

Planning Policy & Built Heritage Working Party

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18 January 2019

A meeting of **Planning Policy & Built Heritage Working Party** will be held in the **Council Chamber** at the Council Offices, Holt Road, Cromer on **Wednesday 30 January 2019 at 9.30 am.**

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

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

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

Emma Denny
Democratic Services Manager

To: Mrs S Arnold, Ms V Gay, Mrs A Green, Mrs P Grove-Jones, Mr N Pearce, Mr J Punchard, Ms M Prior, Mr R Reynolds, Mr S Shaw, Mr R Shepherd, Mrs V Uprichard, Mr D Young

All other Members of the Council for information.

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

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

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

AGENDA

1. APOLOGIES FOR ABSENCE

To receive apologies for absence, if any.

2. PUBLIC QUESTIONS

3. ITEMS OF URGENT BUSINESS

To determine any other items of business which the Chairman decides should be considered as a matter of urgency pursuant to Section 100B(4)(b) of the Local Government Act 1972.

4. DECLARATIONS OF INTEREST

Members are asked at this stage to declare any interests that they may have in any of the following items on the agenda. The Code of Conduct for Members requires that declarations include the nature of the interest and whether it is a disclosable pecuniary interest.

5. UPDATE ON MATTERS FROM THE PREVIOUS MEETING

6. Approach to the Natural and Built Environment

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(Appendix A – page 23)

Summary:

This report considers parts of the draft policy approach to be taken in the new Local Plan in relation to the natural and built environment. It recommends a number of draft policies for public consultation.

Recommendations:

1. Members consider the contents of this report and confirm the provisional preferred policy approaches to be included within the First Draft Local Plan for consultation.

2. The final policy wording and content of the consultation document is delegated to the Planning Policy Manager.

Cabinet Member(s)	Ward(s) affected
All Members	All
Contact Officer, telephone number and email: Sarah Tudhope, Senior Planning Officer – 01263 516011 sarah.tudhope@north-norfolk.gov.uk	

7. Local Plan – Approach to Green Infrastructure

Summary: This report considers the draft policy approach to be taken in relation to Green Infrastructure.

- Recommendations:
- **Members consider the contents of this report and confirm the approach to Green Infrastructure and the draft policy to be included within the First Draft Local Plan for consultation.**
 - **The final policy wording and content of the consultation document is delegated to the Planning Policy Manager.**

Cabinet Member(s)	Ward(s) affected
All Members	All Wards
Contact Officer, telephone number and email: Stuart Harrison, Senior Planning Officer. 01263 513308. stuart.harrison@north-norfolk.gov.uk	

8. Local Plan Preparation – Renewable Energy

Summary: This report considers the draft policy approach to be taken in the new Local Plan in relation to renewable energy. It recommends a draft policy for public consultation.

- Recommendations:
- Members consider the contents of this report and confirm the provisional preferred policy approaches to be included within the First Draft Local Plan for consultation.**
- The final policy wording and content of the consultation document is delegated to the Planning Policy Manager.**

Cabinet Members(s)	Ward(s) Affected
All Members	All Wards
Contact Officer(s), telephone number and email: Jodie Rhymes, Senior Planning Officer - 01263 516304 Jodie.Rhymes@north-norfolk.gov.uk Iain Withington, Planning Policy Team Leader, 01263 516034, Iain.Withington@north-norfolk.gov.uk	

9. Draft Local Plan Policies for Consideration

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(Appendix B – page 51)

- Summary:** This report considers the remaining policies that could be included in the new Local Plan. It suggests policies relating to transport, further housing related matters including Gypsy and Traveller Accommodation, Agricultural Workers Dwellings and Replacement dwellings and house extension and Developer Contributions & Viability.
- Conclusions:** The policies identified in this report are being presented as drafts for public consultation.
- Recommendations:**
- 1. Members consider the contents of this report and confirm the provisional preferred policy approaches to be included within the First Draft Local Plan for consultation.**
 - 2. The final policy wording and content of the consultation document is delegated to the Planning Policy Manager.**

Cabinet Member(s) Cllr. Karen Ward	Ward(s) affected
All Members	All Wards
Contact Officer, telephone number and email: Mark Ashwell, Planning Policy Manager, 01263 516325, mark.ashwell@north-norfolk.gov.uk Iain Withington, Planning Policy team leader, 01263 516034 iain.withington@north-norfolk.gov.uk Sarah Tudhope, Senior Planning Officer, 01263 516011, sarah.tudhope@north-norfolk.gov.uk	

10. Local Plan – Identification of provisional housing sites in Mundesley and Hoveton for inclusion within the emerging First Draft Local Plan (consultation version).

