



## Important Information

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**North Norfolk District Council  
Planning Policy Team**

01263 516318

[planningpolicy@north-norfolk.gov.uk](mailto:planningpolicy@north-norfolk.gov.uk)

Planning Policy, North Norfolk District Council, Holt Road, Cromer, NR27 9EN

[www.north-norfolk.gov.uk/localplan](http://www.north-norfolk.gov.uk/localplan)

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# 1 Introduction

- 1.0.1** The purpose of the North Norfolk Local Plan is to set out the long term vision and strategy for how towns, villages and the countryside of North Norfolk will develop and evolve between 2024 to 2040 in order to meet the needs and aspirations of North Norfolk's residents. This allows the strategic policies of the Plan to look ahead over a 15-year period from adoption. The Local Plan sets the planning framework with land use policies and development proposals which provide the foundation to guide, support, and deliver sustainable and climate resilient development in North Norfolk through planning decisions.
- 1.0.2** Planning law requires that applications for planning permission should be determined in accordance with the Development Plan, unless material considerations indicate otherwise. The Development Plan for North Norfolk includes this Local Plan, any adopted Neighbourhood Plans, the Minerals and Waste Local Plan prepared by Norfolk County Council, and the Broads Local Plan for that part of the District which lies within the Norfolk Broads. The local circumstances reflected in policies in these Plans, along with supporting **Supplementary Planning Documents (SPDs)**, the **National Planning Policy Framework (NPPF)**, the associated **Planning Practice Guidance (PPG)**, together with any relevant material planning considerations, will be used by the Council to determine whether or not planning applications should be granted permission.
- 1.0.3** The Local Plan contains the following elements:
- A **Spatial Portrait** setting out the context and conditions that exist in North Norfolk and highlighting issues to be addressed within the Plan.
  - A **Spatial Vision** setting out how the District will be at the end of the Plan period.
  - 20 **Strategic Aims & Objectives** set over 5 themes which all new development is required to meet in order to implement the Plan.
  - The **Strategic Policies** and **Development Management Policies** which guide development to ensure the delivery of the strategic vision and objectives of the District.
- 1.0.4** The strategic policies are set out in '**Appendix 5: Strategic Policy Identification**'.

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## 1.1 The Local Plan Process

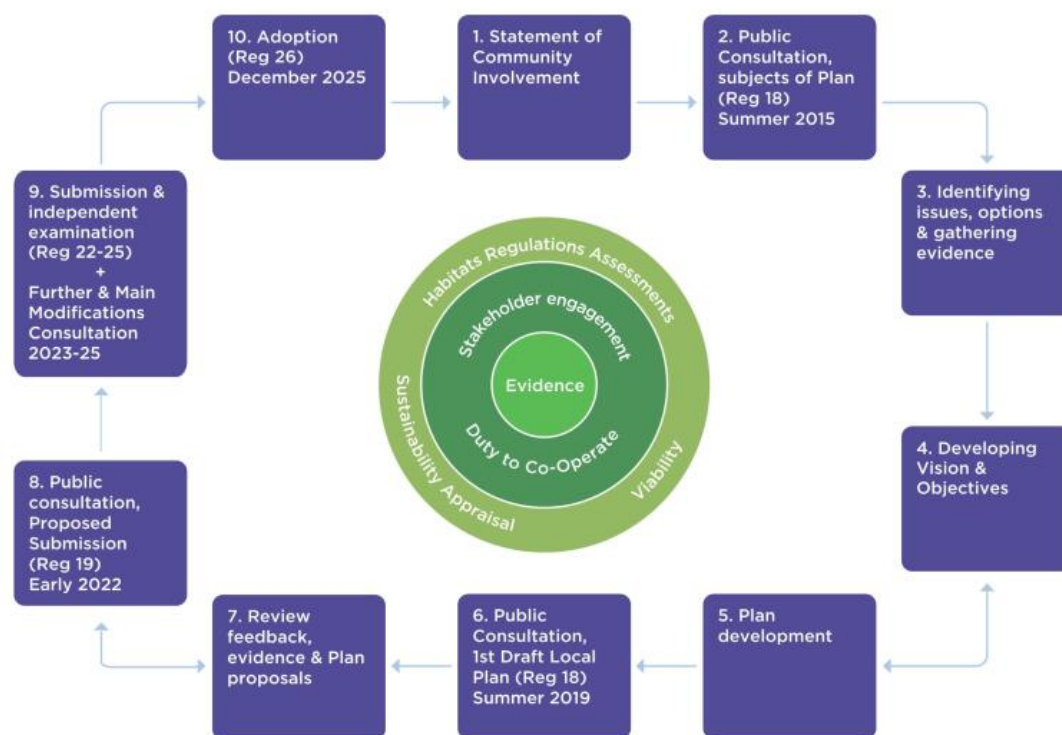
- 1.1.1** Plan preparation follows a number of stages set out in regulations, is led by the Local Planning Authority, and produced with collaboration and input from local communities, developers, landowners and other interested parties. Plans should be justified by proportionate evidence, be informed through public engagement and the production of specific appraisals, such as a Sustainability Appraisal and Habitat Regulations Assessment and must be in general conformity with national planning policies. The process involved examination by an independent inspector whose role was to assess whether the Plan had been prepared in line with the relevant legal requirements and whether it is "sound". The National Planning Policy Framework sets out four elements of soundness that Local Plans are considered against when they are examined. Local Plans must be:
- Positively prepared
  - Justified
  - Effective
  - Consistent with national policy.
- 1.1.2** Following independent examination of the draft North Norfolk Local Plan, the Council received

# 1 Introduction

the Inspectors Report on 31 October 2025. The Inspector concluded that the Local Plan is legally compliant, and is 'sound' subject to the incorporation of a number of main modifications, as set out in an Appendix to the report.

## Local Plan preparation process

**1.1.3** The following graphic depicts the key stages undertaken in developing this Local Plan:



**Local Plan preparation process**

**1.1.4** This document is the Cabinet / Full Council version ahead of adoption.

## 1.2 Consultation Statement

**1.2.1** The process of consultation and how feedback has been taken into account is outlined in the Consultation Statements which accompany this Plan.

## 1.3 Sustainability Appraisal (SA)

**1.3.1** All Local Plan documents must be assessed using a Sustainability Appraisal (SA) to ensure that they are contributing towards the delivery of sustainable development. Sustainability Appraisal is a systematic approach, which allows each of the policy options and development site proposals to be considered against a range of sustainability objectives and specific criteria. The Appraisal has been developed alongside the production of the Plan, has been consulted on at each stage, and incorporates the requirements of Strategic Environmental Assessment (SEA).

## 1.4 Habitat Regulations Assessment (HRA)

- 1.4.1** North Norfolk District lies in an area of considerable importance for nature conservation with a number of European sites located within and just outside its boundary, some of which are offshore. The range of sites, habitats and designations is complex with some areas having more than one designation and include but are not limited to: The North Norfolk Coast Special Area of Conservation (SAC), Special Protection Area (SPA), The Wash and North Norfolk Coast SAC, Norfolk Valley Fens SAC, Overstrand Cliffs SAC, River Wensum SAC, and North Norfolk Coast Ramsar site.
- 1.4.2** All Plan documents, as a legal test, must be subject to a Habitats Regulations Assessment (HRA)<sup>(1)</sup>. The Assessment is a step by step process, which considers the implications of a Plan or project for European sites<sup>(2)</sup>. It assesses the impacts of individual policies and proposals (in isolation) and the potential cumulative (in-combination) effects, enabling the assessment to inform the development of the Plan. After completing an assessment, a competent authority should only approve a project or give effect to a plan where it can be ascertained that there will not be an adverse effect on the integrity of a European site(s). In order to reach this conclusion the Appropriate Assessment section of the HRA may have made recommendations or modifications which need to be incorporated into the Plan. This plan includes policies to address any direct and in-combination impacts of development proposals.
- 1.4.3** The Plan has been subject to an interim HRA and this version is informed by, and is accompanied by a final Habitat Regulation Assessment.

## 1.5 The Duty to Cooperate

- 1.5.1** Many land use planning issues are not constrained to Local Authority administrative boundaries and the Local Plan takes into account the implications of planning policies of neighbouring authorities and relevant strategic cross boundary issues. North Norfolk District Council has worked with neighbouring councils and non-governmental organisations/statutory bodies at all stages of preparation of the Local Plan, both individually and where necessary through the **Norfolk Strategic Planning Forum (NSPF)**. The Localism Act and Local Plan Regulations (2012) set out those bodies to which the duty applies and the National Planning Policy Framework (NPPF) describes the issues that should be considered.
- 1.5.2** Through the NSPF a number of cross boundary issues have been identified and addressed and the partner authorities have jointly commissioned and prepared relevant joint evidence documents to inform the preparation of Local Plan policies and joint approaches. Significant cross boundary issues include:
- The supply and distribution of new homes and jobs;
  - Environmental protection and enhancement of the landscape, habitat networks and management of visitor impacts on designated European sites;
  - Infrastructure considerations, such as health provision and telecommunications
  - Robust appraisal of the extent and nature of flood risk from all sources, now and in the future, taking into account the effects of climate change;
  - Making more efficient use of resources, such as water and power
- 1.5.3** Members of the NSPF have signed a separate Framework document and Statement of Common

1 The Conservation of Habitats and Species Regulations 2017 (as amended), commonly referred to as the Habitats Regulations.

2 These sites include Special Protection Areas (SPAs), Special Areas of Conservation (SACs), European Marine Sites, and Ramsar sites, (wetland sites which provide waterfowl habitat designated to be of international importance under the Ramsar Convention) and a range of candidate sites.

# 1 Introduction

Ground outlining a number of shared objectives, strategic priorities, and specific Agreements to improve outcomes for Norfolk which has informed the preparation of this Local Plan<sup>(3)</sup>. The partners have agreed that the North Norfolk Local Plan need not contribute towards addressing the development needs of other areas as these are to be met in full in the partners respective Local Plans.

## 1.6 Viability Considerations

- 1.6.1** The viability of development and its ability to fund necessary supporting infrastructure is a central part of the planning system. The Local Plan is supported by an appropriate and proportionate Viability Assessment which demonstrates that the cumulative policy requirements of the Plan can be funded from development across North Norfolk.
- 1.6.2** Government advice clearly states that '*the price paid for land is not a relevant justification for failing to accord with relevant policies in the Plan*<sup>(4)</sup>' and the Council expects that the purchase price of land must fully reflect the cumulative costs of complying in full with adopted policies. The onus is on site promoters and developers to ensure that the price paid for land does not negatively affect the delivery of this Local Plan's objectives and compromise the delivery of sustainable and climate resilient development in line with policies in this Plan. Proposals that are fully policy compliant and propose to deliver the full policy ask, including affordable housing requirements at the relevant level set out in the Plan, will be taken to be viable, and as such there is no need to submit a site specific viability assessment. Those that seek a departure from policy on viability grounds will need to substantiate the position through the submission of fully transparent Viability Assessments.

## 1.7 Supporting Evidence & Background Papers

- 1.7.1** This Plan is informed by detailed evidence studies and supported by a number background papers which explain the policy approaches taken in more detail. Supporting evidence and background documents are available through the **Local Plan Document Library** hosted on the Councils' website<sup>(5)</sup>.

3 [www.norfolk.gov.uk/nsf](http://www.norfolk.gov.uk/nsf)

4 PPG, Section on Viability, Paragraph: 002 Reference ID: 10-002-20190509 revision 9.5.19

5 [www.north-norfolk.gov.uk/documentlibrary](http://www.north-norfolk.gov.uk/documentlibrary)



# Spatial Portrait, Vision, Aims & Objectives 2

## 2 Spatial Portrait, Vision, Aims & Objectives

- 2.0.1** The overarching vision of the Local Plan in North Norfolk is to contribute to the achievement of climate resilient sustainable development. In line with the National Planning Policy Framework (NPPF), sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. Achieving sustainable development through planning requires the balancing of three interdependent and overarching objectives:
- a. An economic objective - ensuring that sufficient land of the right type is available in the right location to build a strong, responsive economy which is supported by the right infrastructure;
  - b. A social objective - ensuring the sufficient number, type and quality of homes and jobs are provided to meet identified needs in inclusive, healthy communities;
  - c. An environmental objective - ensuring mitigation and adaptation to climate change, protecting the natural and built environment, enhancing biodiversity, and supporting the move to a low carbon economy.
- 2.0.2** These broad, high level objectives, along with the 17 Global Goals for Sustainable Development (which the Government, through the United Nations, have agreed to pursue through the Transforming our World 2030 Agenda<sup>(6)</sup>), are reflected throughout the Plan.
- 2.0.3** The policies in this Local Plan guide development proposals and decisions, taking account of these objectives and local circumstances and reflect the character, needs and opportunities of the area. The approach supports the delivery of sustainable and climate resilient development in a positive way, so that opportunities to secure net gains across each objective can be taken.

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### 2.1 Spatial Portrait of North Norfolk

- 2.1.1** The North Norfolk District is a large rural area of some 87,040 hectares (excluding the Broads Authority Area) with approximately 43 miles of coastline situated on the northern periphery of the East of England region. The nearby urban area and major economic, social and cultural centre of Norwich (Norwich Urban Area population of 213,166<sup>(7)</sup>) is situated some 22 miles to the south of Cromer and exerts a significant influence over parts of the District. The towns of Kings Lynn situated 20 miles to the west of Fakenham and Great Yarmouth situated 16 miles to the south-east of Stalham are the other principal neighbouring settlements, but their impact on the District is far more limited.
- 2.1.2** Over the period 2024-2040 the population of North Norfolk is projected to grow by around 8,452 (2018 subnational Projections), so that by the end of the Plan period 116,742 people are likely to live here. The population is projected to age so that by the end of the plan period around 40% of the Districts population will be over 65 years old with a diminishing proportion of the total population remaining economically active.
- 2.1.3** The main settlements in the District are its seven towns: Cromer, Fakenham, Holt, North Walsham, Sheringham, Stalham and Wells-next-the-Sea, along with Hoveton and a further four large villages; Blakeney, Briston & Melton Constable, Ludham and Mundesley. These settlements are distributed more or less evenly across the District, and accommodate around half of the

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6 NPPF, 2021 paragraph 7.

7 Greater Norwich Local Plan website 2021

## 2 Spatial Portrait, Vision, Aims & Objectives

population. The other half live in the large number of smaller villages, hamlets and scattered dwellings which are dispersed throughout a large rural area. Overall the District is one of the most rural in lowland England.

- 2.1.4** Norfolk County Council classify the road network through a Route Hierarchy which encourages drivers to use the most appropriate route according to their destination and the type of vehicle being used, and assists in enabling the targeting of resources (e.g. for highways maintenance). The District is served by three 'Principle Roads'; the A148, which runs east west through Fakenham, Holt and Cromer, the A1065, which connects Fakenham through Swaffham to Suffolk and Cambridgeshire, and the A140, which runs from Cromer towards Norwich. These roads function as the main arterial routes of the District. A number of 'Most Principle' and 'Main Distributor Roads' connect the remaining larger settlements. Smaller villages and hamlets are connected through a series of lower order roads which are classified as Local Access, Special Access, HGV and Tourist Access.
- 2.1.5** **The west of the District** remains very rural and despite recent developments retains a sense of relative remoteness, particularly along the coast. Its character is defined by the mainly undeveloped and un-spoilt coastline with its expansive areas of reed bed and grazing marshes, the wooded Cromer ridge, and the wide expanses of principally arable agricultural land interspersed with small characterful villages. Much of this western area is designated as a National Landscape, there are numerous designated Conservation Areas, and it is internationally important for its wildlife habitats. This part of the District is poorly served by public transport. House prices are notably higher than other parts of North Norfolk and in the coastal areas a higher percentage of the homes are in use as second homes or holiday homes than elsewhere in the District.
- 2.1.6** In the west, the main centre is Fakenham (2011 Census population 7,617), an historic market town on the upper reaches of the River Wensum, which has an attractive central market place and square, medieval church, and weekly market. The racecourse to the south of the town lies in the wildlife rich Wensum Valley. Fakenham acts as a local centre for employment, retailing, health, higher education and other services meeting the needs of the residents of the town and a relatively large rural hinterland.
- 2.1.7** Wells-next-the-Sea (2011 Census population 2,165) with its working harbour, salt-marshes and wide beaches, is an attractive town and important tourist destination. The town also acts as a local service centre. The recent addition of a small supermarket and petrol filling station has strengthened this role, but its remote location, in addition to the high price of housing, has created problems in terms of providing affordable housing for local people, including essential key workers. The town is a very popular tourist and visitor destination and for an increasingly lengthy period of the year can suffer from traffic congestion and lack of sufficient parking. The entire town and the surrounding landscape are within the Norfolk Coast National Landscape.
- 2.1.8** **The central part of the District** is served by Cromer, Holt and Sheringham and has a strong tourist and retirement character. These three towns are physically closely related and are considered functionally linked in relation to access to services and employment. Both Cromer and Sheringham benefit from main line rail stations providing services to Norwich and beyond.
- 2.1.9** Cromer (2011 Census population 7,683) is an attractive Victorian resort town, dominated by its medieval church tower and pier. Cromer's popularity as a holiday resort began in the Georgian era, and expanded greatly as a result of the coming of the railway in 1877. As well as its tourist role, it acts as a local centre for retail, local government and health services and hosts the District's main hospital and District Council Offices.
- 2.1.10** Holt (2011 Census population 3,810) is a small Georgian town with a good range of specialist

## Spatial Portrait, Vision, Aims & Objectives 2

gift shops, galleries and a country park to the south. It is home to Gresham's independent school which owns and manages a large proportion of buildings and land and as a significant employer, brings significant income into Holt.

- 2.1.11** Sheringham (2011 Census population 7,367) is an attractive resort town nestling between the sea and the Cromer ridge. The Victorian town developed from a small fishing village as a result of the railway arriving in 1887 and quickly attracted a number of fine hotels and a golf course. As well as its continuing tourist role, it acts as a local centre for retail, leisure and other services.
- 2.1.12** **The east of the District** forms part of the Norwich travel to work area, with pockets of social deprivation and the coastal area suffers from potential blight associated with the risks of coastal erosion and tidal flooding.
- 2.1.13** North Walsham (2011 Census population 12,634) 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 provides a wide range of public services (health, education, and leisure facilities), retail facilities, employment opportunities, as well as locally, good levels of accessibility and public transport services (train and bus services). The town benefits from a sixth form college, which is affiliated with Norwich City College. The town sits in an attractive rural landscape and is relatively unconstrained in terms of landscape and ecological designations relative to other parts of the District which lie within the Norfolk Coast National Landscape and The Broads Executive Area.
- 2.1.14** While North Walsham historically had a strong level of self-containment in terms of local businesses and employment opportunities, over the past twenty years, a number of the towns largest employers have scaled back their workforce or closed. Increasing numbers of local people travel out of the town for work. This has meant that the town has become increasingly dormitory in its function and this, together with changing consumer trends more generally, has had an impact on the strength and vibrancy of the historic town centre, compounded by a withdrawal of a number of high street banks and retailers from the town. The town centre, therefore, needs support to adapt and North Norfolk District Council, on behalf of a local partnership, secured support from Historic England to deliver a £3million Heritage Action Zone scheme, completed in 2024, to improve the town centre environment in order to meet future needs and those of a more service economy.
- 2.1.15** A short distance from North Walsham there are two important strategic employment sites – the Bacton Energy Hub and Scottow Enterprise Park (former RAF Coltishall airbase), which have significant growth potential in the future to accommodate new businesses and employment – particularly in new and emerging energy sectors (hydrogen production, carbon capture and local electricity generation), which present enormous potential to make a major contribution to local and national Net-Zero ambitions.
- 2.1.16** Hoveton (2011 Census population 1,759) and Wroxham sit astride the River Bure and together are the main 'gateway' to the Norfolk Broads. Although Hoveton is a village, rather than a town, its size, particularly taken with Wroxham (in Broadland District), means that it acts as a local retail and service centre.
- 2.1.17** Stalham (population 3,276) is a small market town lying on the northern edge of the Norfolk Broads and has the largest boat hire business on the Broads. It is a tight linear settlement on the Yarmouth to Cromer Road with access to the Weavers Way long-distance path. The town and surrounding area has high levels of commuting into the Norwich and Great Yarmouth areas, due to the limited employment opportunities available locally.
- 2.1.18** North Norfolk's peripheral location is reflected in the fact that it has no trunk roads or motorways. Only the A140 (Cromer to Norwich), the A148 (Cromer to King's Lynn - via Holt and Fakenham but also serving Sheringham) and the A1065 (Fakenham to Mildenhall) are regarded as part

## 2 Spatial Portrait, Vision, Aims & Objectives

of the national 'primary route network'. Other important routes are the A1067 (Fakenham to Norwich), the A149 (Cromer to Great Yarmouth – via North Walsham and Stalham) and the A1151 (linking the A149 at Smallburgh to Norwich via Hoveton). The only public rail service is the 'Bittern Line', operated by Department for Transport Operator (DfTO) following renationalisation in October 2025, linking Sheringham, Cromer, North Walsham and Hoveton with Norwich. The 'Poppy Line' provides a tourist attraction rail link from Sheringham to Holt. There is also the Bure Valley Railway in Broadland which provides a tourist / leisure link between Aylsham and Hoveton / Wroxham. Most of North Norfolk's villages are served only by very limited public bus services. The 'Coasthopper' bus service runs from Hunstanton to Cromer and Mundesley, providing a popular regular service for locals and visitors along the coast. Related to the modest level of public transport services across the area is the finding from the 2011 Census that 84% of households in North Norfolk owned at least one car or van and 37% owned two or more vehicles. In the 2011 census, 23,634 of residents out of 40,087 travelled to work by car or van, which equates to 59% of those working. The Norwich Northern Distributor Road (NDR), formally known as the Broadland Northway, has improved access to and from the east of the District and provides a more direct link to the A11.

- 2.1.19** The District has approximately 43 miles of North Sea coastline between Holkham in the west and Horsey in the south-east. The vast majority of this is very attractive and parts of the coast and surrounding rural landscapes are nationally recognised in the designation of the Norfolk Coast National Landscape and the North Norfolk Heritage and Undeveloped Coasts. The east of the District surrounds and provides a gateway to the Norfolk Broads, a unique area of internationally recognised wetlands. North Norfolk is also important for its biodiversity and areas of nature conservation interest and a number of significant areas are designated as European sites. In particular, the North Norfolk Coast stretching from Weybourne in the east, westwards along to the boundary with the Borough Council of Kings Lynn and West Norfolk in the west, is of international importance for wildlife habitats.
- 2.1.20** Whilst the coastal area plays a major role in creating North Norfolk's distinctive environment and is important to the economy through tourism, it also presents two significant challenges. The first emanates from the fact that North Norfolk's cliffed coastline between Kelling Hard (near Weybourne) and Cart Gap (near Happisburgh), which is made of soft glacial deposits, has been eroding since the last Ice Age. The second concerns the low-lying coastline either side of the cliffs, which is at risk from tidal flooding.
- 2.1.21** Along with the Norfolk Coast National Landscape, the Broad's Area, 40 Sites of Special Scientific Interest (SSSI), 255 County Wildlife Sites (CWS), 2 County Geodiversity Sites (CGS) and 42 candidate County Geodiversity Sites (cCGS) the District has 13 internationally designated sites, designated under the Ramsar convention or the European Habitats and Birds Directives whose designation, protection and restoration is transposed into the Conservation of Habitats and Species Regulations 2017, as amended (commonly referred to as the Habitat Regulations), and often referred to as European sites (Es) and/or Natura 2000 (N2K sites), and which represents a functioning network of the Es as a whole. Each site contributes to an ecological network of protected areas, and includes the North Norfolk Coast Special Area of Conservation SAC/Special Protection Area SPA/Ramsar site, Winterton-Horsey Dunes SAC, Norfolk Valley Fens SAC, Overstrand Cliffs SAC, River Wensum SAC, The Wash and North Norfolk Coast SAC, Great Yarmouth North Denes SPA, Breydon Water SPA/Ramsar site, Broadland SPA/Ramsar site, The Broads SAC, Greater Wash SPA. Collectively these sites all contribute to the unique quality of the Districts landscape. Most Ramsar sites are also a SPA or SAC, but, importantly, the Ramsar features and boundary lines may vary from those for which the site is designated as a SPA or SAC.
- 2.1.22** The risk of flooding in North Norfolk is not widespread and comes predominantly from a combination of tidal and fluvial sources. Tidal and coastal flooding are the most significant, as the District is bounded to the north and east by the North Sea and many of its watercourses



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are tidally influenced, with rivers such as the Glaven, Stiffkey and Bure being affected by tidal locking at high tides. Flooding can also occur due to fluvial risks associated with rivers. Collectively a number of growth settlements are at risk from localised fluvial flooding including parts of Fakenham, Wells-next-the-Sea, Hoveton, Mundesley, Horning, Sea Palling and Potter Heigham. Sources of flooding are not, however, just fluvial and tidal. Flood risk is also due to surface water runoff and groundwater sources, due to rock strata and springs, culverts, and potentially, the overloading of drainage and sewer infrastructure. Heavy rain and areas of low lying land and poorly maintained culverts can exacerbate flood events. Climate change, is predicted to result in sea level rise, increased coastal erosion and result in more increased short-duration, high intensity rainfall which will have the potential to compound flood events and risk.

- 2.1.23** The varied landscape and geology of North Norfolk has led to the development of local architectural styles and traditions such as flint, pantiles and thatch roofs, which are still prevalent today. The quality and distinctive character of the built environment derived from these architectural styles and traditions is particularly apparent in the areas' town centres, small villages and older farm buildings; and has been recognised in the large number of Listed Buildings (2265) and Conservation Area designations (81).
- 2.1.24** As well as underpinning a strong and diverse tourism industry, North Norfolk's attractive and distinctive coastal and rural environments have proved popular retirement locations. The 2011 Census showed that 58% of the population were over 45, compared to 43% in the Eastern Region as a whole and 41% nationally. From the 2018-based sub-national population projections, it is projected that by 2040, the 45+ age group will have increased to 65% in North Norfolk; in comparison to 50% in the Eastern Region and 48% nationally. By 2040 it is projected that nearly 41% of the population of North Norfolk will be over 65 years of age.
- 2.1.25** The population of the District is aging and retirement has been a major cause of the net inward migration which has fuelled population growth in the area over the last thirty years or so (in spite of the fact that deaths have exceeded births in the area during this period). This attractiveness to retired 'incomers' is an economic resource that supports a range of local services, businesses and rural communities, but also raises challenges for housing, health care and provision of services.
- 2.1.26** There are 55,416 dwellings across North Norfolk (Council tax records 2020). Approximately 8.1% are not recorded as a principle residence and are registered as second homes for Council Tax purposes (2020). The percentage varies across the District with higher concentrations in the coastal communities on the North Norfolk Coast where in some of the more rural and remote villages this rises to 38% (Salthouse). Some coastal communities also have a high concentration of holiday accommodation, such as caravan parks and chalets, which contribute significantly to the local community and tourism industry of the District.
- 2.1.27** Median house prices at £250,000 across the district have more than doubled in the past 20 years and new houses remain less affordable across the District, with house prices on average 9.07 times that of median wages (ONS 2020)<sup>(8)</sup>. This is a slight improvement on 2019 where the ratio was 9.87. As a result, access to the private home ownership market is constrained and a high demand for affordable rented properties persists.
- 2.1.28** Although overall the area appears affluent, there are pockets of social deprivation. Unemployment within the area is low, as are rates of economic activity due to the high numbers of retired residents. Rates of pay in North Norfolk increased in 2020, from £19,055 in 2019, to £22,644,

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(Lower quartile gross annual workplace-based earnings) and is now in line with that of the Eastern region. 23% of all households are classed as low income households, broadly similar to the East of England average of 22%<sup>(9)</sup>.

- 2.1.29** 70% of residential dwellings are owner occupied across the District, 18% private rented and 12% social rented. 14% of all households are identified as being in fuel poverty, which is higher than the East of England average of 8% and the England average of 10% (2015 figures).
- 2.1.30** Only 0.6% of the District's private sector housing stock achieves an energy performance rating banding of category A or B, 16% category C, 35% category D, 24% category E, 17% category F and 6% category G. In total 76.2% of North Norfolk's private sector properties can be classed in bandings C-E, in comparison to 93.5% of those across England. The number of private rented dwellings in North Norfolk with an energy performance rating of band of E, F and G is estimated to be 43%, which is significantly above the 24.4% average for England. Overall the performance of the housing stock in North Norfolk compared to the English Housing Survey (EHS) 2015 average is generally worse, with North Norfolk performing notably worse for all hazards and excess cold<sup>(10)</sup>.
- 2.1.31** The economy of North Norfolk remains fairly narrowly based with a relatively high dependence upon employment in the agriculture, retail, public services and tourism sectors. The local economy is particularly characterised by the fact that the majority of employees (84%) work in small businesses. Whilst there has been a change in the business base of the manufacturing sector with business closures / rationalisations in the food processing and engineering sectors in recent years, there has been a growth in employment in the manufacture of plastic and timber products and marine engineering / boat-building, which continue to perform strongly.
- 2.1.32** Today, significant numbers of employees in the District are engaged in the provision of education, health and social care, public administration, retailing and tourism. In recent years the tourism sector has enjoyed growth through investment in quality accommodation and attractions, and a move to year-round operations capturing short breaks and specialist markets, in addition to the traditional summer holiday.
- 2.1.33** Whilst most of North Norfolk's towns have small industrial estates, the main concentration of manufacturing employment is in Fakenham and North Walsham. Cromer, Mundesley, Sheringham and Wells-next-the-Sea are traditional destination resorts, and Hoveton acts as an important centre for Broads-based tourism.
- 2.1.34** The District is one of the most rural in lowland England with the larger settlements distributed more or less evenly across the district and accommodating around half the population, the other half live in dispersed villages and hamlets throughout the rural area. North Norfolk's greenhouse gas emissions are dominated by the transport sector with road, (18.7%) and rail transport (5.7%) combined accounting for approximately 24.4% of CO2 emissions in the District (the most prominent greenhouse gas). This is closely followed by emissions from the residential sector which account for 23.1%<sup>(11)</sup>.

9 Table 7, Housing stock condition modelling (BRE, 2020)

10 Estimates from Table 7, Figures 8 & 9, Housing stock condition modelling (BRE, 2020)

11 Source - <https://scattercities.com>

# Spatial Portrait, Vision, Aims & Objectives 2

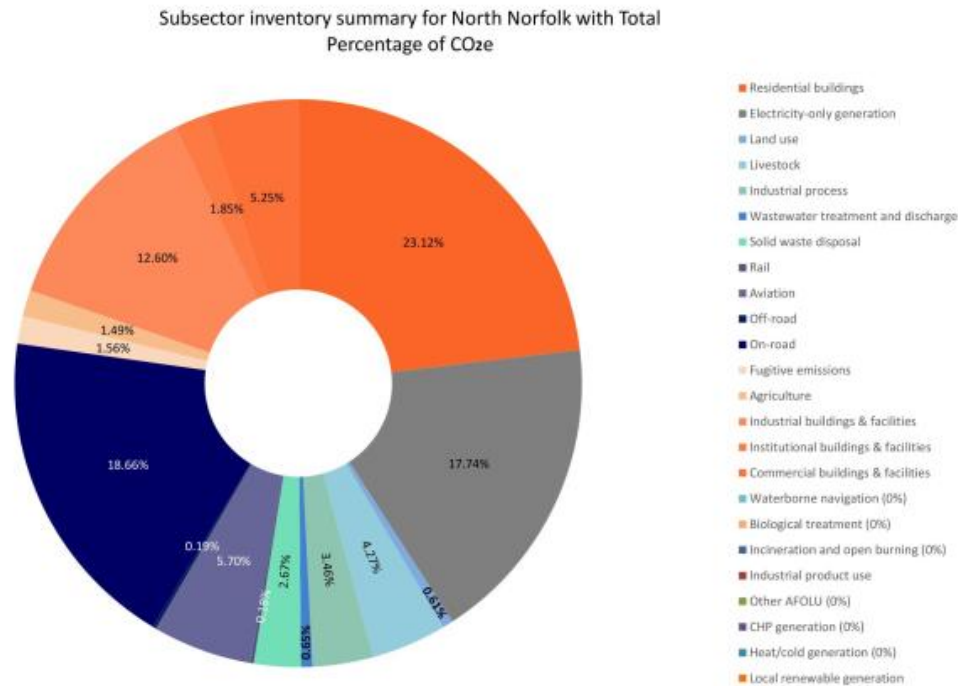


Figure 1 Sector Emissions 2018 (%)

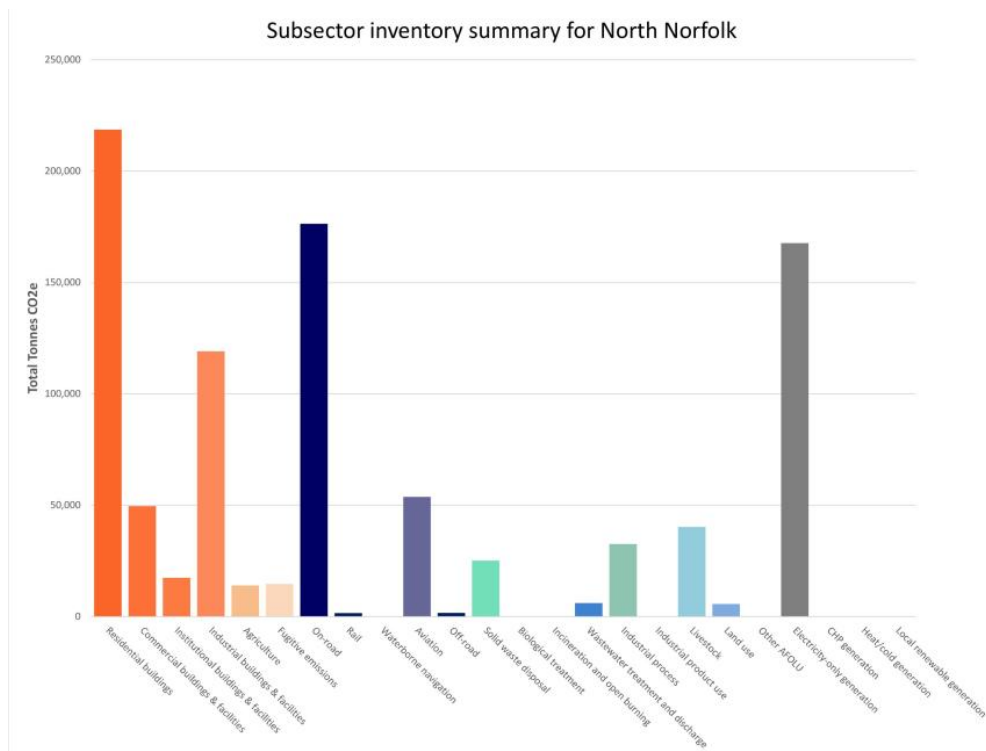


Figure 2 Sector Emissions 2018 (Tonnes)

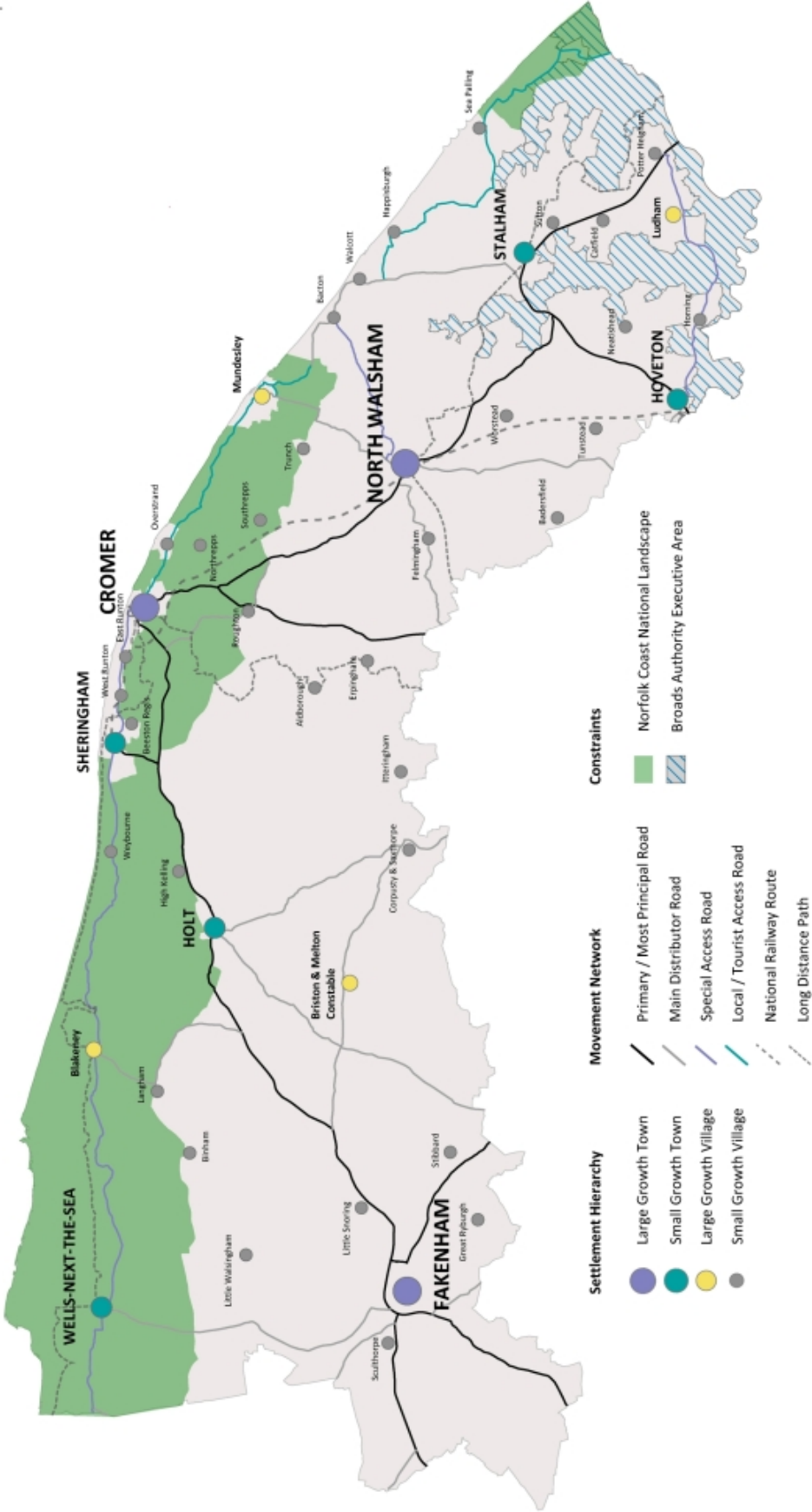
**2.1.35** In comparison, nationally in 2019, the transport sector is estimated to be responsible for 27% of greenhouse gas emissions, almost entirely through carbon CO<sub>2</sub> emissions with the main source being petrol and diesel road transport generated in particular from passenger cars, 21% from energy supply, 17% from business and 15% from the residential sector<sup>(12)</sup>.

12 2019 UK Greenhouse Gas Emissions, Final figures 2.2.2021 National statistics, Dept Business, Energy & Industrial Strategy <https://tinyurl.com/smbftumx>

# 2 Spatial Portrait, Vision, Aims & Objectives



Figure 3 - North Norfolk Key Diagram



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Figure 3 North Norfolk Key Diagram



# Spatial Portrait, Vision, Aims & Objectives 2

## 2.2 Key Challenges

- 2.2.1** The key challenge of the Local Plan is to enable growth to provide the required housing and jobs and supporting infrastructure whilst also conserving and enhancing the landscape and natural environment. This must be achieved in the context of moving towards net zero and increasing our resilience to climate change.
- 2.2.2** Resilience to climate change and extreme weather is improved by greater adaptation and mitigation. Improved energy efficiency, local scale energy generation, reducing the need to travel through place making and improved sustainable travel options can all help to reduce the District's Carbon footprint, while open space provision, sustainable drainage and biodiversity enhancements all help mitigate the effects of climate change.

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## Managing & Adapting to Climate Change

- 2.2.3** It is widely accepted that increasing emissions of greenhouse gases from human activity has contributed substantially to the climate change experienced across the globe in the past 100 years. It is expected that our climate will continue to change and, consequently, North Norfolk along with the rest of the East of England Region may experience hotter and drier summers, milder and wetter winters, increased flooding and more extreme climate events. In addition some areas will suffer increasing risk of coastal flooding and erosion due to rising sea levels.
- 2.2.4** North Norfolk's coast is in places low-lying and in others it is characterised by cliffs comprising soft silts, clays, sand and gravel and other material that is susceptible to erosion, which means that many coastal communities continue to be affected by coastal erosion. Climate change creates both opportunities and threats. For example, warmer summers may lead to water shortages but also an increased demand for leisure and tourism-related facilities, as well as new challenges for agricultural production and community cohesion. Wetter winters will increase pressure on drainage systems. Climate change, sea level rise and coastal erosion will also have impacts on biodiversity and coastal geology and measures need to be taken to enable wildlife to adapt to future changes in habitat and food chains.
- 2.2.5** Distribution of development will need to be in accessible locations and be designed in ways that lessen the carbon emissions from private transport, and also, designed and built to the highest energy standards, so as to reduce future carbon emissions. In April 2019, recognising that there was a need for urgent progress towards making future development more sustainable, the Council declared a climate emergency and set out its Environmental Charter and action plan over the summer of 2021.
- 2.2.6** Significant emphasis is placed on planning to address climate change in the National Planning Policy Framework through effective Strategic Plan making, and Local Plans should play a central role through the inclusion of policies on climate change mitigation and adaptation. Planning however, cannot resolve the challenges of climate change on its own, but what it can do is set an effective strategic framework to help deliver sustainable development and help address the challenges that climate change brings, complementing measures outside of the planning sphere. Addressing climate change is a shared responsibility which must be pursued in mutually supportive ways. Delivery through planning requires partnership work, political buy-in and effective, coherent and consistent approaches through investment strategies, as well as legislation and regulatory change. As such in order to address climate change the challenge is not just through planning, but one that requires a step change in behaviour and modal shift in practices at all levels.
- 2.2.7** The Dec 2021 Glasgow Climate Pact agreed a range of measures including strengthened efforts to build resilience to climate change, to curb greenhouse gas emissions and to provide

## 2 Spatial Portrait, Vision, Aims & Objectives

the necessary finance for both. Collectively, nations agreed to work to reduce the gap between existing emission reduction plans and what is required to reduce emissions, so that the rise in the global average temperature can be limited to 1.5 degrees. In order to stay within the parameters of the Paris Agreement, and Glasgow commitments, i.e. *“hold the increase in global average temperature to well below 2°C above pre-industrial levels and pursue efforts to limit the temperature increase to 1.5°C”*, a reduction in CO<sub>2</sub> emissions as the principle driver of global warming, is critical. It is predicted that without intervention North Norfolk will exceed its carbon budget in this respect within 7 years from 2020<sup>(13)</sup>. For North Norfolk to make its fair contribution to delivering on the Paris Agreement’s commitments it is projected that CO<sub>2</sub> use across the District will *need to achieve average mitigation rates of CO<sub>2</sub> from energy of around -13.4% per year* (Setting Climate Commitments for North Norfolk, Tyndall Centre, May 2021).

- 2.2.8** The challenge for the Local Plan is to devise ways to ensure that the carbon footprint of new development is reduced and steer new developments in a way that adapts to, and mitigates against, the inevitable changes to the climate.

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### Providing Enough Homes of the Right Type in the Right Places for a Growing Population

- 2.2.9** Throughout the last two decades, there has been strong demand for new homes in the District. This has mainly arisen as a consequence of inward migration particularly by those seeking to retire to the area. In 2002 the median house price in the District was £105,000 with a property to earnings ratio of 6.2. By 2020 this had increased to £250,000 and a ratio of 9.7, meaning that many lower income households needed almost ten times their income to purchase a starter home in much of the District and in the coastal areas in the west of the area this multiplier is much higher. In some areas, particularly in the smaller villages, there is a concern that young people are unable to afford to buy a home, leading to a population imbalance skewed towards those retired and elderly people, and an inability to attract younger key workers. There is a concern that some services such as rural primary schools will become increasingly less viable.
- 2.2.10** Between 2024 and 2040 the population of North Norfolk is forecast to grow by around 8,452 people to 116,742 (2018 National Projections). To accommodate this increase in population, address the changing needs of those who already live here, and to make a meaningful contribution towards providing an increased supply of affordable homes, it is projected that at least 9,600 new homes will need to be provided. As well as growing, the population will continue to age, and by the end of the plan period in 2040 around 41% of the population will be over 65 years of age, and a smaller proportion will be economically active.
- 2.2.11** Around 8% of the homes in the District are used as second homes, and 1% of homes in the District are currently recorded as long term vacant - a reduction from 3% in 2018. In some communities, particularly in the west of the District, the proportion of second and holiday homes is between 20% and 40%, partly due to the large numbers of purpose built holiday homes and chalet parks in some areas.
- 2.2.12** Meeting the housing requirement, not only in terms of numbers, but also in terms of types (affordable and elderly person’s accommodation), represents a significant challenge.
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<sup>13</sup> Setting Climate Commitments for North Norfolk Quantifying the implications of the United Nations Paris Agreement for North Norfolk: Tyndall Centre for Climate Change 2021

## Spatial Portrait, Vision, Aims & Objectives 2

### Strengthening the Local Economy

- 2.2.13** The economy of North Norfolk is dominated by tourism and the service sector and has seen a decline in jobs in manufacturing and agricultural employment in recent years. It is mainly a low-wage economy dominated by small businesses. Parts of the District are strongly influenced by the close proximity of Norwich with its wider range of jobs and strong retail offer and the closure of defence establishments at Coltishall, Neatishead, Sculthorpe and West Raynham has also drawn jobs away from the area, with limited subsequent investment. The completion of the Norwich Northern Distributor Road (NDR) may open new opportunities for business growth by improving access to local markets and the wider economy.
- 2.2.14** Given its peripheral location and extensive coastline, the economic prosperity of North Norfolk is irrevocably linked to the success of its tourism sector (although E-commerce may present opportunities to overcome problems of peripherality). A recent tourism study of North Norfolk noted that the area has one of the most distinctive and diverse tourism offers in the East of England, with the main appeal being its 'unique environmental assets' of coastline and beaches, the Broads and inland areas of countryside, which *'therefore represent the core foundation for the future development of tourism within North Norfolk'*. Tourism is vital to North Norfolk's economy; in 2017, accounting for 28.4% of all employment, 8,827,700 trips were made to the District (day and staying), accounting for a total tourism value of £505,109,250. This increased in 2019, when 9,919,200 trips were made to the District (day and staying), accounting for a total tourism value of £528,931,378. Tourism currently accounts for 30% of all employment<sup>(14)</sup>. The East Marine Plan also recognises the importance of tourism and recreation and the considerable amount of income it brings to coastal towns, supporting quality of life and providing health and well-being benefits.
- 2.2.15** The provision of a higher number of jobs, of better quality and value, reducing the need to travel elsewhere for employment, addressing the consequences of a shrinking workforce, and providing for the growing needs in health and social care are all significant challenges.

### Protecting the Natural & Built Heritage of the District

#### Areas at risk from coastal erosion and flooding

- 2.2.16** The full length of North Norfolk's coastline is either at risk from tidal flooding or subject to cliff erosion. In addition, much of the inland area at the south-eastern end of North Norfolk, around the Rivers Ant, Bure and Thurne and their associated broads, and including all or parts of a number of villages such as Hoveton, Hickling and Ludham, are at risk from either fluvial (river) or tidal flooding.
- 2.2.17** Two Shoreline Management Plans, SMP5 'Hunstanton to Kelling Hard' and SMP6 'Kelling Hard to Lowestoft Ness'<sup>(15)</sup> set out coastal management for the North Norfolk coastline up to 2105. These identify areas within which coastal erosion is likely to occur over the next 100 years and also areas currently at risk from tidal flooding that could suffer permanent inundation as a result of policies of managed retreat of the shoreline. They identify that several properties and community facilities, as well as parts of the A149, are at risk from coastal erosion over the longer term. The East Marine Plan (2014) also contributes towards an integrated and holistic approach to the management of marine and coastal areas with the aim of helping to deliver sustainable development.

14 Economic Impact of Tourism North Norfolk 2019, Destination Research

15 <https://www.north-norfolk.gov.uk/tasks/coastal-management/view-shoreline-management-plans>

## 2 Spatial Portrait, Vision, Aims & Objectives

### Protecting character

- 2.2.18** North Norfolk's landscape has a significant economic, social and community value, contributing to a sense of identity, well-being, enjoyment and inspiration and being a major contributor to a strong tourism industry. The low-lying coast, the coastal cliff sections and the inland landforms are some of the finest of their kind in the British Isles.
- 2.2.19** The landscape of North Norfolk has been strongly influenced by the sea and is composed of, and enriched by, the combination of distinctive geological and geomorphological features. These features have resulted in valuable characteristics including nationally important wildlife habitats as well as features of cultural significance such as archaeological deposits, field patterns, building materials and settlement forms. The link between people and place is ingrained into the landscape of North Norfolk. This interaction, over millennia, between people living in and using the area, overlain with the geology and landforms, has resulted in the unique qualities and natural beauty we see today.
- 2.2.20** There are large areas of designated international and national landscapes including the North Norfolk Coast Special Area of Conservation (SAC) & Special Protection Area (SPA), The Wash and North Norfolk Coast SAC, Norfolk Valley Fens SAC, Overstrand Cliffs SAC, River Wensum SAC, and North Norfolk Coast Ramsar Site. A significant part of the District is designated as a National Landscape. The District also includes parts of the Norfolk Broads, (which sits outside the Local Plan), many Sites of Special Scientific Interest (SSSI), Country Wildlife Sites (CWS) and designated Open Spaces within settlements. The District contains a number of nationally significant designed landscapes, these are designated as Registered Historic Parks and Gardens, which include Voewood (II\*), Holkham (I) and Sheringham Hall (II\*).
- 2.2.21** As well as its picturesque coastline, rural landscape and big skies, North Norfolk is known for its rich historic environment. The District's built heritage is an intrinsic part of its character and stands as testament to how the area has been shaped and evolved over time. This rich historic environment manifests itself in many forms and this is reflected in the number and variety of designations seen across the District. There are 86 Scheduled Monuments, 2,265 Listed Buildings, 33 Registered Parks and Gardens, 81 Conservation Areas, and over 200 buildings subject to Local Listings.

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### Health & Wellbeing

- 2.2.22** It is important to ensure that leisure, retail and service facilities are provided locally in order to reduce car travel and to allow access for all. This is a difficult challenge in the face of the rural nature and dispersed population, centralisation of services and competition from the concentrations of retail in fewer, larger centres. However, town centres are at the heart of the Government's vision for developing and supporting successful, thriving, safer and inclusive communities and are seen to underpin the Spatial Strategy for the District.
- 2.2.23** North Norfolk's retail centres offer an important role in meeting the day-to-day shopping and service requirements of their local resident populations, local businesses and the broader needs of day-trippers and tourists. Whilst the visitor and tourist market helps to underpin the vitality and viability of a number of the District's towns it also creates significant fluctuations in catchment populations and spend throughout the year. The increasing centralisation of service provision, lack of public transport and the dispersed nature of a large part of the population increases the reliance on the car in order to facilitate access to services and facilities.

# Spatial Portrait, Vision, Aims & Objectives 2

## 2.3 Spatial Vision

- 2.3.1** The following **Vision** for North Norfolk and the associated **Objectives** provide the foundation for the policies which follow. They are based on an understanding of the nature of North Norfolk and the key development issues which the area faces over the plan period as outlined in the previous sections. They reflect the provisions of current National Planning Policy to ensure that all development needs are addressed in a sustainable way and will contribute towards the overarching vision for the County as a whole as agreed by each of the Norfolk Authorities as part of the Duty to Co-operate.

### Vision for North Norfolk

In 2040, residents and visitors to North Norfolk will enjoy a high quality of life. The District will have retained its distinct identity as a unique and attractive coastal and rural tourist destination and will have a diverse and thriving economy, with vibrant and appealing towns and villages which act as employment and service centres for their surrounding rural areas. Residents will have increased access to good quality affordable homes, a wider range of local higher skilled and better paid jobs, and good quality services and facilities close to where they live.

The towns of North Walsham, Fakenham and Cromer will have been the focus for a significant proportion of the required development. A mix of resource efficient and secure residential development will have been delivered to meet local needs including affordable housing, homes for the elderly and those with specialist accommodation needs. The necessary infrastructure and community facilities/services will be in place to support this growth. In the wider countryside, appropriate small-scale development will have been delivered where this meets local needs and supports the long-term sustainability of a settlement.

The quality of the natural and built environment, the Norfolk Coast National Landscape, the Norfolk and Suffolk Broads and their setting will have been protected and enhanced. The overall diversity and quality of North Norfolk's countryside and natural environment will have been maintained and enhanced, and the District's many Conservation Areas and Listed Buildings will have been conserved or enhanced. There will be better access to the countryside and green spaces for local communities. New development will have been provided and designed to minimise resource and energy use, minimise the risks arising from flooding and coastal erosion, protect nature and improve biodiversity, and delivered in ways that adapts to and mitigates the inevitable changes to the climate.



## 2 Spatial Portrait, Vision, Aims & Objectives

### 2.4 Strategic Aims & Objectives

**2.4.1** To achieve the Vision for North Norfolk this Plan contains the following aims and related Objectives:

#### 1. Delivering Climate Resilient Sustainable Development, by:

- Minimising the demand for resources, enhancing the natural environment and mitigating the impacts arising from climate change.
- Facilitating the creation and maintenance of inclusive and environmentally sustainable communities, making the best and most efficient use of already developed land, buildings and natural resources, reducing greenhouse gas emissions and increasing low carbon homes.
- Focusing larger scale development into areas where services will be available, where facilities can be supported and where new development encourages use of a choice of sustainable travel modes.
- Managing and adapting to the impacts of coastal erosion and flooding by restricting development in areas where it would expose people and property to risks and facilitating the replacement of buildings and businesses at risk.
- Minimising water use, protecting water quality and minimising the impacts of air, land, light, and water pollution.

#### 2. Protecting Character, by:

- Protecting, conserving and enhancing the natural environment and valuing green infrastructure for the many functions it performs.
- Contributing to the positive management of change in the historic environment, protecting, enhancing and maintaining the unique qualities and character of the District, the wider landscape and its designated and non-designated heritage assets.
- Ensuring high quality design that respects its context.
- Minimising impacts on and providing net gains for biodiversity, including the enhancement of Green Infrastructure and ecological corridors.

#### 3. Meeting Accommodation Needs, by:

- Delivering the quantity of homes necessary to meet the assessed needs of the District.
- Providing a variety of house types, sizes and tenures including affordable homes, homes suitable for the elderly, those wishing to build their own homes and those with disabilities or who require specialist forms of accommodation.
- Encouraging high quality, sustainable, and climate change resilient design which makes the best use of improvements in technology.

#### 4. Enabling Economic Growth, by:

- Promoting and supporting economic growth, diversifying and broadening the economic base of the District, enabling inward investment and supporting the growth of existing businesses.
- Promoting the vitality and viability of the District's town centres.
- Promoting improved broadband connectivity.
- Maximising the economic, environmental and social benefits of tourism

#### 5. Delivering Healthy Communities, by:

- Encouraging the creation of a network of accessible formal and informal green spaces.



## Spatial Portrait, Vision, Aims & Objectives 2

- Protecting and enhancing community facilities, existing infrastructure, services, and public transport.
- Locating development so as to improve access to key services by public transport and facilitate increased walking and cycling.
- Improving the accessibility and resource efficiency of new homes

## 2 Spatial Portrait, Vision, Aims & Objectives

# Delivering Climate Resilient Sustainable Growth 3

## 3 Delivering Climate Resilient Sustainable Growth

- 3.0.1** Climate change is a significant challenge and its effects are seen globally and locally. The UK government has set in law the requirement to bring greenhouse gas emissions to net zero by 2050<sup>(16)</sup> and the Council has gone further, declaring a Climate Change Emergency in 2019, with the aim of putting environmental considerations at the heart of its service delivery. Through its Environmental Charter in 2021 the Council has subsequently pledged to reduce its own emissions to net zero by 2030 and in doing so is seeking to assist in changing attitudes, perceptions and investment decisions across the District. Addressing climate change is an integral part of sustainable development and development guided by the strategic policies in the Local Plan will play a key role in helping to achieve reductions in greenhouse gas emissions at a local level through land use policies.
- 3.0.2** Local authorities have a responsibility to help to secure progress on meeting the UK's emissions reduction targets both through direct influence and by bringing others together and encouraging coordinated local action. Local Plans can play a central role in helping to facilitate this key national environmental objective. Effective strategic plan-making can help deliver climate change resilient sustainable growth and help address the challenges that climate change brings, complementing measures outside of the planning sphere and ensuring climate change considerations are central in proposals.
- 3.0.3** A fundamental principle of the National Planning Policy Framework (NPPF) is to ensure strategic plans include proactive planning measures to address climate change through resilience, mitigation and adaptation and which support the transition to a low carbon economy. This can be achieved through encouraging reductions in energy use, adoption of low carbon technology, promoting low carbon modes of travel, directing growth to the most sustainable locations, through design, and via the use of renewable resources and energy. Planning's role is one of facilitation through mitigation, adaptation and resilience. It forms part of the hierarchy set out in the NPPF to avoid, reduce and as a last resort, compensate for any adverse impacts from development. The approach is holistic and not limited to one single strategy or policy. This Local Plan addresses climate change through a number of policies, which when taken as a whole, seek to shape the economic, environmental and social landscape for the better by minimising the vulnerability of new development to the potential impacts of climate change, ensuring that it avoids risk areas wherever possible, and is resilient to future risks.
- 3.0.4** **Mitigating** climate change through land use planning is about addressing the causes of climate change and can be achieved in a number of ways:
- Locating development as near to existing key services and facilities as possible;
  - Delivering decentralised energy supplies and promoting its use in existing buildings;
  - Supporting the delivery of low carbon and renewable energy;
  - Ensuring new development is as energy efficient as possible;
- 3.0.5** **Adapting** to climate change is about addressing the consequences of climate change and can be achieved through a number of ways including:
- Delivering on site sustainable drainage systems;
  - Reducing water consumption;
  - Adopting precautionary approaches to areas liable to flooding and at risk from coastal change;

16 <https://www.gov.uk/government/news/uk-becomes-first-major-economy-to-pass-net-zero-emissions-law>

## 3 Delivering Climate Resilient Sustainable Growth

- Ensuring that the design of buildings helps them remain cool in summer and warm in winter;
- Ensuring biodiversity enhancements.

### Key Messages

- 3.0.6** Action on climate change is embedded throughout this Local Plan and is an integral part of many policies. Collectively the Local Plan sets a framework on how climate change could and should be considered, in order to achieve national and local targets and climate resilient sustainable development. It is recognised that each planning application has its particular circumstances, where decisions and actions will need to reflect not just local considerations, but also wider material considerations. Addressing climate change is a shared responsibility and the challenge is not just to develop to minimum targets, but to seek a step change across the district in development considerations and encourage modal shifts in practices. Consequently, as individuals we need to take responsibility and also make changes to the way we live and encourage change so that collectively, we can move towards a more sustainable future and where possible, go beyond local and national targets.
- 3.0.7** The climate change agenda is evolving and throughout the lifetime of this Local Plan it is expected that there will be further national updates and announcements on policy direction and requirements. Specifically, there is emerging legislation that once enacted will bring further updates and changes to national planning policies, Building Regulations, building standards and infrastructure provision. Further legislative changes are also expected from central Government in the short and medium term relating to building standards, environment and agriculture.
- 3.0.8** Figure 4 illustrates how climate change is being addressed through the Local Plan:

# Delivering Climate Resilient Sustainable Growth 3

## Local Plan Climate Change Principles (Policy CC1)

Focus the majority of development in areas that sustain services and facilities that reduces the need to travel and offers a mix of sustainable travel modes

## Most Relevant Local Plan Policies

- Policy CC8: Electric Vehicle Charging
- Policy CC9: Sustainable Transport
- Policy SS1: Spatial Strategy
- Policy HC3: Provision & Retention of Local Facilities
- Policy HC8: Safeguarding Land for Sustainable Transport
- Policy HOU1: Delivering Sufficient Homes
- Policy E1: Employment Land
- Policy E4: Retail & Town Centre Development
- Policy E6: New Tourist Accommodation, Static Caravans, Holiday Lodges & Extensions to Existing Sites
- Policy E7: Touring Caravan & Camping Sites

Contribute positively to community health and well-being through improved accessibility, multi-functional green infrastructure and open space provision

- Policy CC11: Green Infrastructure
- Policy CC12: Trees, Hedgerows & Woodland
- Policy SS3: Community-Led Development
- Policy HC1: Health & Wellbeing
- Policy HC2: Provision & Retention of Open Spaces
- Policy HOU2: Delivering the Right Mix of Homes
- Policy HOU9: Minimum Space Standards

Avoid and reduce the risk of flooding, deliver sustainable drainage systems and mitigate and adapt to coastal change

- Policy CC5: Coastal Change Management
- Policy CC6: Coastal Change Adaptation
- Policy CC7: Flood Risk & Surface Water Drainage

Deliver low carbon and renewable energy opportunities, protect the quality of the environment and reduce the use of natural resources

- Policy CC2: Renewable & Low Carbon Energy
- Policy CC4: Water Efficiency
- Policy CC8: Electric Vehicle Charging
- Policy CC13: Protecting Environmental Quality

Achieve a high standard of environmental sustainability that provides energy efficient, adaptable and accessible development

- Policy CC3: Sustainable Construction, Energy Efficiency & Carbon Reduction
- Policy ENV8: High Quality Design
- Policy HOU7: Re-use of Rural Buildings in the Countryside
- Policy HOU8: Accessible & Adaptable Homes

Conserve and enhance the quality of the natural and built environments

- Policy CC10: Biodiversity Net Gain
- Policy CC11: Green Infrastructure
- Policy CC12: Trees, Hedgerows & Woodland
- Policy CC13: Protecting Environmental Quality
- Policy ENV1: Norfolk Coast AONB & The Broads
- Policy ENV2: Protection & Enhancement of Landscape & Settlement Character
- Policy ENV3: Heritage & Undeveloped Coast
- Policy ENV4: Biodiversity & Geodiversity
- Policy ENV5: Impacts on International & European Sites: Recreational Impact Avoidance & Mitigation Strategy
- Policy ENV6: Protection of Amenity
- Policy ENV7: Protecting & Enhancing the Historic Environment
- Policy ENV8: High Quality Design
- Policy E5: Signage & Shopfronts

Figure 4 How Climate Change is Addressed by the Local Plan

## 3 Delivering Climate Resilient Sustainable Growth

### Climate Change Principles

- 3.0.9** The overarching vision of the Local Plan in North Norfolk is to contribute to the achievement of climate resilient sustainable development. Development will be expected to make a positive contribution towards the social, economic and environmental sustainability of North Norfolk and its communities. These three roles are mutually dependent and cannot be undertaken in isolation. In achieving sustainable development, economic, social and environmental gains will be sought jointly, wherever possible.
- 3.0.10** The National Planning Policy Framework (NPPF) requires that there should be a presumption in favour of Sustainable Development on which all Plans should be based. This should be implemented through clear policies, which guide how the presumption will be applied locally. The policies in this section seek to guide development to achieve sustainable solutions and taken as a whole, with the remaining policies of the Development Plan, constitutes the Council's view on what sustainable development means in practice. When determining applications for planning permission, the Council will seek to approve applications, which deliver sustainable growth in accordance with the provisions of this Plan.

### 3.1 Delivering Climate Resilient Sustainable Growth

**The purpose of this policy** is to set out the key guiding principles that development proposals should address in order to ensure that new development positively contributes to mitigating and adapting to climate change and delivers climate resilient sustainable growth to address the challenges most relevant for North Norfolk.

#### Policy CC 1

##### Delivering Climate Resilient Sustainable Growth

1. Development will be delivered with the highest regard to sustainable development and climate change principles and contribute in line with the scale and type of development to achieve the following principles:
  - a. Mitigating and improving resilience to the effects of climate change;
  - b. Making the fullest contribution towards minimising greenhouse gas emissions and maximising low carbon infrastructure;
  - c. Focusing larger scale development into areas where services will be available, where facilities can be supported, and where new development facilitates a step change towards choices in sustainable modes of transport through careful design and balanced mix of uses that supports walking and cycling as well as public transport and encourages a choice of sustainable travel modes;
  - d. Contributing positively to community health and well-being through improved accessibility, multi-functional green infrastructure & open space provision, careful, high quality sustainable design and enhancing local distinctiveness;
  - e. Avoiding areas at risk of flooding and coastal erosion and seeking to reduce flood risk elsewhere;
  - f. Facilitating the creation and maintenance of inclusive and environmentally sustainable communities, making the best and most efficient use of already developed land, buildings and natural resources;
  - g. Promoting the efficient use of land and resources, minimising water use, protecting water quality and minimising the impacts of air, land, light, and water pollution;



## Delivering Climate Resilient Sustainable Growth 3

- h. Conserves and enhances natural & historic environments and the landscape character of the District;
  - i. Contributes positively and enhances the natural environment ensuring habitat creation and net gain in biodiversity.
2. Planning applications that accord with the policies in the Plan (and, where relevant, with policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.
  3. Where there are no relevant policies or where the policies which are most important to the determination of the application are out of date at the time of making the decision, the Council will grant permission, unless:
    - a. The application of policies in the National Planning Policy Framework that protect areas or assets of particular importance provides a clear reason for refusing permission; or,
    - b. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole.

### 3.2 Renewable & Low Carbon Energy

**The purpose of this policy** is to help increase the use and supply of renewable and low carbon energy.

- 3.2.1** In June 2019, the government committed to a legally binding target requiring the country to be net zero carbon by 2050. The National Planning Policy Framework (NPPF) requires that Local Plans develop a positive strategy to promote energy generation from renewable and low carbon sources. The NPPF encourages Local Plans to maximise renewable and low carbon energy development, whilst ensuring that adverse impacts are addressed satisfactorily and also, to consider identifying suitable areas for development and support community-led initiatives for renewable and low carbon energy.
- 3.2.2** The NPPF states that when determining planning applications for renewable and low carbon development, local planning authorities should approve the application if its impacts are (or can be made) acceptable.
- 3.2.3** North Norfolk declared a Climate Emergency in April 2019 and with the implementation of a Green Agenda and the production of an Environmental Charter, renewable energy alternatives and low carbon development are at the forefront of future plans for North Norfolk.
- 3.2.4** Whilst the Council is keen to support renewable energy developments, such developments can have adverse impacts on the natural and built environment, as well as residential amenity. These potential adverse impacts need to be carefully managed.
- 3.2.5** The North Norfolk Landscape Sensitivity Assessment SPD (LSA) (adopted January 2021)<sup>(17)</sup> provides evidence and context for policies within the Plan and has been used to inform the Renewable and Low Carbon Energy policy and to assist in the identification of potentially suitable areas for all types of renewable energy development. The LSA uses the adopted Landscape Character Assessment 2021 SPD (LCA) as the basis for identifying the overall sensitivity to different renewable energy developments for each Landscape Character Type (LCT) the Area of Outstanding Natural Beauty (AONB) and airfields, indicating areas that are likely to be more or less sensitive in the landscape, ranging from high to low sensitivity.

## 3 Delivering Climate Resilient Sustainable Growth

- 3.2.6** In order to provide greater certainty in providing opportunities for renewable energy development, whilst protecting sensitive landscape character types within the district, the policy directs proposals for all types of renewable energy development to be located within areas of the District that do not exceed 'Moderate-High' within the LSA sensitivity classification. Careful consideration will also be needed in areas close to high sensitivity landscapes, such as the Norfolk Coast National Landscape, the Broads, Heritage Coast and Undeveloped Coast and the cumulative impacts of an increasing number of renewable developments within an area.
- 3.2.7** In addition to this spatial aspect, all proposals will be assessed against a comprehensive set of criteria, which include environmental and amenity impacts, as well as requirements around the restoration of a site if a renewable energy development is subsequently removed. The Policies Map provides spatial information for the historic and natural environment that will need to be taken into account, including;
- Designated heritage assets and their settings, such as Registered Parks and Gardens, Scheduled Monuments, Listed Buildings and Conservation Areas;
  - European and nationally designated conservation sites and their qualifying features, such as Special Areas of Conservation, Special Protection Areas, Sites of Special Scientific Interest and National Nature Reserves.

### Onshore Wind Energy

- 3.2.8** The national Planning Practice Guidance (PPG) states that proposals for wind energy development should not be considered acceptable unless it is located in an area identified as suitable for wind energy development in a Local or Neighbourhood Plan and following consultation, it can be demonstrated that the planning impacts identified by the affected local community have been fully addressed.
- 3.2.9** As a starting point, wind energy development proposals will need to demonstrate that the landscape sensitivity for the proposed scale of turbine does not exceed 'Moderate - High'. This sensitivity classification maintains opportunities for small and medium-scale wind energy development (up to 60m hub/100m tip height) across the least sensitive parts of the District and would also allow opportunities for large-scale wind energy development (80m hub, 130m tip wind turbines) at four of the district's airfields; West Raynham, Sculthorpe, Little Snoring and Coltishall.
- 3.2.10** The adopted LSA (2021) uses typical size categories for wind turbines, that are likely to come forward based on planning applications and sizes that are being manufactured. These are identified as:
- small scale wind turbines: with a hub height up to 30 metres (height to tip of blade up to approximately 45 metres)
  - medium scale wind turbines: with a hub height of between 30 -60 metres (height to tip of blade up to approximately 100 metres)
  - large scale wind turbines: with a hub height of between 60 -80 metres (height to tip of blade up to 130 metres).
- 3.2.11** The Suitable Wind Energy Areas identified in Figure 5 as being suitable for small, medium and large-scale wind energy development are based on the high-level assessments within the Landscape Sensitivity Assessment (LSA) SPD and do not define the overall acceptability of individual sites for wind turbine proposals. The LSA identifies sensitive landscapes and some heritage assets, which should be used as a starting point for more detailed supporting documents to accompany planning applications. These should include heritage impact assessments where the significance of heritage assets is likely to be affected, and landscape visual impact assessments, including visualisations. Any cross-boundary impacts should also be considered and addressed at the planning application stage.

# Delivering Climate Resilient Sustainable Growth 3

## Offshore Wind Energy

**3.2.12** In November 2020, the government published 'The Ten Point Plan for a Green Industrial Revolution'<sup>(18)</sup>, which sets out the ten areas that are being promoted in order to achieve the net zero carbon target by 2050. Point 1 relates to the aim of quadrupling offshore wind capacity and by 2030, the aim is to produce 40GW of offshore wind, including 1GW of innovative floating offshore wind in the windiest parts of our seas. Consideration is also given to the UK Marine Policy Statement<sup>(19)</sup> and the relevant policies within the East Inshore and East Offshore Marine Plans 2014<sup>(20)</sup>. As such, there is considerable potential for offshore wind power to contribute to renewable energy production and while offshore proposals are not subject to local authority planning consent, permission is required for the associated on-land infrastructure, including cable routes. To date, North Norfolk has positively embraced offshore wind developments in the North Sea. However, there is concern about the potential increasing number of cable corridors and grid related infrastructures, including substations and cable relay stations, being proposed by offshore wind developments, due to the potential loss of landscape features and habitats and their cumulative adverse impacts. Consequently, the Council is encouraging and supportive, at a National level, of the development of an Offshore Ring Main, to minimise the construction impacts on the coastal region in the short term and to rationalise grid connections for greater efficiency in the long term.

## Solar Photovoltaic Farms

**3.2.13** Field-sized solar farms provide an opportunity for greater energy production as well as potential enhancement to biodiversity, but it is important that they are carefully planned and screened to ensure any amenity and visual impacts are minimised. The PPG encourages the effective use of land by focussing large scale solar farms on previously developed and non-agricultural land, provided that it is not of high environmental value. The PPG also advises that where such proposals have demonstrated that greenfield land has to be used, poor quality agricultural land is used in preference to high quality land.

**3.2.14** The Council is supportive of the use of low carbon technologies within all new development and encourages the incorporation of integrated solar panels on new homes to help meet the energy efficiency construction aims set out in **Policy CC 3 'Sustainable Construction, Energy Efficiency & Carbon Reduction'**.

## Industrial type development

**3.2.15** Anaerobic Digestion (AD) plants can be classified into two general categories: those that process predominantly agricultural feedstock (such as manures, slurries, crops and crop residues); and those that use predominantly municipal, commercial and industrial waste streams as feedstock. The biogas produced can either be burned on-site to generate heat and/or power (Combined Heat & Power - CHP); or upgraded to biomethane for injection into the national gas grid.

**3.2.16** Anaerobic Digestion proposals are regarded as waste treatment facilities, where feedstock is classified as waste under relevant legislation and so relevant related national and county best practice guidance and policies will apply. Anaerobic Digestion proposals raise a number of planning issues including visual and landscape impacts arising from industrial scale plant / buildings; location concerns, in terms of sustainability relative to the source of biomass and where relevant, combined heat and power (CHP); electricity and/or gas grid connection), potential odour impacts, air emissions, noise impacts, protection of the water environment and traffic impacts.

**3.2.17** Energy storage has multiple benefits including allowing a greater use of renewable technology

18 <https://www.gov.uk/government/publications/the-ten-point-plan-for-a-green-industrial-revolution>

19 <https://www.gov.uk/government/publications/uk-marine-policy-statement>

20 [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/312496/east-plan.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/312496/east-plan.pdf)

### 3 Delivering Climate Resilient Sustainable Growth

such as solar, wind and tidal to generate electricity (which may not always be generated at the time it is most needed) and greater security of supply by providing a grid which is more resistant to disruptions. A change to the Infrastructure Planning (Electricity Storage Facilities) Order 2020<sup>(21)</sup> allows battery storage to bypass the Nationally Significant Infrastructure Project (NSIP) process, which came into force on 2 December 2020. This means that storage projects above 50MW in England will now be assessed by local planning authorities.

#### Policy CC 2

##### Renewable & Low Carbon Energy

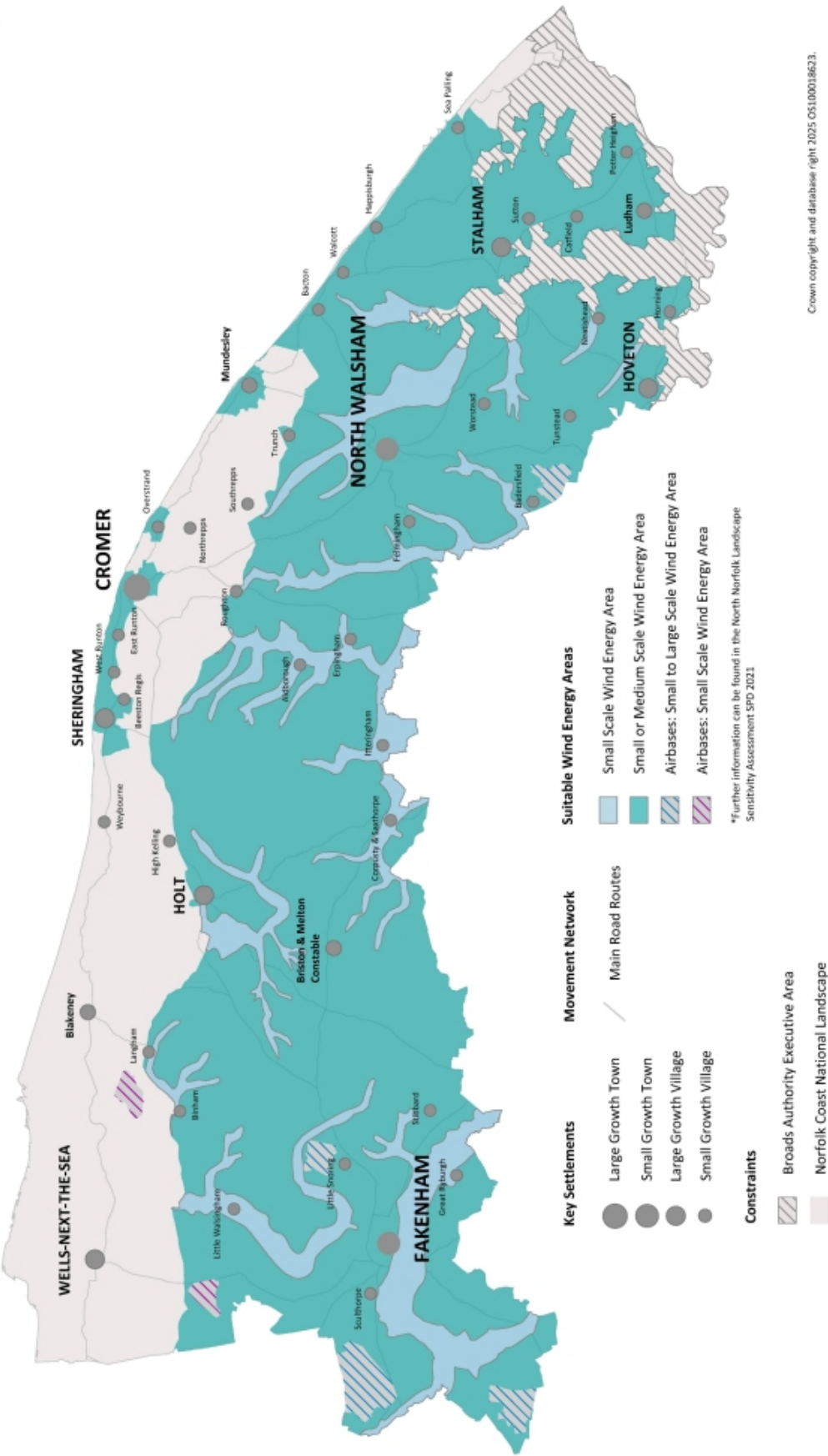
1. Renewable energy proposals, including from community-led initiatives, will be supported and considered in the context of Sustainable Development and climate change, taking account of the wider environmental, social and economic benefits of renewable energy gain and its contribution towards energy supply.
2. Proposals for all types of renewable energy technology including the landward infrastructure for offshore renewable schemes or the integration of renewable technology on existing or proposed structures with any associated infrastructure, will be supported where the site is located in an area that does not exceed 'moderate-high' sensitivity within the Landscape Sensitivity Assessment SPD and it is demonstrated that any individual or cumulative adverse impacts would be satisfactorily mitigated in respect of all of the following:
  - a. the visual impacts on the surrounding landscape, townscape and landscape character;
  - b. the special qualities of all designated nationally important landscapes and heritage assets including their settings;
  - c. the special qualities of nationally and internationally designated conservation sites and their qualifying features, habitats and biodiversity;
  - d. residential and local amenity relating to visual dominance, noise, fumes, odour, vibration, glint and glare, shadow flicker, traffic generation, broadcast interference;
  - e. air traffic safety, radar, reflected light, radar and telecommunications; and,
  - f. there are appropriate details / mechanisms in place to restore the land to its original use and the removal of the technology at the end of its generating term.
3. In addition, the location of all planning proposals for wind turbines will be informed by the **Suitable Wind Energy Areas**<sup>(22)</sup> indicated in **Figure 5** and as defined on the Policies Map, and, following consultation, proposals must demonstrate that the planning impacts identified by the affected local community have been appropriately addressed.

21 <https://www.legislation.gov.uk/ukxi/2020/1218/made>

22 Suitable Wind Energy Areas as derived from the Landscape Sensitivity Assessment SPD, January 2021



**Figure 5 - Suitable Wind Energy Areas**  
(based on Landscape Sensitivity Assessment SPD, 2021)



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**Figure 5 Wind Energy Areas**



## 3 Delivering Climate Resilient Sustainable Growth

### 3.3 Sustainable Construction, Energy Efficiency & Carbon Reduction

**The purpose of this policy** is to promote a proactive strategy to mitigate and adapt to climate change through moving towards a low carbon future in building construction.

- 3.3.1** The Government's Clean Growth Strategy 2017 specifically highlights the role of Local Planning Authorities through local leadership in moving to a productive low carbon economy. The NPPF along with the Section 182 of the Planning Act 2008 and the Planning and Energy Act 2008 puts a positive emphasis and a legal duty on local authorities to include policies on climate change mitigation and adaption in Development Plan Documents. The Climate Change Act passed in 2008 committed the UK to reducing greenhouse gas emissions by at least 80% by 2050 when compared to 1990 levels. **In 2019 The Government introduced a legally binding target to reduce greenhouse gas emissions to net zero by 2050<sup>(23)</sup>**, making the UK the first major economy in the world to legislate a zero net emissions target. Under the Climate Change Act of 2008, the UK government must set five-year emission reduction targets, otherwise known as carbon budgets. By adopting the advice of the Climate Change Committee, **the Government set a new legally binding target to cut the country's greenhouse gas emissions 78% by 2035** compared to 1990 levels in the sixth carbon budget for the period 2033-2037. Announced April 2021. At COP 26 the government pledged to meet a lower internationally agreed target of 68% reduction by 2030 and although this is not a legally binding target it was again reported that the international commitment was reaffirmed during at COP28 December 2023.
- 3.3.2** The Government's publication of its response to the Future Homes Standard<sup>(24)</sup> reinforces its intent on moving to a carbon zero ready environment and clearly sets out the direction of travel for the development industry and the importance of minimum energy efficiency standards for buildings to help achieve the net zero target. This approach is reinforced through the publication of the Government's Net Zero Strategy: Build Back Greener in October 2021<sup>(25)</sup> and which sets out a carbon reduction strategy and ambitions for the decarbonisation of the economy across all sectors and through anticipated changes to building regulations.
- 3.3.3** Local authorities are required to adopt proactive strategies to reduce consumption of fossil fuel, mitigate climate changes and adapt to its effect. The design and construction of buildings can directly affect the environment in terms of energy use and subsequent generation of greenhouse gases, as well as consumption of natural resources. The policy measures to reduce the consumption of energy and natural resources are aligned to the direction of travel of national policy through the use of a progressive fabric first approaches alongside the use of low carbon heating systems and low carbon technology.
- 3.3.4** The ambition of the approach is that energy efficient, low carbon homes and buildings will become the norm in new build developments in North Norfolk over the lifetime of this Plan. By making new homes and other buildings more energy efficient and embracing smart and low carbon technologies, we can not only improve the energy efficiency of peoples' homes, but we can potentially boost economic growth, reduce carbon emissions, and be more cost effective in long term management and day to day running costs of buildings, helping to reduce fuel poverty and improving health.
- 3.3.5** The Council expects all new developments to apply the energy hierarchy by reducing the need for energy, use energy efficiently, supply energy efficiently and use low and zero carbon technologies and natural resources and, in doing so, go beyond the current minimum standards required by the National Building Regulations. Developers are free to vary specifications to meet the policy target(s) through fabric improvements, design, and through technology provided the overall carbon reduction required by the Policy is achieved, or bettered. A **Compliance**

23 [www.gov.uk/government/news/uk-becomes-first-major-economy-to-pass-net-zero-emissions-law](https://www.gov.uk/government/news/uk-becomes-first-major-economy-to-pass-net-zero-emissions-law)

24 [www.gov.uk/government/consultations/the-future-homes-standard-changes-to-part-l-and-part-f-of-the-building-regulations-for-new-dwellings](https://www.gov.uk/government/consultations/the-future-homes-standard-changes-to-part-l-and-part-f-of-the-building-regulations-for-new-dwellings) (January 2021)

25 [www.gov.uk/government/publications/net-zero-strategy](https://www.gov.uk/government/publications/net-zero-strategy)



## Delivering Climate Resilient Sustainable Growth 3

**Statement** is required **as a validation requirement** setting out the target energy performance and the level of reduction in carbon to be achieved for each dwelling type proposed. Proposals must achieve the policy minimum and seek progressive betterment in energy performance and carbon reduction in relation to the Target Emission Rate of the 2013 Edition of the 2010 Building Regulations (Part L) (amended 2016) for residential developments, and the BREEAM Very Good Standard for larger commercial buildings with a floor area exceeding 250sqm. The 250sqm threshold is intended to avoid imposing the requirement on small scale/modest structures.

- 3.3.6** The NPPF requires a positive approach to promoting energy efficiency and in doing so the Policy approach lays the foundations for the Governments Future Homes Standards which is anticipated to be introduced in a progressive way between 2022 and 2025-2036 through increased building regulations. The Standard is expected to set out measures and time scales to achieve further reductions in carbon beyond the current and interim 31% envisaged of between 75-80% and lay the requirements for carbon zero ready development in order to capitalise on the decarbonated power system by 2035<sup>(26)</sup>. This would typically mean that a new home built to the Future Homes Standard would have a heat pump, a waste water heat recovery system, triple glazing and minimum insulation standards for walls, floors and roofs that significantly limit any heat loss and result in significant improvements in the fabric of buildings and thermal efficiency. The Government consulted on the full technical details and building regulation requirements in 2023 and is in the process of publishing the final regulations, expected summer 2025.
- 3.3.7** The initial policy reduction target (31%) will be met and then surpassed once building regulations are strengthened and in place through the implementation of the Future Homes Standard. In setting an incremental and progressive policy requirement for carbon reduction now, the approach recognises that the drive to zero carbon ready, should start as soon as practical and sets a backstop date of 2035 to ensure that all new homes meet a net zero minimum performance standard and contribute to meeting the national 2050 net green house gas emission target, where it is cost effective, practical and affordable. Such an approach aligns with the Government's 2035 ambition set out in the October 2021 Net Zero Strategy: Build Back Greener Strategy.
- 3.3.8** In promoting energy efficiency the policy is aiding the creation of the step change required in construction techniques and energy efficiency of dwellings ahead of the governments intended Future Homes Standard legislation and is in line with the wider Council ambition. It signals that promoters and developers in North Norfolk need to invest in supply chains, up-skill, update designs and incorporate mitigation and adaptation measures and technology in order to support the delivery of the lowest levels of carbon emissions in order to start to reduce the future proportion of emissions from the building sector and de-carbonise new buildings across North Norfolk from the start of the Local Plan.
- 3.3.9** In implementing the policy and progressive approach the Council is playing a full part in meeting the national commitment to reduce all greenhouse gas emissions by 78% by 2035 compared to the 1990 levels and achieve net zero greenhouse gas emissions by 2050 in line with government ambitions and legal commitments.
- 3.3.10** Compliance will be required through planning conditions including BREEAM certification for non-residential proposals.
- 3.3.11** Technology and national policy is changing rapidly in this area and the approach will be supported by Supplementary Planning Guidance and if required, a further implementation note.

26 As set out in relation to power supply in the Net Zero Strategy: Build Back Greener Strategy

## 3 Delivering Climate Resilient Sustainable Growth

### Policy CC 3

#### Sustainable Construction, Energy Efficiency & Carbon Reduction

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

1. New build residential development, including replacement dwellings, must achieve reductions in CO2 emissions of a minimum 31% below the Target Emission Rate of the 2013 Edition National Building Regulation, (amended 2016) (Part L) unless superseded by updated building regulations or national policy. This should be achieved through:
  - a. the implementation of the energy hierarchy; prioritising the use of design and energy efficient measures followed by the provision of appropriate renewable and low carbon energy technologies;
  - b. incorporation of measures to maximise opportunities for solar gain through building orientation, natural ventilation, use of green roofs, natural shading, and other appropriate measures;
2. Residential and commercial proposals should be accompanied by a separate compliance statement setting out:
  - a. the approach taken to address energy efficiency within the design and technical specification of the proposed development;
  - b. comparative target energy performance and carbon emission rates of the proposal in relation to the benchmarked Target Emissions Rate for each dwelling proposed.
3. The above standards should be achieved as a minimum unless, it can be clearly demonstrated that this is either not technically feasible or viable.
4. Proposals for non-residential development above 250sqm floor space should achieve a minimum of BREEAM Very Good Standard or equivalent.

### 3.4 Water Efficiency

**The purpose of this policy** is to reduce the use of water by requiring developments to meet the higher optional water use standard of 110 litres per person per day (lpppd), as set out in Building Regulations Part G2 2016, or any higher standard subsequently set nationally or locally.

- 3.4.1 North Norfolk, like many parts of Norfolk and wider East Anglia, experiences low levels of rainfall and is defined by the Environment Agency as an area of water stress. At the same time the District contains internationally important water based environmentally protected sites. Anglian Water seeks the continuation of demand management and water efficiency techniques through Local Plan policies requiring new homes to meet or exceed the tighter water efficiency standard of 110 litres per person per day as described in the current Building Regulations.
- 3.4.2 In an area of serious water stress, incorporating water demand management into development from the start promotes water efficiency and resilience, along with the protection of water quality and protection of areas of environmental importance within and adjacent to North Norfolk.
- 3.4.3 For non-residential development and in line with local and national drive for good progressive water management sustainable water use and operation of buildings is required through compliance with BREEAM "Very Good" water efficient standard.

## Delivering Climate Resilient Sustainable Growth 3

- 3.4.4** Water reuse and recycling and rainwater and storm water harvesting and other suitable measures should be incorporated wherever feasible to reduce demand on mains water supply. Projects are expected to aspire beyond these ratings where possible to do so. Applications should include sufficient detail as to intended standard and set out the measures to be incorporated to enable compliance
- 3.4.5** Viability of development is not affected by water efficiency requirements. The cost per dwelling of implementing the higher Building Regulations water efficiency standard and BREEAM is marginal, with the Government's own assessment putting the cost at around £10 per dwelling and BREEAM compliance between 0.1 and 0.2%. The North Norfolk Viability Assessment has shown that such a low additional cost will have no impact on development viability.
- 3.4.6** Compliance will be required through planning condition and the Building Regulations process for residential and condition for BREEAM certification for non-residential.

### Policy CC 4

#### Water Efficiency

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

1. All new dwellings, including building conversions, must be designed and constructed in a way that enables them to meet or exceed Building Regulations Part G, amended 2016 water efficiency higher optional standard or any higher standard subsequently established nationally.
2. Non-housing development should meet the BREEAM "Very Good" water efficiency standard, or equivalent successor.
3. Projects are expected to aspire beyond these ratings where possible to do so. Applications should include sufficient detail as to intended standard and set out the measures to be incorporated to enable compliance.

## 3.5 Coastal Change Management

**The purpose of this policy** is to reduce the risk from coastal change by managing the types of development in potential risk areas.

- 3.5.1** North Norfolk's coast is in places low-lying and in others it is characterised by cliffs comprising soft silts, clays, sand, gravel and other material that is susceptible to erosion. Erosion has taken place over thousands of years and these natural processes will continue to affect the coastline. Hard defences protect settlements such as Sheringham, Cromer, Overstrand and Mundesley as well as large sections between Happisburgh and Winterton Ness.
- 3.5.2** The National Planning Policy Framework confirms that 'in coastal areas, planning policies and decisions should take account of the UK Marine Policy Statement and marine plans.' In the case of North Norfolk, the East Inshore and Offshore Marine Plans (2014) contribute to an integrated and holistic approach to the management of marine and coastal areas with the aim of helping to deliver sustainable development. The NPPF further states that Plans should reduce the risk from coastal change by avoiding inappropriate development in vulnerable areas and not exacerbating the impacts of physical changes to the coast. It states that Plans should identify Coastal Change Management Areas (CCMA) which cover areas likely to be affected by physical changes to the coast. The Planning Practice Guidance (PPG) states that a Coastal Change Management Area should be defined where change is likely to be significant over the next 100

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years. The PPG states that Shoreline Management Plans (SMPs) should be taken into account. The NPPF states that Plans should be clear as to what development will be appropriate in the Coastal Change Management Areas and in what circumstances. The National Planning Practice Guidance states that residential development will not be appropriate within a Coastal Change Management Area but some commercial and community development may be appropriate within the area depending on the level of risk and the sustainability of the proposals.

- 3.5.3** SMPs set out the strategic high level policies for the coast. They determine appropriate, strategic policies for coastal management that balance the many, and often competing, aspirations of stakeholders with proper regard for economic and environmental sustainability. They include policy statements for discrete lengths of coast with shared attributes, broken down into short, medium and long-term time epochs. SMPs covering the North Norfolk coast are SMP5: North Norfolk and SMP6: Kelling Hard to Lowestoft Ness (adopted 2012)<sup>(27)</sup>. The SMPs identify a high level strategy for each section of the coast, divided into the three time bands up to 2105. The overarching aim of the strategy is to move towards a more sustainable naturally functioning coast. This will allow for cliff erosion in some areas so that the sediment supports healthy beach levels. Since the adoption of the SMPs, a number of studies have been undertaken to better understand these natural processes and schemes are being taken forward to extend the life of existing hard defences such as at Mundesley. An innovative sandscaping scheme was completed in September 2019, which protects the local communities of Bacton and Walcott and critical infrastructure at the Bacton Gas Terminal site from the North Sea. This bold new approach is expected to offer 15-20 years of protection from coastal erosion and the effects of climate change to this stretch of North Norfolk's coastline.
- 3.5.4** At this time the SMP evidence remains the best available information on likely future coastal erosion and should be used as a basis for assessment of properties at risk, unless an applicant, through a Coastal Erosion Vulnerability Assessment (CEVA) provides more up to date, robust, site-specific information. However, it should be noted that the relevant SMPs and erosion mapping is likely to be updated during the lifetime of the Local Plan. The Coastal Change Management Area is defined in this Plan as those areas identified in the Shoreline Management Plan as potentially at risk over the long term (100 years), or from any updated risk mapping which may supersede that currently in use.
- 3.5.5** All planning applications for development within the CCMA must be accompanied by a CEVA and take into account the potential risk of erosion upon the development. The vulnerability assessment should be appropriate to the degree of risk and the scale, nature and location of the development. Where required, it should demonstrate that new development provides wider sustainability benefits that outweigh the predicted coastal change impact; will be safe through its planned lifetime, without increasing risk to life or property, or requiring new or improved coastal defences; does not affect the natural balance and stability of the coastline or exacerbate the rate of change (beyond the policies of the relevant SMP) and should consider and identify measures for managing the development at the end of its planned life. The assessment will also need to demonstrate that the proposed development will not increase the risk of erosion (e.g. from surface water run-off).
- 3.5.6** These affected coastal communities may have already experienced blight in the form of reduced property values and investment and there is recognition of the need for a more flexible approach to coastal management which allows for natural processes while also enabling coastal communities to be sustainable, economically viable and maintain attractiveness to visitors.
- 3.5.7** SMPs provide a strategic approach to the management of the coast. As such, proposals for new coastal management works or other essential infrastructure should be in accordance with

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the management policies identified in the SMPs. Where there is a need or a desire to develop a coastal management scheme that is contrary to the current SMP, this should be dealt with through the appropriate SMP processes prior to a planning application being considered.

**3.5.8** Within the SMP's, Hold The Line areas are those where the policy approach is to hold the existing defence system where it is, by maintaining or changing the standard of protection. In areas defined as Hold The Line, new development or the intensification of existing development that falls outside the CCMA, such as the promenade frontages of Cromer and Sheringham, also need to consider the impacts of coastal change. Although these areas are protected by hard defences, the changing sea levels and increased extreme weather events as a result of climate change will impact on these areas and consideration needs to be given to future-proofing such developments so that they are designed to withstand likely future conditions. As such, a CEVA will need to accompany planning applications where the site is within 30 metres of the landward edge of SMP 'Hold The Line' areas, in order to demonstrate that the proposal will not add to existing risks. The extent of the CCMA and 30m Hold The Line Zones are defined on the Policies Maps, and are shown in this document as indicative maps in '**Appendix 4: Coastal Change Management Area**'.

**3.5.9** More details about the requirements of CEVAs and general guidance about the types of development allowed within the CCMA is available in the **Coastal Adaptation Supplementary Planning Document SPD<sup>(28)</sup>**.

### Policy CC 5

#### Coastal Change Management

1. Within the **Coastal Change Management Area**, as defined on the **Policies Map**, proposals for new permanent residential development, including the conversion of existing buildings<sup>(1)</sup>, will not be permitted.
2. For other development proposals, within the Coastal Change Management Area planning permission will be granted subject to:
  - a. demonstration through a **Coastal Erosion Vulnerability Assessment** that the proposal will not result in an increased risk to life or to property; and,
  - b. the works are consistent with the relevant Shoreline Management Plan and it is demonstrated that there will be no adverse impact on the environment or elsewhere along the coast; and,
  - c. the proposal comprises essential infrastructure including coast protection schemes; or,
  - d. proposals for temporary time-limited development directly related to the coast, together with appropriate planning conditions or a legal agreement to secure the long term management potentially including the eventual demolition and removal of the development; or,
  - e. proposals are for commercial, tourism/leisure or community infrastructure which provides economic, social and environmental benefits to the community.
3. In any location, development proposals that are likely to increase coastal erosion as a result of changes in groundwater and surface water run-off will not be permitted. Any development proposals shall not hinder the creation and maintenance of any coastal infrastructure.
4. New development or the intensification of existing development in a coastal location that is within **Hold The Line Zones**, as defined on the Policies Map, but outside the **Coastal**



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**Change Management Area**, will need to demonstrate that the long-term implications of coastal change on the development have been addressed in a supporting Coastal Erosion Vulnerability Assessment.

