production ahead of any transitional arrangements introduced through planning reform would introduce substantial delay and costs into the production of a revised Local Plan.