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(Appendix B – page 51)

- Summary:** The report presents further information on issues that have been deferred at previous meetings, namely for Mundesley and Hoveton.
- Recommendations:**
- Members consider the contents of this report and confirm the provisional preferred housing sites to be included within the First Draft Local Plan for consultation for Mundesley and Hoveton.**
 - That the additional smaller parcels of sites outlined in the Cromer section of this report are identified as non-preferred sites.**
 - The final policy wording and content of the consultation document is delegated to the Planning Policy Manager.**

Cabinet Member(s)	Ward(s) affected
All Members	All Wards
Contact Officer, telephone number and email:	
Stuart Harrison, 01263 516308, stuart.harrison@north-norfolk.gov.uk	
Jodie Rhymes, 01263 516304, Jodie.Rhymes@north-norfolk.gov.uk	

11. Local Plan – Residential Developments outside of Selected Settlements

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(Appendix B – page 51)

Summary: This report considers the policies that could be included in the new Local Plan in relation to residential developments outside of the settlements so far selected for growth. The report also considers the merits of including a specific policy relating to Community Led developments.

Conclusions The approaches/policies identified in this report are being presented as drafts for public consultation.

Recommendations: **Members consider the content of this report and the following:**

- 1. That the approach to development outside the defined settlement boundaries be limited to the criteria set out in the revised Settlement Hierarchy Policy within Appendix B.**
- 2. That the revised list of Small Growth Villages set out within the revised Settlement Hierarchy Policy within Appendix B be identified as Small Growth Villages within the settlement hierarchy.**
- 3. That the Community-led development policy and revised Settlement Hierarchy Policy in Appendix B are published for consultation.**
- 4. The final policy wording and content of the consultation document is delegated to the Planning Policy Manager.**

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

12. NORTH NORFOLK DESIGN GUIDE - SUPPLEMENTARY PLANNING DOCUMENT FOR INCLUSION ALONGSIDE THE EMERGING FIRST DRAFT LOCAL PLAN (CONSULTATION VERSION)

Summary:

This report seeks approval for the draft North Norfolk Design Guide (SPD) to be included alongside the First Draft Plan (Reg.18) which will be subject to public consultation next year. The report provides further information on the design guide and gives Members the opportunity to view the guide in its draft format. This report also seeks approval for the draft design policies to be included within the emerging Local Plan.

Recommendations:

- 1. Members consider the contents of this report and confirm the provisional preferred policy approaches to be included within the First Draft Local Plan for consultation.**
- 2. The final policy wording and content of the consultation document is delegated to the Planning Policy Manager.**
- 3. That the guide be subject to a minimum six-week public consultation period alongside the emerging Local Plan.**

Cabinet Members(s)	Ward(s) Affected
All Members	All Wards
<p>Contact Officer(s), telephone number and email: Paul Rhymes, Conservation and Design Officer, 01263 516367, paul.rhymes@north-norfolk.gov.uk James Mann, Senior Planning Policy Officer, 01263 516404, james.mann@north-norfolk.gov.uk</p>	

8. EXCLUSION OF PRESS AND PUBLIC

To pass the following resolution (if necessary):

“That under Section 100A(4) of the Local Government Act 1972 the press and public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part I of Schedule 12A (as amended) to the Act.”

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

Approach to the Natural and Built Environment

Summary: This report considers parts of the draft policy approach to be taken in the new Local Plan in relation to the natural and built environment. It recommends a number of draft policies for public consultation.

Recommendations:

1. Members consider the contents of this report and confirm the provisional preferred policy approaches to be included within the First Draft Local Plan for consultation.

2. The final policy wording and content of the consultation document is delegated to the Planning Policy Manager.

Cabinet Member(s)	Ward(s) affected
All Members	All
Contact Officer, telephone number and email: Sarah Tudhope, Senior Planning Officer – 01263 516011 sarah.tudhope@north-norfolk.gov.uk	

1. Introduction

1.1 The new Local Plan will include a number of policies relating to the natural and built environment. Such policies are intended to ensure that natural and historic environmental quality is maintained and, where possible, enhanced. Any policy requirements should be in line with legislative requirements, the national policy approach detailed in the National Planning Policy Framework (NPPF), and the advice provided in national Planning Practice Guidance (PPG).