1. Excluding permitted development rights contained within the Town & Country Planning (General Permitted Development) (England) Order 2015 (as amended)

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## 3.6 Coastal Change Adaptation

**The purpose of this policy** is to make provision for development and infrastructure that needs to be relocated away from Coastal Change Management Areas.

- 3.6.1** The stretch of the coast from Kelling Hard to Cart Gap at Happisburgh consists of soft glacial cliffs and sandy beaches and has been subject to coastal erosion for thousands of years. The Kelling Hard to Lowestoft Shoreline Management Plan identifies areas and properties at risk from coastal erosion. The area at risk, the Coastal Change Management Area (CCMA), is illustrated in '**Appendix 4: Coastal Change Management Area**' and on the Policies Map.
- 3.6.2** The National Planning Policy Framework (NPPF) states that Local Plans should make provision for development and infrastructure that needs to be relocated away from Coastal Change Management Areas. The National Planning Practice Guidance advises that either formally allocating land in a Local Plan or allowing for relocation where planning permission would normally be refused are two ways in which this can be achieved.
- 3.6.3** **Policy CC 6 'Coastal Change Adaptation'** allows for the relocation of residential, community, agricultural and commercial properties that are within the Coastal Change Management Area to areas inland defined as the Countryside where development is normally restricted.
- 3.6.4** In view of the likely effects of coastal erosion on coastal communities and the local economy of those areas at risk, it is considered important to enable adaptation to take place in advance of the actual loss of property. Allowing replacement development to take place in the Countryside Policy Area is intended to assist in minimising the blighting effects resulting from the identification of Coastal Change Management Areas and enabling communities to “roll-back” in order to help secure the long-term future sustainability of coastal areas.
- 3.6.5** In order to be eligible residential properties must be at risk from erosion within a 50-year period. This enables property owners to take a pro-active decision to relocate to an alternative location well before erosion becomes an imminent threat. In order to maintain the sustainability of coastal settlements, relocation should take place close to the existing community. A key objective of the policy approach is to reduce risk, whilst providing appropriate flexibility. Consequently, an applicant would need to demonstrate that a suitable site well-related to the coastal community could not be secured at the application stage before considering alternative locations. In such cases the relocated development should be within or adjacent to a defined **Selected Settlement**.
- 3.6.6** Temporary uses for the affected properties, in advance of their loss, are to safeguard the economic and social well-being of the settlements affected and secure environmental gains. The future use of such sites or buildings should be secured (by legal agreement) in perpetuity, and in relation to vacated dwellings, interim uses will be considered if beneficial to the well-being of the local community, however, the occupancy will be time-limited to minimise risk.

### Policy CC 6

#### Coastal Change Adaptation

1. Proposals for the relocation and replacement of community facilities, tourism/leisure, infrastructure, commercial, agricultural and business uses affected by coastal erosion will be permitted in the **Countryside Policy Area**, provided that:
  - a. the proposed development replaces that which is in the **Coastal Change Management Area** as defined on the Policies Map, and is forecast to be affected by erosion within 50 years of the date of the proposal;

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- b. the new development is beyond the **Coastal Change Management Area** and is in a location that is well related and accessible to the coastal community from which it was displaced;
  - c. in the case of touring and static caravan pitches, the phased roll-back of pitches to less vulnerable sections of the **Coastal Change Management Area** on a temporary basis will also be favourably considered;
  - d. the site of the development or the use it replaces is either cleared and the site rendered safe and managed for the benefit of the local environment, or put to a temporary use that is beneficial to the well-being of the local community, as appropriate; and,
  - e. taken overall (considering both the new development and that which is being replaced) the proposal should result in no significant detrimental impact upon the landscape, townscape or biodiversity of the area, having regard to any special designations and the timescales involved.
- 2. Proposals for the relocation and replacement of dwellings affected by erosion will be permitted, provided that:
  - a. the development replaces a permanent dwelling (with unrestricted occupancy), which is within the **Coastal Change Management Area** and is forecast to be at risk from erosion within 50 years of the date of the proposal;
  - b. the new dwelling is used as a primary residence;
  - c. the new development is beyond the **Coastal Change Management Area** and is in a location that is well related to the coastal community from which it was displaced; and:
    - i. adjoins an existing group of dwellings;
    - ii. the development does not result in an isolated form of development;
    - iii. the development is in proportion to and respects the character, form and appearance of the immediate vicinity and surrounding area; and,
    - iv. is consistent with other policies in the Local Plan.
- 3. If it is demonstrated that a suitable site is not available, the relocated development is within or adjacent to a defined **Selected Settlement**; and,
  - a. the site of the dwelling it replaces is either cleared, and the site rendered safe and managed for the benefit of the local environment, or put to a temporary use that is beneficial to the well-being of the local community, as appropriate. The future use of the site should be secured (by legal agreement) in perpetuity. Interim uses such as affordable housing will be considered beneficial to the well-being of the local community in interpreting this clause; and,
  - b. taken overall (considering both the new development and that which is being replaced) the proposal should result in no significant detrimental impact upon the landscape, townscape or biodiversity of the area, having regard to any special designations and the timescales involved.

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### 3.7 Flood Risk & Surface Water Drainage

**The purpose of this policy** is to ensure flood risk is evaluated in development proposals and to require the appropriate management of surface and foul water disposal in order to reduce flood risk across the District.

- 3.7.1** The Plan is supported by an updated **Strategic Flood Risk Assessment (SFRA)**<sup>(29)</sup>, published in 2018. The study was prepared in cooperation with the Environment Agency and the Lead Local Flood Authority and Internal Drainage Boards. It provides a comprehensive and robust appraisal of the extent and nature of flood risk from all sources, now and in the future, taking into account the future effects of Climate Change and its implications for land use planning. As such, it provides the most up to date source of information and guidance on flood risk across North Norfolk.
- 3.7.2** Accompanying the SFRA is a suite of interactive GeoPDF maps. These illustrate the extent of surface water and ground water, tidal (sea), and fluvial (river) flood risk, and include relevant climate change projections. These have been published in the Document Library<sup>(30)</sup> and are available to developers. The mapping can be used in high-level screening exercises to identify whether a location has the potential risk of flooding. The mapping should be read with the SFRA and SFRA Addendum.
- 3.7.3** All new development should be located so as to minimise flood risk and the increased flood risk resulting from that development. The policy approach is to steer development towards areas of low flood risk (Flood Zone 1) and avoid inappropriate development in areas at higher risk of flooding<sup>(31)</sup> by directing development away from areas at the highest risk of such flooding. Where development is by exception necessary in such areas, the approach is that development should be made safe for its lifetime, without increasing flood risk elsewhere and where possible, reducing flood risk overall.
- 3.7.4** The Council will require proposals to accord with national policy and national Planning Practice Guidance<sup>(32)</sup>. Development proposals in areas which are vulnerable to flood risk should demonstrate how guidance has been fully addressed as part of the application process, including via Flood Risk Assessment, the application of sequential and exception test, and the projection of climate change flood extents.
- 3.7.5** Development should firstly be steered to areas of low risk demonstrating that there are no reasonably available alternative sites at a lower risk of flooding, and that the proposed uses are suitable in terms of their vulnerability. Following the application of the Sequential Test, if it is not possible for the development to be located in zones with a lower probability of flooding, for example through non availability of such sites the Exception Test must be applied. The Exception Test is a method to demonstrate and help ensure that flood risk to people and property will be managed satisfactorily.
- 3.7.6** For all development proposals in Flood Zones 2 & 3, as shown on the Policies Map and local maps, a Flood Risk Assessment will be required. In Flood Zone 1, an assessment should accompany all proposals involving: sites of 1 hectare or more; land which has been identified by the Environment Agency as having critical drainage problems; land identified in the Strategic Flood Risk Assessment (SFRA) as being at increased flood risk in future; or land that may be subject to other sources of flooding, where its development would introduce a more vulnerable use.
- 3.7.7** The SFRA identifies 38 areas across the District that are in Flood Zone 1 but are surrounded

29 North Norfolk Strategic Flood Risk Assessment, 2017 - available in NNDC Document Library - [www.north-norfolk.gov.uk/documentlibrary](http://www.north-norfolk.gov.uk/documentlibrary)

30 [www.north-norfolk.gov.uk/documentlibrary](http://www.north-norfolk.gov.uk/documentlibrary)

31 Note: the Environment Agency would object to any new development in Functional floodplain, Flood Zone 3b

32 NPPF 2019, para 166-169 and National Planning Practice Guidance, Flood Risk and Coastal Change

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by areas at a higher risk of flooding i.e. areas falling within Flood Zones 2 & 3. In certain cases development within such 'dry islands' can present particular hazards to public safety and risks such as those risks associated with maintaining safe access and exit for occupants during flood events. The distribution of dry islands and risks posed by them in terms of access/exit vary considerably and proposals in such areas may be required to submit a Flood Risk Assessment, even if less than the national threshold of 1 hectare in size. Where proposals are located on Dry Islands developers should consult at the earliest stage with the Council, to determine the requirements of a Flood Risk Assessment and whether it should focus on the site proposal and the wider area in order to detail appropriate emergency response arrangements.

- 3.7.8** Flood Risk Assessments (FRA) should be proportionate to the nature, scale and location of development, be prepared by a suitably qualified professional, demonstrating that the development provides wider sustainability benefits<sup>(33)</sup> to the community that outweigh flood risk from all sources and that the proposed development will be safe for its lifetime, taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall. The following should be considered in any FRA: The design of any flood defence infrastructure; access & egress; operation & maintenance of defences; design of the development to manage & reduce flood risk wherever possible; resident awareness; flood warning and evacuation procedures; and, any funding arrangements required for implementing and management, and take into consideration climate change. Further information on the requirements of site specific FRA is available in the SFRA.
- 3.7.9** New development and extensions in areas of high flood risk must be designed to be resilient in the event of a flood, and in the case of new residential development, ensure that it is compliant with Environment Agency Guidance whereby the ground floor: should ideally be raised above the design flood level, including allowances for climate change; there are no bedrooms at ground floor level; an area of refuge should be provided (often on a first floor) above the extreme 0.1% (1 in 1000) annual probability flood level (inclusive of climate change) and a flood evacuation plan should accompany a flood risk assessment to address any concerns in relation to access to and from the site. In line with the sequential test, areas of functional floodplain should be protected from development. Where possible, through proposals for re-development, opportunities to reinstate areas of functional flood plain should be taken e.g. reducing building footprints or relocating to lower flood risk zones.
- 3.7.10** This Plan makes adequate provision to deliver all necessary growth without the need to develop in areas susceptible to flooding (Flood Zones 2 & 3) and there is limited justification for additional residential development proposals in areas of increased flood risk. Only in exceptional circumstances will permission be granted. Such an example could be where, through the preparation of a Neighbourhood Plan, additional need for housing has been identified in the designated Neighbourhood Plan Area. Here housing could be allocated on a site at risk from flooding provided it is demonstrated through the Neighbourhood Plan preparation that the sequential and exception tests have been undertaken including demonstrating that there are no other available sites at a lower risk of flooding within the Neighbourhood Area, that there are additional sustainability benefits and that the development can be made safe for its lifetime. This assessment would take into account all sources of flooding during Plan preparation. In such circumstances applicants will need to provide a site specific Flood Risk Assessment.
- 3.7.11** Norfolk County Council is the Lead Local Flood Authority (LLFA) with responsibility for managing local flood risk and surface water flooding and the take up of sustainable drainage systems and is tasked with coordinating the management of local flood risk and the provision of advice to LPAs and developers on drainage for new major development.

33 e.g. the opportunities that the development brings to the Local Plan objectives, and benefits in terms of affordable housing, transport, regeneration, community facilities etc

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### Surface Water Run-off, Foul Water and Sustainable Drainage

- 3.7.12** Surface water flooding occurs where the ground and rivers can no longer absorb heavy rainfall and when man-made drainage systems have insufficient capacity to deal with the volume of rainfall. Typically this type of flooding is localised and occurs very quickly in extreme weather and so is difficult to predict and warn against. It is predicted that climate changes will result in more short-duration, high intensity rainfall and therefore surface water flooding is likely to become an increasing problem, particularly within the district's urban settlements, and which development proposals should adequately seek to address. i.e thorough layout and form of development, provision of green infrastructure, use of permeable materials and on site / off site works that support development and reduce risk.
- 3.7.13** Surface water and foul water disposal/treatment created by new development needs to be managed in sustainable ways, to reduce the potential for the increased risk of flooding and prevent environmental impacts. The default position is that Sustainable Urban Drainage Systems, SuDS, should be provided. These should be in line with the requirements of the NPPF, para 169 and updates plus local guidance provided by the Lead Local Flood Authority (LLFA) and Environment Agency<sup>(34)</sup>. Ensuring that there are separate disposal routes for foul and clean surface water which will also help alleviate the risks of surface and foul water flooding.
- 3.7.14** In order to ensure that flood risk and associated issues, and that the impact of drainage measures on the form and visual appearance of developments is properly taken into account in the assessment of new development, the policy requires surface water drainage issues to be addressed in planning applications, with early consideration at pre-application stage.
- 3.7.15** Development proposals should prioritise the use of sustainable drainage systems (SuDS)<sup>(35)</sup> wherever possible which should be considered at the earliest possible stage of an application. Alternatives will only be permitted where sustainable drainage is shown to be impractical or where it is clearly demonstrated to compromise the viability of the scheme. Any alternative scheme must be consistent with both national and local planning policy.
- 3.7.16** SuDS should form an integral part of a schemes overall design and layout in conjunction with any open space, landscaping and green infrastructure and utilised as providing multi-functional benefits providing wider amenity and recreational benefits where appropriate. SuDS can also enhance biodiversity opportunities within new development. There are clearly merits of green solutions to manage surface water which have benefits to ecology, local habitat and biodiversity. Developments should be designed with this in mind and the areas with the most scope for infiltration / soakaways should be reserved for SuDS features. The use of soft landscaping and permeable surface materials should be maximised. On-site rainwater storage (ponds, basins and swales), living roofs and walls (where appropriate) will be required unless the developer can provide justification to demonstrate that this would not be practicable or feasible within the constraints or configuration of the site and would compromise wider regeneration objectives.
- 3.7.17** Many of North Norfolk's waterbodies are UK BAP priority chalk streams habitat, and much of the district landscape is internationally and nationally designated. It is important to ensure that there is no net deterioration in water quality as a result of development. Appropriate consideration should be given to all four pillars of Water Quantity, Water Quality, Amenity and Biodiversity, alone with the multi-functional benefits of land use and permeable materials to aid infiltration and ground storage such as permeable paving and green roofs and the use of water butts to capture and reduce water use as well as run off . Where SuDS proposals are submitted, a

34 LLFA Guidance document V4 March 2019 and subsequent updates. Groundwater protection position statements (2018), in particular Position Statements G1 and G9 – G13 available at:

<https://www.gov.uk/government/publications/groundwater-protection-position-statements>

35 Sustainable drainage systems should be provided for all major schemes unless demonstrated inappropriate, smaller schemes should adopt sustainable drainage principles.



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drainage strategy detailing the requirements from the LLFA, the appropriate minimum operational standards, and a detailed maintenance and management arrangements for the lifetime of the development will be required.

- 3.7.18** In adherence with LLFA guidance, drainage strategies must also consider and address the drainage hierarchy, the potential increase in the volume of runoff from a development as a result of increases in the area of impermeable surfaces, water quality and exceedance. Although post development runoff rates may be restricted to equivalent pre-development greenfield runoff rates, the duration of the storm over which the site could discharge at this rate is likely to increase and the volume of water leaving and increase flood risk downstream. Proposals should adequately address the potential increase in the volume of runoff along with other requirements of the LLFA who require rain water harvesting to be considered, but not necessarily delivered.
- 3.7.19** The degree to which any solution may be considered appropriate will depend on its impacts on water quality and wider land drainage interests and strategies to address water disposal management and flood risk. Phased development must not compromise the overall drainage scheme of any larger scheme. Where different phases rely on each other for connection to an infiltration basin or the wider watercourse network information on how this will be implemented during construction and operation of the development will need to be provided. Appropriate legal agreements may be required to show how phases will be able to develop if they are progressed by different applicants. Where an application is part of a larger site which already has planning permission it is essential that the new proposal does not compromise the drainage scheme already approved.
- 3.7.20** Proposals should take account of LLFA and national guidance outlined in the Planning Practice Guidance<sup>(36)</sup> and follow a hierarchy of drainage options set out in order of preference for surface water run off:
1. collect for re-use
  2. discharge into the ground (shallow infiltration);
  3. discharge to a surface water body;
  4. discharge to a surface water sewer, highway drain, or another drainage system;
  5. discharge to a combined sewer
- 3.7.21** Anglian Water advise that discharge to SuDS is the preferred method of surface water disposal and that discharge to the public sewerage network would be considered as a last resort only ensuring that there is no detriment from the additional surface water flows. A surface water connection to the combined or foul sewer will only be permitted under exceptional circumstances if evidence shows that the previous site was connected to the same sewer and there are no other new feasible discharge options. It is current Anglian Water policy to seek to separate any surface water from any new developments to relieve the existing pressures and treatment requirements. The LLFA and the EA also do not consider that deep infiltration i.e greater than 2m below ground level or borehole soakaways as infiltration systems, meet the requirements of the first level of the drainage hierarchy and as such should be seen only as a last resort on a par with sewer disposal when all other methods have been considered. Whilst they can provide important groundwater recharge via infiltration at depth, the provision does not mimic the natural drainage system (as shallow infiltration would) as it bypasses the soil zone increasing the potential for pollution of groundwater to occur.
- 3.7.22** Further guidance on these issues and the information required from developers and at what stage of the application process is available in the LLFA guidance document<sup>(37)</sup>. Anglian Water's SuDs Adoption handbook, and Anglian Water's Surface Water policy & Sewers for Adoption v8 and any successor documents are also a useful source of information. Further broad guidance

36 PPG Flood Risk & Coastal Change at Paragraph: 080 Reference ID: 7-080-20150323, Revision date: 23 03 2015  
 37 NCC, LLFA Statutory Consultee for Planning, Guidance Document V4 March 2019 as updated 2021.

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to the surface water management and SuDS is included in chapter 9 of the 2017/18 SFRA including the identification of ground water protection zones and soil type. Early engagement through pre-application advice with the Council is encouraged. Developers should provide the appropriate information required to assist in the determination of such applications as outlined in **'Appendix 1: Flood Risk & Surface Water Drainage'**, which supports section 10 of the LLFA guidance.

- 3.7.23** Proposals that do not include the use of SuDS will need to demonstrate why it would be inappropriate and provide clear evidence. The decision on whether a sustainable drainage system would be inappropriate in relation to a particular development proposal is a matter of judgement for the Council, and advice will be sought from the LLFA on submitted material and what sort of drainage system they would consider to be reasonably practicable by way of reference to the technical standards published by the Department for Environment, Food and Rural Affairs<sup>(38)</sup>.

### Policy CC 7

#### Flood Risk & Surface Water Drainage

1. All new built development will:
  - a. be located to minimise the risk of flooding, mitigating any such risk through avoidance, design and the implementation of sustainable drainage (SuDS) principles unless it can be demonstrated that it is not feasible;
  - b. not materially increase the flood risk to other areas and incorporate appropriate surface water drainage mitigation measures to minimise its own risk of flooding ;
  - c. have regard to climate change and flood extents from all sources identified in the NNDC Strategic Flood Risk Assessment 2017/18, and subsequent updates.
2. Developers will be required to demonstrate that the proposed development:
  - a. complies with national policy including where appropriate the sequential and exceptions tests;
  - b. does not increase greenfield run off rates and vulnerability of the site, or the wider catchment, to flooding from surface water run-off from existing or predicted water flows;
  - c. has a positive impact on the risk of surface water flooding on site and in the surrounding area adjacent to the development, where appropriate;
  - d. addresses the potential impact of infiltration upon groundwater Source Protection Zones and/or Critical Drainage Catchments.
  - e. provides adequate foul water treatment and disposal already exists or can be provided in time to serve the development;
  - f. that suitable access is safeguarded for the maintenance of water supply and drainage infrastructure;
  - g. that no surface water connections will be made to the foul system; and,
  - h. does not compromise the drainage scheme of a larger site which already has planning permission.
3. For brownfield sites, the run off rate should be agreed in conjunction with the LLFA and be no more than the rate prior to any new development and as adopting betterment principle be as close to greenfield rates as possible.

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4. Open areas, including highways, within new development must be designed to optimise drainage and reduce run-off, while protecting groundwater and surface water resources and quality.
  5. Proposals for vulnerable development in (zone 2 and higher flood risk areas, zones 3a and 3b) must be accompanied by a site-specific flood risk assessment in line with national policy. Proposals for re-development, should demonstrate how opportunities to reinstate areas of functional flood plain have been taken into account.
  6. Where SuDS are proposed, development proposals should be an integral part of the green infrastructure framework of the site and seek to provide multi-functional benefits by combining water management with open space with benefits for amenity, recreation wildlife and Biodiversity.
  7. The approach to surface water drainage should be based on evidence of an assessment of site conditions and national guidance, reflecting best practice and the Lead Local Flood Authority guidance<sup>(1)</sup>. Developers should provide the appropriate information required to assist in the determination of such applications as outlined in '**Appendix 1: Flood Risk & Surface Water Drainage**'.
  8. In adherence with LLFA guidance, drainage strategies must also consider the potential increase in the volume of runoff from a development as a result of increases in the area of impermeable surfaces along with water quality and exceedance issues.
  9. A proportionate Flood Risk Assessment and Drainage Strategy/Statement comprising of checklist and drainage sketch layout plan should be included at pre-application stage.
  10. Surface water should be managed at the source, with reduced transfer and discharge elsewhere following the drainage hierarchy. Evidence of how the hierarchy has been followed is required and where a drainage option is not feasible, evidence of all alternatives considered should be submitted. Where there is no alternative option but to discharge surface water into a surface water or combined sewer, developers will need to engage with the Anglian Water and the LLFA and demonstrate why there is no alternative. Clear evidence depicting the above and that the discharge of surface water will be limited to attenuation rate, including climate change allowance, will need to be submitted.
  11. Drainage requirements including detailed maintenance and management arrangements for the lifetime of the development will be secured by way of planning conditions and/or planning obligations.
1. Including but not limited to Lead Local Flood Authority (LLFA) Guidance v4 March 2019 and 2021 update, NNDC SFRA 2017/18, national PPG and Sustainable Drainage Systems, Non-statutory technical standards for sustainable drainage systems (March 2015), Department for Environment, Food and Rural Affairs, Anglian Water's Suds Adoption Handbook, Anglian Water's Surface Water Policy and Sewers for Adoption v8 and any successor documents.

### 3.8 Electric Vehicle Charging

**The purpose of this policy** is to promote and ensure delivery of appropriate electric vehicle charging infrastructure and to future-proof developments in the District.

**3.8.1** The Government's Road to Zero (2018) strategy<sup>(39)</sup> sets out the ambition for at least 50%, and as many as 70% of new car sales to be Ultra Low Emission Vehicles (ULEVs) by 2030, alongside up to 40% of new vans. In the Government's Decarbonising Transport Plan (2021)<sup>(40)</sup>, the commitments seek to end sales of new petrol and diesel cars and vans by 2030 (10 years earlier than previously planned) and sets out that from 2035, all new cars and vans must be zero emission at the tailpipe. These commitments steer a significant shift away from diesel and

39 The Road to Zero, Department for Transport, July 2018  
 40 <https://www.gov.uk/government/publications/transport-decarbonisation-plan>

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petrol fuelled cars and vans towards electric powered vehicles. From June 2022, the Government is requiring all new homes with associated parking, including those undergoing major renovation, to have electric vehicle chargepoints installed at the point of construction. EV charging infrastructure will also be required in new non-residential properties. Further details can be found in the Governments published guidance 'Taking Charge: The Electric Vehicle Infrastructure Strategy'<sup>(41)</sup> and further guidance on meeting the new regulations can be found in the building regulation Approved Document S<sup>(42)</sup>.

- 3.8.2 To support this, the NPPF specifically references this at paragraph 112(e) stating that *'applications for development should... be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations'*. In addition, the NPPF requires Local Planning Authorities, if setting local parking standards, to take into account the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
- 3.8.3 Norfolk County Council's Electric Vehicle Strategy, published in 2021, expects that suitable charging infrastructure will be provided as part of all new developments. The related Parking Guidelines for New Developments in Norfolk (July 2022)<sup>(43)</sup> indicates that around 80% of charging will be home-based and therefore, access to suitable, nearby infrastructure is essential to support the needs of electric vehicle users. The Guidelines also provide advice on the expected EV charge point specifications for different types of development.
- 3.8.4 The Automated and Electric Vehicles Act 2018 came into effect on 19th July 2018. It gave the Government new powers to improve air quality and enhance public chargepoint availability, for example, by ensuring that motorway services are upgraded with plenty of points, and improving consumer confidence in charging their vehicles by: making sure that public chargepoints are compatible with all vehicles; standardising how they are paid for; setting standards for reliability.
- 3.8.5 However, access to overnight charging at home and charging at the workplace will be crucial in promoting the shift towards the use of plug-in hybrids and battery electric vehicles (EV). It is important therefore that new development seeks to encourage continued growth and responds to this essential change. The Government is also keen to ensure that people are not disadvantaged on the basis of having communal parking or by not owning their own home<sup>(44)</sup>.
- 3.8.6 The policy will provide an important delivery mechanism to contribute to the Government's stipulated emissions reduction targets by minimising one of the barriers to EV uptake and will assist in mitigating the impacts of climate change through reducing transport associated carbon emissions. This will also have positive benefits for local air quality.
- 3.8.7 The policy ensures that the level of provision of electric vehicle charging points should be appropriate to the development size and type, its level of new parking provision and its context and location. Provision may vary for non-residential development depending on the specific circumstances, for example, often retail development will require provision for visitors/customers while a distribution depot may not need such provision if it is not publicly accessible. The type of charge point required for most residential development, including buildings converted to dwellings, will be slow charging, while those required for commercial development, including public car parks, will mainly need to be quick charging points. Development proposals, including those for changes of use and conversions where new parking is provided, should specify the type or types of chargepoints to be installed. In the case of car parks, upstanding or inset charging points can be integrated into the design.

41 [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1065576/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1065576/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf)

42 [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1057375/AD\\_S.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1057375/AD_S.pdf)

43 The Parking Guidelines for New Developments in Norfolk July 2022 Highway development management publications - Norfolk County Council: <https://www.norfolk.gov.uk/article/38633/Highway-development-management-publications>

44 The Road to Zero, Department for Transport, July 2018

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- 3.8.8** For major developments, details of how the required electric vehicle charging points will be allocated, located and managed will need to be included within a relevant Transport Assessment or Transport Statement. This information should also include details of any necessary management scheme for the chargepoints, including the mechanism/procedure for taking payments and who will have overall management responsibility.
- 3.8.9** In determining the appropriate power capability to install at a given parking space the main consideration is how long vehicles would typically be expected to park at that location. Currently there are three levels of charging capability, notably: standard chargers - typically rated at 3kw that can fully charge a vehicle in 6 – 8 hours, which are best suited for overnight charging. This being the standard used for residential properties as they can be installed as part of the electricity supply without any additional capacity on a distribution board; fast chargers - typically rated between 7-22kW that can fully recharge some models in 3-4 hours, rapid DC chargers that are typically rated at 50kW and can charge an EV to 80% charge in 30 minutes (depending on battery capacity).
- 3.8.10** As technology advances there may be changes to these figures, and regard should always be had to the latest and best available information. Given the rapid change in technology and variations in provision, it is likely that Supplementary Planning Guidance will be needed to offer further information on this matter.

### Policy CC 8

#### Electric Vehicle Charging

1. Proposals where vehicle parking is incorporated will include appropriate provision for electric vehicle charging points, taking account of the development type and size, the level of parking provision and its context and location. Electric vehicle parking spaces should be counted as part of the total parking provision, and bays should be clearly marked on a layout plan. The delivery of chargepoints should include parking space provision for people with disabilities. Proposals should specify the type of chargepoints to be installed.
2. Proposals for new residential development, including dwellings resulting from a change of use and major renovation will be required to provide electric vehicle charging points in accordance with current and any future updated building regulations.
3. Proposals for all non-residential development, residential institutions (use classes C2/C2A), and proposals for stand-alone car parks, should provide active<sup>(1)</sup> provision for electric vehicle charging points of a minimum of 1 charging point or 20% of all new parking spaces, whichever is the greater, unless there is evidence that the viability of the scheme would be significantly affected.
4. Proposals for hotels (use class C1), guest houses, and overnight tourist accommodation, should provide active<sup>(1)</sup> provision for electric vehicle charging points of a minimum of 30% of all new parking spaces, unless there is evidence that the viability of the scheme would be significantly affected.
5. For major developments, details of how the required electric vehicle charging points will be allocated, located and managed, including the mechanism/procedure for taking payments, will be detailed in the relevant Transport Assessment or Transport Statement.
6. Developments with dedicated electricity sub-stations should specify the sub-station to a sufficient capacity to fully cater for all electric vehicle charging requirements.

1. Active - fully wired and connected chargepoints, ready to use points at parking spaces.



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### 3.9 Sustainable Transport

**The purpose of this policy** is to ensure that new development maximises the opportunities for the use of sustainable forms of transport and that the public highway remains safe and convenient to use for all road users.

- 3.9.1** The NPPF sets out sustainable transport objectives and states that significant development should be focused on locations that are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.
- 3.9.2** As such, the planning system should actively manage patterns of growth, address the impacts of development on transport networks, promote opportunities to increase walking, cycling and use of public transport, and ensure that patterns of movement, streets, parking and transport considerations are an integral part of designing schemes.
- 3.9.3** Reducing the reliance on the private car and promoting active lifestyles are mutually beneficial aims that can be achieved by supporting sustainable travel options. Whilst the opportunities to maximise sustainable transport solutions are more challenging in rural areas, this makes it even more important to embrace changing transport technology and usage, as well as focus development in locations that reduce the need to travel by car and by providing a choice of transport modes. This in turn, helps reduce emissions and improves air quality and public health. In addition, changing work practices, including working from home, is higher in North Norfolk at 16% when compared to England at 10% (2011 Census) and the likelihood is that this percentage will increase post-pandemic.
- 3.9.4** Norfolk's Local Transport Plan 4 Draft Strategy 2021- 2036 , sets out the strategy and policy framework for transport in the County. It guides transport investment in Norfolk and is considered by other agencies when determining planning or delivery decisions. The strategy is accompanied by an implementation plan, setting out the measures to be delivered over the short term. It envisages a transport system that allows residents and visitors a range of low carbon options to meet their transport needs and attracts and retains business investment in the County. It sets out seven strategic objectives, which are: embracing the future; delivering a sustainable Norfolk; enhancing connectivity; enhancing Norfolk's quality of life; increasing accessibility; improving transport safety; and a well managed and maintained transport network. It aims to respond to a number of challenges, including addressing air quality and carbon reduction, as these remain key priorities.
- 3.9.5** A primary planning consideration is to ensure that development proposals achieve a suitable connection to the highway that is safe for pedestrians, cyclists and occupants of vehicles. Equally important is the need to ensure that road safety is not jeopardised by allowing proposals that would generate levels of traffic beyond the capacity of the surrounding road network.
- 3.9.6** All new development is required to address the transport implications of that development. Larger schemes are required to prepare Travel Statements or Transport Assessments (TA) to illustrate how the amount of trips generated will be accommodated and how accessibility to the site by all modes of transport will be achieved. For proposals that are likely to have significant transport implications, the Government also requires the submission of Travel Plans, the purpose of which is to promote more sustainable forms of transport in relation to the activities of a particular development by (e.g. encouraging reductions in car usage and increased use of public transport, walking and cycling). The PPG also provides information on the circumstances in which Travel Plans, Transport Assessments and Transport Statements will be required and what they should contain.
- 3.9.7** The Principal Routes shown on the Policies Map accord with the primary and principal routes of the County Council route hierarchy. Proposals outside designated settlement boundaries

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that involve a new direct access onto these roads (where the only access is directly onto the road), will not be permitted in order to assist with traffic flow and reduce risk. Exceptions will only be made where the type of development is such that it requires a principal route location, such as road side service stations.

- 3.9.8** Transport Statements will be required for residential developments of between 50-100 dwellings. Transport Assessments and Travel Plans will be required for residential developments larger than 100 dwellings. The requirements for non-residential development will be considered on a case by case basis.

### Policy CC 9

#### Sustainable Transport

Development will be well located and designed to minimise the need to travel and maximise the use of sustainable forms of transport appropriate to its particular location. Development proposals will be considered against the following criteria:

1. the proposal provides for safe and convenient access on foot and by cycle, public and private transport addressing the needs of all, including those with a disability;
2. the proposal is served by safe and suitable access to the highway network, without detriment to the amenity or character of the locality;
3. outside of designated **Settlement Boundaries**, as defined on the Policies Map, the proposal does not involve direct access onto a **Principal Route**, as defined on the Policies Map, unless the type of development requires a Principal Route location;
4. the expected nature and volume of traffic generated by the proposal can be accommodated by the existing road network without detriment to the amenity or character of the surrounding area, that it would not cause an unacceptable impact on highway safety and that any residual cumulative impacts on the road network would not be severe;
5. if the proposal would generate significant amounts of traffic movement, it is supported by a Travel Plan. In the case of larger schemes, the proposal is accompanied by a Transport Statement or Transport Assessment, the coverage and detail of which reflects the scale of development and the extent of the transport implications.

### 3.10 Biodiversity Net Gain

**The purpose of this policy** is to ensure biodiversity net gain is achieved through development in order to help protect and enhance the natural environment, which in turn, will support the long term adaptability and resilience to climate change across the District.

- 3.10.1** Biodiversity net gain, in relation to planning, is when development leaves biodiversity in a measurably better state than before and is a mandatory consideration for all development through the Environment Act<sup>(45)</sup>. The Act introduces legally binding targets and establishes a new domestic environmental governance system following the departure of the UK from the EU. Net gain is not a new concept to planning as the NPPF<sup>(46)</sup> already encourages net gains for biodiversity to be sought through planning policies and decisions and many developers are already designing biodiversity net gain into their development projects. The mandatory targets have now come into force, and the policy direction is clear. All future development must deliver at least a 10% calculated biodiversity net gain that will be secured for a period of 30 years. It

45 The Environment Bill received Royal Assent in November 2021.

46 NPPF, 2023 paragraphs 145, 153, 174(d), 179(b), 180 (d) and as set out in the PPG Natural Environment Section.

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remains reasonable and sensible that given the Council's declaration of climate change emergency that the Local Plan includes a policy approach build upon the mandatory requirements at the planning application stage.

- 3.10.2** Enhancing biodiversity is an essential and integral part to sustainable development, in adapting to and mitigating the effects of climate change and to address the ecological emergency that is intertwined with the climate emergency. In order to embed and demonstrate biodiversity enhancement within development, it first involves avoiding and then minimising biodiversity loss as far as possible, and then achieving measurable net gains that contribute towards local and strategic biodiversity priorities. The approach supports and reinforces other policies throughout this Local Plan and should be used in conjunction with that set out in **Policy ENV 4 'Biodiversity & Geodiversity'** and in line with policy requirements for the provision of any enhanced on site open space requirement, opportunity areas identified in the Norfolk GIRAMS strategy or future identified green infrastructure corridors / ecological network and wider county strategies such as any Norfolk County Council Nature Recovery Network and the emerging Local Nature Recovery Strategies (LNRS).
- 3.10.3** Biodiversity net gain complements and works with the biodiversity hierarchy set out in NPPF paragraph 179a. It does not override the protection for designated sites, protected or priority species and irreplaceable or priority habitats set out in the NPPF. In delivering biodiversity net gain, developers will need to assure the Council that habitat improvement will be a genuine additional benefit, and go further than measures already required to implement a compensation strategy. A key element of achieving biodiversity net gain is the correct application of the mitigation hierarchy in the initial stages to ensure what is delivered is additional to what is already required through the planning process.
- 3.10.4** Measurable biodiversity net gains will be sought for all qualifying development, and at the very least in accordance with the minimum requirements of the policy and proportionate to the scale of the proposal and any potential impacts and any subsequent mandatory targets. Qualifying development is all development unless exempt in accordance with biodiversity gain requirements as set out in The Biodiversity Gain Requirements (Exemptions) Regulations 2024 and includes: permitted development, householder applications, development of specific types of ownership that may be disproportionately impacted by the requirement (such as residential self-build), and brown-field sites that meet specific criteria. The mandatory net gain will apply to; Nationally Significant Infrastructure Projects (NSIPs), marine development, and irreplaceable habitat sites (such as, ancient woodland, sand dunes and salt marsh in line with expected future national legislation / implementation dates. The 10% BNG requirement does not apply to developments impacting Irreplaceable Habitats, as defined in The Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024, which will only be granted in exceptional circumstances and where a suitable compensation strategy exists.
- 3.10.5** It is possible to achieve BNG for small scale development and those where there is little or no impact on biodiversity. Small-scale development proposals form a significant proportion of the planning applications received by this authority and collectively these applications could make a notable contribution to BNG.
- 3.10.6** The biodiversity net gain approach to addressing ecological impacts from development is through the use of a metric to provide a quantitative assessment of overall biodiversity loss after the mitigation hierarchy has been applied. The results from this assessment can then be used to create a development that delivers a net gain for biodiversity in a quantifiable way. In order to measure biodiversity net gain the Council requires the use of the statutory Biodiversity Metric<sup>(47)</sup> or its successor in accordance with the PPG<sup>(48)</sup> and established good practice

47 The Biodiversity Metric v3.0 & Small Sites Biodiversity Metric Test Version, Natural England, July 2021 (or successor)  
 48 PPG <https://www.gov.uk/guidance/natural-environment>

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principles<sup>(49)</sup>. Minor applications and small-scale proposals, where applicable, should use the small sites version of the Metric or agreed equivalent. In all cases the completed metric must accompany proposals. The Council reserves the right to request further information.

- 3.10.7** An assessment of the existing biodiversity value of the onsite habitat of the development site (the pre-development value) will be required at the point that planning permission is applied for. In order to establish the pre-development value, consideration will be given to whether any deliberate harm to the biodiversity value has taken place in the recent past. Where there is evidence of deliberate neglect and/or damage, or the relevant date has not been subsequently agreed with the Council, the pre-development biodiversity value of the onsite habitat will be taken as that established at January 2020,<sup>(50)</sup> or as directed in the Act.
- 3.10.8** Applicants will be required to demonstrate how biodiversity net gain can be achieved through the metric, using information taken from habitat surveys of the development site before development and any related habitat clearance or management which has taken place, by calculating losses and gains and through assessing habitat distinctiveness, condition and extent. To achieve biodiversity net gain, a development must have a sufficiently higher biodiversity unit score after development than before development. When demonstrating biodiversity net gain applicants will be required to clarify the predicted biodiversity outcomes both qualitatively and quantitatively, provide evidence on the application of the Mitigation Hierarchy and conformance to the Biodiversity Gain Hierarchy, describe the outcomes and how these contribute towards local and strategic biodiversity priorities, demonstrate at least equivalent or better levels of ecological functionality, clarify the timescales for delivery, provide costed management and monitoring plans, identify accountabilities (including enforcement) and responsibilities for delivery of the biodiversity net gain. This will be provided through the submission of a Biodiversity Strategy at validation stage. Any evidence and rationale supplied by applicants should be supported by the appropriate ecological expertise and if appropriate local wildlife knowledge and stakeholders.
- 3.10.9** The Mitigation Hierarchy is fundamental in the development of biodiversity net gain and applicants must do everything possible to first avoid and then minimise impacts on biodiversity and only as a last resort, and in agreement with decision makers, compensate for losses that cannot be avoided. If adequately compensating for losses within the development footprint is not possible then biodiversity losses should be offset by gains elsewhere. The mitigation hierarchy should be applied in the sequential order as set out in Table 1 'Applying the Mitigation Hierarchy', with each stage taken in turn and all possibilities considered before moving onto the next stage.
- 3.10.10** The Biodiversity Gain Hierarchy puts an emphasis on the retention of onsite habitats of medium or higher distinctiveness and the enhancement and creation of new habitat on site in favour of loss site gains. Developers must demonstrate compliance with the Biodiversity Gain Hierarchy by completing the actions in order of priority as set out in Table 2 'Biodiversity Gain Hierarchy'. Development and biodiversity net gain proposals will be required to demonstrate the consideration and feasibility of each stage rather than assume provision can be accommodated off-site through compensation at the beginning. In following the Mitigation Hierarchy and Biodiversity Gain Hierarchy, loss of habitats on sites is avoided. If it is demonstrated that it is not possible to avoid, mitigate and compensate all impacts on site then compensatory habitat creation should be obtained firstly through a combination of on-site and local third-party schemes, then local third-party schemes only, and lastly through any statutory credit scheme. Off-site provision should be informed by and support wider policy objectives and those of the emerging Local Nature Recovery Strategy.

49 Such as Biodiversity net gain: Good Practice Principle for Development – Baker, J., Hoskin, R., Butterworth, T. CIRIA 2019.

50 As quoted in Schedule 14 of the Environment Act

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- 3.10.11** Any alternative off-site provision must avoid the best and most versatile land<sup>(51)</sup>.
- 3.10.12** National policy is emerging in this area and the approach will be supported by Supplementary Planning Guidance and/or a further implementation note following the Local Plan adoption as necessary.
- 3.10.13** Given that biodiversity net gain should be considered from the outset of a development scheme, information that is proportionate to the proposal and stage of the project should be submitted with requests for pre-application advice. Equally, with Outline or Reserved Matters applications, the information provided should be relevant and proportionate to the matters for consideration.

Stage	In Practice	Aim
1. Avoidance	The first stage is to avoid harm, for example by locating to an alternative site. It is the most important stage and can ease the consent process, whereas missing this stage can lead to criticism, objections and refusal of permission for the development.	Achieving biodiversity gains or net gain at all stages of the mitigation hierarchy.
2. Minimisation	If avoiding all adverse effects is not possible, action is taken to minimise these effects, such as those in the CIEEM EclA guidelines (CIEEM, 2018), which include timing works to avoid sensitive periods.	
3. Compensation	Addressing residual adverse effects is the final stage, only considered after all possibilities for avoiding and minimising the effects have been implemented. Compensation does not prevent the effects, rather it involves measures to make up for residual effects that cannot be prevented.  Offsetting is a form of compensation that trades losses of biodiversity in one location with measurable gains in another – biodiversity offsets have a formal requirement for measurable outcomes. Offsetting losses of biodiversity with gains elsewhere can be within or outside of the development footprint.	

**Table 1 Applying the Mitigation Hierarchy**

1	Avoiding adverse effects of the development on onsite habitat of 'Medium' or higher distinctiveness (i.e. a score of four or more in the statutory biodiversity metric).
2	Where adverse effects upon habitats of 'Medium' or higher distinctiveness cannot be avoided, those effects should be mitigated.
3	In relation to all onsite habitats adversely affected by the development, adverse impacts should be compensated through the following prioritisation: <ol style="list-style-type: none"> <li>1. Enhancement of existing onsite habitats;</li> <li>2. Creation of new onsite habitats;</li> </ol>

51 PPG Paragraph: 001 Reference ID: 8-001-20190721. There are five grades of agricultural land, with Grade 3 subdivided into 3a and 3b. The best and most versatile land is defined as Grades 1, 2 and 3a.



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- |  |   |
|--|---|
|  | <ul style="list-style-type: none"><li>3. Allocation of registered offsite gains;</li><li>4. Purchase of statutory biodiversity credits.</li></ul> |
|--|---|

Developers are encouraged to follow the biodiversity gain hierarchy from the earliest stage possible when selecting a site and considering development proposals.

Table 2 Biodiversity Gain Hierarchy

Policy CC 10

Biodiversity Net Gain

- 1. Qualifying development must achieve a minimum of 10% Biodiversity Net Gain, or higher as stipulated in national legislation, over the pre-development biodiversity value as measured by the statutory Biodiversity Metric, small sites metric, or agreed equivalent.
- 2. Development proposals should be accompanied by a biodiversity net gain strategy that:
  - a. Establishes the pre-development biodiversity value of the development site;
  - b. Demonstrates that the Mitigation Hierarchy in Table 1 'Applying the Mitigation Hierarchy' has been employed in securing biodiversity net gain;
    - i. Avoidance
    - ii. Mitigation
    - iii. Compensation
  - c. Clarifies and explains the predicted biodiversity outcomes both qualitatively and quantitatively;
  - d. Demonstrates how the proposal complies with the Biodiversity Gain Hierarchy in Table 2 'Biodiversity Gain Hierarchy'; and,
  - e. Details of how the biodiversity net gain will be maintained for at least 30 years after the development is completed.

3.11 Green Infrastructure

The purpose of this policy is to conserve and enhance existing green infrastructure and ensure the provision of new green infrastructure to improve connectivity and access.

- 3.11.1 National policy says that strategic policies should make sufficient provision for the conservation and enhancement of green infrastructure and should identify the strategic location of existing and proposed green infrastructure networks.
- 3.11.2 Green infrastructure is a strategic network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities and it offers important opportunities for sport and recreation as well as providing visual amenity. It is an important part of our communities and contributes towards the identity of North Norfolk. As set out in the Planning Practice Guidance, Green Infrastructure can embrace a range of spaces and assets, including parks, playing fields, other areas of open space, woodland, allotments, private gardens, sustainable drainage features, green roofs and walls, street trees and 'blue infrastructure' such as streams, ponds, Lakes, canals and other water bodies.

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- 3.11.3** This policy has been informed by the contents of the Green Infrastructure Background Paper and the Norfolk Green Infrastructure & Recreational Impact Avoidance & Mitigation Strategy (GIRAMS). Both of these documents set out a strategic approach towards improving the existing green infrastructure network and will ensure the right types of green spaces and access are provided and enhanced where they will provide the greatest benefit.
- 3.11.4** This policy provides for the network of green infrastructure in North Norfolk to be conserved and enhanced. In line with Policy HC 2 regarding Open space protection and quality standards, the Norfolk Green Infrastructure & Recreational Impact Avoidance & Mitigation Strategy and Policy ENV 5, open space and enhanced green infrastructure is to be incorporated into appropriately sized proposals. The aim is to provide areas attractive enough for local recreational use on or near where new homes are built that are of a suitable quality that can deflect people away from European Habitats Sites for recreation purposes. Collectively development should seek to maximise opportunities for the restoration, enhancement and connection of the District's green infrastructure network throughout the lifetime of the development, both on-site and for the wider community in line with the principles, priorities and action plans detailed in the North Norfolk Green infrastructure Background Paper, any subsequent SPD, and the Norfolk Green Infrastructure & Recreational Impact Mitigation & Avoidance Strategy.
- 3.11.5** The Green Infrastructure Background Paper identifies GI opportunities for the major growth towns of Cromer, Fakenham and North Walsham. The key green infrastructure opportunities for the three major growth towns are illustrated on the green infrastructure settlement maps which show where existing green infrastructure is located, an overview of key findings in the area and a number of actions to improve green infrastructure. Enhanced Green infrastructure (EGI) is in addition to any local open space requirements identified in Policy HC2 and should be of a proportionate scale and standard, as outlined in the GIRAMS and be at a scale and quality able to divert and deflect visitors from Habitat Sites. Such green infrastructure is often referred to as Suitable Alternative Natural Greenspace (SANGS). SANGS are usually one area of an alternative attractive semi-natural environment but in the context of the Norfolk GIRAMS, EGI is proposed as an alternative to a SANG and can incorporate a network of open spaces, permissive routes and natural or semi-natural environments across a given area. Enhanced Green Infrastructure should be incorporated into to existing open spaces and or provided through opportunities for new EGI provision and specific EGI project/target areas. The GI/RAMS identifies a number of Strategic Opportunities Areas (SOA), which could be developed to meet an enhanced standard and help act as genuine alternatives to the existing recreational destinations and help rectify deficiencies in existing provision.

### Public Rights of Way

- 3.11.6** The Public Rights of Way network allows people access to enjoy North Norfolk and in the process can make a contribution towards improving their health and well-being. The Public Rights of Way network can also provide an alternative to car use for some journeys by forming an important component of the District's overall sustainable transport network, providing access on foot or by cycle to the wider countryside, services and facilities.
- 3.11.7** The NPPF, at paragraph 100, states that planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.
- 3.11.8** Where the location and scale of new development requires connections and / or could lead to the increased use by new and existing residents, there may be a need for improvements to the Rights of Way network in order to encourage more walking, cycling and horse riding through improved accessibility, surfacing and / or connectivity. Where this is the case, the Council will secure appropriate contributions from the applicants. Particular consideration will be given to

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connecting development sites with open spaces, leisure / community uses and strategic access routes, making links within the wider Rights of Way network or to creating circular or extended routes.

### England Coast Path and Coastal Margin

- 3.11.9** The England Coast Path is a new long-distance trail that will eventually allow people to walk around the whole of the English coast, designated under the Countryside and Rights of Way Act, 2000,(CROW) and Marine and Coastal Access Acts. The designation of Coastal Margin land enables spreading room for the coastal trail and aims to ensure the public enjoyment of this area by establishing new rights of access and to make the extent of people's access rights clearer and more cohesive on the ground.
- 3.11.10** Paragraph 172 of the NPPF states that Local Planning Authorities should ensure that development does not hinder the creation and maintenance of a continuous signed and managed route around the coast, as required by the Marine and Coastal Access Act 2009.
- 3.11.11** Part 9 of the Marine and Coastal Access Act 2009 ("the 2009 Act") aims to improve public access to, and enjoyment of, the English coastline by creating clear and consistent public rights along the English coast for open-air recreation on foot. It allows existing coastal access to be secured and improved and new access to be created in coastal places where it did not already exist. Section 296 of the Act places a duty on Natural England and the Secretary of State to use their powers to secure the twin objectives: To secure a route round the whole of the English coast (an approved mapped line not a physical path); and to secure an associated margin of land for the public to enjoy.
- 3.11.12** The margin includes all land between the trail and the sea. It may also extend inland from the trail if: it is a type of coastal land identified in the Countryside and Rights of Way Act 2000 (CROW Act), such as beach, dune or cliff there are existing access rights under section 15 of the CROW Act Natural England and the landowner agree to follow a clear physical feature landward of the trail.
- 3.11.13** Collectively, the approach aligns with the wider Local Plan objectives and in particular the Healthy Communities objectives 5.1 – 5.4, which aim to provide improved open space provision, access and connectivity across the Districts network of green infrastructure in order to ensure it functions as a strategic multi- functioning network, facilitates increased walking and cycling, improves the accessibility of new homes and contributes to health communities, as well as, deflecting pressures and avoiding adverse impacts on the existing Habitat Sites from recreational pressure.

### Policy CC 11

#### Green Infrastructure

1. Development proposals will be supported in principle where they fully incorporate green infrastructure and provide a detailed scheme for:
  - a. the provision and delivery of new green infrastructure;
  - b. the mitigation and enhancement of existing green infrastructure;
  - c. improving green infrastructure connectivity; and,
  - d. its future maintenance and management.

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2. Where it can be clearly demonstrated that green infrastructure cannot be delivered on site then off site provision followed by financial contributions will be required to deliver enhancements and mitigation to existing green infrastructure close to the site.
3. **Enhanced Green Infrastructure** will be in accordance with that identified in the Norfolk Green Infrastructure & Recreational Impact Avoidance & Mitigation Strategy and any subsequent SPD.
4. **Public Rights of Way**<sup>(52)</sup> and access will be protected, enhanced and promoted. New development should create convenient and attractive links within development and to the surrounding area, assist with creation of a network of accessible greenspace and provide links to public transport and walking and cycling networks.
5. Development will not be permitted if it would hinder the creation, maintenance or planned investment in a continuous signed and managed route around the English coast<sup>(1)</sup>.

1. As required by the Marine and Coastal Access Act 2009.

### 3.12 Trees, Hedgerows & Woodland

**The purpose of this policy** is to support the retention and incorporation of existing and new trees, including street trees, within development proposals and to protect trees, hedgerows, woodland and other natural features from harm, including loss and deterioration and ensure compensatory replacement is provided.

- 3.12.1** In line with the national ambitions of the government's 25 Year Environment Plan<sup>(53)</sup>, there is a strong local part to play to mitigate and adapt to climate change and reduce pollution by making our towns and villages more liveable by providing more and better green spaces and tree cover. The Environment Act<sup>(54)</sup> legislates for mandatory net gains for biodiversity as a condition of most new development. Additionally, paragraph 131 of the NPPF confirms that trees make an important contribution to the character and quality of the environment, as well as helping mitigate and adapt to climate change and requires that planning policies and decisions should ensure that new streets are tree-lined.
- 3.12.2** Trees, hedgerows, woodland and other natural features form an essential part of North Norfolk's landscape character, enhancing the aesthetics of an area, the quality of the environment, providing a habitat for a range of wildlife and providing important ecological corridors or 'stepping stones' through the landscape for a variety of species for commuting or foraging. They can also have many other benefits including providing shade, stabilising soil, helping to reduce noise, filtering air pollution and flood mitigation. As such, the planting of new and appropriate trees and woodland across the district will be positively encouraged in order to mitigate against the impacts of Climate Change and to enhance the character and appearance of the area.
- 3.12.3** Where new development is proposed the preference will always be to incorporate existing natural features into the development. Development that harms or requires the loss of a protected tree, hedgerow or woodland will only be permitted in exceptional circumstances where the benefit of development is demonstrated to outweigh the benefit of preserving natural features, subject to adequate compensatory provision being made, of a suitable size and native or appropriate species for the location, which is also of commensurate biomass and value to that which is lost.

52 Public Rights of Way are maintained by Norfolk County Council and can be viewed at <https://www.norfolk.gov.uk/publicrightsofway>

53 A Green Future: Our 25 Year Plan to Improve the Environment, DEFRA, 2019 - [www.gov.uk/government/publications/25-year-environment-plan](https://www.gov.uk/government/publications/25-year-environment-plan)

54 <https://bills.parliament.uk/bills/2593>

## 3 Delivering Climate Resilient Sustainable Growth

- 3.12.4** Many trees in the District have protected status, under the designation of Tree Preservation Orders (TPO) or by being situated within a Conservation Area. A TPO is an order made by the Local Planning Authority (LPA) in England to protect specific trees, groups of trees or woodlands in the interest of amenity. The NPPF defines an ‘ancient’ or ‘veteran tree’ as “A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value”. ‘Ancient trees’ are usually older than the majority of trees of the same species in the same geographic area, whilst a ‘veteran tree’ is one with similar characteristics to an ancient tree, but not necessarily ancient in years.
- 3.12.5** Harm to protected trees includes, but is not limited to, excessive pruning, incursion in the root protection area, alterations to ground levels or complete removal of the tree. Planning permission will only be granted where development would not conflict with the purposes of the preservation order of a tree, group of trees or woodland unless there is a substantiated justification.
- 3.12.6** Where a proposed development retains existing trees and hedgerows on-site, or where development occurs within a tree root protection area, provision must be made for their care and protection throughout the duration of the development with mitigation measures being put in place to ensure that development works do not have a harmful impact on existing trees. A satisfactory arboricultural impact assessment should be submitted in accordance with BS5837 (or the equivalent applicable standard should this be superseded over the plan period), which sets out these details.
- 3.12.7** Proposals must also take into account the longer-term relationship between trees and a development. In some circumstances, even when a development can be physically constructed without resulting in harm to a tree, the proximity and liveability of the development with the tree can result in long-term pressure for the tree to be constantly pruned or even felled.

### Policy CC 12

#### Trees, Hedgerows & Woodland

1. The retention of existing trees and hedgerows and the provision of new trees and hedgerows including street trees within a proposal will be supported. The planting of suitable native or appropriate new trees, hedgerows and woodland throughout the District having regard to the North Norfolk Landscape Character Assessment SPD will be encouraged;
  - a. to mitigate against the impacts of climate change;
  - b. to enhance the character and appearance of the district;
  - c. to improve the green infrastructure provision and ecological connectivity, where it would not conflict with other nature conservation interests.
2. Development that harms or requires the loss of a **protected tree, hedgerow or woodland<sup>(1)</sup>** will only be permitted in exceptional circumstances where the public benefit of the development would clearly outweigh the loss or deterioration of any tree, hedgerow or woodland. In such circumstances, adequate replacement provision, taking account of size, comparable biomass and suitable native or appropriate species for the location, will be required.
3. Harm or loss to any natural landscape feature will not be permitted unless a landscape strategy, which would compensate for the loss or harm, is secured or where the overriding benefits arising from the development outweighs the harm.
4. Where a proposed development retains existing trees and hedgerows on-site, or where development occurs within a tree root protection area, provision must be made for their care and protection throughout the duration of the development with mitigation measures being



# Delivering Climate Resilient Sustainable Growth 3

put in place to ensure that development works do not have a harmful impact on existing trees.

1. Includes preserved trees and woodland, protected hedgerows, trees in Conservation Areas, ancient trees and woodland, aged and veteran trees and any other tree of category A or B as per BS 5837:2005 (as amended).

## 3.13 Protecting Environmental Quality

**The purpose of this policy** is to ensure that every opportunity is taken to avoid, minimise and reduce all emissions and other forms of pollution, including light and noise pollution, and to ensure no deterioration in water quality.

- 3.13.1** The Local Plan plays a key role in determining the location of development that may give rise to pollution, either directly or indirectly, and, as far as possible, in ensuring that other uses and development are not affected by major existing or potential sources of pollution. New development should minimise all types of pollution and where possible seek to reduce emissions and other pollution in order to protect the natural environment.
- 3.13.2** The policy is intended to restrict polluting development and does not cover general amenity issues around small scale uses such as hot food takeaways that will be covered by **Policy ENV 6 'Protection of Amenity'** and Environmental Health regulations.

### Air Quality

- 3.13.3** Air quality is important to the environment and human health. In North Norfolk air quality is generally good and monitoring shows that pollutants are within target values. Annual average concentrations<sup>(55)</sup> of Nitrogen Dioxide in the period January to December 2019 did not exceed the national objectives. The only exception to this was a single peak in Hoveton (Hotspot Site 1) during the month of March 2019. However, the annual average at this location remains below the national objective. To date no Air Quality Management Areas have been declared. The Council will continue to monitor air quality for the foreseeable future, but it should be noted that air quality requirements are likely to become stricter over the time period of the Plan and that restrictions on particulate matter and Nitrogen Oxide may need reviewing in light of these future changes.

### Water Quality

- 3.13.4** Many water courses in North Norfolk and neighbouring areas, such as The Broads, have national or international environmental designations and it is particularly important that water quality standards are met. New development must ensure that any effects such as increases in sewage effluent discharges can be achieved without detriment to water quality. Developers must be mindful that the pollution of ground water and/or surface water is an offence under the Water Resources Act 1991. As such, proposals should take account of the objectives of the Water Framework Directive (WFD)<sup>(56)</sup> and the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended), as the maintenance and improvement of the status of water is an important factor in the protection of the designated habitats or species.
- 3.13.5** The WFD objectives require no deterioration in water status and improvement in water quality and consequently, developers must achieve the objectives contained within it. As such, any

55 North Norfolk District Council, 2020 Air Quality Annual Status Report (June 2020) - <https://www.north-norfolk.gov.uk/info/environmental-protection/pollution/air-quality>

56 Directive 2000/60/EC of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community Action in the field of water policy.

## 3 Delivering Climate Resilient Sustainable Growth

developments impacting the water environment must carry out a WFD compliance assessment. The Anglian river basin district River Basin Management Plan 2015 (RBMP)<sup>(57)</sup> is the key over-arching source of information on the water environment, including the condition of water bodies and measures to help meet the objectives of the Water Environment Regulations 2017.

### Nutrient Neutrality

- 3.13.6** The River Wensum Special Area of Conservation (SAC), The Broads SAC, and Broadland Ramsar, are designated under the Conservation of Habitats and Species Regulations 2017 as amended. These are collectively known as Habitats Sites.
- 3.13.7** The River Wensum is an internationally significant naturally enriched lowland chalk river. Its catchment covers a predominantly rural area, but also includes the Large Growth Town of Fakenham. In 2022, evidence demonstrates that the SAC is in unfavourable condition due to high levels of phosphorus in the river.
- 3.13.8** The Broads SAC and Broadland Ramsar consist of five separate Sites of Special Scientific Interest (SSSIs). These include broads and fens, with some drained marshes, containing rich and rare aquatic habitats and species. The catchment area covers much of mid and east Norfolk, including the whole of the River Wensum catchment. Significant parts of North Norfolk and Breckland, along with smaller parts of Great Yarmouth and Kings Lynn & West Norfolk, are within the catchment. Consequently, development in large parts of North Norfolk including proposed growth at Fakenham, Stalham, and Hoveton, along with many service villages and the wider countryside, is impacted. In 2022, evidence demonstrated that these habitats sites were in unfavourable condition due to high levels of both nitrogen and phosphorus.
- 3.13.9** If not properly managed, some types of development including those proposing new overnight accommodation, some commercial proposals and agricultural uses, have the potential to increase water pollution via foul and surface water discharges into the designated watercourses. To ensure no further reduction in water quality, applicants should demonstrate, beyond reasonable scientific doubt, that their development proposals are nutrient neutral. This will require the submission of sufficient information which compares the existing and proposed uses and allows the Local Planning Authority to conclude that no more nutrients will enter the designated watercourses than is currently the case.
- 3.13.10** To allow 'nutrient neutral' development to take place within the catchments while the sites are in unfavourable condition without giving rise to additional pollution, Policy CC13 requires relevant developments to be supported by evidence to demonstrate that the development will have no detrimental impact on the habitats sites.
- 3.13.11** To support nutrient neutral development, the Norfolk authorities are producing a 'Nitrates and Phosphates Mitigation Strategy' for the River Wensum and The Broads SAC and Broadland Ramsar catchments. This will identify short, medium and long-term mitigation solutions. The strategy is likely to include a tariff system to fund mitigation measures that will offset additional nutrient discharges from new development. Applicants may propose other types of mitigation. The Norfolk Authorities impacted by this issue have published detailed guidance on the information requirements and process that applicants will need to follow.
- 3.13.12** Where possible, mitigation measures should contribute to wider benefits such as enhancing green infrastructure and reducing flood risk. Nature based solutions which improve biodiversity will be particularly supported.

# Delivering Climate Resilient Sustainable Growth 3

## Light and Noise Pollution

- 3.13.13** Light and noise pollution arising from new development can, individually and cumulatively, have a significantly damaging impact on the countryside and settlements in North Norfolk where many places do not have street lights and where the tranquil environment is highly valued.
- 3.13.14** Paragraph 185 of the NPPF relates to development being appropriate for its location; referring specifically to noise and light pollution, and draws attention to intrinsically dark landscapes and nature conservation. North Norfolk boasts some of the darkest skies in the county and this lack of artificial light helps the area retain its rural character.
- 3.13.15** The Norfolk Coast Partnership states as part of its 20 year vision that *"the area will still be essentially unspoilt with a strong feeling of remoteness, peace and tranquillity, with wide skylscapes, seascapes and dark night skies that show the richness and detail of constellations."*<sup>(58)</sup> The Broads Authority area also has intrinsically dark skies that are protected through its Local Plan. External lighting in new development should be limited to that necessary for security and consideration should also be given to ways of minimising light pollution using sensitive design details, for example, to avoid large glazed areas.
- 3.13.16** The NPPG provides further advice on how to consider light within the planning system, in particular setting out the factors to be considered when assessing whether a development proposal might have implications for light pollution<sup>(59)</sup>. This guidance and the information set out in the North Norfolk Landscape Character Assessment SPD will be used to inform decision making.
- 3.13.17** To help reduce the impact of noise, appropriate and proportionate mitigating measures will be required where a proposal is likely to result in some adverse impact on the health, well-being and quality of life of future occupiers of the proposed development by increasing their potential exposure to existing sources of noise in the vicinity. In determining individual proposals for noise generating uses or uses which may increase noise exposure, account will need to be taken of the operational needs of a business, the character and function of the area, the levels of neighbourhood noise which might be reasonably expected in the daytime, evening and late at night, the disposition of uses and activities in the vicinity in relation to residential occupation, and the reasonable expectation of residents for a high standard of amenity and a period of quiet enjoyment for at least part of the day. Where uses sensitive to noise are proposed close to an existing source of noise or when development that is likely to generate noise is proposed, the Council will require an acoustic report to accompany the application.

## Contaminated Land

- 3.13.18** In accordance with the provisions of the NPPF, local authorities must ensure that sites are suitable for development, taking account of ground conditions, pollution arising from previous uses, and any proposals for land remediation.
- 3.13.19** The most frequent cases of contaminated land in North Norfolk are old quarries that have been filled with unknown material, old brickworks, old town gas sites, ochre, previous landfill sites and bio-contamination from animals. Redundant RAF bases are a potential source of contaminated land that may come forward as new uses are considered. Some of these have already been made suitable for use through the planning system, and future development will continue to present opportunities for remediation. It is important that these issues are identified and addressed early in the preparation of proposals for a site. In order to ensure a sufficient and proportionate level of information is provided, a Contaminated Land Assessment will need to be submitted for all new development proposals where contamination is known or suspected

58 <http://www.norfolkcoastaonb.org.uk/partnership/dark-skies/1120>

59 <https://www.gov.uk/guidance/light-pollution> Paragraph: 001 Reference ID: 31-001-20140306 to Paragraph: 007 Reference ID: 31-007-20140306 accessed on 05/12/18

## 3 Delivering Climate Resilient Sustainable Growth

(on the site or on adjacent land) and/or where the proposed use would be particularly vulnerable to the presence of contamination, for example for any residential schemes, care homes, holiday lets, allotments and small holdings.

**3.13.20** Remediation will need to remove unacceptable risk and make the site suitable for its new use. As a minimum, after carrying out the development and commencement of the new use, the land should not be capable of being determined as contaminated land under the relevant Regulations<sup>(60)</sup>.

**3.13.21** The Environment Agency offers a chargeable, discretionary Planning Advice Service<sup>(61)</sup> and the Health and Safety Executive provides advice online via their 'Planning Advice Web App'<sup>(62)</sup> and a more detailed 'Consultancy Package'<sup>(63)</sup> service to seek to ensure that contaminated land / pollution / hazard issues are resolved before an application is submitted.

### Policy CC 13

#### Protecting Environmental Quality

1. All development proposals will protect the quality of the environment and will avoid, minimise and take every opportunity to reduce through proportionate mitigation measures, all emissions, contamination and other forms of pollution. Proposals will need to comply with statutory environmental quality standards and demonstrate, individually or cumulatively, that the development would not give rise to adverse impacts on;
  - a. the natural environment;
  - b. the health and safety of the public;
  - c. air quality;
  - d. water quality, including surface water and groundwater;
  - e. light and noise pollution; and,
  - f. land quality and condition.
2. Exceptions will only be made where it can be clearly demonstrated that the environmental benefits of the development and the wider social and economic need for the development outweigh the adverse impact.
3. Proposals for development should minimise the impact on tranquillity and dark skies in North Norfolk and the adjoining Authorities' areas.
4. Development proposals on contaminated land (or where there is reason to suspect contamination) must include an assessment of the extent of contamination and any possible risks. Proposals will only be permitted where the land is, or is made, suitable for the proposed use.
5. Development that would result in unacceptable<sup>(1)</sup> risk to life or property, will not be permitted in:
  1. **Major Hazard Zones;**<sup>(1)</sup>
  2. in the vicinity of existing developments that require particular conditions for their operation or that are authorised or licensed under pollution control or hazardous substances legislation (including hazardous pipelines) where new development would

60 Part IIA of the Environmental Protection Act 1990

61 <https://www.gov.uk/guidance/developers-get-environmental-advice-on-your-planning-proposals> accessed on 05/12/18.

62 <https://www.hse.gov.uk/landuseplanning/padhi.htm>

63 <http://www.hse.gov.uk/landuseplanning/developers.htm> accessed 05/12/18. Confirmation whether proposed development is within a HSE consultation zone of a major hazard site or major accident hazard pipeline is a free service. Any detailed advice relating to a proposed development is a charged-for service.

## Delivering Climate Resilient Sustainable Growth 3

be likely to impose significant restrictions on the activities of the existing use in the future.

6. All development proposals involving a net increase in overnight stays that are located within the catchments of the River Wensum Special Area of Conservation (SAC), the Broads SAC, or the Broadland Ramsar must provide evidence to enable the Local Planning Authority to conclude through a Habitats Regulations Assessment that the proposal, in combination with other plans and projects, will not have an adverse effect on the integrity of the habitats concerned. Proposals that fail to demonstrate nutrient neutrality will not be permitted.

1. As identified by the Health and Safety Executive



# 3 Delivering Climate Resilient Sustainable Growth

## 4 Spatial Strategy

- 4.0.1** The distribution of development and consideration of the right type and location of development is fundamental to delivering sustainable growth. The policies in this section align with those in the Housing and Economy sections, helping to ensure that sufficient homes, of the right types, are built in the right places in order to address the housing and economic needs identified by local evidence.

### 4.1 Spatial Strategy

The purpose of this policy is to set out the distribution of development (Spatial Strategy) and provide the framework to deliver the growth that is necessary to meet the District's existing and future needs for all types of development.

The approach reflects the function of, and relationship between, settlements and their growth requirements, together with the constraints and opportunities to contribute towards sustainable growth.

- 4.1.1** In establishing the Settlement Hierarchy, account has been taken of the distinct characteristics of each settlement, environmental constraints, and the local issues that prevail. In particular, careful consideration has been given to:

- the level of supporting services and infrastructure in each place;
- the character of each settlement;
- the extent to which future development may be constrained by environmental, social and economic considerations;
- the identified development needs and, particularly, the need for affordable homes;
- the wider community benefits which may be delivered by growth in a particular location;
- the availability of suitable development sites.

- 4.1.2** The approach is informed by the Sustainability Appraisal which supports this Plan. It recognises that growth, both in urban and rural areas, is required to meet the growing needs of the District's population including providing affordable homes, the provision and retention of services and employment, social and community facilities and improvements in infrastructure including connectivity and access to green infrastructure. In accommodating the growth requirements the focus is for larger scale growth to be directed to the larger towns. Smaller towns which have a good range of services will accommodate more limited growth, while growth villages, large and small, will provide for more locally derived needs which assist in delivering community benefits, including necessary infrastructure improvements and service provision.

#### Settlement Hierarchy

- 4.1.3** The **Large Growth Towns** are the main centres of population and have the broadest range of day-to-day services including 'higher order' services. These towns have primary, secondary and higher education, health care, an extensive choice of convenience and comparison goods shopping, good public transport and extensive local employment opportunities. They perform a strong role as service centres and employment providers across a wide area.
- 4.1.4** The **Small Growth Towns** have more limited services but nevertheless a comprehensive range. They each contain a public secondary school (with the exception of Holt), at least one large convenience store, a reasonable selection of comparison shops, health services and a range of local employment opportunities. Whilst their service role is more limited compared to the Large Growth Towns they nevertheless meet most of the day to day needs of residents within the towns and adjoining catchment areas.

## 4 Spatial Strategy

- 4.1.5** Together, the Large & Small Growth Towns provide the focus for the distribution of development and service provision across North Norfolk and collectively they will accommodate the majority of the required development.
- 4.1.6** The **Large Growth Villages** have a number of services but the range is often limited and only Ludham, Mundesley, Briston and Blakeney have an appropriate range of services and facilities to warrant their designation as Large Growth Villages. They act as limited service hubs for other nearby villages.
- 4.1.7** The **Small Growth Villages** have a limited number of services but they provide an important element of the Settlement Hierarchy where provision is made through **Policy HOU 1 'Delivering Sufficient Homes'** for a small proportion of total growth across the network of these smaller villages. In these smaller and more rural villages it would not be appropriate to allocate larger scale market housing given their more dispersed nature, smaller size, rural character and much more limited service provision and infrastructure availability. Nevertheless, they provide an element of day to day services and growth, at an appropriate scale that reflects the character of the villages, has the potential to aid their vitality and the viability of existing services.
- 4.1.8** Each of these **Selected Settlements** is defined by a **Settlement Boundary**, the position of which determines the acceptability of various types of development in accordance with the policies of this Plan.

### Small Growth Village Strategy

- 4.1.9** The approach provides for approximately 9% growth of any identified **Small Growth Village** from the date of adoption of the Plan delivered via that are immediately adjacent to the defined settlement boundary, and which meet the specified policy criteria in Policy SS1 (3). Suitable sites should be sufficiently close to a settlement so as to contribute to the extension of the settlement of a scale appropriate to its size and role and should not be ruled out if they are physically separated by a road. Sites further afield that are judged to be more detached with clear separation by a parcel of land (e.g. a defined agricultural field) will not be supported.
- 4.1.10** The figures set out in Table 3 'Small Growth Villages - Indicative Growth Figures' present an indicative growth figure for each settlement rather than a specific requirement, while Policy SS1 sets out the policy compliance criteria that proposals will need to adhere to in order to be supported. The indicative growth figures in Table 3 are derived from applying a percentage uplift to the published ONS population data for each parish divided by average household size of 2.3 (not the number of existing dwellings in a village). Monitoring post-adoption will be based upon annual completion of dwellings. The Small Growth Village policy approach does not allocate sites, and as such, allows more flexibility by providing greater opportunity for a selection of sites to come forward. The policy incentivises early delivery in each settlement and then across the SGV tier in the hierarchy. The reliance on sites coming forward is substantiated by the availability of sites identified in the HELAA, and past delivery. Overall, the approach aligns with the NPPF paragraph 79 which advises that housing should be located to enhance or maintain the vitality of rural communities, and that opportunities should be identified for villages to grow and thrive, especially where this will support local services. A number of the villages have potential constraints and as such, for land supply purposes, only 80% of the potential yield is taken into account in the plans land supply figures.
- 4.1.11** Potter Heigham, Sea Palling and Walcott in particular are constrained with large parts of these settlements situated within Flood Risk Zone 3b where housing development would not be acceptable. Therefore no indicative allowance is put forward for these settlements. They do however have the level of service and facility provision to meet the classification and appropriate growth could be delivered should suitable development proposals come forward. Development in Horning is subject to a Joint Position Statement and updated Statement of Fact by Anglian Water. Issues in Horning relate to Water Recycling Centre permit compliance, increased flows

## Spatial Strategy 4

due to groundwater and surface water infiltration, and nutrient loading. The Council is working jointly with the Broads Authority, the Environment Agency, and Anglian Water to resolve this. More details can be found in the Council's Infrastructure Delivery Plan.

- 4.1.12** The 9% indicative housing growth figure does not include any development that is brought forward through **Policy SS 3 'Community-Led Development'**, **Policy HOU 3 'Affordable Homes in the Countryside (Rural Exceptions Housing)'**, or infill developments, conversions and dwelling subdivisions within the defined settlement boundaries.
- 4.1.13** The indicative level of growth that this approach could deliver across the Small Growth Villages over the plan period is set out in Table 3 'Small Growth Villages - Indicative Growth Figures'. The Table also forms the basis for any subsequent Neighbourhood Plan that seeks to set a housing target with the LPA and bring forward housing policies, including allocations.
- 4.1.14** The delivery of affordable homes is a key priority of this Plan. The policy seeks to encourage and support the delivery of higher amounts of affordable housing on larger sites adjacent to the settlement boundaries of the Small Growth Villages by stating that schemes proposed in partnership with registered providers which deliver a minimum of 50% affordable housing will receive more favourable consideration. All schemes will need to comply with the policy requirements for affordable housing as set out in Policy HOU 2 'Delivering the Right Mix of Homes' as a minimum.

Settlement (Parish)	Indicative Growth Figures (dwellings) <sup>(1)</sup>
Aldborough	22
Bacton	45
Badersfield (Scottow)	70
Beeston Regis	43
Binham	11
Catfield	39
Corpusty & Saxthorpe	29
East & West Runton	64 <sup>(2)</sup>
Erpingham	29
Felmingham	23
Great Ryburgh	26
Happisburgh	36
High Kelling	20
Horning	0
Itteringham	5
Langham	15
Little Snoring	24
Little Walsingham (Walsingham)	31

## 4 Spatial Strategy

Settlement (Parish)	Indicative Growth Figures (dwellings) <sup>(1)</sup>
Neatishead	21
Northrepps	43
Overstrand	38
Potter Heigham <sup>(3)</sup>	0
Roughton	37
Sculthorpe	28
Sea Palling	0
Southrepps	34
Stibbard	13
Sutton	46
Trunch	37
Tunstead	42
Walcott <sup>(3)</sup>	0
Weybourne	20
Worstead	38
<b>Total Housing Delivery @ 9%</b>	<b>929</b>

**Table 3 Small Growth Villages - Indicative Growth Figures**

1. For Policy HOU 1 and Housing Land Supply purposes it is assumed that 80% of the overall indicative growth figure is delivered over the plan period i.e. 743 dwellings.
2. Housing figures in Small Growth Villages are based on ONS 2016 population projection data. The data available combines East & West Runton for this table - the indicative housing growth figures should be broadly distributed evenly between the two settlements.
3. Indicates that although the settlement has the services and facilities to be considered a Small Growth Village, the settlement is environmentally constrained and no growth is relied upon. Settlement referred to as a 'Constrained Small Growth Village'. Growth could however come forward through any suitable sites if the constraints can be overcome.



## Policy SS 1

### Spatial Strategy

1. The majority of new development will be located in the larger towns and villages in the District having regard to their role as employment, retail and service centres, the identified need for new development and their individual capacity to accommodate sustainable growth. Major development will not be permitted in the Norfolk Coast National Landscape unless there are exceptional circumstances, and it can be demonstrated that the proposal is in the public interest. Development will be located where it minimises the risk from flooding and coastal erosion, and mitigates and adapts to the impacts of climate change.

### Selected Settlements

Cromer, Fakenham and North Walsham are defined as **Large Growth Towns** where a high proportion (approximately 50%) of new housing, commercial and other developments will be located.

Holt, Hoveton, Sheringham, Stalham, and Wells next the Sea are defined as **Small Growth Towns** where a lesser quantity of development will be located.

Blakeney, Briston, Ludham and Mundesley are defined as **Large Growth Villages** recognising their wider role as local service centres in meeting the needs of residents and those of a wider rural hinterland.

A small amount of development will be focused in and adjacent to the defined **Small Growth Villages** reflecting their limited service role to help address housing needs and support vitality and sustainability across the rural area. The Small Growth Villages are:

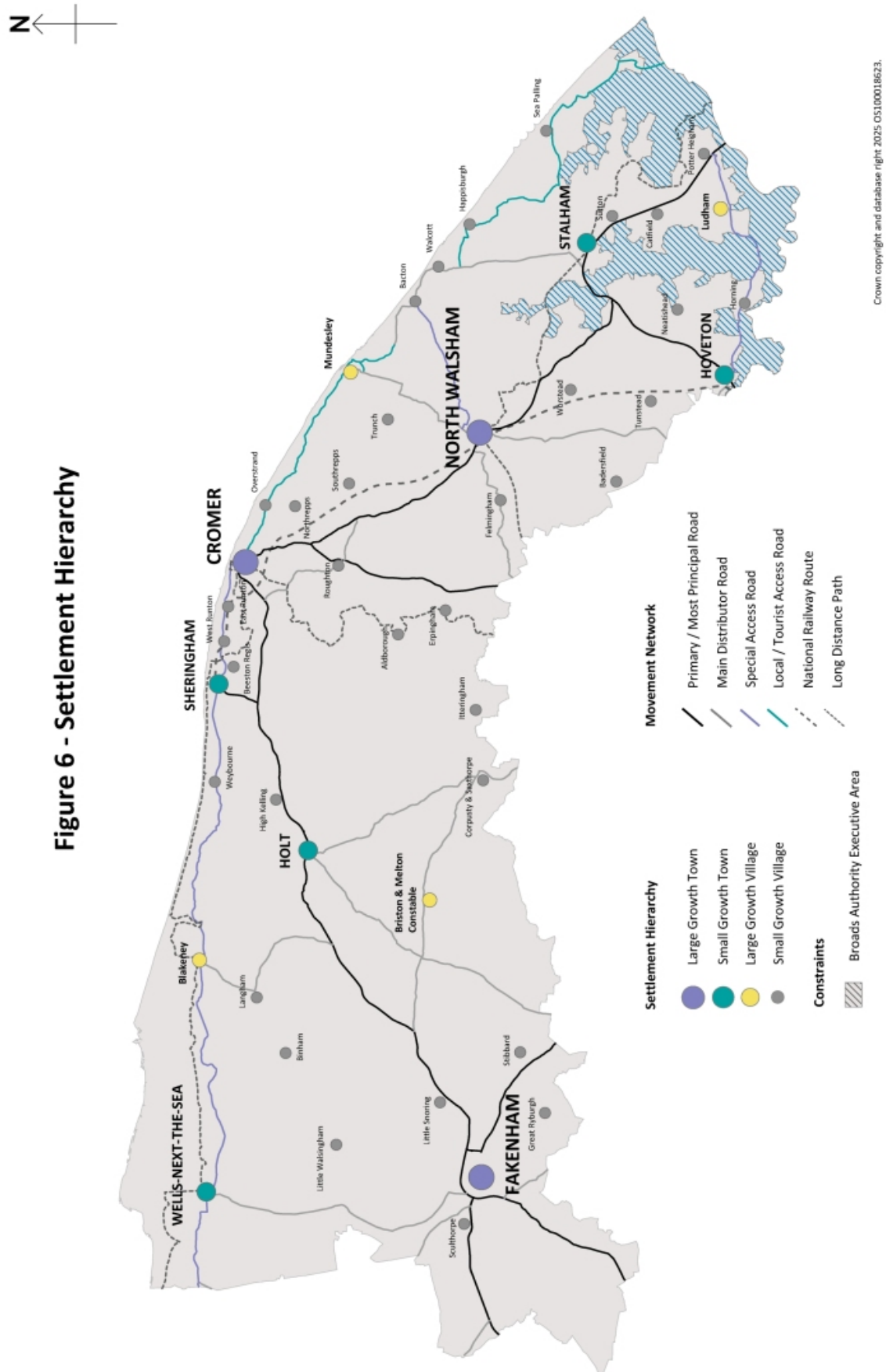
Aldborough, Bacton, Badersfield, Beeston Regis, Binham, Catfield, Corpusty & Saxthorpe, East Runton, Erpingham, Felmingham, Great Ryburgh, Happisburgh, High Kelling, Horning, Itteringham, Langham, Little Snoring, Little Walsingham, Neatishead, Northrepps, Overstrand, Potter Heigham, Roughton, Sculthorpe, Sea Palling, Southrepps, Stibbard, Sutton, Tunstead, Trunch, Walcott, West Runton, Worstead and Weybourne.

2. Development will be permitted within the defined **Settlement Boundaries** of the Selected Settlements subject to compliance with the policies of this Plan. Within designated **Residential Areas**, residential and compatible small scale non-residential developments will be permitted.
3. Outside of the defined boundaries of **Small Growth Villages** residential development will be permitted where **all** of the following criteria are satisfied:
  - a. The site is immediately adjacent to the defined **Settlement Boundary**;
  - b. The number of new dwellings granted planning permission (less any lapsed) since the adoption of the Plan is not significantly more than the indicative growth figures for each settlement as set out in Table 3 'Small Growth Villages - Indicative Growth Figures'
  - c. The proposal is small scale, incremental growth compatible with the form and character of the village and its landscape setting in terms of siting, scale, design, impact on heritage assets and historic character;
  - d. New dwellings on suitable sites within the defined settlement boundary, along with dwellings built under Policy SS 3 'Community-Led Development', building conversions and dwelling subdivisions within the defined settlement boundary, and those provided

## 4 Spatial Strategy

through Policy HOU 3 'Affordable Homes in the Countryside (Rural Exceptions Housing)' will not count towards the 9% indicative growth figure;

- e. Safe and convenient access can be provided;
  - f. On larger sites, suitable schemes proposed in partnership with a registered provider that deliver a minimum of 50% affordable housing will receive more favourable consideration.
4. The rest of North Norfolk, including all settlements not listed above, is designated as **Countryside Policy Area** where development will be limited to those types allowed for in **Policy SS 2 'Development in the Countryside'**.



### Figure 6 Settlement Hierarchy

## 4 Spatial Strategy

### 4.2 Development in the Countryside

**The purpose of this policy** is to manage the types of development allowed in the designated Countryside Policy Area.

- 4.2.1** Much of the countryside in North Norfolk is subject to national designations such as a National Landscape, Heritage & Undeveloped Coast designations, and there are a number of large rural conservation areas and many internationally important wildlife sites. Outside of these designated areas the countryside is sparsely developed, attractive and retains a sense of remoteness, particularly along parts of the coast.
- 4.2.2** The countryside is an intrinsic and defining feature of North Norfolk. It provides land for food production, homes for wildlife, space for outdoor recreation and contributes to the health and well-being of residents and visitors alike. The countryside provides for a high quality of life and together with the historic built environment it underpins, and is the reason for, a strong tourist economy.
- 4.2.3** The NPPF requires that '*...the intrinsic character and beauty of the countryside is recognised and that planning policies should contribute to and enhance the local environment*' (para 174).
- 4.2.4** This Plan provides ample opportunities to address most development needs without the necessity to build in the wider countryside. Nevertheless it is important that the countryside area remains vibrant and provides for local employment, food production, recreation, and services to support the vitality and viability of local communities. **Policies SS2 & SS3** provide a positive framework to support necessary developments which add to the viability and vitality of the countryside and the rural communities within it, whilst protecting the area from the adverse impacts of unnecessary developments.
- 4.2.5** The policy approach sets out the strategic and overriding principle in areas outside settlements with development boundaries. Residential development is limited to that appropriate to: agricultural/ forestry use, affordable homes, replacement dwellings, subdivision of dwellings, essential rural workers accommodation and that for gypsies and travellers, community led development, and specialist accommodation for the elderly and others requiring care, where there is a demonstrable need.

#### Policy SS 2

##### Development in the Countryside

In the designated **Countryside Policy Area**, as defined on the Policies Map, planning permission will be granted which complies with the policies of this Plan and is for one or more of the following:

- a. use and development of land associated with agriculture or forestry;
- b. the provision of infrastructure including, but not limited to, roads, drainage, coastal and flood protection, power including renewable energy, and development by statutory undertakers, utility and telecommunications providers;
- c. affordable homes, replacement dwellings, sub division of dwellings, essential rural workers accommodation;
- d. temporary and permanent accommodation for gypsies and travellers;
- e. community facilities and services including, but not limited to, community halls, health, education, places of worship and community led developments;
- f. recreation and tourism;
- g. extensions to existing dwellings and businesses;
- h. re-use of existing buildings;

## Spatial Strategy 4

- i. new employment generating development or specialist accommodation for the elderly infirm (and others requiring care), where there is a demonstrable need for the development and where alternative sites within defined **Settlement Boundaries** are shown not to be available or suitable; and,
- j. small-scale residential development adjacent to the defined settlement boundaries of Small Growth Villages in accordance with **Policy SS 1 'Spatial Strategy'**.

### 4.3 Community-Led Development

**The purpose of this policy** is to make clear the Council's support for various types of development proposals which are led by, and have the support of, the community.

- 4.3.1** Giving communities greater say in and control of development in their areas is a central theme of government policy. Community-led schemes are those that are proposed by local communities, rather than by local authorities or private developers. They can help communities to tackle local issues that are important to them such as a shortage of affordable homes, key worker accommodation, or the provision of local jobs, and can generate income to help fund further investment in the local area. Such schemes can bring communities together and deliver increased investment for the benefit of all.
- 4.3.2** Mechanisms for delivering community-led developments include Community Land Trusts (CLTs), the preparation of Neighbourhood Plans, or simply making a planning application for community developments. CLTs are not-for-profit organisations based in, and run by, the community that seek to develop key community assets. The usual starting point for CLT's is the provision of affordable housing but other benefits such as community shops, pubs, allotments, gardens, play areas, orchards, work space, and renewable energy can also be provided via this mechanism.
- 4.3.3** Neighbourhood Plans are separate Development Plan documents which are prepared by a designated community group (usually a Parish or Town Council) and can be used as a way to promote additional development in an area beyond that which is proposed in this Plan or to add locally distinctive policies which complement and support the delivery of the strategic policies of a Local Plan. North Norfolk District Council is supportive of the preparation of Neighbourhood Plans<sup>(64)</sup>.
- 4.3.4** Some community-led schemes are likely to be located outside of the settlement boundaries identified in this Plan where some types of development including market homes would be contrary to the policies of the Plan. The Council wishes to support Community-led developments including those which may not comply with some aspects of this Plan provided it is demonstrated that the development proposed is needed and will make a meaningful and lasting contribution to the vitality of the community and deliver improved services and infrastructure. To secure planning permission under this policy it will be necessary to demonstrate compliance with a number of criteria including that the proposal has wide spread community support.
- 4.3.5** Demonstrable community support means that at the point of submission of a planning application to the Local Planning Authority there should be clear evidence of local community support for the scheme, generated through pre-application community consultation and support from the applicable parish council.

64 Further advice is available at <https://www.north-norfolk.gov.uk/neighbourhoodplans>



## 4 Spatial Strategy

### Policy SS 3

#### Community-Led Development

1. Community led development<sup>(1)</sup> will be supported where it is demonstrated that the proposal will contribute positively to the vitality and viability of the community as a whole, provided:
    - a. there is evidence that the proposed development is needed to support the vitality and viability of the community; and,
    - b. it is demonstrated that the location, scale, design and materials will protect, conserve and enhance the distinctive landscape types, character areas and their settings; and,
    - c. the scale of the scheme is appropriate to the location; and,
    - d. the proposal Incorporates substantial community benefits, including necessary infrastructure and service improvements; and,
    - e. the Council is satisfied that:
      - i. the scheme was initiated by, and is being led by, a legitimate local community group such as a Parish Council or constituted Community Land Trust; and,
      - ii. the scheme has demonstrable community support as evidenced by meaningful public engagement; and,
      - iii. it is demonstrated that the scheme will be effectively managed over the lifetime of the development and that any benefits provided by the scheme can be retained by the local community in perpetuity and would be significantly greater than would be delivered on an equivalent open market site.
  2. Where housing is proposed it should be for affordable or key worker accommodation. A small element of open market housing on the site will only be acceptable where:
    - a. it is clearly demonstrated to be the minimum necessary in order to deliver affordable dwellings which would not otherwise be provided; and,
    - b. in all cases the majority of the homes provided are affordable.
1. This may include schemes involving affordable housing, community shops, pubs, allotments, gardens, play areas, orchards, small business units, renewable energy generation and other uses where it is demonstrated that the Proposal will contribute positively to the vitality and viability of the community as a whole.

# Delivering Well Connected, Healthy Communities 5

## 5 Delivering Well Connected, Healthy Communities

- 5.0.1** The policies in this section of the Plan form an integral part of good planning and are designed to ensure that local communities and supporting infrastructure are at the centre of decision-making in order to meet a number of the Strategic Aims & Objectives, and to align with Government aims. These include the protection and enhancement of community facilities, including health, existing infrastructure, services, and public transport, as well as, the promotion of broadband connectivity. The protection, enhancement and provision of a range of formal and informal open spaces set out in Policy HC 2 'Provision & Retention of Open Spaces' will achieve important health and well-being benefits that complements multiple policies within the Plan.

### 5.1 Health & Wellbeing

**The purpose of this policy** is to ensure that health infrastructure and well-being are considered as integral to the development process.

- 5.1.1** The National Planning Policy Framework (NPPF) requires local planning authorities to ensure that health and well-being and the provision of health infrastructure are considered in Local and Neighbourhood Plans and in planning decision making. The Norfolk and Waveney Integrated Care System (ICS) provide an integrated system of leadership in health provision and have a Long Term Plan and STP Estates Strategy in order to deliver cost efficient services in relation to planned growth.
- 5.1.2** The Council, under the agreed Norfolk Strategic Planning Framework (NSPF)<sup>(65)</sup>, are signatories to Planning in Health: An Engagement Protocol between LPA, Public Health & Health sector organisations in Norfolk, and agree to '*consider matters relating to healthy environments and encourage physical activity... drawing on key guidance such as Building for a Healthier Life and Active Design*'. The protocol sets a framework for health professionals, relevant health and social care partners, commissioning bodies and Norfolk County Council Public Health and town planners to work together to obtain robust and consistent health and social care and Public Health information to inform Planning decisions in order to support appropriate health and well-being infrastructure and ensure the principles of health and well-being are adequately considered through place making and in the evaluation and determination of planning applications.
- 5.1.3** The protocol provides a practical tool to assist the Council, developers and health sector organisations to participate in discussions and to consider the relative merits of different sites, proposals and policies properly against public health related issues. The Planning in Health Protocol also recognises that health sector organisations can bring a positive influence to the design of new developments that offer people the chance to choose a healthier lifestyle. The Council will consult with healthcare planning and commissioning bodies in line with the protocol on applications for 50 homes or more and for those schemes including care homes, housing for the elderly, student accommodation and any proposals which would lead to the significant loss of public open space. Contributions will be sought, on the advice of the Norfolk and Waveney Integrated Care System (ICS), where it is advised as a result of any specific proposal that developer funding to specific health care projects (such as contributions towards new doctor's surgery / medical facility) is required to enable surgeries and other health care services to expand and address the needs arising from growth.

65 NSPF May 2021, Agreement 18 - <https://www.north-norfolk.gov.uk/documentlibrary>

## 5 Delivering Well Connected, Healthy Communities

- 5.1.4** The Council will require the submission of Health Impact Assessments, (HIA) by developers for larger scale housing proposals (currently 500 dwellings) in order to assess how their proposals will create healthy communities and provide adequate health facilities.
- 5.1.5** Developers are encouraged to engage through early pre-application advice. Pre-application discussions should include the HIA's scope and nature in order to embed health planning considerations into the development process.
- 5.1.6** Major planning applications for residential development and HIAs should be informed by the Healthy Planning Checklist for Norfolk, which is available as Appendix 1 in the Health Protocol<sup>(66)</sup> and the current guidance on HIA use in the planning process<sup>(67)</sup>. The Checklist is a practical tool to assist developers and their agents when preparing development proposals and local planning authorities in policy making and in the application process. It also provides a framework for Norfolk County Council Public Health when considering health and well-being impacts of development plans and planning applications. The checklist is designed to highlight issues and facilitate discussion and can be used flexibly, reflecting the size and significance of the development. It is best used prospectively, before a plan or proposal is submitted, but can also be used concurrently and retrospectively.
- 5.1.7** In line with the Protocol discussions and advice on planning applications will be sought from the Health Authorities for housing developments of 50 dwellings or more and for all planning applications including care homes, housing for the elderly, student accommodation and any proposals which would lead to significant loss of public open space. This should include any relevant pre-application discussions. For developments below 50 dwellings which may have an impact upon health services then the ICS Estates' Group should also be contacted for an initial view. Discussions and comments provided on all planning applications will make use of the criteria set out in the Health Protocol and Health and Wellbeing Checklist (Appendix 1).

### Policy HC 1

#### Health & Wellbeing

1. A Health Impact Assessment will be required for development proposals of 250 dwellings or more.
2. Major development should be informed by the Planning in Health Protocol and have regard to the Healthy Planning Checklist as detailed in the Protocol<sup>(1)</sup> and the updated criteria in 'Building for a Healthy Life'<sup>(2)</sup> and incorporate the measures identified as necessary to improve health and well-being.

1. Planning in Health Protocol, Norfolk Strategic Planning Forum, 2024 and subsequent updates.
2. Further information: <https://www.udg.org.uk/publications/othermanuals/building-healthy-life>

66 'Planning in Health' Protocol, available in NNDC Document Library - <https://www.north-norfolk.gov.uk/documentlibrary>

67 Health Impact Assessment in spatial planning. A guide for local authority public health and planning teams, October 2020, and subsequent updates. Public Health England. [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/929230/HIA\\_in\\_Planning\\_Guide\\_Sept2020.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/929230/HIA_in_Planning_Guide_Sept2020.pdf)

# Delivering Well Connected, Healthy Communities 5

## 5.2 Provision & Retention of Open Spaces

**The purpose of this policy** is to protect existing open spaces from the possible adverse impacts of development and to ensure that where new development takes place it is served by the right quantity and type of open space to meet the needs of residents.

**5.2.1 Policy HC2** is one of a number of policies in the Plan dealing with use and provision of all types of green infrastructure and should be applied in conjunction with **Policy CC 11 'Green Infrastructure'** and **Policy CC 10 'Biodiversity Net Gain'**. The policy complements and supports a county-wide Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (set out in **Policy CC 11 'Green Infrastructure'** and **Policy ENV 5 'Impacts on International & European sites: Recreational Impact Avoidance & Mitigation Strategy'**, which seeks to ensure appropriate provision and compliance with the Conservation of Habitats and Species Regulations.

**5.2.2** The provision of good quality open space and access to the wider countryside close to where people live can have many benefits including for health and wellbeing, biodiversity, mitigating flood risk, carbon storage, and food production as well as contributing towards the character of places. It can also help to manage visitor pressures at important wildlife habitats by providing alternative places for informal recreation.