1.2 This report seeks to establish draft policy approaches (see Appendix pack) to a number of the topics to be contained within the broad subject area of ‘the natural and built environment’ which are to be included in the forthcoming draft plan consultation. Six separate policies are recommended here, with others being reported separately.

- The Norfolk Coast Area of Outstanding Natural Beauty and The Broads National Park¹
- Protection and Enhancement of Landscape and Settlement Character
- Biodiversity and Geology
- Trees and Hedgerows
- Protecting and Enhancing the Historic Environment
- Pollution and Hazard Prevention and Minimisation

¹ The Broads has the status of a national park and in 2016 the High Court and Court of Appeal upheld the Broads Authority decision to use the term ‘Broads National Park’. The Broads Authority is the equivalent of a National Park Authority but with some additional powers and responsibilities which include the management of the waterways.

The policies are intended to be read and applied in conjunction with the plan as a whole.

2. Background Context

- 2.1 The current local plan (Core Strategy) adopted in 2008 contains a number of policies relating to the 'environment'. Generally, these seek to protect and enhance the natural and built environment; the emerging local plan will continue with these overarching objectives. On the whole it is considered that the existing policies operate well and therefore many of the draft policies recommended here for consultation are similar to the existing policies. However, where the Core Strategy made a distinction between policy 'SS4 Environment' as a strategic policy and then identified other policies (for the purposes of this report; policies EN1 Norfolk Coast Area of Outstanding Natural Beauty and The Broads, EN2 Protection and Enhancement of Landscape and Settlement Character, EN8 Protecting and Enhancing the Historic Environment, EN9 Biodiversity and Geology and EN13 Pollution and Hazard Prevention and Minimisation) as development control policies, it is considered, after having judged them against criteria set out in paragraphs 20 and 21 NPPF and paragraphs 074-077 of the PPG, that these are all strategic rather than non-strategic policies and adequately set out the priorities and objectives for North Norfolk without the need for a repeat of an overarching 'SS4' type policy.
- 2.2 Where the policies have been revised this has been to strengthen their operation and to comply with any changes in legislation, national policy and Government priorities that have occurred since adoption of the Core Strategy.

3. The Norfolk Coast Area of Outstanding Natural Beauty and The Broads National Park

- 3.1 Areas of Outstanding Natural Beauty (AONB) and National Parks are national landscape designations afforded the highest status of protection for their landscape and scenic quality. The Norfolk Coast AONB and The Broads National Park are valuable assets for North Norfolk, in terms of character and beauty, sustainable tourism, quality of life and also as wildlife habitats. The NPPF (paragraphs 170 – 173) requires local plans to give great weight to conserving and enhancing landscape and scenic beauty in these areas and for the conservation and enhancement of their wildlife and cultural heritage.
- 3.2 The policy proposed is a revised version of the existing policy EN1. Small changes have been made to align with the overarching NPPF requirements for a positive strategy, by setting out when development will be supported in these areas, and to ensure consistency with the principles and objectives set out in the management plans for the specific areas. The proposed policy makes clear that proposals for major development² in the AONB will be refused except in exceptional circumstances. A footnote to the policy is recommended to make clear that for developments proposed on allocated sites the 'exceptional circumstances' have been assessed and determined during plan preparation.

² The definition of 'major development' is not in this instance provided by the NPPF but is a matter for the decision maker in relation to each individual circumstance.

4. Protection and Enhancement of Settlement Character

- 4.1 In addition to requiring the highest protection for nationally designated landscapes the NPPF also requires that planning policies protect and enhance ‘valued landscapes’ commensurate with their quality as identified in the development plan. The visual character of North Norfolk’s landscapes, seascapes, townscapes, and the separation of settlements, both within and outside of designated areas, is highly valued by residents and visitors. Therefore, high priority should be given to the protection, conservation and enhancement of the landscape character and it is recommended to continue with a specific policy in this respect.
- 4.2 An updated Landscape Character Assessment (LCA) has been prepared which identifies and describes distinctive Landscape Types and Character Areas throughout North Norfolk and incorporates details on biodiversity and historic landscape features. Landscape character assessment is a tool used to identify what makes a place unique and serves as a framework for decision making. A Landscape Sensitivity Assessment (LSA) has also been prepared which has assessed the sensitivity of the District’s landscape to different types of renewable energy related development. Policy EN2 has been revised so that this information will be used to ensure that development proposals reflect the distinctive character, qualities and sensitivities of the area.