**5.2.3** North Norfolk has a diverse range of designated and non-designated open spaces<sup>(68)</sup>. These perform a range of functions and make a significant contribution to the character of the District. Many of these lie within the built up areas of the settlements selected for growth in this Plan and are in locations where, without policy protection, they may be susceptible to development pressures. It is therefore important that these spaces are protected from the potential impacts of development whilst allowing improvements to their recreational and / or environmental value. This Plan designates three types of green space:

- **Open Land Areas** - principally 'open' areas of undeveloped land that make a significant contribution to the character of the area.
- **Formal Education & Recreation Areas** - Open spaces with an important recreational function such as school playing fields, sports pitches and recreation parks and gardens.
- **Local Green Spaces** - Spaces which meet specific criteria identified in the NPPF as being 'demonstrably special' to a local community.

**5.2.4** As new housing development is built it creates an additional need for open space and sports and recreation facilities. As well as protecting existing spaces the policy includes a requirement for new developments to provide, or contribute towards, open space provision in accordance with published local standards. In the first instance, new areas should be provided on the development site itself where it is conveniently accessible to new residents. Off-site provision may be appropriate in some circumstances as outlined in the table below. In determining how much, and what type, of space is required consideration will be given to the existing provision within the local area both in terms of quantity, quality and accessibility.

Type of Provision	10-19 Dwellings	20-49 Dwellings	50-99 Dwellings	100-199 Dwellings	200+ Dwellings
Allotments	Off-site	Off-site	Off-site	<b>On-site</b>	<b>On-site</b>
Amenity Green Space	<b>On-site</b>	<b>On-site</b>	<b>On-site</b>	<b>On-site</b>	<b>On-site</b>

<sup>68</sup> 'All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity' (NPPF 2021, Glossary Page 70)

## 5 Delivering Well Connected, Healthy Communities

Type of Provision	10-19 Dwellings	20-49 Dwellings	50-99 Dwellings	100-199 Dwellings	200+ Dwellings
Parks & Recreation Grounds	Off-site	Off-site	Off-site	Off-site	<b>On-site</b>
Play Space (Children)	<b>On-site<sup>(1)</sup></b>	<b>On-site</b>	<b>On-site</b>	<b>On-site</b>	<b>On-site</b>
Play Space (Youth)	Off-site	Off-site	Off-site	Off-site	<b>On-site</b>
Accessible Natural Green Space	Off-site	Off-site	Off-site	<b>On-site</b>	<b>On-site</b>

**Table 4 Acceptable locations for Open Space associated with new developments**

1. For children's play space, the minimum size required for new equipped provision is 0.01ha (100sq m). At smaller scheme sizes, consideration should be given to the design of amenity green space to provide 'playable' space and making use of natural play solutions, rather than equipped provision always being required.

**5.2.5** New open space, or improvements to existing areas, will be secured through planning conditions and/or section 106 planning obligations attached to the grant of planning permission.

### Open Space Standards

**5.2.6** The policy approach is based on the quantity, quality and accessibility of open space in the District as identified within the 2019 Open Space Assessment<sup>(69)</sup> Taking account of the planned growth in the area this study identified a requirement for 72.39 hectares of new open space (to 2036) in order to meet the needs of residents in the proposed new development. This is 4.36ha per 1,000 population. The study recommends the provision of the following types and quantities of open space for each additional 1,000 people.

- Play Space (children): 0.10ha
- Play Space (youth): 0.06ha
- Parks and Recreation: 1.10ha
- Natural Greenspace: 1.5ha
- Amenity Greenspace: 1ha
- Allotments: 0.6ha

**5.2.7** As part of the North Norfolk Open Space Assessment (2019), an open space calculator was created to calculate the quantum of on-site open space that is to be provided based on the number of bedrooms proposed by the development. Further detail on this and the quality standards is set out in 'Appendix 2: Open Space'. Development proposals should be supported by comprehensive details of open space provision including location, quantity, types, overall design and proposals for its on-going maintenance. Developers are encouraged to use the pre-application advice service to obtain details and to incorporate these into their proposals at the earliest opportunity.

**5.2.8** Any specific local open space requirements associated with the development site allocations made in this Plan are set out within the individual site allocation policies (or associated Development Briefs).

**5.2.9** Neighbourhood Development Plans may also outline open space requirements in line with local evidence and the North Norfolk Open Space, Sport and Recreation Study (2019).

**5.2.10** For larger scale residential developments additional enhanced green Infrastructure in addition



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to local open space provision and standards is required in order to assist in recreational mitigation measures and compliance to Habitat Regulations. More information is set out in the Norfolk Wide Green Infrastructure Recreational Impact Avoidance Strategy, (GIRAMS) and policies CC11 and ENV5.

### Policy HC 2

#### Provision & Retention of Open Spaces

##### Provision of new Open Spaces

1. All new major residential developments of 10 or more dwellings, or where the site area is 0.5 hectares or more, shall provide on-site open space, or contribute towards off-site open space, in accordance with the standards set out in Table 4 'Acceptable locations for Open Space associated with new developments' and '**Appendix 2: Open Space**'.
2. All new open space and outdoor sport and recreation facilities shall be suitable, useable, well located, accessible, and designed with appropriate management arrangements in place having regard to the North Norfolk Open Space, Sport and Recreation Study (2019) and the quality standards set out in '**Appendix 2: Open Space**'.
3. Open space and outdoor sport and recreation facilities will be provided on the development site, except where evidence indicates that off-site delivery would provide a facility of equal value in terms of quantity, quality and accessibility. In these circumstances direct provision should be made off-site as part of the development proposal. Financial contributions will be considered to support the creation or enhancement of off-site provision only where direct delivery is not possible.

##### Protection of existing Open Spaces

4. Development on **Formal Education & Recreation Areas** (designated and non-designated facilities) will not be permitted unless:
  - a. it comprises of development which enhances the functional use of the site for outdoor sport; or,
  - b. the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity, quality and local accessibility and the alternative provision is made available for use prior to the loss of the area of open space to be built upon; or,
  - c. It can be demonstrated <sup>(1)</sup> that the sport and recreation facility is surplus to requirements within the settlement and that any proposed loss would not result in a current or likely shortfall during the plan period (taking into account alternative forms of open space, sport and recreation in the area).
5. Development on open spaces designated as **Open Land Areas** and **Local Green Spaces** on the Policies Map will not usually be supported unless:
  - it enhances the open character and/or recreational use of the land;
  - it is surplus to requirements (taking into account all of the functions it can perform); or,
  - where provision of equal or greater benefit is re-provided in the locality.

1. Through a Local Assessment that demonstrates an adequate supply of sport and recreation facilities locally with regard to the quantity, quality and accessibility as measured against currently adopted standards.

## 5 Delivering Well Connected, Healthy Communities

### 5.3 Provision & Retention of Local Facilities

**The purpose of this policy** is to allow for new community facilities and services in sustainable locations and to prevent the premature loss of important local facilities where their continued use is considered to remain a reasonable prospect.

- 5.3.1** In a large rural area such as North Norfolk the loss of the last remaining convenience store, public house or other important facility in a village, or even a small town, can have a significant impact upon the ability of residents to meet their needs locally. As well as increasing the need to travel, the loss of services can threaten the viability and vitality of rural communities.
- 5.3.2** Proposals for redevelopment of a local facility will therefore be carefully assessed and, where there is no alternative provision planned, applications for redevelopment or change of use will need to be justified, including in the case of commercial uses, via viability testing inclusive of alternative models of operation. As a minimum, this should consider the demand for the use, demonstrate if there is a reasonable prospect of the use being retained, and show that the property has been subject to appropriate marketing for a realistic market price and period in order to ascertain whether another operator is interested in running the facility / service. Marketing strategies should accord with best practice guidance published by the LPA. Applicants should not seek to demonstrate that the age or poor condition of a facility makes it no longer viable to maintain, or reduces demand for it, as these are matters that can often be addressed.
- 5.3.3** Increase in health care provision and the provision of homes suitable for the elderly, those with disabilities, and those requiring specialist forms of accommodation for older people is a key priority for the Council. Those areas designated as Health and Social Care Campuses, and buildings used to provide specialist accommodation for the elderly will be safeguarded for health and social care uses, or those developments which facilitate the delivery of improved health and social care in the immediate vicinity.

#### Policy HC 3

##### Provision & Retention of Local Facilities

1. New or improved community facilities or services will be permitted within the **Selected Settlements** or within the designated **Countryside Policy Area** where they meet the identified needs of the local community.
2. Development proposals that would result in the loss of premises currently, or last used for, important local facilities<sup>(1)</sup> will not be permitted unless:
  - a. alternative provision of an equivalent or better quality facility is available in the vicinity or will be provided and made available prior to commencement of redevelopment; or
  - b. it can be demonstrated that there is no reasonable prospect of retention of the facility; and, if it is a commercial operation:
    - i. a viability test has demonstrated that the use is no longer viable and could not be made viable under alternative models of operation; and,
    - ii. that efforts have been made for 12 months to sell or let the property at a realistic market price<sup>(2)</sup>.
3. Development proposals on designated **Health & Social Care Campuses** as identified on the Policies Map at Cromer, Fakenham, High Kelling, North Walsham and Wells-next-the-Sea that would otherwise accord with Development Plan policies but would result in the loss of health care facilities will not be permitted unless the proposal enables the delivery of a

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replacement facility of equal or greater community benefit in that locality before an existing facility is lost.

1. Important local facilities include a primary school, convenience store, bank, post office, public house, petrol filling station, public hall or indoor sports facility, theatres and cinemas and other cultural facilities, and specialist elderly persons accommodation and health care facilities
2. Demonstrated as commercial market price by local valuer to the satisfaction of the Council.

## 5 Delivering Well Connected, Healthy Communities

### 5.4 Infrastructure Provision, Developer Contributions & Viability

**The purpose of this policy** is to set out the strategic approach to ensure that all of the social, physical and green infrastructure, which is necessary to make development acceptable is provided in a timely manner as development takes place. It sets out the approach to developer contributions to support infrastructure delivery whilst ensuring development viability across the District and that there is transparency in the process.

**5.4.1** Future development within the District will place pressure and demand on existing infrastructure such as schools, open spaces, transport networks, health and community facilities. In order to assist in mitigating this additional demand there will be a requirement for new development to contribute toward the improvement of existing facilities and, where necessary to make the development acceptable, the provision of new infrastructure.

**5.4.2** Without appropriate measures to mitigate impact and/or investment to enable the provision of infrastructure improvements, new developments that cause adverse impacts would be by definition neither sustainable nor acceptable in planning terms. To support sustainable growth in the District new development will be expected to provide and/or contribute towards necessary and required infrastructure and to enable its provision in an appropriate and timely manner.

**5.4.3** Where infrastructure improvements are required, planning obligations will be used along with planning conditions attached to the planning permission to secure delivery. Section 106, Section 111 agreements along with Section 278 highway agreements will be completed between the Local Planning Authority and developers in order to secure appropriate provision and contributions. When such requirements are made they will be done so with the full consideration of national planning policy in terms of the reasonableness of the requirement, in particular paragraph 56 which states that planning obligations should only be sought where they meet the following tests<sup>(70)</sup>:

1. necessary to make the development acceptable in planning terms;
2. directly related to the development; and,
3. fairly and reasonably related in scale and kind to the development.

**5.4.4** In the case of larger infrastructure requirements such as those associated with urban extensions and regeneration initiatives where development may be phased s106 monies can now be pooled in order to contribute towards a single piece or type of infrastructure. Developers will need to liaise closely with the planning authority and take account of any specific requirements in a development brief. In addition, off-site improvements may also be sought where necessary. In such circumstances it may be appropriate for the Local Authority and other public sector agencies to assist and facilitate in the development coming forward.

**5.4.5** In line with policies and site proposals in this Plan, accompanying evidence and the Infrastructure Delivery Plan, planning obligations will be sought where necessary on a range of infrastructure requirements in response to specific schemes circumstances. Some infrastructure provision will take place outside of development sites. Table 5 'Planning Obligations: Indicative Infrastructure Types' sets out an indicative list of the potential types of infrastructure that should be considered in order to make development schemes acceptable in planning terms and to meet Local Plan Objectives. Developers are encouraged to enter into discussions about planning obligations and heads of terms as early as possible in the planning process. Planning obligation requirements under the responsibility of the County Council such as education, highways, and adult services are clearly set out in the NCC's Planning Obligation Standards publication,<sup>(71)</sup> which is updated annually.

70 Set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010.

71 [www.norfolk.gov.uk/rubbish-recycling-and-planning/planning-applications/planning-obligations](http://www.norfolk.gov.uk/rubbish-recycling-and-planning/planning-applications/planning-obligations)

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Affordable Housing	Health provision / services
Education provision	High speed internet access
Community facilities	Amenity Green Space including open space , play areas, allotments , parks sports facilities, natural and semi-natural green spaces and enhanced green infrastructure
Libraries	Recreational avoidance mitigation (RAMS)
Highway access, safety & capacity	Biodiversity enhancements - replacement/new habitat
Cycling, walking facilities	Cemeteries and churchyards
Public Transport	Flood defences
Electric vehicle charge points	Drainage infrastructure, improvements and Sustainable Drainage Systems
Fire (hydrant provision/water supply)	Adult social care and public health (accessible and adaptable standards)

**Table 5 Planning Obligations: Indicative Infrastructure Types**

- 5.4.6** Other on-site infrastructure could include addressing local deficiencies in community centres and village halls as well as effective telecommunications, but only to the extent that improvements are necessary to make the development proposal acceptable. Much larger sites have the potential to support the provision of larger infrastructure requirements such as new and secondary primary schools, subject to local need.
- 5.4.7** Infrastructure priorities and delivery, as well as showing how monies received have been spent, will be monitored and reported annually through the Annual Monitoring Reports and Infrastructure Funding Statement.

## Affordable Housing

- 5.4.8** The National Planning Policy Framework indicates that affordable homes should not normally be required on schemes of 10 or fewer dwellings or site areas less than 0.5 hectares except for in Designated Rural Areas where, a lower site size threshold is applied<sup>(72)</sup>. Much of North Norfolk is designated as a Rural Area and in light of the high need for affordable homes the Council will seek affordable housing on schemes in this area which propose six or more dwellings. To address the possible practical problems of providing affordable homes on small sites the policy includes an option to make an equivalent financial contribution of sufficient value to deliver the affordable homes requirement elsewhere. Further information is included in section 7 'Housing'.

## Green Infrastructure/Biodiversity

- 5.4.9** In line with the policies contained in this Plan, the Council will seek opportunities to increase the provision of all types of open space including new on-site open space, play areas, recreation areas and their accessibility. The Habitat Regulation Assessment along with the Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy demonstrates that all residential and tourism development has the potential to affect the integrity of Habitats Sites and as such will be required to contribute towards mitigation measures identified in the Norfolk wide GIRAMS (or any subsequent Supplementary Planning Document) through a tariff approach and additional enhanced green infrastructure, as detailed in **Policy ENV 5 'Impacts on International & European sites: Recreational Impact Avoidance & Mitigation Strategy'**. In

## 5 Delivering Well Connected, Healthy Communities

addition LPA's have a duty to conserve, restore and enhance biodiversity under section 40 of the Natural Environment and Rural Communities Act (2006) and in partnership with the County Council may seek contributions towards improving areas of green space and or the creation of new habitats, where they relate to new development as required by the NPPF and in relation to net gain biodiversity contributions in relation to satisfying developers obligations and the policy requirements for biodiversity net gain set out in this Local Plan and national legislation.

- 5.4.10** New open space, or improvements to existing areas, will be secured through planning conditions and/or section 106 planning obligations attached to the grant of planning permission in line with requirements set in this Plan including **Policy CC 11 'Green Infrastructure'**, **Policy HC 2 'Provision & Retention of Open Spaces'** and **Policy ENV 5 'Impacts on International & European sites: Recreational Impact Avoidance & Mitigation Strategy'**.

### Health Contributions

- 5.4.11** The Council under the agreed Norfolk Strategic Planning Framework<sup>(73)</sup> are signatories to Planning in Health: An Engagement Protocol between LPA, Public Health & Health sector organisations in Norfolk. The protocol sets a framework for health professionals and town planners to work together *'to consider matters relating to healthy environments and encourage physical activity, drawing on key guidance such as Building for a Healthier Life and Active Design'*. Contributions will be sought, on the advice of the Norfolk and Waveney Integrated Care System (ICS), where it is advised as a result of any specific proposal that developer funding to specific health care projects (such as contributions towards new doctor's surgery / medical facility) is required to enable surgeries and other health care services to expand and address the needs arising from the proposal. Developers are encouraged to engage through early pre-application advice.

### Viability

- 5.4.12** The viability of development and its ability to fund necessary infrastructure is a central part of the planning system. The Council expects that the uplift in land value as a result of planning permission will be shared between the land owner, developer, and the local community in the form of necessary infrastructure contributions. **In line with Government advice the purchase price of land must fully reflect the cumulative policy costs of adopted Plans<sup>(74)</sup>**. The onus is on site promoters and developers to ensure that the price paid for land does not negatively affect the delivery of this Local Plan's objectives and compromise the delivery of sustainable and climate resilient development. Where land with planning permission is subsequently sold, the price paid for land should not be inflated to such an extent that it compromises the existing permission. Such land transactions should remain at a price that ensures that the development remains policy compliant. Risks taken will be those of the purchaser.
- 5.4.13** The viability assessment is primarily undertaken during the Local Plan process. As such only in exceptional circumstances, such as changes which could not have been reasonably predicted at an earlier stage, should it be necessary to re-visit viability at the stage of a planning application being submitted.
- 5.4.14** Proposal that are fully policy compliant and propose to deliver the full policy ask including affordable housing requirements at the relevant level set out in the Plan will be taken to be viable and as such there is no need to submit a viability assessment with such proposals.

73 NSPF, May 2021, Agreement 18 - <https://www.norfolk.gov.uk/nsf>

74 Planning Practice Guidance - Viability 'price paid for land is not a relevant justification for failing to accord with relevant policies in the plan' PPG, Paragraph: 002 Reference ID: 10-002-20190509 revision 9.5.19. 'Under no circumstances will the price paid for land be a relevant justification for failing to accord with relevant policies in the plan. Paragraph: 006 Reference ID: 10-006-20190509 Revision date: 09 05 2019'.



## Delivering Well Connected, Healthy Communities 5

Conditions will be attached to any permission granted in order to ensure delivery. Promoters that seek a departure from policy on viability ground will need to substantiate the position through the submission based on an appropriate viability assessment.

- 5.4.15** The Local Plan Viability Assessment sets the standard approach to appraisals. Any viability assessment for specific applications must refer back to the assessment of the Plan and the standard methodology used, be transparent, and utilise the agreed assumptions providing evidence of what has changed since then. In all cases, submitted assessments should be set out reflecting the government's approach to key inputs and be proportionate, simple, and transparent. Any appraisal submitted will be publicly available as part of the application<sup>(75)</sup>.
- 5.4.16** The weight given to such an appraisal will be down to the decision maker, the level of compliance with the Local Plan viability methodology, the transparency of assumptions behind evidence submitted and the site circumstances.
- 5.4.17** Where issues of viability arise the Council will require applicants to clearly demonstrate the margins of viability. Where it is clearly demonstrated that there are issues of viability then the Council will work with the applicant to understand whether alternative sources of funding are available to secure the necessary infrastructure. Whilst the Council will work with applicants to achieve a positive outcome it is clear that planning permission should not be granted for development which is not considered acceptable in planning terms.
- 5.4.18** It is important that the planning application process runs efficiently in order to meet statutory time frames for determination. Viability assessments should be submitted alongside other required application documents and include all the relevant information required, or as otherwise requested. A failure to accord with the requirements could result in limited weight being subsequently given to any viability argument in the determination and decision making process. If material changes are made to an application following submission that could affect viability, a revised appraisal will be required at the same time and the Council could reasonably expect to agree a new timetable for determination.
- 5.4.19** Viability assessments are based on current costs and values, however there are circumstances where a scheme requires phased delivery over the medium and longer term and it is reasonable that the Council should be able to take into consideration changes in the value of development and the costs of delivery. Such re-appraisals are generally suited to phased schemes over the longer term and as such the Council will use uplift clauses for the following types of development: Medium and longer term developments (5 years or more from issuing of consent to completion of scheme) or schemes of more than one phase or which comprise of multiple sites. The decision as to whether a scheme is considered medium/long term or multiple phased rests with the Council as Local Planning Authority, having regard to up to date case law.
- 5.4.20** Scheme viability will only be assessed at outline stage where it can be reasonably demonstrated to the Council that the proposed development includes significant Section 106 Agreement requirements and/or exceptional development costs. In such cases it may be appropriate to consider a shorter time frame for submission of any reserved matters and a shorter time frame for commencement of development, not only to encourage early commencement, but to ensure the development does not become classed as medium to long term development, at which point an uplift clause may be required. The Council has the right to vary this approach but it is anticipated that any such changes would first be reported to the Development Committee.

75 Viability PPG Paragraph: 010 Reference ID: 10-010-20180724, revision 24.7.18, Paragraph: 008 Reference ID: 10-008-20190509 revision 9.5.19, NPPF para 34,58.

## 5 Delivering Well Connected, Healthy Communities

### Policy HC 4

#### Infrastructure Provision, Developer Contributions & Viability

1. To ensure the delivery of necessary infrastructure, secure sustainable communities and to meet the wider sustainability objectives, the Council will secure infrastructure through specific developer obligations and contributions in order to properly service, manage and mitigate the impact of development, which:
  - a. meet the tests set out in NPPF<sup>(1)</sup> and the specific requirements set out throughout the Development Plan, taking account of the guidance in Supplementary Planning Documents;
  - b. are directly related to the development, and are necessary to make the development acceptable; and,
  - c. cannot be secured by planning conditions.
2. Proposals are required to be informed by the infrastructure requirements needed to support and service the proposed development. The delivery of development shall align with the provision of infrastructure. The timing of provision of infrastructure and facilities will be carefully considered in order to ensure that appropriate provision is phased and in place when it is required.
3. Where on-site infrastructure provision is either not feasible or not desirable, off-site provision or developer contributions will be required in order to secure delivery of the necessary infrastructure.
4. In particular development will be expected to provide, or contribute towards the provision of<sup>(2)</sup>:
  - a. infrastructure requirements as identified in the site specific proposals;
  - b. affordable housing, in compliance with **Policy HOU 2 'Delivering the Right Mix of Homes'**;
  - c. the delivery of community infrastructure, including but not limited to education, healthcare, libraries, community facilities, telecommunications and police infrastructure;
  - d. satisfactory access to the development, and pedestrian & highway safety improvements necessary to mitigate any impacts on the wider highway network;
  - e. the delivery and ongoing maintenance (or financial contribution/commuted sums) of formal and informal open space including sport and recreation, play space, allotments or other facilities required directly to serve the development and contribute to local community facilities;
  - f. sustainable transport;
  - g. the delivery of environmental infrastructure including biodiversity management, net gain landscaping, flood defences, SuDS, waste management and, where necessary their maintenance;
  - h. visitor impact mitigation on European sites from additional recreational pressure in accordance with the Norfolk Green Infrastructure & Recreational Avoidance Mitigation Strategy, or successor, on those sensitive sites;
  - i. the delivery of any other infrastructure requirements in a made Neighbourhood Plan;
  - j. monitoring purposes.
5. Proposals which are not supported by the necessary infrastructure will not be permitted unless justified by a comprehensive Viability Assessment, prepared in accordance with the latest national and any local guidance.

# Delivering Well Connected, Healthy Communities 5

## Viability Assessments

6. Proposals that are not accompanied by a viability assessment will be required to be fully policy compliant.
7. Development proposals that seek to depart from policy on viability grounds must be supported by a viability assessment<sup>(3)</sup> at validation stage that is suitable, proportionate, and transparent and accords with the required Council's methodology. Assessments should consider alternative funding mechanisms to aid scheme viability.
8. Additional appraisals will be required to support applications that are materially altered post submission.
9. On medium and longer term developments including phased schemes, the Council will require additional viability appraisals at subsequent phased / reserve matter stages where the Council and or Developer considers that there has been significant change in market conditions.

1. As detailed i Paragraphs 56-58, NPPF 2021
2. The following list is not exhaustive
3. In all cases the submitted viability assessment will be made publicly available.

## 5.5 Fibre to the Premises (FTTP)

**The purpose of this policy** is to improve the provision and quality of digital communications including broadband across North Norfolk and to ensure that all new dwellings and work places are connected by fibre, or are able to be connected in the future.

**5.5.1** High quality digital infrastructure is crucial to the success of businesses and also plays a vital role in enhancing the provision of local community facilities, services, and employment. Well connected places attract modern businesses and can create the conditions for new clusters of digital and creative businesses to emerge. Access to high quality digital infrastructure can also facilitate social inclusion, enable home working, diversify the rural economy, enhance educational and social opportunities, as well as improve access to a wide range of services that are increasingly provided online. Consequently, high quality digital infrastructure will make a significant contribution towards the delivery of sustainable development.

**5.5.2** New development should ensure that it has considered any need and demand resulting from the development and taken proactive steps in engaging with service and infrastructure providers to ensure that there is high-speed fibre broadband connectivity or mobile internet coverage in the development.

**5.5.3** **Policy HC 5 'Fibre to the Premises (FTTP)' and Policy HC 6 'Telecommunications Infrastructure'** should be considered in parallel for all planning applications proposing new dwellings and commercial proposals with more than 100 sqm of floor space. Proposals should be supported by a Digital Infrastructure Connectivity Plan demonstrating that digital infrastructure has been planned for as part of development proposals. This should:

- a. evidence that developers have engaged with infrastructure and service providers to ascertain fibre connectivity and mobile internet coverage for the site;
- b. evidence that an agreement to connect the development site to the fibre broadband network has been secured, and details are provided on how the physical infrastructure on site is capable of supporting gigabit-capable networks;
- c. where there are deficiencies in mobile coverage, development proposals must provide information on how the coverage is to be improved. This may be information

## 5 Delivering Well Connected, Healthy Communities

provided by operators regarding network improvements or it could be provision of physical infrastructure, such as new masts on the development site, where practical.

- 5.5.4** Policy HC 5 will be applied to both new build proposals and those seeking the change of use of existing buildings.

### Policy HC 5

#### Fibre to the Premises (FTTP)

All dwellings and all new commercial buildings with more than 100sqm of floorspace shall be provided with fibre connections in accordance with the National Building Regulations. Where such connections are clearly shown not to be practical or viable, alternatives such as superfast fibre should be provided.

## 5.6 Telecommunications Infrastructure

**The purpose of this Policy** is to maximise digital connectivity across North Norfolk by supporting the provision of well-designed digital infrastructure, which takes account of its visual impacts.

- 5.6.1** In supporting sustainable communities, timely provision of telecommunication infrastructure, whether in the form of additional capacity or new infrastructure, should be provided to address community and growth needs. A relevant Digital Infrastructure Connectivity Plan should support appropriate applications demonstrating how the proposed development improves coverage and addresses deficiencies as detailed in paragraph 5.5.3.

### Policy HC 6

#### Telecommunications Infrastructure

Planning permission will be granted for new telecommunications infrastructure provided that:

- a. it has been demonstrated that there are no reasonable opportunities for sharing a site, mast or facility with existing telecommunications infrastructure in the area that would not result in a greater visual impact;
- b. it has been demonstrated that the least visually intrusive option has been selected, including the use of innovative design and construction and/or sympathetic camouflaging and landscaping; and,
- c. for any building-mounted installations, it would not have an unduly detrimental impact on the character or appearance of the building.

## Delivering Well Connected, Healthy Communities 5

### 5.7 Parking Provision

**The purpose of this policy** is to ensure the provision of adequate safe and secure vehicle and cycle parking.

- 5.7.1** Government policy seeks to restrict levels of motor vehicle parking associated with new development in order to reduce the use of the private car and to promote more sustainable forms of transport. The provision of parking space can affect the overall appearance of a development and result in an inefficient use of land, therefore careful consideration should be given to how parking provision is incorporated into development proposals. The Framework allows planning authorities to set local parking standards for residential and non-residential development. Local standards should take into account accessibility of the development, type, mix, and use of the development, availability of and opportunities for public transport, local car ownership levels and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles (ULEV).
- 5.7.2** The 2011 Census data revealed that travel to work by car in North Norfolk is higher at 61% compared to England at 54% and travel to work by public transport is significantly lower in North Norfolk at 3% when compared to England at 16%. Given the rural nature of North Norfolk and the limited availability of public transport, it is considered essential that appropriate levels of parking is provided within new developments. Insufficient or poorly designed parking provision associated with new development can lead to problems of inappropriate parking on streets, pavements and verges creating highway safety issues and unsightly environments. Over-provision and poor management can lead to the inefficient use of land and can also discourage greater use of more sustainable modes of transport. Whilst recognising the reliance on the private car within a rural district and the need to provide adequate parking, development proposals should seek to support a transition from diesel and petrol fuelled cars to electric powered cars by including active and / or passive provision for electric vehicle charging points where practicable. In addition, designs should strive for flexibility, due to the likelihood of future technology-led changes to the way in which cars and other vehicles are used. Wherever possible, designs should be adaptable, allowing for features, such as new charging technologies, to be incorporated at a later date or for the conversion of parking areas to green space. However, it remains important to address how parking at the existing rate of private car ownership can be accommodated successfully into design.
- 5.7.3** In addition, vehicle parking is an important tool for visitor management particularly in relation to tourism across the District. Consequently, the provision of off-street visitor parking, particularly where it applies to tourism and town centre development, will be supported in appropriate locations.
- 5.7.4** In considering appropriate levels of cycle and car parking for development proposals, the starting point will be the latest Norfolk County Council Parking Guidelines. Proposals should demonstrate how adequate off-road parking will be provided. However, these standards will be applied flexibly having regard to the circumstances of the site, the highway network, relevant advice on the design and integration of parking provision into development and place-making. For example, the parking requirements may be adjusted to help achieve good design objectives at locations with good walking access to public transport and essential services, and in order to help protect heritage assets and designated Conservation Areas.
- 5.7.5** The Local Plan seeks to promote sustainable transport but recognises that due to the dispersed rural nature of the District there will be a continued reliance on car based travel, which requires appropriate provision of vehicle parking alongside new developments and in order to maintain the viability and vibrancy of the District's town centres, visitor locations and wider communities. It is considered that retaining public parking provision in the selected settlements at present

## 5 Delivering Well Connected, Healthy Communities

levels is essential. Development proposals that would result in the loss of public parking provision will not be permitted unless alternative equivalent or better quality provision is made available in a suitable location prior to the commencement of redevelopment.

### Policy HC 7

#### Parking Provision

Development will be permitted where:

1. Adequate, safe and secure vehicle and cycle parking facilities are provided within the plot or site curtilage to serve the needs of the proposed development and in order to avoid inappropriate on-street parking, highway safety problems, and to protect living and working conditions locally.
2. Development proposals make provision for vehicle and cycle parking in accordance with the latest Norfolk County Council Parking Guidelines<sup>(1)</sup> as a 'starting point' which may be varied in order to reflect local conditions such as the availability of public parking, sustainable travel modes and design and conservation objectives.
3. Vehicle and cycle parking should be integrated as a key element of design in development layouts to ensure good quality, safe, secure and attractive environments.
4. Proposals will be expected to take account of the requirements of the North Norfolk Design Guide SPD or any successive document.

In addition:

5. Development proposals should provide electric vehicle charging facilities in accordance with **Policy CC 8 'Electric Vehicle Charging'**.
6. Development proposals that would result in the loss of designated **Public Car Parks**, as defined on the Policies Map, will not be permitted. Elsewhere, development proposals that would result in the loss of public car parking facilities which make an important contribution to the local parking provision will not be permitted unless alternative equivalent or better quality provision is made available in a suitable location prior to the commencement of redevelopment.

1. Guidelines for new developments in Norfolk (Revised July 2022), Norfolk County Council: <https://www.norfolk.gov.uk/article/38633/Highway-development-management-publications>

### 5.8 Safeguarding Land for Sustainable Transport

**The purpose of this policy** is to safeguard land for potential sustainable transport related uses.

**5.8.1** The likely availability and use of public transport is an important factor in securing the delivery of climate resilient sustainable growth, which seeks to promote alternative modes of transport that are designed to reduce the need for travel by car. To this end, national policy requires local planning authorities to explore this potential and identify any proposals for improving public transport by rail, including the re-opening of rail lines. Such routes could also provide walking and cycle routes as an interim measure prior to the introduction of rail services.

**5.8.2** Norfolk County Council's Cycling and Walking Strategy<sup>(76)</sup> seeks to encourage walking and cycling within the County, illustrating the advantages to health and wellbeing, reducing carbon

76 <https://www.norfolk.gov.uk/roads-and-transport/alternative-ways-to-travel/cycling>



## Delivering Well Connected, Healthy Communities 5

emissions and encouraging tourism. The Norfolk Strategic Infrastructure Delivery Plan 2020<sup>(77)</sup> details a range of projects for infrastructure improvements across the County. One such sustainable project relates to Weaver's Way, which utilises Public Rights of Way and the route of a disused railway line. The project is mainly focused on revitalising the disused railway line between Aylsham and Stalham. Route improvements include new surfacing to ensure year-round accessibility for walkers (including access for impaired users) and cyclists.

- 5.8.3** Whilst the Government recognises that road transport is likely to remain the principal mode for many freight movements, it considers that planning policies can help to promote more sustainable distribution, including where feasible, the movement of freight by rail and water. Accordingly, it also requires local planning authorities to identify and, where appropriate, protect sites and routes, both existing and potential, which could be critical in developing infrastructure for the movement of freight (such as freight interchange facilities allowing road to rail transfer).

### Policy HC 8

#### Safeguarding Land for Sustainable Transport

1. Former railway track beds and other railway land will be protected from development that would be prejudicial to the re-use of the railway, or to sustainable transport links and facilities in the following locations:
  - a. between Stalham and North Walsham (mostly on the Weavers' Way) and up to the North Norfolk administrative boundary;
  - b. between North Walsham and Mundesley (Paston Way);
  - c. between Cromer and Mundesley (via Overstrand and Sidestrand);
  - d. Fakenham to Walsingham.
2. Areas designated as **Land Safeguarded for Sustainable Transport**, as defined on the Policies Map, and which are currently in use as, or with potential for, rail freight terminal facilities in the following settlements will also be protected from development:
  - a. Cromer
  - b. Fakenham
  - c. Great Ryburgh
  - d. North Walsham

## 5 Delivering Well Connected, Healthy Communities

## 6 Environment

- 6.0.1 The natural and built environments are important considerations in climate resilient sustainable development in North Norfolk. The policies in this section of the Plan collectively ensure the appropriate consideration of the important landscape of the district and those of the wider built environment are at the forefront of proposals.**

### 6.1 Norfolk Coast National Landscape & The Broads

**The purpose of this policy** is to ensure that the statutory duty and appropriate high level of protection is given to these designated landscapes through conservation and enhancement of the defined special qualities of the Norfolk Coast National Landscape and the Broads.

- 6.1.1** Local authorities have a legal duty to seek to further the statutory purpose of conserving and enhancing the natural beauty of National Landscapes (formerly AONBs) and National Parks during plan-making and decision-taking on individual developments. This duty also applies to Parish and Town Councils during the preparation of Neighbourhood Plans. These statutory duties are set out in the National Parks and Access to the Countryside Act (1949) and Countryside and Rights of Way Act (2000) and in which former Areas of Outstanding Natural Beauty (AONBs), along with National Parks are recognised to be of national importance for their landscape quality and, as nationally designated landscapes, are afforded the highest status of protection in relation to landscape, tranquillity and scenic beauty. This is re-affirmed in paragraph 176 of the National Planning Policy Framework (NPPF) which states that great weight should be given to conserving and enhancing landscape and scenic beauty in the Broads and Area of Outstanding Natural Beauty. As such, protection of these scenic requirements along with conservation and enhancement of wildlife and culture including historic heritage are closely linked and are material considerations for any development proposals located within these areas.
- 6.1.2** The Norfolk Coast National Landscape includes the greater part of the remaining unspoiled coastal areas between the Wash and Great Yarmouth covering an area of 453 sq. km. 245.5 sq. km are within North Norfolk and 7.2 sq. km within the Broads Authority (the only example of a National Landscape overlapping with a national park/equivalent designation). Parts of the Norfolk Coast National Landscape are within existing built up areas and major towns of the District. Proposals in these areas need careful consideration and will be assessed having regard to their landscape and visual impact on the surrounding area and the wider benefits and public interest that they may bring.
- 6.1.3** Although both designations are of national importance for their landscape and the specialist habitats that they provide, the Norfolk Coast National Landscape and The Broads are also valuable assets for North Norfolk in terms of character and beauty, sustainable tourism, quality of life and also as wildlife habitats. The designations also extend to include the areas of several growth towns and villages as identified in the settlement hierarchy. The Broads Authority is the Local Planning Authority for the Broads Area and policies in the Broads Local Plan apply there. Development in North Norfolk can however affect the Broads in a variety of ways such as through light pollution, noise, landscape and visual impact and run off affecting water quality. Proposals should therefore carefully consider any direct or indirect effects on The Broads. In the case of development affecting the National Landscape, the Council will expect proposals to have had regard to the content of the relevant Statutory Management Plan (or successor documents).
- 6.1.4** Although the Norfolk Coast National Landscape is recognised as a sensitive landscape, development should not be prevented purely on the basis of its designation. Any development

## 6 Environment

proposals within or affecting its setting will have to demonstrate clearly that they are appropriate to the landscape character type and designation. Sites that are suitable for housing outside Local Plan allocations should be developed specifically to meet local affordable and other locally identified housing needs. This is not limited to only affordable housing provision but also to ensure wider local needs are met and a wide range of people are able to continue to work and live in the National Landscape. To do otherwise would fail to address these needs, which could then only be met by releasing more sensitive sites, causing harm and compromising the primary purpose of the designation.

**6.1.5** National planning policy advises that the scale and extent of development within these nationally designated areas should be limited and that permission for major development should be refused in National Landscapes other than in exceptional circumstances and where it can be demonstrated that the development is in the public interest. Footnote 60 of the NPPF advises that whether a proposed development constitutes major development will be a matter for the relevant decision taker, taking into account the individual characteristics and circumstances of the proposal and the local context.

**6.1.6** In determining whether a proposed development constitutes major development in the Norfolk Coast National Landscape is a matter for the decision maker and the Council will consider whether by reason of its scale, form, character and nature, the proposal has the potential to have significant adverse impact on the landscape, wildlife, cultural heritage or special qualities of the National Landscape and whether it seeks to address the identified housing needs and is in the wider public interest such as helping to address coastal adaptation. Examples of major development may include medium and large scale housing development, commercial development that is out of keeping with the landscape, caravan sites, tall vertical structures, high voltage overhead power lines, renewable energy schemes and quarrying.

**6.1.7** Consideration of exceptional circumstances by the Council will include a review of the proposal in relation to the following:

- the need for the development, including any national considerations, and the impact of permitting or refusing it upon the local economy;
- the cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way;
- any detrimental effect on the environment, the landscape and recreational opportunities and the extent to which that could be moderated;
- its regard to the objectives of the Norfolk Coast National Landscape Management Plan;
- alignment with the Key Characteristics, Valued Features and Guidelines set out in the North Norfolk Landscape Character Assessment SPD (2021);
- opportunities to deliver significant public benefits through the enhancement of landscape features, wildlife, cultural heritage, biodiversity and reinstatement of habitat including, in particular, those which contribute to the distinctive sense of place, relative wildness or tranquillity, or to other aspects of landscape and scenic quality;
- its relevance to the economic, social and environmental wellbeing of the area and it is demonstrated that the proposal is sustainable and appropriately located.

**6.1.8** Smaller developments can also be harmful and any development proposals that, by virtue of their scale, design, and/or location, might cause significant adverse impacts on the Norfolk Coast National Landscape or The Broads will not be permitted other than in exceptional circumstances. Small scale developments that are essential for economic and social wellbeing including meeting local needs, or other uses which are necessary to sustain the area such as employment and community uses will also need to be well related to existing settlements and in line with other policies contained in the Development Plan.

**6.1.9** Consideration should be given to both the individual and cumulative impacts of a proposal in

## Environment 6

any Landscape and Visual Impact Assessment, which will need to be carried out in line with current best practice. Proposals which would have a significant adverse effect upon the character of the landscape or which would harm the landscape quality, nature conservation interests, geodiversity interests or cultural heritage will not be permitted.

- 6.1.10** Many of the areas that are likely to experience erosion are either within or in close proximity to the Norfolk Coast National Landscape. **Policy CC 6 'Coastal Change Adaptation'** outlines the circumstances in which development can be permitted in the wider designated Countryside where it replaces that threatened by coastal erosion. As such Development that complies with **Policy CC 6 'Coastal Change Adaptation'** is acceptable in principle within the Norfolk Coast National Landscape.

### Policy ENV 1

#### Norfolk Coast National Landscape & The Broads

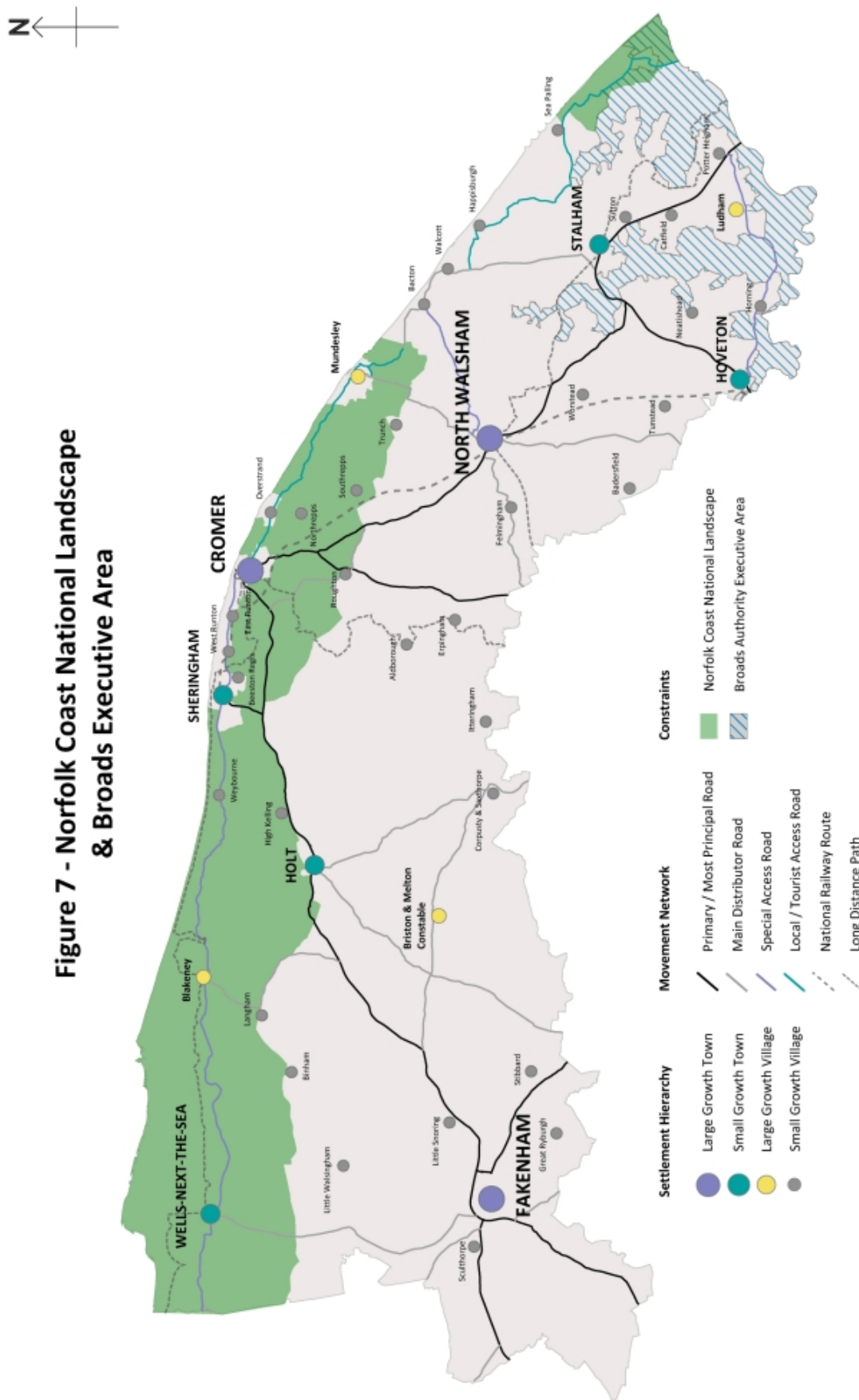
1. The highest degree of protection will be given to the designated landscapes and settings of the **Norfolk Coast National Landscape** and **The Broads**.
2. Development proposals should seek to further the purposes of designation and contribute positively to the conservation and enhancement of the defined key qualities<sup>(78)</sup> of these valued landscapes and their settings through appropriate siting, scale, massing, materials, and design.
3. Except when specifically allocated in this Plan or a Neighbourhood Plan, proposals for major development<sup>(79)</sup> will be refused, unless exceptional circumstances exist and it can be demonstrated that the proposal is in the public interest.
4. Proposals located in, or within the setting of, a protected landscape should demonstrate how they:
  - a. respect the scenic quality and maintain an area's distinctive sense of place, and reinforce local distinctiveness and local landscape character as defined by the North Norfolk Landscape Character Assessment SPD 2021 or subsequent updates, having particular reference to the defined key characteristics and valued features;
  - b. conserve and enhance wildlife and cultural heritage including flora, fauna, and geological features;
  - c. minimise negative impacts on key qualities of tranquillity and sense of remoteness and nocturnal landscape character;
  - d. avoid, mitigate and compensate, for any residual adverse effects;
  - e. are limited in scale, are sustainable, and are in appropriately sited locations;
  - f. are relevant to the economic, social and wellbeing of the area;
  - g. further the delivery of the objectives of the statutory management plans.<sup>(80)</sup>
5. Development proposals which are considered to have potential adverse impacts on the local landscape character will need to be informed by a Landscape and Visual Impact Assessment undertaken in accordance with current best practice.

78 As defined in the Norfolk Coast Area of Outstanding Natural Beauty (AONB) Management Plan 2019-2024 (Revised 2022) or successor document.

79 See footnote 60 of the NPPF (Sept 2023).

80 Statutory management plans in relation to the Norfolk Coast National Landscape and Broads Executive Area are the Norfolk Coast National Landscape Management Plan, and the Broads Local Plan.

# 6 Environment



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Figure 7 Norfolk Coast National Landscape & The Broads



## 6.2 Protection & Enhancement of Landscape & Settlement Character

**The purpose of this policy** is to ensure that development proposals reflect the defining and distinctive qualities of the varied landscape character areas, their key characteristics and valued features and the character, appearance and integrity of the historic and cultural environment of North Norfolk.

- 6.2.1** The variety, quality and uniqueness of the landscape, both visually and historically, are central to the attractiveness, distinctiveness and diversity of the District. The visual character of North Norfolk's landscapes, seascapes, townscapes, both within and outside of designated areas, is highly valued by residents and visitors. The NPPF recognises that policies and decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, sites of geological value and soils (in a manner commensurate with their statutory status or identified quality)<sup>(81)</sup>.
- 6.2.2** Nine types and sixteen landscape character areas make up North Norfolk's unique and varied landscape, as defined in the North Norfolk Landscape Character Assessment SPD (2021). High priority is given to the protection, conservation and enhancement of the landscape character(s). New development should be well-designed to sustain, enhance and/or create landscapes and townscapes with a strong sense of place and local identity.
- 6.2.3** The Council will use its adopted Supplementary Planning Documents (SPDs)<sup>(82)</sup> detailing Landscape Character (LCA) and Landscape Sensitivity Assessments (LSA)<sup>(83)</sup>, Conservation Area Appraisals and other relevant evidence to assess the character of the District and its sensitivity to change. The LCA sets out in fig 1.3 a flow chart which should be used to assist development proposals and decision making. Development will be supported provided that it does not adversely impact the identified intrinsic character and beauty of the District, as informed by the 2021 North Norfolk Landscape Character Assessment and Landscape Sensitivity Assessment SPDs, and complies with other relevant policies of the Local Plan.
- 6.2.4** The Local Plan contains policies relating to specific designations such as the Norfolk Coast National Landscape, Undeveloped Coast and Heritage Coast as well as policies on design, green infrastructure, biodiversity & geology, trees and hedgerows, coastal management, renewable energy, heritage and nature conservation. All of these policies will contribute towards the conservation and enhancement of the landscape. Policy ENV2 ensures that the landscape qualities of the District are conserved and enhanced in order to attract and retain people to the area, and that landscape considerations are properly taken into account when new development is planned, ensuring greater resilience and enhancement.
- 6.2.5** Development proposals which are considered to have potential adverse impacts on the local landscape character will need to be informed by a Landscape and Visual Impact Assessment (LVIA). Such assessments should follow best practice guidelines, should systematically assess the effects of change on both the individual and cumulative level, and inform proportionate mitigation in order to minimise identified impacts. Proposals which would have a significant adverse effect upon the character of the landscape or which would harm the landscape quality, nature conservation interests, geodiversity interests or cultural heritage will not be permitted.
- 6.2.6** Many areas of North Norfolk are sparsely populated resulting in dark night skies highlighted as a defining feature of the prevailing landscape character. Development proposals should have regard to nocturnal character and align with the latest government guidance on external lighting along with advice from professional bodies such as the Institute of Lighting Professionals and the detail contained in the North Norfolk Design Guide and any adopted neighbourhood plans.

81 NPPF 2021 para 174.

82 Adopted 2021, and/or subsequent updates

83 In relation to renewable energy.

## 6 Environment

### Policy ENV 2

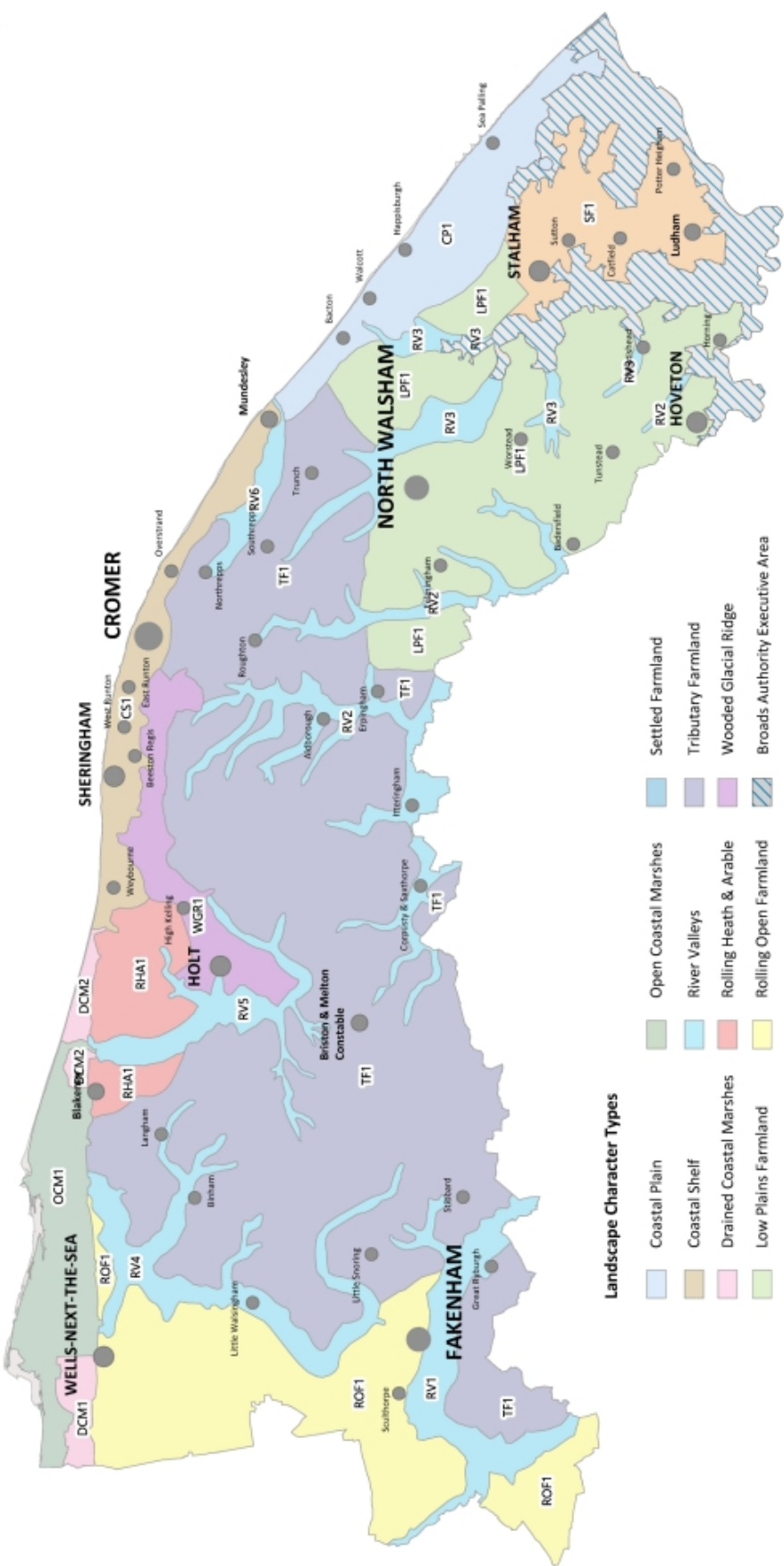
#### Protection & Enhancement of Landscape & Settlement Character

1. Proposals for development should be informed by, and be sympathetic to the key characteristics and valued features of distinctive Landscape Types and Character Areas, their strategic objectives and guidelines as identified in the North Norfolk **Landscape Character Assessment SPD** (2021) and **Landscape Sensitivity Assessment SPD** (2021)<sup>(1)</sup> and relevant **Conservation Area Appraisals**.
2. Outside of designated landscapes the Council will support development which is in scale and keeping with the defined landscape character and which is appropriate to its surroundings in terms of siting, design, materials, external appearance and landscaping. Consideration will be given to both the individual and cumulative impacts of a proposal.
3. Development proposals should demonstrate that their location, scale, design and materials will protect, conserve and enhance:
  - a. the defining qualities and local distinctiveness of the Landscape Character Type including its key characteristics, valued features and qualities (including historical, cultural biodiversity interests) and the relevant vision and landscape guidelines;
  - b. the distinctive settlement character;
  - c. the pattern and quality of the distinctive landscape features, such as watercourses, woodland, trees and field boundaries, and their function as ecological corridors for dispersal of wildlife;
  - d. visually sensitive skylines, hillsides, seascapes, valley sides and geological features;
  - e. the setting of, and views into and from the Norfolk Coast National Landscape, the Broads, Conservation Areas and Registered Parks and Gardens;
  - f. nocturnal character.
4. Proposals should demonstrate measures that enable a scheme to be well integrated into the landscape, and enhance connectivity to the surrounding green infrastructure and Public Rights of Way network and provide biodiversity enhancements.
5. For development proposals with wider visual impacts the Council will require a Landscape & Visual Impact Assessment undertaken to current best practice.

1. Landscape Sensitivity Assessment - with particular regard to renewable energy and low carbon development.



Figure 8 - Landscape Character Areas



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Figure 8 Landscape Character Areas

## 6 Environment

### 6.3 Heritage & Undeveloped Coast

**The purpose of this policy** is to protect the appearance and character of the coast.

- 6.3.1** Large parts of the North Norfolk coast are protected by the Norfolk Coast National Landscape, the Heritage Coast, Undeveloped Coast and nature conservation designations. Outside of the main settlements the whole of the coast has an undeveloped character and appeal, which is critical to North Norfolk's distinctiveness and tourism economy. Non-essential development in a coastal area can have cumulative effects on landscape, biodiversity and recreation.
- 6.3.2** Government policy states that development that does not require a coastal location should not normally be provided within the coastal zone. **Policy CC 5 'Coastal Change Management'** sets out the requirements for development within the Coastal Change Management Area. The Heritage Coast and Undeveloped Coast designations are designed to minimise the wider impact of general development, additional transport and light pollution within the distinctive coastal area.
- 6.3.3** **Policy CC 6 'Coastal Change Adaptation'** outlines the situations where development will be permitted in the Countryside where it relocates that which is threatened by coastal erosion, and these exceptions will be allowed in the Undeveloped Coast.

#### Policy ENV 3

##### Heritage & Undeveloped Coast

1. In the designated **Heritage Coast** and **Undeveloped Coast**, as defined on the Policies Map, development will only be permitted where it is specifically allowed by this Plan or a neighbourhood plan, or can be demonstrated to require a coastal location and which will not be significantly detrimental to the open coastal character.
2. Community facilities, commercial, business and residential development that is considered important to the social and economic well-being of the coastal community will be permitted where it replaces that which is threatened by coastal erosion.

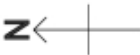
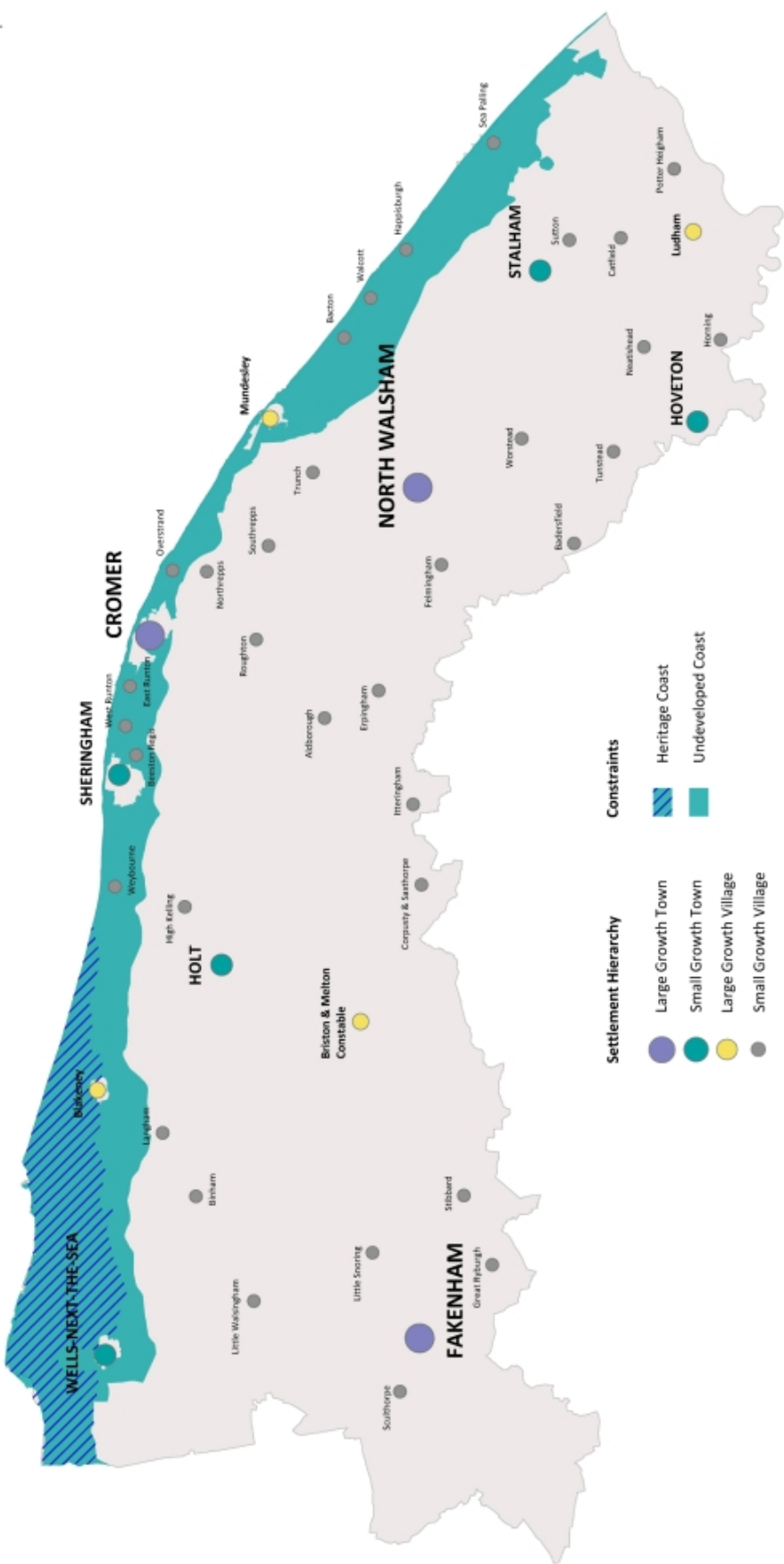


Figure 9 - North Norfolk Heritage Coast & Undeveloped Coast



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Figure 9 Heritage & Undeveloped Coast

## 6 Environment

### 6.4 Biodiversity & Geodiversity

**The purpose of this policy** is to protect and enhance biodiversity and geodiversity.

- 6.4.1** North Norfolk contains a wealth of biodiversity, geodiversity and natural environmental assets and the protection and enhancement of designated areas, such as SSSIs and Habitats Sites is paramount. The Council has statutory duties in relation to their protection.<sup>(84)</sup> Such sites are identified on the Policies Map. In addition, guidance is provided by the Government on how to review planning applications that might affect protected sites and areas.<sup>(85)</sup> Such applications must be assessed in accordance with this guidance and professional best practice.
- 6.4.2** Section 40 of the Natural Environment and Rural Communities Act 2006 imposes a general duty on all public authorities to have regard to the purpose of conserving biodiversity (where 'conserving' includes restoring or enhancing a population or habitat). Paragraph 180(a) of the NPPF makes it clear that development that cannot avoid, adequately mitigate or, as a last resort, compensate for any resulting significant harm to biodiversity, should be refused. In addition, the Environment Act<sup>(86)</sup> establishes a new domestic environmental governance system following the departure of the UK from the EU, which sets a legally binding minimum target of 10% biodiversity net gain (BNG) in development.
- 6.4.3** Biodiversity is essential to sustain our society and economy. Enhancing biodiversity is integral to delivering climate resilient sustainable growth. Development that adopts a biodiversity net gain approach seeks to make its impact on the environment positive, delivering improvements through habitat creation or enhancement after avoiding or mitigating harm as far as possible.
- 6.4.4** Biodiversity net gains and contributions to ecological networks should be sought for all development, proportionate to the scale of the proposal and any potential impacts, in accordance with **Policy CC 10 'Biodiversity Net Gain'**. Applicants should, in accordance with Table 1 'Applying the Mitigation Hierarchy', consider the potential effects of the proposal on biodiversity. This will include, but not be limited to, the protection of features such as trees, hedgerows, ponds, meadowland and woodland, designing buildings to include roosting or nesting spots and including landscaping within sites and along boundaries which can provide feeding and nesting opportunities as well as acting as habitat corridors aiding the passage of wildlife between sites. In the long term, as our climate continues to change, this will maintain genetic diversity by allowing populations to adapt to future changes in environmental conditions. A development with limited or no impacts on biodiversity should still seek to demonstrate a minimum biodiversity net gain of 10%, as required by **Policy CC 10 'Biodiversity Net Gain'**.
- 6.4.5** Biodiversity net gain does not apply to statutory sites or irreplaceable habitats, in which impacts should be avoided where possible, or addressed as fully as possible by adhering to the mitigation and legislative requirements on a case by case basis.
- 6.4.6** The highest level of protection will be given to International and European sites, with development only permitted where the proposal is in accordance with the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended) or any successive Regulations. Any development with the potential to impact on a Special Protection Area (SPA), Special Area for Conservation (SAC) or Ramsar site will need to be supported by information to inform a Habitat Regulations Assessment, in accordance with the Conservation of Habitats and Species Regulations 2017 as amended (or subsequent revisions). Measures to mitigate for potential adverse effects on European sites are required, the proposed mitigation measures must be justified as fit for purpose with appropriate evidence and prepared with the best available factual information, to inform the relevant Habitats Regulations Assessment.

84 Circular 06/2005 Biodiversity & Geological conservation - Statutory obligations and their impact within the planning system.

85 <https://www.gov.uk/guidance/protected-sites-and-areas-how-to-review-planning-applications> accessed on 11/12/18

86 The Environment Bill received Royal Assent in November 2021.



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- 6.4.7** Residential and tourism development has the potential to affect the integrity of European sites through recreational disturbance and other impacts<sup>(87)</sup>, and will be required to either contribute towards strategic mitigation measures identified in the Norfolk Green Infrastructure & Recreational Impact Avoidance & Mitigation Strategy (GIRAMS) (or any subsequent Supplementary Planning Document), or, in exceptional circumstances, identify and implement bespoke mitigation measures in perpetuity to ensure compliance with the Habitats Regulations, in accordance with **Policy ENV 5 'Impacts on International & European sites: Recreational Impact Avoidance & Mitigation Strategy'**.
- 6.4.8** Proposals should particularly seek to contribute towards the objectives for priority habitats and species<sup>(88)</sup> and to the protection, enhancement and linking of core areas and networks identified in the North Norfolk Green Infrastructure Position Statement 2019 (or subsequent updates), and the Norfolk Green Infrastructure Mapping Project, June 2018<sup>(89)</sup>.
- 6.4.9** The enhancement and expansion of the existing resource will be a priority. There is a need to expand and re-connect existing areas and restore habitats where they have been destroyed. In North Norfolk these include increasing woodland, heathland and wood pasture in the Cromer Ridge area and management of the Broads margins to develop semi-natural habitats including heathland. The Council's Landscape Character Assessment 2018 also provides guidance on appropriate landscape and habitat creation.
- 6.4.10** The Norfolk Biodiversity Information Service (NBIS) can provide habitat and species distribution data, including data about County Wildlife Sites and Local Sites of geodiversity importance, to inform Ecological Impact Assessments required for development. Natural England can provide detailed information and advice through their Discretionary Advice Service regarding designated and protected sites. Further information about the two County Geodiversity Sites (CGS) and 42 candidate County Geodiversity Sites (cCGS) is also available from the Norfolk Geodiversity Partnership.<sup>(90)</sup>
- 6.4.11** Where necessary, applications must be supported by an Ecological Impact Assessment (EcIA) in accordance with BS42020:2013 and CIEEM Best Practice Guidelines. The EcIA will need to include the results of all surveys and assessments that are deemed necessary by a Suitably Qualified Ecologist; a non-technical summary is provided of the net losses and gains for biodiversity of the development to provide clarity and certainty regarding the ecological impacts of the development and any necessary mitigation or compensation in order that the Local Planning Authority has sufficient information to make a decision.
- 6.4.12** Shoreline Management Plans (SMP)<sup>(91)</sup> identify areas that could become permanently flooded under different options for long-term coastal realignment. If this occurs, then opportunities for creating new habitats in these areas will be taken where possible and replacement habitats may need to be provided to ensure no net loss of important habitats. This is especially important for The Broads which contains habitats of international significance.

87 'Disturbance' relates to birds but other impacts such as trampling, dog fouling, increased incidences of fire are also relevant in relation to other qualifying features besides the bird interest.

88 Habitats and species of principle importance - Section 41 of the NERC Act 2006, Norfolk Biodiversity Action Plan habitats and species, Biodiversity 2020, and 25 Year Environment Plan

89 Norfolk Green Infrastructure Mapping Project, June 2018 -

[www.north-norfolk.gov.uk/media/5037/norfolk-green-infrastructure-mapping-project-july\\_18\\_v4.pdf](http://www.north-norfolk.gov.uk/media/5037/norfolk-green-infrastructure-mapping-project-july_18_v4.pdf)

90 <https://sites.google.com/site/norfolkgeodiversity>

91 <https://www.north-norfolk.gov.uk/smp>

## 6 Environment

### Policy ENV 4

#### Biodiversity & Geodiversity

1. Development proposals where the principal objective is to conserve or enhance biodiversity or geodiversity interests of European, international, national and local nature conservation designations will be supported in principle.
  2. Development proposals will be expected to:
    - a. provide a suitable ecological survey to establish the extent of potential impact where there are grounds to believe that ancient woodland, veteran trees, protected species<sup>(1)</sup>, priority species or priority habitat<sup>(2)</sup> may be affected during and after development;
    - b. retain, protect and buffer ecological and geological features and provide for the appropriate management of those features;
    - c. deliver a measurable biodiversity net gain, in accordance with **Policy CC 10 'Biodiversity Net Gain'**;
    - d. incorporate biodiversity enhancement features, by designing-in provisions for wildlife, including the provision of nests and roosts<sup>(3)</sup>; and
    - e. avoid the net loss or fragmentation of habitats and support the creation of coherent ecological networks in urban and rural areas and through Nature Recovery Networks.
  3. Adverse impacts of development on biodiversity must be addressed in accordance with the biodiversity net gain hierarchy detailed in **Policy CC 10 'Biodiversity Net Gain'**. Effective avoidance, mitigation and compensation will be secured through the imposition of planning conditions or planning obligations as appropriate including monitoring for the effectiveness of these measures. Where the requirements of this hierarchy cannot be met, development will be refused.
  4. Development where there is a likely significant effect on a **European site**<sup>(4)</sup> should only be permitted where the proposal is in accordance with the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended) or any successive regulations in order to ensure adverse effects on integrity, alone or in-combination, are ruled out and any necessary mitigation secured.
  5. Development likely to have a direct or indirect adverse effect on **Nationally & Locally Designated Sites**<sup>(5)</sup> will only be permitted where it can be demonstrated that the need and benefits of the development clearly outweigh both the adverse impacts of the notified special interest features of the site and any adverse impact on the wider network of natural habitats.
1. Including but not limited to those species protected under the Wildlife and Countryside Act 1981 (as amended), the Conservation of Habitats and Species Regulations 2017 (as amended) and the Protection of Badgers Act 1992.
  2. Those identified in the 25 Year Environment Plan, the England Biodiversity 2020 Strategy, habitats and species of principle importance in Section 41 Natural Environment and Rural Communities Act 2006, habitats and species in the Norfolk Biodiversity Action Plan and any subsequent successor plans.
  3. These include, but are not limited to: integrated swift boxes, house martin cups, sparrow terraces, integrated and external bat boxes, owl boxes, connected spaces for hedgehogs eg. 'Hedgehog Highways' and other mammals and hibernacula.
  4. Any site included within the definition at regulation 8 of the Conservation of Habitats and Species Regulations 2017 (as amended) for the purpose of those regulations, including candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation, Special Protection Areas and any relevant Marine Sites. These are defined at <https://magic.defra.gov.uk>
  5. National: Sites of Special Scientific Interest (SSSIs), National Nature Reserves (NNR) and Marine Conservation Zones (MCZs). Locally: County Geodiversity Sites, Local Nature Reserves, County Wildlife Sites, Ancient Woodland and Roadside Nature Reserves. These are defined at <https://magic.defra.gov.uk>

## 6.5 Impacts on Internationally Designated Sites: Recreational Impact Avoidance & Mitigation Strategy

**The Purpose of this policy** is to ensure compliance with the Conservation of Habitats and Species Regulations 2017 (as amended) and enable growth in the District through the implementation of measures to avoid adverse effects on the integrity of Habitats Sites arising from recreational disturbance, through the Norfolk-wide Green infrastructure & Recreational Impact Avoidance & Mitigation Strategy (GIRAMS).

- 6.5.1** All net residential development and tourism accommodation is likely to affect the integrity of Habitats sites across Norfolk through recreational disturbance, alone or in-combination. These Internationally designated sites include Special Protection Areas (SPAs), Special Areas of Conservation (SACs), European Marine Sites, and Ramsar sites (wetland sites designated to be of international importance under the Ramsar Convention) and a range of *candidate sites*<sup>(92)</sup>. These represent the areas with the highest level of designation for wildlife interest in Europe, and internationally, ensuring that their protection objectives are not compromised is of paramount importance.
- 6.5.2** Within North Norfolk, such sites include the North Norfolk Coast SAC/SPA, the Wash and North Norfolk Coast SAC and European Marine Site, Overstrand Cliffs SAC, Winterton Horsey Dunes SAC, the Norfolk Valley Fens SAC, the River Wensum SAC (one of the best examples of a chalk river in the country) and the Broads and Broadland SAC and SPA.
- 6.5.3** All net residential development and tourism accommodation proposals will be required to contribute towards strategic mitigation measures identified in the Norfolk Green Infrastructure & Recreational Impact Avoidance & Mitigation Strategy (GIRAMS), or subsequent Supplementary Planning Document, through the payment of a per-dwelling (or equivalent) developer contribution<sup>(93)</sup> and for larger-scale proposals of 50 units plus through the additional provision of on-site enhanced green infrastructure (EGI) or contributions towards off-site strategic green infrastructure (as identified as strategic opportunity areas in the GIRAMS or opportunities identified in the North Norfolk Green Infrastructure Position Statement 2019 or any subsequent update or supplementary planning document). Such enhanced green infrastructure is in addition to any local open space policy requirements identified in **Policy HC 2 'Provision & Retention of Open Spaces'** and should be at such a proportionate scale and standard, as outlined in the GIRAMS, and be of a scale and quality able to divert and deflect visitors from European sites. Such green infrastructure is often referred to as Suitable Alternative Natural Greenspaces (SANGS). SANGS are usually one area of an alternative attractive semi-natural environment but in the context of the Norfolk GIRAMS, EGI is proposed as an alternative to a SANG and can incorporate a network of open spaces, permissive routes and natural or semi-natural environments across a given area. Prior to Local Plan and GIRAMS adoption, the authority will seek a financial contribution, where appropriate, from proposed residential (and new tourism accommodation) development to deliver all avoidance and mitigation measures identified in the strategy (including strategic measures) through project level HRAs, or otherwise, to mitigate recreational impacts in compliance with the Habitats Regulations and other relevant government policy.
- 6.5.4** In exceptional circumstances, it may be permissible to identify and implement bespoke mitigation measures in perpetuity to ensure compliance with the Habitats Regulations. Measures required to mitigate the in-combination impacts of recreational disturbance on Habitats Sites will be delivered according to the detailed mitigation package as set out in the GIRAMS.

92 RAMSAR and candidate (proposed) sites are afforded the same level of protection through para 181 of the NPPF as habitat sites.

93 Per net new dwelling tariff: £304.17 and per six bed space ratio for campsite, hotels, caravan sites/extensions. The strategy allows for appropriate annual review of the charge to reflect inflation and any changes in mitigation measures required through the monitoring process and strategy updates.

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### Policy ENV 5

#### Impacts on International & European sites: Recreational Impact Avoidance & Mitigation Strategy

1. Planning permission will be granted subject to demonstrating no adverse effect on the integrity of European sites from recreational disturbance when considered alone or in-combination;
2. Contributions will be required towards a scheme of avoidance and mitigation measures in accordance with the **Norfolk Green Infrastructure & Recreational Impact Avoidance & Mitigation Strategy**.

### 6.6 Protection of Amenity

**The purpose of this policy** is to maintain, protect and promote adequate living and working conditions for the District's communities in order to ensure that all occupants benefit from a good standard of amenity.

- 6.6.1** For the purposes of this policy 'amenity' is defined as those desirable features of a place that ought to be protected or enhanced in the public interest. The Council will expect all development to avoid harmful effects on the amenity of existing and future occupiers and nearby properties or, where this is not possible, to take appropriate measures to minimise potential negative impacts.
- 6.6.2** The potential impact of development needs to be considered both on an individual, as well as cumulative, basis. The NPPF is clear that the continuance of existing businesses, which are already established in a locality, should not have unreasonable restrictions placed on them, because of the introduction of new and incompatible land uses. Such matters will be an important planning consideration in relation to amenity.
- 6.6.3** In relation to new residential development, it is important to also highlight that homes must be designed to meet the minimum space standards set out in **Policy HOU 9 'Minimum Space Standards'** to ensure that they will offer a reasonable level of residential amenity and quality of life.

#### Private Amenity Space

- 6.6.4** Provision will be made for adequate external private amenity space which is appropriate for and integral to any new residential development. Any applications for conversions to residential will also need to make provision for adequate external private amenity space or demonstrate why this may not be feasible.

#### Privacy and Outlook

- 6.6.5** A development's impact upon privacy and outlook can be influenced by its design and layout and can affect the amenity of existing and future occupiers. The Council will expect that these elements are considered at the design stage of a scheme. Further detail on amenity can be found within the North Norfolk Design Guide SPD.

#### Sunlight, Daylight and Overshadowing

- 6.6.6** Loss of sunlight and daylight can be caused if spaces and buildings are overshadowed by

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development. To assess whether acceptable levels of daylight and sunlight are available to indoor habitable spaces, as well as outdoor amenity and open spaces, proposals should take account of the guidance set out within the North Norfolk Design Guide SPD.

### Artificial Lighting Levels

- 6.6.7** The North Norfolk coast boasts some of the darkest skies in the country. The lack of artificial light helps the coast retain its rural character and overall tranquillity. The Norfolk Coast Partnership states, as part of their 20 year vision, that “the area will still be essentially unspoilt with a strong feeling of remoteness, peace and tranquillity, with wide skylscapes, seascapes and dark night skies that show the richness and detail of constellations.”
- 6.6.8** To date, two locations in North Norfolk (Wiveton Downs and Kelling Heath Holiday Park) have been awarded Dark Sky Discovery Site status and special attention should be given to these areas and the setting of The Broads, which also has protected dark skies. Lighting in new development should be limited to that necessary for security and consideration should also be given to ways of minimising light pollution from exterior lighting, large glazed areas, sky lights etc.
- 6.6.9** National Planning Practice Guidance provides further advice on how to consider light within the planning system, in particular, setting out the factors to be considered when assessing whether a development proposal might have implications for light pollution. Further detail regarding artificial lighting can also be found in the North Norfolk Design Guide SPD.

### Noise and Vibration

- 6.6.10** Noise and vibration can have a major effect on amenity. The World Health Organisation (WHO) states that excessive noise can seriously harm human health, disturb sleep and have cardiovascular and behavioural effects. Where uses sensitive to noise are proposed close to an existing source of noise or when development that is likely to generate noise is proposed, the Council will require an acoustic report to accompany the application.

### Odours, Fumes and Dust

- 6.6.11** Odours, fumes and dust can be generated from commercial cooking, industrial process and construction and demolition which have the potential to cause a range of health problems, including respiratory diseases. We will require all development likely to generate nuisance odours to install appropriate extraction equipment and other mitigation measures. These should be incorporated within the building where possible. External extraction equipment and ducting should be sited sensitively, particularly on listed buildings and within conservation areas. Further detail on amenity can be found within the North Norfolk Design Guide SPD.

## Policy ENV 6

### Protection of Amenity

1. All new development will provide for a high standard of amenity including adequate living and working conditions. This standard should be achieved and maintained without preventing or unreasonably restricting the continued operation of established authorised uses and activities on adjacent sites.



## 6 Environment

2. Development will not be permitted which causes unacceptable impacts on the amenity of neighbouring occupants, or does not provide for adequate levels of amenity for future occupants.
3. In assessing the impact of development on the living and working conditions of existing or future occupants, proposals should take account of the **North Norfolk Design Guide SPD** or provide a justification for any departure from this, having regard to the following considerations:
  - a. the provision of adequate areas of usable and secluded private amenity space;
  - b. loss of privacy and outlook and prevention of overlooking;
  - c. loss of daylight and/or sunlight and prevention of overshadowing;
  - d. prevention of disturbance from odour, noise, vibration, dust, air and artificial light pollution.

### 6.7 Protecting & Enhancing the Historic Environment

**The purpose of this policy** is to conserve and where possible, enhance the historic environment.

- 6.7.1** The Local Plan aims to ensure that North Norfolk's historic environment is conserved and, wherever possible, enhanced, and that new development is of high quality design. Paragraph 190 of the NPPF states that '*Plans should set out a positive strategy for the conservation and enjoyment of the historic environment*'. The NPPF also states that Local Plans should include strategic policies to '*make sufficient provision for ...conservation and enhancement of the ...historic environment*' (Paragraph 20). The quality of the built environment and the presence of historic assets make a valuable contribution to the appeal of North Norfolk.
- 6.7.2** There are 81 Conservation Areas, 2265 Listed Buildings, including 94 Grade I and 202 Grade II\*, 86 Scheduled Monuments and 33 Registered Parks and Gardens within the District. There are also more than 250 buildings on the Council's Local List. These are buildings that do not fully meet the criteria for being nationally listed, but are considered of architectural or historical importance for the local area, meeting Historic England's criteria for Local Listing as set out in Historic England's Advice Note 7: Local Heritage Listing.<sup>(94)</sup>
- 6.7.3** Local Listing does not introduce any additional powers of control, instead it acts as a means of identification and plays an important role in the assessment of development proposals. The effect of an application on the significance of a non-designated heritage asset is a material consideration when deciding planning applications, and Local Listing strengthens the case for retention of a historic building. The number of non-designated heritage assets on the list is likely to increase over time as new buildings and other assets are identified. The Council uses Local Listing criteria as a guide to select buildings or structures for local listing in North Norfolk<sup>(95)</sup> The requirements of the policy equally apply to any local heritage assets identified and listed in adopted Neighbourhood Plans.
- 6.7.4** Planning Practice Guidance (PPG) states '*any decisions relating to Listed Buildings and their settings and Conservation Areas must address the statutory considerations of the Planning (Listed Buildings and Conservation Areas) Act 1990 (see in particular sections 16, 66 and 72) as well as satisfying the relevant policies within the National Planning Policy Framework and the Local Plan*'. The PPG sets out the detailed considerations that must be followed in these applications.
- 6.7.5** The aim is to protect, conserve and, where possible, enhance heritage assets through the

<sup>94</sup> <https://historicengland.org.uk/images-books/publications/local-heritage-listing-advice-note-7/heag018-local-heritage-listing>

<sup>95</sup> <https://www.north-norfolk.gov.uk/tasks/conservation/locally-listed-buildings>.



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special protection afforded to Listed Buildings, Conservation Areas, Registered Parks and Gardens and Scheduled Monuments and through careful control of development that might adversely affect non-scheduled, nationally important archaeological remains; other areas of archaeological potential or importance; historic features and their settings; non-designated heritage assets; and areas of historic landscape or parkland (including, but not limited to, those on the Historic England Register of Parks and Gardens of Special Historic Interest).

- 6.7.6** All development proposals should, in the first instance, avoid harm to any heritage asset. Only where harm cannot be avoided will mitigation then be considered. Key distinctions are drawn in the NPPF<sup>(96)</sup> between designated and non-designated heritage assets in respect of the level of protection provided and between harm which is 'substantial' and 'less than substantial'. This affects the level of planning benefit which a proposal will need to demonstrate in order to be supported. The threshold for justifying substantial harm to a heritage asset is higher than the threshold for justifying less than substantial harm.
- 6.7.7** All development proposals that would affect the significance of a designated or non-designated heritage asset and / or its setting, or any known, or possible, archaeological sites, will be required to provide, in the form of a heritage statement, sufficient information proportionate to the importance of the asset and the impact of the proposed development, to enable any impact to be accurately assessed.
- 6.7.8** The Council has prepared a number of Conservation Area Appraisals and Management Plans (CAAs) which look at the boundaries, general conditions, identity and character of individual Conservation Area designations. Negative features that detract from the special qualities of an area are also identified and management recommendations for protection and enhancement of the area are proposed. The Council is also in the process of completing a review programme of a number of CAAs. The policy requires that proposals within Conservation Areas should be determined in accordance with any relevant CAAs, which are a material planning consideration. High quality maintenance and repair of historic assets will also be encouraged. Where necessary, the Council will employ measures to maintain and enhance the quality of Conservation Areas such as Urgent Works and Repairs Notices, Section 215 Notices and Article 4 Directions.
- 6.7.9** Development proposals should identify assets of archaeological significance. An archaeological evaluation will be required for development sites that are known or thought to have the potential to include non-designated heritage assets with archaeological interest. Where appropriate, preference will be given to the preservation of archaeological remains in situ unless it can be shown that the recording of remains, assessment, analysis, report, publication and deposition of archive is more appropriate. It is important to note that, as a result of lack of information or awareness, many heritage assets remain undiscovered or without official recognition. The existence of an asset may become apparent as a result of a planning application, at which time the Council may deem that it is appropriate to apply this policy.
- 6.7.10** Historic England hold a Heritage at Risk Register<sup>(97)</sup> which currently contains 20 entries in North Norfolk. Support will be given to proposals that bring into use or improve an asset so it is no longer deemed at risk on the Heritage at Risk Register.

### Policy ENV 7

#### Protecting & Enhancing the Historic Environment

1. Development proposals will conserve and, where possible, enhance the North Norfolk historic environment by:

<sup>96</sup> Chapter 16. Conserving and enhancing the historic environment, NPPF 2021.  
<sup>97</sup> <https://historicengland.org.uk/advice/heritage-at-risk>

## 6 Environment

- a. conserving the historic dimension of the landscape;
  - b. conserving cultural, built, historic and archaeological features of national and local importance and their settings, including those that are not formally designated;
  - c. identifying and protecting locally important buildings that contribute to the area's local character and identity;
  - d. increasing opportunities for access, education and appreciation of all aspects of the historic environment, for all sections of the community; and,
  - e. better revealing the significance of the heritage asset, unless there are no identifiable opportunities available, where the removal of existing features that have a negative impact on the historic environment, as identified through character appraisals, should be sought.
2. The re-use of Listed Buildings and buildings identified on the Local List will be encouraged and the optimum viable use that is compatible with the fabric, interior and setting of the building will be permitted.
  3. Development proposals that affect the significance of a designated or non-designated heritage asset including any contribution to that significance by its setting will be required to submit a heritage statement that provides sufficient information proportionate to the importance of the asset and the impact of the proposed development.

### Designated Heritage Assets

4. Development proposals, including alterations and extensions, will conserve or where opportunities arise, enhance a designated heritage asset including any contribution to that significance by its setting. Harm should be avoided in the first instance.
5. Development proposals, including alterations and extensions, that result in substantial harm to or total loss of significance of a designated heritage asset including any contribution to that significance by its setting will only be permitted in exceptional circumstances for Grade II heritage assets or wholly exceptional circumstances for Grade II\* and Grade I heritage assets and Scheduled Monuments, where it is demonstrated that the harm or loss is necessary to achieve substantial public benefits that outweigh the harm or loss. Where a development proposal will lead to less than substantial harm this harm should be weighed against the public benefits of the proposal.

### Non-designated Heritage Assets

6. Development proposals, including alterations and extensions, should conserve or where opportunities arise, enhance a non-designated heritage asset including any contribution to that significance by its setting.
7. Development proposals, including alterations and extensions, that result in substantial harm to or total loss of significance of a non-designated heritage asset including any contribution to that significance by its setting will be required to provide sufficient information to demonstrate that any harm has been fully assessed. A balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

### Conservation Areas

8. Development proposals will conserve and where opportunities arise, enhance the character and appearance of **Conservation Areas**, where account will be taken of any relevant Conservation Area Appraisal and Management Plans in determining proposals.

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### Archaeology

9. Development proposals should identify assets of archaeological significance. An archaeological evaluation will be required for development sites that are known or thought to have the potential to include non-designated heritage assets with archaeological interest. Where appropriate, archaeological remains should be left in situ following further design/engineering work. If the benefits of a particular development are considered to outweigh the importance of retaining archaeological remains in situ, satisfactory excavation and recording of remains will be required before development is begun.

### Heritage at Risk

10. Development proposals that bring into use or improve an asset so it is no longer deemed at risk on the **Heritage at Risk Register** will be supported where appropriate to their significance.

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### 6.8 High Quality Design

**The purpose of this policy** is to provide a set of design principles which will result in improved design and ensure the special character and qualities of North Norfolk are maintained and enhanced.

- 6.8.1** North Norfolk has an exceptionally rich and diverse built and natural environment. The interaction between people and place has resulted in the District's unique qualities that we see today. Design is not just about how a place looks, but also how a place functions; well-designed developments improve the functionality of places and create high quality environments that can be enjoyed by residents now and in the future. Securing high quality design is important in achieving many of the essential wider principles under the umbrella of achieving climate resilient sustainable development, as set out in **Policy CC 1 'Delivering Climate Resilient Sustainable Growth'**.
- 6.8.2** Securing high quality design contributes to quality of life and influences our health and well-being. The Council, under the agreed Norfolk Strategic Planning Framework, has signed up to the Planning in Health Protocol, which should inform planning applications for residential development of all sizes, as set out in **Policy HC 1 'Health & Wellbeing'**. The protocol draws on key guidance such as Building for a Healthy Life and Active Design which ensures that proposals consider matters relating to healthy environments and encourage physical activity, which should inform all major development.
- 6.8.3** High quality design reinforces or creates a sense of place, making North Norfolk a better place to live, work and spend time. Well-designed places encourage social interaction, helping to create inclusive communities, providing equal access to opportunities, services and facilities, whilst reducing opportunities for crime and promoting natural surveillance of the public realm and open spaces.
- 6.8.4** The National Planning Policy Framework states that *'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this'*.
- 6.8.5** The Framework states that *'Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes.'* (Paragraph 134, NPPF 2021)
- 6.8.6** The North Norfolk Design Guide Supplementary Planning Document provides guidance on how design should complement local architectural traditions and how sustainable construction techniques can be incorporated within the context of the quality and character of the existing built heritage. Conservation Area Appraisals and the Landscape Character Assessment provide a more detailed local context for the consideration of development and should also be taken into account where they have been produced. There will be reviews of such statements during the lifetime of the Plan and the most up to date material should be referred to.
- 6.8.7** In January 2021 the Ministry for Housing Communities and Local Government published the National Design Guide, which sets out how an integrated design approach, incorporating ten characteristics, can achieve well-designed, healthy, greener places that also *'positively address environmental issues affecting Climate.'* This guidance should be incorporated in proposals. Any subsequent urban design good practice guidance or similar that the Council wishes to endorse will be made available on the Council's website and should be incorporated into proposals.

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- 6.8.8** The Council may encourage design reviews to take place during the assessment of large and complex sites and encourages early engagement in line with Paragraph 132 of the NPPF and will facilitate constructive dialogue at the pre-application stage.
- 6.8.9** Paragraph 80 of the NPPF states that planning policies and decisions should avoid the development of isolated homes in the countryside '*unless the design is of exceptional quality, in that it: is truly outstanding, reflecting the highest standards in architecture, and would help to raise standards of design more generally in rural areas; and would significantly enhance its immediate setting, and be sensitive to the defining characteristics of the local area*'. Due to the rural nature of the district it is envisaged that there will be a number of Paragraph 80 applications. When considering these applications the Council would expect that the standards of design would be above and beyond the typical high levels of design expected of all development within the district. Further details will be provided through an update to the North Norfolk Design Guide SPD or successor documents.
- 6.8.10** The Council intends that this policy relates to all forms of development within the District to ensure that the highest design standards are applied equally across all development throughout North Norfolk. Through this Plan the Council is seeking to deliver approximately 5,000 new dwellings on allocated sites and, as a result, many of these proposed allocations will include an element of affordable housing. Where this is the case, it is the intention of the Council that the design principles, as set out within this policy and supported by the guidance in the North Norfolk Design Guide, are equally applied to both market dwellings and all types of affordable housing. In terms of design there should be no difference between market and affordable dwellings.
- 6.8.11** The Council's design policy and supporting planning documents are intended to introduce a step change in the design aspirations for the District. In line with the NPPF, PPG, and the publication of a National Design Guide and National model Design Codes there is an increased focus upon promoting high quality design. As such, the policy seeks to incorporate a number of key design principles which must, where possible, be incorporated into all schemes.

### Major Development

- 6.8.12** Major Development is defined within the NPPF for residential development as development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it relates to floorspace of 1,000m<sup>2</sup> or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
- 6.8.13** Design and Access Statements are required to be submitted with all major planning applications and these should demonstrate how a proposal is functional, attractive and accessible to all.
- 6.8.14** For larger residential schemes a Health Impact Assessment will be required as detailed in **Policy HC 1 'Health & Wellbeing'**.

### Climate Change & Energy Efficiency

- 6.8.15** Delivering climate resilient sustainable development and adapting to climate change includes the requirement to minimise demand for resources and mitigate the impacts from climate change. With the focus on the quality of homes in the NPPF, the national emphasis on more energy efficient homes and the aim of zero carbon homes, local authorities can play an important role in incentivising industry to help meet the national carbon reduction targets as well as increase long term sustainability and people's well-being. In line with **Policy CC 3 'Sustainable Construction, Energy Efficiency & Carbon Reduction'**, it is the Council's ambition that energy efficient, low carbon homes will become integrated into the normal design of new build developments in North Norfolk. This policy ambition also seeks to drive sustainability standards

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across all types of development. Therefore, in line with paragraph 133 of the NPPF, the policy also promotes the appropriate use of tools and processes for assessing and improving the design of development, such as BREEAM's very good standard for non-residential development.

- 6.8.16** In relation to managing SuDS, consideration should be given to the four pillars of Water Quantity, Water Quality, Amenity and Biodiversity, and taking into consideration multi-functional benefits of land use and materials such as permeable materials to aid infiltration and green roofs for storage.

### Quality of the Public Realm

- 6.8.17** For places to work and foster sustainable communities it is important that the public realm is of high quality, feels safe, is vibrant, is inclusive to all social groups, and is adaptable to the changing needs of the community. This can be achieved through: Locating public spaces on main lines of movement and pedestrian connection nodes; ensuring that spaces present imaginative, high quality design and contribute to the District's wider green infrastructure framework; ensuring that spaces and routes are overlooked from surrounding buildings, with active frontages onto spaces, where appropriate; creating incidental and/or small areas of grass/open space should be used to complement green infrastructure and the overall movement network; prioritising the retention of key natural features, such as mature trees, hedgerows and land forms; provide new trees, including street trees, hedgerows and additional native or appropriate species planting as part of the overall landscaping framework throughout a site (as detailed in **Policy CC 12 'Trees, Hedgerows & Woodland'**); strengthening and protecting existing boundary hedgerows around the site; providing appropriate landscaping and screening to aid residential amenity; and reducing the potential impact of artificial light pollution and its effects on wildlife and the rural setting.
- 6.8.18** Public art is recognised as having a significant role in creating successful places and establishing vibrant communities. Public art has the ability to make buildings and places more distinctive, attractive and legible.

### Landscape & Green Infrastructure

- 6.8.19** The importance of high quality landscaping and green infrastructure around new development should not be underestimated during the design stages. Good landscaping can actively enhance, complement, soften or even obscure development as necessary. The landscape of North Norfolk gets its unique identity from the natural setting and historical development. New development should share common characteristics with its locality and reinforce local identity, as well as providing well designed accessible landscapes and public open spaces. Development proposals should ensure that public open space and landscape design strategies provide net gains for biodiversity and incorporate coherent ecological networks that are more resilient to current and future pressures<sup>(98)</sup>, aligning with the most up to date strategies for ecological networks<sup>(99)</sup>. In addition, **Policy CC 11 'Green Infrastructure'** and **Policy CC 12 'Trees, Hedgerows & Woodland'**, will ensure that existing and new natural features form an integral part of all new development.

### Movement & Connectivity

- 6.8.20** In considering the potential of new development, making the right connections into and out of the site is a major component of place-making. The distribution and hierarchy of streets have an important relationship with distribution of land uses, density and pattern of activity.

98 [www.gov.uk/government/publications/national-planning-policy-framework--2](https://www.gov.uk/government/publications/national-planning-policy-framework--2)  
 99 [www.gov.uk/government/publications/25-year-environment-plan](https://www.gov.uk/government/publications/25-year-environment-plan)



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- 6.8.21** Creating new walking and cycling routes and connecting to the existing walking and cycling network by the simplest and most direct way should be a major consideration and priority in all new developments in North Norfolk.
- 6.8.22** In many locations the vehicular approaches to settlements provide views both into, and out of, settlements and provide important views of the settlement and its landscape setting. Development proposals along such routes should have particular regard to their setting. The Government publication 'Manual for Streets' aims to assist in the creation and integration of high quality street design and should be used in such proposals.

### Character

- 6.8.23** It is important that new proposals preserve or enhance the historic environment and/or respect or improve the local character. This can be achieved through careful design, incorporating high quality details and materials that respect and reflect the character of the area and through careful consideration of layout, form, style, massing, scale, and density and the local vernacular.

### Safety

- 6.8.24** 'Secured by Design' principles should be considered in all schemes, with particular attention to increasing natural surveillance, the layout of roads and footpaths, and specific consideration of the use of open space and landscaping. Further advice on 'Secured by Design' is available from Norfolk Constabulary. In town centres covered by CCTV systems, developers will be required to consider these facilities in their design and / or contribute to the siting / re-siting of cameras where appropriate.

### Amenity

- 6.8.25** Residents have the right to adequate privacy levels, that allow for adequate external amenity space and internal spaces that avoid direct overlooking. The Council will therefore look for layouts to take account of the position of dwellings and the arrangement of their rooms and windows and the adequacy of any private amenity space. The matter of amenity is set out in greater detail in **Policy ENV 6 'Protection of Amenity'**.

### Accessibility and Adaptability

- 6.8.26** The District has one of the highest percentage of over 65s in the country. The population is ageing and the trend is accelerating. There is a historic deficit and lack of accessible and adaptable properties across all tenures in the District with the greatest requirement remaining in the private sector. Given the District's increasing older population structure and high proportion of older, smaller traditional housing stock, it is important that the supply of accessible and adaptable homes is significantly increased. With public health and social care strategies placing more emphasis on supporting people in their own homes rather than moving to residential care it is also important that the Council seek to ensure that more accessible homes are provided in the district and that adaptations are easier and cheaper to undertake. This is set out in detail in **Policy HOU 8 'Accessible & Adaptable Homes'**.

### Space Standards

- 6.8.27** The size and layout of new dwellings have an important influence on health and well-being as well as future adaptability and with the ageing population in North Norfolk is an important consideration for the Local Plan. The nationally described space standards deal with internal space within new dwellings across all tenures. The standard sets out the minimum requirements for the Gross Internal (floor) area of new dwellings at a defined level of occupancy as well as floor area and dimensions for key parts of the home, e.g. bedrooms, storage and floor to ceiling height. As set out in **Policy HOU 9 'Minimum Space Standards'**, utilising these optional technical standards allows the Council to seek to increase the dwelling sizes in relation to

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property sizes where there is the greatest need, ensuring that properties across the District are built to meet expectations and new dwellings continue to have a positive impact on Local plan delivery targets.

### Parking & Electric Vehicle Charging Infrastructure

**6.8.28** Parking provision and parking within the streetscene can have a significant impact on the character and appearance of an area and its functionality. Parking can tend to dominate streets, weaken the sense of enclosure and erode urban design qualities. Imaginative solutions are, therefore, required to respond to the challenge. Parking has to be designed carefully and parking capacity needs to be flexible, in accordance with **Policy HC 7 'Parking Provision'**.

**6.8.29** The level of provision of electric vehicle charging points should be appropriate to the development size and type, its level of parking provision and its context and location. In the case of car parks, upstanding or inset charging points can be integrated into the design, whereas more innovation may be required for on-street charging points which should be integrated into street lighting columns or other smart street furniture items so as to reduce street clutter. Applicants should also have regard to the detail within **Policy CC 8 'Electric Vehicle Charging'**.

### Policy ENV 8

#### High Quality Design

1. All development proposals will seek to achieve an integrated design approach that reflects the characteristics of the site, respects the distinctive local character in terms of layout, landscaping, density, mix, scale, massing, materials, finish and architectural details and delivers an energy efficient and low carbon development.
2. All development proposals should take account of the **North Norfolk Design Guide SPD** and be informed by the Planning in Health Protocol.
3. All proposals will be expected to demonstrate a high quality of design that:
  - a. contributes positively to the public realm and public open spaces, incorporating public art into schemes, where appropriate, to create high quality, sustainably designed places and spaces that supports a mix of uses and activities that promotes a healthy lifestyle;
  - b. retains existing important landscaping and natural features, and includes landscape enhancement schemes that are compatible with the **Landscape Character Assessment SPD** and the creation, restoration or enhancement of ecological networks;
  - c. provides and enhances the green infrastructure network across the District, which maximises connectivity, creating a movement hierarchy which is legible, permeable and well connected through incorporating footpaths, cycle paths, green links and networks to the surrounding area, respecting important approach routes;
  - d. preserves and, where possible, enhances the special character of the historic environment;
  - e. reduces opportunities for crime and antisocial behaviour, creating safe, secure and accessible environments;
  - f. provides appropriate private amenity space;
  - g. provides appropriate facilities for refuse, recycling and servicing;
  - h. ensures that development is designed in accordance with minimum space standards and Accessible & Adaptable Homes policies;
  - i. maximises the opportunities for the provision of Sustainable Drainage Systems (SuDS) taking into account the multi-functional benefits of compatible land uses and materials; and,
  - j. provides adequate parking provision that incorporates appropriate Electric Vehicle Charging Points, which are discreet and accessible.

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- 7.0.1** The policies in this section of the Plan complement the housing distribution policies (SS1-SS3) and are consistent with government policies to ensure that sufficient homes, of the right types, are built in the right places to address all of the housing needs identified by local evidence. Collectively, they enable the delivery of a wide range of both market and affordable homes in sizes, tenures and types to match existing and future needs, make efficient use of existing buildings, and ensure new homes are built to higher space and accessibility standards which provide sufficient living space in the required energy efficient homes.

### 7.1 Delivering Sufficient Homes

**The purpose of this policy** is to set a minimum housing target for the District that ensures that all existing and future housing needs are addressed in locations that comply with the Settlement Hierarchy in **Policy SS 1 'Spatial Strategy'**.

- 7.1.1** Over the period 2024-2040, the population of North Norfolk is projected to grow by around 8,452 (2018 subnational Projections) so that by the end of the Plan period, 116,742 people are likely to live here. Much of this increase results from net inward migration, mainly from elsewhere in the southeast by those retiring to the area. It is also expected that people will live longer, that average household sizes will remain low, and that around 8-10% of all dwellings in the district will continue to be used as second homes. These factors and others including the requirement for affordable housing will contribute towards significant housing pressures in the district over the period covered by this Plan.

#### Housing Supply

- 7.1.2** The Plan was submitted for examination in May 2023 and consequently the housing needs of the district are assessed in accordance with national policy set out in the NPPF and PPG at the time. The then standard method for calculating Local Housing Need (LHN) has thus been used to calculate the minimum LHN for the Local Plan. As at March 2024, this provided a figure of 557 new homes per year. Over the 16-year Local Plan period (2024-2040) this amounts to an overall need for 8,900 new homes as set out below:

Local Housing Need Calculation	
2014 Based Household Projections for 2024-34	391dpa
Latest Affordability Ratio (March 2024) 10.80 = uplift of:	1.425
Local Housing Need 2024-34	557dpa
Local Housing Need 2024-2040 (16 years)	8,900 dwellings

- 7.1.3** The Plan includes provision for additional housing above the minimum identified need in order to allow for flexibility, choice, changes in market conditions and any slippage in the delivery of larger allocations through unforeseen events. Provision for 9,880 dwellings is made over the Plan period 2024-2040 as set out in **Policy HOU 1 'Delivering Sufficient Homes'**.

#### Five-year Housing Land Requirement

- 7.1.4** Paragraph 68 of the NPPF requires the Plan to identify a supply of specific deliverable sites for the first five years. At the time of writing (June 2025), using a 5% buffer and based on the 2023

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housing monitoring data used for the Local Plan examination, the Plan should deliver 3,712 dwellings over the five-year period 2025-2030 against a requirement of 3,144 dwellings, the equivalent of a 5.9-year supply. The latest position will be published by 1st October each year in an annual housing land supply statement.

- 7.1.5** The overall housing supply is made up of a number of sources and is reflective of existing permissions, site specific allocations contained in the Local Plan as set out in **Policy DS 1 'Development Site Allocations'** (but takes account of any subsequent permissions granted) and adopted Neighbourhood plans, as well as growth anticipated adjacent to Small Growth Villages and through windfall development. SGV growth for land supply purposes is set at 80% of the potential yield. These totals by settlement are set out in **Policy HOU 1 'Delivering Sufficient Homes'**.

### Small Growth Villages

- 7.1.6** The approach provides for approximately 9% growth in each Small Growth Village from the date of adoption of the Plan, delivered via development that is immediately adjacent to the defined settlement boundary, and which meets the specified policy criteria in **Policy SS 1 'Spatial Strategy'** (Criteria 3). Figures set out in Table 3 'Small Growth Villages - Indicative Growth Figures' present an indicative growth figure for each settlement rather than a specific requirement. A number of the villages have potential constraints and as such, for land supply purposes, only 80% of the potential yield is taken into account.

### Neighbourhood Plans

- 7.1.7** Adopted Neighbourhood Plans which contain site allocations are included in the Plan as part of the housing supply. The Council supports the production of Neighbourhood Plans in identifying appropriate, locally specific policies that are in general conformity with the strategic policies of this Local Plan as set out in 'Appendix 5: Strategic Policy Identification' and in order to support growth in their local area. In particular, it is expected that neighbourhood plans will seek to deliver additional growth (i.e. in addition to that set out in this Local Plan) to address identified local needs. Table 3 'Small Growth Villages - Indicative Growth Figures' sets out an indicative housing requirement that can be planned for through specific site allocations in neighbourhood plans at villages designated as Small Growth Villages without the need to establish a further local housing need figure. Outside of these locations, parishes that choose to bring forward growth can do so at a scale informed by local need and a scale that is considered by the local planning authority to be in general conformity with the strategic policies of the Local Plan e.g. at an appropriate scale to the overall development Plan, the appropriate scale to the settlement, and whether there is sufficient infrastructure to support the scale of development proposed. In addition, there needs to be demonstration that there is a realistic prospect of any site(s) being delivered in accordance with development plan policies on viability<sup>(100)</sup>. In line with national guidance, an indicative housing figure for these smaller parish/ settlements can be provided on request to the Local Planning Authority.

### Windfall Allowance

- 7.1.8** The windfall allowance which is considered a part of the anticipated housing supply has been calculated on a basis consistent with the NPPF & PPG. There is compelling evidence that this will provide a reliable source of supply. The allowance is realistic and has regard to the Housing and Economic Land Availability Assessment (HELAA), historic windfall delivery rates, and expected future trends. The historical windfall position is derived from annual housing completion data from windfall sites between 2016 and 2024 and is considered a cautious figure well below the historical average of 270dpa. The approach applies a 33% reduction on past windfall delivery rates over most of the Plan period (180dpa) and a 50% discount rate (135dpa) in years two to

100 As set out in PPG Neighbourhood Planning Section Paragraph: 103 Reference ID: 41-103-20190509

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five. Windfall itself is made up of a number of sources and it is important to note that such sites can come forward within settlement boundaries and from policies contained within the Plan and national policy, such as the policies that support community led planning, rural workers accommodation needs, affordable housing exception schemes, the reuse of buildings, allocations contained in future neighbourhood plans and from permitted development rights including those around the conversion of rural buildings.

- 7.1.9** Delivering sufficient homes means addressing a wide range of housing needs including for those who are unable to afford local homes and those who require specialist types of accommodation. The evidence indicates that there is a need for around 2,000 affordable homes and an existing and rising need for various types of elderly person's accommodation. This Plan includes proposals and policies designed to help address these particular needs including those of the gypsy and travelling community and those wishing to build their own homes. Where policies require a mix of homes the Council will require these to be provided in stages as the development progresses to ensure provision on the site in a timely and integrated way. As part of the Duty to Cooperate, the Council has considered the housing needs arising in all of the Norfolk Authorities and it has been agreed that North Norfolk need not make any allowance for needs which arise elsewhere in the County as these will be addressed in full by the Local Plans of the neighbouring Local Planning Authorities.
- 7.1.10** The Council expects delivery rates to be variable over the plan period. Nearly all of the sites allocated in this Plan are immediately available for development, and many of the larger sites are owned by, or are under option to house builders. To assist with delivery a range of sizes of sites in a broad selection of locations have been identified providing opportunities for both large and smaller home builders and those wishing to build their own homes. A positive and flexible approach to the provision of affordable homes in the Countryside (Policy HOU3), Community Led Developments and support for Neighbourhood Plans (**Policy SS 3 'Community-Led Development'**), are all intended to support the regular and timely delivery of both market and affordable homes.
- 7.1.11** The two largest sites at North Walsham and Fakenham are assessed to take many years to deliver in full with some of the development on both of the larger allocations taking place beyond the period covered by this Plan. Some smaller site opportunities are identified in both towns as a measure to ensure delivery in the earlier years of the Plan. A Housing Trajectory has been prepared for this Plan (see 23 'Housing Trajectory') which will be reviewed on an annual basis and published in Land Supply and Annual Monitoring reports.

### Elderly Person Accommodation

- 7.1.12** National guidance indicates that plan-making authorities will need to count housing provided for older people against their housing requirement and states that for residential institutions, to establish the amount of accommodation released in the housing market, authorities should base calculations on the average number of adults living in households (1.8 in North Norfolk -2011 Census). The policies of this Plan require the delivery of a specific quantity of specialist elderly persons accommodation on many of the larger site allocations and this requirement can be addressed via the provision of either elderly persons dwellings, such as Assisted Living units, or bed spaces provided in Care or Nursing Homes. The total dwellings yielded by Policy HOU1 makes allowance for specialist elderly persons accommodation at a ratio of each 1.5 units of elderly persons accommodation being equivalent to a single dwelling reflecting the range of unit types which could be provided. The site area likely to be occupied by such accommodation has been taken account of in calculating the capacity of allocated sites to deliver other types of housing.



# 7 Housing

## Policy HOU 1

### Delivering Sufficient Homes

1. The housing requirement is for a minimum of 8,900 new homes over the plan period 2024-2040. As part of this total, a minimum of 2,000 affordable dwellings will be provided. To achieve this, specific development site allocations and new growth in Small Growth Villages suitable for not less than 5,327 new dwellings are planned for.
2. Development will be permitted in accordance with the adopted settlement hierarchy and the table below.
3. The Council will update and publish its five-year housing land supply position by 1st October each year. If, at any time during the plan period, the Council is unable to demonstrate a five-year housing land supply, the presumption in favour of sustainable development will apply and favourable consideration will be given to the release of additional sites that are consistent with the spatial strategy of this Plan.

Settlement Hierarchy	Settlement / Location	Dwellings with Planning Permission (at 31/03/24)	Dwellings on Allocated Sites/SGVs (excluding specialist elderly accommodation)	Elderly Persons Accommodation on Allocated Sites (dwelling equivalent) <sup>(1)</sup>	Total (2024-2040)
<b>Large Growth Towns</b> (45%)	North Walsham	40	1,847	180	2,067
	Fakenham	965	450	67	1,482
	Cromer	109	688	100	897
<b>Small Growth Towns</b> (13.6%)	Holt	248	207	40	495
	Hoveton	30	200	40	270
	Sheringham	156	93	0	249
	Stalham	2	275	61	338
	Wells-next-the-Sea	12	68	0	80
<b>Large Growth Villages</b> (4%)	Blakeney	17	60	0	77
	Briston & Melton Constable	15	115	0	130
	Ludham	16	48	0	64
	Mundesley	6	45	0	51
<b>Small Growth Villages</b> (9.4%)	Villages named in <b>Policy SS 1 'Spatial Strategy'</b>	181	743 <sup>(2)</sup>	0	924
<b>Remainder of District</b> (2.4%)	All remaining settlements and countryside	236	0	0	236
<b>Windfall Development (2025-2040)</b> 25.5%	Across entire District				2,520



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Settlement Hierarchy	Settlement / Location	Dwellings with Planning Permission (at 31/03/24)	Dwellings on Allocated Sites/SGVs (excluding specialist elderly accommodation)	Elderly Persons Accommodation on Allocated Sites (dwelling equivalent) <sup>(1)</sup>	Total (2024-2040)
Totals		2,033	4,839	488	9,880

**Table 6 Completed & Planned New Growth by Settlement (2023-2040)**

1. Ratio of 1.5 units to 1 dwelling equivalent.  
2. Delivered through **Policy SS 1 'Spatial Strategy'**

## 7.2 Delivering the Right Mix of Homes

**The purpose of this policy** is to ensure that the type, size and tenure of homes provided closely matches the existing and predicted future needs of the local population.

- 7.2.1** The NPPF states that major housing developments should meet the need for affordable housing on-site. It also requires Local Plans to provide a mix of property types and sizes and a variety of affordable housing tenures, as well as meeting the needs of all groups in the community.
- 7.2.2** To achieve the above, and based on local evidence, the policy requires the provision of a full range of type, tenure and cost of housing to meet the varied housing needs of the District. Minimum space standards and requirements for adaptable homes to provide an improved quality of life and meet the needs of an ageing population are addressed in **Policy HOU 8 'Accessible & Adaptable Homes'** and **Policy HOU 9 'Minimum Space Standards'**. The specialist accommodation needs of the gypsy and traveller community and those of essential rural workers are addressed in **Policy HOU 5 'Gypsy, Traveller & Travelling Showpeople's Accommodation'** and **Policy HOU 4 'Essential Rural Worker Accommodation'** respectively.

All housing proposals should make efficient use of land and seek to maximise the number of dwellings provided consistent with the objectives of protecting character and delivering attractive developments. Proposals which seek to avoid the thresholds identified in this policy either by reducing the number of dwellings proposed or size of site will not be supported.

### Affordable Housing

- 7.2.3** The evidence indicates a high level of need for smaller social rented properties and this is reflected in the policy. Where affordable homes for purchase, or part purchase, are provided as part of the mix it is essential that these are made available at a price which allows those on lower incomes in the District to access the local housing market at an affordable level.
- 7.2.4** The policy sets a general requirement for on-site affordable housing provision of either 15% or 35% on sites of qualifying size determined by site location within two defined Affordable Housing Zones<sup>(101)</sup>. These are based on local evidence reflecting the viability of delivering housing in the respective parts of the District and the high level of affordable housing need throughout the area. The Council seeks to deliver these proportions of affordable housing unless shown to be unviable on a particular site and, save for very exceptional circumstances, will require on site provision at the proportions required by the policy.
- 7.2.5** The NPPF indicates that affordable homes should not normally be required on schemes of 9

101 See Figure 10 'Affordable Housing Zones'

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or fewer dwellings save for in Designated Rural Areas<sup>(102)</sup> where, if the evidence supports it, a lower site size threshold can be applied. Much of North Norfolk is designated as a Rural Area and in light of the high need for affordable homes the Council will seek affordable housing on schemes in this area which propose six or more dwellings. To address the possible practical problems of providing affordable homes on small sites the policy includes an option to make an equivalent financial contribution of sufficient value to deliver the affordable homes requirement elsewhere.

### Specialist Housing

- 7.2.6** Norfolk, in common with the rest of the UK, faces an ageing population. In the period from 2016 to 2041 the number of households aged 75 and over is set to increase from 89,723 to 127,111 an increase of 41.7%.
- 7.2.7** At the District level, North Norfolk has one of the highest over-65 populations as a proportion of its total population in the country, and this age cohort is also the fastest growing across the District. By 2040 it is projected that there will be an additional 9,754 residents over the age of 65, increasing the percentage of people aged over 65 from 34.7% to 40.5% of the District's population, nearly double the England average of 23.4%.<sup>(103)</sup> Significantly, the higher age cohorts of over 80 years of age are projected to increase at the fastest rate and will account for up to 14% of the District population by 2040.
- 7.2.8** Provision of specialist housing for older people can reduce health and social care costs, improve quality of life and free up general needs housing for younger households. Older people living in specialist accommodation enjoy better health and make fewer demands on health and social care services. They feel more secure and enjoy improved quality of life.
- 7.2.9** Providing homes for people as they get older, have disabilities or experience a long-term illness is important to retaining a quality of life and continuing to be an active part of the community. To accommodate changing population demographics, new housing that can meet these needs should be provided as new development comes forward. Taking this proactive approach will help ensure the right properties are available when they are required by those who need them.
- 7.2.10** An increasing proportion of the population is over 65 or disabled, increasing the demand for supported accommodation such as sheltered housing, extra care housing and care homes, residential care and supported living. This Plan aims to reduce residential care home and nursing home dependency and support people to remain more independent in their own homes or in supported housing for as long as possible. Even so, there is a significant need for specific types of accommodation to support those who are no longer able to remain at home.
- 7.2.11** The policy therefore supports the provision of housing to meet the needs of older people and others with support needs, including sheltered housing, residential/nursing care accommodation and extra care housing. Norfolk County Council's strategy<sup>(104)</sup> identifies a need for 2,842 additional extra care units by 2028. The strategy also identifies the need for 486 specialist retirement units (sheltered, age restricted or extra care housing) in North Norfolk between 2016 and 2036<sup>(104)</sup>. The Council will therefore require a proportion of Specialist Elderly/Care provision within large development sites. The Council defines 'Specialist Elderly Care' as including extra-care housing, sheltered housing, dementia housing and use C2 residential care and nursing homes. The type and tenure will be agreed on a case by case basis having regard to local evidence of supply and need at the time of application.

102 See Figure 11 'Designated Rural Area'

103 ONS Subnational projections 2016- NNDC Optional Technical Standards Topic Paper, 2018.

104 Norfolk County Council, Living Well Strategy, 2019

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## Custom &amp; Self-Build Housing

**7.2.12** Local authorities are required to keep a register of those seeking to acquire serviced plots in the area for their own self-build and custom-build housing. In 2020/21, there were 14 people on the register in North Norfolk. In line with the Right to Build and the NPPF, self and custom-build housing delivery is promoted through the Plan on a range of sustainably located sites. This policy sets a requirement for larger sites to provide serviced self and custom-build plots. The thresholds have been set to ensure that plots are provided across the District. Plots provided in this way should be fully serviced and made available for an agreed period of time on terms which have been agreed with the Planning Authority.

## Policy HOU 2

## Delivering the Right Mix of Homes

Unless the proposal is for a Rural Exceptions Scheme, Gypsy and Traveller accommodation, or specialist residential accommodation all new housing developments, including those for the conversion of existing buildings, shall provide for a mix of house sizes and tenures in accordance with the following table:

Size of Scheme (Dwellings / hectares)	Affordable Homes		Required Market Housing Mix	Required Affordable Housing Mix <sup>(1)</sup>	Number of Serviced Self-Build Plots <sup>(2)</sup>	Specialist Elderly / Care Provision <sup>(3)</sup>
	Affordable Zone 1 <sup>(4)</sup>	Affordable Zone 2 <sup>(4)</sup>				
0-5 dwellings or sites smaller than 0.2 hectares.	No requirement	No requirement	No requirement	No requirement	No requirement	No requirement
6-9 dwellings or sites larger than 0.2ha in the Designated Rural Area <sup>(5)</sup>	At least 15% on site provision. Option of financial contribution.	At least 35% on site provision. Option of financial contribution.	Not less than 50% two or three bedroom properties in a mix comprising approx. 20% two-bed and 80% three-bed.	25% of the affordable homes as Intermediate Housing with the remainder Rented in a mix comprising one, two and three-bed with the majority two-bed. <sup>(6)</sup>	No requirement	No requirement
10-25 or sites larger than 0.2 hectares.	At least 15% on site provision.	At least 35% on site provision.			No requirement	No requirement
26-150 or sites larger than 4 hectares.	At least 15% on site provision.	At least 35% on site provision.			At least one serviced plot or 2% of total number of units, whichever is greater.	No requirement
151 dwellings and above.						Minimum 60 units and further 40 units for each additional 250 dwellings thereafter

1. Size and tenure split determined on case by case basis in accordance with local needs evidence.

2. A plot of land of agreed dimensions which is serviced and made available for self-build housing on terms to be agreed with the LPA for a period of not less than two years from the date of its availability.

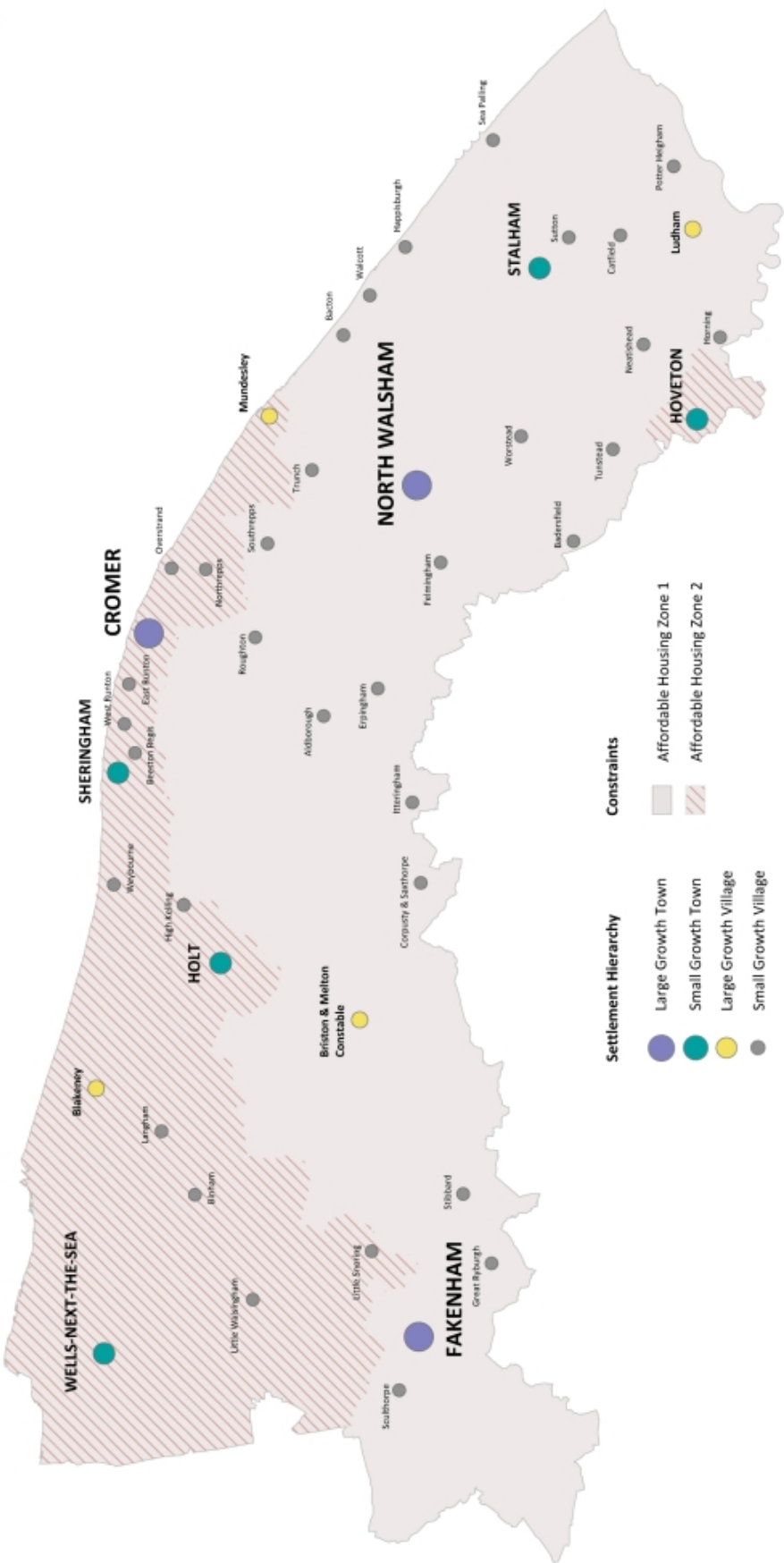
3. Includes Extra Care, Sheltered Housing, Assisted Living, Dementia Care, and Nursing and Care Homes where there is demonstrated to be a local need at time of application.

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4. Figure 10 'Affordable Housing Zones'
5. Figure 11 'Designated Rural Area'
6. 'Rented' includes Social Rent, Affordable rent and Intermediate Rented products, subject to affordability criteria.



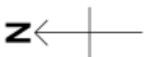
Figure 10 - Affordable Housing Zones



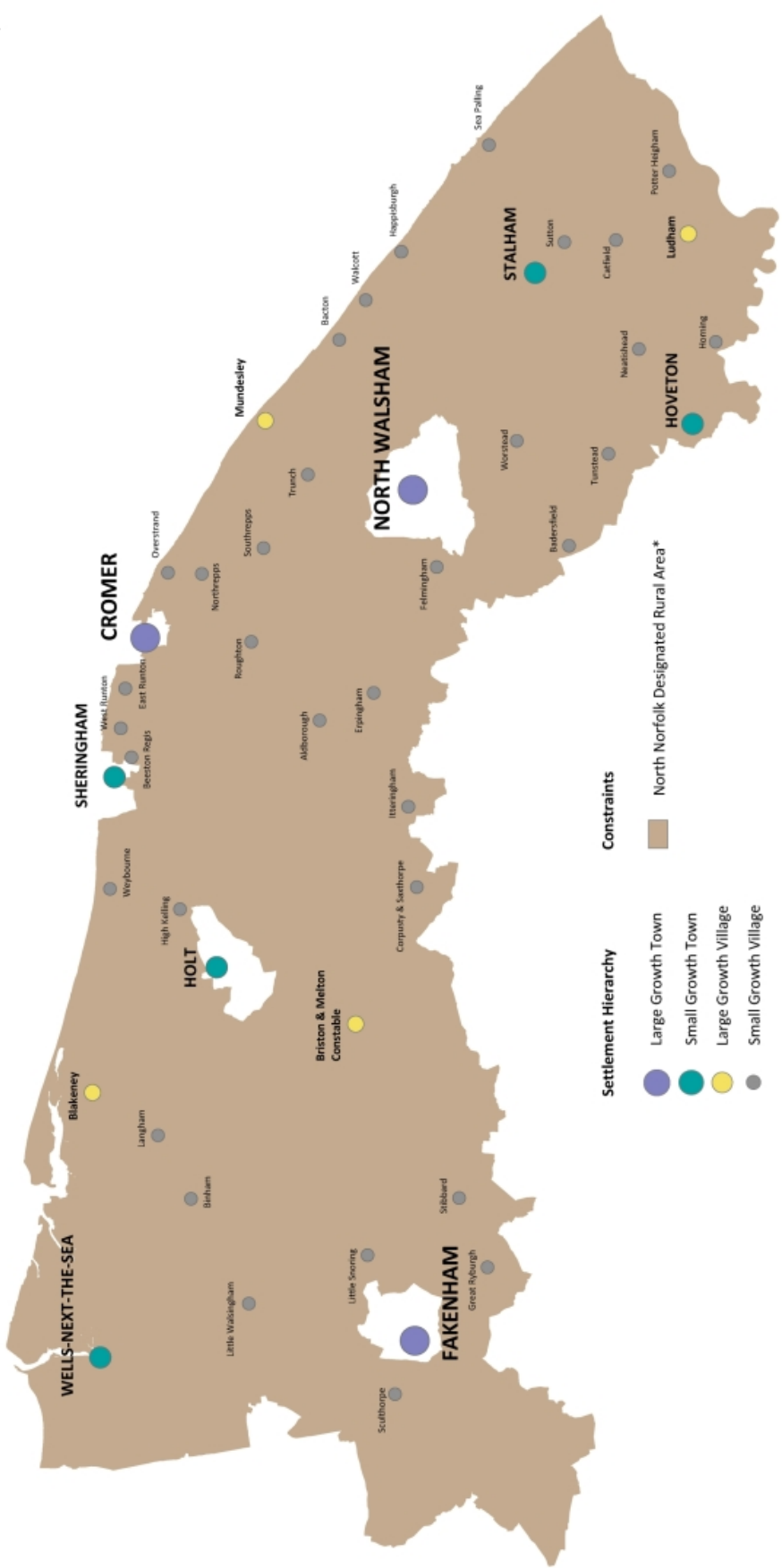
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Figure 10 Affordable Housing Zones

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**Figure 11 - Designated Rural Area**  
(in relation to Affordable Housing Policy)



\*North Norfolk Designated Rural Area: the entirety of North Norfolk District except those parts of the parishes of Cromer, Fakenham, Holt, North Walsham and Sheringham situated outside of the Norfolk Coast National Landscape.

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**Figure 11 Designated Rural Area**



### 7.3 Affordable Homes in the Countryside

**The purpose of this policy** is to provide for the delivery of an increased supply of affordable homes in locations close to where the need for such accommodation arises.

**7.3.1** The delivery of affordable homes is a key priority for the Council. In the last decade the provision of affordable dwellings in the designated Countryside Policy Area has provided a significant proportion of all affordable homes built in the District. These homes, referred to as Rural Exceptions, are granted planning permission as an exception to normally restrictive planning policies and are designed to be relatively small in scale in order to address locally arising needs in the area. Occupation of the dwellings provided via this policy is limited to those in need who have a strong connection to the 'hosting' village and the surrounding parishes in line with the Council's Housing Allocations policy.

**7.3.2** In recent year's public funding for affordable housing provision has been reducing and the NPPF now allows for some market homes to be included within these schemes provided the value of the market homes is used to fund the delivery of additional affordable homes. Where it is clearly shown that the inclusion of market homes on a rural exception scheme is necessary to deliver affordable dwellings which would not otherwise be built, the Council will consider whether allowing a limited amount of market housing would be appropriate, taking into account the location of the site, the degree of need for affordable housing in the area, and any excessive development costs associated with the development. In such cases, clear evidence of viability will need to be provided demonstrating that there are excessive development costs due to site constraints, and that any additional revenue created by the inclusion of open market housing is essential to the delivery of the affordable housing proposed. The Council will only support the inclusion of the minimum number of market homes to make a rural exception scheme deliverable. **The additional value created by the inclusion of market housing should not be reflected in the price paid for land.**

#### Policy HOU 3

##### Affordable Homes in the Countryside (Rural Exceptions Housing)

1. Proposals for affordable housing development within the designated **Countryside Policy Area** will be permitted where they comply with all of the following criteria:
  - a. the proposal would help to address a proven local housing need for affordable housing as demonstrated in up to date evidence;
  - b. the site is physically well related to a built up part of a settlement and the facilities it provides;
  - c. the affordable housing provided is made available solely to people in local housing need at an affordable cost for the life of the property (the Council will ensure that any planning permission granted is subject to appropriate conditions and/or planning obligations to secure its affordability in perpetuity);
  - d. the scheme is of a scale and design appropriate to its immediate surroundings and is sympathetic to the local area; and,
  - e. where market housing is included within proposals, it is clearly demonstrated to be the minimum necessary in order to deliver affordable dwellings which would not otherwise be provided, and in all cases the majority of the homes provided are affordable.
2. For the purposes of this policy 'local housing need' means the need in the Parish and adjoining Parishes as evidenced by the most up to date evidence.

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### 7.4 Essential Rural Worker Accommodation

**The purpose of this policy** is to meet the need for essential accommodation associated with the use of land for agriculture, forestry and other rural based businesses in locations that would otherwise be judged as unsustainable.

- 7.4.1** Very occasionally it will be essential for a rural worker to have accommodation in close proximity to the business and none suitable for their household need will be available. The construction of new dwellings in the countryside to meet these needs will need to be justified in line with the policy requirements. In particular it should be demonstrated, in line with **Policy HOU 7 'Re-Use of Rural Buildings in the Countryside'**, that the conversion of an existing building is considered before new build. If permission is granted for such dwellings it is important that they are occupied as intended and the Council will, therefore, impose restrictive occupancy conditions to ensure that any dwelling remains available to meet the needs of the particular business.
- 7.4.2** The PPG explains that an essential rural worker will need to live at, or in close proximity to, their place of work to ensure the effective operation of an agricultural, forestry or similar land-based rural enterprise. For example, where farm animals or agricultural processes require on-site attention 24-hours a day and where otherwise there would be a risk to human or animal health or from crime, or to deal quickly with emergencies that could cause serious loss of crops or products.
- 7.4.3** Planning permission will only be granted in these circumstances where it is clearly shown to be essential to live on the site and the business is, or is likely to be, financially viable, as set out in the policy criteria below.

#### Policy HOU 4

##### Essential Rural Worker Accommodation

1. Proposals for development in the designated **Countryside Policy Area** to meet the housing needs of full-time workers in agriculture, forestry and other essential rural workers connected with that land who need to live at or near their place of work will be permitted where they comply with all of the following criteria:
  - a. there is a demonstrated essential need for one or more full time workers to be readily available on site at most times for the enterprise to function properly;
  - b. it is demonstrated that the functional need cannot be met by another existing dwelling on the site of the enterprise, or in the immediate vicinity and where practicable and appropriate, first consideration is then given to the sub-division or conversion of an underused or redundant building;
  - c. the enterprise has been established for at least three years and is, and is likely to remain, financially viable;
  - d. the proposal does not represent a replacement for another dwelling on the site which has been sold on the open market in the last five years; and,
  - e. the proposed dwelling is no larger than that required to meet the functional needs of the enterprise, nor unusually expensive to construct in relation to the income that the enterprise would sustain in the long term.
2. Where accommodation is required in relation to a newly created enterprise, where there has been insufficient time to demonstrate financial soundness, permission may be granted for a temporary dwelling in the form of a caravan or wooden structure which may easily be dismantled and removed from the site.

## 7.5 Gypsy, Traveller & Travelling Showpeople's Accommodation

**The purpose of this policy** is to meet, as a minimum, the needs for both permanently occupied and transit pitches for the gypsy and traveller communities.

**7.5.1** The accommodation needs of Gypsies and Travellers should be considered alongside the housing needs of the whole community. Gypsies are protected by the 2010 Equalities Act, and the Council has a duty to seek to eliminate unlawful discrimination and to promote equality of opportunity and good race relations in everything it does.

**7.5.2** Government policy, through the NPPF, and supported by the updated 2023 'Planning Policy for Traveller Sites' (PPTS), requires Local Authorities to identify and meet any identified accommodation needs for gypsies and travellers. It is recognised that the future need in North Norfolk mainly arises from the existing few families already resident in the district and that the location of sites needs to meet the dispersed working and living patterns of Gypsies and Travellers across the rural district and that this may include locations in the Countryside. However it is also important to ensure that locations allow for access to essential services, such as education and health, are not damaging to the character of the area, and foster good community relations and be consistent with the wider sustainable development principles of the Local Plan.

**7.5.3** In December 2023 the Court of Appeal judgment in the case of Smith v SSLUHC & Others (October 2022) determined that the 2015 PPTS was discriminatory by excluding households who had permanently ceased to travel from being recognised (for planning purposes) as Gypsies and Travellers. In response, the government amended the definition by re-inserting the word 'permanent'. As now set out in the subsequently updated PPTS, December 2023, for the purposes of planning policy, gypsies and travellers means:

*'Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' **educational or health needs or old age have ceased to travel temporarily or permanently**, but excluding members of an organised group of travelling showpeople or circus people travelling together as such'.*

**7.5.4** The PPTS does require the need to assess the accommodation needs of Gypsy and Traveller households who have ceased to travel temporarily or permanently, but only for the reasons due to education or health needs, or old age.

**7.5.5** The updated '**Appendix 4: Gypsy & Traveller Accommodation Needs Assessment (2024)**' provides the accommodation needs based on the updated PPTS 2023 definition and a further figure based on ethnic identity and broader ethnic definition. This approach acknowledges the distinctions between planning definitions under PPTS 2023 and broader cultural identities which includes any economic needs, ensuring that all relevant accommodation needs are considered, thereby aligning with legal obligations under the Equality Act to avoid discrimination and promote equality. The study recommends that the Council adopt the 'ethnic' definition of accommodation needs figures, i.e. meeting the accommodation needs of all households who ethnically identify as Gypsies and Travellers.

**7.5.6** The assessment identifies that there is an overall accommodation need across North Norfolk between 2024 and 2040 of 11 pitches (ethnic need) and 9 Pitches (PPTA, 2023). There is no additional accommodation need for Travelling Showpeople. This need can be broken down as follows:

Period	Ethnic Definition	PPTS 2023 Definition
2024-2029	7	5
2029-2034	2	2

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Period	Ethnic Definition	PPTS 2023 Definition
2034-2040	2	2
Total	11	9

**Source: North Norfolk Gypsy, Traveller & Travelling Showpeople Accommodation Needs Assessment, September 2024**

- 7.5.7** The existing two transit sites which provide for seasonal visits in the east and west of the district provide an additional 20 pitches collectively and are identified as sufficient to address the transient need. The study does however also recommend that, outside of the Local Plan provision and transient site use, a wider corporate approach could be developed to provide additional overnight stoppage through negotiated stopping arrangements.
- 7.5.8** The evidence for North Norfolk, concluded that the future need for permanently occupied pitches mainly arises from the few Gypsy families already resident and dispersed across the district. This is mainly due to the requirement from new households' formation expected to arise from within existing family units. A smaller element of the need for pitches is also derived from households currently residing in bricks and mortar accommodation. As with the existing provision, sites are in private individual ownership and dispersed across the district.
- 7.5.9** The policy provides for the accommodation needs of Gypsies and Travellers by setting Criteria, aligned with the PPTS by which windfall planning applications can be approved. This flexible approach to meet the needs of gypsy and travellers will ensure that at least a further 11 pitches can come forward between 2024 and 2040 but also to allow more, subject to demand. As detailed in the PPTS, the approach is one that facilitates wider sustainability principles along with the traditional and nomadic life of travellers, while respecting the interests of the settled community and promotes the peaceful and integrated co-existence between the site and the local community. At the same time the approach ensures both the need to travel, that undue pressure on local infrastructure is avoided, and services such as health and education can be accessed.

### Policy HOU 5

#### Gypsy, Traveller & Travelling Showpeople's Accommodation

1. The accommodation needs of the district's Gypsy & Traveller community will be met by the provision of a minimum of 11 permanent pitches. Development will be permitted for new site provision or for the expansion and intensification of existing sites provided that it is of an appropriate scale and nature and that it complies with all of the following criteria:
  - a. the intended occupants meet the definition of Gypsies and Travellers, or the description of travelling showpeople <sup>(105)</sup>;
  - b. development minimises impact on the surrounding landscape;
  - c. safe vehicular access to the public highway can be provided and the development can be served by necessary utilities infrastructure;
  - d. the movement of vehicles to and from the site will not result in any unacceptable impact on the capacity of the highway network;
  - e. there is adequate space for parking, turning and servicing on site;
  - f. the site is in a sustainable location on the outskirts of, or within a reasonable distance of, a settlement which offers local services and community facilities;

<sup>105</sup> As defined for the purposes of planning policy in the updated 'Planning Policy for Traveller Sites' (PPTS) 2023, or subsequent updates

- g. suitable landscaping, boundary enclosures and screening are provided to give privacy, minimise impact on the character and amenities of the surrounding area and neighbouring settled community;
  - h. proposals should include any additional uses intended to be carried out from the site.
2. Conditions will be used to control the nature and level of non-residential uses on the site.
  3. Proposals which result in the loss of existing authorised Gypsy and Traveller sites/yards or pitches/plots will not be supported unless:
    - a. it can be demonstrated that there is no longer a need for such accommodation on the relevant site; or,
    - b. replacement pitches or plots are provided within the District.

## 7.6 Replacement Dwellings, Extensions, Domestic Outbuildings & Annexed Accommodation

**The purpose of this policy** is to manage the visual impacts of proposed replacement dwellings, house extensions and domestic outbuildings on the character of the District. **Policy ENV 8 'High Quality Design'** and the detailed advice of the North Norfolk Design Guide SPD are also applicable.

- 7.6.1** Replacement dwellings, house extensions, the erection of domestic outbuildings and the provision of annexed accommodation account for a substantial proportion of all new development in the District. Well-designed proposals can enhance a property and its setting but excessively large and poorly designed proposals can individually, and cumulatively, damage both the character of the property and the local landscape. In this regard the intention is to support the conversion of an existing building, or the extension of an existing dwelling, in order to provide annexed accommodation where it performs a genuinely supportive function. The aim of the policy is to reduce the potential for the future sub-division of a plot and the provision of additional detached accommodation.
- 7.6.2** Proposals for replacement dwellings should always be carefully considered. In many cases the existing building will be suitable for retention, extension and modification. Not only are such proposals likely to have less visual impact they also make best use of the fabric of the existing dwelling, reduce waste and are likely to minimise the carbon footprint of proposals and for these reasons, this is the Councils preferred approach. Where demolition and replacement is proposed, schemes will need to comply with **Policy CC 3 'Sustainable Construction, Energy Efficiency & Carbon Reduction'** including demonstrating how existing materials will be re-used on the site or recycled.
- 7.6.3** Proposals in Conservation Areas and those affecting Listed Buildings must also comply with the approach and all proposals should ensure no unacceptable impacts on the amenities of adjacent occupants in accordance with **Policy ENV 6 'Protection of Amenity'**.
- 7.6.4** The North Norfolk Design Guide SPD includes detailed requirements and applicants will be expected to demonstrate how they comply with these or show why variations are justified.

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### Policy HOU 6

#### Replacement Dwellings, Extensions, Domestic Outbuildings & Annexed Accommodation

1. Proposals to extend or replace existing dwellings will be permitted provided that the proposal:
  - a. would not materially increase the impact of the dwelling on the appearance of the surrounding area; and,
  - b. would comply with the provisions of **Policy ENV 8 'High Quality Design'** and take account of the **North Norfolk Design Guide SPD**.
2. In determining what constitutes a 'material increase in impact' account will be taken of the size of the proposal in relation to the prevailing character of the area, the size of the existing property, the prominence of the site, plot coverage, and impact of the proposal on the landscape and townscape of the area.
3. Proposals for annexed accommodation will be supported provided that the proposal:
  - a. is physically attached to, and comprises an extension to, an existing dwelling; or
  - b. is for the sympathetic conversion and restoration of an existing building; and,
  - c. in both cases, provides a scale of accommodation which is subordinate to the existing dwelling and clearly designed for the intended purpose.

### 7.7 Re-use of Rural Buildings in the Countryside

**The purpose of this policy** is to allow for the conversion and re-use of good quality, structurally sound buildings in ways which respects their character and protects wildlife.

- 7.7.1** North Norfolk has a rich heritage of traditional rural buildings, many of which are no longer suitable for their original purpose but may be suitable for alternative uses. The re-use of good quality existing buildings, including traditional barns and more modern structures, for a range of uses offers the potential to support the sustainability of rural communities and secure the future of traditional rural buildings that contribute positively to the local distinctiveness of the area. In addition, the re-use of existing buildings may reduce the requirement to build new development elsewhere.
- 7.7.2** This policy is only intended to allow for the conversion of buildings that do not require extensive rebuilding or alteration in order to make them suitable for the use proposed. Buildings which do not meet this test will not qualify and will be treated as the erection of new buildings and determined in accordance with the applicable policies for such proposals. Applicants will need to demonstrate how the proposal will ensure the retention a substantial proportion of the structural elements and its external fabric throughout the conversion process. The authority may require the submission of a structural survey to demonstrate that buildings are capable of being converted.
- 7.7.3** Poorly constructed buildings, purpose-built holiday accommodation and those buildings that have recently been constructed or altered for another purpose will not be eligible.
- 7.7.4** The objective of maintaining sustainable rural communities will be the primary consideration when assessing individual planning applications. Safeguarding existing employment, community facilities, and local services is integral to achieving this, so where buildings are used, or were



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last used for commercial or community uses, a residential conversion will not normally be supported. Buildings should be genuinely redundant and dis-used (vacant) and the Council will consider the recent history of use of the building to determine if this is the case.

- 7.7.5** There are already large numbers of mainly traditional farm buildings that have been converted to various forms of holiday accommodation, including holiday and second homes and single or groups of commercial holiday lets. The use of these buildings is often restricted to holiday use only via a planning condition imposed upon the grant of planning permission. These conditions were imposed at a time when national policies did not encourage the creation of dwellings in less sustainable areas and supported the positive contribution that such uses can bring to the tourism and the wider economy. There are now significant pressures in the District to provide more homes suitable for permanent occupancy. The removal of restrictive occupancy controls provides an opportunity to help address this. The Council will support proposals to remove holiday restrictions from previously converted buildings subject to the buildings being suitable for permanent occupation, but only in those circumstances where continuation of the existing use is shown not to be viable in accordance with **Policy E 9 'Retaining an Adequate Supply & Mix of Tourist Accommodation'**.
- 7.7.6** In the case of Listed Buildings, conversion may be allowed provided the use is demonstrated to be the best use to secure the future of the building (optimum viable use). Planning applications submitted on this basis will need to include a supporting statement justifying why the building is of such importance that its conversion would be in the public interest, and include a robust consideration of why re-use of the building for the proposed use is the best option for the building.
- 7.7.7** In all cases, conversion schemes are expected to be of the very highest quality and ensure that the qualities of the building and its setting are protected or enhanced. The aim should be to skillfully repair buildings in ways which protect their character. Particularly careful attention should be paid to fenestration, roof alterations, boundary treatments, landscaping and car parking provision all of which, if not considered carefully, may adversely affect the character of buildings. The North Norfolk Design Guide SPD provides detailed advice on the conversion of buildings and proposals should take account of the provisions of this Guide, or justify alternative approaches. The Council will consider the need to remove permitted development allowances for subsequent alterations and/or extensions to ensure the character and appearance of buildings and their settings are protected following their initial conversion.
- 7.7.8** Evidence indicates that there is a significant need for affordable housing across North Norfolk. Allowing the opportunity for residential conversions in the countryside requires consideration of how such development should contribute to the delivery of affordable housing. Although it is recognised that it may be difficult and in some cases not practicable for conversion schemes to provide for affordable housing on the site itself, it is considered entirely consistent with national planning policy to seek financial contributions towards affordable housing where viable to do so in accordance with **Policy HC 4 'Infrastructure Provision, Developer Contributions & Viability'**.
- 7.7.9** Agricultural and other redundant buildings often provide important habitats for protected and priority species such as bats, barn owls and nesting birds. All birds, their nests and eggs are protected by law and barn owls receive special protection. It is also an offence under UK legislation to damage or destroy a place used by a bat for breeding or resting (even if the offence is committed accidentally). The planning authority will require the submission of an ecological report, of adequate quality, to enable the authority to make an informed decision and to demonstrate compliance with legislation and policy. This should include sufficient seasonal surveys to establish the likely presence of protected and priority species and the extent to which they will be affected by the proposed development. Where found to be present and affected,

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proposals should clearly demonstrate adherence to **Table 1 'Applying the Mitigation Hierarchy'** detailed in **Policy CC 10 'Biodiversity Net Gain'** to minimise harm and maximise benefits for biodiversity.

### Policy HOU 7

#### Re-Use of Rural Buildings in the Countryside

The change of use and conversion of existing buildings in the designated **Countryside Policy Area** to residential and commercial uses will be permitted where they comply with all of the following:

1. it is demonstrated that the buildings are either redundant or disused;
2. the proposal involves the conversion of existing buildings without significant rebuilding, alteration or extension. It should be demonstrated that a substantial proportion of the structural elements and existing fabric of buildings will be retained throughout the conversion;
3. the proposal preserves or enhances the character and appearance of buildings and their setting, taking account of the provisions of the **North Norfolk Design Guide SPD**;
4. the buildings have not been erected or altered in the preceding ten years for another purpose;
5. it can be demonstrated that the proposal has no adverse impacts on protected species.

### 7.8 Accessible & Adaptable Homes

**The purpose of this policy** is to ensure that new homes address the District's needs, are built to accessible and adaptable standards and as such can:

1. be easily and cost effectively adapted as people's needs change throughout their lifetime;
2. increase the overall percentage of appropriate housing across all housing types and tenures;
3. address the historical deficiency in supply.

**7.8.1** This policy brings positive impacts on health and well-being, and complements the overall approach to adult care provision through planning by increasing the supply of decent homes in order to meet the needs of an ageing population, save on future health and social care costs, and provide choice and flexibility around the housing options available. People's housing needs change as they get older, and homes designed in this way from the outset provide safe and convenient approach routes, circulation space and appropriate kitchens, bathrooms, and outside space as well as making them more easier and cheaper to adapt should the need arise in the future, allowing people to stay independent longer and stay in their own homes for longer. Making homes adaptable and accessible from the start decreases the likelihood of people having to leave their homes for specialist housing as their needs change and allows people to stay local, fostering mixed and inclusive communities.

**7.8.2** North Norfolk has one of the highest over 65 population as a proportion of its total population and a high percentage of home ownership. ONS publications consistently report that this age cohort is the fastest growing age cohort across the District. The Old Age Dependency Ratio, expressed as a proportion of people of state pension age per 1,000 working dependents is projected to be 640 by 2026<sup>(106)</sup> and is significantly higher than the regional and national averages of 335 and 303. The population is ageing and the trend is accelerating. By 2040 it is projected that there will be an additional 9,754 residents over the age of 65, increasing the percentage of people aged over 65 from 34.7% to 40.5% of the District's population, nearly

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double the England average of 23.4%<sup>(107)</sup>. Significantly, the higher age cohorts of over 80 years of age are projected to increase at the fastest rate and will account for up to 14% of the District population by 2040.

- 7.8.3** The 2011 census shows that around a quarter of the district's population reported a long-term disability or health condition while approx. A third (30%) of all households were further identified with limiting long term illness and dependent children. The Institute of public care research points to a raise in the number of people living with mobility problems and dementia in over the Plan period. Within the demographics of North Norfolk this points to a 49% rise in those with limiting long term illness (activity limited a lot) and a 65% rise in dementia. As such the number and proportion of the population that will have to cope with mobility and declining mental health issues is rising significantly.
- 7.8.4** With public health and social care strategies placing significant emphasis on supporting people in their own homes rather than in residential care it is important that we ensure that more accessible homes are provided in the District and that adaptations are easier and cheaper to undertake when they are required. Unsuitable and un-adaptable housing can have negative effects both mentally and physically which can impact on lifestyle, employment opportunities and health. There is a historic deficit in accessible and adaptable properties across all tenures in the District with the greatest requirement remaining in the private sector. Given the District's increasing older population structure and high proportion of older, smaller traditional housing stock, it is important that the supply and overall proportion of accessible and adaptable homes is significantly increased.
- 7.8.5** The introduction of the category 2 optional standards in relation to accessibility and adaptability are not only justified on the grounds of the District's ageing population. Homes that meet these standards are well laid out, practical to live in, and contain features and measures that benefit everyone, including families, home workers and people with temporary or permanent mobility issues or illnesses. North Norfolk has the highest proportion of those in employment working from home in the East of England at 12.3%, compared to 8.6% East of England average. This coupled with changing expectations, increased homeworking in recent times, a low wage economy and the need to retain and attract working age population, means dwellings need to be functional and adaptable across the whole market and assist in the retention and attraction of those of working age.
- 7.8.6** The Standard broadly equates to the Lifetime Homes standard that was encouraged through previous Core Strategy Policy HO1, but was withdrawn by the Government following the National Standards Review and the introduction of optional building standards. The introduction of the optional requirement through Plan review is not considered a significant change to ambition or policy.
- 7.8.7** The policy approach evokes Category M4(3) standards and requires that a proportion of new dwellings on larger housing developments are also required to meet the needs of wheelchair users and allow for the simple adaption of the dwelling for future wheelchair users.
- 7.8.8** Households whose day-to-day activities are '*limited a lot*' through long-term illness or disability is more prevalent for residents housed in the private sector<sup>(108)</sup>. Nevertheless current national policy directs the application of optional requirement M4(3) to where the local authority is responsible for nominating a person to live in that dwelling. The evidence estimates a wheelchair accessibility need (current and future) of approximately 10.5% households in order to meet unmet and future need in an affordable property.
- 7.8.9** Given the projected large increase in population in the over 65 age cohorts and in particular

107 ONS Sub-national projections 2016 - NNDC Optional Technical Standards Topic Paper, 2018

108 NNDC Background Paper 7 - Housing Construction Standards.

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the over 85s, coupled with the high levels of home ownership, the intention is that the M4(3) wheelchair user requirement will be applied to all larger housing developments, over 20 units irrespective of tenure. The policy could be applied to only the affordable requirement but equally it could be split over the entire development of market and affordable housing. Developers should seek further advice on the most appropriate split according to the latest evidence through pre-application enquiries and detail the approach in the required statement at planning application stage. In order to evoke both the M4(2) and M4(3) standards, relevant planning permissions will be conditioned.

**7.8.10** M4(3) wheelchair user requirements also allow for a specific design option between providing dwellings that can be adapted for wheelchair use or designing dwellings in accordance with specific wheelchair occupants' needs (i.e. purpose built) as set out in building regulations M4(3)2 below:

### **7.8.11 M4(3)**

1. Reasonable provision must be made for the people (wheelchair users) to:
  - a. gain access to; and,
  - b. use, the dwelling and its facilities.
2. The provision made must be sufficient to:
  - a. allow simple adaptation of the dwelling to meet the needs of occupants who use wheelchairs; or,
  - b. meet the needs of occupants who use wheelchairs.

**7.8.12** By default, requirement M4(3)2 (a) will apply requiring that dwellings should be wheelchair adaptable, and permissions should be subject to an appropriate planning condition. Where a specific need has been identified and M4((3)2(b) is intended to be evoked then permission will need to include a specific planning condition stating that the optional requirement M4(3)2(b) applies and on which dwellings, noting that M4(3)2(b) can only apply where the Council has nomination rights.

**7.8.13** The viability of requiring enhanced accessibility or adaptability standards over and above building regulations has been tested in the Local Plan Viability studies. The study concludes that there is sufficient headroom across all areas and development typologies for new development to meet optional technical standards. Affordable housing is confirmed to be able to meet the costs in Local Plan consultation feedback<sup>(109)</sup>, and the government's own cost impact study shows that significant proportions of additional costs can be recovered through sales value increases especially when there are perceived extra values in relation to space<sup>(110)</sup>.

**7.8.14** The Council will only consider exemptions to these requirements where the applicant can provide evidence to robustly demonstrate that it is not practical to achieve given the physical characteristics of the site and in line with the requirements of **Policy HC 4 'Infrastructure Provision, Developer Contributions & Viability'** provide robust, transparent viability assessment that accords with the Council's methodology that the requirement would significantly harm the financial viability of the scheme.

**7.8.15** Planning applications are required to include sufficient detail in submitted documentation to allow determination of compliance for each housing type proposed as a validation requirement. This should not be left to the interrogation of designs and drawings. A separate statement and/or inclusive section in any Design and Access Statement is required.

109 Consultation Statement - Schedule of Representations (Reg 18) Policy HOU8 consultation feedback.

110 No additional sales uplift is applied to the Council's Reg 18 stage Viability Study.

- 7.8.16** Monitoring of compliance with the standards will be through Building Regulations and included in the Annual Monitoring Reports where appropriate.

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### Accessible & Adaptable Homes

1. 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 and comply with or exceed the Government's Accessible and Adaptable Standards or successor. Planning permission will be granted for new dwellings subject to:
    - a. all new dwellings meeting the Building Regulations M4(2) Standard: Category 2 - Accessible and Adaptable Dwellings;<sup>(1)</sup>
    - b. A minimum of 5% of dwellings on sites of 20 units or more being provided as wheelchair user dwellings in accordance with the Building Regulations M4(3) Standard: Category 3.<sup>(1)</sup>
  2. Exemptions will only be considered where the applicant can robustly demonstrate that compliance:
    - a. is not practical to achieve given the physical characteristics of the site; or,
    - b. would significantly harm the financial viability of the scheme.
  3. Where exemptions are sought on practicality or viability grounds, the minimum number of units necessary will be exempted from the requirements.
  4. All residential development proposals should set out in a Design & Access Statement<sup>(2)</sup> how each dwelling type complies with or exceeds the M4(2) and M4(3) standards.
1. Or any subsequent national equivalent standard adopted by the council should the Building Regulations and or national policy be reviewed in the future.
2. or equivalent separate statement

## 7.9 Minimum Space Standards

**The purpose of this policy** is to ensure that new homes offer a reasonable minimum level of residential amenity and quality of life, ensuring that there is sufficient internal space, privacy and storage facilities to ensure long term sustainability and usability of new homes.

- 7.9.1** The nationally described space standard deals with internal space within new dwellings across all tenures. The standard sets out the minimum requirements for the gross internal floor area of new dwellings at a defined level of occupancy as well as floor area and dimensions for key parts of the home, e.g. bedrooms, storage and floor-to-ceiling height. The national space standards are intended to ensure that new homes, conversions and dwellings provided through permitted development rights including those that require prior approval provide a flexible and high quality environment in line with the NPPF, capable of responding to occupants changing needs and circumstances. The national space standard is optional but where an identified need exists, Local Plans are expected to make use of the technical housing standards (NPPF, Footnote 49) to help bring forward an adequate supply of accessible housing. This includes the internal space standards.

- 7.9.2** Justified through Background Paper 7, Housing Construction Standards May 2019 & May 2023



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update, and with the population of North Norfolk ageing at one of the fastest rates in the country, invoking the optional minimum national space standard through the Local Plan is considered important in relation to meeting identified needs, long term adaptability, and in creating sustainable communities. Larger floor areas provide the opportunity for easier adaptability due to changing circumstances such as impaired mobility and the requirement for liveable/ work space, and is a key criterion in relation to how accessible a dwelling is. There is some overlap between the Space Standards and the Accessible and Adaptable standards, but the introduction of the national space standard complements and does not negate the requirement for M4(2) and M4(3) compliance.

- 7.9.3** In some locations in North Norfolk, it may occasionally be the case that smaller homes are more consistent with the prevailing historic character of the area. Such considerations need to be balanced against the long term benefits of the minimum standard size homes with adequate internal space built for modern needs and the prevailing landscape / historic character on a case by case basis and in line with associated policies in this Plan.
- 7.9.4** Planning applications are required to include sufficient detail in submitted documentation to allow determination of compliance for each housing type proposed **as a validation requirement. This should be in a detailed tabulated schedule for each referenced plot number and against each technical requirement, and not left to the interrogation of designs and drawings.** A separate statement and or inclusive section in any Design and Access statement is required. More detail is included in '**Appendix 3: Technical Space Standards**'.
- 7.9.5** The Government's national space standards as the minimum acceptable space standards will be applied to both open market and affordable housing within North Norfolk.

### Policy HOU 9

#### Minimum Space Standards

1. All new dwellings and conversions shall comply with or exceed the minimum Nationally Described Space Standard<sup>(1)</sup>.
  2. All residential development proposals should set out in a Design & Access Statement<sup>(2)</sup> how each dwelling type complies with or exceeds the minimum standards as set out in the technical requirements of the Nationally Described Space Standards.
  3. Where exemptions are sought, these will need to be fully justified and will only apply to the minimum number of units necessary.
1. (or any subsequent national equivalent standard should the Building Regulations and or national policy be reviewed in the future)
2. Technical Housing Standards - Nationally Described Space Standard, DCLG, March 2015, or successor document. The standard is detailed in 'Appendix 3: Technical Space Standards'.



## 8 Economy

- 8.0.1** Delivering sustainable growth requires that housing growth is matched with improved employment opportunities close to where people live. The policies of this section support and enable the growth of the local economy, allowing for the provision of new jobs through the expansion of existing businesses, safeguarding existing employment sites, and providing new opportunities for inward investment.

### 8.1 Employment Land

**The purpose of this policy** is to ensure that a sufficient quantity of land is reserved for employment generating developments across the District.

- 8.1.1** To facilitate the employment requirements of the District as a whole, the Council considers it is important to retain a supply of land which is reserved (designated) solely for employment uses. The Council consider it is important to offer a range of employment opportunities across the District to accommodate the expansion of local businesses and to ensure that there are opportunities for companies to move into the area.
- 8.1.2** The North Norfolk District Council Growth Sites Delivery Strategy (2021) assesses employment land not superseded by this Local Plan and allocated employment sites made through this plan to ensure consistency with Paragraph 122 of the NPPF. Further, the study assesses the local employment market in regard to market demand and market failures and establishes a future employment need within the District over the plan period.
- 8.1.3** The study sets out a range of scenarios: 'Past Land Take-up' looking at past employment development within the District and taking this forward across the plan period; 'Labour Demand Forecasting' which looks at econometrics based on the East of England model and projects the likely jobs growth in different sectors forward across the plan period; 'Labour Supply Forecasting' looks at the residential growth in the District and the resulting implications of providing jobs over the plan period; and 'Policy On Demand Forecasting' which adjusts the Demand Forecasting model with specific policy interventions such as Scottow Enterprise Zone and the North Walsham Urban Extension. These scenarios give a range of employment land need from 6.5 hectares under the 'Labour Demand Forecasting' scenario to 40 hectares under the 'Past Land Take-up' scenario.
- 8.1.4** The conclusions of the study go on to set out that these scenarios underestimate what is happening on the ground and that a higher quantum of employment land would be required to ensure flexibility within the market and to ensure that any upturn in the market can be satisfied over the plan period. As such the Council has designated a total of 263.84 hectares of employment land inclusive of the 200.58 hectares which are already developed for employment purposes. This will increase the supply of undeveloped employment land in the District by 63.26 hectares and provide an increased supply in each area of the District in order to provide for choice and flexibility and to help meet the identified development and future needs.

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### Policy E 1

#### Employment Land

For the period 2024-2040, a total of 263.84 hectares of land is designated/allocated and retained for employment generating developments.

Employment creating developments will be approved on the following sites subject to compliance with **Policy E 2 'Employment Areas, Enterprise Zones & Former Airbases'**. Proposals which do not comply with Policy E2 will not be supported.

Location	Existing Employment Areas (Including Enterprise Zones*) Already Developed (Ha)	Existing Employment Areas (Including Enterprise Zones*) Undeveloped (Ha)	New Allocations	Total Employment Land
<b>Eastern Area Totals</b>	<b>92.99</b>	<b>14.56</b>	<b>8.00</b>	<b>115.55</b>
Catfield	11.69	0.34		12.03
Hoveton	7.80	1.02		8.82
Ludham	0.27	0.00		0.27
Mundesley	0.43	0.00		0.43
North Walsham	45.00	13.2	7.00	65.20
Scottow*	26.40	0.00		26.40
Stalham	1.40	0.00	1.00	2.40
<b>Central Area Totals</b>	<b>40.16</b>	<b>6.37</b>	<b>0.00</b>	<b>46.53</b>
Corpusty & Saxthorpe	1.16	0.00		1.16
Cromer	17.33	1.92		19.25
Holt	9.51	4.45	0.00	13.96
Sheringham	3.95	0.00		3.95
Melton Constable	8.08	0.00		8.08
Roughton	0.13	0.00		0.13
<b>Western Area Totals</b>	<b>67.43</b>	<b>34.33</b>	<b>0.00</b>	<b>101.76</b>
Blakeney	0.09	0.00		0.09
Fakenham	50.57	10.69		61.26
Egmere*	0.00	8.57		8.57
Wells-next-the-Sea	3.04	0.00		3.04
Tattersett	13.73	15.07		28.80
<b>Total Across District</b>	<b>200.58</b>	<b>55.26</b>	<b>8.00</b>	<b>263.84</b>

## 8.2 Employment Areas, Enterprise Zones & Former Airbases

**The purpose of this policy** is to ensure that designated employment land within the District is protected for employment uses.

- 8.2.1** Employment uses are traditionally defined in the Use Classes Order as B2, General Industry, B8, Storage and Distribution and E, Commercial, Business and Service. The diversification of the economy and the decline in traditional manufacturing means that employment opportunities now emanate from a wider range of uses. Not all Class E Uses are appropriate for location on designated employment sites, however it is recognised that there are opportunities for some employment generating, non-B class uses, to co-exist alongside the traditional B-class uses on designated employment sites. There is a balancing act here: the cumulative impact of non-B class uses can have an impact upon the functionality of more traditional B class uses.
- 8.2.2** The policy allows for mixed use developments to reflect the level of flexibility set out within the NPPF. Mixed use developments may include elements of development that do not fall within the B2 and B8 Use Classes such as trade counters and potentially care/nursing homes, all of which create job opportunity. Proposals for Main Town Centre Uses (as defined in the glossary of the NPPF) will not be supported on designated employment land unless it is first demonstrated that no suitable Town Centre, or edge of centre, sites are available through an appropriate and proportionate sequential test.
- 8.2.3** Within North Norfolk there are two Enterprise Zones: Scottow Enterprise Park and Egmere Business Zone. Scottow Enterprise Park is a 26 hectare ex-RAF site on the northern edge of the Greater Norwich urban zone. The site provides a unique offering for grow-on space, with a private high voltage renewable electricity network it promises to be a strategic business location across the East and the UK. Egmere Business Zone is a 7.4 hectare site situated to the south of port facilities at Wells-next-the-Sea, which has been established to support investment associated with the growing offshore renewable energy sector off the North Norfolk Coast. Egmere Business Zone is subject to a Local Development Order (LDO) which introduces simplified planning on the site and sets out the type of development that is dealt with under Permitted Development Rights.
- 8.2.4** The District contains four former defence establishments which include large areas of brownfield land: Coltishall Airbase, Neatishead (part), Sculthorpe Airbase (part) and West Raynham. Sculthorpe, West Raynham and Coltishall provide significant levels of existing housing but lack the key services and facilities which would make them suitable locations for new housing development. Due to the more isolated location of these sites, any further significant residential development would lead to increased car journeys and would not be in conformity with the settlement hierarchy and approach to sustainable development advocated in this Plan. However, these locations represent an under-used resource within the District and the Council will support their re-use for appropriate employment generating uses. The Policies Map defines the 'technical area' for each site, indicating where development will be focused. The non-technical areas (such as former airfields) are designated as Countryside Policy Area. Sculthorpe Airbase, being best served by the highway network, is considered to offer opportunities for employment uses which, for environmental or operational reasons, would not be acceptable on designated Employment Areas within settlements.

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### Policy E 2

#### Employment Areas, Enterprise Zones & Former Airbases

1. Land within designated **Employment Areas, Enterprise Zones, Employment Allocations** or **Mixed Use Allocations**, as identified on the Policies Map, will be protected for employment use.
2. New employment development which falls within Use Classes E(g), B2 and B8, will be permitted on designated and allocated employment areas where all of the following criteria are met:
  - a. the proposed use does not undermine the functionality of the wider employment area;
  - b. the scale and appearance of the development is compatible with the character of its surroundings,
  - c. there are no significant detrimental health impacts as demonstrated through a Health Impact Assessment;
  - d. there are no significant amenity impacts on occupiers of nearby dwellings or users of adjacent buildings by virtue of increased levels of noise, odour, emissions, dust, or loss of light;
  - e. the traffic generated does not have a severe adverse impact on local amenity, highway safety or the operation of the highway network;
  - f. in the case of Main Town Centre Uses it is first demonstrated that no alternative sequentially preferable site is available.
3. Development proposals for employment generating uses on Former Airbases will be permitted where they relate to the re-use of existing buildings or development of replacement buildings within the '**Airbase Technical Areas**', as identified on the Policies Maps provided that there is no overall increase in gross floor space of the existing permanent buildings.

### 8.3 Employment Development Outside of Employment Areas

**The purpose of this policy** is to provide support for the expansion of existing rural businesses new businesses which are either related to rural activities (such as agriculture and forestry) or where there are clear sustainability advantages for a business being located close to the market it serves. Also, to recognise the importance of employment outside the designated Employment Areas to the wider economy by requiring such uses to be retained, where possible. For the purposes of applying this policy '**employment development**' means those types of uses typically located on industrial estates and excludes retail and tourism which are subject to separate policies in this Plan.

- 8.3.1** The majority of new employment development will be guided towards the sites that are designated in this Plan as Employment Areas. These sites represent clusters of uses in the most sustainable locations. However, in a rural District such as North Norfolk, smaller areas of employment will exist across the District resulting from historic land uses. These businesses are important to the rural economy, providing local opportunities for rural communities to live and work in close proximity. Outside of designated settlements, new build employment developments will normally be restricted, in accordance with **Policy SS 2 'Development in the Countryside'** and **Policy E 3 'Employment Development Outside of Employment Areas'** (unless it can be clearly demonstrated that allocated and designated employment sites, or those located within the development boundary, are not suitable or available), and the Council will give favourable consideration to alternative sites which are well related to built-up area and comply with the policies of this Plan in the application of policy E3. Such developments should be solely limited to employment generating uses as set out in paragraph 8.3 unless the inclusion

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of other types of development is shown to be essential to enable the delivery of jobs which would not otherwise be provided. In particular, favourable consideration will be given to suitable new employment proposals well related to Holt in order to meet a local need.

- 8.3.2** Any development proposals for a change of use from an employment use to a non-employment use will need to be justified. These employment sites are important for the rural economy and any proposal resulting in the loss of jobs will have to demonstrate that the site is no longer viable for employment uses and/or that the loss of the employment would not have a detrimental impact upon the local economy.
- 8.3.3** Proposals for the expansion of existing businesses, will generally be supported for businesses that are based on agriculture, forestry or other industries where there may be sustainability advantages to being located in close proximity to the market they serve. The demonstration of sustainability advantages should include evidence of reduced need to travel, re-use of previously developed land or existing buildings, and enhanced opportunities for rural communities to access employment in their locality. This should be presented in the form of a Sustainability Statement accompanying an application.
- 8.3.4** Proposals that relate to the expansion of tourist accommodation or tourist attractions are covered by policies elsewhere in the plan.
- 8.3.5** There may be some cases where an industry and/or business would be detrimental to local amenity if located in a designated Employment Area or nearby a built up area. The Council has allocated employment land at Tattersett for these types of uses. This employment land should be investigated in the first instance for these types of uses.
- 8.3.6** In order to ensure that development in rural areas is sustainable, proposals will be expected to make best use of previously developed sites. Developments that relate to the replacement of rural buildings should comply with the North Norfolk Design Guide and show how the provisions of the Guide have been met.
- 8.3.7** Bacton Gas Terminal is one of the largest gas terminal complexes in the UK. The pipeline can import up to 23.5 billion cubic metres of gas per annum, enough to supply 15 million homes. It is a major local employer and occupies a large site which has an impact on the surrounding area. Any future development on the site should normally be contained within the existing site boundaries in order to limit the impact on the surrounding countryside.

### Policy E 3

#### Employment Development Outside of Employment Areas

1. New employment development outside of designated **Employment Areas, Enterprise Zones, Employment Allocations** or **Mixed Use Allocations** will be permitted where it can be demonstrated that:
  - a. there is no suitable and available land on designated or allocated employment areas; or,
  - b. there are specific reasons for the development not being located on designated or allocated employment areas, including, but not limited to:
    - i. the expansion of an existing business;

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- ii. businesses that are based on agriculture, forestry or other industry where there are sustainability advantages to being located in close proximity to the market they serve;
  - iii. industries and/or businesses which would be detrimental to local amenity if located in settlements, including on designated or allocated employment areas; and,
- c. the development would not adversely affect highway safety.
- 2. Conversion and redevelopment, or the change of use of premises providing twenty or more jobs to non-employment uses, will only be permitted where:
  - a. the loss of land or buildings would not adversely affect the economic growth and employment opportunities in the area that the site or building would likely serve; and,
  - b. it is demonstrated that the site is no longer suitable, available and/or economically viable, including evidence of marketing for a period of at least 12 months.<sup>(111)</sup>
- 3. Development at **Bacton Gas Terminal** that is ancillary to the terminal use will be supported within the defined area as shown on the Policies Map.

### 8.4 Retail & Town Centre Development

**The purpose of this policy** is to maintain and enhance the vitality, viability and sustainability of the District's town centres.

- 8.4.1** The policy seeks to enhance local provision within town centres and encourage local sustainable shopping patterns by addressing high levels of expenditure leakage to outside areas and encouraging retail and investment into higher order towns through the use of the sequential test and the setting of locally derived impact test thresholds.
- 8.4.2** The District has a well-established shopping hierarchy with large town centres in Cromer, Fakenham and North Walsham providing a significant proportion of shopping. These towns are geographically spread across the District, are the main centres of population and focus for residential development, have better quality public transport, the critical mass to encourage joint shopping trips, and opportunities for development. They are therefore well placed to meet the shopping and service needs of a significant proportion of North Norfolk's population and visitors to the area.
- 8.4.3** Smaller town centres complement the larger town centres by providing for convenience food shopping and lower order day to day comparison shopping facilities and other services.
- 8.4.4** Holt, Sheringham, Hoveton, Stalham and Wells-next-the-Sea serve smaller catchments and to varying degrees have developed a particular niche market role. They are partly dependent upon the seasonal influx of tourists, and retain their locally distinctive small shop character. Disproportionately large scale development in these smaller towns may have an adverse impact on their character and thus diminish their attractiveness as tourist destinations. Furthermore, such developments may encourage unnecessary car journeys from the larger towns. Consequently, it is considered that developments here should be smaller in scale and should be designed to meet identified needs in the town and its immediate surroundings. Functionally, the central location of Holt, Sheringham and Cromer in the District means that they often complement each other and the primary catchment areas of these towns overlap with residents utilising the retail opportunities for both comparison and convenience in all three centres.

111 To accord with best practice guidance published by the LPA.



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- 8.4.5** Development of additional retail floorspace outside of the town centres will normally be resisted, particularly where vacancy rates are high and opportunities exist within and close to town centres to accommodate retail development. The role of Local Service Centres will be maintained, by responding positively to appropriate small scale growth opportunities through conversion and extension, and through environmental improvements and seeking to restrict the loss of services, whilst also supporting development to preserve and enhance the settlement's vitality and viability. The diversification and broadening of the economic base is supported. The approach recognises the importance of village shops to rural communities and supports proposals for the conversion or extension of shops that are designed to improve their viability.
- 8.4.6** A broad range of national permitted development rights now exists in relation to town centre development. Some permitted development rights allow the change of use from shops and financial institutions without any application process while other permitted development rights now allow for a change of use subject to prior approval but on specific planning matters only: In the towns residential development in the form of change of use will be supported in Primary Shopping Areas where it is provided above ground floor level and does not result in the loss of a retail use at street level.
- 8.4.7** Parts of Hoveton town centre spans Local Authority boundaries and falls under the Broads Authority Administrative Area. The Local Planning Authorities have jointly agreed their respective approaches to the shared town centre and any proposal will need to be considered in the context of the whole town centre and policies contained in the relevant Development Plan.
- 8.4.8** The 2017 North Norfolk Retail & Main Town Centres Uses Study (Retail Study) undertook a qualitative and quantitative assessment of the District's town centres and established the base line position with regards expenditure growth available to support new retail floor space across the district. These projections will be updated through the Annual Monitoring Report.

Town	Convenience Goods (Sqm Gross)	Comparison Goods (Sqm Gross)	Food & Beverage (Sqm Gross)
Cromer	0	1,182	253
Fakenham	0	1,042	228
Holt <sup>(1)</sup>	0	297	196
North Walsham	1,124	559	161
Hoveton/Wroxham <sup>(2)</sup>	0	342	88
Sheringham	588	457	268
Stalham	323	137	53
Wells-next-the-Sea	11	84	96
Other areas of North Norfolk	0	268	433

**Table 7 Projected Retail Floorspace Requirement 2016-26**

1. Convenience figure for Holt in the study and above includes Aldi permission PF/14/1373 for 1,429sqm gross/912sqm net. This has however not been built out and permission has lapsed.
2. Figures for Hoveton (North Norfolk district) and Wroxham (Broads Authority) are combined.

- 8.4.9** Locally derived impact thresholds address the fragility of the Districts town centres and the disproportionate nature of the default national threshold contained in the NPPF. Collectively, the impacts of small-scale development proposals needs to be considered. Consequently, proposals will need to demonstrate their impacts on existing, committed and planned public and private investment in one or more centres and the wider functional catchment area (as

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applicable to the scale and nature of the proposal), as well as town centre vitality and viability, and local consumer choice in the short and medium term 5- 10 yrs. Given the functional links and overlapping catchment areas of Holt, Sheringham and Cromer, any proposal requiring an impact assessment in these wider areas will need to consider the impacts on all three centres.

### Policy E 4

#### Retail & Town Centre Development

1. Support will be given for maintaining and enhancing the vitality and viability of the following hierarchy of town centre and local centres:
  - a. Proposals for retail and other town centre development of a scale appropriate to the retail hierarchy will be supported provided that development respects the character of the centre, including its special architectural and historic interest, and assists in maintaining its existing retail function;
  - b. Proposals for convenience and comparison goods provision of an appropriate scale in **Large Town Centres** will be considered favourably, provided that proposals reflect the identified capacity to support growth as established in the Retail & Town Centre Study and other appropriate evidence, and seeks to enhance and broaden the retail offer.
2. Site selection for retail and other town centre uses should follow national policies and guidance. **Town Centre** boundaries & **Primary Shopping Areas** are defined on the Policies Map.

Settlement	Retail Hierarchy
Cromer, Fakenham, North Walsham	Large Town Centres - serves the District and beyond and are the main focus for retail and leisure development.
Holt, Hoveton, Sheringham, Stalham, Wells-next-the-Sea	Medium Town Centre & Tourist Centres - provide a range of services for local residents, their rural Hinterland, and tourists.
Growth Villages	Local Centres – provide for basic or everyday local needs and for their immediate rural catchment.

3. Development proposals for retail development, which are located between the **Primary Shopping Area** (PSA) and the **Town Centre** boundary will be supported only where it is demonstrated that the proposal cannot be suitably accommodated within the PSA and will bring positive economic regeneration benefits.
4. Support for out-of-centre development will be dependent on how it reflects:
  - a. the capacity available to support the proposal as identified in the Retail Study and subsequent permissions; and,
  - b. how it seeks to enhance expenditure retention and in relation to the assessment of impacts on the town centre<sup>(112)</sup> and wider retail catchments, and is in accordance with the locally derived impact thresholds below.

Settlement	Impact Threshold
Cromer, Fakenham	1,000sqm gross and over

<sup>112</sup> Impacts to consider include those on existing, committed and planned public and private investment in a centre(s) and the wider functional catchment area (as applicable to the scale and nature of the proposal) as well as town centre(s) vitality and viability, local consumer choice in the short and medium term 5- 10 yrs.

Settlement	Impact Threshold
North Walsham, Hoveton, Holt, Sheringham	500sqm gross and over
Stalham, Wells-next-the-Sea	250sqm gross and over

5. Retail and Main Town Centre Use proposals in Hoveton/Wroxham will be considered in the context of the entire town centre and the policies of the relevant Broads Authority Development Plan.
6. Proposals for residential development within **Primary Shopping Areas** will be considered favourably provided that they are above ground floor level. Such proposals should include a separate and secure access, preferably to the rear of the property, which does not result in a net loss of ground floor retail space.
7. Proposals should respect their surroundings and contribute positively to the visual amenity of their locality providing public realm improvements and wider public benefit, such as:
  - a. enhanced accessibility and connection between urban spaces;
  - b. improvements to streetscape, lighting, signage, paving, street furniture, and public art;
  - c. improvements to the pedestrian and cycle environment;
  - d. complementary surfacing and hard landscaping materials;
  - e. incorporate tree planting and green infrastructure, wherever possible;
  - f. innovative design and improvements in local design quality that help to develop a strong local identity and sense of place in accordance with the North Norfolk Design Guide.
8. Outside of identified town centres, in Growth Villages, proposals for the conversion or extension of shops that are designed to improve their viability will be supported in principle.
9. In the designated **Countryside Policy Area** proposals for small scale specialist retail services will be supported in principle only where it can be demonstrated that the proposal is to perform a wholly ancillary role to an existing or planned use and is of an appropriate and proportionate small scale.

## 8.5 Signage & Shopfronts

**The purpose of this policy** is to seek to avoid the proliferation of advertisements in sensitive locations, such as in Conservation Areas and rural locations or locations which have high visual amenity, where it is considered that the amenity of the locality will be impaired and to ensure new and replacement shopfronts are well designed to reflect the character of the surrounding area and enhance the visual amenity of the local area.

### Policy E 5

#### Signage & Shopfronts

1. Advertisements and signs (illuminated & non-illuminated) should be:
  - a. appropriate and relevant to the business or premises for which they have been created;
  - b. sensitively designed and located having regard to the character of the building on which they are to be displayed reflecting the general characteristics of the locality and taking account of the design principles contained in the **North Norfolk Design Guide SPD**.

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2. The size, scale, material, colour scheme and any means of illumination selected should be sensitive and appropriate to the local area and wider amenity. In areas of historic value, such as **Conservation Areas**, particular regard should be had to any impact of the proposal on the character and appearance of the area. Proposals which obscure features of architectural or historical interest, or are uncharacteristic of a buildings design, will not be permitted.
3. The creation of new shopfronts, or the replacement / alteration of an existing frontage should be well designed to reflect the character of the surrounding area and seek, where possible, to enhance the visual amenity of the local area. Proposals should have regard to:
  - a. the existing character of the area;
  - b. the suitability of the overall form, scale and architectural detail in relation to the overall appearance of the building;
  - c. the suitability of materials in relation to the overall appearance of the building; and,
  - d. any locally produced best practice guidance.

### 8.6 New Tourist Accommodation, Static Caravans & Holiday Lodges, & Extensions to Existing Sites

**The purpose of this policy** is to ensure that new-build tourist accommodation, static holiday caravans and holiday lodges are located in appropriate locations and to allow flexibility for existing businesses within the countryside the opportunity to expand where appropriate.

- 8.6.1** Across North Norfolk, there is a broad range of tourist accommodation available including self-catering cottages, guest houses and hotels as well as static holiday caravans and holiday lodges. Collectively, they create a diverse choice of places for tourists to stay. The provision of a diverse range of tourist accommodation is desirable: tourists visiting the area can have positive impact on the economy.
- 8.6.2** The preferred location for new-build tourist accommodation, static holiday caravans and holiday lodges is within the boundary of a designated settlement. This is to enable visitors to access a range of services by a choice of travel modes (including on foot). In addition, consideration will be given to small scale proposals that are well related to a Selected Settlement or an existing tourist business. Such development will not normally be permitted in the Countryside in order to protect the area from new-build accommodation, static holiday caravans and holiday lodges being built across the District. This would not prevent the expansion of existing businesses, or the re-use of existing buildings.
- 8.6.3** The presumption is that new proposals should not be located within the Coastal Change Management Area (CCMA). However, where new build tourist accommodation is proposed within a designated CCMA the application is expected to be supported by evidence to demonstrate adequate warning and evacuation arrangements. This is to be demonstrate through a Coastal Erosion Vulnerability Assessment (CEVA).
- 8.6.4** Static caravan sites can have a significant impact on the landscape and this is particularly felt in the main resort areas of Cromer, Mundesley and Sheringham where a series of adjoining sites are prominent in an otherwise largely undeveloped coast. The Council has an aspiration to relocate these sites away from the cliff-tops, and therefore, as an exception to the general presumption against new static caravan sites, they may be permitted where they directly result in the removal of an existing cliff-top caravan site to a site with a lesser landscape impact or away from an area at risk of erosion or flooding. On occasion, it may be appropriate for an existing site within the Norfolk Coast National Landscape to relocate to another site in

## Economy 8

the National Landscape that has less impact than the current site. In these cases the direct and indirect impact of the proposal must be carefully considered (the AONB/National Landscape Tourism Impact Analysis report found that tourism growth must be sufficiently controlled and managed to mitigate any negative impacts).

- 8.6.5** The replacement of static caravan sites with lodge-style developments will be permitted where it improves the appearance and landscaping of the site or relocates a prominent or at-risk static caravan site. However, within the cliff-top zone the priority is to relocate these existing sites rather than consolidate their use. As with all development, proposals for any accommodation will only be allowed after it has been demonstrated that no adverse impact on the integrity of Habitats Sites will result. It is recognised that tourism accommodation proposals will bring risks to Habitats Sites from recreation and that the coastal area will have particular appeal. Tourism accommodation proposals are subject to GIRAMS and **Policy ENV 5 'Impacts on International & European sites: Recreational Impact Avoidance & Mitigation Strategy'** ensures risks are addressed for all development that results in additional overnight accommodation.
- 8.6.6** Hotel accommodation is defined as a Main Town Centre use and will usually need to comply with **Policy E 4 'Retail & Town Centre Development'**. Hotel accommodation may be permitted within employment areas, in line with **Policy E 2 'Employment Areas, Enterprise Zones & Former Airbases'**. However, this will not permit ancillary development such as self-catering units.
- 8.6.7** The extension to existing tourist accommodation section relates purely to extensions to these specific types of tourist accommodation. Expansions to tourist attractions and expansions to employment generating uses are set out within other policies within the plan.
- 8.6.8** Proposals that are not for holiday accommodation will be treated as permanent dwellings and determined under relevant policies of this Plan. Development permitted under this policy will be limited by condition to holiday use only.

### Policy E 6

#### New Tourist Accommodation, Static Caravans & Holiday Lodges, & Extensions to Existing Sites

1. Proposals for new tourist accommodation, static holiday caravans and holiday lodges<sup>(1)</sup> will be supported where:
  - a. the site is within the boundary of a **Selected Settlement** or is small scale and well related to such a settlement or established tourist business; or,
  - b. the proposal is for a replacement static caravan site or holiday lodge accommodation which would result in the removal of an existing clifftop static caravan site or the relocation of existing provision which is within the **Coastal Change Management Area** or **Environment Agency Flood Risk Zone 3**;<sup>(2)</sup> and,
  - c. the proposal demonstrates measurable biodiversity net-gains; and,
  - d. the proposal would not have a significant detrimental impact upon:
    - i. the defined special qualities of the **Norfolk Coast National Landscape**;
    - ii. the key characteristics and valued features of the defined Landscape Type;
    - iii. residential amenity; and,
    - iv. the safety and operation of the local highway network.

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2. Proposals for new hotel facilities will be supported subject to compliance with the sequential approach in accordance with national retail policy and **Policy E 4 'Retail & Town Centre Development'**.
  3. Business expansion and extensions to existing tourist accommodation, static caravan and holiday lodge sites will be supported where:
    - a. the proposal demonstrates measurable biodiversity net-gains; and,
    - b. the proposal would not have an adverse impact upon:
      - i. the defined special qualities of the **Norfolk Coast National Landscape**;
      - ii. the key characteristics and valued features of the defined Landscape;
      - iii. residential amenity; and,
      - iv. the safety and operation of the local highway network.
  4. All proposals within a designated **Coastal Change Management Area** shall demonstrate through a Coastal Erosion Vulnerability Assessment that the proposal will not result in an increased risk to life or to property.
  5. In all cases, any adverse impact of proposals will be balanced against the economic benefits of the sustainable growth and expansion of all types of tourism businesses in the rural area.
1. Including buildings such as cabins and guest houses.
  2. Taking into account the equivalent risk from all sources of flooding.

### 8.7 Touring Caravan & Camping Sites

**The purpose of this policy** is to ensure that the use of land for touring caravan and camping sites is located in appropriate locations.

- 8.7.1** Across North Norfolk, there is a wide variety of accommodation available to tourists including (but not limited to) touring caravan sites, camp sites and glamping sites for year-round and seasonal uses. These sites can provide a range of seasonal, temporary tourist accommodation, differing in size and location. Such accommodation types are valuable in adding to the diverse choice of places for tourists to stay.
- 8.7.2** The use of land for touring caravan and camp sites has a lower impact than new-build accommodation as they are not permanently occupied and in winter months there may be little evidence of activity. However in summer months they can be intrusive in the landscape and may add to visitor pressure on particular areas if not controlled. As far as seasonal or temporary tourist accommodation is concerned, therefore, the policy approach taken will very much reflect the degree of protection of the area of land on which the proposal is being made, landscape character and visual impact, as well as the effects on infrastructure and communities are key considerations. Proposals which do not require permanent structures to remain on site are likely to be considered to be more acceptable.
- 8.7.3** Proposals must have regard to national guidance and relevant policies within this Local Plan including the sequential and exception tests as set out in **Policy CC 7 'Flood Risk & Surface Water Drainage'**.
- 8.7.4** Where proposals for touring caravans and camping sites are proposed within a designated



Coastal Change Management Area the application is expected to be supported by evidence to demonstrate adequate warning and evacuation arrangements. This is to be demonstrated through a Coastal Erosion Vulnerability Assessment.

- 8.7.5** It is recognised that tourism accommodation proposals will bring risks to Habitats Sites from recreation and that the coastal area will have particular appeal. Tourism accommodation proposals are subject to GIRAMS and **Policy ENV 5 'Impacts on International & European sites: Recreational Impact Avoidance & Mitigation Strategy'** ensures risks are addressed for all development that results in additional overnight accommodation.

## Policy E 7

### Touring Caravan & Camping Sites

1. The use of land<sup>(1)</sup> for touring caravan and camping sites<sup>(2)</sup> will be supported where:
    - a. the site is within the boundary of a **Selected Settlement**; or,
    - b. the proposal is for the expansion of a site already in use for touring and camping; or,
    - c. the site lies outside of the boundary of a **Selected Settlement** but does not lie within the **Norfolk Coast National Landscape, Heritage Coast, or Undeveloped Coast**; and,
    - d. complies with **Policy CC 7 'Flood Risk & Surface Water Drainage'** and national policy including where appropriate the sequential and exceptions tests.
  2. All proposals within a designated **Coastal Change Management Area** shall demonstrate through a Coastal Erosion Vulnerability Assessment that the proposal will not result in an increased risk to life or to property.
  3. In all cases proposals must demonstrate measurable biodiversity net-gains; and that the proposal would not have a significantly detrimental impact upon:
    - a. The key characteristics and valued features of the defined Landscape Type;
    - b. residential amenity; and,
    - c. the safety and operation of the local highway network.
  4. In all cases, any adverse impact of proposals will be balanced against the economic benefits of the sustainable growth and expansion of all types of tourism businesses in the rural area.
1. The making of any material change to the use of land or the use of buildings (adapted from Section 55 of the Town and Country Planning Act, 1990).
  2. Including (but not limited to) touring caravan, camping and 'glamping' sites, including those used to provide yurts, pods, teepees and shepherds huts.

## 8.8 New Tourist Attractions & Extensions

**The purpose of this policy** is to ensure that tourist attractions that broaden the tourism opportunities across the District and extend the tourist season are encouraged in appropriate locations.

- 8.8.1** It is recognised that tourism development differs from other forms of economic development in that it is sometimes preferable for attractions to be located outside of settlement boundaries.

## 8 Economy

- 8.8.2** Therefore, whilst being within the boundaries of designated settlements is the preferred location for new build tourist attractions, attractions that broaden the tourist opportunities across the District and extend the tourist season will be welcomed in some instances.
- 8.8.3** Those tourist attractions defined as Main Town Centre uses (includes theatres, museums, galleries and concert halls and conference facilities) will need to comply with **Policy E 4 'Retail & Town Centre Development'**.
- 8.8.4** In the case of proposals in designated Countryside which do not involve the re-use of existing buildings, additional evidence will be required to demonstrate that there are no suitable existing buildings for re-use within the locality. This will be determined upon the basis of the type of application being made and pre-application advice should be sought to agree the scope of the sequential approach with the Local Planning Authority.
- 8.8.5** As with the use of land for accommodation, the policy approach taken will very much reflect the degree of protection of the area of land on which the proposal is being made, with landscape character and visual impact, as well as the effects on infrastructure and communities being key considerations.
- 8.8.6** The extension to existing tourist attractions section relates purely to extensions to these specific types of tourist attractions. Expansions to tourist accommodation and expansions to employment generating uses are set out within other policies in the Plan.

### Policy E 8

#### New Tourist Attractions & Extensions

1. The Council will support proposals for new build tourist attractions<sup>(1)</sup> and extensions to existing attractions across the District. Proposals will be supported where:
  - a. the site is not within the designated **Norfolk Coast National Landscape, Heritage Coast, or Undeveloped Coast**;<sup>(2)</sup>
  - b. it has been demonstrated that there are no suitable buildings for re-use in the locality;
2. In all cases, proposals must demonstrate measurable biodiversity net-gains; and that the proposal would not have a significantly detrimental impact upon:
  - a. The key characteristics and valued features of the defined Landscape Type;
  - b. residential amenity; and,
  - c. the safety and operation of the local highway network.
3. Any adverse impact of proposals will be balanced against the economic benefits of the sustainable growth and expansion of all types of tourism businesses in the rural area.

1. For recreational, cultural and leisure uses.

2. Unless it can be demonstrated that the location is integral to the development.

## 8.9 Retaining an Adequate Supply & Mix of Tourist Accommodation

The purpose of this policy is to retain a mix of all types of tourist accommodation.

## Economy 8

- 8.9.1** The existing stock of hotels, guesthouses, bed and breakfasts, self-catering accommodation, mobile homes and caravans in the District plays a critically important role in supporting the District's tourism economy.
- 8.9.2** In many cases, this accommodation is in locations where the policies of this Plan would normally allow buildings to convert to other uses, including permanent residential accommodation. Change of use to permanent residential accommodation can help to address the need for new homes, make good use of existing buildings, and reduce the need to build elsewhere but the loss of holiday accommodation may reduce choice, have an adverse economic impact, and may in the longer- term increase the pressure for replacement holiday buildings. It is therefore important to ensure that the supply, in terms of quantity, type and distribution of holiday accommodation is sufficient to meet likely demands.
- 8.9.3** Some larger holiday complexes also provide other local facilities and services many of which are available for use by local communities such as public bars, convenience shops, sport and recreational facilities and meeting rooms. These may be the only such services available for the local community and where this is the case they should be retained in accordance with **Policy HC 3 'Provision & Retention of Local Facilities'**.
- 8.9.4** The intention of this policy is to ensure that where a building is currently being used for holiday purposes it is not converted to permanent residential use unless it is clear that there is an adequate supply of similar accommodation nearby. Exceptionally, planning permission may be granted where it is clearly demonstrated that the accommodation is no longer viable and that all reasonable efforts have been made to sell or let, determined by an independent viability assessment that includes evidence of marketing which accords with the LPAs published best practice guidance. Applicants will be expected to clearly justify applications for change of use.
- 8.9.5** The policy applies to all types of built holiday accommodation such as hotels, guest houses and self-catering holiday lets but is not applicable to caravans, mobile homes, lodges, yurts and camping sites, located within the defined Countryside Policy Area, which should be retained in holiday use.

### Policy E 9

#### Retaining an Adequate Supply & Mix of Tourist Accommodation

Development proposals that would result in the change of use or redevelopment of buildings currently, or last used, for tourist accommodation will be supported subject to:

1. The proposal making provision for replacement accommodation of a similar scale and type elsewhere in the vicinity and is made available prior to commencement of use of the replacement development; or,
2. An independent viability assessment demonstrating that the use is no longer viable and that all reasonable efforts have been made to sell or let the property at a realistic price, including evidence of marketing for a period of 12 months<sup>(1)</sup>.