5. Biodiversity and Geology

- 5.1 The NPPF (paragraphs 170 – 177) requires local plans to protect and enhance biodiversity and geodiversity and Section 40 of the Natural Environment and Rural Communities Act 2006 imposes a duty on all public authorities to have regard to the purpose of conserving biodiversity (where ‘conserving’ includes restoring or enhancing a population or habitat). In 2018 the Government indicated that they intend to require developers to demonstrate how they are improving the biodiversity of a site, to deliver a biodiversity net gain.³ This is part of their ambition to embed the wider principle of environmental net gain into development. 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.
- 5.2 The proposed policy supports this intention and will require applications, in accordance with the mitigation hierarchy, to consider the potential effects of the proposal on biodiversity; demonstrating how potential effects have been avoided, and where this is not possible, adequately mitigated for. Any residual harm, after all measures to prevent and adequately mitigate have been applied, must be adequately compensated for. Biodiversity net gains and contribution to ecological networks should be sought for all development, proportionate to the scale of the proposal and any potential impacts. A development with limited or no impacts on biodiversity should still seek to demonstrate a biodiversity net gain wherever possible. This will include, but not be limited to, the protection of features such as trees, hedgerows, ponds, and woodland, designing buildings to include roosting or nesting spots and including landscaping within sites and along boundaries which can provide

³ Net gain consultation proposals, DeFRA Dec 2018

feeding and nesting opportunities as well as acting as habitat corridors aiding the passage of wildlife between sites.

6. Trees and Hedgerows

- 6.1 In addition to recommending a policy for the protection of biodiversity and geodiversity generally, it is proposed that the Council consults on a policy specifically for the protection of trees and hedgerows. The NPPF (paragraph 170) requires that planning policies and decisions should recognise the wider benefits that trees and woodland contribute to natural and local environment and that development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists (paragraph 175). It is considered that this policy will also help ensure that the Council meets its statutory biodiversity obligations as set out in the Natural Environment and Rural Communities Act 2006 (s.40; duty to conserve biodiversity).
- 6.2 Trees and hedgerows form an essential part of North Norfolk's landscape character not only by enhancing the aesthetics of an area, the quality of the environment and by providing a habitat for a range of wildlife but by delivering health, amenity, climate change and water management benefits. The policy will make clear to developers the importance of protecting our trees and hedgerows from harm, including loss and deterioration and that compensatory replacement provision will be required where necessary.

7. Protecting and Enhancing the Historic Environment

- 7.1 The national approach towards the protection and enhancement of the historic environment has evolved since the adoption of the Core Strategy and it is recognised that Policy EN8 is out of date, particularly in relation to key distinctions that have been drawn between designated and non-designated assets and harm that is substantial and less than substantial harm. The NPPF (paragraph 185) states that plans should set out a positive strategy for the conservation and enjoyment of the historic environment and that local plans should include strategic policies to "make sufficient provision for ...conservation and enhancement of the ...historic environment" (paragraph 20).
- 7.2 The PPG states that 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 as well as satisfying the relevant policies within the NPPF and the local plan. The NPPF places strong emphasis on the importance of the conservation of designated and non-designated assets (paragraphs 182 – 202) and clearly sets out matters to be taken into account in the determination of planning and other applications and the weight to be given to the significance of the asset and the level of harm that a development proposal will lead to.
- 7.3 The proposed policy is intended to ensure that the Council takes a positive approach to managing change within the historic environment whilst giving appropriate weight to the significance of a heritage asset and the level of harm that would result from a proposal.

7.4 The District has a rich historic environment which in terms of designated heritage assets has 2265 Listed Buildings, including 94 Grade I and 202 Grade II*, 81 Conservation Areas, 86 Scheduled Monuments and 33 Historic Parks and Gardens. There are also currently 190 buildings on the Council's Local List. This is a list of buildings that, whilst they do not fully meet the criteria for national listing, are considered of architectural or historical importance for the area. The effect on an application on the significance of a non-designated heritage asset is a material consideration when assessing development proposals and local listing strengthens the case for retention of a historic building. The requirements of the policy will equally apply to any local heritage assets identified and listed in adopted Neighbourhood plans. The policy also seeks to ensure that development proposals are determined in accordance with the Council's Conservation Area Appraisals and Management Plans which are also material considerations.