1. To accord with best practice guidance published by the LPA

## 8 Economy

## 9 Places & Sites

### 9.1 Introduction

- 9.1.1** Each of the settlements in North Norfolk have distinct individual characteristics in terms of their existing roles, character, needs, and their capacity to accommodate additional development. Based on these, the Council has developed proposals for the future of each town and the larger villages in the District. These aim to ensure that identified needs for new homes, jobs, open spaces and supporting infrastructure are delivered in ways that are consistent with protecting the unique role and character of each settlement. The distribution of housing and employment growth accords with the Spatial Strategy of this Plan (**Policy SS 1 'Spatial Strategy'**), the ability to provide essential utilities and infrastructure to serve new development, and the need to safeguard local heritage and sensitive landscapes.
- 9.1.2** The evidence base prepared to support this Plan has identified the need for new homes, employment, and other needs over the period up to 2040 together with the infrastructure that is necessary to make new development acceptable. **Policy HOU 1 'Delivering Sufficient Homes'** and **Policy E 1 'Employment Land'** set out the scale of new development required to meet these needs. They establish the proposed quantum and broad distribution of new development within the District, with a focus on those settlements at the higher levels of the Settlement Hierarchy. Development in these locations will deliver the required growth whilst limiting unnecessary journeys, reduce car usage and associated carbon emissions, make the most efficient use of existing infrastructure and services, and minimise the impacts of new development on the character of the wider countryside. Whilst some of the required growth can be provided through a process of redevelopment, infilling within built up areas and changes of use of existing buildings, delivering the scale of growth that is needed requires the identification of new development sites.
- 9.1.3** This section of the Plan allocates new sites for future development and includes a site-specific policy for each of the allocated sites for either housing, employment, or mixed uses. In order to secure planning permission proposals will need to comply with this site-specific policy and with the other policies of this Plan. In addition, the large strategic allocation at North Walsham West will be developed comprehensively in accordance with a separate Development Brief, which will be approved as a Supplementary Planning Document to guide the creation of a high quality sustainable urban extension to the town. This Brief must be prepared and approved by the Planning Authority prior to the commencement of development.

### Settlement Boundaries, Land Use Designations and New Development Sites (Allocations)

- 9.1.4** In each of the settlements where development is proposed, a Settlement Boundary has been defined. These boundaries are shown on the Policies Map and distinguish between areas of developed land which are already largely built up in character from the surrounding undeveloped areas. Land which is located outside of defined settlement boundaries in the Local Plan, and also in any adopted Neighbourhood Plans, is designated as a Countryside Policy Area and acceptable developments in this area are limited to specific types provided for in various policies of this Plan.
- 9.1.5** Areas of land which lie within the defined boundaries of the Selected Settlements are identified as one of a number of Policy Area Designations, with each of these designations subject to one or more policies in this Plan which determine the type of development which is allowed.
- 9.1.6** These are:

## 9 Places & Sites

- **Residential Areas** - locations which are principally in use for residential purposes where residential and other compatible non-residential uses would be permitted in accordance with **Policy SS 1 'Spatial Strategy'**.
- **Employment Areas** - locations specifically reserved for employment generating developments in accordance with **Policy E 1 'Employment Land'** and **Policy E 2 'Employment Areas, Enterprise Zones & Former Airbases'**. Within such areas the policies of this Plan do not generally support uses which do not create local employment opportunities.
- **Town Centre Areas** and **Primary Shopping Areas** - areas where main town centre uses are directed in accordance with **Policy E 4 'Retail & Town Centre Development'**.
- **Open Land Areas, Local Green Spaces** and **Formal Education & Recreation Areas** - areas of functionally, or visually, important open space which are subject to **Policy HC 2 'Provision & Retention of Open Spaces'**.
- **Public Car Parks** - centrally located public car parks which should be retained unless replaced with equivalent or better provision in accordance with **Policy HC 7 'Parking Provision'**.
- **Sustainable Transport** - sites reserved for potential future rail use in accordance with **Policy HC 8 'Safeguarding Land for Sustainable Transport'**.
- **Health & Social Care Campuses** - areas specifically safeguarded for health related uses where **Policy HC 3 'Provision & Retention of Local Facilities'** would be applied.

**9.1.7** Each of these land use designations and suggested allocations may also be overlain with one or more subject based Policy Areas. For example, many of the District's Town Centres are also **Conservation Areas**, they may include **Listed Buildings**, parts might lie within areas of **Flood Risk**, and significant parts of the District lie within the **Norfolk Coast National Landscape**. In such cases, the applicable topic based policies of this Plan would also be applied when considering development proposals.

**9.1.8** These land use **Designations** and topic based **Policy Areas** together with the development **Site Allocations** are shown on the **Policies Map**.

### 9.2 Site Allocations

**The purpose of this policy** is to ensure that sufficient development land is available in the District to meet all likely future development needs in locations that comply with the **Settlement Hierarchy**. Policy DS1 allocates a range of available, suitable and deliverable sites for homes, employment, open space and other uses.

**9.2.1** Development on each of the sites will be subject to compliance with both the site-specific policies and the general policies of this Plan. Applicants seeking planning permission should ensure they are in a position to develop sites in a comprehensive manner, deliver all aspects of the allocated uses, provide all necessary supporting infrastructure and comply in full with the policies of this Plan. Applicants should ensure that the prices paid for land would enable the delivery of proposals that fully accord with the policies of this Plan in a viable way.

**9.2.2** The sites allocated for development are the most suitable when considered against the alternatives appraised through a site assessment process and Sustainability Appraisal which was undertaken as part of preparing this Plan. They are all available for development, have a realistic prospect of delivering the required growth within the time frame covered by the Plan, and subject to compliance with the policies of this Plan are suitable for the proposed development. Sufficient sites have been identified to ensure that the housing targets for both market and affordable homes set in this Plan can be addressed.

**9.2.3** Some of the sites proposed for development will be mixed use schemes which will require on site open space, other uses and supporting infrastructure provision. Where mixed uses are



## Places & Sites 9

proposed the policies for each site require comprehensive phased delivery and applicants should ensure they are able to deliver all aspects of the proposed development in a timely fashion as required by the applicable policy.

- 9.2.4** In establishing the capacity for homes on each site a density of approximately 30 (villages) or 40 (towns) dwellings per hectare has been used as a starting point. Allowance has been made to ensure each site can deliver the range of uses required, and where it is considered that sites may not be suitable for this density of development, perhaps because of local character considerations, an adjustment has been made. The Council will expect development proposals to make efficient use of developable land with the aim of accommodating the maximum amount of development that is consistent with protecting the character of the area and in ways that comply with the policies of this Plan. Dwelling numbers included in the policies are expressed as approximates, include specialist elderly accommodation in dwelling equivalents as required by **Policy HOU 2 'Delivering the Right Mix of Homes'**, and should not be taken to mean that the number of dwellings indicated will always be acceptable. How many dwellings can be accommodated in a satisfactory way on any given site will be determined at planning application stage based on the merits of individual proposals and how they comply with the policies of this plan.
- 9.2.5** Each of the site allocation policies identifies a minimum quantity of open space to be provided on the site. This is derived by applying an open space calculator to the remaining developable area after deducting land required for other uses and assumes the site will be developed at a density of either 30 or 40 units per hectare with a mix of dwellings which accords with Policy HOU2. As with dwelling numbers the precise quantum of open space provided will be determined at planning application stage taking account of the specifics of the development proposal. Applicants should assume that at least the stated minimum will be required and should discuss proposals with the Planning Authority at the earliest opportunity. For the purposes of the policy, open space includes play spaces and pitches, allotments, parks and natural green space with public access but excludes landscape buffers, SUDs drainage systems and small incidental areas of green space with no recreational function.
- 9.2.6** On larger sites, the policies of this Plan require the delivery of specialist elderly persons accommodation as part of the development. The requirement is to provide the accommodation rather than reserve land for its future provision. The type and tenure of this provision will be determined at the time of application in accordance with Policy HOU2. Phasing obligations will be attached to planning permissions to ensure that this accommodation is provided at an agreed point before the development is completed.
- 9.2.7** All allocated sites are subject to requirements to provide a proportion of affordable homes and, on larger sites, a contribution towards meeting the need for custom and self build plots in accordance with Policy HOU2.
- 9.2.8** In order to meet the legal requirements of the Habitat Regulations all site allocations are subject to a requirement to contribute towards the Norfolk Green Infrastructure and Recreational Avoidance Mitigation Strategy which has been agreed by all Norfolk Authorities in order to avoid adverse impacts on designated wildlife sites arising from increased visitors to the designated sites.
- 9.2.9** In preparing this Plan the Council has consulted infrastructure and utility providers to ensure that adequate capacity is available, or can be made available, to support the proposed development. This may change during the plan period and applicants are encouraged to have early discussions with providers to ensure that supporting infrastructure is available at the time of application. All proposals should provide, or contribute towards, improvements to the physical and social infrastructure which is necessary to make the development acceptable in land use terms in accordance with **Policy HC 4 'Infrastructure Provision, Developer Contributions & Viability'**.

## 9 Places & Sites

### Policy DS 1

#### Development Site Allocations

Planning permission will be granted for development on the following **Allocated Sites** subject to compliance with the site specific and general policies of this Plan:

Settlement	Site Name	Site Reference	Allocation Details
Blakeney	Land West of Langham Road	BLA01/B	Approx 30 dwellings, open space and supporting infrastructure.
Blakeney	Land East of Langham Road	BLA04/A	Approx 30 dwellings, open space and supporting infrastructure.
Briston	Land East of Astley Primary School	BRI01	Approx 25 dwellings, open space and supporting infrastructure.
Briston	Land West of Astley Primary School	BRI02/C	Approx 90 dwellings, school parking, open space and supporting infrastructure.
Cromer	Land at Runton Road / Clifton Park	C10/1	Up to 70 dwellings, open space and supporting infrastructure.
Cromer	Former Golf Practice Ground, Overstrand Road	C16	Approx 150 dwellings, 60 units/40 dwellings equivalent of elderly care accommodation, open space and supporting infrastructure.
Cromer	Land West of Pine Tree Farm	C22/4	Approx 500 dwellings, sports facilities, open space, 100 units/67 dwellings equivalent of elderly care accommodation and supporting infrastructure.
Fakenham	Land North of Rudham Stile Lane	F01/B	Approx 560 dwellings, open space, 100 units/67 dwellings equivalent of elderly care accommodation and supporting infrastructure.
Fakenham	Land Adjacent Petrol Filling Station	F02	Approx 70 dwellings, open space and supporting infrastructure.
Fakenham	Land at Junction of A148 & B1146	F03	Approx 65 dwellings, open space and supporting infrastructure.
Fakenham	Land South of Barons Close	F10	Approx 55 dwellings, new public park and supporting infrastructure.
Holt	Land North of Valley Lane	H17	Approx 27 dwellings, open space and supporting infrastructure.
Holt	Land at Heath Farm	H20	Approx 180 dwellings, 60 units/40 dwellings equivalent of elderly care accommodation, open space and supporting infrastructure.
Hoveton	Land East of Tunstead Road	HV01/C	Approx 150 dwellings, 60 units/40 dwellings equivalent of elderly care accommodation, open space and supporting infrastructure.
Hoveton	Land at Stalham Road	HV06/A	Approx 50 dwellings, open space and supporting infrastructure.

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Settlement	Site Name	Site Reference	Allocation Details
Ludham	Land South of School Road	LUD01/C	Approx 60 dwellings, open space and supporting infrastructure.
North Walsham	Land at Norwich Road & Nursery Drive	NW01/B	Approximately 350 dwellings, 100 units/67 dwellings equivalent of elderly care accommodation, open space, retention of existing commercial uses and supporting infrastructure.
North Walsham	Land at End of Mundesley Road	NW16	Approx 330 dwellings, 60 units/40 dwellings equivalent of elderly care accommodation, open space and supporting infrastructure.
North Walsham	Land West of North Walsham	NW62/A	Sustainable Urban Extension comprising approx. 1,800 dwellings, 300 units/200 dwellings equivalent of elderly care accommodation, employment land, neighbourhood centre, primary school, health facilities, open spaces, and supporting infrastructure.
Mundesley	Land off Cromer Road & Church Lane	MUN03/A	Approx 45 dwellings, open space and supporting infrastructure.
Sheringham	Land Adjoining Seaview Crescent	SH04	Approx 45 dwellings, open space and supporting infrastructure.
Sheringham	Land South of Butts Lane	SH18/1B	Approx 48 dwellings, open space and supporting infrastructure.
Stalham	Land at Brumstead Road	ST04/A	Approx 45 dwellings, open space and supporting infrastructure.
Stalham	Land Adjacent Ingham Road	ST19/B	Approx 150 dwellings, open space and supporting infrastructure.
Stalham	Land North of Yarmouth Road, East of Broadbeach Gardens	ST23/2	Approx 80 dwellings, employment land, open space and supporting infrastructure.
Tattersett	Tattersett Business Park	TAT01	Employment land.
Wells-next-the-Sea	Land South of Ashburton Close	W01/1	Approx 20 dwellings and supporting infrastructure.

Table 8 Development Site Allocations

# 9 Places & Sites

## 10 Cromer

**Cromer is identified as a Large Growth Town in the proposed Settlement Hierarchy. This means it has been identified as one of three towns, the others being North Walsham and Fakenham, where relatively large scale growth is proposed.**

- 10.0.1** The town functions as the District's main administrative centre, is a popular tourist destination on the Norfolk Coast, and is centrally located in the District on the principal road network and railway line to Norwich. Cromer hosts the district hospital, council offices and provides an extensive range of shops, leisure and cultural facilities for the surrounding central part of the District. It is an appealing seaside town and a popular tourist destination throughout the year which helps support the local economy. It functions as one of a cluster of three towns, together with Holt and Sheringham which are identified in this Plan as performing complementary roles in respect of housing, employment and retail functions in the central part of North Norfolk.
- 10.0.2** Cromer has significant landscape constraints which surround the town and limit its potential to accommodate large scale growth. To the north is the North Sea, whilst most of the surrounding landscape falls within the designated Norfolk Coast National Landscape. Those areas which are not formally designated are nevertheless attractive and important to the landscape setting of the town, or serve as important visual gaps between settlements. Within the National Landscape the National Planning Policy Framework (NPPF) states that great weight should be given to conserving and enhancing scenic beauty and that major developments should be avoided other than in exceptional circumstances, and where it can be demonstrated that development is in the wider public interest.
- 10.0.3** In terms of its function as a centre for housing, employment, retail, health, public administration and its extensive range of day to day services, Cromer could support relatively high levels of growth. However, its functional sustainability needs to be balanced against the importance of the national landscape designation which surrounds the town and contributes towards its attractiveness as a place to live and visit. For this reason this Plan does not propose the same scale of growth in Cromer as the other two identified Large Growth Towns, North Walsham and Fakenham, which are not subject to the same constraints. However, in order to contribute towards addressing local housing needs and provide enhanced outdoor sports facilities in the town, the Plan allocates three development sites which collectively would be suitable for around 720 dwellings, together with 127 dwellings equivalent of specialist elderly persons accommodation, and new sports facilities. The location of these sites has been carefully considered in order to mitigate the potential impacts on designated landscapes and important visual gaps between settlements, relate new development to the main transport network and provide convenient access to existing facilities.
- 10.0.4** The majority of the designated employment land on Cromer Industrial Estate is developed. The town is a net importer of employees, and it draws its workforce from a relatively large catchment area including the towns of Holt and Sheringham and the surrounding rural area. For employment opportunities it is not dependent on industrial development with a comparatively large and diverse range of jobs in retail, tourism, health and the public administration sectors. The town has very little in the way of available industrial land and most new industrial developments have taken place via either the re-use, or redevelopment, of existing sites. For employment purposes Cromer, Sheringham and Holt function as a cluster with employees travelling between the towns to access employment opportunities. Due to the environmental constraints and lack of suitable sites in the town which are suitable for industrial development this Plan proposes that additional employment land is located at Holt to serve the combined needs of Sheringham, Holt, Cromer and the adjacent rural areas.
- 10.0.5** Cromer has the second largest retail provision in terms of sales floor space in the District and in this Plan is classed as having a Large Town Centre (defined on the Policies Map) in the retail

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hierarchy. The town centre offers a broad choice of shops and services that serve residents, tourists and a relatively large rural catchment area. It has a reasonably high proportion of comparison goods shops, including a small selection of national multiples. Shop vacancy rates are typically below national averages, vacancy periods tend to be relatively short and despite national pressures there remains a good mix of uses providing for most day to day needs. A small Retail Park adds to the range of goods available. The towns of Cromer, Holt, & Sheringham have overlapping retail catchment areas and function in a complementary way with shoppers travelling between the towns to access the range of shops and services provided. New large out of town retail developments have the potential to damage the vitality and viability of the Town Centre by drawing shoppers away from the centre. Policy E4 of this Plan seeks to mitigate the risks of this by requiring that all out of centre proposals for more than a 1,000 sqm of retail floor space are supported by Impact Assessments and priority is given to the development of town centre sites where suitable land is available. There is a small identified need for comparison goods shopping and to a lesser extent food/beverage floor space. Re-use of vacant shop units could reasonably accommodate some of this need. Large scale development site opportunities are limited within the Town Centre where development is likely to be limited to small scale infills and extensions. Given that future demand is likely to be modest this Plan does not propose to allocate specific sites for retail development.

**10.0.6** There is very little previously developed (brownfield) land in Cromer. As with other settlements it is expected that a process of re-development, infill developments, and changes of use will continue to provide a supply of new homes and other uses, but these opportunities are relatively modest and will not address the identified need for new homes in particular. New greenfield allocations are therefore necessary in order to deliver the required growth and some of these sites will need to be located outside of the parish boundary of Cromer in the adjacent parishes as no suitable sites are available with Cromer parish. The suggested scale and location of development has sought to balance the need for growth with protecting the nationally important landscape setting of the town.

**10.0.7** In summary, the main considerations which influence the suggested location of development sites are the need to:

- Minimise the impact of development proposals on the designated Norfolk Coast National Landscape and the landscape more generally by giving priority, where suitable sites are available, to those sites which are not designated, minimising landscape impacts and protecting gaps between settlements.
- Retain existing green spaces within the town boundary where they are either functionally or visually important.
- Provide a large level site suitable for outdoor sport in an area well related to the town which is accessible by walking and public transport.
- Locate developments where they are, or can be connected, to key services and the town centre preferably by walking, cycling or public transport or via better quality roads.
- Avoid locations which are detached from the town and not well related to existing built up areas.
- Ensure a choice of sites are available to improve the prospects of delivery.
- Avoid locations which would result in unacceptable impacts on the highway network.

### Infrastructure

**10.0.8** The land allocations have been developed in conjunction with advice and information from infrastructure providers and statutory consultees. Where site specific requirements have been identified in preparing this Plan they are listed in each of the site allocation policies.



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- Anglian Water identified that off-site mains water supply reinforcement will be required in certain locations and that for new development of over 10 dwellings some enhancement to the foul sewerage network capacity will be required.
- Cromer is not identified in the Strategic Flood Risk Assessment as being at risk from fluvial or tidal flooding but there are some risks of surface water flooding predominantly due to water ponding on roads and open spaces.
- The Health Authority indicates that there is likely to be sufficient capacity in health services to support the proposed growth.
- The Highway Authority indicates that localised highway network improvements associated with each of the proposals will be required.
- There is a general need to improve open space provision including new allotments together with improved access to the countryside.
- The Education Authority indicates that there is likely to be sufficient capacity in local schools to accommodate the proposed development.
- By the end of the Plan period there is likely to be limited capacity at the electricity sub-station which may require some upgrades before development can proceed.

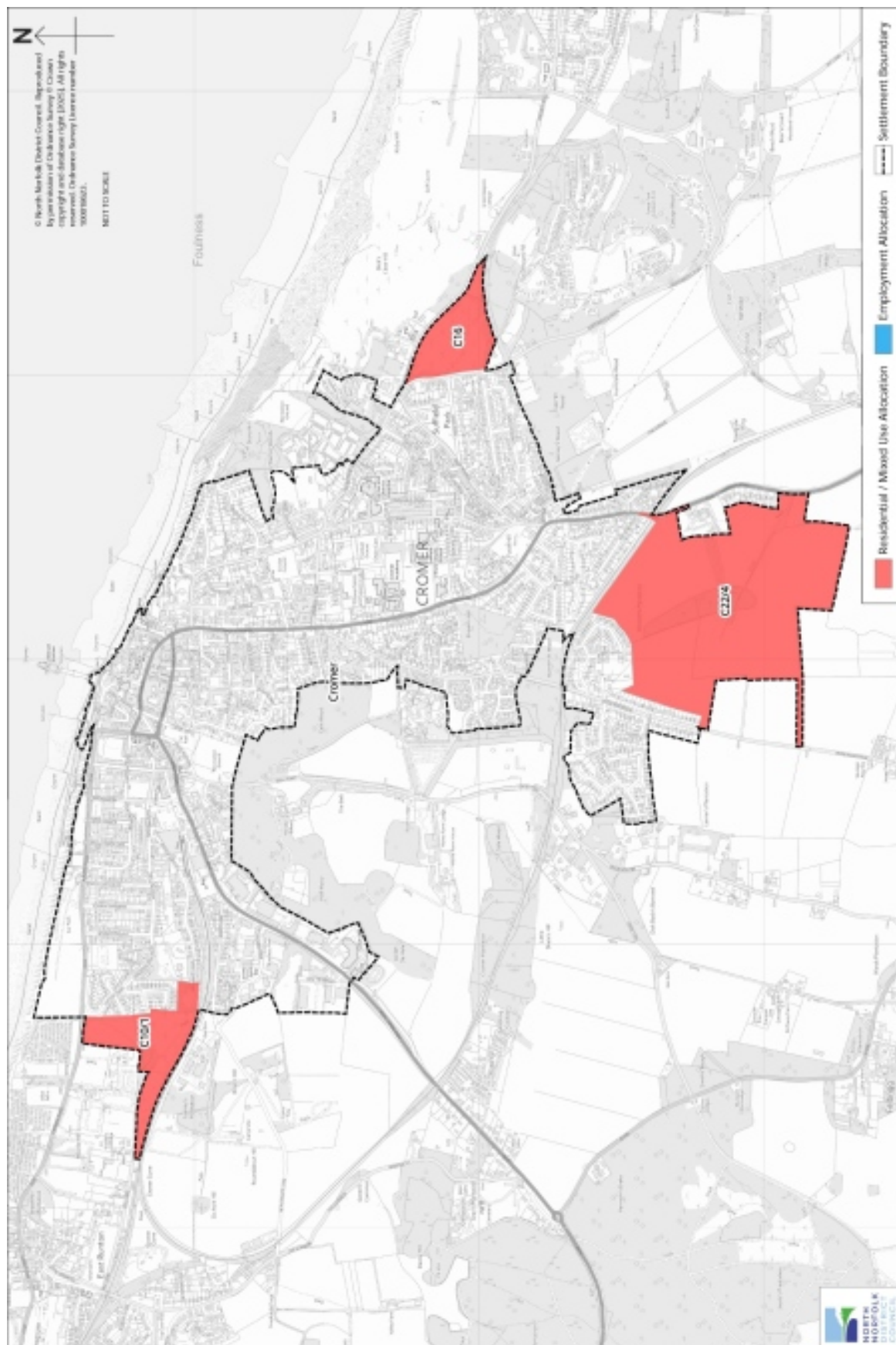
**10.0.9** As development takes place, it will need to be served by appropriate supporting physical infrastructure and services. All developments are required to address any identified shortages in infrastructure to the extent necessary to make the specific proposal acceptable.

### Site Allocations

**10.0.10** Three sites are allocated for development to the east of Cromer collectively suitable for around 720 dwellings, 127 dwellings equivalent of specialist elderly persons accommodation, new sports pitches and associated facilities, open space and supporting infrastructure. These allocations are shown together on the following map, and in more detail within the individual site sections that follow.

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## Allocations in Cromer



Map 1 Allocations in Cromer

## 10.1 Residential: Land at Clifton Park / Runton Road (C10/1)

The following site is allocated for residential development of up to 70 dwellings, public open space, and associated on and off-site infrastructure:



**Land at Runton Road / Clifton Park (C10/1)**

### Description

**10.1.1** The site is located to the west of the town and is bounded by residential development to the east, Runton Road to the north and a railway line to the south. The site is outside the Norfolk Coast National Landscape and gently slopes from the Runton Road up towards the railway and the start of the Cromer Ridge. There are good pedestrian and public transport links available.

### Constraints

**10.1.2** Development proposals will have to take into account:

- It is important that landscaping and an open, and stepped-back built frontage along Runton Road is provided to retain a green approach to the western side of the town. The site is adjacent to the Norfolk Coast National Landscape and consequently there should be suitable landscape treatment to the south of the site which takes account of the undulating landscape within its boundaries and the impacts on long-ranging views.
- The amenity value of any local open space.
- The railway line and Cromer Wastewater Recycling Centre lie to the south of the site and development of the site should have regard to the potential amenity impacts (noise and odours) arising from these uses.
- Within the proposed open space there are underground Anglian Water assets comprising a final effluent pipe and three rising mains.

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## Deliverability

- 10.1.3** The site is in single ownership and is being marketed for residential development. It is suitable and available for development and there are limited constraints. An area of indicative designated open space is identified on the Policies Map. Development should be achievable within the plan period. Developers should undertake early engagement with Anglian Water to safeguard those assets and take account of associated easements so the assets can be repaired and maintained as necessary.

### Policy C10/1

#### Land at Runton Road / Clifton Park

Land amounting to approximately 8 hectares, as defined on the Policies Map, is allocated for development of up to 70 dwellings, public open space and associated on and off-site infrastructure.

Planning permission will be granted subject to compliance with the policies of this Plan, and the following site-specific requirements:

1. Provision of a convenient and safe vehicular access from the adjacent Clifton Park development;
2. Careful attention to site layout, design and building heights in order to minimise the visual impact of the development on long-ranging views from the National Landscape to the west;
3. Development should be located to the north of the site, but with a deep landscaped frontage along Runton Road (as a minimum no development proud of No. 19 Clifton Park) to ensure an open frontage to the site;
4. High-quality landscaping should be provided to the rear of the built development and adjacent to the railway line, and the western edge of the housing should also be set back into the site to allow strategic landscaping along that boundary;
5. Development should include the provision of approximately 4.6ha of designated open space, as identified on the Policies Map (with a focus on retaining and enhancing ecology and wildlife habitats), which should be retained in perpetuity;
6. The delivery of on-site multi-functional open space together with measures for its on-going maintenance, taking into consideration public access and visual amenity needs;
7. Development should have careful attention to form and site layout in order to appropriately mitigate the amenity impacts from Cromer Wastewater Recycling Centre;
8. Provision of new, and enhancement of existing pedestrian/cycle links throughout the southern area of the site with appropriate access to the built development, and connectivity with Clifton Park, Mill Lane, Fulcher Avenue, Sandy Lane, as well as north-south pedestrian access between the site and Clifton Park;
9. Existing footpaths/bridleways running through the housing area should be provided with adjacent landscaping to maintain attractive recreational routes;
10. The submission, approval and implementation of a Surface Water Management Plan ensuring that there are no adverse effects on European sites and greenfield run off rates are not increased;
11. The submission, approval and implementation of a Foul Drainage Strategy providing details of any enhancements and demonstrating that there is capacity available in the sewerage network and at the receiving water recycling centre to accommodate wastewater flows from the site;
12. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS);

13. Submission of details to demonstrate the safeguarding of suitable access for the maintenance of water supply infrastructure; and,
14. The retention and enhancement of hedgerows and trees around and within the site including the protection of existing woodland within the site.

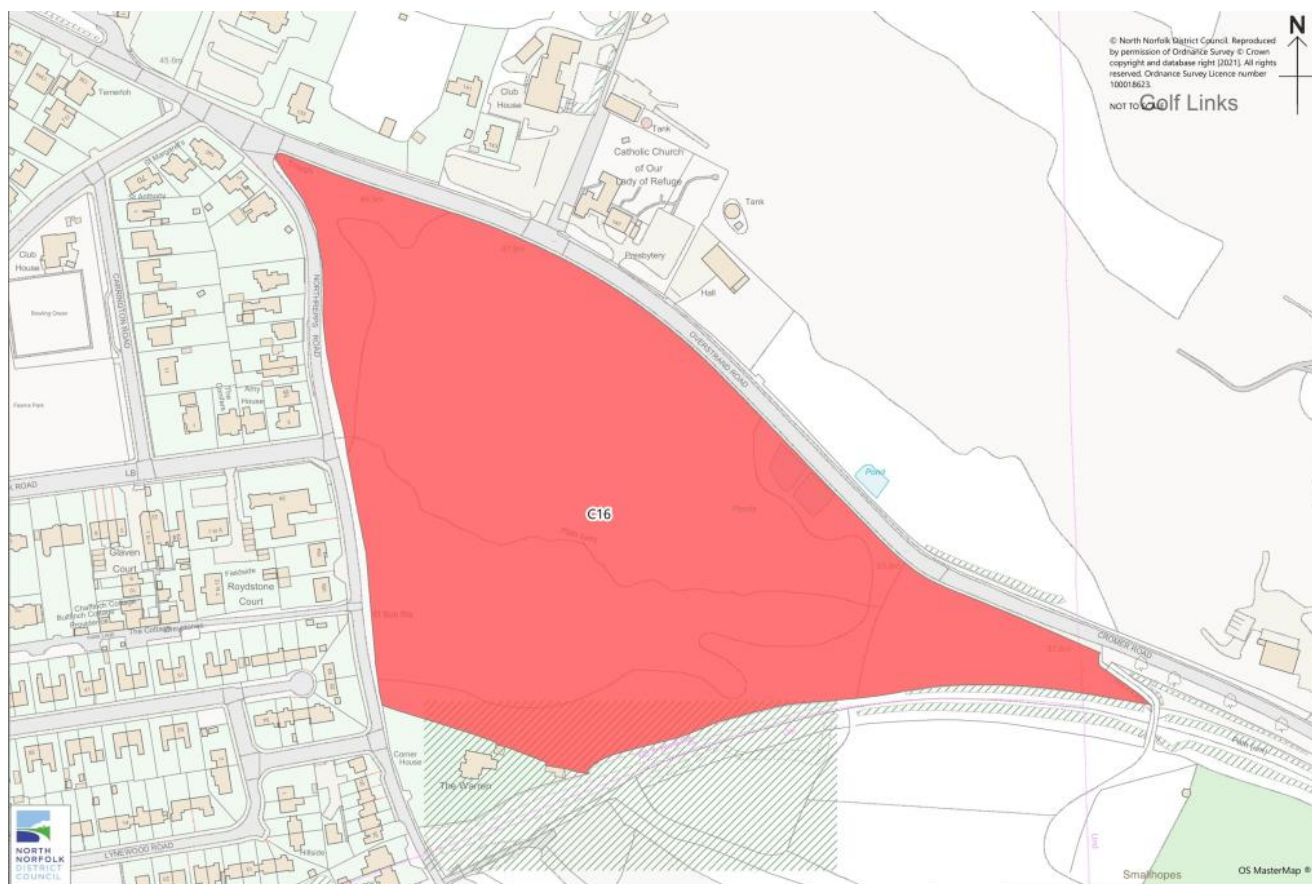
The site is underlain by a defined Mineral Safeguarding Area for sand and gravel resource; therefore, investigation and assessment of the mineral will be required, to the satisfaction of the Mineral Planning Authority, potentially followed by prior extraction to ensure that needless sterilisation of viable mineral resource does not take place.



# 10 Cromer

## 10.2 Residential: Former Golf Practice Ground, Overstrand Road (C16)

The following site is allocated for development of approximately 150 dwellings, specialist elderly care accommodation, public open space and associated on and off-site infrastructure:



### Description

- 10.2.1** This site consists of undeveloped land to the east of Cromer. It is bordered by existing residential development on the western side. The site is approximately 1km from the town centre and there are good pedestrian links available. The site is within walking distance of Roughton Road train station and there is a bus stop located close to the site with a bus service available. Access to the site could be provided from Overstrand Road or Northrepps Roads.
- 10.2.2** The site is within the Norfolk Coast National Landscape, is visually prominent from areas close to the site, but is not intrusive in the wider landscape. The area is located within the Coastal Shelf as defined in the LCA, the strategy seeks to ensure that any new development is well integrated into the landscape and does not form a harsh edge. Whilst development would be visible from Overstrand Road and Northrepps Road, the impact would be mitigated by retaining existing hedges and trees around the site, incorporating significant internal open space and tree planting within the site, and introducing a landscape buffer to the northern and western boundaries. Such landscaping should aim to break up views of the new development. The site is large enough to accommodate the proposed number of dwellings and to achieve substantial amounts of landscaping and open space.
- 10.2.3** The hedgerow and woodland around the site provide biodiversity benefit and should be further enhanced through additional planting.
- 10.2.4** It is important that careful attention is given to the site layout, building heights and materials in order to minimise the visual impact of development. Development should conserve and enhance



the individual character of Cromer responding to the historic built form and traditional vernacular style and materials, with reference to the Design Guide. It is important that new development on this site is well integrated into the landscape and does not form a harsh edge.

## Constraints

### 10.2.5 Development proposals will have to take into account:

- Anglian Water advised that enhancements to the foul sewerage network capacity may be required before development can proceed.

## Deliverability

### 10.2.6 The site is suitable and available for development. It is in single ownership. There are limited constraints on the site and development should be achievable within the plan period.

## Policy C16

### Former Golf Practice Ground, Overstrand Road

Land amounting to approximately 6.4 hectares, as defined on the Policies Map, is allocated for development of approximately 150 dwellings, in addition to 60 units/40 dwellings equivalent of specialist elderly persons accommodation, public open space and associated on and off-site infrastructure.

Planning permission will be granted subject to compliance with the policies of this Plan, and the following site specific requirements:

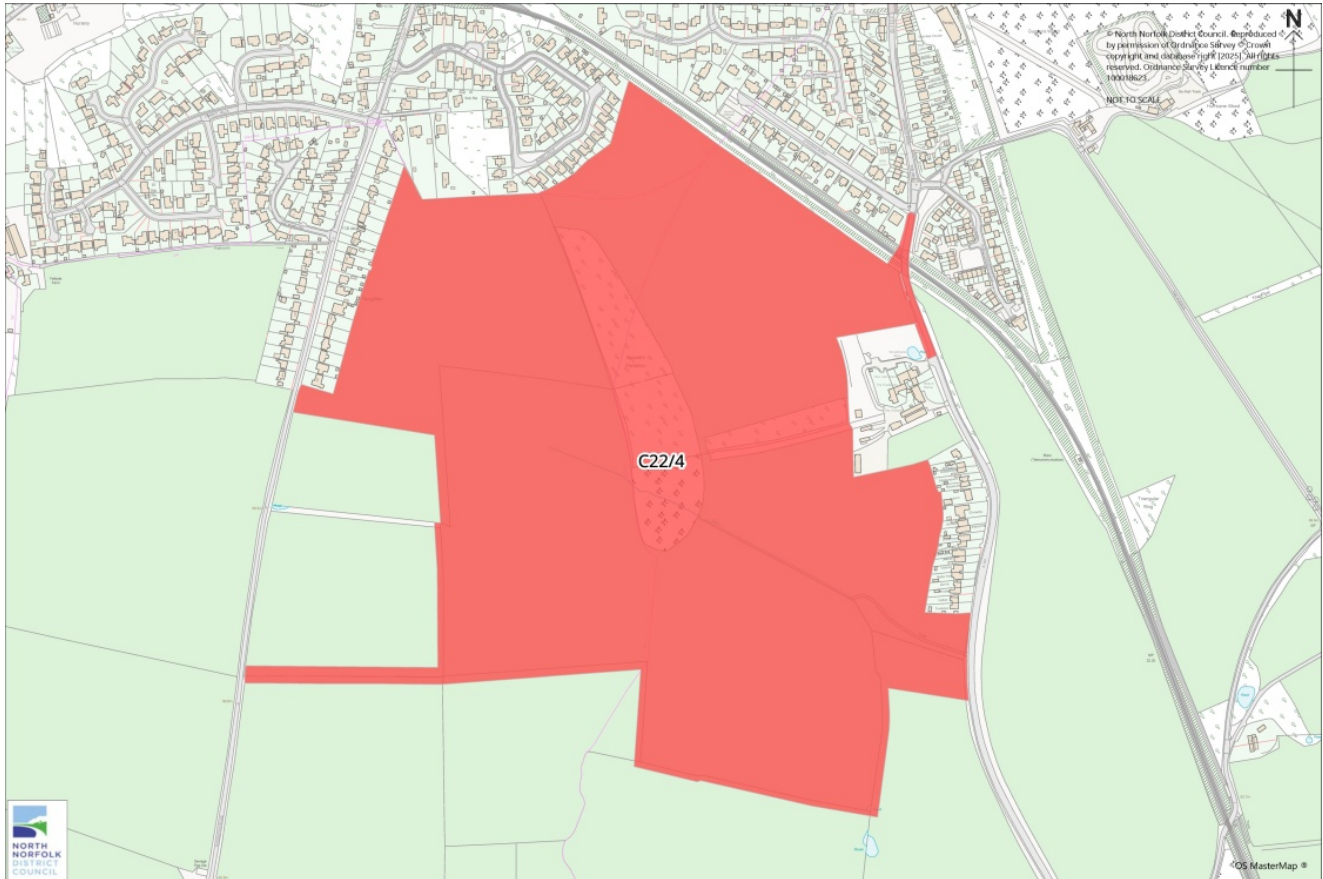
1. Careful attention to site layout, building heights and materials in order to minimise the visual impact of the development on the Norfolk Coast National Landscape;
2. Provision of convenient and safe vehicular access from Overstrand Road or Northrepps Road to include associated improvements, carriageway realignment and widening to a minimum of 5.5m, and provision of a frontage footway at the Northrepps Road access;
3. The submission, approval and implementation of a Transport Impact Assessment to assess the impact of the development on the strategic road network and identify areas where mitigation may be required and propose appropriate schemes;
4. On site delivery of not less than 1.31 hectares of multi-functional open space together with measures for its on-going maintenance;
5. Retention and enhancement of hedgerows and trees around the site, including the protection of existing woodland within the site and the provision of a landscaped buffer along the northern and western boundaries;
6. The submission, approval and implementation of a Surface Water Management Plan ensuring that there are no adverse effects on European sites and greenfield run off rates are not increased;
7. The submission, approval and implementation of a Foul Drainage Strategy, details of any enhancements and setting out how additional foul flows will be accommodated within the foul sewerage network;
8. Enhancement to sewerage infrastructure should be undertaken prior to the first occupation of any dwelling to prevent detriment to the environment and comply with Water Framework Directive obligations;
9. Delivery of comprehensive development in accordance with agreed phasing which ensures delivery of all aspects of the allocated uses; and,
10. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS).

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This site is underlain by a defined Mineral Safeguarding Area for sand and gravel resource; therefore, investigation and assessment of the mineral will be required, to the satisfaction of the Mineral Planning Authority, potentially followed by prior extraction to ensure that needless sterilisation of viable mineral resource does not take place.

### 10.3 Mixed-Use: Land West of Pine Tree Farm (C22/4)

The following site is allocated for a mixed-use development of approximately 500 dwellings, specialist elderly persons accommodation, sport and recreational facilities, public open space, and associated on and off-site infrastructure:



**Land West of Pine Tree Farm (C22/4)**

#### Description

- 10.3.1** This site is predominately greenfield land to the south of Cromer which borders residential development to the north and east. The combined site can deliver approximately 500 residential dwellings and 100 units/67 dwellings equivalent of specialist elderly persons accommodation, public open space and associated on-site and off-site infrastructure.
- 10.3.2** Vehicular access would be onto Norwich Road with two access points, including a roundabout on the southerly access.
- 10.3.3** The site is within the Norfolk Coast National Landscape and is visible from the south and the immediate surrounding landscape. Although clearly a significant development in the context of the existing town, it is considered that development of the site should appear as a natural extension to the settlement and could be carefully designed to minimise any adverse effect on the wider landscape, and as such represents an appropriate addition to the town which is broadly in keeping with the character of the area.
- 10.3.4** Due to the topography of the site, the surrounding development and landscaping, the eastern section is not overly prominent in the wider landscape. The impact of development in this area would be mitigated by retaining existing hedges/ trees around the site, incorporating internal open space and tree planting within the site, and introducing a landscaped buffer to the southern

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boundary. The site is adjacent to the Grade II Listed Pine Tree Farmhouse along Norwich Road. The development layout and landscaping should consider the impact on the listed building and wider landscape.

### Constraints

#### 10.3.5 Development proposals will have to take into account:

- The site's extension into the open countryside and the National Landscape. To mitigate this, landscape buffering along the southern boundary and careful consideration of the design and layout of the entire site will be needed.
- Anglian Water advise that off-site water mains reinforcement will be required and enhancements to the foul sewerage network capacity may be required.
- Sports pitches and facilities will be required on part of the site.
- A new roundabout access is required to Norwich Road.
- Safe pedestrian/cycle routes to schools, health and town centre facilities should be provided.

### Deliverability

#### 10.3.6 The site is considered suitable and available for development. It is in single ownership. There are limited constraints on the site and development should be achievable within the plan period. Developers must undertake early engagement with Anglian Water to assess infrastructure capacity, and any specific requirements that may be needed to deliver the proposed development.

### Policy C22/4

#### Land West of Pine Tree Farm, Norwich Road

Land amounting to 44 hectares, as defined on the Policies Map, is allocated for development of approximately 500 dwellings, in addition to 100 units/67 dwellings equivalent of specialist elderly persons accommodation, sport and recreational facilities, and associated on and off-site infrastructure.

Planning permission will be granted subject to compliance with the policies of this Plan, and the following site-specific requirements:

1. Unless otherwise agreed by the local highway authority, the provision of a new segregated cycle/pedestrian footway along the Norwich Road including a dedicated footbridge (or suitable alternative) crossing over the railway and a cycle/pedestrian link to Roughton Road;
2. Provision of two vehicle access points onto the A149. The provision of a roundabout at the southern access should be provided prior to occupation of dwellings on the site;
3. The submission of a Transport Assessment, to be publicly consulted on, to include analysis of the impact of the development on the local transport networks, including during construction, and to identify mitigation and required;
4. Careful attention to site layout, building heights and materials, with provision of generous landscape buffering along the southern boundary, in order to minimise the visual impact of the development on the Norfolk Coast National Landscape;
5. The provision of not less than 4.9 hectares of multi-functional open space together with measures for its on-going maintenance;
6. Unless alternatives are first agreed by the Local Planning Authority, the provision of land suitable for a sports pitch(es), the size and type to be agreed in consultation with the Local Planning Authority, plus an agreed contribution towards delivery;

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7. Provision of additional green infrastructure on the site should be designed to maximise connectivity between the residential development and the open space. Biodiversity improvements and access should be provided to Beckett's Plantation, and opportunities should be sought for its enhancement and connectivity with open space to the south;
8. Retention and enhancement of hedgerows and trees around and within the site including the protection of existing woodland within the site;
9. The existing public footpath through the site should be retained and upgraded to a surfaced route within in a green corridor and a new route should be provided from the site to connect with Roughton Road;
10. The submission, approval and implementation of a Surface Water Management Plan ensuring that there are no adverse effects on European sites and greenfield run off rates are not increased;
11. The submission, approval and implementation of a Foul Drainage Strategy, providing details of any enhancements and demonstrating that there is capacity available in the sewerage network and at the receiving water recycling centre to accommodate wastewater flows from the site prior to occupation of any dwellings;
12. Enhancement to sewerage infrastructure should be undertaken prior to the first occupation of any dwelling, in accordance with the phasing strategy to be agreed for the site, to prevent detriment to the environment and comply with Water Framework Directive obligations;
13. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS);
14. Delivery of comprehensive development in accordance with agreed phasing which ensures delivery of all aspects of the allocated uses;
15. Development should preserve and enhance the setting of the grade II listed Pine Tree Farmhouse through careful layout, design and landscaping, including the enhancement of the tree belt and landscaping close to the Farmhouse..

This site is underlain by a defined Mineral Safeguarding Area for sand and gravel resource; therefore, investigation and assessment of the mineral will be required, to the satisfaction of the Mineral Planning Authority, potentially followed by prior extraction to ensure that needless sterilisation of viable mineral resource does not take place.

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# 11 Fakenham

**Fakenham is classified as a Large Growth Town in the Settlement Hierarchy and together with North Walsham and Cromer is expected to deliver a significant proportion of the new growth that is required.**

- 11.0.1** Fakenham is a market town situated on the River Wensum, about 25 miles north west of Norwich, and 23 miles to the north east of King's Lynn. It is located on the junction of several important local roads, including the A148 from King's Lynn to Cromer, the A1067 to Norwich and the A1065 to Swaffham. It had a population of 7,617 at the 2011 census, with 43.8% aged 65 and over. It has been a market town since 1250, particularly known for its corn, barley and wheat trading, and in the 19th century it became noted for its printing. It has an attractive central market place and square, medieval church, and weekly market. The racecourse to the south of the town lies in the wildlife rich Wensum valley. The town acts as a local centre for employment, retailing, health, higher education and other services meeting the needs of the residents of the town and a relatively large rural hinterland.
- 11.0.2** To the south of Fakenham is the River Wensum, an internationally designated Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC). The Wensum has been recognised as one of a national series of rivers of special interest as an example of an enriched, calcareous lowland river. With a total of over 100 species of plants, a rich invertebrate fauna and a relatively natural corridor, it is probably the best whole river of its type in nature conservation terms, although short stretches of other similar rivers may show a slightly greater diversity of species. The SAC is strictly protected under the EC Habitats Directive, forming part of a European network (Natura 2000). The site makes a significant contribution to conserving those habitats and species considered most in need of protection at a European level. Large areas of land that abut the River Wensum SAC are designated as County Wildlife Sites - such as Night Common, Hempton Common, Sculthorpe Moor & Meadows and the water meadows to the south west of Oak Street.
- 11.0.3** In terms of its function as a centre for housing, employment, retail and extensive range of day to day services, Fakenham could support relatively high levels of future growth. The 2008 Core Strategy, made provision for a major urban expansion to the north of the town, including housing, employment land, community facilities and open space. In 2011, the site (F01) was allocated for 800-900 dwellings, a new primary school, approximately seven hectares of employment land, and substantial areas of public open space. In 2016 Fakenham Development Brief was published and an outline planning application for the site was submitted which was subsequently granted in December 2020 for 950 dwellings and associated facilities. The Core Strategy identified an area to the west of that application site as being able to accommodate further development in the longer term and this area is now identified as an allocation in this Plan for approximately 560 further new dwellings. Although the Council will not delay development it is considered likely that some of this additional growth will happen beyond the period covered by this Plan due to the availability of significant opportunities already approved but not yet built.
- 11.0.4** Fakenham employs approximately 4,573 employees, with around 1,400 of these within the manufacturing sector and has the highest levels of self-containment in respect of travel to work journeys of all towns in North Norfolk. A high proportion, approximately 65%, of those working within the town live within the District. The town occupies the most accessible location in the District in terms of access to the national road network and, as a result, has a strong manufacturing base and presence of distribution companies. It is seen as an attractive location for investment and over recent years has seen one of the strongest take-up rates of employment land within the District. The largest Employment Areas within the town, Fakenham Commerce Park and Fakenham Industrial Estate, provide the opportunity for the recycling of employment land with pockets of undeveloped land. Part of the recently granted permission for site F01 provides for a further land for employment development.

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- 11.0.5** Fakenham has one of the larger town centres in the District which is focused around the historic core of the Market Place and Corn Exchange. It is classed as a Large Town Centre in the retail hierarchy where new retail and town centre investment should be directed. The town centre retains a high percentage of retail expenditure and has a good mix of convenience shops, national multiples and financial and professional services, such as banking, estate agents and solicitors. In terms of scale of development, the town centre would be vulnerable to the impacts from large out-of-town retail growth and a locally derived impact threshold of 1,000sqm is set for retail and leisure development in Fakenham (**Policy E 4 'Retail & Town Centre Development'**).
- 11.0.6** There is an identified need for comparison goods shopping and to a lesser extent food/beverage floorspace. Recent re-development has seen some additional growth accommodated in former vacant units. Future small scale growth can be accommodated through the take up of vacant units and the development of vacant land within the town centre, existing car parking (subject to replacement), redevelopment opportunities around the auction building, bowling alley and the adjacent vacant land on the edge of the town centre. The policies of this Plan would require these town centre opportunities to be comprehensively explored before considering out-of-centre developments.
- 11.0.7** The designated Town Centre Area which contains 130 Class A retail/service units, and the Primary Shopping Area, concentrated around the market Place and Millers Walk, are detailed on the Policies Map.
- 11.0.8** The main considerations which influence the suggested location of development sites are the need to:
- Avoiding development close to the nationally important river Wensum and its associated flood plain.
  - Making the best use of land located between the town and the A148 corridor to deliver comprehensive development.
  - Providing some smaller sites to extend choice and flexibility and improve delivery in the short to medium term.
  - Making efficient use of infrastructure including the road, drainage and educational facilities associated with previously allocated developments (F01).
  - Located developments where they are well related to existing built up areas and facilities and avoid incursions into the wider countryside setting of the town.

## Infrastructure

- 11.0.9** The land allocations have been developed in conjunction with advice and information from infrastructure providers and statutory consultees. Each site will need to provide the supporting infrastructure which is necessary to make the proposal acceptable in land use terms. Where site specific requirements have been identified in preparing this Plan they are listed in each of the site allocation policies.
- Anglian Water have identified that off-site mains water supply reinforcement will be required in certain locations and that for new development of over 10 dwellings, it should be assumed that some enhancement to the foul sewerage network capacity is likely to be required.
  - The Highway Authority indicate that localised highway network improvements will be required to support each of the development proposals. In particular the highway works associated with site F01 will be necessary before any significant further development can occur in this location.
  - The Strategic Flood Risk Assessment identifies the south of Fakenham as being at fluvial flood risk stemming from the River Wensum, along with the risk of surface water flooding.

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The rest of Fakenham has some risk of surface water flooding, predominantly from pockets of water ponding on roads.

- The Health Authority indicate that there is likely to be sufficient capacity in health services to support the proposed growth.
- There is limited available capacity in Primary Education.
- There is a general need to improve open space provision to support the planned growth.

**11.0.10** As development takes place, it will need to be served by appropriate supporting physical infrastructure and services. All developments are required to address any identified shortages in infrastructure to the extent necessary to make the specific proposal acceptable.

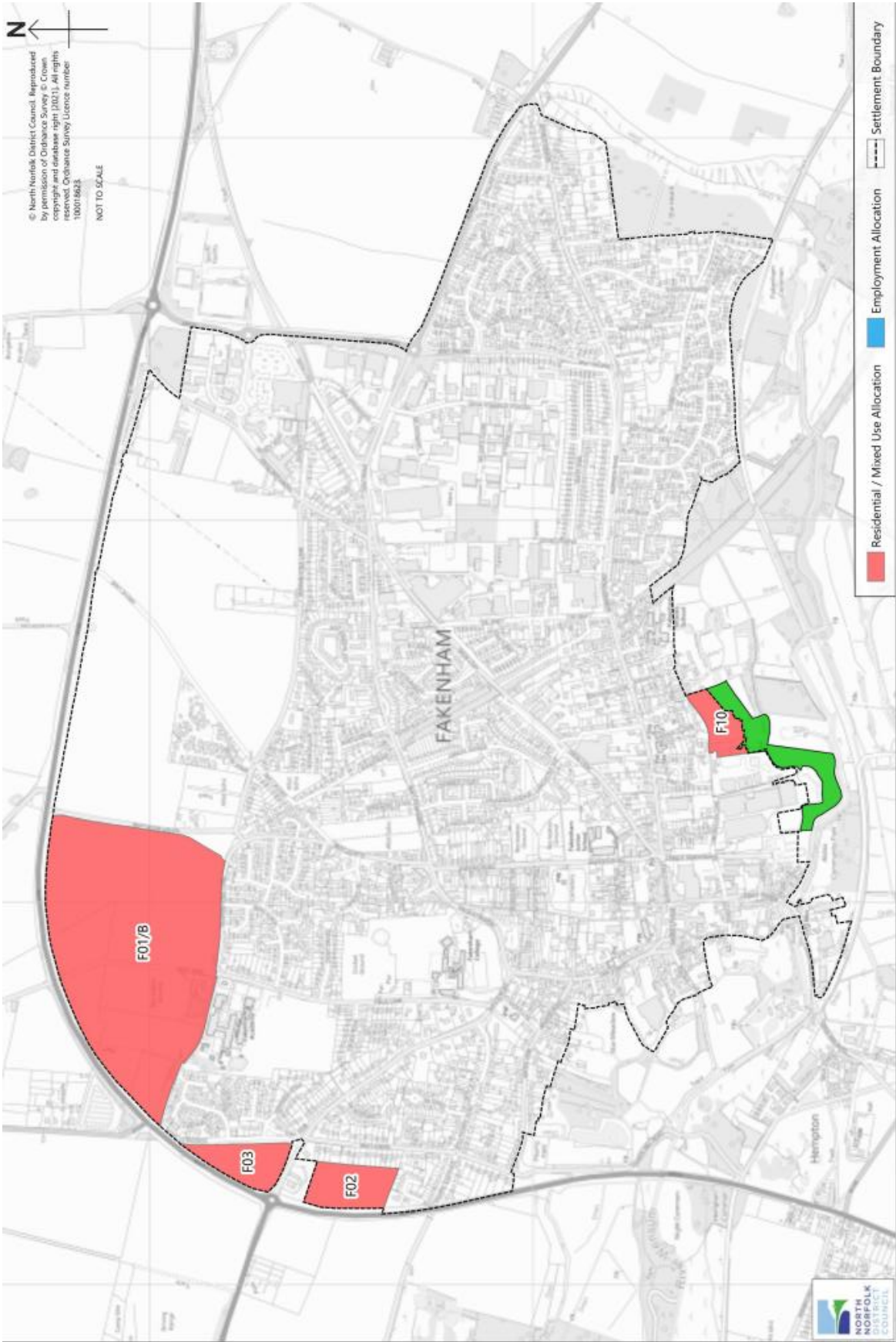
### Site Allocations

**11.0.11** In order to meet the identified housing need four sites are allocated for development to deliver around 750 dwellings over the plan period including affordable homes, specialist elderly persons accommodation, on site open spaces and contributions towards road, drainage and other necessary infrastructure.

**11.0.12** These allocations are shown together on the following map, and in more detail within the individual site sections that follow.

# 11 Fakenham

## Allocations in Fakenham

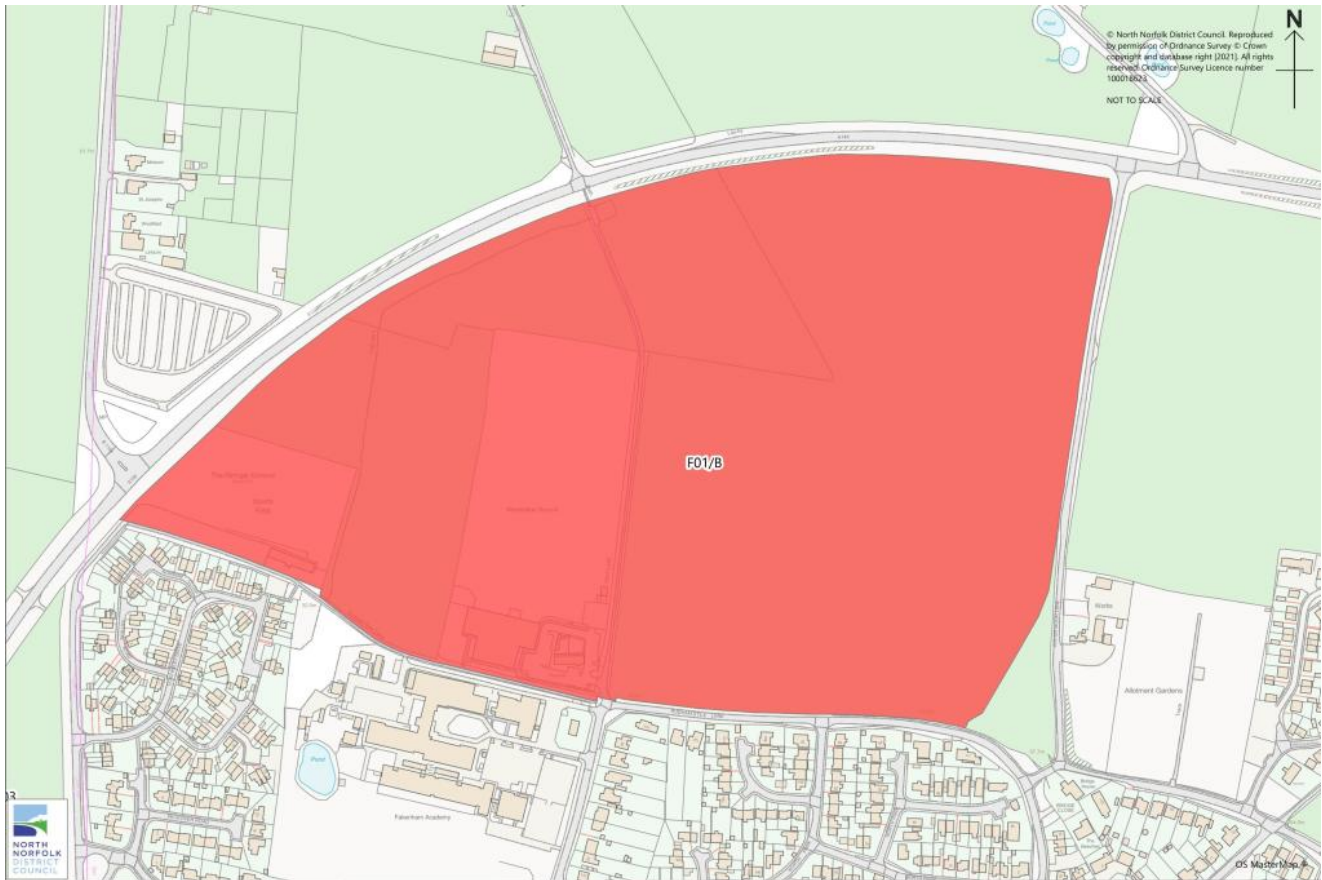


Map 2 Allocations in Fakenham



## 11.1 Residential: Land North of Rudham Stile Lane (F01/B)

The following site is allocated for residential development of approximately 560 dwellings, elderly persons' accommodation, public open space, and associated on and off-site infrastructure:



Land North of Rudham Stile Lane (F01/B)

### Description

- 11.1.1** A large site which is predominantly in agricultural use but also includes the rugby club, sports pitches and the sports centre. It forms part of the larger F01 site that is already allocated for mixed use development in the current adopted Plan but has not been developed. The land to the east of the site (F01A) is covered by a Development Brief which was approved in 2016. Though distant from the town centre, the site is within walking distance of Fakenham High School and College and can be well connected to key facilities by footpaths, cycle paths and bus routes.
- 11.1.2** The site is level and lacks any specific topographical or landscape features that are worthy of protection. It is important that a comprehensive landscaping scheme is prepared to minimise impact of development on the surrounding countryside and provide a landscaped buffer to the bypass. Areas of open space should also be provided to break up development. Development could displace a number of existing uses, including the rugby club. If these uses can not be retained in their location then they should be provided elsewhere. Safe and convenient vehicular access can be achieved and accessibility to the town centre and other key facilities can be improved.
- 11.1.3** The Highway Authority have confirmed that acceptable vehicle access can be achieved from the proposed roundabout on Watermoor Lane associated with the adjacent F01A site. Improvements will be required at Wells Road between the new roundabout and B1105 Barsham

# 11 Fakenham

Road, and will require the B1105 between the A148 and Fakenham Road being closed to traffic. Development will also need to assist with improvements required to the Shell (A148/A1065) roundabout.

- 11.1.4** The site would need to link to the adjacent site (F01/A) and follow the same highway principles as set out in the Development Brief. There should be no vehicular access to the south, with only pedestrian, cycling and public transport being permitted.

## Constraints

- 11.1.5** Development proposals will have to take into account:

- Anglian Water advise that development of the site will require enhancement to treatment capacity in the Water Recycling Centre and might require some enhancement to the foul sewerage network capacity before development can proceed. Early engagement with Anglian Water is therefore essential to ensure there is adequate capacity in the system.
- There are sewers and water mains crossing the site and diversion would be at the developers' expense.
- The site may have medieval finds and therefore archaeological work may be necessary prior to any development taking place. The site may be of geological importance or interest and may require geodiversity investigation.

## Deliverability

- 11.1.6** This is a large site which is suitable and available for development. The majority of the site is in two ownerships. This includes all key parcels of land required to allow the site to be accessed, serviced and brought forward for development.
- 11.1.7** Piecemeal development of the site is unlikely to be acceptable prior to agreement of an overall Master Plan, which will establish the broad principles of access, movement, mix of uses, layout, built form, density of development and conceptual appearance. This will need to be agreed by the Local Planning Authority before development can progress.

## Policy F01/B

### Land North of Rudham Stile Lane

Land amounting to 26.5 hectares, as defined on the Policies Map, is allocated for residential development of approximately 560 dwellings, in addition to 100 units/67 dwellings equivalent of specialist elderly persons' accommodation, public open space, and associated on and off-site infrastructure.

Planning permission will be granted subject to compliance with the policies of this Plan, and the following site specific requirements:

1. Submission, approval and implementation of a Master Plan to address access and sustainable transport, layout, landscaping, phasing and conceptual appearance;
2. Submission, approval and implementation of a comprehensive access strategy and Transport Assessment providing for safe and convenient access to the A148 together with any necessary junction improvements along the length of Fakenham by-pass including at the A148/B1105 and A148/A1065 junctions;
3. Appropriate provision of off-site mains water reinforcement;
4. The submission, approval and implementation of a Foul Water Drainage Strategy, including any enhancements and that it is demonstrated that there is adequate capacity in the water recycling centre;



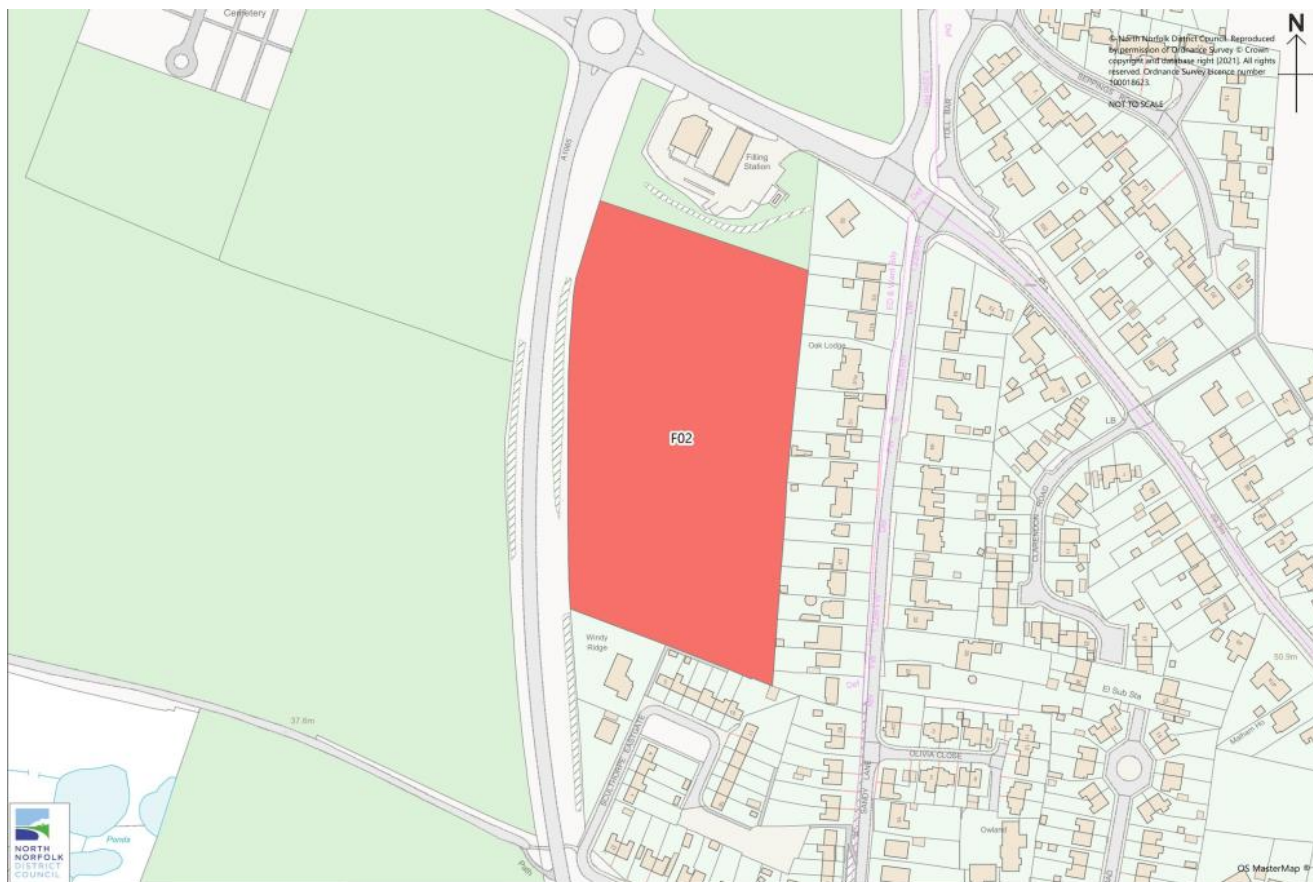
## Fakenham 11

5. Retention or replacement of existing sporting facilities including the rugby club and sports centre. Replacement facilities should be of equal or added value and suitable to serve the needs of Fakenham;
6. On site delivery of not less than 7.53 hectares of multi-functional open space together with measures for its on-going maintenance;
7. Submission, approval and implementation of the findings of a Health Impact Assessment;
8. Submission and approval of a development phasing plan which ensures delivery of all aspects of the allocated uses; and,
9. Appropriate contributions will be secured towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS).

# 11 Fakenham

## 11.2 Residential: Land Adjacent to Petrol Filling Station, Wells Road (F02)

The following site is allocated for approximately 70 dwellings, public open space and associated on and off-site infrastructure:



Land Adjacent to Petrol Filling Station, Wells Road (F02)

### Description

- 11.2.1** Although adjacent to the built up area of Fakenham this site lies in Sculthorpe parish. It is a greenfield site, comprising a paddock, which is well related to existing development with good pedestrian access to the town centre and to the schools. Bus stops are located on Wells Road.
- 11.2.2** The site is well contained in the landscape and lacks any specific topographical or landscape features which are worthy of protection. However, the area does currently act as a buffer between the built-up area and the bypass (A1065). Landscaping around the site should be provided to soften the impact of development especially along the western boundary.
- 11.2.3** Suitable access can be achieved to the site from Wells Road immediately adjacent to the Petrol Filling Station access. This will require localised realignment of the carriageway to enable the provision of safe access with appropriate visibility. Access to the Swaffam Road (A1065) will not be permitted.

### Constraints

- 11.2.4** Development proposals will have to take into account:
- Anglian Water advise that enhancements to the foul sewerage network capacity may be required before development can proceed.

**Deliverability**

- 11.2.5** The site is suitable and available for development. There are no constraints on the site and development should be achievable within the plan period.

**Policy F02****Land Adjacent to Petrol Filling Station, Wells Road**

Land amounting to 2.4 hectares, as defined on the Policies Map, is allocated for approximately 70 dwellings, public open space and associated on and off-site infrastructure.

Planning permission will be granted subject to compliance with the policies of this Plan, and the following site specific requirements:

1. Delivery of a carefully designed development taking into account site layout, building heights, topography;
2. Provision and retention of strong landscaping on the western boundary of the site, and the retention and enhancement of landscape buffers along the eastern and southern boundaries of the site;
3. Provision of highway access off Wells Road with improvements to the existing access into the forecourt;
4. The submission, approval and implementation of a Foul Water Drainage Strategy including any enhancements to the network capacity;
5. On site delivery of not less than 0.19 hectares of multi-functional open space together with measures for its on-going maintenance; and,
6. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS).

# 11 Fakenham

## 11.3 Residential: Land at Junction of A148 and B1146 (F03)

The following site is allocated for development of approximately 65 dwellings, public open space and associated on and off-site infrastructure:



Land at Junction of A148 and B1146 (F03)

### Description

- 11.3.1** This is a greenfield site, comprising a paddock, which is well related to existing development with good pedestrian access to the town centre and to the schools. Bus stops are located on Wells Road.
- 11.3.2** The site is well contained in the landscape and lacks any specific topographical or landscape features which are worthy of protection. However, the area does currently act as a buffer between the built-up area and the bypass. Landscaping around the site should be provided to soften the impact, especially along the western boundary. It is considered that residential development, of an appropriate design, would have little overall impact on the character of this part of Fakenham or its landscape setting.
- 11.3.3** Suitable access can be achieved to the site from Toll Bar. Improvements are required to the Public Rights Of Way on Rudham Stile Lane.

### Constraints

- 11.3.4** Development proposals will have to take into account:

- Anglian Water advised that enhancements to the foul sewerage network capacity may be required before development can proceed.
- A small section of the site, in the south west corner, is located in a Gas Pipe Buffer Zone. Further investigation with AMEC is required to ensure that the pipeline would not be adversely affected.

### Deliverability

- 11.3.5** The site is suitable and available for development. There are no constraints on the site and development should be achievable within the plan period.

## Policy F03

### Land at Junction of A148 & B1146, Opposite Petrol Filling Station

Land amounting to 2.2 hectares, as defined on the Policies Map, is allocated for development of approximately 65 dwellings, public open space and associated on and off-site infrastructure.

Planning permission will be granted subject to compliance with the policies of this Plan, and the following site specific requirements:

1. Landscaping buffers should be provided to soften the boundaries between the development and the A148;
2. Retention of hedgerows and trees on the western and southern boundaries of the site;
3. Provision of convenient and safe vehicular access to Toll Bar, including carriageway widening to a minimum of 5.5m between the site access and Wells Road;
4. Provision of footway at site frontage connecting directly with the existing facility at the south side of Wells Road and to the existing footway at Toll Bar;
5. Improvements required to enable a safe pedestrian route between the site and Fakenham High School via Toll Bar and Rudham Stile Lane Public Right of Way;
6. Retention of land to be made available to facilitate a capacity improvement scheme at the A148/ A1065 roundabout;
7. The submission, approval and implementation of a Foul Water Drainage Strategy including any enhancements to the network capacity;
8. On site delivery of not less than 0.17 hectares of multi-functional open space together with measures for its on-going maintenance; and,
9. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS).

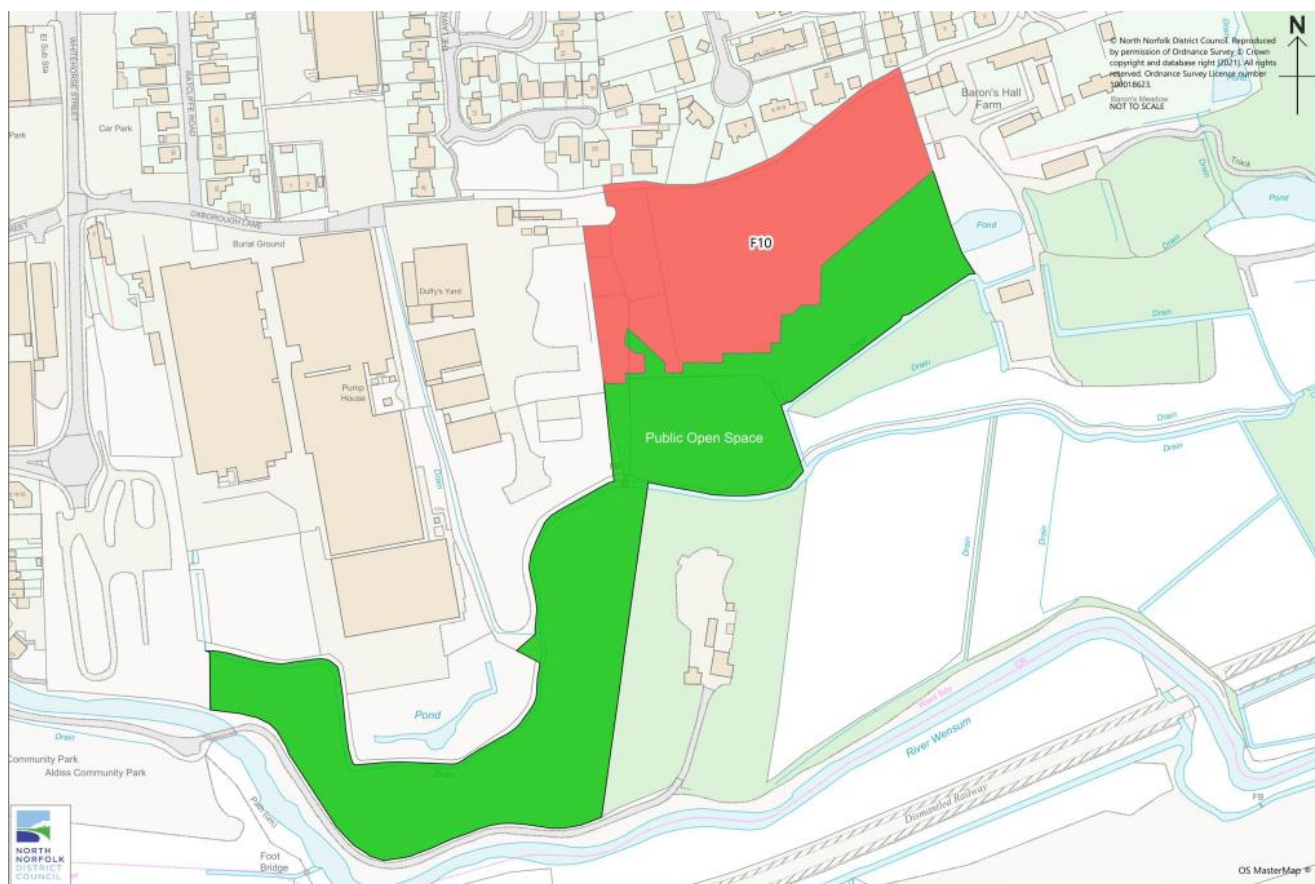
This site is underlain by a defined Mineral Safeguarding Area for sand and gravel resource; therefore, investigation and assessment of the mineral will be required, to the satisfaction of the Mineral Planning Authority, potentially followed by prior extraction to ensure that needless sterilisation of viable mineral resource does not take place.



# 11 Fakenham

## 11.4 Residential: Land South of Barons Close (F10)

The following site is allocated for development of approximately 55 dwellings, 2.6 hectares of public open space, and associated on and off-site infrastructure:



Land South of Barons Close (F10)

### Description

- 11.4.1** This is a greenfield site, on the southern edge of Fakenham, comprising grassland which slopes down towards an area of wet grassland and the River Wensum. Part of the site is at risk of flooding and this area has been proposed for public open space, shown in green. The remaining land is proposed for residential development.
- 11.4.2** The site is well related to existing development and located close to the public footpath for access of the town centre and is within walking distance of other key facilities including schools, shops and recreational facilities.
- 11.4.3** The area is located within the River Valleys landscape character area, where there is scope for enhancement in the vicinity of Fakenham, to integrate valley-side development by the use of landscaping, in particular tree and hedgerow planting, to limit the visual influence of development that does not conform to historic linear patterns. There are a number of mature trees on the boundaries of the site, including a row subject to Tree Preservation Orders. Any development should ensure that these are protected and retained.
- 11.4.4** Vehicular access should be via Baron's Hall Lane and pedestrian/cycle access to the town centre should be available via Oxborough Lane. Pedestrian connection through the open space should be provided, connecting to the existing Riverside Walk and the Aldiss Community Park to the south-west.



## Constraints

### 11.4.5 Development proposals will have to take into account:

- To the south of the site is the River Wensum which is a Site of Special Scientific Interest (SSSI) and a Special Area of Conservation (SAC). Any development will need to consider the relationship and impact on the environmental designations particularly the SSSI and landscaping should be provided along the southern boundary.
- Given the location adjacent to existing employment uses, it is possible that there is land contamination. This will need to be investigated and, if necessary, an appropriate remediation scheme developed.
- The southern part of the site is identified as at greater risk of flooding and is therefore unsuitable for residential development. This part is proposed to be allocated for public open space and should be made available for a variety of open space uses increasing public access to the River Wensum. Development will be subject to a satisfactory Flood Risk Assessment demonstrating how flood risk from all sources of flooding to the development itself and from the site to the surrounding area, will be managed.
- Anglian Water advised that there are sewers crossing the site and if these need diverting then it would be at the developers' expense and that enhancements to the foul sewerage network capacity may be required before development can proceed.

## Deliverability

### 11.4.6 The site is suitable and available for development. It is in single ownership. There are limited constraints on the site and development should be achievable within the plan period.

## Policy F10

### Land South of Barons Close

Land amounting to 4.1 hectares, as defined on the Policies Map, is allocated for development of approximately 55 dwellings, 2.6 hectares of public open space, and associated on and off-site infrastructure.

Planning permission will be granted subject to compliance with the policies of this Plan, and the following site specific requirements:

1. Retention and enhancement of landscaping around the site boundaries, and planting along the western boundary;
2. Provision of a landscaped buffer to the south of the site to include ecological connectivity;
3. Provision of a convenient and safe vehicular and pedestrian access from Baron's Hall Lane, including improvements to the restricted byway to the west of the site;
4. Retention of the footpath at the site entrance and its extension to provide direct links to the town centre and new river side park;
5. No development shall be located in areas of flood risk, as demonstrated through the submission of a site-specific Flood Risk Assessment;
6. Phased delivery of not less than 2.6 hectares of multi-functional open space together with measures for its on-going maintenance;
7. Submission of adequate information in order to undertake a project level Habitat Regulation Assessment, HRA addressing hydrological issues, site design, layout, drainage and habitat surveys;
8. The submission, approval and implementation of a Surface Water Management Plan, including the provision of SUD's in accordance with best practice;

## 11 Fakenham

9. The submission, approval and implementation of a Foul Water Drainage Strategy including any enhancements to the network capacity;
10. Enhancement to sewerage infrastructure should be undertaken prior to the first occupation of any dwelling to prevent detriment to the environment and comply with the Water Framework Directive obligations; and,
11. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS).

This site is underlain by a defined Mineral Safeguarding Area for sand and gravel resource; therefore, investigation and assessment of the mineral will be required, to the satisfaction of the Mineral Planning Authority, potentially followed by prior extraction to ensure that needless sterilisation of viable mineral resource does not take place.

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**Holt is identified as a Small Growth Town in the settlement hierarchy. This means it has been identified as one of five settlements where this Plan proposes relatively modest scale growth over the Plan period (the others being Stalham, Wells, Hoveton and Sheringham).**

- 12.0.1** The town acts as a local centre for retail, leisure and other services. It is one of a cluster of three towns, together with Cromer and Sheringham that are identified in this Plan as performing complementary functions in respect of housing, employment and retail. Holt is an attractive Georgian market town with a vibrant shopping area based around the historic town centre which is designated as a Conservation Area with a number of Listed Buildings. It is surrounded by a high quality landscape with the Norfolk Coast National Landscape to the north of the town, the Glaven Valley Conservation Area to the west, and Holt Country Park to the south. The proposals in this Plan seek to strike a balance between providing both residential and economic development opportunities whilst protecting the landscape setting of the town, its character, and its role as a tourist and shopping destination whilst also taking account of the scale of growth allocated in the current Plan, much of which has planning permission, is currently under construction, or is yet to be commenced.
- 12.0.2** Gresham's independent school covers large areas of the town including many areas of green space in the form of playing fields. These open areas make a significant contribution to the overall character of the town and are designated as open land areas in the Plan to protect them from future development.
- 12.0.3** Holt is a significant net importer of employees from the surrounding areas, with 42% of the workforce living outside Holt. There is some inter-relationship between Holt, Sheringham and Cromer in terms of the workforce with people travelling from one town to another to access employment. A large mixed-use site at Heath Farm is currently being developed, which provides an additional access onto the A148 (Fakenham to Cromer Road) to serve the town's industrial estate on Hempstead Road, around 300 dwellings and further employment land opportunities.
- 12.0.4** The town has established a reputation as a visitor destination and shopping centre, and jobs in retailing constitute a significant proportion of total employment in the town. A range of shops (including a small supermarket) and other services are available in the town centre which acts as both a local service centre and a visitor destination. The town has a relatively low retention of convenience expenditure with weekly and large food shopping taking place at Fakenham, Sheringham and Cromer. Permission was granted for a small edge of centre convenience store in January 2015 on a brown field site (Thaxters) and this would increase convenience goods expenditure retention and help address "leakage". To date, following the demolition of the former Thaxter's building this development has not yet been taken up. Large out-of-town retail proposals could potentially damage the vitality of the town centre and this Plan requires that any proposals over 500sqm floor area should be subject to town centre impact tests (see Policy E4 'Retail & Town Centres').
- 12.0.5** Once the existing retail permission is taken into account there is only predicted to be limited expenditure growth over the Plan period to support additional retail growth in Holt. In the recent past some development has taken place, with small scale retail re-development on the edge of Albert Street car park. There is limited potential to accommodate growth in vacant units, and limited opportunities in the historic core. Newly arising retail demand should be directed in the first instance towards reducing any existing shop vacancies, then the defined Primary Shopping Area, followed by the wider town centre, before considering out of centre locations.
- 12.0.6** There is very little previously developed land in and around Holt which inevitably means that new locations for development are on the edge of town in countryside, greenfield, locations. Whilst over the Plan period it is expected that a process of re-development, infill developments,

## 12 Holt

and changes of use will continue to provide a supply of new homes and other uses, these opportunities are relatively modest and will not address the identified need for new homes in particular. Even when existing permissions and sites under construction are taken into account, new greenfield allocations are necessary in order to deliver the required growth.

**12.0.7** There are a range of factors which influence the location of development in Holt, including, environmental and landscape considerations and the need to take into account the infrastructure in the town.

**12.0.8** In summary, the main considerations which influence the location of development sites are the need to:

- minimise the impact of development proposals on the landscape around the town, including the Norfolk Coast National Landscape to the north, and the two Conservation Areas that cover the historic heart of the town, and the Glaven Valley to the south and west;
- retain existing green spaces within the town boundary where they are either functionally or visually important;
- locate developments where they are, or can be connected, to key services and the town centre preferably by walking, cycling or public transport or via better quality roads; avoid locations that are detached from the town and not well related to existing built up areas;
- ensure a choice of medium sized sites are available to improve the prospects of delivery; and
- avoid locations which would draw traffic through the town centre which at times is congested.

### Infrastructure

**12.0.9** The land allocations have been developed in conjunction with advice and information from infrastructure providers and statutory consultees. Each site will need to provide the supporting infrastructure which is necessary to make the proposal acceptable in land use terms. Where site specific requirements have been identified in preparing this Plan they are listed in each of the site allocation policies.

**12.0.10** The highway network in the historic town centre is reasonably constrained with the road network following the historic street pattern and there are concerns with some junctions and the impact of parking, particularly at busy periods. Locating development to the north of the town would draw further traffic through the town centre and worsen traffic congestion. The town does have a bypass which splits the town in two and although there are pedestrian underpasses to link the two parts of the community, there is a lack of connectivity across the bypass on the eastern side of town. Holt is moderately served by public transport with regular services to Fakenham and Cromer.

**12.0.11** The Holt GP practice does not have capacity for the additional demand resulting from the cumulative development growth in the area. Any proposed development will likely have an impact on the NHS funding programme for the delivery of primary healthcare provision within this area. NHS England would therefore expect these impacts to be fully assessed and mitigated as part of any development proposal.

**12.0.12** Holt does not have a secondary school and there is limited capacity at the existing primary school in the town. The Education Authority has indicated that the scale of already planned growth in the town will require additional primary school capacity and has also indicated that the existing primary school, which operates from a split site, is not regarded as suitable for school expansion. A replacement larger primary school with capacity to expand in future years is the preferred approach and outline planning permission has been granted for a proposal

including land suitable for a new 2 form entry primary school. The precise date for delivery of a new school remains to be determined as this would largely depend on future development rates and the take up of new homes by families with primary school age children.

**12.0.13** Anglian Water identify that off-site mains water reinforcement may be required in certain areas affected by new development, together with the possible need for enhancement of the foul sewerage network capacity. Holt is not identified in the Strategic Flood Risk Assessment as being at risk from flooding.

**12.0.14** In summary, the main infrastructure considerations are:

- limited capacity in the primary school to support future growth and no public secondary school;
- connectivity to the town centre from residential development to the south of the A148;
- the limitations of the road network in the town centre;
- public transport provision and car parking;
- lack of capacity at the GP practice;
- off-site mains water reinforcement is required in certain areas;
- enhancement to the foul sewerage network capacity will be required;
- medium pressure gas main to the south of the A148;
- consideration of the sand and gravel minerals allocation is required at Land to the West of Norwich Road, Lodge Farm, Holt (MIN71).

**12.0.15** As development takes place, it will need to be served by appropriate supporting physical infrastructure and services. All developments are required to address any identified shortages in infrastructure to the extent necessary to make the specific proposal acceptable.

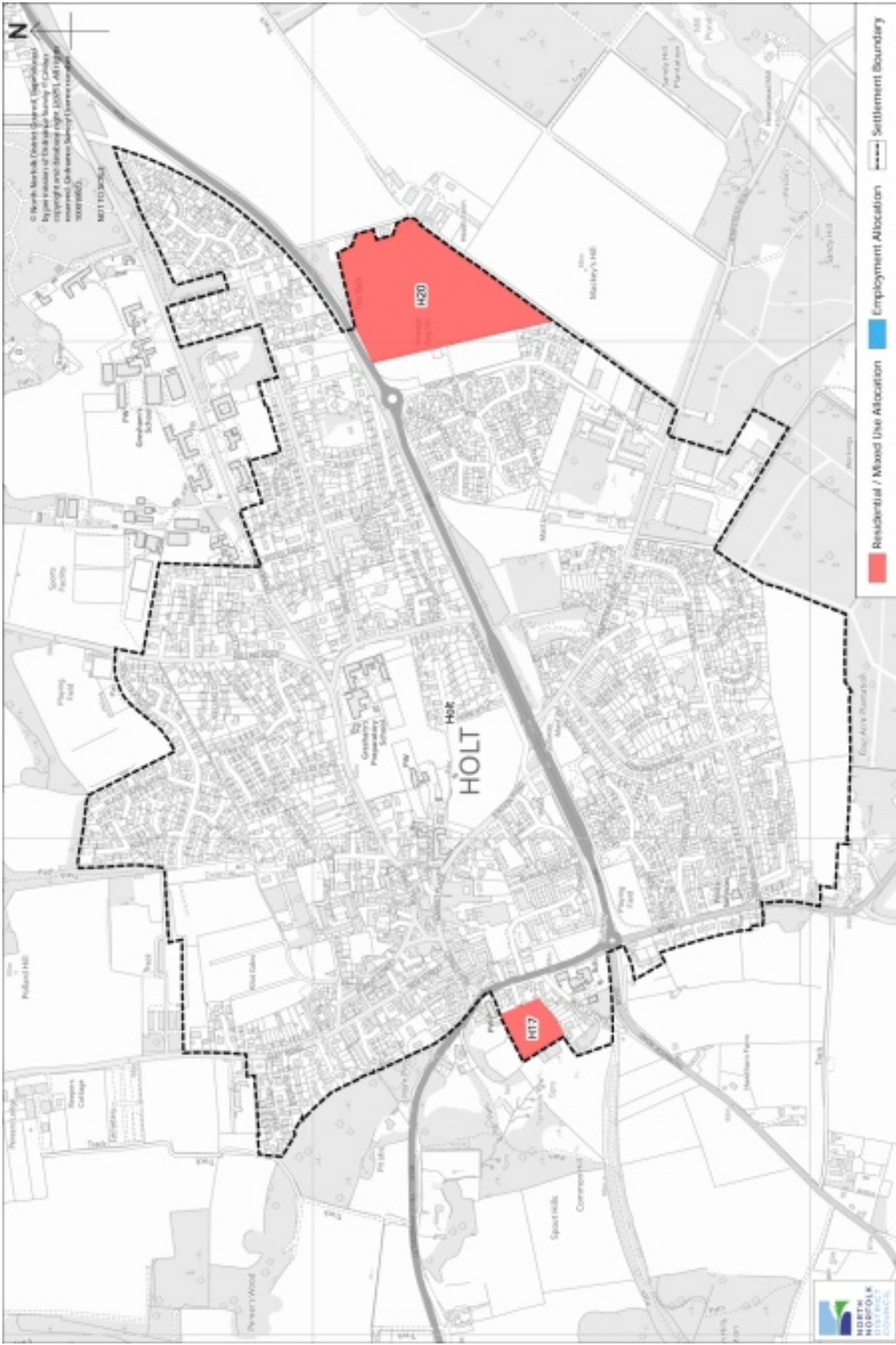
### Site Allocations

**12.0.16** Two residential sites are allocated in Holt. Collectively, these sites could deliver around 210 new homes including affordable homes, elderly persons accommodation, open space and supporting infrastructure.

**12.0.17** These allocations are shown together on the following map, and in more detail within the individual site sections that follow.

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Allocations in Holt

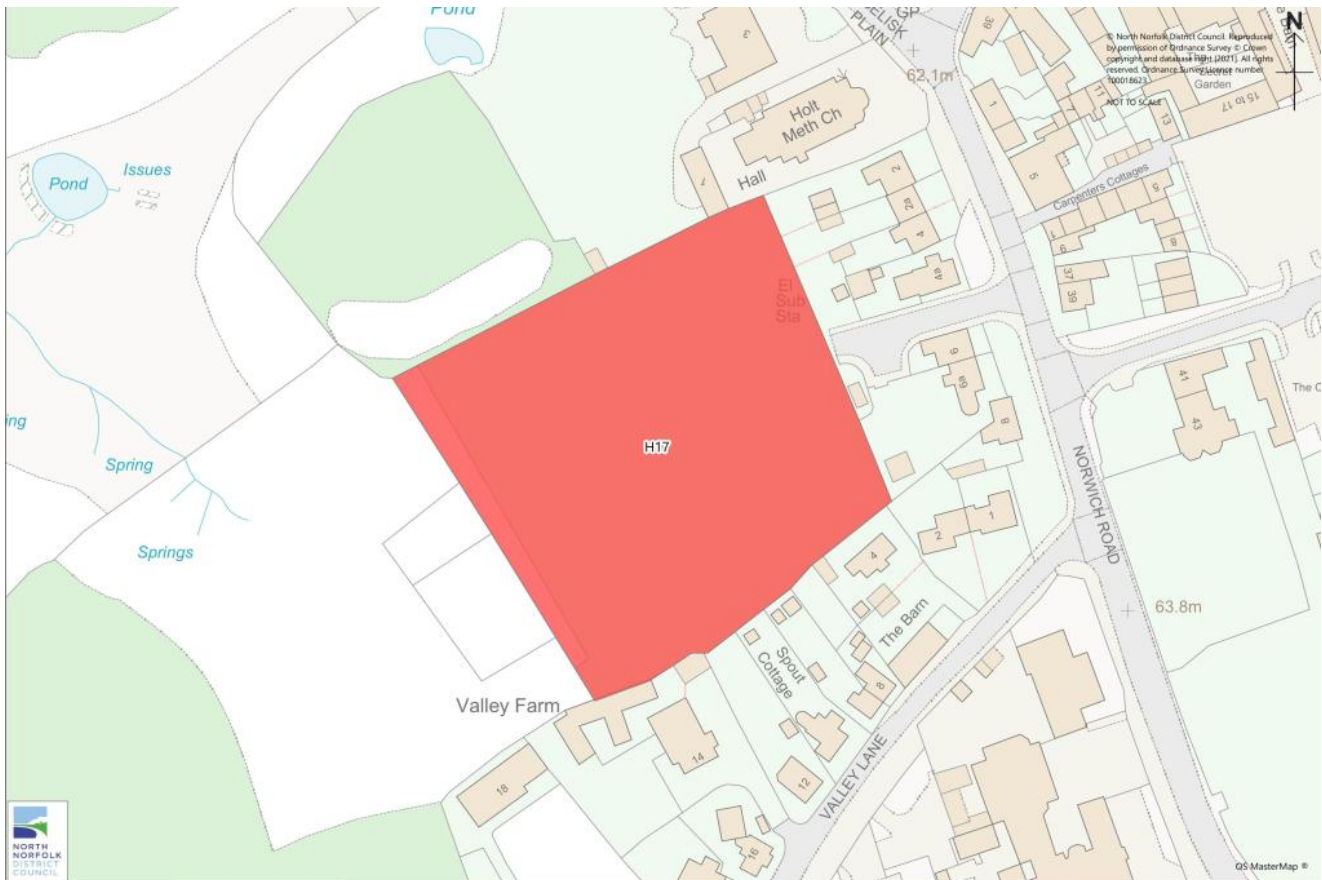


Map 3 Allocations in Holt



## 12.1 Residential: Land North of Valley Lane (H17)

The following site is allocated for residential development of approximately 27 dwellings, public open space, and associated on and off-site infrastructure:



**Residential: Land North of Valley Lane (H17)**

### Description

- 12.1.1** This is a small greenfield site to the west of Holt and partly used for grazing and there is an existing field access off Pounds Close, that feeds onto the Norwich Road and is considered suitable for highway access. It is well contained when viewed from the town and is adjacent to existing residential areas. The site is very close to the town centre and the existing school site.
- 12.1.2** The northern portion of this site is within the River Glaven Valley landscape character type and the southern portion is within the Wooded Glacial Ridge type. It also falls within the Holt Conservation Area and is adjacent to the Glaven Valley Conservation Area. The site is visible in the landscape when viewed from Spout Hills to the west. Consequently, it is important that the new development gives careful attention to design, building heights and layout to take into account the landscape and townscape setting. Spout Hills is a County Wildlife Site and consideration should be given to bio-diversity enhancements and links through the site.

### Constraints

- 12.1.3** Development proposals will have to take into account:
- Proximity to the two Conservation Areas.
  - Consideration of the landscape impact, particularly when viewed from the west; potential impact on the Spout Hills County Wildlife Site.
  - Enhancements to the sewerage network capacity is required

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### Deliverability

- 12.1.4** The site is considered suitable and available for development. It is in single ownership. There are limited constraints on the site and development should be achievable within the plan period.

### Policy H17

#### Land North of Valley Lane

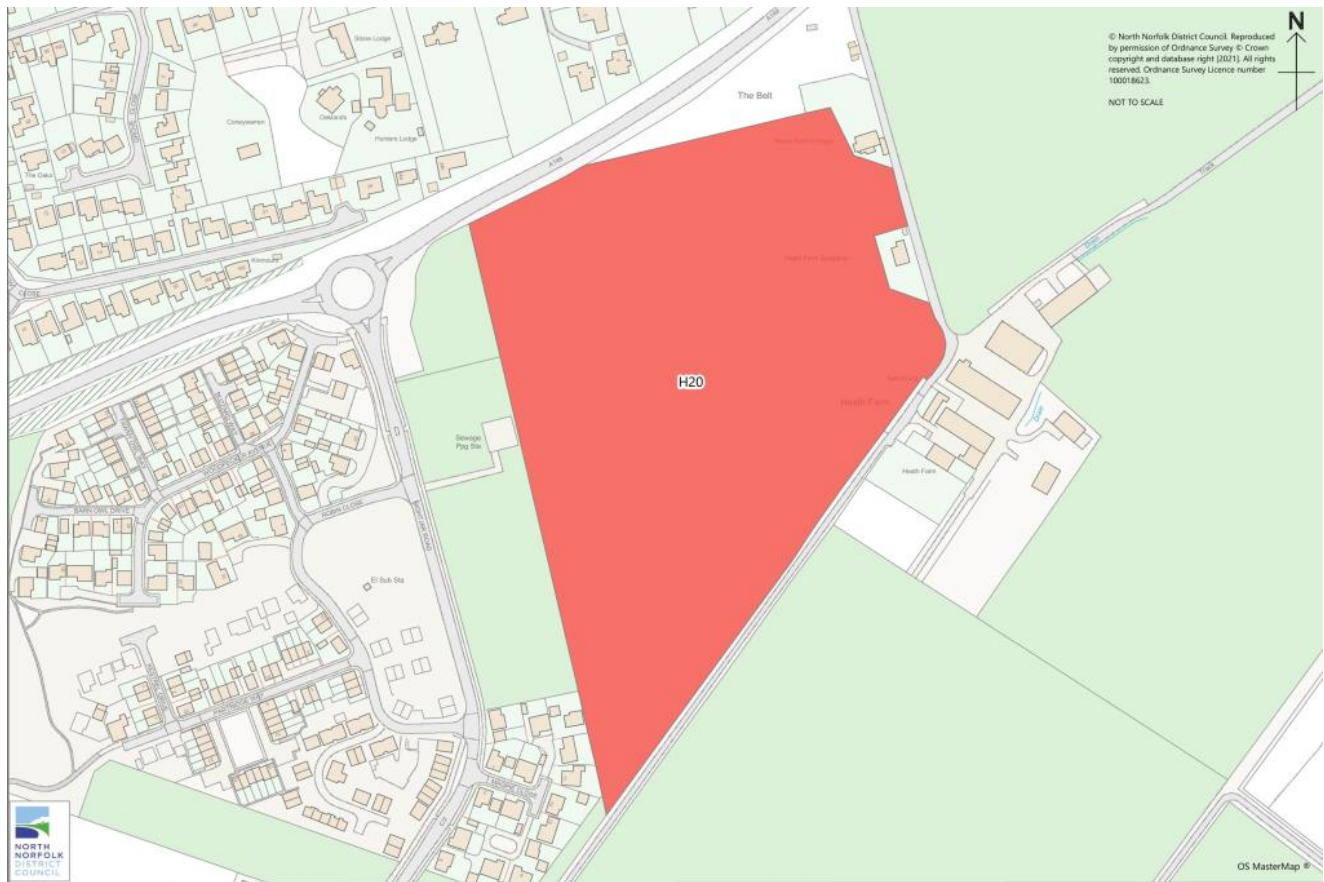
Land amounting to 0.9 hectares, as defined on the Policies Map, is allocated for residential development of approximately 27 dwellings, public open space, and associated on and off-site infrastructure.

Planning permission will be granted subject to compliance with the policies in this Plan and the following site specific requirements:

1. Carefully and sensitively designed development incorporating suitable open space and landscaping will be required to preserve, and where opportunities arise, to enhance, the setting of the Conservation Areas and Listed Buildings to the north;
2. Site layout, scale and massing which incorporates suitable landscaping and buildings that retain a soft edge to the settlement from Spout Hills County Wildlife Site;
3. Retention and enhancement of mature hedgerows and trees around the site;
4. Access to be provided from Pounds Close with an acceptable junction with the A148;
5. Improved pedestrian access across the site into Spout Hills from the town;
6. The submission, approval and implementation of a Surface Water Management Plan ensuring that there is no increase off site and safe access and egress;
7. The submission, approval and implementation of a Foul Drainage Strategy, including any enhancements and setting out how additional foul flows will be accommodated within the foul sewerage network;
8. Enhancement to sewerage infrastructure should be undertaken prior to the first occupation of any dwelling to prevent detriment to the environment and comply with the Water Framework Directive;
9. On site delivery of not less than 0.07 hectares of public open space or the agreed payment of an equivalent financial contribution for the extension or improvement of local open space provision; and,
10. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS).

## 12.2 Residential: Land at Heath Farm (H20)

The following site is allocated for residential development of approximately 180 dwellings, elderly persons accommodation, public open space, and associated on and off-site infrastructure:



Land at Heath Farm (H20)

### Description

- 12.2.1** This is a large greenfield site to the north-east of Holt and would be an extension of the previous allocation at Heath Farm. The site is level, predominately in arable agricultural use and lacks any specific topographical or landscape features, apart from the mature hedgerows around the site. The setting of this site has changed considerably in recent years with the ongoing construction of the major mixed use development to the west.
- 12.2.2** The site falls within the Wooded Glacial Ridge landscape character type in the LCA, which suggests that any new residential development should be successfully integrated within the existing settlements where it reinforces traditional character and vernacular. The site is not within the Norfolk Coast National Landscape or a Conservation Area. It is reasonably contained in the landscape, but is more prominent when viewed from the public footpath to the south east of the site. The site is adjacent to the Grade II Listed Buildings at Heath Farm. The development layout and landscaping should consider the impact on the Listed Buildings and wider landscape. The site is also adjacent to a County Wildlife Site at Sandy Hill Plantation.
- 12.2.3** The main services for Holt are located in the town centre. However, some services are located to the east of the town, including the sports pitches, doctor's surgery and Gresham's Schools. Furthermore, a number of the bus services follow the Cromer Road and access to these bus stops would provide enhanced public transport connectivity. Currently, access to the north east of the town is via a circuitous route to the underpass at Hempstead Road/Pearson's Road over 1 km away from the site.

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- 12.2.4** Vehicular access should be provided into the site off Nightjar Road from the roundabout on the A148. The public footpath to the south east of the site provides a connection to Holt Country Park to the south, and to Grove Lane to the north (across the A148). The development should provide a safe pedestrian access across the A148 and connections, and enhancements, to the public footpath.

### Constraints

- 12.2.5** Development proposals will have to take into account:

- Access to the site should be provided off the existing roundabout on the A148.
- The lack of satisfactory pedestrian access across the A148 to Grove Lane and Cromer Road.
- The proximity of Listed Buildings to the north east of the site; enhancements to the sewage network capacity is required; a medium pressure gas main which crosses the site.

### Deliverability

- 12.2.6** The site is considered suitable and available for development. It is in single ownership. There are limited constraints on the site and development should be achievable within the Plan period.

## Policy H20

### Land at Heath Farm

Land amounting to 7.1 hectares, as defined on the Policies Map, is allocated for residential development of approximately 180 dwellings, in addition to 60 units/40 dwellings equivalent of specialist elderly persons accommodation, public open space, and associated on and off-site infrastructure.

Planning permission will be granted subject to compliance with the relevant policies within this Plan and the following site specific requirements:

1. Access being delivered off Nightjar Road via the existing A148 roundabout and delivery of footpath connections to footpath FP9a;
2. Provision of a landscape buffer of approximately 1.3 hectares adjacent to the east and south-eastern boundary of the site;
3. Submission, approval and implementation of a heritage impact assessment incorporating suitable open space and landscaping to preserve and enhance the setting of the Listed Buildings at Heath Farm to the south east of the site;
4. Submission of a Transport Assessment identifying sustainable traffic mitigation measures to include; delivery of enhanced pedestrian access improvements across and along the A148 to facilitate pedestrian access to the medical centre, and bus stops on Cromer Road and the east of the town;
5. That the existing Anglian Water Main is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing water mains should be located in highways or public open space;
6. A layout of development which protects the alignment of the medium pressure gas main which crosses the site;
7. Submission, approval and implementation of a Surface Water Management Plan ensuring that there is no increase in greenfield run off rates;
8. Submission, approval and implementation of a Foul Drainage Strategy setting how additional foul flows will be accommodated within the foul sewerage network and implemented prior to first occupation of any dwellings;

9. On-site provision of open space will be delivered in accordance with the standards set out in this Local Plan;
10. Delivery of comprehensive development in accordance with agreed phasing which ensures delivery of all aspects of the allocated uses including not less than 60 units of specialist elderly persons accommodation;
11. Submission of adequate information in order to undertake a project Level Habitat Regulation Assessment, HRA, addressing issues relating to hydrological issues, site design, layout, drainage, supporting habitats and habitat survey, localised recreational impacts and provision of suitable long term drainage maintenance strategy designed to mitigate impacts on European sites, and
12. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS).

This site is underlain by a defined Mineral Safeguarding Area for sand and gravel resource; therefore, investigation and assessment of the mineral will be required, to the satisfaction of the Mineral Planning Authority, potentially followed by prior extraction to ensure that needless sterilisation of viable mineral resource does not take place.

## 12 Holt



## 13 Hoveton

**Hoveton is identified as a Small Growth Town in the settlement hierarchy, notwithstanding it is a village. This means it has been identified, together with four towns: Holt, Sheringham, Stalham and Wells-next-the-Sea, where a more limited amount of additional development could be considered.**

- 13.0.1** Hoveton and Wroxham are two large villages on either side of the River Bure; together they form one of the most important boating and tourism centres of the Broads area. The area west and south west of Station Road and Church Road is in the Broads Authority area and Wroxham is within Broadland District. The significance of the boating industry to the local economy can be gauged from the large number of boat hiring and building yards, particularly downstream of Wroxham Bridge. The middle Bure, downstream of Wroxham Bridge, is administered by the Broads Authority and is amongst the most heavily used stretches of the Broads waterway system.
- 13.0.2** The land allocations for Hoveton seeks to deliver approximately 200 dwellings, including affordable housing, accommodation for the elderly and other necessary infrastructure.
- 13.0.3** The commercial and shopping centre of the two conjoined villages is concentrated in Hoveton where a small part of the town centre falls into the administrative area of the Broads Authority. North Norfolk and the Broads Authority have defined a single town centre area and for retailing proposals the town centre is to be taken as a whole so that retail matters address the town centre in its entirety. Hoveton has a relatively low provision of non-retail services, but a high proportion of restaurants and cafes reflecting the settlements role as a tourist destination. Given its role as a tourist centre and proximity to Norwich the town centre retains a low proportion of convenience goods expenditure and is classed as a Medium Town Centre in the retail hierarchy.
- 13.0.4** In terms of scale of retail development, Hoveton would be vulnerable to impacts from large scale growth (2,500sqm gross) and a locally derived impact threshold of 500sqm is set for retail and leisure development (see Policy ECN 4 'Retail & Town Centres'), reflecting the smaller scale of the town centre, the nature of existing retail premises other than Roys and the existing floor space projections.
- 13.0.5** Whilst there are diverse employment opportunities in Hoveton, retailing and the boat building/hiring industries are significant sectors. The two employment areas within Hoveton are Tunstead Road and Stalham Road Industrial Estate. These sites provide the opportunity for small scale development and redevelopment over the plan period.
- 13.0.6** There is very little previously developed land in and around Hoveton which inevitably means that new locations for development are on the edge of the village in countryside locations. Whilst over the plan period it is expected that a process of re-development, infill developments, and change of use will continue to provide a supply of new homes and other uses, these opportunities are relatively modest and will not address the identified need for new homes in particular. There are a range of factors which influence the potential location of development in Hoveton including: fluvial flood risk from the River Bure to the south, environmental and landscape considerations, such as the presence of the Norfolk Broads that includes several environmental designations, and the need to take into account the infrastructure requirements in the village. The suggested scale and location of development in Hoveton has been informed by its location on The Broads and balanced consideration of the impact of any development on the setting of Hoveton and on the wider Broads landscape.
- 13.0.7** In summary, the main considerations which influence the suggested location of development sites are:

## 13 Hoveton

- The need to minimise the impact of development proposals on the Norfolk Broads, The River Bure and the landscape more generally.
- Direct rail access into Norwich, North Walsham, Cromer & Sheringham.
- Proximity to Wroxham and joint use of services.
- Retaining existing green spaces within the boundary where they are either functionally or visually important.
- Locating developments where they are, or can be connected, to key services and the town centre preferably by walking, cycling or public transport or via better quality roads; avoiding locations which are detached from Hoveton and not well related to existing built up areas.
- Minimising impacts on traffic circulation.

### Infrastructure

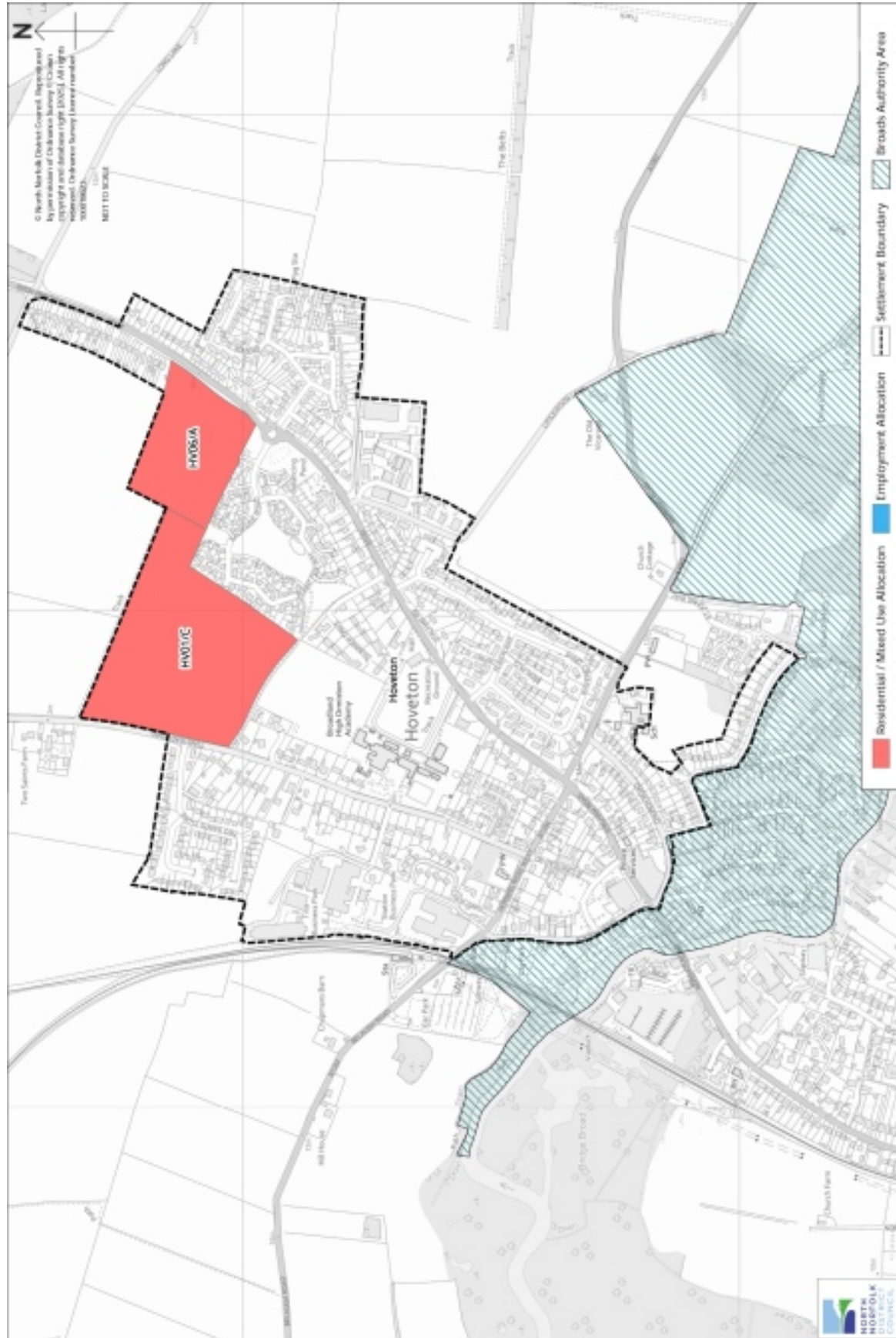
**13.0.8** The land allocations have been developed in conjunction with advice and information from infrastructure providers and statutory consultees. Each site will need to provide the supporting infrastructure which is necessary to make the proposal acceptable in land use terms. Where site specific requirements have been identified in preparing this Plan they are listed in each of the site allocation policies.

- Hoveton suffers from congestion in the village centre along the A1151 and across the river bridge through Wroxham, particularly in holiday periods.
- The education authority has confirmed that the primary and secondary schools have capacity and scope for future expansion.
- The GP practice may not have capacity for the additional demand resulting from the cumulative development in the area. Any proposed development will likely have an impact on the NHS funding programme for the delivery of primary healthcare provision within this area. NHS England would therefore expect these impacts to be fully assessed and mitigated.
- The area immediately adjacent to the River Bure is identified in the Strategic Flood Risk Assessment as being at risk associated with combination of fluvial and tidal influences along the river Bure to the south of the settlement. Much of this area is zone 3. Tidal locking has potential to increase levels in the River Bure at Hoveton. Predominantly isolated surface water ponding on roads, gardens and open space is possible in Hoveton. Anglian Water identified that there is need for a water catchment strategy in areas where development is proposed. Development site-specific foul water drainage strategies must complement or align with the overall catchment strategy. An acceptable foul water strategy will be required for all substantive new development. An acceptable foul water drainage strategy will involve appropriate / suitable mitigation measures to account for the new development flows discharging foul water while the existing foul water sewerage network is surcharged due to rainfall.

**13.0.9** As development takes place it will need to be served by appropriate supporting physical infrastructure and services. All developments are required to address any identified shortages in infrastructure to the extent necessary to make the specific proposal acceptable.

# Hoveton 13

## Allocations in Hoveton

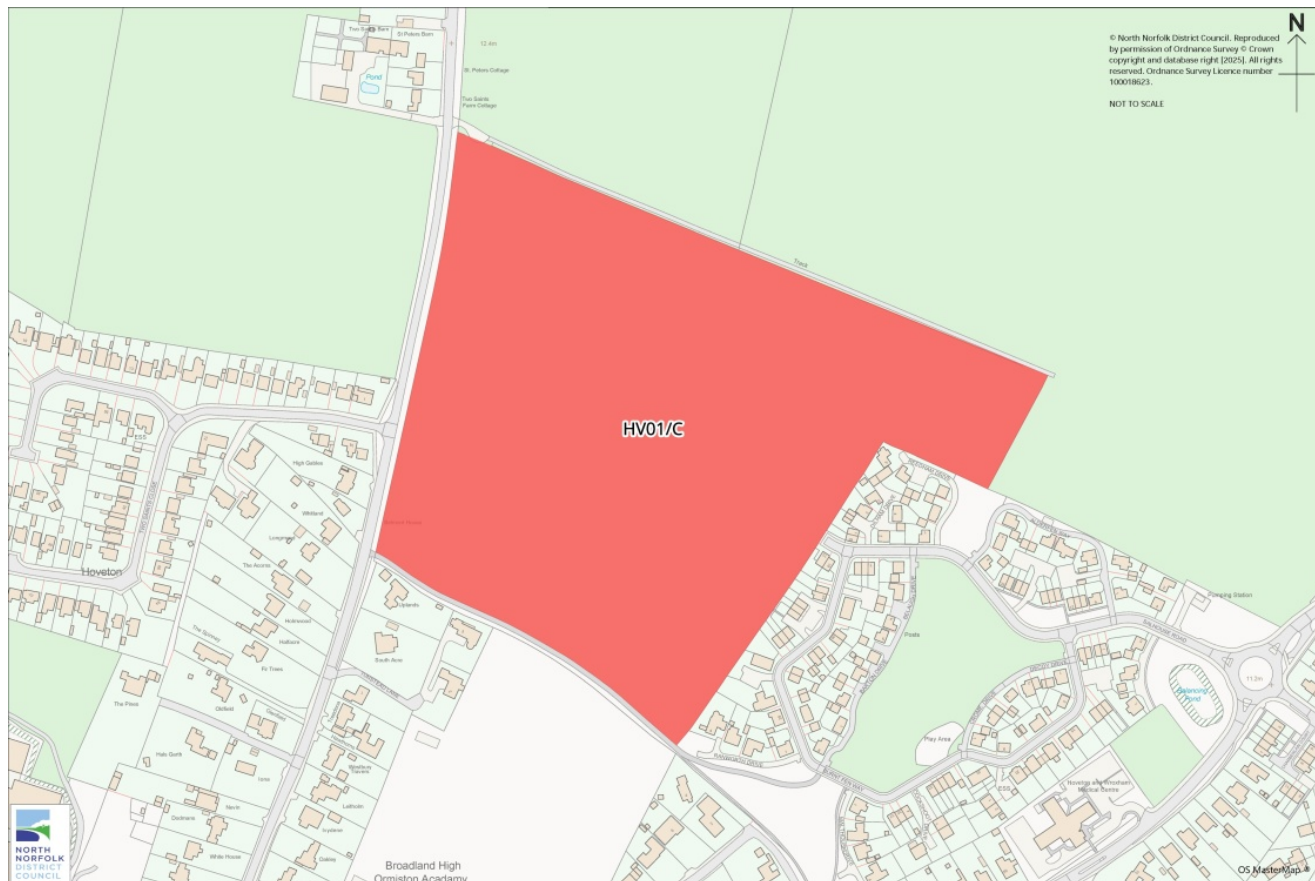


Map 4 Allocations in Hoveton

## 13 Hoveton

### 13.1 Residential: Land East of Tunstead Road (HV01/C)

The following site is allocated for residential development of approximately 150 dwellings and 60 units/ 40 dwellings equivalent of specialist elderly persons accommodation, public open space, and associated on-site and off-site infrastructure:



**Land East of Tunstead Road (HV01/C)**

#### Description

- 13.1.1** The site is situated on greenfield land, on the northern edge of Hoveton to the east of Tunstead Road. The site is level, predominately in arable agricultural use and lacks any specific topographical or landscape features, apart from the mature hedgerows that border it. The setting of this site has changed considerably in recent years with the development of the previous HV03 allocation at Stalham Road developed by Persimmon Homes as 'Brook Park'. It is well related to existing residential areas including this recent development.
- 13.1.2** The site is located within walking distance of the key services including the rail station and the High School which is around 1.2 km from the primary school. There is a surfaced cycle and pedestrian path which links Tunstead Road and Stalham Road with bus services available on both.
- 13.1.3** The hedgerow along the Tunstead Road frontage with the exception of the required access onto this road should be retained where appropriate and a landscaping buffer should be provided to soften the impact of development on the agricultural land to the north of the site.

#### Constraints

- 13.1.4** Development proposals will have to take into account:



- A water catchment strategy is required, including a foul water drainage strategy which must complement or align with the overall catchment strategy. An acceptable foul water drainage strategy will involve appropriate / suitable mitigation measures to account for the new development flows discharging foul water while the existing foul water sewerage network is surcharged due to rainfall. Mitigation measures involve running underground pipes to the north of the existing Brook Park and then on to the site which will take foul water from the development directly to Belaugh Water Recycling Centre, where there is capacity.
- Access to be provided off Tunstead Road with a through connection to Stalham Road and the adjoining allocation.
- A public footpath and cycle path crosses the site.
- The site's potential impact on existing heritage assets, including St. Peter's Church, a listed building which lies north of St. Peters Lane.
- A water main crosses the site.

### Deliverability

- 13.1.5** The site is considered suitable and available for development. It is in single ownership. There are limited constraints on the site and development should be achievable within the plan period. Developers must undertake early engagement with Anglian Water to assess infrastructure capacity, and any specific requirements that may be needed to deliver the proposed development.

## Policy HV01/C

### Land East of Tunstead Road

Land amounting to 10.7 hectares, as defined on the Policies Map, is allocated for development of approximately 150 dwellings, in addition to 60 units/40 dwellings equivalent of specialist elderly persons accommodation, open space and associated on-site and off-site infrastructure.

Planning permission will be granted subject to compliance with the relevant policies within this Plan and the following site specific requirements:

1. Delivery of a carefully designed residential development that will integrate into the surrounding character;
2. Provision of convenient and safe vehicular access which includes appropriate traffic calming onto Tunstead Road to provide a through connection for all vehicles to the adjoining allocation and the Brook Park/ Stalham Road roundabout;
3. Provision of pedestrian and cycle connections through the development and adjoining allocation which encourage walking and cycling into Hoveton and neighbouring areas, including green access corridors to the open space and to the existing cycle path which runs through the south west of the site;
4. Provision of a landscaping buffer to the north of the site to soften the boundary between the development and the agricultural land to the north and to mitigate potential impacts on heritage assets, including the Hoveton Hall Park and Garden, St. Peter's Church and the Ice House;
5. Delivery of not less than 1.07 hectares of multi-functional open space together with measures for its on-going maintenance;
6. Retention of existing trees and hedgerows around the site;
7. Submission of a Transport Assessment, undertaken for this development and the adjoining allocation (HV06/A), identifying sustainable traffic mitigation measures that alleviate the potential cumulative impact on the road network;
8. Submission, approval and implementation of a site-specific Water Catchment and Foul Water Drainage Strategy, incorporating new pipe work to the north of the allocation and Brook Park

## 13 Hoveton

that includes direct foul water drainage connection to Belaugh WWTW, in agreement with Anglian Water, and aligned with the Anglian Water catchment strategy, and network improvements;

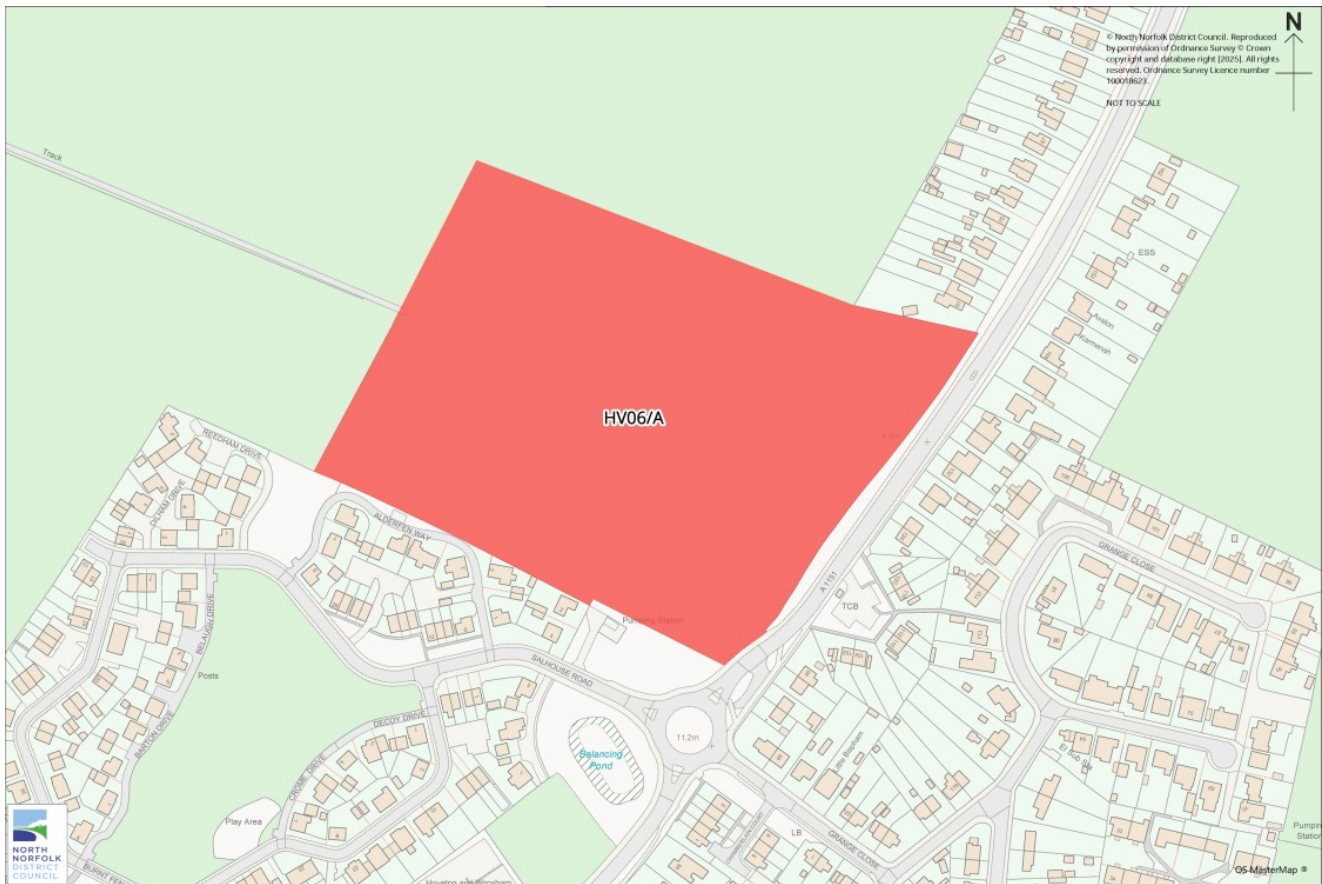
9. Delivery of sewerage infrastructure required to accommodate wastewater flows from the development should be undertaken prior to the first occupation of any dwelling to prevent detriment to the environment and comply with Water Framework Directive obligations;
10. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS); and,
11. Delivery of comprehensive development in accordance with agreed phasing which ensures delivery of all aspects of the allocated uses.

This site is underlain by a defined Mineral Safeguarding Area for sand and gravel resource; therefore, investigation and assessment of the mineral will be required, to the satisfaction of the Mineral Planning Authority, potentially followed by prior extraction to ensure that needless sterilisation of viable mineral resource does not take place.



## 13.2 Residential: Land at Stalham Road (HV06/A)

The following site is allocated for residential development of approximately 50 dwellings, public open space, and associated on and off-site infrastructure:



**Land at Stalham Road (HV06/A)**

### Description

**13.2.1** This site is part of an agricultural field located to the north of Hoveton and would extend the existing linear ribbon form of development along the A1151 Stalham Road. The site is bounded by residential development to the south and abuts Stalham Road to the east where the site links to a string of existing dwellings at its northeast corner. The site abuts the more recent Brooke Park development to the south.

**13.2.2** The site has good connectivity to village centre services and other facilities and offers sustainable travel options.

### Constraints

**13.2.3** Development proposals will have to take into account:

- The boundary adjacent to Stalham Road contains an existing hedgerow.
- There is a moderate area in the centre of the site that may be susceptible to surface water flooding, however, the site is within Flood Zone 1.
- Suitable access can be achieved onto Stalham Road, however, a wider transport assessment will be required in line with the Norfolk County Council's standard guidelines due to sensitive parts of the existing network.
- The well-established hedgerow separating the site's frontage with Stalham Road.

## 13 Hoveton

- The site's potential impact on existing heritage assets, including St. Peter's Church, a listed building which lies north of St. Peters Lane.
- A water catchment strategy is required including a foul water drainage strategy which must complement or align with the overall catchment strategy. An acceptable foul water drainage strategy will involve appropriate / suitable mitigation measures to account for the new development flows discharging foul water while the existing foul water sewerage network is surcharged due to rainfall.

### Deliverability

**13.2.4** The site is in single ownership and is being marketed for residential development. It is suitable and available for development and there are limited constraints. Development should be achievable within the plan period. Developers must undertake early engagement with Anglian Water to assess infrastructure capacity, and any specific requirements that may be needed to deliver the proposed development.

### Policy HV06/A

#### Land at Stalham Road

Land amounting to approximately 4.7 hectares, as defined on the Policies Map, is allocated for development of approximately 50 dwellings, public open space and associated on and off-site infrastructure.

Planning permission will be granted subject to compliance with the policies of this Plan, and the following site-specific requirements:

1. Delivery of a carefully designed residential development that will integrate into the surrounding character;
2. Provision of a convenient and safe access onto Stalham Road;
3. Appropriate off-site mitigation improvements to the A1151/A1062 double mini roundabout prior to first occupation;
4. Provision of a 3.0m wide pedestrian/cycleway along the full extent of the site frontage onto Stalham Road and provision of pedestrian/cycle connection to the adjoining allocation (HV01/C);
5. Provision of a landscaping buffer to the north and north-west of the site to soften the boundary between the development and the agricultural land to the north, and to mitigate potential impacts on the Hoveton Hall Park and Garden, St. Peter's Church, and the Ice House;
6. Provision of landscaping which includes the retention and enhancement of the existing hedgerow fronting Stalham Road where appropriate;
7. Delivery of multi-functional open space together with measures for its on-going maintenance;
8. Submission of a Transport Assessment undertaken for this development and the adjoining allocation (HV01/C), identifying sustainable traffic mitigation measures that alleviate the potential cumulative impact on the road network;
9. Submission, approval and implementation of a site-specific Water Catchment and Foul Water Drainage Strategy, incorporating new pipe work north of the allocation and Brooke Park that includes direct foul water drainage connection to Belaugh WWTW, in agreement with Anglian Water, and aligned with the Anglian Water catchment strategy, and network improvements;
10. Delivery of sewerage infrastructure required to accommodate wastewater flows from the development should be undertaken prior to the first occupation of any dwelling to prevent detriment to the environment and to comply with the Water Framework Directive obligations; and,
11. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS).

## Hoveton 13

This site is underlain by a defined Mineral Safeguarding Area for sand and gravel resource; therefore, investigation and assessment of the mineral will be required, to the satisfaction of the Mineral Planning Authority, potentially followed by prior extraction to ensure that needless sterilisation of viable mineral resource does not take place.

# 13 Hoveton

## 14 North Walsham

**North Walsham is identified as a Large Growth Town in the Settlement Hierarchy and the strategy proposes that the town can accommodate a high level of growth in the Plan period together with the supporting infrastructure.**

- 14.0.1** North Walsham is the largest town in the District with a recorded population of 12,634 at the 2011 census. The town offers a broad range of services and local employment. It has strong links with Norwich, with the close proximity of the city encouraging relatively high levels of out commuting for jobs and services. Three sites for mixed use allocation have been identified for North Walsham which would be suitable for approximately 2,480 new dwellings and other uses across the sites. When added to potential small scale developments within the town this Plan proposes that some 23% of all housing growth in the District is located in North Walsham which by around 2040 would see the population of the town increase by approximately 5,000.
- 14.0.2** 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 employment premises take-up and, along with Fakenham, is a primary industrial centre in North Norfolk. North Walsham's industrial estates are reaching capacity and further employment land is required to be available to the market in the short term to ensure continuity of the town's growth. Employment land is to be delivered on the two mixed use allocations and a new employment allocation allows for a sustainable extension to the existing industrial estate.
- 14.0.3** North Walsham does not have the significant landscape constraints that are present elsewhere in the District. It is not in the Norfolk Coast National Landscape, close to the Broads, or in proximity to any internationally designated wildlife sites.
- 14.0.4** Some reuse of previously developed land particularly to the north of Cromer Road and elsewhere within the built up area of the town provides opportunities for development but significant new greenfield allocations are necessary in order to deliver the required scale of growth.
- 14.0.5** Although North Walsham is the largest town in the District and it serves the needs of a large rural area it's town centre ranks only third in the District in terms of floorspace. There have been recent closures of some retail and bank businesses although overall vacancy rates remain relatively low in relation to national trends they are consistently the highest in the District at between 10-17%. Expenditure rates, a measure of the proportion of available retail expenditure which is spent locally, are relatively high for convenience shopping at 78% ,but are significantly lower for comparison goods (28%) and food and beverage(14%). This reflects the limited range of comparison goods shops locally and the strong draw of Norwich.
- 14.0.6** The evidence suggests that the scale of growth proposed in the town is likely to increase the amount of retail expenditure available and notwithstanding recent shifts away from town centre shopping would support the provision of new retail floorspace across all sectors. The continued health and vitality of the town centre would be vulnerable to the impacts of any significant out of centre retailing and this Plan requires that proposals for more than 500sqm consider town centre sites first (Policy E4).
- 14.0.7** North Walsham has a comparatively broad range of services and employment opportunities and has good transport connections including road connections across the District. The town has a main line rail station which provides direct rail access into Norwich, Hoveton & Wroxham, Cromer and Sheringham.
- 14.0.8** The main considerations which influence the suggested location of development sites are:
- the opportunity to deliver new infrastructure, in particular, a new link road around the west of the town;

## 14 North Walsham

- locating developments where they are, or can be connected, to key services and the town centre preferably by walking, cycling or public transport or via better quality roads;
- avoiding locations which are detached from the town and not well related to existing built up areas;
- avoiding increases in traffic passing thorough the town centre;
- respecting the quality of the surrounding landscape, particularly to the north and east of the town.

### Infrastructure

**14.0.9** The land allocations have been developed in conjunction with advice and information from infrastructure providers and statutory consultees. Each site will need to provide the supporting infrastructure which is necessary to make the proposal acceptable in land use terms. Where site specific requirements have been identified in preparing this Plan they are listed in each of the site allocation policies.

**14.0.10** The scale of growth identified in North Walsham will require significant investment in supporting infrastructure and this will need to be provided as development proceeds.

- The Education Authority has indicated that the high level of growth proposed in the town will necessitate the provision of a new primary school.
- The railway bridges on the western approaches to the town along the Cromer Road, Aylsham Road & Norwich Road provide a challenge for large or heavy goods vehicles travelling through the town and force the traffic through residential areas and along unsuitable residential streets. A western 'link road' between the B1150 (Norwich Road), the B1145 (Aylsham Road) and A149 (Cromer Road) would alleviate some of these issues. Off site highway improvements to aid traffic circulation around the town and on the strategic network, including at Coltishall will be required.
- North Walsham is not identified in the Strategic Flood Risk Assessment as being at risk of fluvial flooding but there are a number of un-named drains with potential to present a flood risk. There are longstanding surface water drainage capacity issues to the south west of the town.
- Anglian Water identify that off-site water mains reinforcement is required in certain parts of the town and that enhancement to the foul sewerage network capacity will be required.
- The scale of growth envisaged in the town will require improvements in health service provision.

**14.0.11** As development takes place, it will need to be served by appropriate supporting physical infrastructure and services. All developments are required to address any identified shortages in infrastructure to the extent necessary to make the specific proposal acceptable.

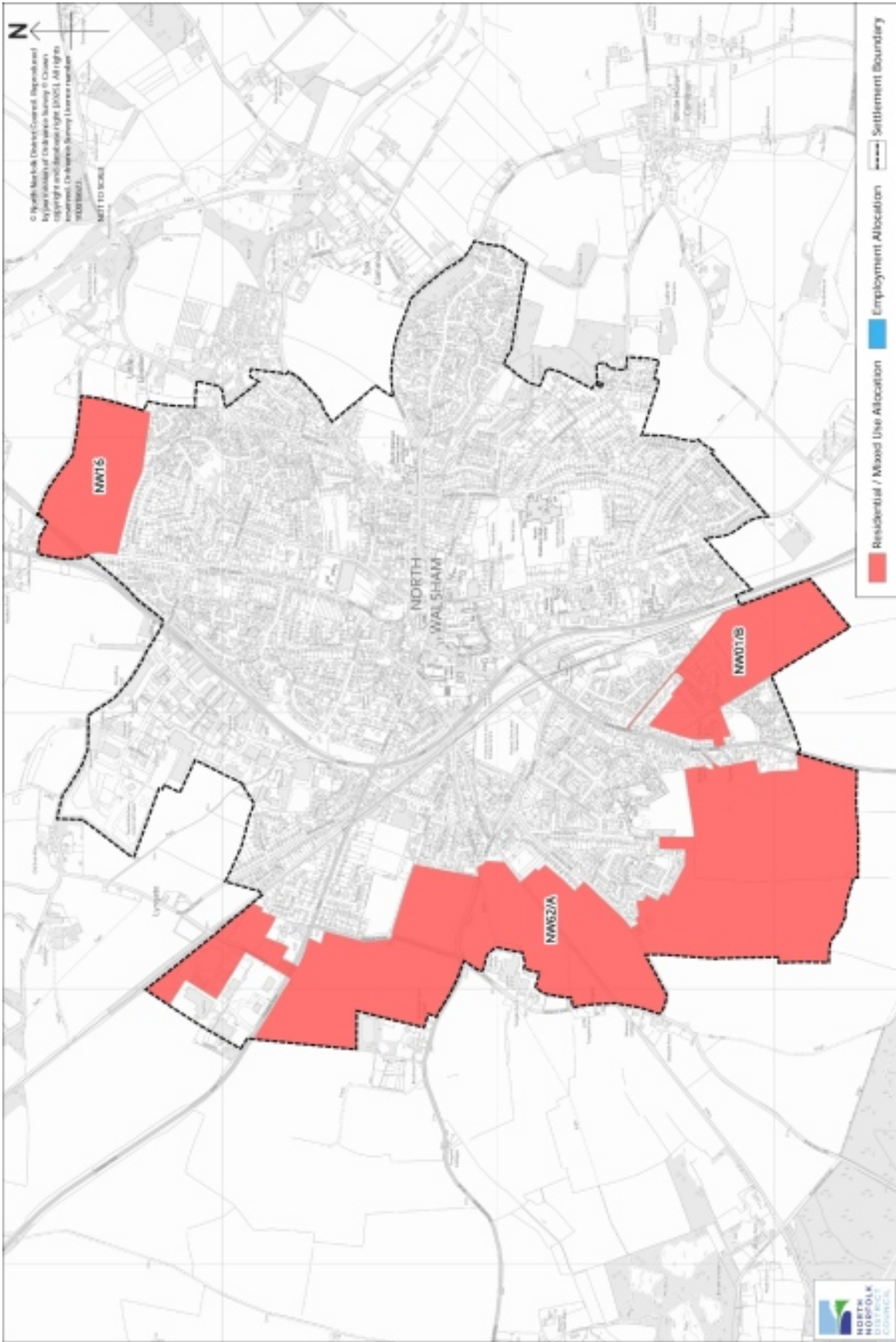
### Site Allocations

**14.0.12** Three sites for mixed use are allocated for approximately 2,480 new dwellings. Land at Cornish way is allocated as an extension to the town's industrial estate.

**14.0.13** These allocations are shown together on the following map, and in more detail within the individual site sections that follow.



Allocations in North Walsham

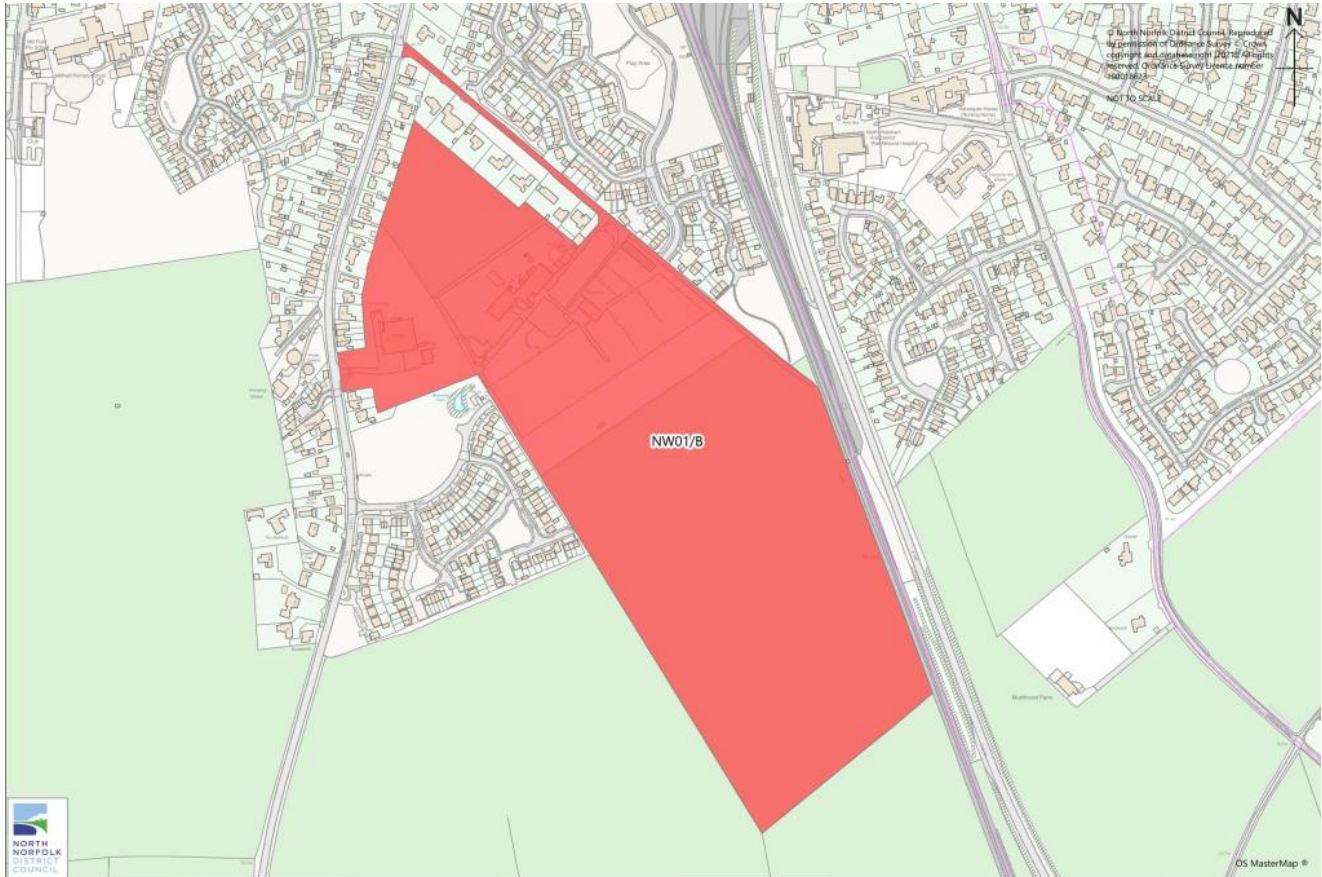


Map 5 Allocations in North Walsham

# 14 North Walsham

## 14.1 Mixed-Use: Land at Norwich Road & Nursery Drive (NW01/B)

The following site is allocated for a mixed-use development including approximately 350 dwellings, elderly persons accommodation, the retention of 2 hectares of existing employment land, and provision of 3.5 hectares of public open space and supporting infrastructure:



Land at Norwich Road & Nursery Drive (NW01/B)

### Description

- 14.1.1** This is a mixed-use site on the Norwich Road to the south of North Walsham. The land is in multiple ownership and comprises green field parcels, existing businesses and land associated with the garden centre.
- 14.1.2** This site is generally contained within the urban form of North Walsham with the southernmost portion being an arable field that extends beyond the built up area. The northern half of the site was allocated for development in the previous Development Plan.
- 14.1.3** The site is well related to the town centre and other facilities and is considered suitable for a mixed-use allocation comprising residential, employment and public open space.
- 14.1.4** Development will deliver a section of road that will link the two previously developed parcels (Persimmon Homes and Hopkins Homes) as well as the estate roads that will service all parts of the site.

### Constraints

- 14.1.5** Development proposals will have to take into account:
  - The need to provide a connecting road to enable the full capacity of the site to be realised.
  - Retention of existing employment uses.

# North Walsham 14

- The location of the public open space and landscape impact considerations.
- Off-site mains water reinforcement is required and enhancement to the foul sewerage network capacity will be required.
- A proportion of the land is a brownfield site and therefore an assessment will be required identifying previous site uses and potential contaminants.
- The site is subject to an area-based Tree Preservation Order.
- The non-designated heritage asset of North Walsham battlefield site.

## Deliverability

**14.1.6** The site is suitable and available for development.

**14.1.7** There is a requirement to retain the uses associated with the existing businesses which provide local employment and services. Evidence will be required to demonstrate that the existing employment uses have been accommodated or have found suitable alternative premises before any residential development can take place.

**14.1.8** There are some physical constraints on the site, however, development should be achievable within the plan period.

## Policy NW01/B

### Land at Norwich Road & Nursery Drive

Land amounting to 18.6 hectares, as defined on the Policies Map, is allocated for a mixed-use development including approximately 350 dwellings, in addition to 100 units/67 dwellings equivalent of specialist elderly persons accommodation, the retention 2 hectares of existing employment land and provision of 3.5 hectares of public open space and supporting infrastructure.

Planning permission will be granted subject to compliance with relevant policies of this Plan and the following site specific requirements:

1. Delivery of an estate road providing a through highway connection with adjoining residential developments to the north-east and south-west prior to occupation of no more than 150 dwellings;
2. Delivery of not less than 3.5 hectares of public open space;
3. The retention of the existing businesses on employment land of no less than 2 hectares;
4. A transport assessment must be undertaken to identify mitigation measures, if necessary, for the A149/B1150 and wider transport network;
5. Provision of an offset of no less than 6 metres between the development site and the existing properties at Norwich Road and Nursery Drive;
6. Retain and enhance landscaping along southern, south-western and north-eastern boundaries of the site, whilst retaining and strengthening existing hedgerows within the site boundary, with particular regard to the northern boundary adjacent to Nursery Drive;
7. Provision of pedestrian and cycle links to the railway station, town centre and local schools;
8. Submission and approval of effective surface water management ensuring that there is no increase of surface water run-off off site;
9. That enhancement to sewerage infrastructure is undertaken ahead of occupation of dwellings to prevent detriment to the environment and comply with Water Framework Directive obligations;
10. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS); and,
11. Delivery of comprehensive development in accordance with agreed phasing which ensures delivery of all aspects of the allocated uses.

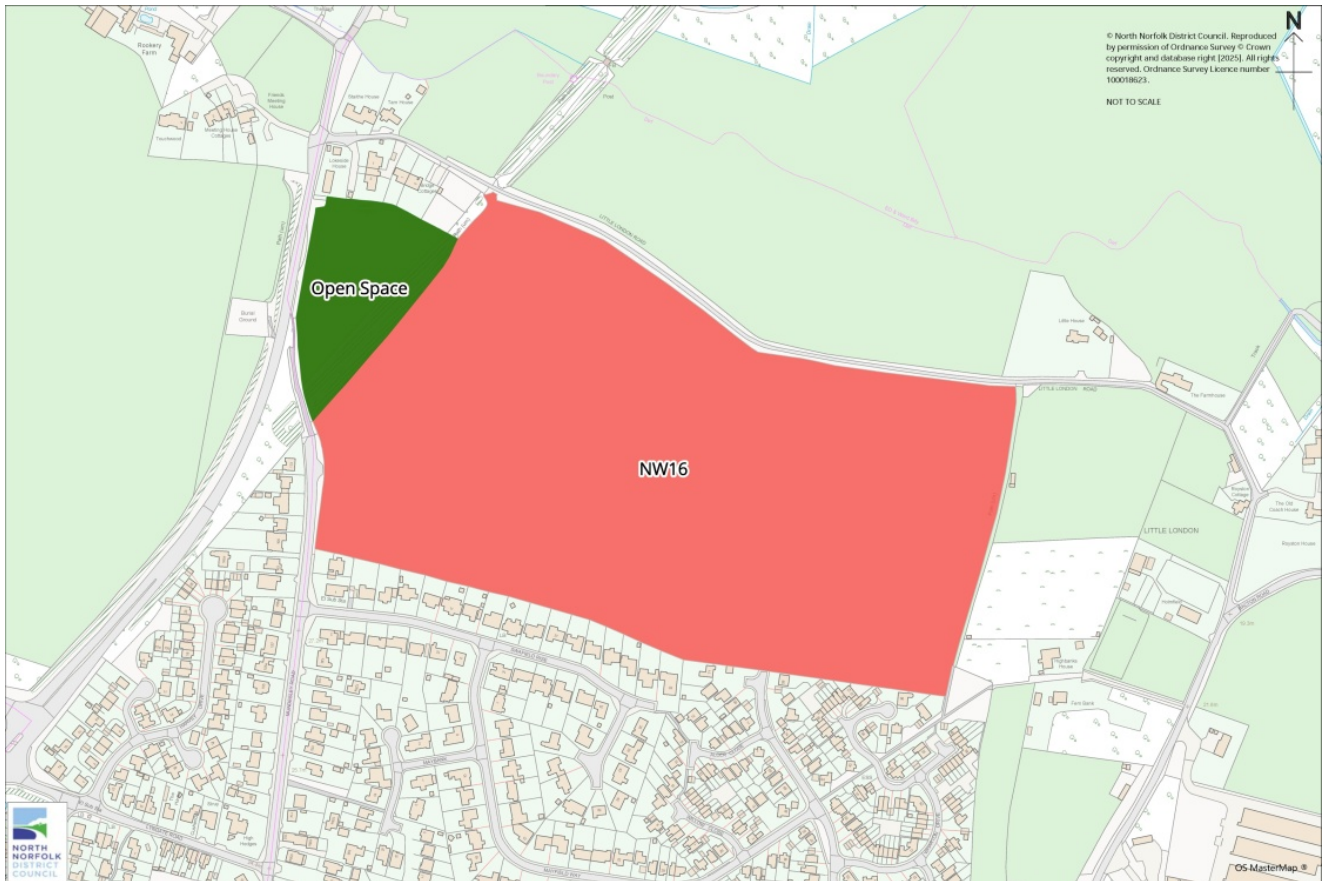
## 14 North Walsham

This site is underlain by a defined Mineral Safeguarding Area for sand and gravel resource; therefore, investigation and assessment of the mineral will be required, to the satisfaction of the Mineral Planning Authority, potentially followed by prior extraction to ensure that needless sterilisation of viable mineral resource does not take place.



## 14.2 Mixed-Use: Land at End of Mundesley Road (NW16)

The following site is allocated for a mixed-use development including approximately 330 dwellings, specialist elderly persons accommodation, public open space and associated on and off-site supporting infrastructure:



**Land at End of Mundesley Road (NW16)**

### Description

**14.2.1** This site is a greenfield site located on the northeast edge of North Walsham. The former railway line, which now forms the Paston Way trail and Knapton Cutting County Wildlife Site, intersects diagonally across the northwestern part of the site and has a lower elevation. The site is bounded by existing residential properties along its southern and part of the western boundaries. The main part of the site is relatively flat, sloping gently downwards to the southeast.

**14.2.2** The site has reasonable connectivity to town centre services and facilities. North Walsham has good public transport links with both bus and rail being available and there is an existing employment area located to the southwest of the site, which can be easily accessed.

### Constraints

**14.2.3** Development proposals will have to take into account:

- The provision of a primary access onto the B1145 and the potential for a secondary access onto Mundesley Road/Lyngate Road. Provision of a pedestrian/cycle link to Acorn Road. A new bridge will need to be provided over Paston Way to facilitate access to the B1145.
- The presence of existing heritage assets within the vicinity of the site, including Thatched Cottage and Quaker Meeting House.

## 14 North Walsham

- The presence of a gas pipeline to the north-west of the site following the route of the former railway line, which will require an off-set from residential development.
- The existing mature hedgerows and trees north and east of the site will need to be retained and enhanced to mitigate the site's impact on wider views. Development should be located adjacent to existing built form south of the site, and extensive open space and landscape planting provided to the north.

### Deliverability

**14.2.4** The site is considered suitable and available for development. It is in single ownership and the owner confirms its availability for development. There are limited constraints on the site and development should be achievable within the plan period. Developers must undertake early engagement with Anglian Water to assess infrastructure capacity, and any specific requirements that may be needed to deliver the proposed development.

### Policy NW16

#### Land at End of Mundesley Road

Land amounting to approximately 16 hectares, as defined on the Policies Map, is allocated for development of approximately 330 dwellings, in addition to 60 units/40 dwellings equivalent of specialist elderly persons accommodation, public open space and associated on and off-site infrastructure.

Planning permission will be granted subject to compliance with the policies of this Plan, and the following site-specific requirements:

1. As part of the first phase of the development, provision of convenient and safe vehicular access via a roundabout onto the B1145 and additional access provided onto Mundesley Road/Lyngate Road;
2. An internal layout that minimises additional vehicular traffic utilising Mundesley Road and Lyngate Road;
3. An ecological appraisal to assess the impact of development on nearby wildlife sites and protected species to inform a detailed mitigation and enhancement plan to be implemented as part of the development;
4. Provision of a bridge over the Paston Way trail that facilitates access to the B1145 and the rest of the site. Careful attention should be given to its design, layout and ability to mitigate and enhance the character and wildlife value of the Paston Way trail and Knapton Cutting County Wildlife Site, ensuring the north-western triangle of land is used for access and landscaping only;
5. Retention and enhancement of the existing mature hedgerows and trees along the northern and eastern boundary of the site, and strengthening of the tree belt associated with the former railway embankment where appropriate;
6. Development should be located to the south of the site with careful attention to site layout and design which incorporates significant open space to the north along with a suitable and enhanced landscaping buffer. The southern boundary alongside existing housing should include a landscaped buffer;
7. Provision and enhancement of access to the Paston Way trail and FP11 pedestrian/cycle link with a new pedestrian/cycle link connecting both, and the provision of a new pedestrian/cycle link providing access to Acorn Road;
8. The delivery of multi-functional open space together with measures for its ongoing maintenance;
9. The submission, approval and implementation of a Surface Water Management Plan to demonstrate that greenfield run off rates from the site are not increased;



10. The submission, approval and implementation of a Foul Drainage Strategy providing details of any enhancements and demonstrating that there is capacity available in the sewerage network and at the receiving water recycling centre to accommodate wastewater flows from the site prior to occupation of any dwellings;
11. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS);
12. A Transport Assessment, the scope and methodology of which is to be agreed with the Local Highway Authority, and which will have regard to land allocated under Policy NW62/A and the cumulative impacts will be undertaken to identify appropriate off-site highway improvements and mitigation measures. These will include, but are not limited to:
  - i. Traffic and speed management measures and capacity improvements on the B1150 at Coltishall and Horstead. Unless otherwise agreed with the Highway Authority, this will include a new right turn lane at the junction of the B1150 and B1354, Coltishall and a new bus stop cage on the B1150 High Street, Coltishall;
  - ii. Pedestrian safety improvements at Coltishall and Horstead. Unless otherwise agreed with the Highway Authority, this will include works to improve crossing facilities at Ling Way, High Street and the B1150/Mill Road/B1354 junction;
  - iii. Improvements to the signalised junction at Norwich Road, North Walsham;
  - iv. Provision of off-site pedestrian and cycle improvements to North Walsham town centre, key services and the railway station following a detailed assessment of walking and cycling routes to and from the town to identify desire lines and to remedy any gaps in provision.
13. The agreed off-site highway mitigation measures will be delivered in accordance with a Phasing and Delivery Plan that will be agreed as part of the first planning application for the site(s). Unless otherwise agreed with the Highway Authority, the above mitigation measures required at Coltishall and Horstead will be delivered at the beginning of the first phase of development to ensure that construction impacts are appropriately mitigated and minimise any impact from the early phases of development on the functioning of the highway network;

### **Proportionate Funding**

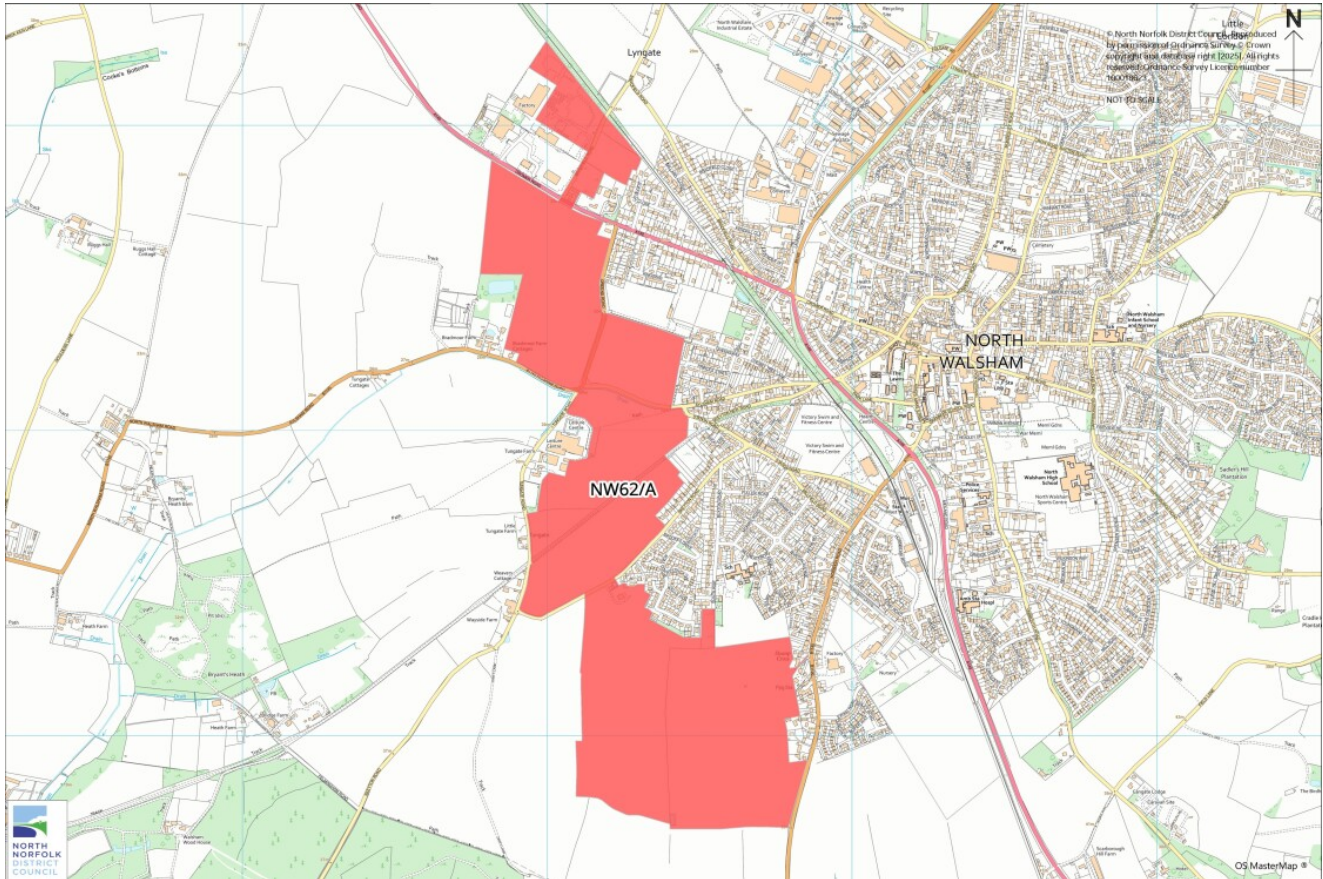
14. The delivery of necessary Highway infrastructure and mitigation as part of the development through proportionate works and/or contributions from site allocations NW62/A and NW16, taking account of their relative impacts. The requirements for each development and its funding will be agreed and detailed as part of the phasing and delivery plan(s) prior to determination, and secured by legal agreements; and,
15. Unless otherwise agreed by the Local Education Authority, proportionate educational contributions will be required from NW62/A and NW16 taking account of their relative pupil generation to ensure the necessary school provision is delivered at the right time in line with the phasing of the strategic allocations in North Walsham.

This site is underlain by a defined Mineral Safeguarding Area for sand and gravel resource; therefore, investigation and assessment of the mineral will be required, to the satisfaction of the Mineral Planning Authority, potentially followed by prior extraction to ensure that needless sterilisation of viable mineral resource does not take place.

# 14 North Walsham

## 14.3 Mixed-Use: Land West of North Walsham (NW62/A)

The following site is allocated for approximately 1,800 dwellings, 300 units/200 dwellings equivalent of specialist elderly accommodation, 7 hectares of employment land, green infrastructure, community facilities and a road linking Norwich Road and Cromer Road:



Land West of North Walsham (NW62/A)

### Description

- 14.3.1** The site 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 of 105 hectares and would envelop the on-site link road, Greens Road, Aylsham Road, Tungate Road and Skeyton Road.
- 14.3.2** In the 2018 Landscape Character Assessment the whole of the 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 dispersed rural settlements. 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.
- 14.3.3** It is proposed that North Walsham West would deliver the following:
- approximately 1,800 dwellings and 300 units/200 dwellings equivalent of specialist/elderly persons accommodation;
  - a western link road - linking Cromer Road to Norwich Road;
  - 7 hectares of serviced employment land;
  - land for a new two form primary school of approximately 2.5ha – the precise requirement will be agreed at planning application stage through discussions with Norfolk County Council;

- significant areas of landscaping and public open space;
- other required infrastructure, improvements and mitigation including, but not limited to, health services, drainage and power.

## Constraints

### 14.3.4 Development proposals will need to take into account:

- The development will have an impact on the road network within and around North Walsham and on the B1150 at Coltishall. Therefore, 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 including the route to Norwich via Coltishall. 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. These will need to be retained and enhanced as part of any proposal.
- There is limited surface water drainage capacity to the west of North Walsham. A comprehensive SUDs scheme will be required.
- Development of the scale proposed will require comprehensive infrastructure enhancements including, but not limit to, education, health and community facilities.
- Proposals will need to provide for the retention and potential expansion of North Walsham Football Club.

## Deliverability

### 14.3.5 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.

### 14.3.6 In 2021 the Planning Authority began work on the preparation of a Development Brief for the site and consulted the local community and other stakeholders on an overarching Vision for the development and a set of high level principles. The feedback has informed the policy below and will provide the basis for the preparation of a detailed Development Brief for the site which will be subject to further public consultation. The site (in part or whole) cannot be brought forward without the prior adoption of a comprehensive **Development Brief** and approval of a **Design Code** for the whole site.

## Policy NW62/A

### Land West of North Walsham

Land West of North Walsham will provide a mixed-use sustainable urban extension amounting to 105 hectares, as defined on the Policies Map, is allocated for approximately 1,800 dwellings, in addition to 300 units/200 dwellings equivalent of specialist elderly persons accommodation, 7 hectares of employment land, green infrastructure, community facilities and a road linking Norwich Road and Cromer Road.

Planning permission will be granted subject to compliance with the relevant policies of this Plan and the following site specific requirements:

### Development Brief & Design Code

1. Approval before the determination of the first application of a comprehensive **Development Brief** incorporating a site wide **Vision** and **Master Plan** demonstrating how the development

## 14 North Walsham

will respond to the particular characteristics of the site and detailing the delivery of all of the uses and infrastructure required in this policy.

2. Approval before the determination of the first application of a site wide **Design Code** to complement the Development Brief detailing the design principles for all development and land uses.

### Green infrastructure

3. Approval before the determination of the first application of a **Green Infrastructure Strategy** detailing the delivery of the green infrastructure including new areas of open spaces, play areas, sports pitches, strategic landscaping and green corridors. The Green Infrastructure Strategy should complement principles in the Design Code and Drainage Strategy. Delivery of on-site green infrastructure should provide the opportunity to contribute towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS);
4. Development proposals will provide the following specific green infrastructure:
  - i. approximately 17 hectares of new public open space including a new 'town park' of approximately 2ha, new sports pitches of 2ha and a minimum of 2.4ha of allotments;
  - ii. a substantial area of strategic green infrastructure at a minimum of 10ha to the south and western countryside edge of the development to create a new green edge of the town;
  - iii. enhancement of the Weavers Way corridor acting as a green access spine through the development including improving biodiversity along the corridor. It will provide a pedestrian & cycle crossing point across the link road that prioritises these uses over vehicle traffic;
  - iv. a new green corridor which will traverse north to south through the development providing an access and biodiversity corridor;

### Environmental Mitigation

5. Approval before the determination of the first application of a **Drainage Strategy** detailing the delivery of sustainable drainage and flood mitigation & storage measures that will be integral to the urban development and green infrastructure, including using surface water runoff as a resource that contributes to water sensitive urban design (WSUD) and integrating the water cycle within the built and green environment;
6. Proposals should appropriately use design, layout and landscaping to protect and enhance heritage assets and their settings including designated and non-designated heritage assets including the 'Battlefield Site'. Landscape buffering and open space should be used to protect the Listed Buildings at Bradmoor Farm;
7. Retain and enhance existing hedgerows on Greens Road, and the south-eastern and western boundaries. Landscape buffers and/or green corridors will be provided along the existing urban edge of the town to protect the amenity of existing residential areas along Weaver's Way and the northernmost boundary. Retain existing mature trees along Skepton Road and the eastern boundary of the site;

### Sustainable Transport

8. The provision of a network of interconnected streets, squares, green corridors and public spaces which prioritise moving around on foot and by cycle over the use of private motor vehicles;



## North Walsham 14

9. The delivery of appropriate public transport measures on site providing facilities and regular services to/from the town and key services;
10. The delivery of a new road designed as an attractive main street through the development with mixed-use frontage usages and segregated cycle paths and footways. This new road should be suitable for HGV traffic (including high sided vehicles) and will connect Norwich Road to Cromer Road. It should be delivered, in full, at the earliest opportunity, in accordance with a phasing plan agreed as part of the first planning application;
11. The road design must not prejudice the potential long-term expansion of the road to the north over the railway line or south to the A149;
12. A Transport Assessment, the scope and methodology of which is to be agreed with the Local Highway Authority, will be undertaken to identify appropriate off-site highway improvements and mitigation measures. These will include, but are not limited to:
  - i. Traffic and speed management measures and capacity improvements on the B1150 at Coltishall and Horstead. Unless otherwise agreed with the Local Highway Authority (which will have regard to land allocated under Policy NW16 and the cumulative impacts) this will include a new right turn lane at the junction of the B1150 and B1354, Coltishall and a new bus stop cage on the B1150 High Street, Coltishall;
  - ii. Pedestrian safety improvements at Coltishall and Horstead. Unless otherwise agreed with the Local Highway Authority, this will include works to improve crossing facilities at Ling Way, High Street and the B1150/Mill Road/B1354 junction;
  - iii. Improvements to the signalised junction at Norwich Road, North Walsham;
  - iv. Measures to discourage the use of Aylsham Road and Skeyton Road, North Walsham by motor vehicles;
  - v. Provision of off-site pedestrian and cycle improvements to North Walsham town centre, key services and the railway station following a detailed assessment of walking and cycling routes to and from the town to identify desire lines and to remedy any gaps in provision.
13. The agreed off-site highway mitigation measures will be delivered in accordance with a Phasing and Delivery Plan that will be agreed as part of the first planning application for the site(s). Unless otherwise agreed with the Local Highway Authority, the above mitigation measures required at Coltishall and Horstead will be delivered at the beginning of the first phase of development, to ensure that construction impacts are appropriately mitigated and minimise any impact from the early phases of development on the functioning of the highway network;

### Community Facilities & Employment

14. Provision of community facilities including a new 2 form entry primary school of not less than 2.5 ha of land, focused in a broadly central location within the development, and a local centre providing options for local convenience, retail and health services and other community uses;
15. Options for the enhancement of facilities at North Walsham Football Club should be considered in line with local and national standards and guidance from Sport England and other sports bodies, as part of the wider Green Infrastructure strategy for the site;
16. Delivery of approximately 7 hectares of employment land located in the Cromer Road/Bradfield Road area, reflecting the prevailing character of the town and recent development provided with direct access from the new link road and major road network;

### New Homes

## 14 North Walsham

17. Delivery of approximately 1,800 homes built with a mix of dwelling types, sizes and tenures in accordance with Policy HOU2 of this Plan. A range of densities and layouts will provide variety within the scheme in line with the approved Design Code;
18. The phased provision of not less than 300 units/200 dwellings equivalent of specialist elderly accommodation in accordance with Policy HOU2 of this Plan.

### **Proportionate Funding**

19. The delivery of necessary Highway infrastructure and mitigation as part of the development through proportionate works and/or contributions from site allocations NW62/A and NW16, taking account of their relative impacts. The requirements for each development and its funding will be agreed and detailed as part of the phasing and delivery plan(s) prior to determination and secured by legal agreements;
20. Unless otherwise agreed by the Local Education Authority, proportionate educational contributions will be required from NW62/A and NW16 taking account of their relative pupil generation to ensure the necessary school provision is delivered at the right time in line with the phasing of the strategic allocations in North Walsham.

This site is underlain by a defined Mineral Safeguarding Area for sand and gravel resource; therefore, investigation and assessment of the mineral will be required, to the satisfaction of the Mineral Planning Authority, potentially followed by prior extraction to ensure that needless sterilisation of viable mineral resource does not take place.



## 15 Sheringham

**Sheringham is identified as a Small Growth Town in the proposed Settlement Hierarchy. This means it has been identified as one of four towns, together with Holt, Stalham and Wells-next-the-Sea and the village of Hoveton, where a limited amount of additional development is proposed.**

- 15.0.1** Sheringham is a coastal market town with an attractive built and natural environment. Coupled with the facilities the town possesses and the range of accommodation available, this makes it a desirable place to live. The area is an increasingly popular location for people seeking to retire to the area and for second-home ownership. It has a population of 7,359, with 36.6% aged 65 and over. It is accessible by a variety of means of transport with rail links to Norwich and beyond via the Bittern Line, is served by convenient peak-time bus services, and is well located for the main road network.
- 15.0.2** Sheringham attracts visitors throughout the year on day-trips, short breaks and longer stays and has a range of accommodation, from high quality hotels to budget self-catering. Tourism is a major source of income and employment for the town.
- 15.0.3** There is very little previously developed (brownfield) land in Sheringham. Whilst over the plan period it is expected that a process of re-development, infill developments, and changes of use will continue to provide a supply of new homes and other uses, these opportunities are relatively modest and will not address the identified need for new homes in particular. New greenfield allocations are therefore necessary in order to deliver the required growth.
- 15.0.4** Sheringham is set amongst some of the most attractive landscape in North Norfolk and is a naturally-contained town situated between the wooded glacial ridge and the North Sea, and is surrounded by woodland, parkland, heaths and commons, which together provide a rich habitat for wildlife. Most of the surrounding landscape falls within the Norfolk Coast National Landscape and those areas which are not formally designated are nevertheless attractive and important to the setting of the town. Within the National Landscape the National Planning Policy Framework states that great weight should be given to conserving and enhancing scenic beauty and that major developments should be avoided other than in exceptional circumstances, and where it can be demonstrated that development is in the wider public interest.
- 15.0.5** Sheringham is naturally constrained to the north by the North Sea to the north of the town. The Greater Wash Special Area of Protection (SPA), which incorporates the beaches and the North Sea beyond. The beach to the east is also designated as a Site of Specific Scientific Interest (SSSI), whilst the Beeston Cliffs and Weybourne Cliffs are also designated SSSIs. To the south east of Sheringham, separating the town from Beeston Regis, are the Norfolk Valley Fens, designated as a Special Area of Conservation (SAC) and also designated as a SSSI.
- 15.0.6** The Grade II\* listed Sheringham Park and Garden is located to the west of the town, Upper Sheringham Conservation Area to south and west, and Sheringham Conservation Area to north of the A149
- 15.0.7** Further growth of the town into its sensitive landscape setting which is designated as a nationally important landscape (Norfolk Coast National Landscape) should be avoided if possible. Hence, the town's potential to accommodate large-scale housing development is regarded as limited.
- 15.0.8** Sheringham town centre offers a choice of shops and services that serve both residents and tourists and is classed as a Medium Town Centre in the Retail Hierarchy. There is an identified need for small scale growth across comparison, convenience and food/beverage floorspace. Shop vacancy rates remain low and there is limited potential to accommodate growth within these. Large scale development sites are limited within the Primary Shopping Area, where

## 15 Sheringham

development is likely to be small scale infill/extensions. Further potential edge of centre sites would include surface car parks, but alternative provision would have to be sought if these were to be developed and if the sequential and impact tests were met. Alternatively, future growth requirements could be provided in Cromer, especially given the identified catchment links.

**15.0.9** The town acts as an important local centre for retail, leisure and other services. It functions as one of a cluster of three towns, together with Cromer and Holt which are identified in this Plan as performing complementary functions in respect of housing, employment and retail.

**15.0.10** The town has a limited supply of employment land. There is little demand for new industrial development within the town. Approximately 57.2% of the working population find employment in the town but this is often in low paid sectors. The town is therefore a significant net exporter of employees, but many access jobs in nearby Holt and Cromer. Due to the environmental constraints and lack of market demand in the town for new industrial land it is proposed that additional employment land is located within Holt to help meet the needs of the Sheringham, Holt and Cromer area.

**15.0.11** The main considerations which influence the suggested location of development sites are the need to:

- Avoid significant extension of the town into it's sensitive landscape setting and in particular the Norfolk Coast National Landscape.
- Locating development where it is well related to, or can be connected to, key services and the town centre preferably by walking, cycling, public transport or via better quality roads minimising traffic circulation.
- Retain existing green spaces within the town boundary where they are either functionally or visually important.

### Infrastructure

**15.0.12** The land allocations have been developed in conjunction with advice and information from infrastructure providers and statutory consultees. Each site will need to provide the supporting infrastructure which is necessary to make the proposal acceptable in land use terms. Where site specific requirements have been identified in preparing this Plan they are listed in each of the site allocation policies.

- Anglian Water identify that off-site mains water reinforcement will be required in certain locations and that some enhancement to the foul sewerage network capacity may be required.
- Sheringham is not identified in the Strategic Flood Risk Assessment as being at risk from fluvial or tidal flooding. However, there are several un-named drains in the vicinity of the settlement that have the potential to present a flood risk, not all of which are shown to have been modelled based on the Flood Zones. There are some risks of surface water flooding across the Town.

**15.0.13** As development takes place, it will need to be served by appropriate supporting physical infrastructure and services. All developments are required to address any identified shortages in infrastructure to the extent necessary to make the specific proposal acceptable.

### Site Allocations

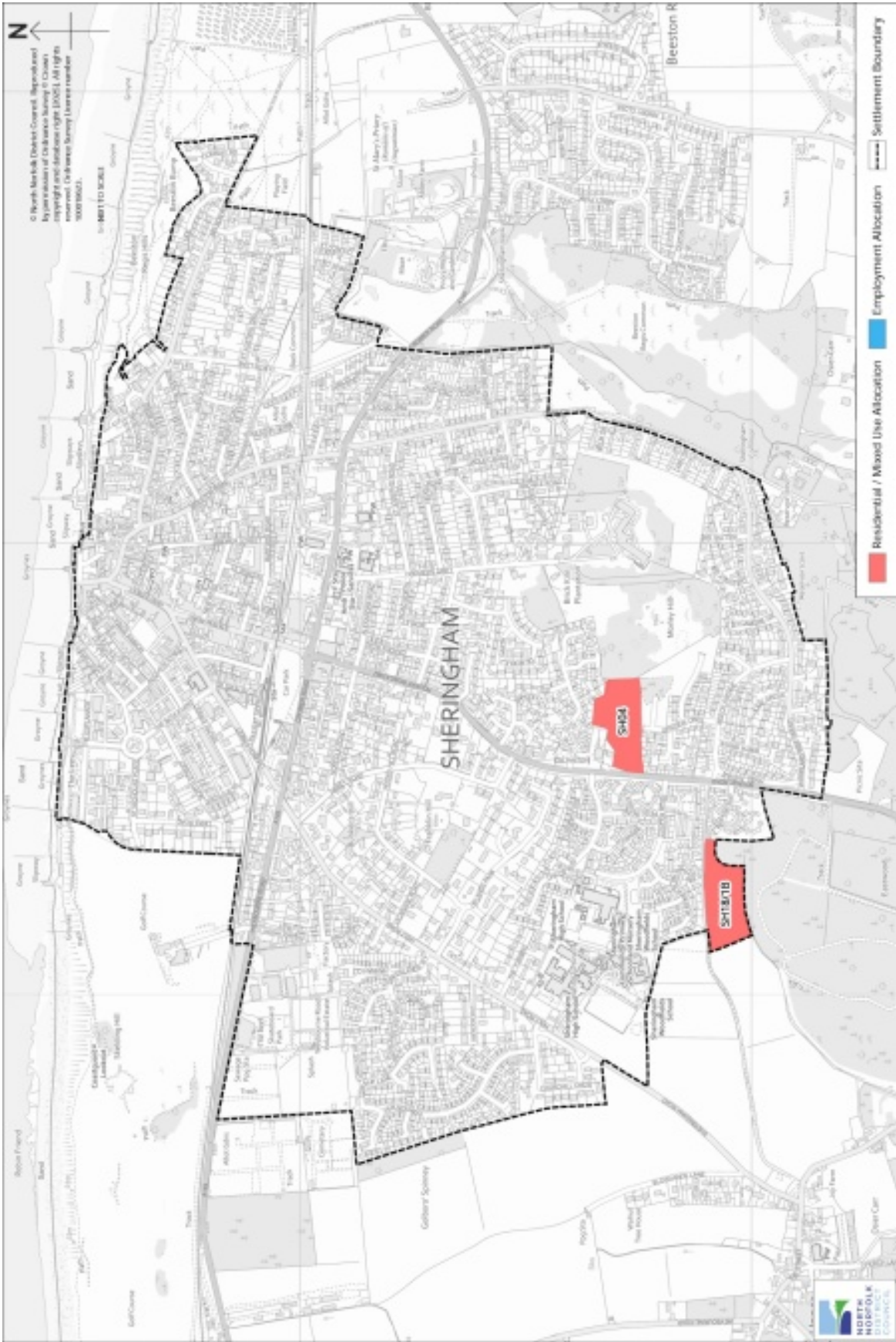
**15.0.14** In order to help meet the identified housing need in Sheringham two residential sites have been allocated for development to deliver around 93 dwellings collectively over the plan period. This would provide approximately 47 affordable homes, on-site public open spaces and contributions towards road, drainage and other necessary infrastructure.

## Sheringham 15

**15.0.15** These allocations are shown together on the following map, and in more detail within the individual site sections that follow.

15 Sheringham

Allocations in Sheringham

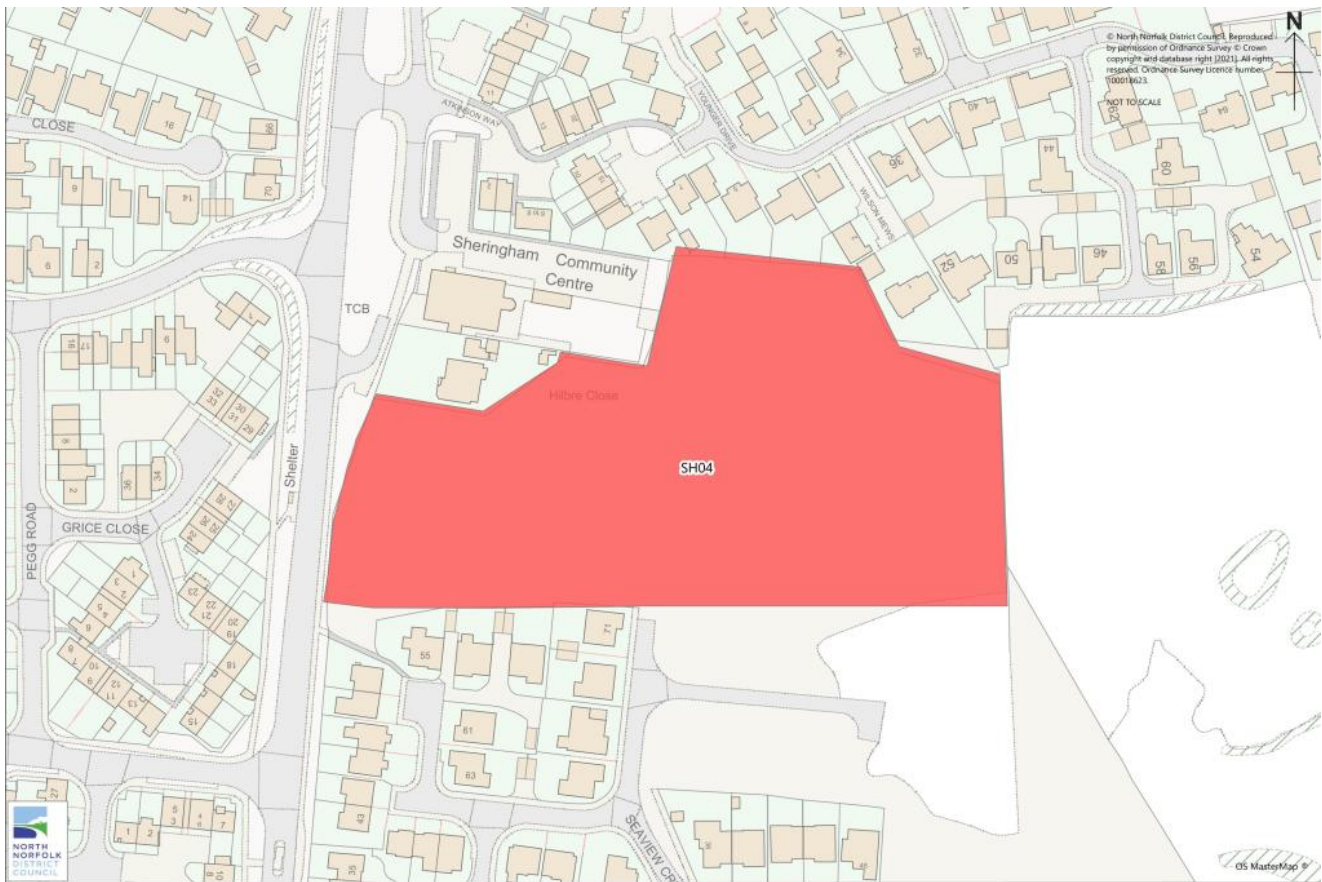


Map 6 Allocations in Sheringham



## 15.1 Residential: Land Adjoining Seaview Crescent (SH04)

The following site is allocated for residential development of approximately 45 dwellings, public open space, and associated on and off-site infrastructure:



Land Adjoining Seaview Crescent (SH04)

### Description

- 15.1.1** The site is well-contained within the landscape, despite being within the Norfolk Coast National Landscape, and development would be well integrated with reasonable access to schools, town centre and other facilities. The site is, however, the only remaining undeveloped part of the Holway Road frontage and its open character and views through to Morley Hill make a positive contribution to the general character of this part of Sheringham. The site's development must therefore protect a vista eastwards towards Morley Hill along with a footpath / cyclepath to the Hill in order to improve access for recreational purposes and cross-town links. This should be achieved through careful attention to site layout, design and building heights, which would also help minimise the impact of the development on the residential amenities of the existing surrounding dwellings. The provision of a suitable access across the site from Sheringham Community Centre to Morley Hill is also required in order for pedestrian and maintenance purposes.
- 15.1.2** The area is connected to Morley Hill which provides an area of green space amongst development. A buffer should be maintained around the perimeter of the site to maintain connectivity between the site, Morley Hill and surrounding gardens. Hedgerows should be planted up and extended around the boundary and within the site, and tree planting included across the site. Areas of scrub and grassland should also be retained where possible. An initial wildlife survey has been carried out and a further study may be required to assess the presence of particular species.

## 15 Sheringham

**15.1.3** It is within the defined setting of Sheringham Park and development should have particular regard to the impact on the long views available from the Park.

### Constraints

**15.1.4** Development proposals will need to take into account:

- Anglian Water advised that enhancements to the foul sewerage network capacity may be required before development can proceed. Any development on the site should comply with the conclusions of a comprehensive foul and surface water drainage strategy.
- Vehicular access should be provided directly onto the A1082 (Holway Road), with the provision of an additional access via Seaview Crescent, a pedestrian crossing on Holway Road including a refuge island.
- On site delivery of not less than 0.12 hectares of public open space.
- There might be areas of geological importance or interest on the site which require geodiversity investigation.

### Deliverability

**15.1.5** The site is suitable and available for development. It is in single ownership. There are limited constraints on the site and development should be achievable within the plan period.

### Policy SH04

#### Land Adjoining Seaview Crescent

Land amounting to 1.7 hectares, as defined on the Policies Map, is allocated for residential development of approximately 45 dwellings, public open space, and associated on and off-site infrastructure.

Planning permission will be granted subject to compliance with the policies of this Plan, and the following site specific requirements:

1. Delivery of high quality design that pays careful attention to site layout, design and landscaping having regard to the site's location within the Norfolk Coast National Landscape;
2. Provision of a pedestrian and cycleway route across the site from Holway Road to Morley Hill;
3. Retention of vista across the site towards Morley Hill through careful attention to site layout and building heights, and to minimise the impact on the residential amenities of the dwellings to the north and south of the site;
4. Submission, approval and implementation of a comprehensive Surface Water Management Plan and Drainage Strategy ensuring no increase in flood risk to and from the site, and that any SUD's features are to be constructed outside the flow path (west side of the site);
5. Provision of a landscaped buffer around the site boundaries including appropriate landscaping along the western and eastern boundaries, enhancement and extension to existing hedgerows, retention of scrub and grassland and new tree planting within the site, and wildlife mitigation and enhancement measures;
6. Provision of suitable access for pedestrian and maintenance purposes across the site from Sheringham Community Centre to Morley Hill;
7. Provision of a pedestrian crossing on Holway Road including a refuge island to provide access to bus stops and schools;
8. Provision of convenient and safe vehicular access directly onto the A1082 (Holway Road);
9. Provision of an additional access via Seaview Crescent;



## Sheringham 15

10. On site delivery of not less than 0.12 hectares of public open space; and,
11. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS).

# 15 Sheringham

## 15.2 Residential: Land South of Butts Lane (SH18/1B)

The following site is allocated for residential development of a maximum of 48 dwellings, public open space, and associated on and off-site infrastructure:



Land South of Butts Lane (SH18/1B)

### Description

- 15.2.1** This is a greenfield site to the south of Sheringham, currently in arable use. The site is adjacent to existing housing to the north, and a new residential development to the east. Although slightly distant from the town centre, it is close to local schools and informal recreational areas.
- 15.2.2** Although the site is located within the Norfolk Coast National Landscape, and within the Upper Sheringham Conservation Area, the site is not intrusive in the wider landscape, it is enclosed by mature woodland to the south and existing residential development to the north. The western edge of the site is more prominent in the landscape and longer views of this part of the site are available from Upper Sheringham and the Conservation Area. The provision of a substantial landscaped buffer is therefore required along the western boundary to minimize any landscape and heritage impacts. The site is located within the Coastal Shelf landscape character area, where the strategy seeks to ensure that any new development is well integrated into the landscape. It is important that the site is carefully designed incorporating open space and landscaping to reflect its location within the Upper Sheringham Conservation Area and the Norfolk Coast National Landscape.
- 15.2.3** The site is within the defined setting of Sheringham Park Registered Park and Garden, and development should have particular regard to the impact on the long views available from the Park.

## Sheringham 15

- 15.2.4** The hedgerow and woodland around the site provide biodiversity benefit and would be further enhanced through additional planting. The woodland edge should be buffered from any development.

### Constraints

- 15.2.5** Development proposals will need to take into account:

- Vehicular and pedestrian access can be provided through the adjacent development site from Holway Road. However, the Highway Authority have indicated that this is to be limited to a further 48 new dwellings off one point of access. Provision of on-site and off-site improvements to cycle paths and footpaths and access to the PROW FP27 and connection to Cooper Road are required in order to support connectivity of the site with the town.
- Anglian Water advised that off-site water mains reinforcements are required and enhancements to the foul sewerage network capacity may be required before development can proceed. A foul drainage strategy is required along with submission of details to demonstrate the safeguarding of suitable access for the maintenance of water supply infrastructure.
- The site layout needs to take into account the sewers and water mains crossing the site, and that any diversions would be at the developers' expense.

### Deliverability

- 15.2.6** The site is suitable and available for development. It is in single ownership. There are limited constraints on the site and development should be achievable within the plan period.

### Policy SH18/1B

#### Land South of Butts Lane

Land amounting to 1.7 hectares, as defined on the Policies Map, is allocated for residential development of a maximum of 48 dwellings, public open space, and associated on and off-site infrastructure.

Planning permission will be granted subject to compliance with the policies of this Plan, and the following site specific requirements:

1. Delivery of high quality design which pays careful attention to site layout, design, building heights, materials and landscaping, having regard to the site's location within the Norfolk Coast National Landscape, Upper Sheringham Conservation Area, Sheringham Park Registered Park and Garden and their setting;
2. Provision of a scheme for the retention and enhancement of perimeter trees and hedgerows;
3. Provision of a substantial landscaped buffer along the western boundary and between the development and woodland to the south to minimise any visual impact from the Upper Sheringham Conservation Area and the setting of Sheringham Park and Garden, along with biodiversity enhancements and mitigation measures;
4. Submission, approval and implementation of a comprehensive Foul Water Drainage Strategy;
5. Submission of details to demonstrate the safeguarding of suitable access for the maintenance of water supply infrastructure;
6. Provision of a site layout designed to take into account the existing water main within the site;
7. Provision of a site layout and design which minimises the loss of amenity to residents of dwellings to the north;
8. Provision of convenient and safe access from the A1082 (Holway Road) via the existing access road from the development to the east;

## 15 Sheringham

9. Provision of on-site and off-site improvements to enable safe cycling and walking connectivity and access to Public Right of Way (PROW) FP27, including provision of a footpath and cyclepath connection to Cooper Road;
10. On site delivery of not less than 0.13 hectares of public open space; and,
11. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS).

## 16 Stalham

**Stalham is identified as a Small Growth Town in the proposed Settlement Hierarchy. This means it has been identified as one of five towns, Holt, Sheringham, Wells-next-the-Sea and the village of Hoveton, where a more limited amount of additional development is proposed. The plan proposes three development sites that collectively would be suitable for around 275 dwellings and no less than 1 ha of employment land.**

- 16.0.1** The town acts as a local centre for retail and other services and has a role as a gateway to the Norfolk Broads. Stalham does not have the same range of facilities and services as some of the other towns in the District. Hence the town's potential to accommodate large-scale housing development is regarded as comparatively limited unless it helps to address the housing needs of the area.
- 16.0.2** Nicholson's Yard represents Stalham's main functional employment area; however, Catfield Industrial Estate, to the south east of the town, and employment opportunities related to the Norfolk Broads play an important role in providing jobs for people in the area. Evidence also suggests that the levels of commuting from Stalham are high, with many people going to work in Norwich. Additional employment land is proposed in Stalham through a mixed use development in order to provide more flexibility and choice.
- 16.0.3** There is very little previously developed (brownfield) land in Stalham. Whilst over the plan period it is expected that a process of re-development, infill developments, and changes of use will continue to provide a supply of new homes and other uses, these opportunities are relatively modest and will not address the identified need for new homes in particular. New greenfield allocations are therefore necessary in order to deliver the required growth. There are a range of factors which influence the potential location of development in Stalham including, environmental and landscape considerations and the need to take into account available infrastructure and services.
- 16.0.4** The main considerations which influence the suggested location of development sites are:
- The need to minimise the impact of development proposals on the landscape.
  - The need to minimise the impact of development proposals on Grade 1 and 2 agricultural land surrounding the town.
  - Locating developments where they are, or can be connected, to key services and the town centre preferably by walking, cycling or public transport or via better quality roads; avoiding the locations where development proposals would adversely affect the Broads, protected SPA, SAC, SSSI and RAMSAR Land and flood plain.
  - Avoiding locations which are detached from the town and not well related to existing built up areas.
  - Avoiding locations that would lead to the physical and/or visual coalescence of settlements (Stalham and Sutton).

### Infrastructure

- 16.0.5** The allocations have been developed in conjunction with advice and information from infrastructure providers and statutory consultees. Each site will need to provide the supporting infrastructure which is necessary to make the proposal acceptable in land use terms. Where site specific requirements have been identified in preparing this Plan they are listed in each of the site allocation policies.
- Anglian Water identify that off-site mains water supply reinforcement will be required in certain locations and that for new development of over 10 dwellings some enhancement to the foul sewerage network capacity will be required.

## 16 Stalham

- The area immediately adjacent to the Broads is identified in the Strategic Flood Risk Assessment as being at risk from a combination of fluvial and tidal flooding. There are some risks of surface water flooding predominantly due to pockets of water ponding on roads, and open spaces.
- The Health Authority indicate that there is likely to be sufficient capacity in health services to support the proposed growth.
- The Highway Authority indicate that localised highway network improvements will be required.
- There is adequate capacity in local schools to support the scale of development proposed.

**16.0.6** As development takes place, it will need to be served by appropriate supporting physical infrastructure and services. All developments are required to address any identified shortages in infrastructure to the extent necessary to make the specific proposal acceptable.

### Site Allocations

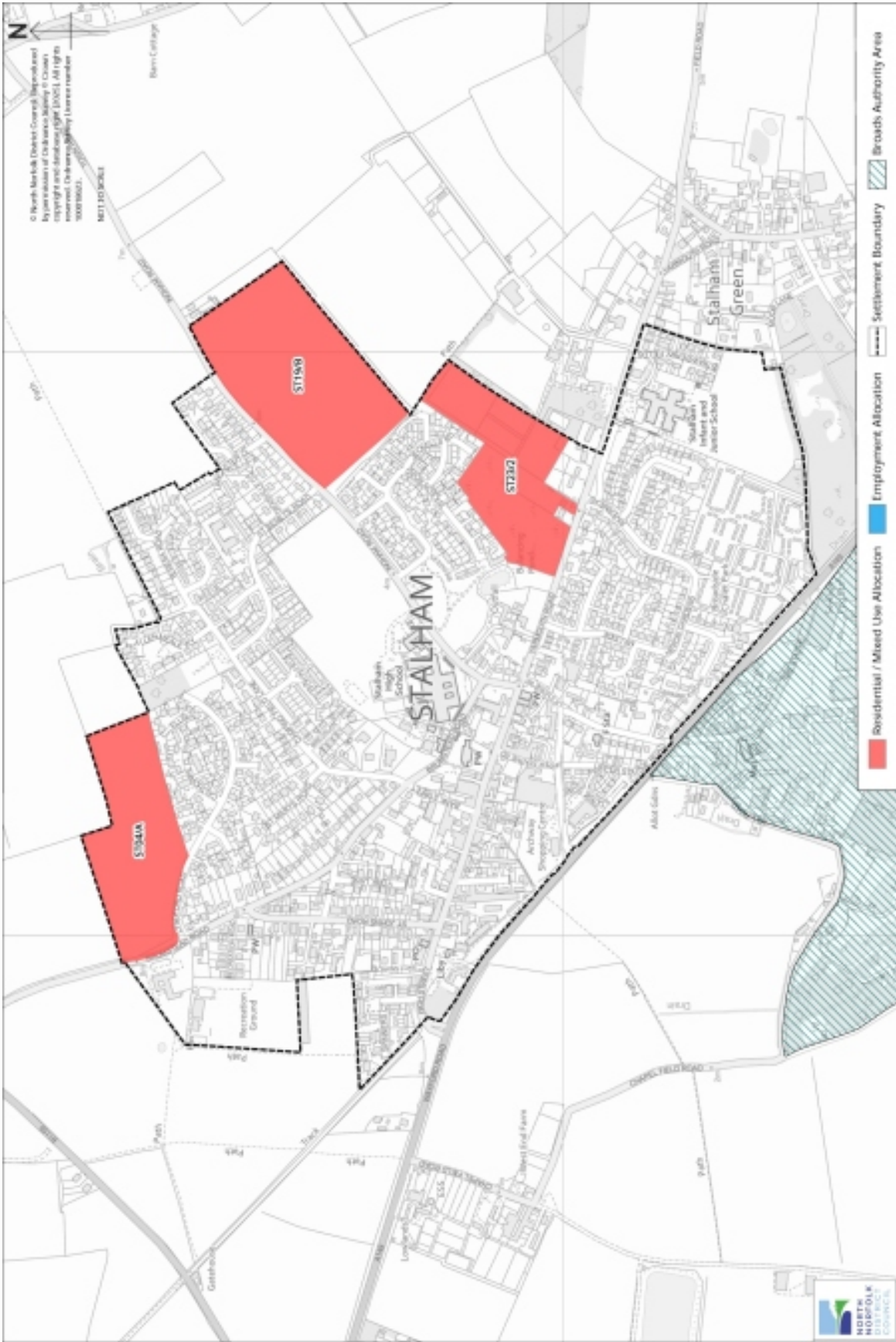
**16.0.7** Three new sites are allocated for development. These are intended to deliver approximately 275 dwellings over the plan period including affordable housing, no less than 1 hectares of employment, on-site open spaces and contributions towards road, drainage and other necessary infrastructure.

**16.0.8** These allocations are shown together on the following map, and in more detail within the individual site sections that follow.



Stalham 16

Allocations in Stalham

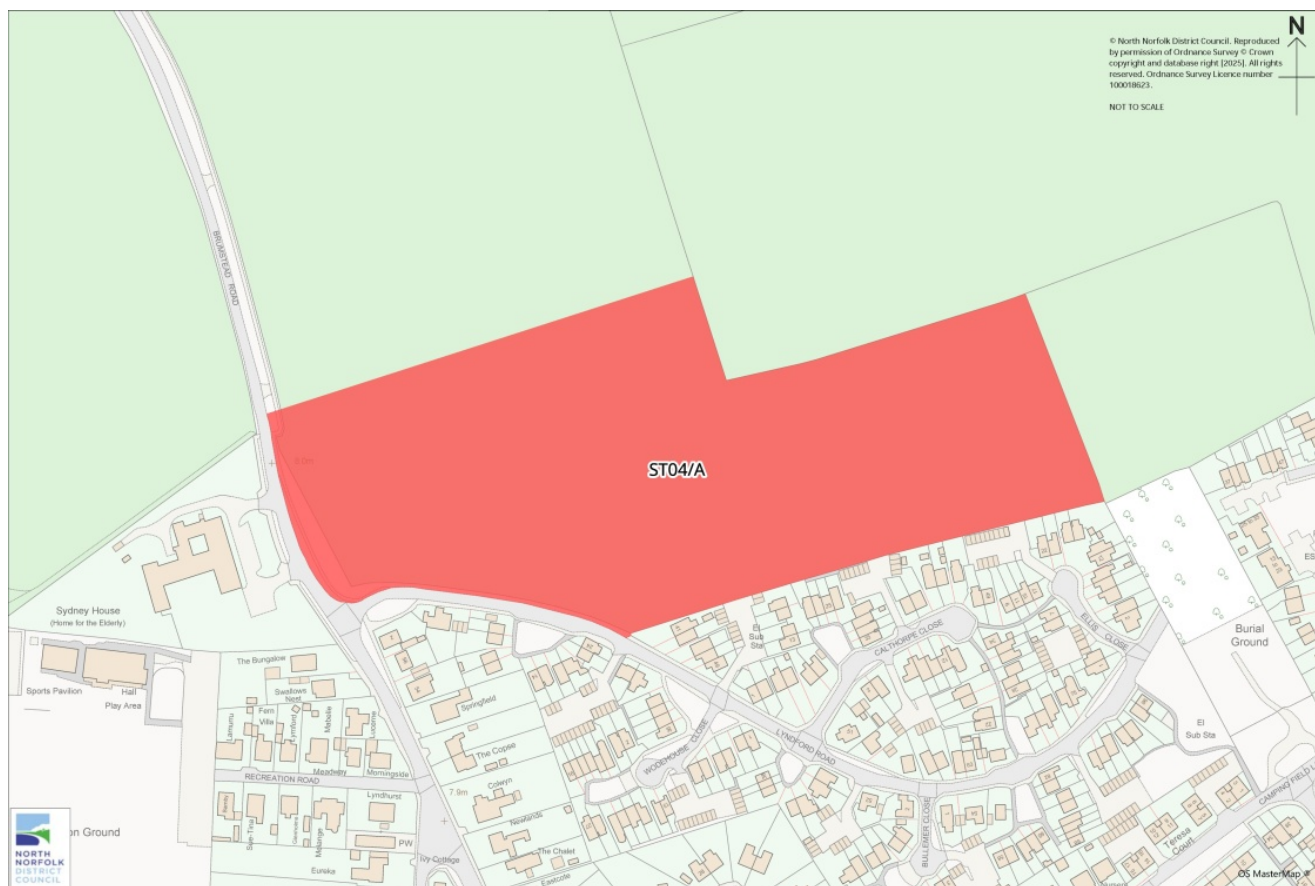


Map 7 Allocations in Stalham

# 16 Stalham

## 16.1 Residential: Land at Brumstead Road (ST04/A)

The following site is allocated for residential development of approximately 45 dwellings, public open space, and associated on and off-site infrastructure:



**Land at Brumstead Road (ST04/A)**

### Description

**16.1.1** The site is flat and there are moderately long views of the site available, however this is broken up by the presence of existing and well-established field boundaries to the north and north-east. The site abuts the existing built form of Stalham which, in this location, the residential area immediately south of the site is considered to be of a high density. A mature hedgerow adjacent to Lyndford Road separates the entryway of Lyndford Road to the south.

### Constraints

**16.1.2** Development proposals will have to take into account:

- The presence of the existing mature hedgerow adjacent to Lyndford Road, which should be retained and enhanced.
- The site extends into the open countryside without any existing field boundaries to the north. A new, landscaped boundary should be established that creates a soft edge that appropriately enhances the local character.
- Access should be onto Brumstead Road.

### Deliverability

**16.1.3** The site is in single ownership and is being marketed for residential development. It is suitable and available for development and there are limited constraints. Development should be

achievable within the plan period. Developers must undertake early engagement with Anglian Water to assess infrastructure capacity, and any specific requirements that may be needed to deliver the proposed development.

## Policy ST04/A

### Land at Brumstead Road

Land amounting to approximately 5 hectares, as defined on the Policies Map, is allocated for development of approximately 45 dwellings, public open space and associated on and off-site infrastructure.

Planning permission will be granted subject to compliance with the policies of this Plan, and the following site-specific requirements:

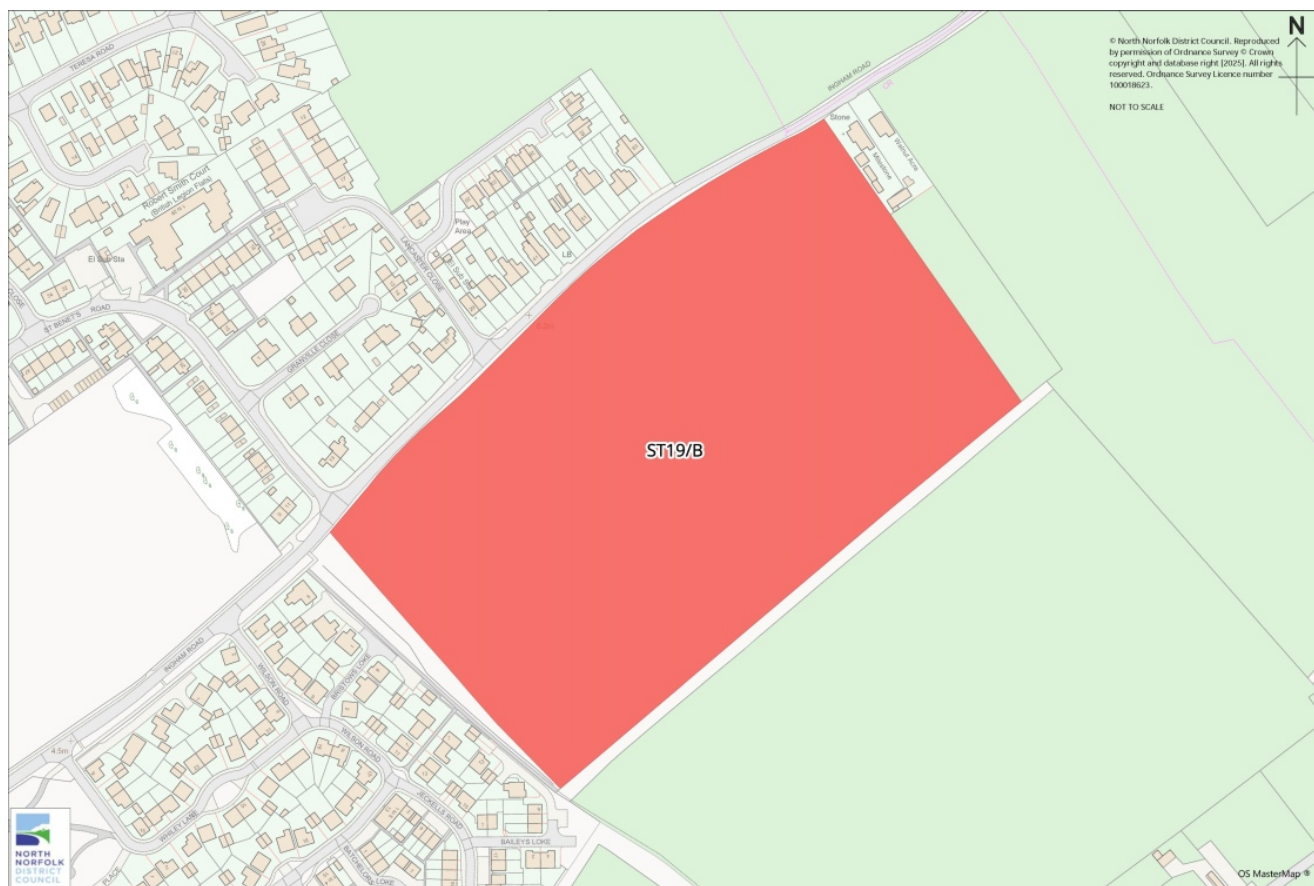
1. Provision of convenient and safe vehicular access onto Brumstead Road;
2. Provision and enhancement of the existing footpath along the frontage of the site and Brumstead Road to create an improved pedestrian/cycle link that connects with the existing footpath at Lyndford Road;
3. Provision of a new pedestrian/cycle link that connects the site to FP10 and provides a through connection to Brumstead Road;
4. Retention and enhancement of the existing hedgerow adjacent to Lyndford Road and the enhancement of the existing hedgerows and mature trees fronting Brumstead Road where appropriate;
5. Delivery of layout, design and landscaping of the site that respects the setting of the site on the edge of the town and careful attention to building heights and materials;
6. Provision of a landscaped buffer north of the site to establish a new boundary that softens the views from the north of the site;
7. The submission, approval and implementation of a Surface Water Management Plan to demonstrate that greenfield run off rates from the site are not increased;
8. Delivery of multi-functional open space together with measures for its on-going maintenance;
9. The submission, approval and implementation of a Foul Drainage Strategy demonstrating that there is capacity available in the sewerage network and at the receiving water recycling centre to accommodate wastewater flows from the site prior to the commencement of development. Clear plans should be agreed for any necessary sewerage infrastructure improvements which will need to be confirmed at a project level HRA; and,
10. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS).

This site is underlain by a defined Mineral Safeguarding Area for sand and gravel resource; therefore, investigation and assessment of the mineral will be required, to the satisfaction of the Mineral Planning Authority, potentially followed by prior extraction to ensure that needless sterilisation of viable mineral resource does not take place.

## 16 Stalham

### 16.2 Residential: Land Adjacent Ingham Road (ST19/B)

The following site is allocated for residential development of approximately 150 dwellings, public open space, and associated on and off-site infrastructure:



**Land Adjacent Ingham Road (ST19/B)**

#### Description

- 16.2.1** The site can deliver approximately 150 dwellings, public open space and associated on-site and off-site infrastructure.
- 16.2.2** The site is greenfield land located on the north-eastern edge of Stalham comprising a large arable field located on Ingham Road. Existing dwellings are located adjacent to the southwestern and majority of the north-western boundaries of the site, along with linking to two properties in the northwest corner.
- 16.2.3** The site is well related to existing residential areas and to facilities and services within the town being only a short distance from the town centre and local schools. There are footpath links along Ingham Road and bus services available

#### Constraints

- 16.2.4** Development proposals will have to take into account:
- The site consists of Grade 1 agricultural land. However, its allocation would have a minimal impact on the overall supply in the town.
  - Anglian Water advised that off-site mains reinforcement is required, and enhancements to the foul sewerage network capacity may be required before development can proceed.



**Deliverability**

- 16.2.5** The site is considered suitable and available for development. It is in single ownership. There are limited constraints on the site and development should be achievable within the plan period. Developers must undertake early engagement with Anglian Water to assess infrastructure capacity, and any specific requirements that may be needed to deliver the proposed development.

**Policy ST19/B****Land Adjacent Ingham Road**

Land amounting to approximately 7.2 hectares, as defined on the Policies Map, is allocated for residential development of approximately 150 dwellings, public open space, and associated on and off-site infrastructure.

Planning permission will be granted subject to compliance with the relevant policies within this Plan and the following site-specific requirements:

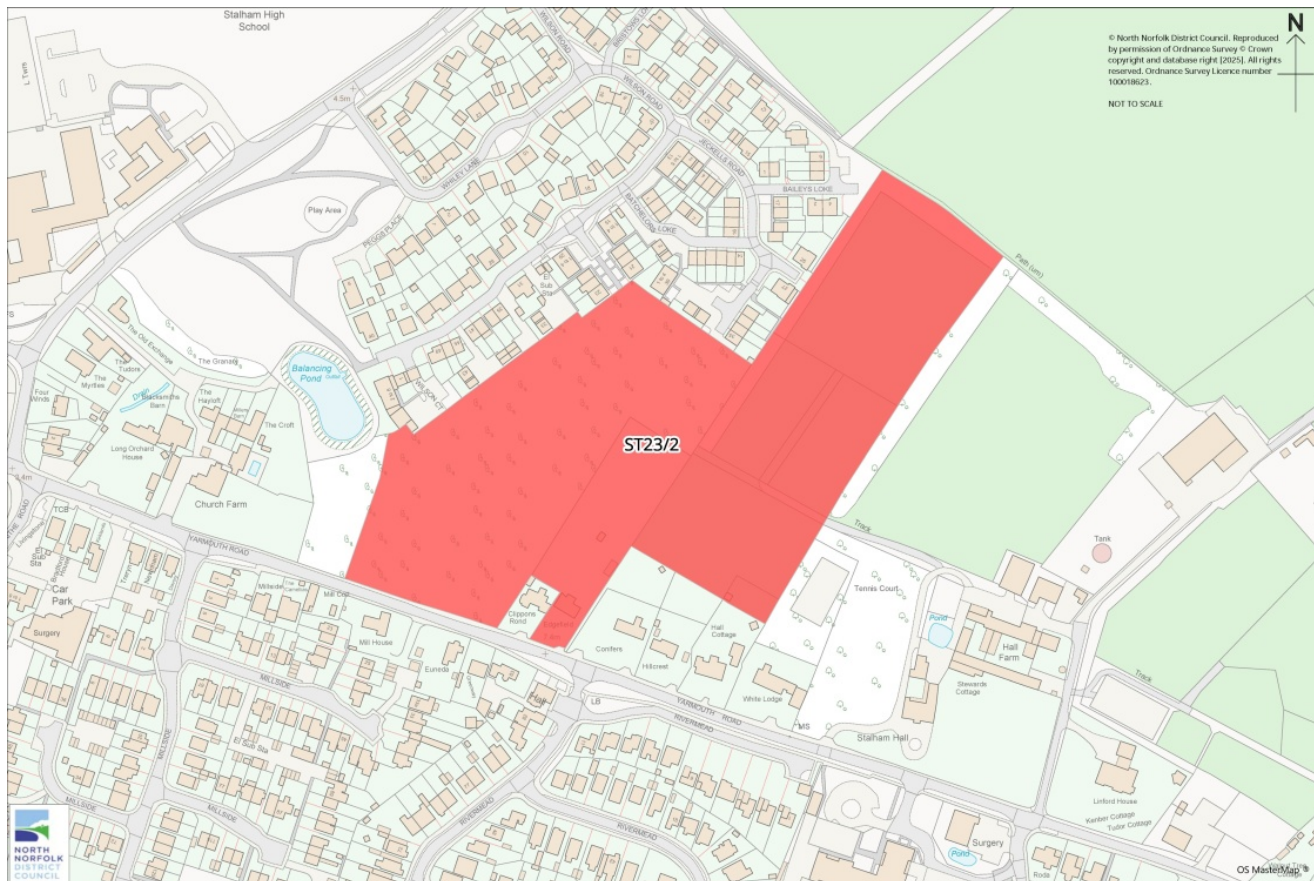
1. Provision of a convenient and safe vehicular access to Ingham Road;
2. Provision of a 2.0m footway along the full width of the southern frontage that provides a connection to, and enhances, the public ROW, FP4;
3. Widening of Ingham Road carriageway to 6.0m where necessary as agreed by the Highway Authority;
4. Submission, approval, and implementation of a Transport Assessment to assess transport impacts and identify whether off-site highway mitigation works are necessary. Specifically, consideration is required of traffic capacity at any junctions between the site and the A149;
5. Delivery of layout, design and landscaping of the site that respects the setting of the site on the edge of the town and careful attention to building heights and materials;
6. Provision of a suitable landscaping scheme including, where appropriate, the retention of existing mature trees and the planting of new trees within the site;
7. Provision of appropriate landscape buffering including the retention of existing mature trees along the northern boundary to soften the impact on adjacent dwellings and to mitigate the wider views from the north of the site. Retention and enhancement of existing landscaping along the south-eastern boundary of the site;
8. The submission, approval and implementation of a Foul Drainage Strategy demonstrating that there is capacity available in the sewerage network and at the receiving water recycling centre to accommodate wastewater flows from the site setting how additional foul flows will be accommodated within the foul sewerage network prior to the commencement of development. Clear plans should be agreed for any necessary sewerage infrastructure improvements which will need to be confirmed at a project level HRA;
9. Delivery of multi-functional open space together with measures for its on-going maintenance;
10. Site layout and design should take account of a redundant water main within the site; and,
11. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS).

The site is underlain by a defined Mineral Safeguarding Area for sand and gravel resource; therefore, investigation and assessment of the mineral will be required, to the satisfaction of the Mineral Planning Authority, potentially followed by prior extraction to ensure that needless sterilisation of viable mineral resource does not take place.

## 16 Stalham

### 16.3 Mixed-Use: Land North of Yarmouth Road, East of Broadbeach Gardens (ST23/2)

The following site is allocated for mixed use development of approximately 80 dwellings, not less than 1 hectare of employment land, open space, and associated on and off-site infrastructure:



Land North of Yarmouth Road, East of Broadbeach Gardens (ST23/2)

#### Description

**16.3.1** The site is situated on greenfield land which comprises two parts, an enclosed rectangular field to the east and an open section of agricultural land to the west. The area is well related to the existing residential area including the recent development at Ingham Road. The site is within walking distance to the key services including the High School and Junior School and there are footpaths that link to Ingham Road and available bus services.

**16.3.2** The site can be accessed from Yarmouth Road with an additional link to the development to the north to improve permeability.

#### Constraints

**16.3.3** Development proposals will need to take into account:

- Care should be taken to safeguard the setting of the adjacent Listed Building and Conservation Area.
- Part of the site consists of Grade 1 agricultural land, however, its allocation would have a minimal impact on the overall supply in the town.
- Anglian Water advised that enhancements to the foul sewerage network capacity may be required before development can proceed.



**Deliverability**

- 16.3.4** The site is suitable and available for development. There are limited constraints on the site and development should be achieved within the plan period.
- 16.3.5** A development brief will be required for the proposed development, which will establish the broad principles of access, mix of uses, layout, density of development, landscaping and conceptual appearance.

**Policy ST23/2****Land North of Yarmouth Road, East of Broadbeach Gardens**

Land amounting to approximately 4.6 hectares, as defined on the Policies Map, is allocated for mixed use development of approximately 80 dwellings, not less than 1 hectare of employment land, open space, and associated on and off-site infrastructure.

Planning permission will be granted subject to compliance with the relevant policies within this Plan and the following site specific requirements:

1. Prior approval of a master plan to address access, mix of uses including the provision of serviced employment land, layout, density of development, landscaping and conceptual appearance;
2. Retention and enhancement of mature trees and hedgerows around the site;
3. Provision of safe highway access from Yarmouth Road, and a pedestrian/cycle link to the developed area to the north to improve permeability;
4. Submission, approval and implementation of a Transport Assessment that assesses appropriate off-site highway mitigation works. Specifically, consideration is required for traffic capacity at any junctions between the site and the A149;
5. No buildings or SUDs features should be constructed in the area of ponding in the South East corner of the site;
6. Submission, approval and implementation of a foul drainage strategy setting how additional foul flows will be accommodated within the foul sewerage network, prior to the commencement of development clear plans should be agreed for any necessary sewerage infrastructure improvements which will need to be confirmed at a project level HRA;
7. Appropriate layout, and design of landscape buffering, particularly on the eastern and western boundaries of the site, should be implemented in order to protect and enhance the settings of the adjacent Listed Buildings, other nearby heritage assets and the Stalham Conservation Area;
8. Delivery of not less than 0.21 hectares of multi-functional open space together with measures for its on-going maintenance;
9. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS);
10. Provides for a layout of development which will allow for comprehensive development of the entirety of the allocation.

This site is underlain by a defined Mineral Safeguarding Area for sand and gravel resource; therefore, investigation and assessment of the mineral will be required, to the satisfaction of the Mineral Planning Authority, potentially followed by prior extraction to ensure that needless sterilisation of viable mineral resource does not take place.

# 16 Stalham

## 17 Wells-next-the-Sea

**Wells is identified as a Small Growth Town in the proposed Settlement Hierarchy. This means it has been identified as one of four towns, together with Holt, Sheringham and Stalham and the village of Hoveton, where a limited amount of additional development could be considered. The Plan allocates one development site which is suitable for approximately 20 dwellings and associated areas of public open space.**

- 17.0.1** Wells is situated within the Norfolk Coast National Landscape, with the attractive surrounding countryside, quality built heritage and the proximity of a number of international wildlife designations making Wells an attractive but constrained location for growth. The town is also relatively remote from the larger settlements that provide a wider range of facilities and these factors limit the scale of new housing growth that is appropriate. The attractiveness of the town has led to high demand for second homes which has contributed to increased house prices, leading to a shortage of affordable housing for local people.
- 17.0.2** Wells has a thriving tourism industry that supports the economic vitality of the town. Due to the remote rural location and the limited public transport available many visitors arrive by car.
- 17.0.3** Wells has only one employment area, the Great Eastern Way site, representing limited opportunities for recycling of employment land over the Plan period. Due to the environmental constraints and the local road network there are limited opportunities for the expansion of employment land within the town. However, Egmore Enterprise Zone, situated 4 miles to the south of Wells, provides opportunities for further economic development and the prospect of additional job creation over the Plan period.
- 17.0.4** The town centre plays an important role as a service centre for residents and tourists. A good range of shops and services along with community facilities are provided, however residents rely heavily on convenience goods shopping in the adjacent and higher order settlement of Fakenham. Expenditure rates on retail are low, which underlines the reliance and importance of the tourist spend in the town. In order to maintain its dual role serving residents and tourists the town centre is classed as a Medium Town Centre in the Retail Hierarchy. Given the smaller traditional units and the low expenditure retention rates a smaller locally derived impact threshold of 250 sqm is appropriate (see Policy E4 'Retail & Town Centres'). Growth in retail expenditure is expected to remain low in the Plan period. Future retail development should be through small infill opportunities and shop extension including expansion onto upper floors.
- 17.0.5** Wells is located next to the Internationally designated North Norfolk Coast Special Area of Conservation (SAC) and Special Protection Area (SPA) which is also designated as a Site of Special Scientific Interest (SSSI), Ramsar site and a National Nature Reserve. Designated sites are those areas which are particularly important for their features, flora or fauna. Some are designated under the terms of international or European agreements such as the Ramsar convention and the EC Habitats Directive and are among the most important sites nationally.
- 17.0.6** The North Norfolk Coast Ramsar Site is a wetland of international importance and is designated under the Ramsar Convention. The SAC is strictly protected under the EC Habitats Directive, forming part of a European network (Natura 2000) and the site makes a significant contribution to conserving those habitats and species considered most in need of protection at a European level. The SPA forms the other part of the Natura 2000 network and is designated due to its importance for birds, in accordance with the EC Birds Directive. The site is further protected by UK law as an SSSI and National Nature Reserve.
- 17.0.7** There is very little previously developed land in and around Wells which inevitably means that new locations for development are on the edge of town in countryside locations. Whilst over the Plan period it is expected that a process of re-development, infill developments, and changes

## 17 Wells-next-the-Sea

of use will continue to provide a supply of new homes and other uses, these opportunities are relatively modest and will not address the identified need for new homes in particular. New greenfield allocations are therefore necessary in order to deliver the required growth.

**17.0.8** The main considerations which influence the location of the allocated development sites are:

- European and Internationally designated wetland sites.
- Very high landscape quality, including nationally protected landscapes as part of the Norfolk Coast National Landscape and Heritage Coast.
- Conservation Areas.
- Constrained land supply within the built up area.
- Designated Flood Risk Areas.

### Infrastructure

**17.0.9** The land allocations have been developed in conjunction with advice and information from infrastructure providers and statutory consultees. Each site will need to provide the supporting infrastructure which is necessary to make the proposal acceptable in land use terms. Where site specific requirements have been identified in preparing this Plan they are listed in each of the site allocation policies.

- Anglian Water identify that off-site mains water supply reinforcement will be required, and that some enhancement to the foul sewerage network capacity may be required.
- Wells is identified in the Strategic Flood Risk Assessment as being at risk of flooding primarily driven by tidal/coastal influences and residual risk should defences fail. Tidal locking has potential to increase levels upstream not draining effectively during high tide. Surface water flood risks, however, are generally restricted to roadways and gardens.
- There is adequate capacity in Education and Health facilities to accommodate the scale of growth proposed.

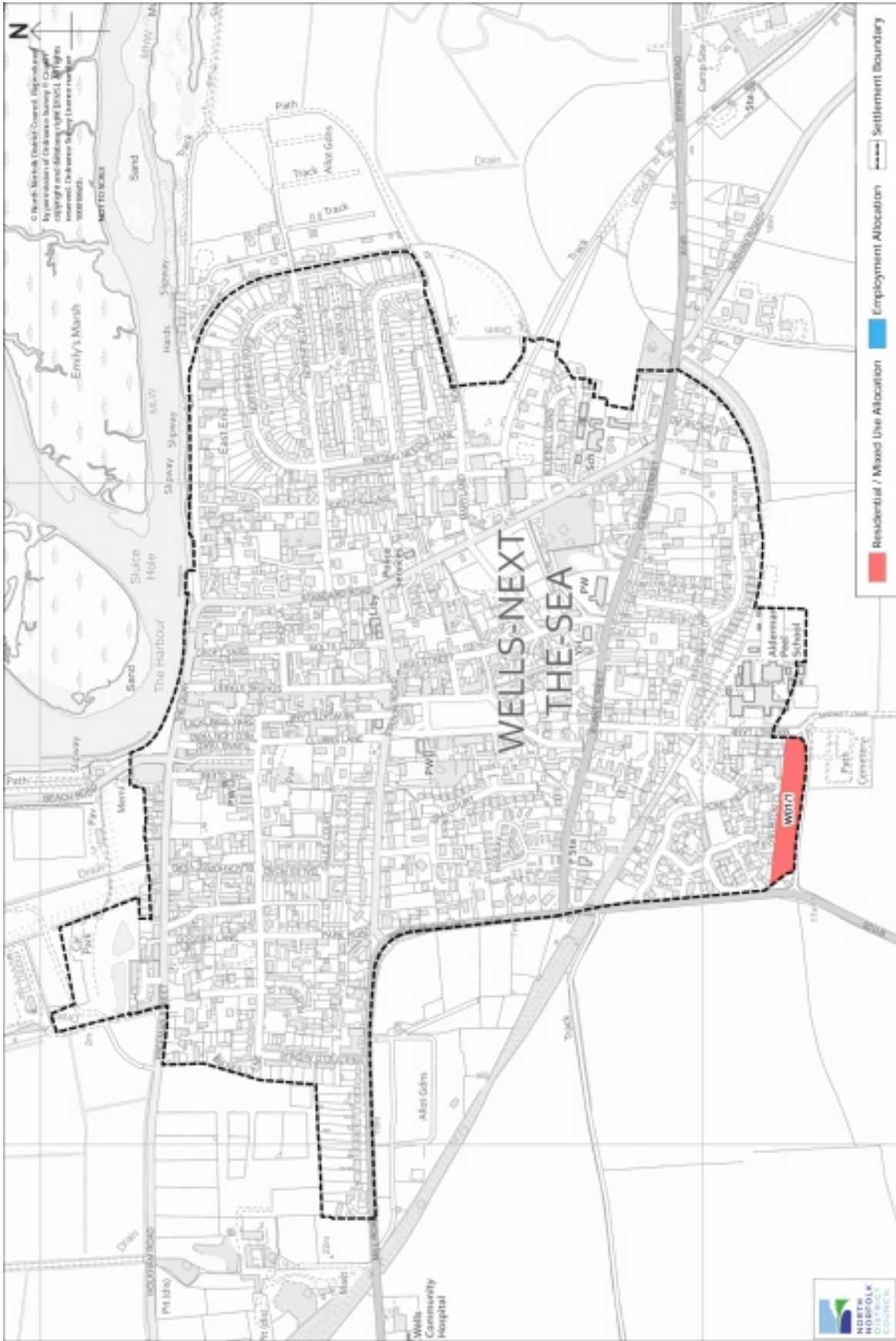
**17.0.10** As development takes place, it will need to be served by appropriate supporting physical infrastructure and services. All developments are required to address any identified shortages in infrastructure to the extent necessary to make the specific proposal acceptable.

### Site Allocations

**17.0.11** One residential site has been allocated in Wells for development which will deliver approximately 20 dwellings over the plan period including on-site public open spaces and contributions towards road, drainage and other necessary infrastructure.

**17.0.12** These allocations are shown together on the following map, and in more detail within the individual site sections that follow.

Allocations in Wells-next-the-Sea



Map 8 Allocations in Wells-next-the-Sea



## 17 Wells-next-the-Sea

### 17.1 Residential: Land South of Ashburton Close (W01/1)

The following site is allocated for residential development of approximately 20 dwellings, public open space, and associated on and off-site infrastructure:



Land South of Ashburton Close (W01/1)

#### Description

- 17.1.1** The site constitutes a small area of greenfield land located on the southern edge of Wells-next-the-Sea, and comprises an arable field. The site is well contained in the landscape and is effectively screened by the development to the north and the hedge boundaries around the site. It is located close to local services, with vehicular access to the site to be provided from Home Piece Road and Market Lane.
- 17.1.2** Development should ensure that it is integrated with the development to the north of the site, and consider its relationship to the public right of way to the south which should be accessible from the development.

#### Constraints

- 17.1.3** Development proposals will have to take into account:

- That the site is within the Norfolk Coast National Landscape.
- Enhancement to the foul sewerage network capacity will be required.
- Access and enhancements to the public bridleway which runs to the south of the site.



## Deliverability

- 17.1.4** The site is considered suitable and available for development. It is in single ownership. There are limited constraints on the site and development should be achievable within the plan period.

### Policy W01/1

#### Land South of Ashburton Close

Land amounting to 0.7 hectares, as defined on the Policies Map, is allocated for residential development of approximately 20 dwellings, public open space, and associated on and off-site infrastructure.

Planning permission will be granted subject to compliance with the policies in this Plan, and the following site specific requirements:

1. Delivery of high quality design that pays careful attention to site layout, building heights and materials in order to minimise the impact of the development on the Norfolk Coast National Landscape;
2. Provision of convenient and safe vehicular access from Home Piece Road to the north, and Market Lane to the west;
3. Retention and enhancement of mature hedgerows and trees around the site boundaries;
4. Submission, approval and implementation of a Surface Water Management Plan ensuring that there are no adverse effects on European sites and that greenfield run off rates are not increased;
5. Submission, approval and implementation of a Foul Water Drainage Strategy setting out how additional foul flows will be accommodated within the foul sewerage network;
6. On-site delivery of not less than 0.05 hectares of public open space;
7. Upgrading and enhancement of the public right of way (BR23) to the south of the site to provide pedestrian and cycle access, including access from Ashburton Close;
8. Provision of landscaping to the south and west of the site to minimise the visual impact of the development from Holkham Hall Registered Park and Garden (Grade I); and,
9. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS).

## 17 Wells-next-the-Sea

## 18 Blakeney

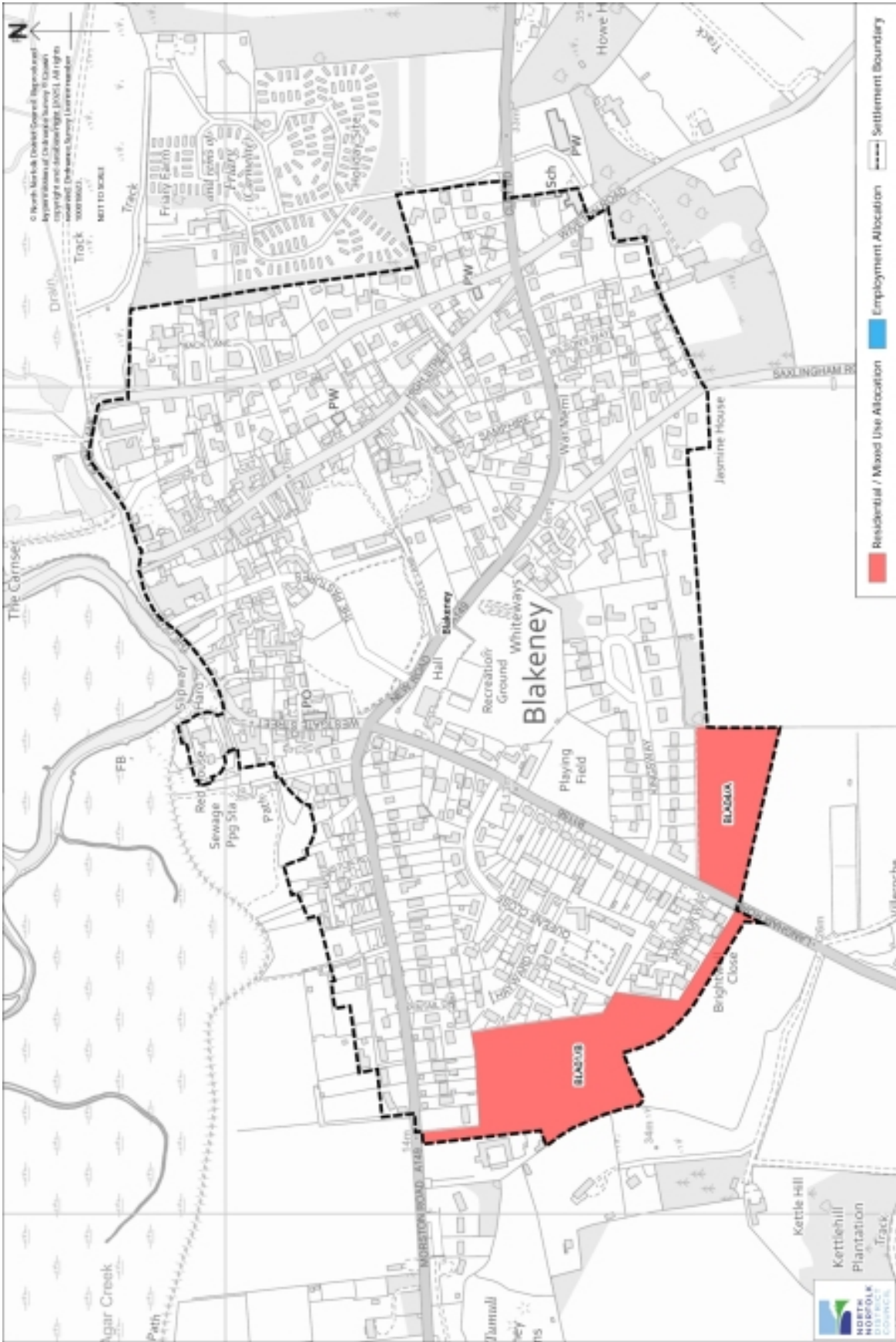
**Blakeney is identified as a Large Growth Village in the Settlement Hierarchy. This means it has been identified as one of four villages, the others being Briston and Melton Constable, Ludham and Mundesley, where a limited scale of growth is proposed.**

- 18.0.1** Blakeney is an attractive and popular village on the coast with an historic quayside, surrounded by a highly attractive coastal landscape, with high quality built heritage, and is in close proximity to a number of international wildlife designations. It is located within, and is surrounded by the Norfolk Coast National Landscape, next to the Internationally designated North Norfolk Coast Special Area of Conservation (SAC) and Special Protection Area (SPA) which is also designated as a Site of Special Scientific Interest (SSSI), Ramsar Site, and a National Nature Reserve. The North Norfolk Coast Ramsar Site is a wetland of international importance and is designated under the Ramsar Convention. The SAC is strictly protected under EC Habitat Directives and makes a significant contribution to conserving those habitats and species considered most in need of protection at a European level. The SPA is designated due to its importance for birds, in accordance with the EC Birds Directive, and is protected by UK law as a SSSI and National Nature Reserve.
- 18.0.2** Compared to other neighbouring villages Blakeney has a reasonable range of facilities and services including a small convenience store and post office, primary school, doctors surgery, public houses, village hall and a number of tourism premises. As such, it provides for the day-to-day needs of residents and visitors and performs a limited service role for residents of adjoining villages.
- 18.0.3** There is very little previously developed land in and around the village and opportunities for development within Blakeney itself are limited to modest infills, redevelopments, and changes of use of existing buildings. There are few undeveloped, or previously developed, areas within the defined settlement boundary (below), much of which is designated as a Conservation Area. Many of the areas that are undeveloped are attractive green spaces and provide important recreational opportunities that are an essential part of the character of the village and are hence protected from development by the policies of this Plan.
- 18.0.4** This inevitably means that new locations for development are on the edge of the village in countryside locations which are designated as part of the National Landscape. Extending the village along the coast, or northwards towards the sea, risks adverse impacts on the sensitive landscape which surrounds the village. For this reason this Plan allocates land to the south of the village for new development as shown on the following map.

### Site Allocations

- 18.0.5** Two sites are allocated for residential development which are suitable to accommodate a total of approximately 60 dwellings.
- 18.0.6** The allocations are shown on the following map, and in more detail within the individual site section that follows.

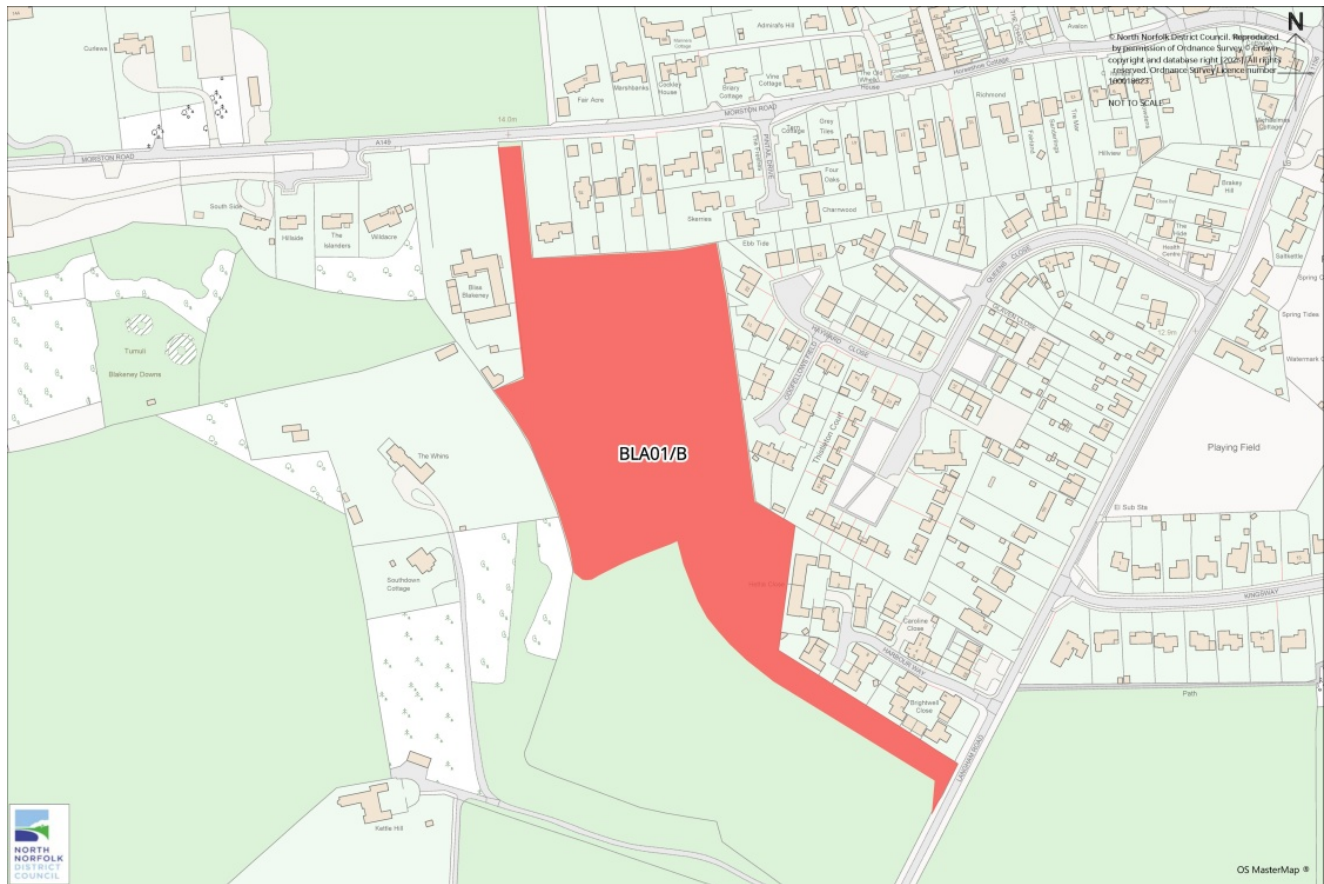
18 Blakeney



Map 9 Allocations in Blakeney

## 18.1 Residential: Land West of Langham Road (BLA01/B)

The following site is allocated for residential development for approximately 30 dwellings, public open space, and associated on and off-site infrastructure:



**Land West of Langham Road (BLA01/B)**

### Description

- 18.1.1** The site comprises of part of an agricultural field located on the south-west side of Blakeney on the south side of Morston Road, where the majority of land sits adjacent to the existing built form. Existing residential dwellings, including the previous allocation now built out at Harbour Way bound the site to the north, east and partly to the west. Vehicular access is from Langham Road.
- 18.1.2** The site is within the Norfolk Coast National Landscape and the western boundary lies immediately adjacent to the nationally geologically significant, Wiveton Downs Site of Special Scientific Interest (SSSI). Acceptable proposals will need to pay particular attention to the landscape impacts of development. Successful schemes will only be supported where built form is concentrated on the northern part of the site, abutting the existing residential development, and not on the higher ground to the south and west. Acceptable proposals will need to pay particular attention to the fluctuating elevation of the site in relation to landscape, visual and neighbouring residential impacts of development. Building heights, roofing materials, proliferation of glazing and the overall design and layout should aim to minimise the impact of development.
- 18.1.3** Vehicular and pedestrian access should be provided to Langham Road with pedestrian access also onto Morston Road. Off-site improvements to footpaths and crossing points are required to ensure safe walking routes to the village and services.



# 18 Blakeney

## Constraints

### 18.1.4 Development proposals will have to take into account:

- The provision of a vehicular and a pedestrian access onto Langham Road which is suitable and safe, landscaped, and well-designed.
- The provision of a pedestrian/cycle link to Morston Road.
- The site is within the Norfolk Coast National Landscape and within 300m of national and European conservation sites (SPA, SAC, SSSI and RAMSAR). In order to mitigate the site's impact, the built development should be located to the north-east of the site, adjacent to the existing built form, and design should incorporate appropriate on-site open space to reduce increased recreational disturbance on these sites, and development should demonstrate no adverse physical impacts on the adjacent SSSI.
- A Scheduled Monument (Two Bowl Barrows) is located to the west and is located within the Wiveton Downs SSSI. Therefore, development will need to provide effective mitigation which includes the enhancement of existing natural boundaries to mitigate the impact on its setting.
- A new footpath will be required from the site access to Morston Road, eastwards to connect to the core of the settlement, alongside improvements to existing crossing points.
- An extension will also be required to Langham Road footway in order to connect to the existing footway at the junction of Harbour Way.
- Anglian Water advise that enhancements to the local foul water drainage network may be required, and any development of the site should comply with the conclusions of a comprehensive foul and surface water strategy.

## Deliverability

### 18.1.5 The site is in single ownership and is being marketed for residential development. It is suitable and available for development and there are limited constraints. Development should be achievable within the plan period. Developers must undertake early engagement with Anglian Water to assess infrastructure capacity, and any specific requirements that may be needed to deliver the proposed development.

### Policy BLA01/B

#### Land West of Langham Road

Land amounting to approximately 3.1 hectares, as defined on the Policies Map, is allocated for development of approximately 30 dwellings, public open space and associated on and off-site infrastructure.

Planning permission will be granted subject to compliance with the policies of this Plan, and the following site-specific requirements:

1. Provision of convenient and safe vehicular access including alterations onto Langham Road, including carriageway widening at the site frontage to a minimum of 5.0m;
2. Residential development should be limited to the north and east of the site adjacent to the existing built form, and its design should incorporate appropriate on-site open space to reduce increased recreational disturbance;
3. Delivery of high-quality design which pays careful attention to site layout, building heights, materials and glazing in order to minimise the impact of the development on the National Landscape and wider landscape views of Blakeney Marshes, and to protect the residential amenities of adjacent occupiers;



## Blakeney 18

4. Provision of footway improvements along Langham Road, including the provision of a 2.0m wide footway along the site frontage where appropriate, and extending within the highway to the junction of Harbour Way;
5. Provision of a new pedestrian/cycle link that connects the site to Morston Road including associated off-site improvements, connecting through to Langham Road;
6. Provision of a high-quality landscaping buffer along the western boundary to Morston Road, and the creation of a soft edge to the southern site boundary and access road to Langham Road, including the retention and enhancement of the existing boundary trees and hedgerows;
7. On-site delivery of multi-functional open space together with measures for its on-going maintenance;
8. Development should conserve, and where appropriate, enhance the significance of Two Bowl Barrows scheduled monument to the west of the site, and provide appropriate mitigation for the impact of development on their setting;
9. Submission, approval and implementation of a Surface Water Management Plan ensuring that there are no adverse effects on European Sites and greenfield run off rates are not increased;
10. Submission, approval and implementation of a Foul Water Drainage Strategy demonstrating that there is capacity available in the sewerage network and at the receiving water recycling centre to accommodate wastewater flows from the site;
11. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy (GIRAMS).
12. Submission and approval of an impact assessment in relation to local recreational pressures on Wiveton Downs SSSI, development will need to provide effective mitigation which includes the enhancement of existing natural boundaries to mitigate the impact on its setting.

This site is underlain by a defined Mineral Safeguarding Area for sand and gravel resource; therefore, investigation and assessment of the mineral will be required, to the satisfaction of the Mineral Planning Authority, potentially followed by prior extraction to ensure that needless sterilisation of viable mineral resource does not take place.

# 18 Blakeney

## 18.2 Residential: Land East of Langham Road (BLA04/A)

The following site is allocated for residential development of approximately 30 dwellings, public open space and on and off-site infrastructure:



Land East of Langham Road (BLA04/A)

### Description

- 18.2.1** The site comprises an agricultural field located on the south western fringe of the village off the Langham Road. It is within the Norfolk Coast National Landscape and is prominent in the local landscape particularly when viewed from the higher ground to the south. Acceptable proposals will need to pay particular attention to the landscape impacts of development and successful schemes will avoid creating a hard edge to the village by incorporating structural landscaping along the southern boundary and opportunities for mature trees within the development. Building heights, roofing materials, glazing patterns and the overall layout and design should aim to minimise the impacts of development, including at night by minimizing the impacts of artificial lighting. The approximate number of dwellings identified in the policy is likely to be the maximum the site could acceptably accommodate and in determining if a proposal is acceptable priority will be given to character considerations over quantity of development.
- 18.2.2** Vehicular and pedestrian access should be provided to Langham Road and will need to include carriageway widening, a continuous footway to Kingsway, and an extension to the 30 mile an hour speed restriction to the southern end of the site frontage. Off-site improvements to footpaths and crossing points are required to ensure safe walking routes to the primary school and other key services in the village.
- 18.2.3** The site is located approximately 150 metres to the north east of the Wiveton Downs Site of Special Scientific Interest, and approximately 550 metres to the south of the North Norfolk Coast

SAC/SPA/Ramsar/SSSI/NNR. Development of the site will increase the visitor pressures on these protected sites and contributions towards mitigating these pressures, and those which arise on other designated sites, will be required.

## Constraints

### 18.2.4 Development proposals will have to take into account:

- Anglian Water have indicated that development of the site may require improvements to the local foul water drainage network and any development of the site should comply with the conclusions of a comprehensive foul and surface water drainage strategy.

## Deliverability

### 18.2.5 The site is suitable and available for development. It is in single ownership and there are no known reasons why development on the site cannot be achieved within the plan period.

## Policy BLA04/A

### Land East of Langham Road

Land amounting to 1.5 hectares, as defined on the Policies Map, is allocated for residential development of approximately 30 dwellings, public open space and on and off-site infrastructure.

Planning permission will be granted subject to compliance with the policies of this Plan, and the following site-specific requirements:

1. Delivery of high quality design which pays careful attention to site layout, building heights, materials and glazing in order to minimise the impact of the development on the Norfolk Coast National Landscape, wider landscape, views of Blakeney Church, and to protect the residential amenities of adjacent occupiers;
2. Provision of convenient and safe vehicular access from the Langham Road, including carriageway widening at the site frontage to a minimum of 5.0m;
3. Footway improvements along the Langham Road, including the provision of a 2.0m wide footway along the site frontage extending within the highway to link with existing footway at Kingsway;
4. Improvements to the footway crossings at the New Road junctions with Saxlingham Road and Wilson's Way;
5. Extension of the 30mph speed limit to southern extent of site;
6. Provision of high quality landscaping along the northern, eastern and southern site boundaries, including the retention and enhancement of all existing boundary trees and hedgerows, having particular regard to the northern boundary and integration of public footpath FP6 into the development to facilitate access and protect the residential amenities of the adjacent occupiers;
7. Provision of a scheme to deliver off-site improvements to FP6 and FP18 to provide a safer route to the primary school, including an off carriageway facility at the Saxlingham Road;
8. Submission, approval and implementation of a Surface Water Management Plan ensuring that there are no adverse effects on European Sites and greenfield run off rates are not increased;
9. Submission, approval and implementation of a Foul Water Drainage Strategy demonstrating how additional foul flows will be accommodated within the foul sewerage network;
10. On-site delivery of not less than 0.08 hectares of public open space; and,
11. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS).

## 18 Blakeney

## 19 Briston

**The combined settlements of Briston and Melton Constable are identified as a Large Growth Village in the proposed Settlement Hierarchy. This means they have been identified as one of four villages, the others being Blakeney, Ludham and Mundesley, where a limited scale of growth is proposed. The Plan allocates two development sites which would be suitable for approximately 115 dwellings.**

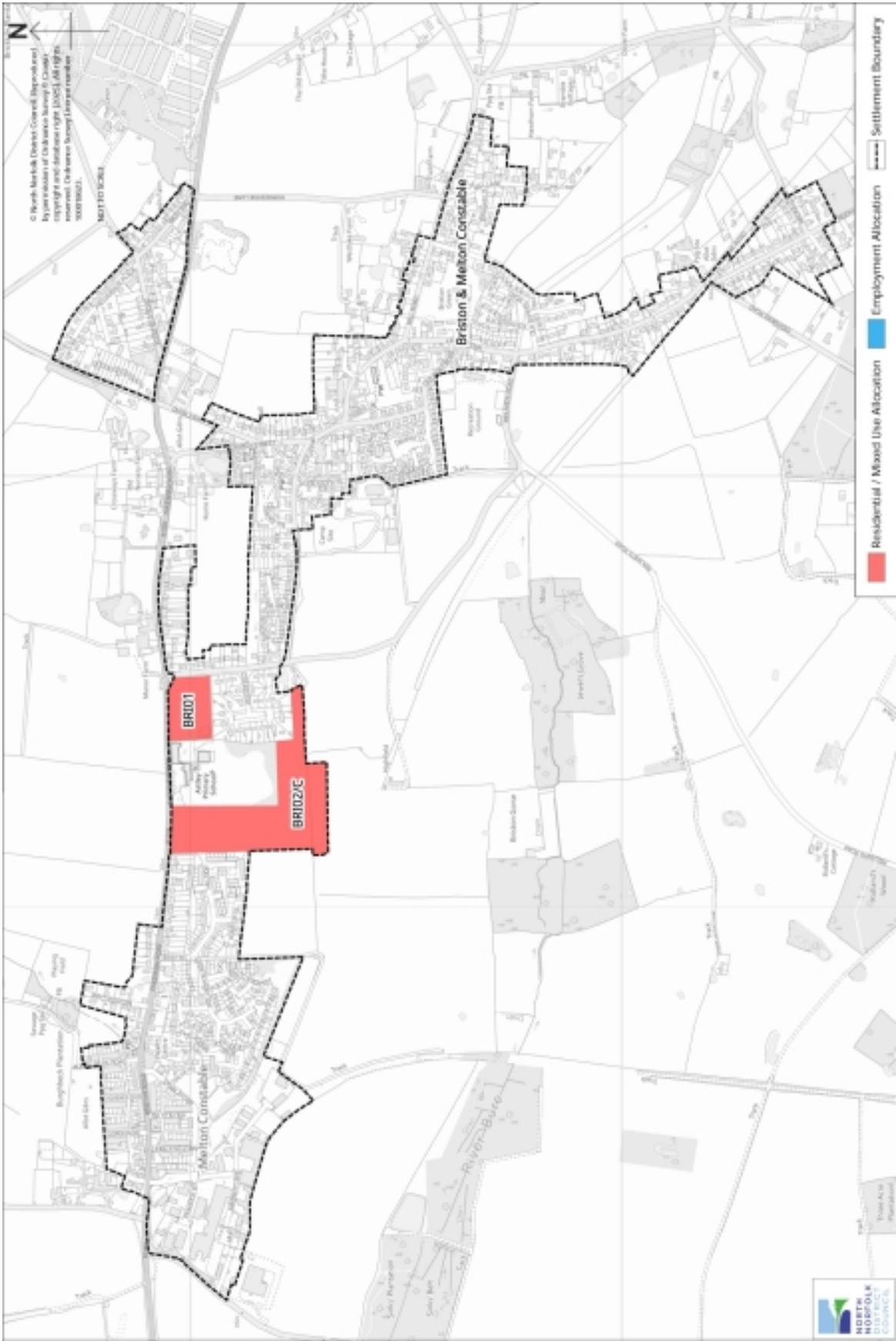
- 19.0.1** Briston & Melton Constable are two separate parishes that are closely related in terms of their close proximity to each other. The combined settlements have a broad range of day-to-day services including a large primary school, doctors surgery, a small number of convenience shops and takeaways, public houses, a number of community buildings together with a small industrial estate.
- 19.0.2** Whilst the villages lie in attractive unspoilt countryside neither are subject to significant environmental constraints, for example, they are not in the Norfolk Coast National Landscape, close to the Broads, or in close proximity to any internationally designated sites. Much of Melton Constable is however designated as a Conservation Area reflecting its railway heritage.
- 19.0.3** Both villages are served by, and lie along the B1354 which is an important local transport corridor providing convenient access to the wider transport network and quick links to adjacent towns, particularly Fakenham. Compared to many other settlements there is a good level of public transport along this route.
- 19.0.4** Melton Constable Industrial Estate, although now largely fully developed, provides opportunities over the plan period for recycling of employment land. Given the location of Briston and Melton Constable, within close proximity to Fakenham and Holt, and little evidence of demand for further employment land within the villages over the plan period, no additional employment land allocations are proposed.

### Site Allocations

- 19.0.5** Two sites are allocated for residential development, one of which is carried forward from the currently adopted Development Plan. Both are located in Briston parish and are collectively suitable to accommodate approximately 115 dwellings. They are located on either side of the primary school and are close to village services and bus routes.
- 19.0.6** These allocations are shown together on the following map, and in more detail within the individual site sections that follow.

19 Briston

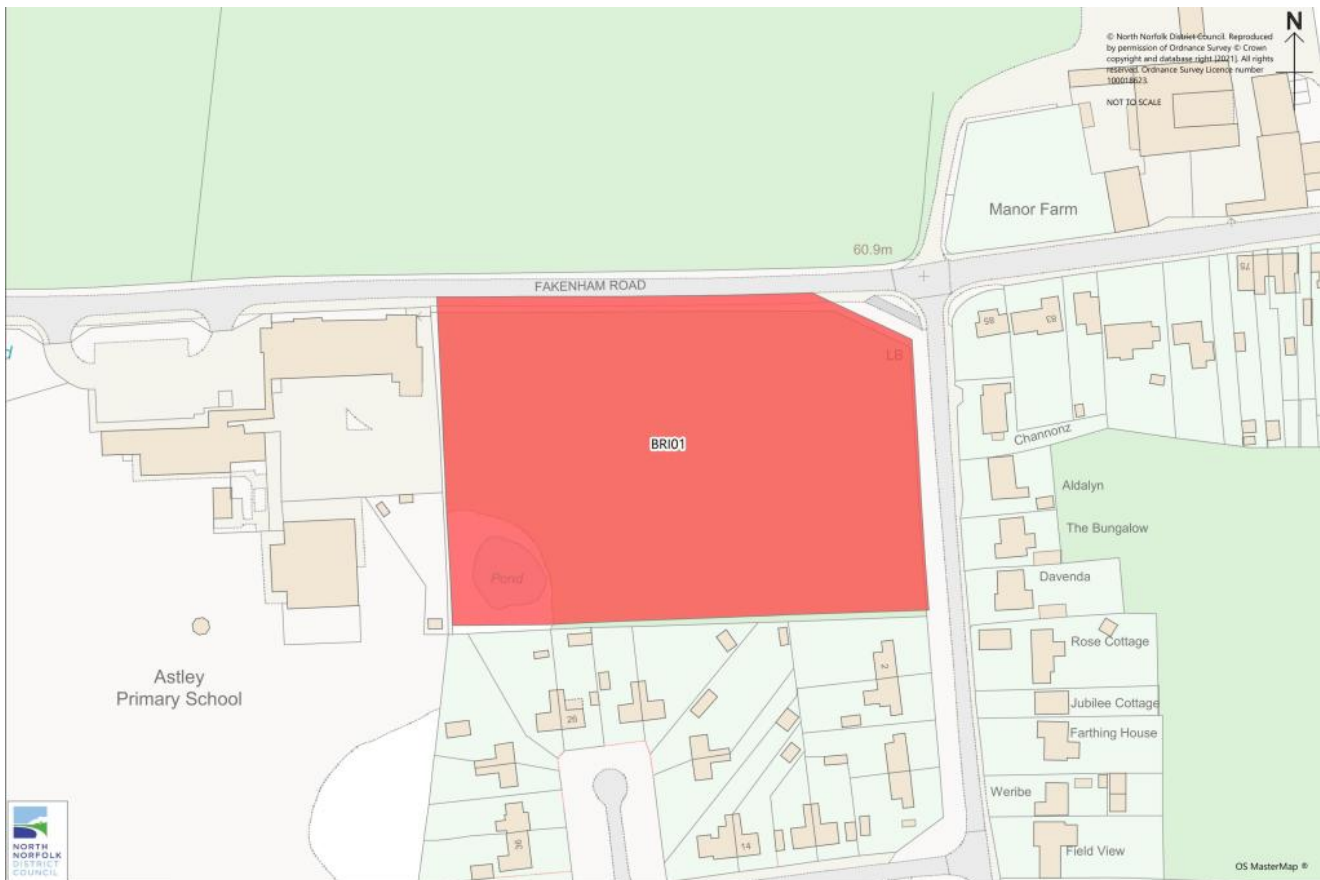
Allocations in Briston & Melton Constable





## 19.1 Residential: Land East of Astley Primary School (BRI01)

The following site is allocated for residential development of approximately 25 dwellings, public open space, school parking and associated supporting on and off-site infrastructure:



Land East of Astley School (BRI01)

### Description

- 19.1.1** The site comprises of an agricultural field located to the east of Astley Primary School. It is well located in the village with good pedestrian access to key village facilities including the primary school, village shops, doctors surgery and recreation ground. There are mature hedges along the site boundaries and a pond located in the south west corner of the site. These features should be retained and integrated into the green infrastructure provided on the site.
- 19.1.2** The Fakenham Road fronting the site is a busy route and it is congested at times, particularly at school pick up and drop off times when parked vehicles in the road restrict through traffic. It is for this reason that the vehicular access to the site should be solely from The Lane, which borders the eastern boundary. Proposals for development on the site should contribute towards addressing parking issues associated with the primary school.

### Constraints

- 19.1.3** Development proposals will have to take into account:
- Landscaping and setting on the Fakenham Road.
  - Potential for accommodating school parking.
  - Pedestrian / cycleway connections across the site from the adjoining existing housing to the primary school should be delivered.
  - The existing mature hedges and pond should be retained.

## 19 Briston

- A water main crosses the site which will need to be protected or relocated and enhancement to the foul sewerage network capacity may be required.
- Potential impacts on heritage assets to the east.

### Deliverability

**19.1.4** The site is suitable and available for development. It is in single ownership. There are limited constraints on the site and development should be achievable within the plan period.

### Policy BRI01

#### Land East of Astley Primary School

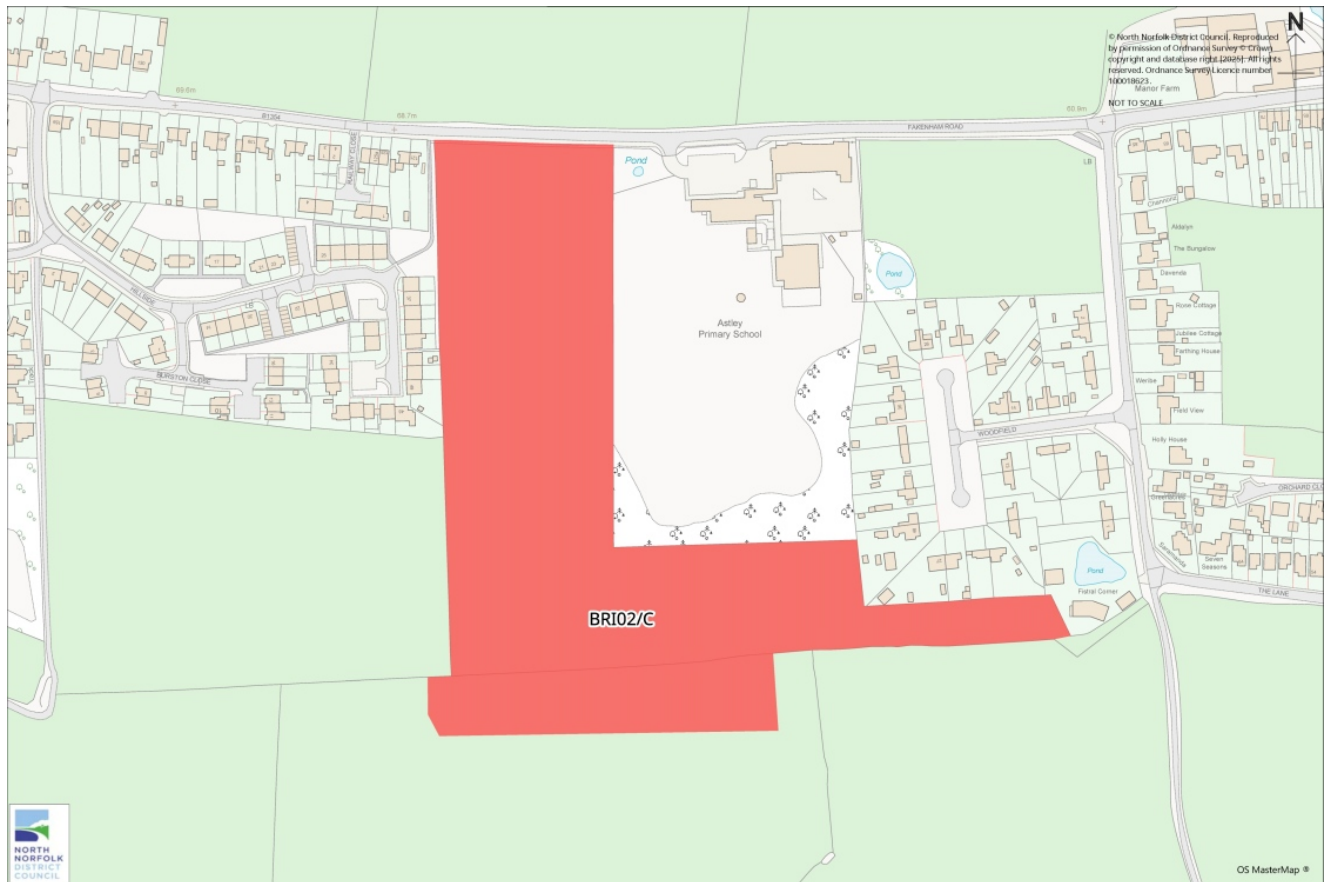
Land amounting to 1.4 hectares, as defined on the Policies Map, is allocated for residential development of approximately 25 dwellings, public open space, school parking and associated supporting on and off-site infrastructure.

Planning permission will be granted subject to compliance with the policies of this Plan and the following site-specific requirements:

1. Retention of existing roadside hedges, except where removal is required to facilitate access, and setting back of development on both road frontages;
2. On-site delivery of not less than 0.07 hectares of public open space, to the south west area of the site in addition to, and incorporating, the retention and enhancement of the existing pond and provision of green infrastructure corridors to support biodiversity;
3. Provision of a layout of development which protects, or relocates, the existing water main that crosses the site;
4. Submission, approval and implementation of a Foul Drainage Strategy including how any additional foul flows will be accommodated in the foul sewerage network;
5. Provision of convenient and safe vehicular access solely from The Lane and incorporation of footpath/cycle link through the development to the primary school; and,
6. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS).

## 19.2 Residential: Land West of Astley Primary School (BRI02/C)

The following site is allocated for residential development of approximately 90 dwellings, public open space, school parking, and associated on and off-site infrastructure:



**Land West of Astley School (BRI02/C)**

### Description

- 19.2.1** This site can deliver approximately 90 dwellings, public open space and associated on-site and off-site infrastructure.
- 19.2.2** The site is well located in the village, with good pedestrian access to key village facilities including the primary school, village shops, doctors' surgery and recreational facilities.
- 19.2.3** Vehicular access to the site would be from Fakenham Road which borders the northern boundary of the site.

### Constraints

- 19.2.4** Development proposals will have to take into account:
  - Provision of an on-site car parking (pick up and drop off) facility for the school.
  - Pedestrian / cycleway connections across the site from the adjoining existing housing to the Primary School should be delivered.
  - A water main crosses the site and enhancement to the foul sewerage network capacity will be required.
  - Ecological impacts including on north-south wildlife movements through the site.

## 19 Briston

### Deliverability

- 19.2.5** The site is suitable and available for development. It is in single ownership. There are limited constraints on the site and development should be achievable within the plan period. Developers must undertake early engagement with Anglian Water to assess infrastructure capacity, and any specific requirements that may be needed to deliver the proposed development.

### Policy BRI02/C

#### Land West of Astley Primary School

Land amounting to approximately 5.65 hectares, as defined on the Policies Map, is allocated for residential development for approximately 90 dwellings, public open space, school parking and associated supporting on and off-site infrastructure.

Planning permission will be granted subject to compliance with the policies of this Plan and the following site-specific requirements:

1. Setting back of development from the road frontage along Fakenham Road unless an alternative design approach is identified as more practical and feasible;
2. Provision of a convenient and safe vehicular access from Fakenham Road and/or Hillside;
3. Provision of a car parking area for the school (drop-off and pick-up);
4. Development layout that does not prejudice the potential development/redevelopment of land to the west including provision of a vehicular access point, and ensures that any potential long-term expansion of the school is not prejudiced;
5. An ecological appraisal to assess the impact of development and to identify enhancement measures;
6. Provision of landscaping, green wildlife links throughout the site, and pedestrian/cycle access to the existing network;
7. Submission, approval and implementation of a Foul Drainage Strategy demonstrating that there is capacity available in the sewerage network and at the receiving water recycling centre to accommodate wastewater flows from the site;
8. Delivery of multi-functional open space together with measures for its on-going maintenance;
9. Retention and enhancement of existing hedgerows and landscaping along the southern boundary to mitigate the impact of wider views from the south and west and elsewhere within the site; and,
10. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS).

This site is underlain by a defined Mineral Safeguarding Area for sand and gravel resource; therefore, investigation and assessment of the mineral will be required, to the satisfaction of the Mineral Planning Authority, potentially followed by prior extraction to ensure that needless sterilisation of viable mineral resource does not take place.

## 20 Ludham

**Ludham is identified as a Large Growth Village in the proposed Settlement Hierarchy. This means it has been identified as one of four villages, the others being Blakeney, Briston and Mundesley, where a limited scale of growth is proposed. The Plan allocates one development sites which would be suitable for approximately 60 dwellings.**

**20.0.1** Ludham is a medium sized village with a good range of day to day services and a range of community facilities including a village store and post office, doctor's surgery and primary school. Most of the housing development, together with the shop and school, is located to the north of the Yarmouth to Norwich Road. Areas to the south of the road have a less 'built up' character. Womack Water provides access to the Broads waterways and is a popular visitor destination, particularly for those arriving by boat. The village plays an important role in meeting the needs of residents, those of adjacent villages, and a seasonal influx of tourists

**20.0.2** There is very little previously developed (brownfield) land in Ludham. Ludham contains a conservation area which reflects the historic core of the settlement. The Norfolk Broads Authority Executive Area is located to the south of the settlement, where a number of environmental designations are situated and there is a degree of flood risk from both fluvial and surface water flooding. New greenfield allocations are therefore necessary in order to deliver the required growth.

**20.0.3** In summary, the main considerations which influence the suggested location of development sites are the need to:

- The need to minimise the impact of development proposals on the Norfolk Broads Authority Executive Area and the landscape more generally
- the need to minimise the impact of development proposals on the classified Grade 1 and 2 agricultural land surrounding the village
- Avoiding building in areas which may be susceptible to flooding
- Locating development close to village facilities and services

### Infrastructure

**20.0.4** The land allocation has been developed in conjunction with advice and information from infrastructure providers and statutory consultees. The site will need to provide the supporting infrastructure which is necessary to make the proposal acceptable in land use terms. Where site specific requirements have been identified in preparing this Plan they are listed in the site allocation policy.

- Anglian Water advise that there is a sustainability reduction at Ludham water treatment works and enhancement will be required to accommodate new development in Ludham. Off-site mains water reinforcement may also be required, together with possible need for enhancement to the foul sewerage network capacity.
- Ludham is identified in the Strategic Flood Risk Assessment as being at risk of flooding primarily from a combination of fluvial and tidal influences of the River Thurne and Womack Water. The settlement is located within a larger Dry Island and a Flood Risk Assessment and / or Flood Warning and Evacuation Plan may be required at application stage.

**20.0.5** As development takes place, it will need to be served by appropriate supporting physical infrastructure and services. All developments are required to address any identified shortages in infrastructure to the extent necessary to make the specific proposal acceptable.

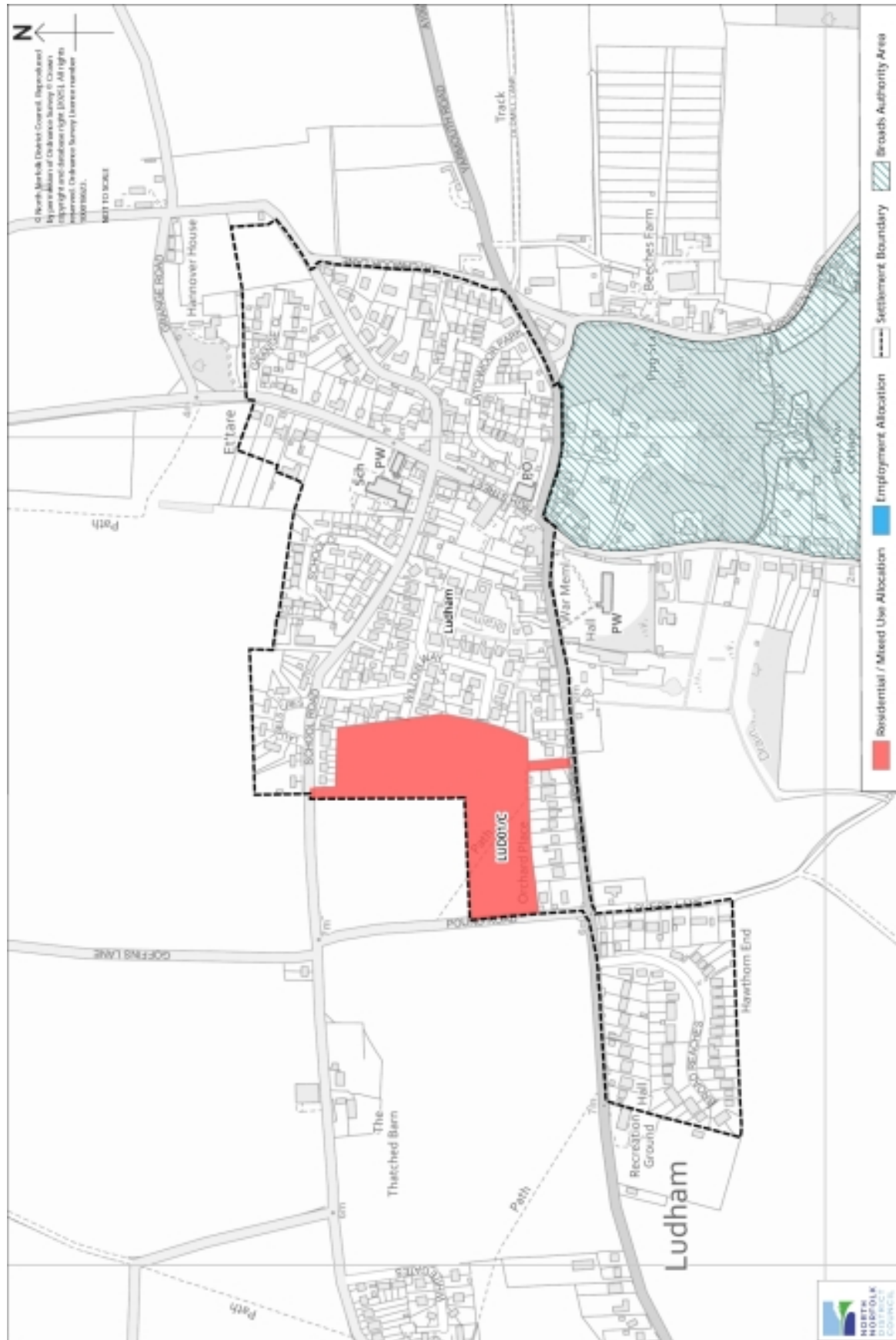
## 20 Ludham

### Site Allocations

- 20.0.6** One site has been allocated in Ludham, to accommodate approximately 60 dwellings. The site is identified as being well located to existing local infrastructure and services within the settlement.
- 20.0.7** This allocation is shown on the following map, and in more detail within the individual site section that follows. Other policy area designations referred to in the general policies of the Plan are shown on the Policies Map.



## Allocations in Ludham

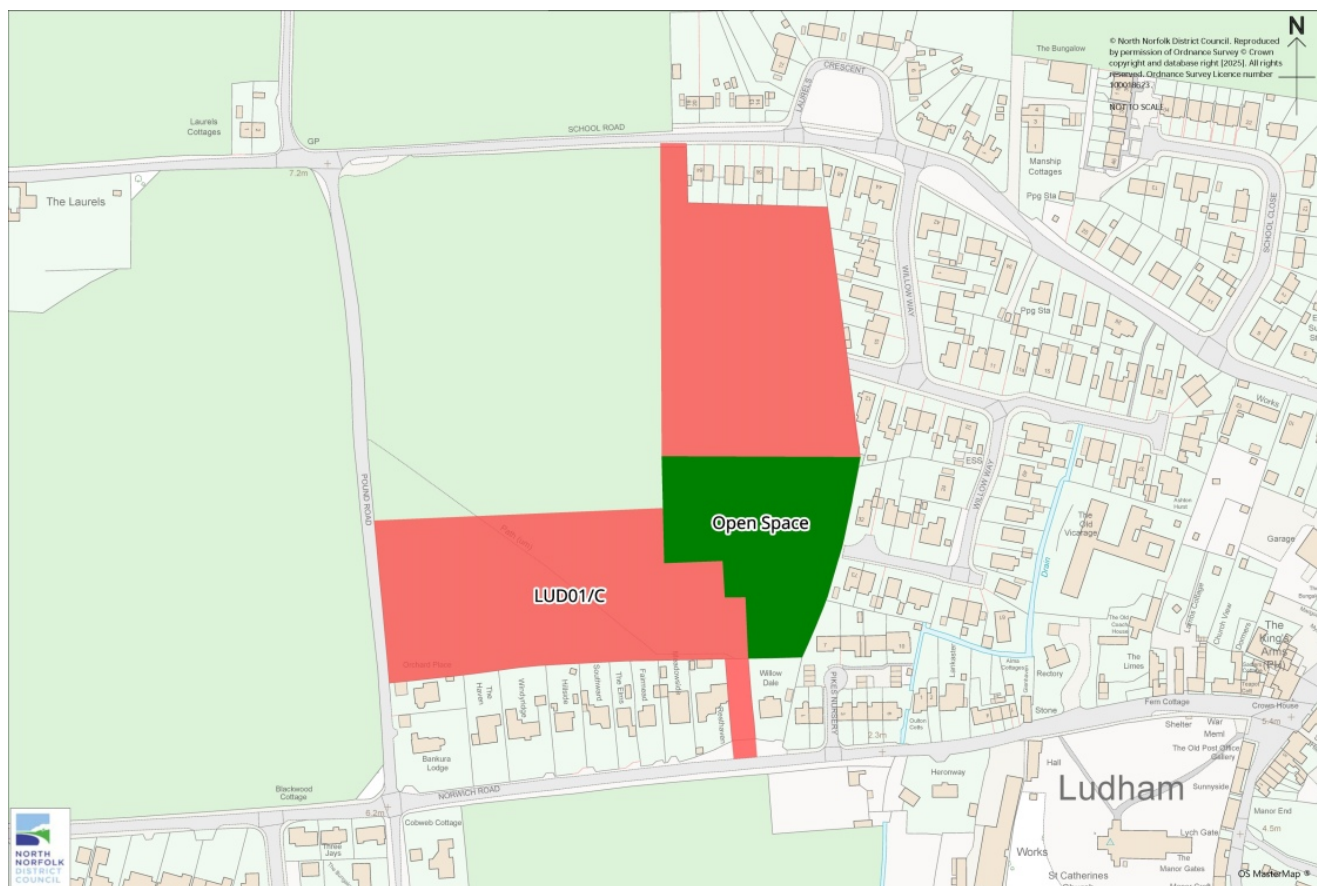


## Map 11 Allocations in Ludham

## 20 Ludham

### 20.1 Residential: Land South Of School Road (LUD01/C)

The following site is allocated for residential development of approximately 60 dwellings, public open space, and associated on and off-site infrastructure:



**Land South Of School Road (LUD01/C)**

#### Description

- 20.1.1** This site can deliver approximately 60 dwellings, public open space and associated on-site and off-site infrastructure.
- 20.1.2** The site comprises of an agricultural field with hedgerow to the western boundary adjacent to Pound Lane. It lies adjacent to established residential development to the north, east and south. Convenient pedestrian links are available to the primary school, recreation ground and general store.
- 20.1.3** A development which accommodates a comprehensive landscaping scheme that reflects the site's prominent edge of settlement location can be suitable in this location.

#### Constraints

- 20.1.4** Development proposals will have to take into account:
  - The eastern boundary of the site, abutting the existing built development, is in Flood Zone 2, which should have a minor impact on the layout of the site. However, development should still ensure that any part of the site demonstrated to be at risk of flooding during the lifetime of the development remains undeveloped. A Flood Risk Assessment or Flood Warning & Evacuation Plan may be required as part of a planning application to assess

all forms of flooding to and from the development and to inform the inclusion of suitable control measures. The settlement is located within a larger dry island.

- Anglian Water advises that there is a sustainability reduction at Ludham water treatment works and off-site water mains reinforcement and enhancement to the water recycling centre will be required. Enhancements to the foul sewerage network may also be required before development can proceed. Anglian Water's final Drainage and Wastewater Management Plan 2023 confirms the medium-term plan includes multiple solutions at the WRC and in the network. Investment in additional WRC flow capacity is planned between 2020-2025. In the medium-term, a new permit with increased capacity is proposed at the WRC. Mixed strategies are planned for the network, with a main solution of SuDS. The long-term strategy includes infiltration reduction and 25% surface water removal from the network as a solution to address the internal and external sewer flooding risk.
- Wider views of St. Catherine's Church, a Grade 1 Listed Building.
- There is a foul sewer crossing the southern area of the site and the southern access. Early engagement with Anglian Water is needed to safeguard this asset and take account of associated easements so that this asset can continue to be repaired and maintained as necessary.
- A former and disused Public Right of Way (FP3) runs through the site from Norwich Road and connects to Pound Lane.

## Deliverability

- 20.1.5** The site is suitable and available for development. It is in single ownership. There are limited constraints on the site and development should be achievable within the plan period. Developers must undertake early engagement with Anglian Water to assess infrastructure capacity, and any specific requirements that may be needed to deliver the proposed development.

### Policy LUD01/C

#### Land South of School Road

Land amounting to approximately 3.4 hectares, as defined on the Policies Map, is allocated for residential development of approximately 60 dwellings inclusive of open space and associated on and off-site infrastructure.

Planning permission will be granted subject to compliance with the relevant policies within this Plan and the following site-specific requirements:

1. Provision of a convenient and safe vehicular access via Norwich Road and/or Willow Way to accommodate development to the south of the site. No access should be provided from Norwich Road to land north of the designated open space, as shown on the Policies Map;
2. Provision of pedestrian footway to connect with the school bus service stop on School Road, and a pedestrian/cycle link that connects development to the north and south of the designated open space, as shown on the Policies Map;
3. Delivery of a high quality landscaping scheme, particularly along the western and northern boundary;
4. Development should have careful attention to form and site layout by providing approximately 0.7ha of designated open space to the east of the site, as shown on the Policies Map, in order to allow for wider views from School Road to the Grade I Listed St Catherine's Church;
5. Delivery of multi-functional open space together with measures for its on-going maintenance;
6. Submission, approval and implementation of a foul drainage strategy demonstrating either that there is capacity available in the sewerage network and at the receiving water recycling centre, or that a package treatment plant can be provided on-site to accommodate wastewater flows from the site;

## 20 Ludham

7. Provision of required off-site water mains reinforcement;
8. Provision of adequate information in order to undertake a project level Habitat Regulation Assessment (HRA) addressing issues relating to sewerage infrastructure and hydrological issues to demonstrate that adequate safeguards are in place to rule out adverse effects on the integrity of the protected sites;
9. Provision of a satisfactory Flood Risk Assessment and completion of any necessary flood mitigation measures;
10. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS);
11. Submission of details to demonstrate the safeguarding of suitable access for the maintenance of waste infrastructure; and,
12. Consider the enhancement and alignment of the Public Right of Way (FP3) through the site.

## 21 Mundesley

**Mundesley is identified as a Large Growth Village in the Settlement Hierarchy and the strategy suggests that the village accommodates low growth over the Plan period. The proposed land allocation seeks to deliver approximately 45 dwellings.**

- 21.0.1** Mundesley is a large and popular village on the coast that has a thriving tourism industry which supports the economic vitality of the village. The settlement is situated on high cliffs looking over a wide sandy beach that, along with its seafront, are major assets for the economy and local environment. Parts of the village are situated on high ground and are visible from the wider surrounding countryside. The centre of the village is designated as a Conservation Area and land to the south is within the Norfolk Coast National Landscape. There are a range of factors which influence the potential location of development in Mundesley including its location on the coast, landscape and environmental considerations such as the presence of the National Landscape.
- 21.0.2** Mundesley village benefits from amenities with a good range of day to day services and a range of community facilities including, a small supermarket, a number of other shops and a post office, pubs, restaurants and take-aways, doctor's surgery and primary school. These services are supplemented by a number of tourism related services and offers.
- 21.0.3** There are two employment areas within Mundesley representing small scale employment uses within the village. Given the environmental constraints, opportunities for expansion of employment sites are limited and given the proximity of the village to North Walsham, five miles to the south, there is little evidence of market demand for additional employment land.
- 21.0.4** There is very little previously developed land in and around Mundesley. Whilst over the plan period it is expected that a process of re-development, infill developments, and changes of use will continue to provide a supply of new homes and other uses, these opportunities are relatively modest and will not address the identified need for new homes. A new greenfield allocation is therefore necessary in order to deliver the planned growth.
- 21.0.5** In summary, the main considerations which influence the suggested location of development sites are:
- the National Landscape to the south;
  - the landscape setting along the coast;
  - the proximity to the Coastal Change Management Area;
  - the potential impact of development on the Conservation Area;
  - constrained land supply within the built up area;
  - Locating development close to existing built up areas with convenient access to existing facilities and services

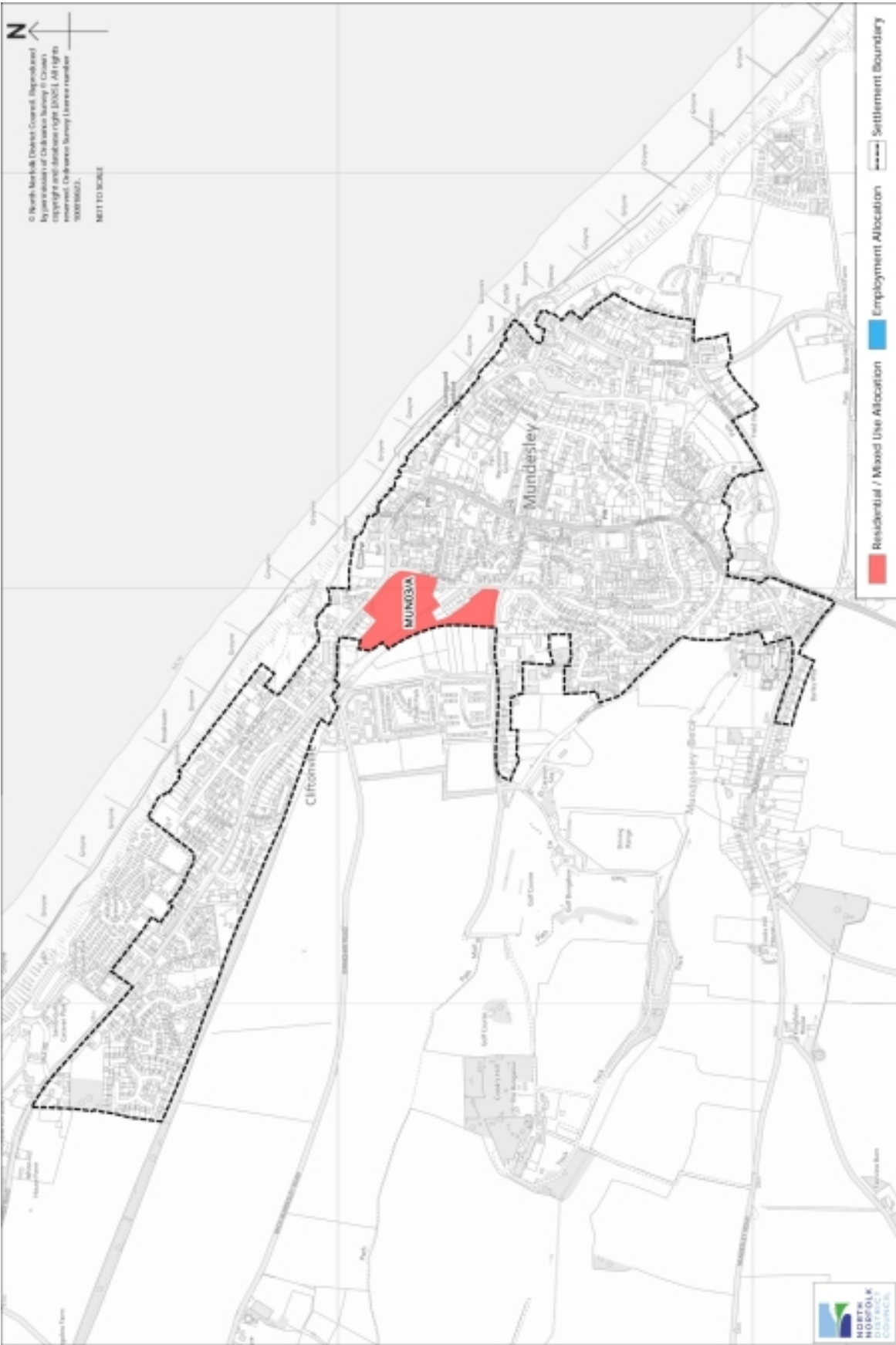
### Site Allocations

- 21.0.6** One site has been allocated which is suitable to accommodate approximately 45 dwellings.
- 21.0.7** This allocation is shown on the following map, and in more detail within the individual site section that follows.



Allocations in Mundesley

21 Mundesley





## 21.1 Residential: Land off Cromer Road & Church Lane (MUN03/A)

The following site is allocated for residential development of approximately 45 dwellings, public open space, and associated on and off-site infrastructure:



**Land off Cromer Road & Church Lane (MUN03/A)**

### Description

- 21.1.1** The site can deliver approximately 45 dwellings, public open space and associated on-site and off-site infrastructure.
- 21.1.2** This site is located just outside the residential area of Mundesley with the former railway embankment abutting the western boundary. The site has three distinct characteristics:
- the northern section is an elevated pasture field in a prominent part of the village;
  - the former railway embankment with scrub and trees;
  - the southern part of the site is an open pasture field. The openness of both the northern and southern parts of the site should be carefully considered and developed in a way that does not negatively harm the surrounding landscape.
- 21.1.3** The site is well located to the existing infrastructure and services in the historic village center (Station Road and the High Street) and additional services along Beach Road.
- 21.1.4** The openness of both the northern and southern parts of the site and the potential impact of development on the landscape will influence design and layout. Furthermore, the site is adjacent to the Conservation Area and the northern part is directly opposite the Grade II listed church. Therefore, any development will require a considered design and landscape led approach to the layout and design of the development.

## 21 Mundesley

- 21.1.5** The former railway embankment and associated trees and scrub in the middle of the site would provide open space.

### Constraints

- 21.1.6** Development proposals will have to take into account:

- Anglian Water identify that for new development of over 10 dwellings that some enhancement to the foul sewerage network capacity will be required and off-site mains water supply reinforcement may be required.
- There is no footway fronting the site's entrance. A footway will need to be provided along Church Lane and connect to All Saints Way.
- Access to the northern section of the site will need to be provided from Cromer Road. Access for the southern section of the site should be onto Church Lane and avoided from Links Road as it is of a higher elevation.

### Deliverability

- 21.1.7** The site is considered suitable and available for development. It is in single ownership and the owner confirms availability for development. There are limited constraints on the site and development should be achievable within the plan period. Developers must undertake early engagement with Anglian Water to assess infrastructure capacity, and any specific requirements that may be needed to deliver the proposed development.

### Policy MUN03/A

#### Land off Cromer Road & Church Lane

Land amounting to approximately 3.2 hectares, as defined on the Policies Map, is allocated for residential development of approximately 45 dwellings inclusive of open space and associated on and off-site infrastructure.

Planning permission will be granted subject to compliance with the relevant policies of this Plan and the following site-specific requirements:

1. Development proposals should be stepped back from Church Lane and the Coastal Change Management Area to take account of coastal change and maintain key landscape and heritage views through siting, scale, massing, materials, vernacular style and design to conserve, and where appropriate enhance the Mundesley Conservation Area and Grade II listed All Saints Church;
2. Careful attention to layout and building design to ensure no unacceptable overlooking or overshadowing of properties on Church Lane;
3. Retention and enhancement of existing mature trees and hedgerows which form the site's western boundary;
4. Provision of a convenient and safe access from Cromer Road for land north-east of the designated open space as identified on the Policies Map or, if not feasible, from Church Lane to the satisfaction of the Highway Authority. An additional access should also be provided for land south of the area of designated open space, onto Church Lane;
5. Provision of approximately 0.5ha of designated open space, as shown on the Policies Map, that incorporates the railway embankment which provides a pedestrian/cycle link between Cromer Road and Church Lane, and connects to a new footway along the site's frontage on Church Lane to All Saints Way;
6. Delivery of multi-functional open space together with measures for its on-going maintenance;

7. Submission, approval and implementation of a Surface Water Management Plan, ensuring that there is no increase of surface water run-off from the site;
8. Delivery of sewerage infrastructure required to accommodate wastewater flows from the development should be undertaken prior to the first occupation of any dwelling to prevent detriment to the environment and comply with Water Framework Directive obligations; and,
9. Appropriate contributions towards mitigation measures identified in the Norfolk Green Infrastructure and Recreational Impact Avoidance & Mitigation Strategy (GIRAMS).

This site is underlain by a defined Mineral Safeguarding Area for sand and gravel resource; therefore, investigation and assessment of the mineral will be required, to the satisfaction of the Mineral Planning Authority, potentially followed by prior extraction to ensure that needless sterilisation of viable mineral resource does not take place.

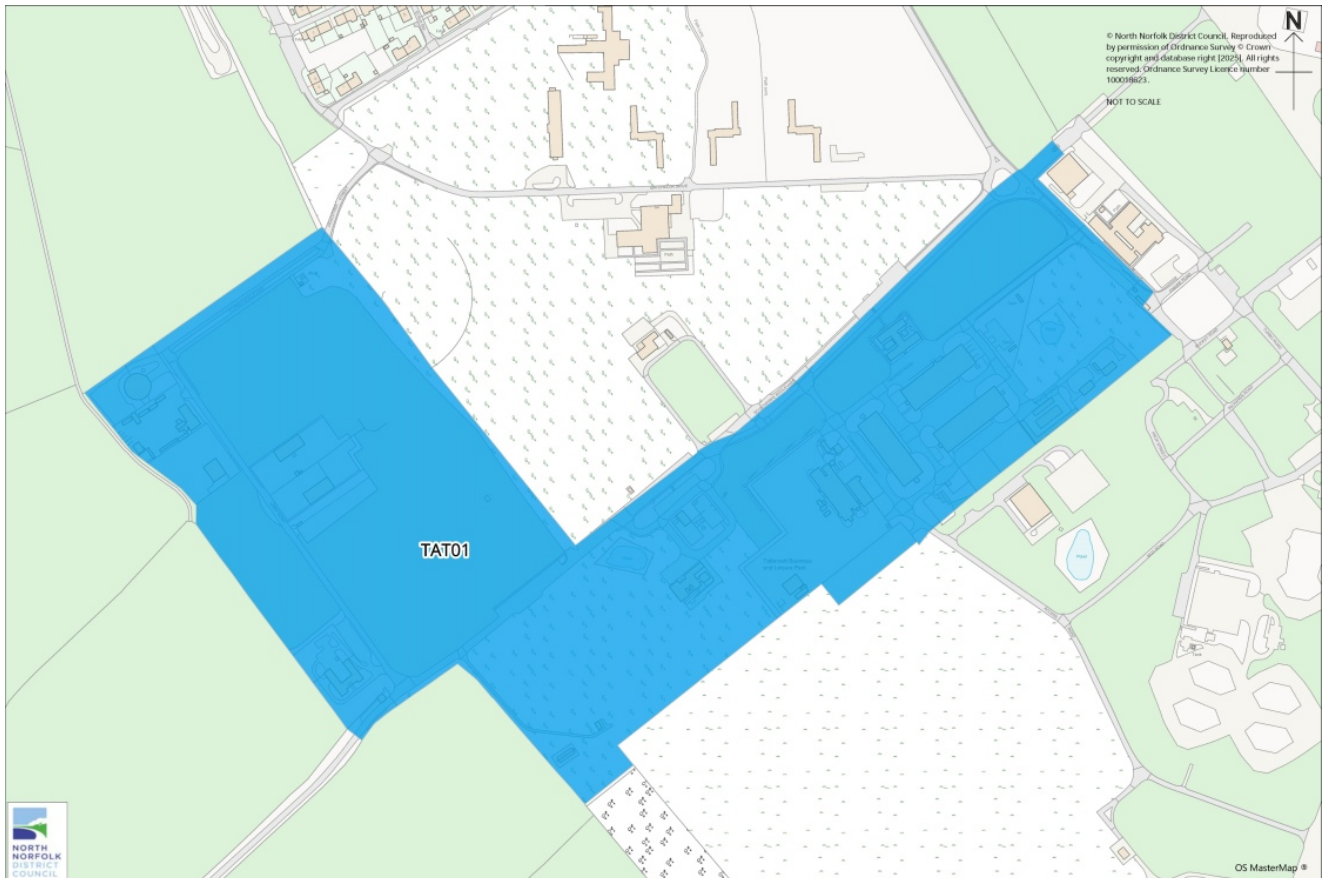
# 21 Mundesley

## 22 Tattersett

**22.0.1** Tattersett village does not meet the criteria to be selected as a growth settlement and it is not considered a sustainable location for new residential development. However the adjacent former Airbase includes significant buildings, areas of previously developed land, and a cluster of established employment uses.

### 22.1 Employment: Tattersett Business Park (TAT01)

The following site is allocated for employment development:



**Tattersett Business Park (TAT01)**

#### Description

**22.1.1** This policy recognises that many of the designated Employment Areas within the District are closely related to existing residential areas and/or may have access constraints, and that there are some specific types of use, for example those which require very large sites, which may be difficult to accommodate on small industrial estates in towns.

**22.1.2** Tattersett Business Park is identified for such uses on the basis that such an allocation:

- would be well related to existing employment uses already established on the site;
- would enjoy comparatively good access to the strategic highway network; and
- additional development could provide the basis for securing environmental improvements on the site such as improved landscaping.



## 22 Tattersett

- 22.1.3** This site is considered suitable for a range of possible employment uses that may otherwise be difficult to accommodate elsewhere. These need not, and should not, result in un-neighbourly impacts and each planning application would continue to be determined on its merits.

### Constraints

- 22.1.4** Development proposals will have to take into account:

- The site is understood to have poor quality infrastructure (roads, drainage and electricity) and substantial upgrades may be required prior to any further development taking place. The Council regards further development on the site to be a mechanism for securing substantial improvements in the sites appearance and these enhancements will need to be agreed before any development will be permitted.
- The site lies in water quality source protection zone 1/2 as identified by the Environment Agency and only clean, uncontaminated surface water should be discharged to any soak-away, watercourse or surface water sewer. There are currently no surface water sewers in the vicinity of the site.
- The site is currently served with electricity from Fakenham substation which has limited capacity to support the proposed growth in the town. Proposals at site should clearly demonstrate how they will not compromise growth elsewhere and may need to provide self-contained power supplies.
- The potential presence of nesting Stone Curlew and other protected species on any suitable habitat, outside of Sculthorpe Airfield, within at least 1,500m of the development site.

### Deliverability

- 22.1.5** The site was allocated through the North Norfolk Core Strategy (2008) for employment land. The original rationale behind the allocation of the site was to identify a location suitable for uses that would not be acceptable on Employment Areas for environmental or operational reasons. The site was re-submitted through the Local Plan call for sites process for a range of uses including 'general industrial', 'storage and distribution' and 'business and offices'. It is considered that there is a need within the District for employment land suitable of accommodating uses that might not be compatible with the surrounding uses of employment land within built up areas.

### Policy TAT01

#### Land at Tattersett Business Park

Land amounting to 28.8 hectares, as defined on the Policies Map, is allocated for general employment development. Development will be subject to compliance with adopted Local Plan policies and the following criteria:

1. Submission, approval and implementation of a Master Plan providing for landscaping of the whole of the allocated area, phasing of development, access arrangements, and removal of stored tyres from the site;
2. Each new build proposal resulting in the removal of an equivalent amount of floor space contained within the now derelict former barrack blocks on the adjacent site;
3. Development being restricted to employment generating proposals where it can be demonstrated that the proposal is incapable of being accommodated on other designated employment land in the District for either environmental or operational reasons;
4. There should be no development unless there has been clear demonstration that proposals will result in no adverse impacts on protected wildlife;



5. Prior demonstration that there is adequate power supply without compromising growth elsewhere; and,
6. Two scheduled monuments are situated to the southwest of the site. Development of the site should preserve or enhance these designated heritage assets and their settings.

This site is underlain by a defined Mineral Safeguarding Area for sand and gravel resource; therefore, investigation and assessment of the mineral will be required, to the satisfaction of the Mineral Planning Authority, potentially followed by prior extraction to ensure that needless sterilisation of viable mineral resource does not take place.

# 22 Tattersett

## 23 Housing Trajectory

- 23.0.1** As well as delivering sufficient homes to meet all needs over the Plan period the National Planning Policy Framework requires that the strategy for housing provision provides a regular supply of suitable development sites throughout the years covered by the Plan. The specific requirement is to identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability. Planning policies should identify a supply of:
- Specific, **deliverable** sites for years one to five of the plan period.
  - Specific, **developable** sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15 of the Plan.
- 23.0.2** This Plan sets a minimum housing requirement of 8,900 new homes between 2024 and 2040, equating to an annual average rate of 557 dwellings per annum. The Plan sets this as the requirement but includes policies and specific development site proposals that together allow for the delivery of at least 9,800 new homes in the plan period 2024- 2040, thus providing a contingency. This assumes the small growth villages deliver 80% of their maximum potential.
- 23.0.3** The Plan also allocates land for a further 1,030 dwellings at Fakenham and North Walsham that is likely to be developed after 2040, but which could potentially be brought forward.
- 23.0.4** All of the identified development sites are suitable and are available for development but are likely to take varying amounts of time to secure the necessary planning permissions before developments can proceed. None of the sites in the Plan are subject to specific phasing obligations which limit the commencement of development but the larger sites in particular are subject to policy obligations to deliver key infrastructure or mixed uses at various stages as development proceeds.
- 23.0.5** Market conditions, sales rates and local demand are likely to impact on delivery rates in some locations and although some of the allocated sites are already subject to planning applications it is likely that others will take some years to secure the necessary consents. These factors are taken into account in the Housing Trajectory (below).

### Sources of Supply

- 23.0.6** In this Plan total housing delivery is derived from five sources:
1. Commitments - these are homes which are either in progress/already built or have deliverable planning consents.
  2. New site allocations identified in the Plan.
  3. Allocations contained in adopted neighbourhood plans.
  4. Growth in identified Small Growth Villages, in line with **Policy SS 1 'Spatial Strategy'**.
  5. The continued delivery of new homes over the rest of the Plan period on unidentified sites (windfalls).
- 23.0.7** The expected yields (taking into account those site allocations already permitted) from these sources are shown below. The distribution is set out in **7.1 'Delivering Sufficient Homes'** and in **Policy HOU 1 'Delivering Sufficient Homes'**.

## 23 Housing Trajectory

Source	Number of dwellings in Plan period 2024-2040	Number of dwellings in Plan period 2024-2040 + beyond 2040
Allocations	4,584	5,614
Large sites with permission	1,646	1,646
Small sites with permission	387	387
Small Growth Villages	743	743
Windfall	2,520	2,520
Neighbourhood Plan allocations	45 <sup>(1)</sup>	45 <sup>(1)</sup>
<b>Total</b>	<b>9,880</b>	<b>10,910</b>

**Table 9 Housing Delivery by Source (2023-2040+) Includes specialist elderly person accommodation as dwelling equivalents.**

1. Neighbourhood Plan allocation included in allocations total.

### Expected Future Delivery Rates

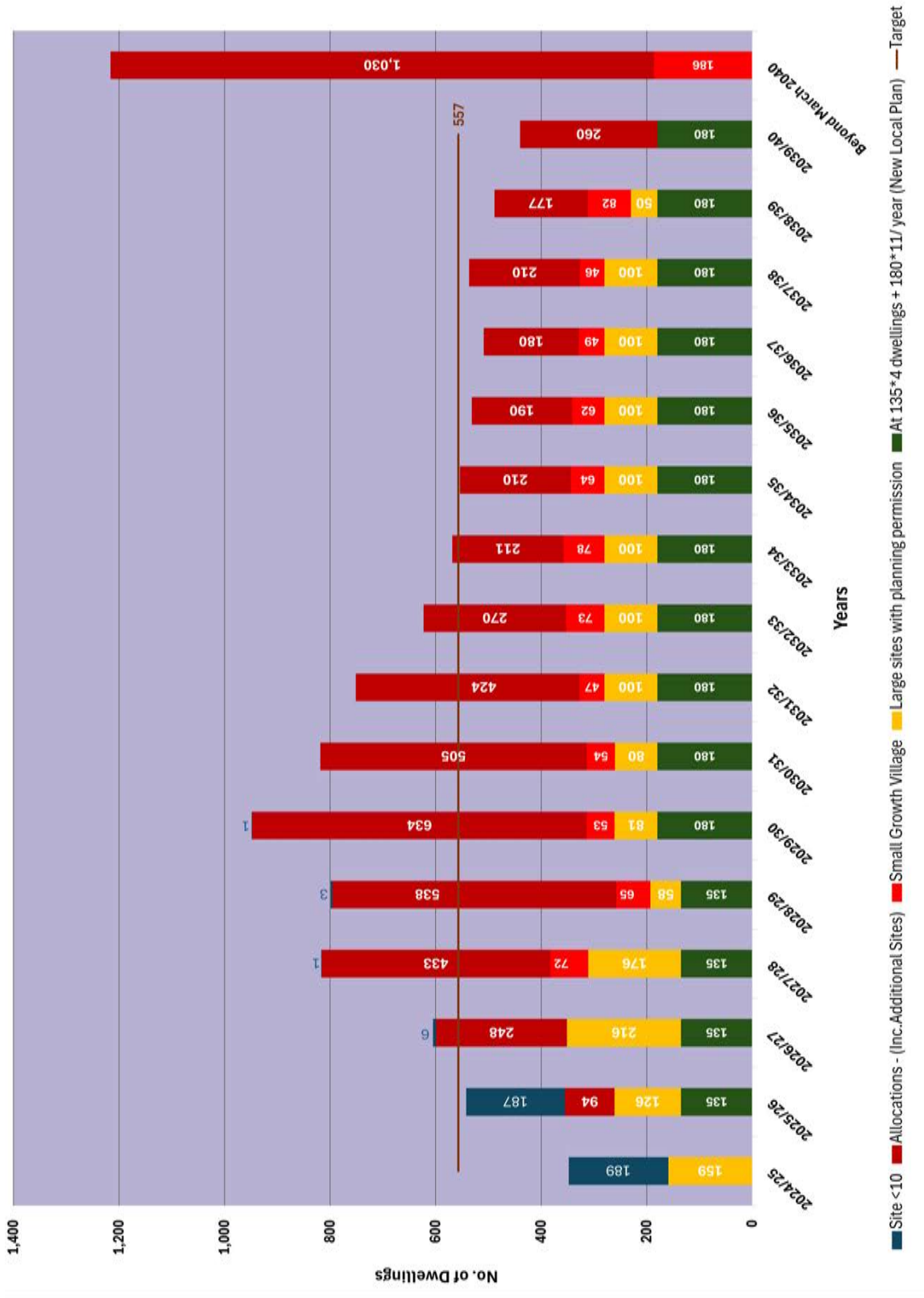
**23.0.8** In establishing when homes are likely to be provided the following approach has been taken:

1. Where planning applications have already been made, but a decision is pending, delivery is expected as set out in the trajectory.
2. Where the site is owned/under option to a house builder and detailed discussions / pre-application process has taken place. Many applications are advanced, and delivery is expected to commence within the first five years following adoption.
3. Housing completions in year one are likely to be limited due to the need for enabling infrastructure (roads, drains, services). Thereafter delivery rates will not exceed typical local industry averages.
4. Sites of 150-200 units are likely to be built by a single volume house builder with a capacity to deliver between 30-50 per year depending on business model.
5. Larger sites, typically in excess of 300 units, will be delivered by two or more house builders.
6. Affordable housing and elderly persons accommodation delivery will increase annual completions at stages throughout the development process in accordance with site specific phasing requirements.
7. Windfall delivery rates will be variable but for accounting purposes are illustrated as coming forwards at a consistent rate throughout the Plan period with no allowance in year one of the trajectory, and a discounted rate applied to avoid the risk of double counting and over estimating delivery from this source.

**23.0.9** The result of this process will be kept under regular review and further details published in Annual Five Year Land Supply Statements. The position for the Plan period 2024-2040, based on 2023 monitoring data, is illustrated overleaf and in the following table.

Housing Trajectory 23

Trajectory of Expected Housing Delivery 2024-40



Local Plan Housing Trajectory 2024-2040

## 23 Housing Trajectory

**23.0.10** The table below provides further information on the expected delivery rates on individual development sites and from the other expected sources of housing growth.

Site Ref	Location	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	Total 2024-40	Beyond March 2040
BLA01/B	Land West of Langham Road, Blakeney					10	10	10										30	0
BLA04/A	Land East of Langham Road, Blakeney		10	20														30	0
BRI01	Land East of Astley School, Briston			10	15													25	0
BRI02/C	Land West of Astley School, Briston			10	60	20												90	0
C10/1	Land at Runton Road / Clifton Park, Cromer				30	40												70	0
C16	Former Golf Practice Ground, Overstrand Road, Cromer				30	50	71											151	0
C22/4	Land West of Pine Tree Farm, Cromer				10	30	50	83	84	80	50	50	80	50				567	0
F01/B	Land North of Rudham Stile Lane, Fakenham												10	30	50	77	160	327	300
F02	Land Adjacent Petrol Filling Station, Fakenham							30										70	0
F03	Land at Junction of A148 and B1146, Fakenham					25	40											65	0
F10	Land South of Barons Close, Fakenham				10	30	15											55	0
H17	Land North of Valley Lane, Holt	13	14															27	0
H20/1	Land at Heath Farm, Holt				30	60	60	60	10									220	0
HV01/C	Land East of Tunstead Road, Hoveton					50	50	50	40									190	0
HV06/A	Land at Stalham Road, Hoveton						50											50	0
LUD01/C	Land South of School Road, Ludham			24	24													48	0
NW01/B	Land at Norwich Road & Nursery Drive, North Walsham			40	40	40	43	73	70	40	41							387	0
NW16	Land at End of Mundesley Road, North Walsham			10	10	50	50	90	50	50	50	20						370	0



Housing Trajectory

23

Site Ref	Location	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	Total 2024-40	Beyond March 2040
NW62/A	Land West of North Walsham, North Walsham					30	60	100	160	100	100	160	100	100	160	100	100	1,270	730
MUN03/A	Land off Cromer Road & Church Lane, Mundesley			15	15	15												45	0
SH04	Land Adjoining Seaview Crescent, Sheringham					10	10	15	10									45	0
SH18/1B	Land South of Butts Lane, Sheringham		10	30	8													48	0
ST04/A	Land at Brumstead Road, Stalham			30	15													45	0
ST19/B	Land Adjacent Ingham Road, Stalham				36	40	40	34										150	0
ST23/2	Land North of Yarmouth Road, East of Broadbeach Gardens, Stalham		61	40	40													141	0
W01/1	Land South of Ashburton Close, Wells-next-the-sea			5	10	8												23	0
WNS3	Land at Two Furlong Hill, Wells-next-the-Sea				10	20	15											45	
Allocations			94	248	433	538	634	505	424	270	211	210	190	180	210	177	260	4,584	1,030
Deliverable Planning Permissions		348	313	222	177	61	82	80	100	100	100	100	100	100	100	50		2,033	0
Future Expected Windfall			135	135	135	135	180	180	180	180	180	180	180	180	180	180	180	2,520	0
Small Growth Villages Indicative Growth @ 80%					72	65	53	54	47	73	78	64	62	49	46	82		743	0
Totals		348	542	605	817	799	949	819	751	623	569	554	532	509	536	489	440	9,880	1,030

Table 10 Site Allocation Phasing

# 23 Housing Trajectory

## Monitoring Framework 24

## 24 Monitoring Framework

- 24.0.1** To enable the Council to assess whether the Local Plan is performing effectively, and it's objectives are being met, an Annual Monitoring Report (AMR) will be produced based on a set of key indicative indicators aligned to the Plans Aims and Objectives. The Monitoring Report will be as comprehensive as possible, providing factual evidence and will also show population change, changes in legislation, and other factors that impact on the delivery of the Plan.
- 24.0.2** The key indicators are not exhaustive and the AMR will also be used to monitor trend data over time and will be used as a trigger to either initiate a review of the Local Plan or introduce additional guidance on how to implement a policy, if required. Where appropriate the AMR will also include reference to national indicators required by central government and provide details in relation to the period of the report in relation to the Duty to Cooperate, such as joint working, commitments, consultations and updates to the Norfolk Strategic Framework. It will also monitor Neighbourhood Plans that have been adopted.
- 24.0.3** The key indicators below will be added to and or expanded as required. As the Government introduces new changes to the Planning system, the Council will also adapt its monitoring framework to see how these changes affect its policies.
- 24.0.4** Along with the key indicators, the Sustainability Appraisal Report (SA) also includes a set of monitoring requirements. The 16 objectives of the SA will also be monitored and reported in the AMR. The monitoring of these indicators will help to measure how well the Plan contributes to sustainable development and inform future reviews of plans and policies as well as enabling the Council to consider whether any remedial action needs to be taken to deal with any unanticipated problems. The SA indicators as reported in the SA Report are reproduced for completeness below.

Strategic Objective	Key Policies	Key Indicators	Commentary / Target
1.Delivering Climate Resilient Sustainable Development	CC1 – CC13 SS1 HOU1 HOU2 HOU7	<ul style="list-style-type: none"> <li>Number and percentage dwellings permitted/completed in Growth Towns</li> <li>Number / percentage on allocations</li> </ul>	1. Top two tiers of Hierarchy; 2. Update on allocations and %age of development.
		<ul style="list-style-type: none"> <li>Percentage of development providing at least 10% biodiversity net gain</li> </ul>	100%
		<ul style="list-style-type: none"> <li>Amount of renewable energy capacity and low carbon energy permitted / installed</li> </ul>	Maximise.
		<ul style="list-style-type: none"> <li>Number of dwelling / percentage of applications achieving a reduction below the target emission rate (CO2) as required by policy / legislation over plan period.</li> <li>Number / percentage achieving net zero ready (CO2)</li> </ul>	Reduction year on Year.  (Implement targets in accordance to national requirements).  Maximise.
		<ul style="list-style-type: none"> <li>Number of / percentage of non-residential dwellings achieving BREEAM very good and above</li> </ul>	100%
		<ul style="list-style-type: none"> <li>Number and percentage of new dwellings including conversions, that meet or exceed higher water efficiency standards</li> </ul>	100% Compliance  <110Lts/ day/ person and BREEAM requirements.

## 24 Monitoring Framework

Strategic Objective	Key Policies	Key Indicators	Commentary / Target
		<ul style="list-style-type: none"> <li>Percentage residential development incorporating electric vehicle charging infrastructure.</li> <li>Number of EV charging points provided (non-residential)</li> </ul>	100% residential 50% communal 30%, Hotels 20% non-residential.
		<ul style="list-style-type: none"> <li>Number of applications approved / refused in the Coastal Change Management Area, CCMA.</li> </ul>	Number and rational of approvals.
		<ul style="list-style-type: none"> <li>Number of permissions for relocation and replacement across Use classes as a result of Coastal Change Adaptation.</li> </ul>	Positive action to support communities due to coast change.
		<ul style="list-style-type: none"> <li>Percentage of dwellings permitted in each flood risk zone</li> </ul>	Target 100% FZ1.
		<ul style="list-style-type: none"> <li>Number of applications approved contrary to EA advice on Flood Risk.</li> </ul>	Target Zero.
		<ul style="list-style-type: none"> <li>Amount of brownfield land available for development.</li> <li>Number and percentage of dwellings completed on Previously Developed Land.</li> </ul>	a. Updates from Brownfield Register.(Published annually December). b. Maximise.
2. Protecting Character	ENV1 ENV4 ENV5 ENV7 ENV8 CC10	<ul style="list-style-type: none"> <li>Percentage of conservation areas with current Conservation Area Appraisals and Management Plans.</li> </ul>	In line with programme.
		<ul style="list-style-type: none"> <li>Number of dwellings/conversions permitted or completed in the Norfolk Coast National Landscape.</li> </ul>	Amount/ number of major development permitted ( $\geq 10$ units).
		<ul style="list-style-type: none"> <li>Percentage of proposals in conformity with adopted Design Guide SPD.</li> </ul>	100% of those required to comply.
		<ul style="list-style-type: none"> <li>Contributions collected towards the scheme of recreational avoidance and mitigation measures in accordance with the GIRAMS (£)</li> </ul>	Contributions (£). (Provision of rational where these have not been collected.)
		<ul style="list-style-type: none"> <li>Amount of additional provision of onsite Enhanced Green Infrastructure (EGI) Ha / contributions towards off-site strategic green infrastructure (£)</li> </ul>	Amount of ha./ Contributions. (As specified in planning decision conditions/ s106/ any other associated requirements).
		<ul style="list-style-type: none"> <li>Number of planning applications within Local Nature Recovery Strategies.</li> </ul>	Once defined (NCC).

## Monitoring Framework 24

Strategic Objective	Key Policies	Key Indicators	Commentary / Target
3. Meeting Accommodation Needs	HOU1 HOU2 HOU3 HOU5 HOU8 HOU9 SS1 DS1	<ul style="list-style-type: none"> <li>Number / percentage net additional dwellings delivered against housing target.</li> <li>Number / percentage of dwellings delivered in each settlement / tier of hierarchy.</li> <li>Allocations permitted / delivered</li> <li>Number / percentage dwellings permitted / completed in Countryside policy area.</li> <li>Updated housing trajectory</li> </ul>	Delivering the quantity of homes necessary for required needs includes table 3 update.
		<ul style="list-style-type: none"> <li>Growth levels in Small Growth Villages and remaining indicative allowances (Table 3 'Small Growth Villages - Indicative Growth Figures')</li> </ul>	Update of Table 3 'Small Growth Villages - Indicative Growth Figures' permissions and completions and remaining village indicative allowances.
		<ul style="list-style-type: none"> <li>Number / percentage windfall development</li> </ul>	≥135/ year.
		<ul style="list-style-type: none"> <li>Number / percentage affordable dwellings permitted / completed</li> </ul>	Target 2,000.
		<ul style="list-style-type: none"> <li>Number and location of exception housing schemes / dwellings permitted / completed</li> </ul>	As permitted.
		<ul style="list-style-type: none"> <li>Number and percentage 2 &amp; 3 bedroom dwellings.</li> </ul>	As required in Policy HOU2.
		<ul style="list-style-type: none"> <li>Amount of provision for Gypsy and Travellers (Plots) transit/ permanent</li> </ul>	As permitted.
		<ul style="list-style-type: none"> <li>Percentage of dwellings meeting M4(2) &amp; M4(3) standard.</li> </ul>	As required by Policy HOU8:  M4(2) - 100% & M4(3) 5% on sites 20 units or over
		<ul style="list-style-type: none"> <li>Percentage dwellings complying / exceeding minimum National Described Space Standards.</li> </ul>	As required in Policy HOU9.
4 Enabling Economic Growth	E1 E2 E3 E4	<ul style="list-style-type: none"> <li>New employment permitted by Use Class (sqm) in relation to Employment Areas, Enterprise Zones, Former Airbases and non-designated employment areas.</li> </ul>	40 ha (on designated areas).
		<ul style="list-style-type: none"> <li>Employee jobs by industry.</li> </ul>	Third party statistics – ONS.
		<ul style="list-style-type: none"> <li>Retail Vacancy rates and floor space available in Large / Medium town centres.</li> </ul>	Number and percentage of vacant retail units in town centres.
		<ul style="list-style-type: none"> <li>Amount of residential development permitted in town centres, including full permissions and permitted development rights.</li> </ul>	Number permitted.
		<ul style="list-style-type: none"> <li>Amount of Retail, Office and Leisure developed permitted / lost in Large / Medium Town Centres. Floor spaces sqm. and units.</li> </ul>	Number of units and amount of floor space sqm.

## 24 Monitoring Framework

Strategic Objective	Key Policies	Key Indicators	Commentary / Target
		<ul style="list-style-type: none"> <li>Value of tourism and the number of tourism supported jobs.</li> </ul>	Economic Impact of Tourism Rpt – annual NNDC
5. Delivering Healthy Communities	CC1 CC11 CC13 HC2 HC3 SS1 SS3	<ul style="list-style-type: none"> <li>Amount of green space provided (Open space including Amenity Space) per parish</li> <li>Open space supply by parish, (Table 13 Open Space study 2020)</li> </ul>	Amount of open space gained / lost per parish sqm - Open space study table 13, Parish quantities update.
		<ul style="list-style-type: none"> <li>Number of proposals and completions on designated Health &amp; Social Care Campuses</li> </ul>	Number of units/ type of development/ replacement facility.
		<ul style="list-style-type: none"> <li>Details of Made and in progress Neighbourhood Plans</li> <li>Details housing allocations, permissions and completions in Made Neighbourhood Plans.</li> </ul>	Number of Made Plans and monitoring commitments.
		<ul style="list-style-type: none"> <li>Annual average concentration of Nitrogen Dioxide, in North Norfolk</li> </ul>	Target air quality objective of 40µg/m <sup>3</sup> .  Source  North Norfolk District Council, 2020 Air Quality Annual Status Report.

Table 11 Key Indicators for Monitoring of Local Plan Aims & Objectives

### SA Objectives

Sustainability Appraisal Objective/s	Monitoring Indicators
SA1: To promote the efficient use of land, minimise the loss of undeveloped land, optimise the use of previously developed land (PDL), buildings and existing infrastructure and protect the most valuable agricultural land.	Number and percentage of dwellings completed on Previously Developed Land.
	Number of permissions for the relocation and replacement of development affected by coastal erosion.
	Area of Grade 1, 2, 3a or 3b agricultural land lost to development.
SA2: To minimise waste generation and avoid the sterilisation of mineral resources.	Percentage of household waste that is recycled / re-used / composted.
SA3: To limit water consumption to the capacity of natural processes and storage systems and to maintain and enhance water quality and quantity.	Percentage of new dwellings, including building conversions, that meet or exceed the Government's Building Regulations requirement of 110 litres water use per person per day.
SA4: To continue to reduce contributions to climate change and mitigate and adapt against it and its effects.	Per Capita CO2 Levels.
	Ha of new development permitted in areas at risk of flooding.
SA5: To minimise pollution and to remediate contaminated land.	Number of Air Quality Management Areas (AQMAs).



## Monitoring Framework 24

Sustainability Appraisal Objective/s	Monitoring Indicators
	Number of contaminated sites remediated through the planning process.
SA6: To protect and enhance the areas' biodiversity and geodiversity assets (protected and unprotected species and designated and non-designated sites).	Percentage of SSSI in favourable, unfavourable and recovering condition.
	Contributions to the strategic mitigation package contained in GIRAMS.
	Percentage of the District's County Wildlife Sites (CWSs) in positive conservation management.
SA7: To increase the provision of green infrastructure.	GI permitted / provided (ha).
SA8: To protect, manage and where possible enhance the special qualities of the areas' landscapes, townscapes and seascapes (designated and non-designated) and their settings, maintaining and strengthening local distinctiveness and sense of place.	Percentage of conservation areas with current Conservation Area Appraisals and Management Plans.
SA9: To protect, manage and where possible enhance the historic environment and their settings including addressing heritage at risk.	Number of heritage assets 'at Risk'.
SA10: To maintain and improve the quality of where people live and the quality of life of the population by promoting healthy lifestyles and access to services, facilities and opportunities that promote engagement and a healthy lifestyle (including open space), including reducing deprivation and inequality.	Health indicators e.g. rate of diabetes diagnoses (17+) and rate of dementia diagnoses (65+). Obesity rates.
	Amount of new open space provided / loss of Open Space (sqm).
SA11: To reduce crime and the fear of crime.	Recorded crimes per 1,000 population.
SA12: To ensure that everyone has the opportunity of a good quality, suitable and affordable home to meet their needs.	Amount and type of new housing, including affordable, care/sheltered housing and number of care/nursing home beds.
	Number and locations of exception site permissions and housing completions.
	Number of and percentage of dwellings that meet or exceed the Government's Technical Standards- Nationally described Space Standards.
SA13: To encourage sustainable economic development and education/skills training covering a range of sectors and skill levels to improve employment opportunities for residents.	Employee jobs by industry
	New employment permitted by use class (sqm).
SA14: To encourage investment.	Value of tourism and the number of tourism supported jobs.
SA15: To maintain and enhance town centres.	Vacancy rates within town centres and floor space for Retail and Main town centre uses. E(a) Display or retail sale of goods, other than hot food; E(b) Sale of food and drink for consumption (mostly) on the premises; and E(c) Provision of:  E(c)(i) Financial services,

## 24 Monitoring Framework

Sustainability Appraisal Objective/s	Monitoring Indicators
	E(c)(ii) Professional services (other than health or medical services), or
	E(c)(iii) Other appropriate services in a commercial, business or service locality.
	Number/ floorspace of retail units lost (including through Permitted Development).
	Number / floor space new retail provision per town centre, edge of centre, out of centre location
SA16: To reduce the need to travel and to promote the use of sustainable transport.	Number of permissions / units granted in each of the tiers of the settlement hierarchy and percentage of overall growth.

Table 12 Key Indicators for Monitoring of Sustainability Appraisal Objectives

## Appendix 1: Flood Risk &amp; Surface Water Drainage

## Appendix 1: Flood Risk &amp; Surface Water Drainage

**Table 13 'Flood Risk & Surface Water Drainage - Application Requirements'** details the level of information required, and at what stage, for planning applications. This table should be read in conjunction with **Policy CC 7 'Flood Risk & Surface Water Drainage'**.

Application Type/Stage					Required Documentation & Detail	Relevant Section of LLFA Guidance
Pre-Application	Outline / Master Plan	Full	Reserved Matters	Discharge of Conditions		
✓	✓	✓			<ul style="list-style-type: none"> <li>Flood Risk Assessment/Statement Checklist</li> </ul>	
✓	✓	✓			<ul style="list-style-type: none"> <li>Drainage Strategy/Statement Checklist</li> <li>Preliminary Sketch Layout Plan</li> </ul>	
	✓				<ul style="list-style-type: none"> <li>Flood Risk Assessment/Statement including: <ul style="list-style-type: none"> <li>plans and drawings;</li> <li>detailed pre-development (and ideally post-development) hydrology / hydraulic flood modelling, if appropriate;</li> <li>indication of mitigation (including compensatory storage or managed surface water flow path creation) and freeboard allowance;</li> </ul> </li> <li>where appropriate, required maintenance easements to watercourses and structures.</li> </ul>	11
	✓	✓			<ul style="list-style-type: none"> <li>Drainage Strategy/Statement evidencing: <ul style="list-style-type: none"> <li>Plan A (workable solution for managing surface water);</li> <li>Plan B (evidence of agreement in principle of an alternative surface water drainage discharge location proposal will be required.</li> </ul> </li> <li>where appropriate, an outline drainage layout plan.</li> </ul>	12
	✓				<ul style="list-style-type: none"> <li>Preliminary layout drawings of development.</li> </ul>	
	✓				<ul style="list-style-type: none"> <li>Preliminary "Outline" hydraulic calculations (including infiltration rates, existing and proposed runoff rates / volumes attenuation required including climate change and urban creep).</li> </ul>	15/16
	✓				<ul style="list-style-type: none"> <li>Ground investigation report (for infiltration) and infiltration testing if only relying on infiltration.</li> </ul>	13/14

# Appendix 1: Flood Risk & Surface Water Drainage

Application Type/Stage					Required Documentation & Detail	Relevant Section of LLFA Guidance
Pre-Application	Outline / Master Plan	Full	Reserved Matters	Discharge of Conditions		
	✓				<ul style="list-style-type: none"> <li>Preliminary landscape proposals (showing SuDS component locations and required maintenance easements).</li> </ul>	
	✓				<ul style="list-style-type: none"> <li>Preliminary indication of how each of the 4 pillars of SuDS will be met.</li> </ul>	
	✓	✓			<ul style="list-style-type: none"> <li>Evidence of agreement in principle of a third party for SuDS discharge to their system (e.g. Anglian Water, Highways Authority or third-party owner).</li> <li>Identification of the maintenance responsibility of any ordinary watercourse (including structures) within or adjacent to the development.</li> </ul>	12
	✓	✓			<ul style="list-style-type: none"> <li>Infrastructure &amp; Construction Phasing Plan (inc. temporary works)</li> </ul>	10.8
		✓	✓	✓	<ul style="list-style-type: none"> <li>Flood Risk Assessment/Statement including:               <ul style="list-style-type: none"> <li>plans and drawings;</li> <li>detailed post-development flood modelling, if appropriate;</li> <li>detailed mitigation (including compensatory storage or managed surface water flow path creation) and freeboard allowances.</li> </ul> </li> <li>Where appropriate, emergency plans indicating safe access and egress and maintenance easements to watercourses.</li> </ul>	11
		✓	✓	✓	<ul style="list-style-type: none"> <li>Detailed development layouts showing SuDS locations.</li> </ul>	
		✓		✓	<ul style="list-style-type: none"> <li>Detailed drainage design hydrology/hydraulic calculations and drawings showing all locations, dimensions and freeboard of every element of the proposed mitigation &amp; drainage system e.g. swales, storage areas, ponds, permeable paving, filter strips (including sewer details if proposed (pipe numbers, gradients, sizes, locations, manhole details etc.))</li> </ul>	12, 13, 14, 15, 16, 21
		✓		✓	<ul style="list-style-type: none"> <li>Full hydraulic &amp; ground investigations (Geo-technical factual and interpretive reports, including infiltration results).</li> </ul>	13/14
		✓		✓	<ul style="list-style-type: none"> <li>SuDS Water Quality Assessment.</li> </ul>	17

# Appendix 1: Flood Risk & Surface Water Drainage

Application Type/Stage					Required Documentation & Detail	Relevant Section of LLFA Guidance
Pre-Application	Outline / Master Plan	Full	Reserved Matters	Discharge of Conditions		
		✓		✓	<ul style="list-style-type: none"><li>Detailed landscaping details linking to SuDS amenity and biodiversity elements.</li></ul>	18/19
		✓		✓	<ul style="list-style-type: none"><li>Detailed maintenance program and on-going maintenance responsibilities.</li></ul>	20
		✓		✓	<ul style="list-style-type: none"><li>Exceedance flow plan.</li></ul>	21

Table 13 Flood Risk & Surface Water Drainage - Application Requirements

# Appendix 1: Flood Risk & Surface Water Drainage



## Appendix 2: Open Space

## Appendix 2: Open Space

To be read in conjunction with **Policy HC 2 'Provision & Retention of Open Spaces'**

Open Space Type	Quantity Standards (per 1,000 population)	Area Required (over Plan period to 2036)	Accessibility Standard	Quality Standard
<b>Play Space (Children)</b>	0.1ha per 1,000 population	1.66ha	All residents within the District should have access to a childrens play space within 800m of home. Reference should also be made to Figure 9 of the North Norfolk Open Space Assessment 2019.	<p>It is expected that the design of play would take a landscape design approach (designed to fit its surroundings and enhance the local environment), incorporating play into the overall landscape masterplan for new development, and could include natural play e.g. grassy mounds, planting, logs, and boulders can all help to make a more attractive and playable setting for equipment, and planting can also help attract birds and other wildlife to literally bring the play space alive. In densely populated urban areas with little or no natural or green space, this more natural approach can help 'soften' an urban landscape.</p> <p>The challenge for play providers is to create play spaces which will attract children, capture their imagination and give them scope to play in new, more exciting, and more creative ways</p> <p>e.g. moving away from fencing play areas (where it is safe to do so), so that the equipment is integrated with its setting, making it feel more inviting to explore and so people are free to use the space without feeling restricted.</p> <p>Play England are keen to see a range of play spaces in all urban environments:</p> <ol style="list-style-type: none"> <li>Door-step spaces close to home</li> <li>Local play spaces – larger areas within easy walking distance</li> <li>Neighbourhood spaces for play – larger spaces within walking distance</li> <li>Destination/family sites – accessible by bicycle, public transport and with car parking.</li> </ol> <p>Regard should be given to the guidance set out within the following:</p> <ul style="list-style-type: none"> <li>Play England's 'Design for Play'</li> <li>Play England's 'Quality Assessment Tool', and;</li> <li>KIDS 'Inclusive Design for Play'</li> <li>Inclusive Play 'Plan inclusive Play Areas'</li> </ul>
<b>Play Space (Youth)</b>	0.06ha per 1,000 population	1ha	All residents within the District should have access to a youth play space within 1.2km of home. Reference should also be made to Figure 10 of the North Norfolk Open Space Assessment 2019.	
<b>Parks &amp; Recreation</b>	1.1ha per 1,000 population	18.26ha	All residents within the District should have access to a park or recreation area within 1km of home. Reference should	National guidance relevant to this typology is provided in the 'Green Flag' quality standard for parks which sets out benchmark criteria for quality open spaces. For outdoor sports space, Sport England have produced a wealth of useful documents outlining the quality standards for facilities such as playing pitches, changing

## Appendix 2: Open Space

Open Space Type	Quantity Standards (per 1,000 population)	Area Required (over Plan period to 2036)	Accessibility Standard	Quality Standard
			also be made to Figure 8 of the North Norfolk Open Space Assessment 2019.	rooms, MUGAs and tennis courts plus associated ancillary facilities. The Rugby Football Union have provided guidance on the quality and standard of provision of facilities for rugby, and the England and Wales Cricket Board have provided guidance for cricket facilities. It is recommended that the guidance provided in these documents is adopted by the Councils, and that all new and improved provision seeks to meet these guidelines.
<b>Natural Green Space</b>	1.5ha per 1,000 population	24.91ha	All residents within the District should have access to a natural green space within 1.6km of home. Reference should also be made to Figure 11-17 of the North Norfolk Open Space Assessment 2019.	<p>The shape and size of space provided should allow for meaningful and safe recreation. Provision might be expected to include (as appropriate) elements of woodland, wetland, heathland and meadow, and could also be made for informal public access through recreation corridors.</p> <p>For larger areas, where car-borne visits might be anticipated, some parking provision will be required. The larger the area the more valuable sites will tend to be in terms of their potential for enhancing local conservation interest and biodiversity. Wherever possible these sites should be linked to help improve their wildlife value and Green Infrastructure functionality as part of a network.</p> <p>Natural Green Space should offer a more natural ambience, and encourage ecological and habitat diversity. In areas where it may be impossible or inappropriate to provide additional natural green space consistent with the standard, other approaches should be pursued which could include (for example):</p> <ul style="list-style-type: none"> <li>• Changing the management of marginal space on playing fields and parks to enhance biodiversity.</li> <li>• Encouraging living green roofs as part of new development/ redevelopment.</li> <li>• Encouraging the creation of native or appropriate mixed species hedgerows.</li> <li>• Additional use of long grass management regimes.</li> <li>• Improvements to watercourses and water bodies.</li> <li>• Innovative use of new drainage schemes / Sustainable Drainage Systems (SuDS).</li> <li>• Use of native or appropriate trees and plants with biodiversity value in high quality soft landscaping of new developments.</li> </ul> <p>The above should in any event be principles to be pursued and encouraged at all times.</p> <p>Protecting, creating, enhancing and retrofitting natural and semi-natural features in our urban environments is a cost-effective and win-win approach to delivering positive outcomes for people and wildlife.</p>

## Appendix 2: Open Space

Open Space Type	Quantity Standards (per 1,000 population)	Area Required (over Plan period to 2036)	Accessibility Standard	Quality Standard
<b>Amenity Green Space</b>	1ha per 1,000 population	16.6ha	All residents within the District should have access to an amenity green space within 800m of home. Reference should also be made to Figure 7 of the North Norfolk Open Space Assessment 2019.	<p>The value of 'amenity green space' must be recognised especially within housing areas, where it can provide important local opportunities for play, exercise and visual amenity that are almost immediately accessible.</p> <p>It is therefore recommended that in addition to avoiding the proliferation of small amenity spaces, that all amenity green space should be subject to landscape design, ensuring the following quality principles:</p> <ul style="list-style-type: none"> <li>• Capable of supporting informal recreation such as a kickabout, space for dog walking or space to sit and relax;</li> <li>• Include high quality planting of native or appropriate trees and/or shrubs to create landscape structure and biodiversity value;</li> <li>• Include paths along main desire lines (lit where appropriate);</li> <li>• Be designed to ensure easy maintenance.</li> </ul>
<b>Allotments</b>	0.6ha per 1,000 population	9.96ha	All residents within the District should have access to an allotment garden within 1.2km of home. Reference should also be made to Figure 6 of the North Norfolk Open Space Assessment 2019.	<p>The following recommendations are made to ensure the quality of allotments:</p> <ul style="list-style-type: none"> <li>• Well-drained soil which is capable of cultivation to a reasonable standard.</li> <li>• A sunny, open aspect preferably on a southern facing slope.</li> <li>• Limited overhang from trees and buildings either bounding or within the site.</li> <li>• Adequate lockable storage facilities, and a good water supply within easy walking distance of individual plots.</li> <li>• Provision for composting facilities.</li> <li>• Secure boundary fencing.</li> <li>• Good access within the site both for pedestrians and vehicles.</li> <li>• Good vehicular access into the site and adequate parking and manoeuvring space.</li> <li>• Disabled access.</li> <li>• Toilets.</li> <li>• Notice boards.</li> </ul> <p>Allotment sites should be of adequate quality and support the needs of the local community. Allotment sites which under-perform in terms of their value to the local community should be improved.</p>

Table 14 Open Space - Application Requirements

# Appendix 2: Open Space

## Appendix 3: Technical Space Standards

### Appendix 3: Technical Space Standards

The following are the current standards which would need to be achieved in order to comply with **Policy HOU 9 'Minimum Space Standards'**. Proposals should include in their supporting statement/Design & Access statement all relevant information that allows the Council to assess compliance with the standard, this includes, referenced against each dwelling, the plot number, the house type reference, type of dwelling (Detached, Semi-detached, Bungalow, Terraced, etc.), the number of bedrooms, the total floor area, number of stories, the number of bed spaces, and all dimensions of room sizes, including for each bedroom floor areas & narrowest width & headroom. In addition, storage space shall also be stated for each type.

#### Technical Requirements

- a. the dwelling provides at least the gross internal floor area and built-in storage area (set out in Table 15 'Minimum Gross Internal Floor Area & Storage');
- b. a dwelling with two or more bedspaces has at least one double (or twin) bedroom;
- c. in order to provide one bedspace, a single bedroom has a floor area of at least 7.5m<sup>2</sup> and is at least 2.15m wide;
- d. in order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5m<sup>2</sup>;
- e. one double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide;
- f. any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1m<sup>2</sup> within the Gross Internal Area);
- g. any other area that is used solely for storage and has a headroom of 900-1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all;
- h. a built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72m<sup>2</sup> in a double bedroom and 0.36m<sup>2</sup> in a single bedroom counts towards the built-in storage requirement;
- i. the minimum floor to ceiling height is 2.3m for at least 75% of the Gross Internal Area.

#### Minimum Gross Internal Floor Area & Storage

Number of Bedrooms	Number of Bed Spaces (persons)	1-Storey Dwellings (msq)	2-Storey Dwellings (msq)	3-Storey Dwellings (msq)	Built-in Storage (msq)
1	1p	39 (37) <sup>(1)</sup>			1.0
	2p	50	58		1.5
2	3p	61	70		2.0
	4p	70	79		
3	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4	5p	90	97	103	3.0
	p	99	106	112	

# Appendix 3: Technical Space Standards

Number of Bedrooms	Number of Bed Spaces (persons)	1-Storey Dwellings (msq)	2-Storey Dwellings (msq)	3-Storey Dwellings (msq)	Built-in Storage (msq)
5	7p	108	115	121	
	8p	117	124	130	
	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6	7p	116	123	129	4.0
	8p	125	132	138	

Table 15 Minimum Gross Internal Floor Area & Storage

1. Notes (added 19 May 2016): 1. Built-in storage areas are included within the overall GIAs and include an allowance of 0.5m2 for fixed services or equipment such as a hot water cylinder, boiler or heat exchanger. 2. GIAs for one storey dwellings include enough space for one bathroom and one additional WC (or shower room) in dwellings with 5 or more bedspaces. GIAs for two and three storey dwellings include enough space for one bathroom and one additional WC (or shower room). Additional sanitary facilities may be included without increasing the GIA provided that all aspects of the space standard have been met. 3. Where a 1b1p has a shower room instead of a bathroom, the floor area may be reduced from 39m2 to 37m2, as shown bracketed. 4. Furnished layouts are not required to demonstrate Compliance. Source - Nationally Described Space Standard, 2015.



## Appendix 4: Coastal Change Management Area

## Appendix 4: Coastal Change Management Area

These indicative maps are to be read in conjunction with **Policy CC 5 'Coastal Change Management'**. A more detailed map view can be seen by viewing the Policies Map.



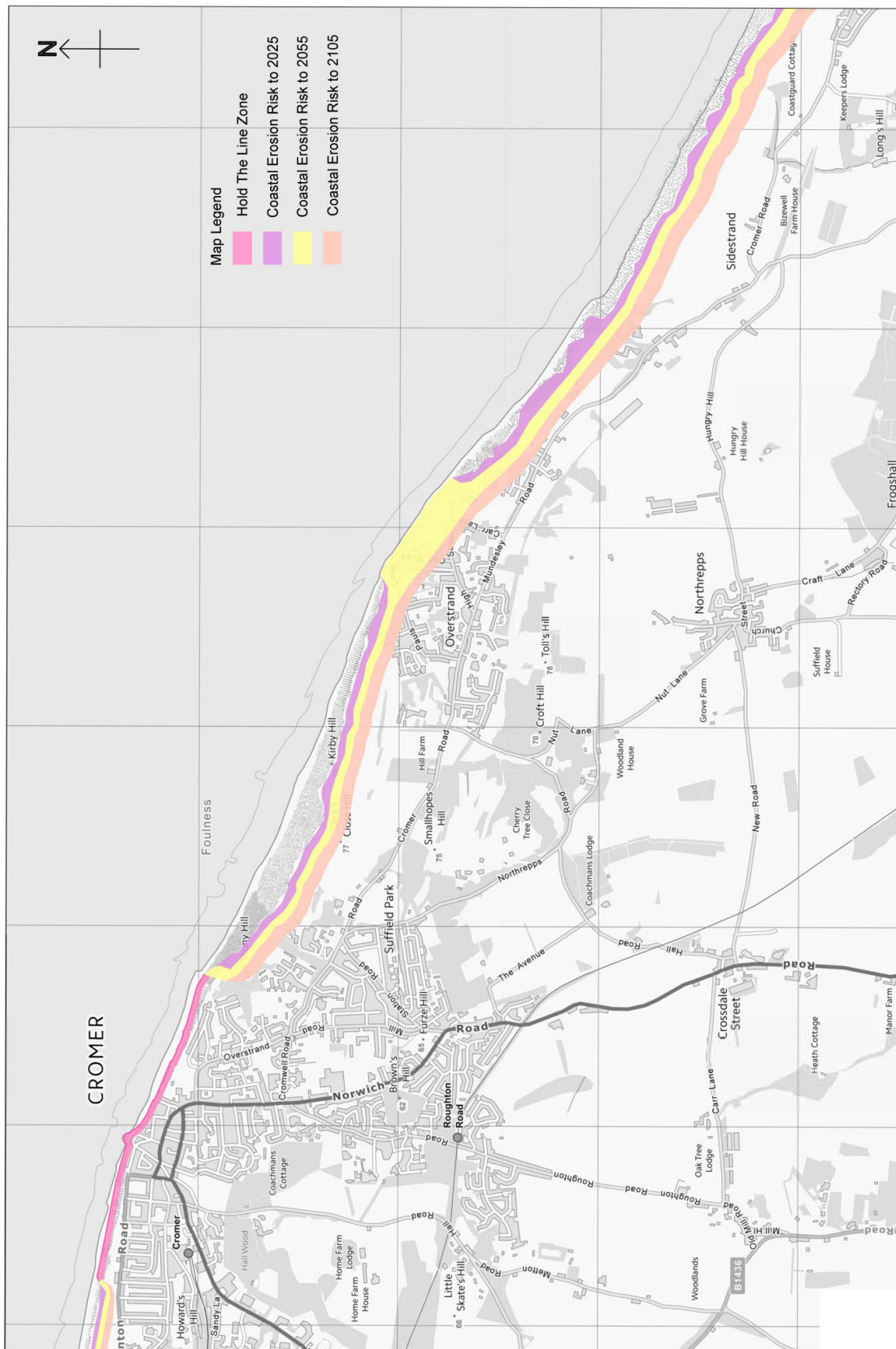
### Map 1 - Coastal Change Management Area + 30m Hold The Line Area

# Appendix 4: Coastal Change Management Area



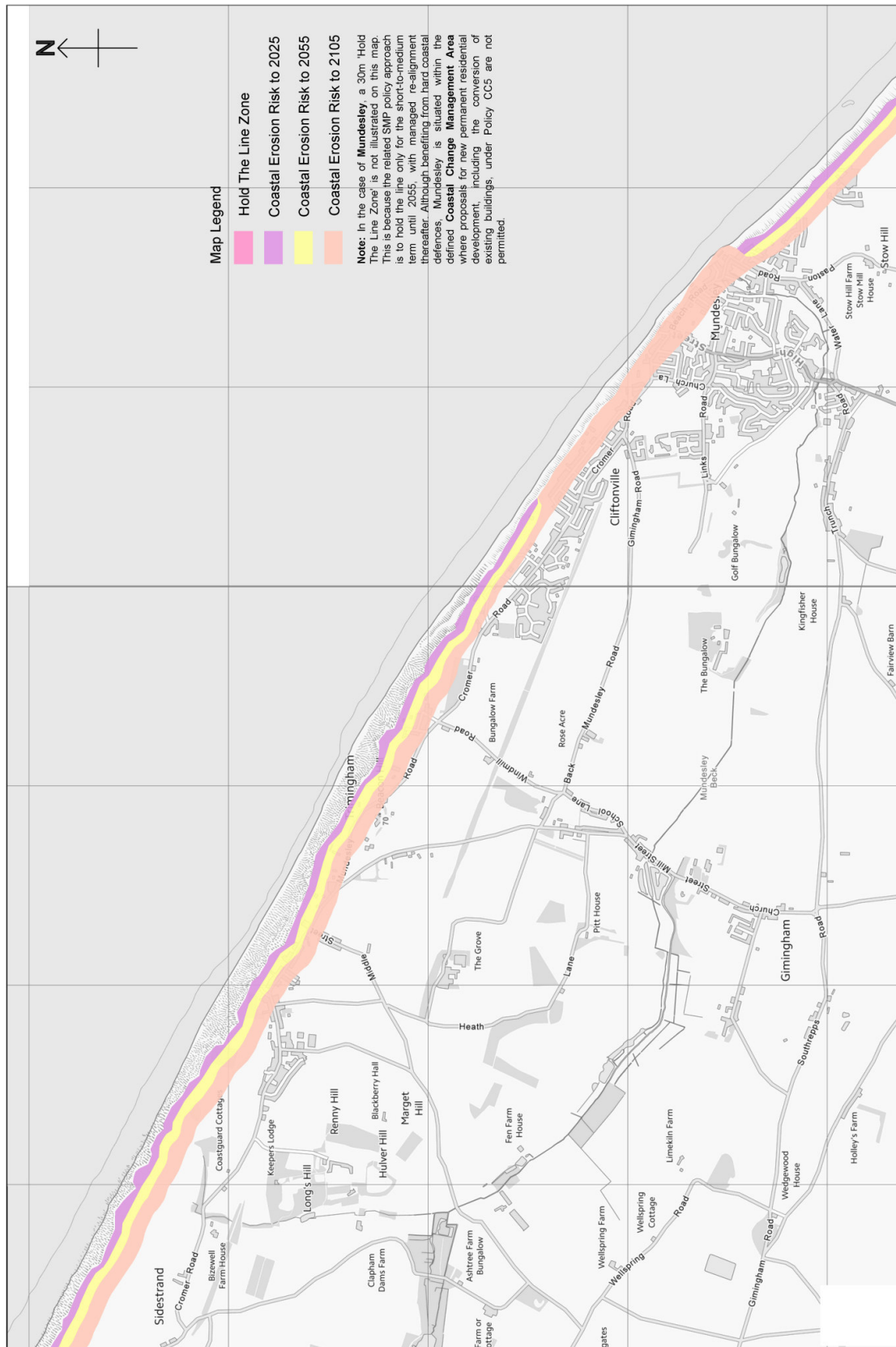
Map 2 - Coastal Change Management Area + 30m Hold The Line Area

## Appendix 4: Coastal Change Management Area



### Map 3 - Coastal Change Management Area + 30m Hold The Line Area

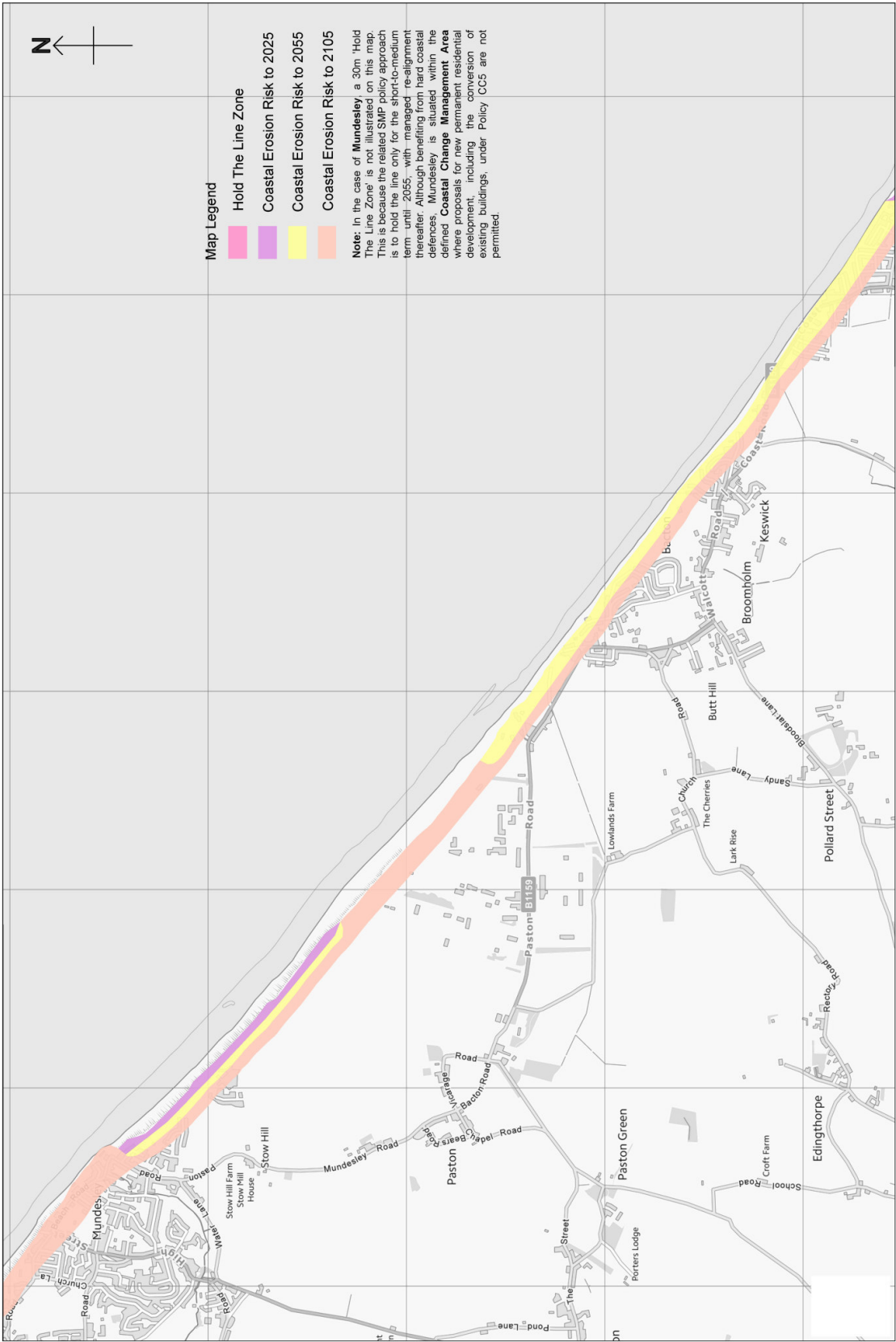
# Appendix 4: Coastal Change Management Area



Map 4 - Coastal Change Management Area + Hold The Line Area



# Appendix 4: Coastal Change Management Area



# Appendix 4: Coastal Change Management Area



**Map 6 - Coastal Change Management Area + 30m Hold The Line Area**



## Appendix 5: Strategic Policy Identification

## Appendix 5: Strategic Policy Identification

In line with the requirements of the NPPF, paragraph 20, and the guidance set out in the PPG, the following table provides a comprehensive list of the policies of the Local Plan, indicating which are strategic, hybrid, and non-strategic. The table identifies the connections between the policies, the Plan's strategic aims and the considerations set out in both the Framework and PPG. The NPPF sets out that neighbourhood plans should support the delivery of strategic policies contained in Local Plans. The updated table is based on the review carried out in Background Paper 12 Strategic Policies Identification February 2023 [examination reference C12]. This was further updated to incorporate the Inspector's Main Modifications at the examination stage.

Policy	Subject	Strategic Aim(s)	Framework Guidance	PPG Guidance	Identity (Strategic / Hybrid / Non-Strategic)
<b>Delivering Climate Resilient Sustainable Growth</b>					
CC 1	Delivering Climate Resilient Sustainable Growth	All (Delivering climate resilient sustainable development (SD), Protecting Character (PC), Meeting Accommodation Needs (AN), Enabling Economic Growth (EG), Delivering Healthy Communities (HC))	All (A, a, b, c, d)	1 - 5	Strategic
CC 2	Renewable & Low Carbon Energy	SD, PC, EG, HC	All	1 - 3, 5	Strategic
CC 3	Sustainable Construction, Energy Efficiency & Carbon Reduction	SD, AN, EG, HC	All	1 - 3, 5	Strategic
CC 4	Water Efficiency	SD, PC, AN, HC	All	1 - 3, 5	Strategic
CC 5	Coastal Change Management	All	All	1, 3 - 5	Strategic
CC 6	Coastal Change Adaptation	All	All	1 - 3, 5	Strategic
CC 7	Flood Risk & Surface Water Drainage	All	All	1 - 3, 5	Strategic
CC 8	Electric Vehicle Charging	SD, AN, HC	b, d	2	Hybrid  (Forms part of an overarching objective,

## Appendix 5: Strategic Policy Identification

Policy	Subject	Strategic Aim(s)	Framework Guidance	PPG Guidance	Identity (Strategic / Hybrid / Non-Strategic)
					the requirements of which should be met as a minimum. Potential to add local distinctiveness and additional requirements, such as design layout, subject to appropriate evidence and general conformity to strategic elements.)
CC 9	Sustainable Transport	SD, AN, HC	A, b, d	1 - 3, 5	Strategic
CC 10	Biodiversity Net Gain	SD, PC, HC	A, d	1 - 3, 5	Strategic
CC 11	Green Infrastructure	SD, PC, HC	A, b, d	2, 3, 5	Strategic
CC 12	Trees, Hedgerows & Woodland	SD, PC, HC	d	2, 5	Hybrid  (Forms part of an overarching objective, the requirements of which should be met as a minimum. Potential to add local distinctiveness, such as design masterplanning and the identification and inclusion of any specific locally important trees / hedgerows and / or species that are relevant to the neighbourhood plan area, subject to appropriate evidence and general conformity to strategic elements.)
CC 13	Protecting Environmental Quality	All	A, d	1 - 5	Strategic
<b>Spatial Strategy</b>					
SS 1	Spatial Strategy	All	All	1 - 3, 5, 6	Strategic
SS 2	Development in the Countryside	All	All	1 - 3, 5	Strategic
SS 3	Community-Led Development	SD, AN, EG, HC	A, a, c	1, 3,	Strategic
<b>Delivering Well Connected, Healthy Communities</b>					
HC 1	Health & Wellbeing	AN, HC	A, a, c	2, 3, 5	Strategic
HC 2	Provision & Retention of Open Spaces	PC, AN, HC	A, a, c, d	2 - 5	Strategic
HC 3	Provision & Retention of Local facilities	SD, EG, HC	A, a, c	1 - 4	Strategic
HC 4	Infrastructure Provision, Developer Contributions & Viability	All	All	1 - 5	Strategic

## Appendix 5: Strategic Policy Identification

Policy	Subject	Strategic Aim(s)	Framework Guidance	PPG Guidance	Identity (Strategic / Hybrid / Non-Strategic)
HC 5	Fibre to the Premises (FTTP)	SD, AN, EG, HC	A, a - c	2, 3	Strategic
HC 6	Telecommunications Infrastructure	SD, AN, EG	A, b	1 - 5	Strategic
HC 7	Parking Provision	PC, HC	a	2	Non-Strategic  (Policy that local distinctiveness could be added to, such as specific design, layout and character criteria at neighbourhood and / or area level, subject to appropriate evidence and alignment with national policies.)
HC 8	Safeguarding Land for Sustainable Transport	SD, EG	A, b	1	Hybrid  (Forms part of an overarching objective, the requirements of which should be met as a minimum. Potential to add local distinctiveness through the identification and designation of further suitable land and Green Infrastructure schemes, subject to appropriate evidence and general conformity to strategic elements.)
<b>Environment</b>					
ENV 1	Norfolk Coast National Landscape & The Broads	SD, PC, HC	A, d	1 - 5	Strategic
ENV 2	Protection & Enhancement of Landscape & Settlement Character	SD, PC, HC	A, d	1 - 3	Strategic
ENV 3	Heritage & Undeveloped Coast	All	A, a - d	1 - 3	Strategic
ENV 4	Biodiversity & Geodiversity	SD, PC, HC	A, d	1 3, 5	Strategic
ENV 5	Impacts on International & European sites: Recreational Impact Avoidance & Mitigation Strategy	SD, PC	A, d	1 - 5	Strategic
ENV 6	Protection of Amenity	PC, HC	A	1, 2	Strategic
ENV 7	Protecting & Enhancing the Historic Environment	PC	A, d	1, 2, 3	Strategic
ENV 8	High Quality Design	SD, PC, AN, HC	A, d	1 - 3, 5	Strategic

## Appendix 5: Strategic Policy Identification

Policy	Subject	Strategic Aim(s)	Framework Guidance	PPG Guidance	Identity (Strategic / Hybrid / Non-Strategic)
<b>Housing</b>					
HOU 1	Delivering Sufficient Homes	SD, PC, AN, HC	A, a, d	1 - 3, 5, 6	Strategic
HOU 2	Delivering the Right Mix of Homes	SD, PD, AN, HC	A, a, d	1 - 3, 5	Strategic
HOU 3	Affordable Homes in the Countryside (Rural Exceptions Housing)	SD, PC, AN, HC	a, d	3, 4	Hybrid  (Forms part of an overarching objective, the requirements of which should be met as a minimum. Potential to add local distinctiveness, such as allocating specific sites solely for identified additional local needs, subject to appropriate evidence and alignment with national policies.)
HOU 4	Essential Rural Worker Accommodation	AN	a	4	Non-strategic  (Policy that local distinctiveness could be added to, such as widening the definition of essential rural workers and further clarity on landscape & design considerations, subject to appropriate evidence and alignment with national policies.)
HOU 5	Gypsy, Traveller & Travelling Showpeople's Accommodation	SD, PC, AN, HC	A, a	1 - 5	Strategic
HOU 6	Replacement Dwellings, Extensions, Domestic Outbuildings & Annexed Accommodation	PC, AN	d	2	Non-strategic  (Policy that local distinctiveness could be added to, such as by adding further defining criteria in relation to size and position, subject to appropriate evidence and alignment with national policies.)
HOU 7	Re-Use of Rural Buildings in the Countryside	All	A, a, d	1 - 3	Strategic
HOU 8	Accessible & Adaptable Homes	SD, AN, HC	A, a	1 - 5	Strategic
HOU 9	Minimum Space Standards	SD, AN, HC	A, a	1 - 3, 5	Strategic
<b>Economy</b>					
E 1	Employment Land	SD, EG	A, a, b	1, 3, 5, 6	Strategic
E 2	Employment Areas, Enterprise Zones & Former Airbases	SD, PC, EG, HC	A, a, b	All	Strategic

## Appendix 5: Strategic Policy Identification

Policy	Subject	Strategic Aim(s)	Framework Guidance	PPG Guidance	Identity (Strategic / Hybrid / Non-Strategic)
E 3	Employment Development Outside of Employment Areas	SD, PC, EG, HC	A, a, b,	1 - 4, 6	Strategic
E 4	Retail & Town Centre Development	SD, PC, EG, HC	A, a, c, d	1 - 5	Strategic
E 5	Signage & Shopfronts	PC	d	2	Non-Strategic  (Policy that local distinctiveness could be added to, such as requiring the use of specific styles and materials relevant to the neighbourhood area, subject to appropriate evidence and alignment with national policies.)
E 6	New Tourist Accommodation, Static Caravans & Holiday Lodges, & Extensions to Existing Sites	SD, PC, EG	A, a	1, 2	Hybrid  (Forms part of an overarching objective, the requirements of which should be met as a minimum. Potential to add local distinctiveness, such as by adding further detail to part 3 of the policy, subject to appropriate evidence and general conformity to strategic elements.)
E 7	Touring Caravan & Camping Sites	SD, PC, EG	a, d	2	Hybrid  (Forms part of an overarching objective, the requirements of which should be met as a minimum. Potential to add local distinctiveness, such as design criteria and scale, subject to appropriate evidence and general conformity to strategic elements.)
E 8	New Tourist Attractions & Extensions	SD, PC, EG	a, d	2	Hybrid  (Forms part of an overarching objective, the requirements of which should be met as a minimum. Potential to add local distinctiveness, such as design criteria and scale, subject to appropriate evidence and general conformity to strategic elements.)
E 9	Retaining an Adequate Supply & Mix of Tourist Accommodation	SD, EG	A, a	1, 2, 4, 5	Strategic

### Strategic Policies Identification (Local Plan Policies)

## Appendix 5: Strategic Policy Identification

Policy	Subject	Strategic Aim(s)	Framework Guidance	PPG Guidance	Identity (Strategic / Hybrid / Non-Strategic)
DS 1	Development Site Allocations	All	All	1 – 3, 5, 6	Strategic
<b>Cromer</b>					
C10/1	Land at Clifton Park / Runtun Road (Residential)	All	a - d	2, 4 - 6	Strategic
C16	Former Golf Practice Ground, Overstrand Road (Residential)	All	a - d	2, 4 - 6	Strategic
C22/4	Land West of Pine Tree Farm, Norwich Road (Mixed-Use)	All	a - d	2, 4 - 6	Strategic
<b>Fakenham</b>					
F01/B	Land North of Rudham Stile Lane (Residential)	All	a - d	2, 5, 6	Strategic
F02	Land Adjacent to Petrol Filling Station, Wells Road (Residential)	SD, PC, AN, HC	a, b, d	2, 5, 6	Strategic
F03	Land at Junction of A148 and B1146, Opposite Petrol Filling Station (Residential)	SD, PC, AN, HC	a, b, d	2, 4 - 6	Strategic
F10	Land South of Barons Close (Residential)	SD, PC, AN, HC	a, b, d	2, 4 - 6	Strategic
<b>Holt</b>					
H17	Land North of Valley Lane (Residential)	SD, PC, AN, HC	a, b, d	2, 4 - 6	Strategic
H20	Land at Heath Farm (Residential)	All	a - d	2, 4 - 6	Strategic
<b>Hoveton</b>					
HV01/C	Land East of Tunstead Road (Residential)	All	a - d	2, 4 - 6	Strategic
HV06/A	Land at Stalham Road (Residential)	All	a - d	2, 4 - 6	Strategic
<b>North Walsham</b>					
NW01/B	Land at Norwich Road & Nursery Drive (Mixed-Use)	All	a - d	2, 5, 6	Strategic
NW16	Land at End Of Mundesley Road (Mixed-Use)	All	All	All	Strategic



## Appendix 5: Strategic Policy Identification

Policy	Subject	Strategic Aim(s)	Framework Guidance	PPG Guidance	Identity (Strategic / Hybrid / Non-Strategic)
NW62/A	Land West of North Walsham (Mixed-Use)	All	All	All	Strategic
<b>Sheringham</b>					
SH04	Land Adjoining Seaview Crescent (Residential)	SD, PC, AN, HC	a, b, d	2, 4 - 6	Strategic
SH18/1B	Land South of Butts Lane (Residential)	SD, PC, AN, HC	a, b, d	2, 4 - 6	Strategic
<b>Stalham</b>					
ST04/A	Land at Brumstead Road (Residential)	SD, PC, AN, HC	a, b, d	2, 4 - 6	Strategic
ST19/B	Land Adjacent Ingham Road (Residential)	SD, PC, AN, HC	a, b, d	2, 4 - 6	Strategic
ST23/2	Land North of Yarmouth Road, East of Broadbeach Gardens (Mixed-Use)	All	a, b, d	2, 4 - 6	Strategic
<b>Wells-Next-The-Sea</b>					
W01/1	Land South of Ashburton Close (Residential)	SD, PC, AN, HC	a, b, d	2, 4 - 6	Strategic
<b>Blakeney</b>					
BLA01/B	Land West of Langham Road (Residential)	SD, PC, AN, HC	a, b, d	2, 4 - 6	Strategic
BLA04/A	Land East of Langham Road (Residential)	SD, PC, AN, HC	a, b, d	2, 4 - 6	Strategic
<b>Briston</b>					
BRI01	Land East of Astley Primary School (Residential)	SD, PC, AN, HC	a, b, d	2, 5, 6	Strategic
BRI02/C	Land West of Astley Primary School (Residential)	SD, PC, AN, HC	a, b, d	2, 4, 6	Strategic
<b>Ludham</b>					
LUD01/C	Land South of School Road (Residential)	SD, PC, AN, HC	a, b, d	2, 4 - 6	Strategic
<b>Mundesley</b>					
MUN03/A	Land off Cromer Road & Church Lane (Residential)	SD, PC, AN, HC	a, b, d	2, 4 - 6	Strategic

# Appendix 5: Strategic Policy Identification

Policy	Subject	Strategic Aim(s)	Framework Guidance	PPG Guidance	Identity (Strategic / Hybrid / Non-Strategic)
Tattersett					
TAT01	Land at Tattersett Business Park (Employment)	SD, PC, EG	a, b, d	2, 5, 6	Strategic

Table 16 Strategic Policies Identification (Local Plan Allocations)

# Glossary

<b>Adopted</b>	The final confirmation of a Local Development Plan Document as having statutory status by a Local Planning Authority
<b>Affordable Housing</b>	<p><b>Housing that falls under the definition of Affordable housing as detailed in Appendix 2 NPPF or subsequent revisions.</b></p> <p><b>Affordable housing:</b> housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions<sup>90</sup>:</p> <p><b>Social Rent:</b> meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent; (b) the landlord is a registered provider; and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision.</p> <p><b>Other affordable housing for rent:</b> meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).</p> <p><b>Discounted market sales housing</b> is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.</p> <p><b>Other affordable routes to home ownership</b> is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low-cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.</p>

<sup>90</sup> This definition should be read in conjunction with relevant policy contained in the Affordable Homes Update Written Ministerial Statement published on 24 May 2021. As noted in footnote 31 of the NPPF, however, the 25% minimum delivery requirement for First Homes no longer applies.

## Glossary

<b>Allocations</b>	Proposals that a certain site or area of land should be developed for particular uses and/or buildings. They are shown on a Policies Map, contained within the Local plan. They will be accompanied by related policies which set out the parameters which development proposals need to accord with.
<b>Ancient or Veteran Tree</b>	A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient, but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage.
<b>Ancient Woodland</b>	An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS).
<b>Annual Monitoring Report (AMR)</b>	A report produced at the end of each year assessing our progress and the extent to which policies in Local Development Documents are being successfully implemented.
<b>Archaeological Interest</b>	Where a heritage asset holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.
<b>Biodiversity</b>	The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.
<b>BREEAM</b>	An environmental assessment method that assesses the environmental performance of non-residential buildings. <a href="https://www.breeam.com">https://www.breeam.com</a>
<b>Brownfield Land</b>	See Previously Developed Land
<b>Brownfield Land Register</b>	A register of previously developed land that local planning authorities consider to be appropriate for residential development, having regard to criteria in the Town and Country Planning (Brownfield Land Registers) Regulations 2017. Local planning authorities will be able to trigger a grant of permission in principle for residential development on suitable sites in their registers where they follow the required procedures.
<b>Charge Point (Electric vehicle)</b>	Active: A fully wired and connected chargepoint which is ready to use. Passive: means the provision of the necessary underlying infrastructure to enable simple installation and activation of a chargepoint at a future date (includes ensuring there is the capacity in the local electricity distribution network and electricity distribution board, as well as cabling to parking spaces)
<b>Climate Change</b>	Long term changes in temperature and other aspects of the Earth's climate, and related changes in the ocean, land surfaces and Habitats. Often regarded as a result of human activity and the release of greenhouse gases such as carbon dioxide (CO <sub>2</sub> ) through fossil fuel consumption and consequently resulting in more frequent extreme weather conditions, and increased global temperatures.
<b>Climate Change Adaptation</b>	Adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities.

## Glossary

<b>Climate Change Mitigation</b>	Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.
<b>Coastal Change Management Area (CCMA)</b>	An area identified in plans as likely to be affected by physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion.
<b>Coastal Erosion Vulnerability Assessment (CEVA)</b>	Information about the vulnerability of new development in relation to coastal erosion that demonstrates the appropriateness of a development in a coastal change management area.
<b>Commitments</b>	Planning permissions (number of units) that have been permitted but not yet built.
<b>Community Right to Build Order</b>	An Order made by the local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a site specific development proposal or classes of development.
<b>Compliance Statement (Policy CC3)</b>	A supporting document that sets out the level of reduction in carbon and how a proposal will achieve the energy performance and carbon reduction in relation to the Target Emission Rate of the 2013 Edition of the 2010 Building Regulations (Part L) (amended 2016).
<b>Conservation (heritage)</b>	The process of maintaining and managing change to a heritage asset in a way that sustains and where appropriate, enhances its significance.
<b>Conservation Area</b>	An area of special architectural and / or historic interest that deserves preservation or enhancement of its character or appearance.
<b>Constraint</b>	A limiting factor that affects development, such as an environmental designation.
<b>Consultation Statement</b>	An accompanying plan document that sets out the process of consultation and how feedback has been taken into account.
<b>Contaminated Land</b>	Land that has been polluted or harmed in some way making it unfit for safe development and use unless cleaned.
<b>Consultation</b>	Engagement with specific and general consultees.
<b>Decentralised Energy</b>	Local renewable and local low carbon energy sources.
<b>DCLG</b>	Department for Communities and Local Government (successor to ODPM as of May 2006).
<b>DEFRA</b>	Department for Environment, Food and Rural Affairs.
<b>Design Code</b>	A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area.
<b>Design Guide</b>	A document providing guidance on how development can be carried out in accordance with good design practice.
<b>Designation</b>	A specific area shown on the Policies Map which illustrates the spatial context of one or more policies.

## Glossary

<b>Designated Heritage Asset</b>	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
<b>Designated Rural Area</b>	In relation to North Norfolk: the Designated Rural Area is comprised of the entirety of the North Norfolk District administrative area, excluding under Section 157 of the Housing Act 1985, the parishes of Cromer, Fakenham, Holt, North Walsham and Sheringham (with the exception of any part of those parishes which falls within the Norfolk Coast National Landscape).
<b>Development</b>	Defined in the 1990 Town and Country Planning Act as "the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land." Most forms of development require planning permission.
<b>Development Brief</b>	A document that outlines detailed planning requirements for the development of a site. It is subject to public consultation prior to publication.
<b>Development Plan</b>	Defined in section 38 of the Planning and Compulsory Purchase Act 2004, and includes adopted local plans, neighbourhood plans that have been made and published spatial development strategies, together with any regional strategy policies that remain in force. Neighbourhood plans that have been approved at referendum are also part of the development plan, unless the local planning authority decides that the neighbourhood plan should not be made.
<b>Developer Contributions</b>	Legal agreements between a planning authority and a developer to ensure that certain extra works related to a development are undertaken. For example, the provision of highways. Sometimes called "Section 106" agreements.
<b>Diversification</b>	The action of diversifying existing economic activity into new areas of business in order to broaden the return on capital or assets.
<b>Duty to Co-operate</b>	The duty to cooperate was created in the <a href="#">Localism Act 2011, and amends the Planning and Compulsory Purchase Act 2004</a> . It places a legal duty on local planning authorities, county councils in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local and Marine Plan preparation in the context of strategic cross boundary matters.
<b>Ecological Network / Corridor</b>	Ecological networks are the basic, joined up infrastructure of existing and future habitat needed to allow populations of species and habitats to survive in fluctuating conditions. As a short term benefit, a landscape that species can move through easily allows re-colonisation of areas after disturbance events, preventing local extinctions. In the long term, as our climate begins to change, well connected habitats offer opportunities for populations to move as conditions become more or less suitable. The movement of individuals between populations in a connected landscape maintains genetic diversity which allows populations to adapt to future changes in environmental conditions.
<b>Edge of Centre</b>	For retail purposes, a location that is well connected to and up to 200-300 metres from the Primary Shopping Area.
<b>Enabling Development</b>	Enabling development is development that would not be in compliance with



local and/or national planning policies, and not normally be given planning permission, except for the fact that it would secure wider public benefits. Enabling development should be limited to that which is demonstrated to be essential to the delivery of public benefits.

<b>Energy Hierarchy</b>	A classification of energy options, prioritised to assist progress towards a more sustainable energy system.
<b>Environmental Impact Assessment (EIA)</b>	A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.
<b>European site (Es)</b>	Any site included within the definition at regulation 8 of the Conservation of Habitats and Species Regulations 2017 (as amended) for the purpose of those regulations, including candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation, Special Protection Areas and any relevant Marine Sites. These are defined at <a href="https://magic.defra.gov.uk">https://magic.defra.gov.uk</a> . RAMSAR sites - wetland sites designated to be of international importance under the RAMSAR Convention are provided the same level of protection as European sites and Habitat Sites in the NPPF.
<b>Examination (Local Plan)</b>	An opportunity for comments on submitted documents to be considered by an independent inspector appointed by the Government. The purpose of the Examination is to consider if the development plan is 'sound', i.e. it 'shows good judgement' and is justified.
<b>First Homes</b>	<p>First Homes are the Governments preferred discounted market housing tenure and are a specific kind of discounted market sale housing that should be considered to meet the definition of 'affordable housing' for planning purposes. Specifically, First Homes are discounted market sale units which:</p> <ol style="list-style-type: none"> <li>1. must be discounted by a minimum of 30% against the market value and be no more than £250,000 after discount is applied;</li> <li>2. are sold to a person or persons meeting the First Homes eligibility criteria ( income, funding restrictions apply and purchasers must be first time buyers)</li> <li>3. Are discounted in perpetuity with restrictions passed on through subsequent title transfer.</li> </ol> <p>First Homes are the government's preferred discounted market tenure and should account for at least 25% of all affordable housing units delivered by developers through planning obligations.</p> <p><a href="https://www.gov.uk/guidance/first-homes">www.gov.uk/guidance/first-homes</a></p>
<b>Flood Risk Zones</b>	<ul style="list-style-type: none"> <li>• Zone 1 Low Probability - this zone comprises land assessed as having a less than 1 in 1000 chance of river and sea flooding in any year (&lt;0.1%)</li> <li>• Zone 2 Medium Probability - this zone comprises land assessed as having between a 1 in 100 and 1 in 1000 chance of river flooding (1% - 0.1%) and between a 1 in 200 and 1 in 1000 chance of sea flooding (0.5% - 0.1%) in any year</li> </ul>

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- Zone 3a High Probability - this zone comprises land assessed as having a 1 in 100 or greater chance of river flooding (>1%) and a 1 in 200 or greater chance of flooding from the sea (>0.5%) in any year
- Zone 3b The Functional Floodplain - this zone comprises land where water has to flow or be stored in times of flood

<b>Formal Education and Recreation Areas</b>	Open spaces with an important recreational function such as school playing fields, sports pitches and recreational parks and gardens.
<b>Geodiversity</b>	The range of rocks, minerals, fossils, soils and landforms.
<b>Green Infrastructure</b>	<p>A network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and</p> <p>wider communities and prosperity.</p>
<b>Habitats Sites</b>	Any site which would be included within the definition at regulation 8 of the Conservation of Habitats and Species Regulations 2017 for the purpose of those regulations, including candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation, Special Protection Areas and any relevant Marine Sites. Ramsar & candidate (proposed) are afforded the same level of protection through paragraph 181 of the NPPF as habitat sites.
<b>Heritage Coast</b>	Areas of undeveloped coastline which are managed to conserve their natural beauty and, where appropriate, to improve accessibility for visitors.
<b>Historic Environment</b>	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
<b>Greenfield Site</b>	Land (or a defined site), that has not previously been developed. (usually farmland)
<b>Groundwater</b>	Water held in water-bearing rocks and spaces underground. It sustains the flow of water in rivers and is an essential source of water for public supply, industry and agriculture.
<b>Heritage Coast</b>	Areas of undeveloped coastline which are managed to conserve their natural beauty and where appropriate, to improve accessibility for visitors.
<b>Highway Authority</b>	A local authority (County Council or Unitary Authority) with the responsibility of planning and maintaining the highways network (excepting trunk roads and motorways) and transportation within their areas.
<b>Housing Delivery Test</b>	Measures net homes delivered in a local authority area against the homes required, using national statistics and local authority data. The Secretary of State will publish the Housing Delivery Test results for each local authority in England every November.
<b>Housing Stock</b>	The total amount of housing within a plan area, but this may be divided into components such as private housing stock or rented housing stock.

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<b>Implementation</b>	Carrying out the proposed actions to required standards that are set out in the Plan.
<b>Independent Examination</b>	An examination held in public by a Government appointed Inspector from the Planning Inspectorate.
<b>Infrastructure</b>	Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.
<b>Infrastructure Delivery Plan</b>	A document that sets out the critical infrastructure that is required to support the objectives, policies and spatial strategy set out in the Planning strategy and details how, when and where this will be delivered.
<b>Intermediate Housing</b>	Affordable housing dwellings for sale and rent at a cost above social rent, but below market rent which meet the definition of Affordable housing which may include shared ownership dwellings and shared equity or equity products and intermediate rented dwellings, but not affordable rented housing.
<b>International, national and locally designated sites of importance for biodiversity</b>	All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites.
<b>Key Diagram</b>	Illustrates the broad strategies set out in the Local Plan.
<b>Landscape Character</b>	A distinct pattern or a consistent combination of elements (natural and or human) in the landscape of an area.
<b>Legal Agreement</b>	A legally binding contract, between a developer and the local planning authority that constitutes a planning obligation.
<b>Listed Building</b>	A building mentioned in statutory lists as being of special architectural or historic interest. There are different grades of listing to indicate relative interest.
<b>Local Green Spaces</b>	Spaces that meet specific criteria identified in the NPPF as being 'demonstrably special' to a local community because of beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife. Any designation should not be an extensive tract of land and should be in close proximity to the community it serves
<b>Local Nature Recovery Strategies (LNRS)</b>	<p>Local Nature Recovery Strategies are a new system of spatial strategies for nature, which will cover the whole of England. They will be established by the Environment Act and are designed as tools to drive more coordinated, practical and focussed action to help nature. Each Strategy will, for the area that it covers;</p> <ul style="list-style-type: none"> <li>• agree priorities for nature's recovery,</li> <li>• map the most valuable existing areas for nature,</li> <li>• map specific proposals for creating or improving habitat for nature and wider environmental goals.</li> </ul>
<b>Local Plan</b>	A plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.

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<b>Local Planning Authority (LPA)</b>	The public authority whose duty it is to carry out specific planning functions for a particular area. The Broads Authority is also considered to be a local planning authority, for those part of the District that are in the Broads Executive Area. County Councils are the authority for waste and minerals matters.
<b>Local Transport Plan</b>	A five year transport strategy produced by the Highway Authority (Norfolk County Council) setting out the key objectives and priorities for the area.
<b>Main Town Centre Uses</b>	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
<b>Major Development*</b>	For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m <sup>2</sup> or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015. *(Other than for the specific purposes of paragraphs 176 and 177 of the NPPF)
<b>Marine Plans</b>	Marine plans, together with the Marine Policy Statement, underpin this new planning system for England's seas.  East Inshore and East Offshore Marine Plans <a href="https://www.marinemanagement.org.uk/marineplanning/areas/east_plans.htm">https://www.marinemanagement.org.uk/marineplanning/areas/east_plans.htm</a>
<b>Minerals and Waste Local Plan</b>	A plan prepared by the Minerals Authority (Norfolk County Council) that provides the framework for the minerals and waste planning strategy.
<b>Monitoring (and review)</b>	The process of measuring (in terms of quantity and quality), the changes in conditions and trends, impact of policies, performance of the plan against its objectives and targets, and progress in delivering outputs.
<b>National Landscapes</b>	A national designation protecting areas of landscape importance.
<b>National Planning Policy Framework (NPPF)</b>	The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Unless specified otherwise, references within this plan are that of the July 2021 version.  <a href="http://www.gov.uk/government/publications/national-planning-policy-framework--2">www.gov.uk/government/publications/national-planning-policy-framework--2</a>
<b>National Planning Practice Guidance</b>	National planning guidance issued by the government. <a href="http://www.gov.uk/government/collections/planning-practice-guidance">www.gov.uk/government/collections/planning-practice-guidance</a>
<b>National Trails</b>	Long distance routes for walking, cycling and horse riding.
<b>Needs</b>	The necessary (evidenced) requirements of the public, which may be less or different than their demands.

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<b>Neighbourhood Plan</b>	A plan prepared by a parish council for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.
<b>Net Zero Carbon Ready</b>	Net zero carbon ready homes are those homes that are built with high energy efficiency and using low carbon technologies (e.g. heat pumps or other forms of electric heating instead of gas boilers) that will become net zero carbon when the national electricity grid is decarbonised.
<b>Non-Designated Heritage Asset</b>	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes assets identified by the local planning authority (including local listing).
<b>Norfolk Strategic Planning Forum (NSPF)</b>	The NSPF provides a structure for joint working on cross boundary strategic issues through the Duty to Co- Operate. The Forum oversees the production of the Norfolk Strategic Planning Framework (NSPF) document on behalf of all the local planning authorities.
<b>Norfolk Strategic Planning Framework (NSPF)</b>	Document setting out those areas where the Planning Authorities and relevant strategic stakeholders across Norfolk work together on shared objectives and strategic cross boundary priorities. The document demonstrates effective and on-going joint working across the county on strategic planning matters. It addresses key cross-boundary issues and progress in co-operating to address these.
<b>Objective</b>	A statement that specifies the direction and amount of desired change in trends or in conditions.
<b>Older people</b>	People over or approaching retirement age, including the active, newly retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs.
<b>Open Land Areas</b>	Principally 'open' areas of undeveloped land that make a significant contribution to the character of the area.
<b>Open Space</b>	All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity. In this Plan, three types are designated; Open Land Areas; Formal Education and Recreation Areas; and Local Green Spaces (also see separate glossary definitions).
<b>Pitch</b>	For the purposes of planning pitch means a pitch on a gypsy and traveller site and is an area on a site developed for a family unit to live. On socially rented sites, the area let to a tenant for stationing caravans and other vehicles.
<b>Planning In Health Protocol</b>	An engagement tool between Local planning authorities and the Norfolk and Waveney Integrated Care System (ICS). Available in the <a href="#">Document Library</a> and from the <a href="#">Norfolk Strategic Framework</a> .
<b>Plot</b>	For the purposes of planning Plot means a pitch on a travelling showpeople

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	site (sometimes called a yard) and is an area on a yard for Travelling Showpeople to live. As well as dwelling units, Travelling Showpeople often keep their commercial equipment on a plot.
<b>Planning Condition</b>	A written condition on a planning permission that restricts the development in some way to achieve a stated purpose.
<b>Planning Obligation</b>	Legal agreements between a planning authority and a developer to ensure that certain extra works related to a development are undertaken. For example, the provision of highways. Sometimes called "Section 106" agreements.
<b>Previously Developed Land</b>	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.
<b>Primary Shopping Area</b>	A defined area where retail development is concentrated.
<b>Principle Route</b>	Primary and Most Principle Routes as defined by Norfolk County Council Route Hierarchy.
<b>Priority habitats and Species</b>	Species and Habitats of principal importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006, Norfolk Biodiversity Action Plan habitats and species, Biodiversity 2020 and 25 Year Environment Plan.
<b>Proposal</b>	A positive worded policy of the Local Planning Authority that proposes a course of action or an allocation of land for a particular use or development.
<b>Policies Map</b>	The Policies Map illustrates all policies contained in the Development Plan documents, together with any saved policies. It is updated each time a Development Plan is adopted.
<b>Ramsar Sites</b>	Wetland sites designated to be of international importance under the Ramsar Convention and provided the same level of protection as European sites and Habitat Sites in the NPPF.
<b>Renewable and Low Carbon Energy</b>	Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).
<b>Representations</b>	Comments made on consultation documents.
<b>Residential Amenity</b>	Living conditions in and around a dwelling.



<b>Rural Diversification</b>	The expansion, enlargement or variation of the range of products or fields of operation of a rural business (branching out from traditional farming activities, for example new income generating enterprise like renewable energy, tourism and food processing).
<b>Rural Exception Sites</b>	Small sites used for affordable housing in perpetuity where sites would not normally be granted planning permission. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection.
<b>Selected Settlements</b>	A village or town which this Plan identifies (in Policy SS1) as an appropriate place for development and where the acceptable amount, type and location of development is determined by a defined Settlement Boundary, and the policies of this Plan.
<b>Self-Build and Custom-Build Housing</b>	Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.
<b>Sequential Approach / Sequential Test</b>	The logical choice of development sites following a sequence designed to: maximise the use of previously developed land, identify appropriate retail sites within town centres and locate waste management facilities within settlements. In terms of flooding the sequential test is carried out to ensure development is sited on Land that has the lowest risk of flooding and compares a proposed site with other available sites as set out in the NPPF.
<b>Service Providers</b>	The public sector agencies and private sector organisations that provide services to the public, such as water, drainage, electricity and gas.
<b>Setting of a Heritage Asset</b>	The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
<b>Settlement Boundary</b>	A specific defined boundary around the built-up area of Selected Settlements which determines which policies of this Plan apply to different types of development proposals.
<b>Shoreline Management Plans (SMPs)</b>	Non-statutory plans for coastal defence management planning, based on studies of the physical effects of coastal process on the shape of the coastline. Two SMPs affect North Norfolk's coastline, SMP5 (to the West of Kelling Hard) and SMP6 (to the east of Kelling Hard).
<b>Significance (of a Heritage Asset)</b>	The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.

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<b>Sites of Special Scientific Interest (SSSIs)</b>	Sites designated by Natural England under the Wildlife and Countryside Act 1981.
<b>Site Specific Proposals</b>	Allocations of sites for specific or mixed use development. Policies will identify any specific requirements for individual proposals.
<b>Soundness (of a Local Plan)</b>	A judgement of quality and procedure based upon key elements of the plan making process being: positively prepared, justified, effective and consistent with national policy.
<b>Spatial Portrait</b>	A description of the area, designed to portray its individual character, key trends and the current 'drivers for change'.
<b>Spatial Vision</b>	A brief description of how the area will be changed at the end of the plan period (10– 15 years).
<b>Special Protection Areas</b>	Areas classified under regulation 15 of the Conservation of Habitats and Species Regulations 2017 which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds.
<b>Stakeholders</b>	Individuals and organisations with an interest in a particular area or issue.
<b>Statement of Community Involvement (SCI)</b>	<p>The Statement of Community Involvement, or SCI, sets out the way the Council will involve the local community, stakeholders and statutory bodies in the preparation and revision of the Local Plan. It identifies who will be involved, when and how they will be involved.</p> <p>The Statement of Community Involvement also describes the Council's procedures and arrangements for involving the community when considering planning applications and major proposals for development.</p>
<b>Statutory</b>	Required by law (statute), usually through an Act of Parliament.
<b>Statutory undertakers</b>	Companies concerned with water, gas, electricity and telecommunications that hold a licence granted by the Department of Trade and Industry.
<b>Strategic Environmental Assessment (SEA)</b>	A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) that requires the formal environmental assessment of certain plans and programmes, which are likely to have a significant effects on the environment.
<b>Strategic Flood Risk assessment (SFRA)</b>	A comprehensive and robust appraisal of the extent and nature of flood risk from all sources of flooding, now, and in the future, taking into account the effects of Climate Change and its implications for land use planning. The Assessment sets out the flood risk constraints to help inform the Local Plan, Neighbourhood Planning, and the determination of planning applications in North Norfolk.
<b>Strategic Policies</b>	Policies and site allocations that address strategic priorities in line with the requirements of Section 19 (1B-E) of the Planning and Compulsory Purchase Act 2004.
<b>Statutory Management Plan</b>	Management Plan of the Norfolk Coast National Landscape which sets out

	<p>policies for the management of the National Landscape and for carrying out the Norfolk Coast Partnership functions in relation to it. Management Plans are material considerations in the planning system.</p>
<b>Submission stage</b>	<p>When the Council formally hands in documents to the Government and Planning Inspectors for their independent assessment of the Local Plan.</p>
<b>Sustainable Urban Drainage Systems (SUDS)</b>	<p>Sustainable drainage systems are drainage solutions designed to control surface water run off close to where it falls and mimic natural drainage as closely as possible. They provide opportunities to:</p> <ul style="list-style-type: none"> <li>• reduce the causes and impacts of flooding;</li> <li>• remove pollutants from urban run-off at source;</li> <li>• combine water management with green space with benefits for amenity, recreation and wildlife and enhance the nature conservation, landscape and amenity value of the sites surrounding</li> </ul>
<b>Sustainable Transport</b>	<p>Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport.</p>
<b>Supplementary Planning Documents (SPDs)</b>	<p>Documents that add further detail to the policies in the Development Plan. They can be used to provide further guidance for development on specific sites or on particular issues, such as design. SPDs are capable of being a material consideration in planning decisions but are not part of the Development Plan.</p>
<b>Supplementary Planning Guidance</b>	<p>Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as low carbon energy technologies.</p>
<b>Sustainability Appraisal (SA)</b>	<p>A tool for appraising policies to ensure they reflect sustainable development objectives (i.e. social, environmental and economic factors). Required to be undertaken for all LDDs, and to include SEA.</p>
<b>Sustainability Matrix</b>	<p>A matrix drawn up by the local planning authority to measure how different options for development score against sustainable development criteria, e.g. which of several potential development sites would create the least harm to the environment and social fabric etc.</p>
<b>Sustainable Development</b>	<p>A widely used definition drawn up by the World Commission on Environment and Development in 1987: "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs."</p> <p>The government has set out four aims for sustainable development in its strategy A Better Quality of Life, a Strategy for Sustainable Development in the UK.</p> <p>The four aims, to be achieved simultaneously, are:</p> <ul style="list-style-type: none"> <li>• social progress that recognises the needs of everyone;</li> <li>• effective protection of the environment;</li> <li>• prudent use of natural resources;</li> <li>• maintenance of high and stable levels of economic growth and employment.</li> </ul>

## Glossary

<b>Targets</b>	Objectives expressed in terms of specified amounts of change in specified periods of time.
<b>Town Centre</b>	Area defined on the local authority's policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in the development plan, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.
<b>Trajectory (Housing)</b>	An illustration of the Council's expected rates of housing delivery over the period covered by this Plan.
<b>Transport Assessment</b>	A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed deal with the anticipated transport impacts of the development.
<b>Transport Statement</b>	A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required.
<b>Travel Plan</b>	A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.
<b>Use Classes Order</b>	<p>All buildings fall under a Use Class as defined in <a href="#">The Town and Country Planning ( Use Classes ) Order 1987</a> <a href="#">The Town and Country Planning ( Use Classes ) Order 1987</a> <a href="#">The Town and Country Planning ( Use Classes ) Order 1987</a> <a href="#">The Town and Country Planning ( Use Classes ) Order 1987</a> <a href="#">The Town and Country Planning ( Use Classes ) Order 1987</a> (as amended))</p> <p>The <b>Use Classes Order</b> specifies classes for the purposes of section 55(2)(f) of the Town and Country Planning Act 1990 and puts uses of land and buildings into various categories known as 'use classes'.</p>
<b>Viability</b>	Viability in planning is an important consideration to ensure the appropriate balance is struck between planning policies and the delivery of growth and supporting infrastructure. Proposals can be accompanied by a viability assessment/report which set out the financial viability of a development or development typology. Any viability assessment should follow the government's recommended approach to assessing viability, as set out in national planning practice guidance, PPG.
<b>Vitality and Viability</b>	In terms of retail planning, vitality is the capacity of a centre to grow or develop its level of services and commercial activity. Viability is the capacity of a centre to achieve the commercial success necessary to sustain the centre.
<b>Waste Planning Authority</b>	The authority responsible for waste planning, in this case Norfolk County Council.

## Glossary

**Windfall Site**

Defined in the NPPF as a site that is not specifically identified or allocated in a Development Plan.

# Glossary