8. Pollution and Hazard Prevention and Minimisation

8.1 The Local Plan plays a key role in determining the location of development that may give rise to pollution, either directly or indirectly, and in ensuring that other uses and development are not, as far as possible, affected by major existing or potential sources of pollution. The NPPF sets out in paragraphs 178-183 requirements related to ground conditions and pollution. It is considered that Policy EN13 accords with these requirements on the whole and only needs minor alteration by way of incorporating specific reference to nocturnal character and light pollution. In particular, to strengthen protection for designated dark skies areas both within and outside of the District.

9. Recommendation

1. Members consider the contents of this report and confirm the provisional preferred policies to be included within the First Draft Local Plan for consultation.
2. The final policy wording and content of the consultation document is delegated to the Planning Policy Manager

10. Legal Implications and Risks

The Council must produce a Plan which complies with various regulatory and legal requirements and in determining its preferred policy approaches they must be justified and underpinned by evidence.

11. Financial Implications and Risks

Failure to undertake plan preparation in accordance with national guidance and the regulations is likely to render the plan 'unsound' at examination and result in the need to return to earlier stages. Substantial additional costs would be incurred.

Local Plan – Approach to Green Infrastructure

Summary: This report considers the draft policy approach to be taken in relation to Green Infrastructure.

- Recommendations:
- **Members consider the contents of this report and confirm the approach to Green Infrastructure and the draft policy to be included within the First Draft Local Plan for consultation.**
 - **The final policy wording and content of the consultation document is delegated to the Planning Policy Manager.**

Cabinet Member(s)	Ward(s) affected
All Members	All Wards
Contact Officer, telephone number and email: Stuart Harrison, Senior Planning Officer. 01263 513308. stuart.harrison@north-norfolk.gov.uk	

1. Introduction

- 1.1 This report sets out the suggested approach in relation to Green Infrastructure in the emerging Local Plan. It outlines the work that is ongoing to produce a North Norfolk Green Infrastructure Strategy and details the suggested draft policy for Green Infrastructure.
- 1.2 Green spaces, open spaces, coastal areas, the rivers and Broads are an important part of the character of North Norfolk. They are areas of countryside, natural green spaces and provide areas of open space within our towns and villages and encourage people to be active and enjoy their surroundings. Many of these spaces are of historical value and are important to the setting and perception of the places we live in. These areas form part of the green network in North Norfolk and provide valuable habitats for wildlife – a number of which have the highest national, european and international designations.
- 1.3 Green infrastructure is a 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. It is an important part of our communities and contributes towards the identity of North Norfolk. The policy approach in the emerging Local Plan has been informed by the contents of the emerging interim North Norfolk Green Infrastructure Strategy and a wide evidence base.

2. Existing Policy in the Core Strategy

2.1 The existing Core Strategy, adopted in 2008, includes aims to improve the natural environment and to facilitate increased walking and cycling and to ensure adequate provision of accessible greenspaces (Core Aim 6). It was envisaged that these aims would be achieved through Core Strategy strategic spatial policies and development management policies as described below.

2.2 **Strategic Policy SS4 (Environment)** aims to protect existing open space and areas designated for environmental purposes, requires new developments to include open space to meet locally defined targets, requires that development makes links to the surrounding countryside and seeks to create an ecological network.

Policy SS4 states that open spaces and areas of biodiversity interest will be protected from harm, and the restoration, enhancement, expansion and linking of these areas to create green networks will be encouraged through a variety of measures such as:

- maximising opportunities for creation of new green infrastructure and networks in sites allocated for development;
- creating green networks to link urban areas to the countryside;
- the designation of Local Nature Reserves and County Wildlife Sites;
- appropriate management of valuable areas, such as County Wildlife Sites;
- minimising the fragmentation of habitats, creation of new habitats and connection of existing areas to create an ecological network as identified in the North Norfolk ecological network report;
- progress towards Biodiversity Action Plan targets; and
- conservation and enhancement of Sites of Special Scientific Interest (SSSI) in accordance with the Wildlife and Countryside Act.

2.4 **Strategic Policy SS6 (Access and Infrastructure)** includes provision that new development should be supported by, and have good access to, infrastructure, open space, public services and utilities. Policy SS6 also seeks to protect, enhance and promote Public Rights of Way and for new development to 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.

2.5 The existing Core Strategy also has a policy for the provision and protection of **Open Space in Policy CT1** which recognises that there are many valuable open spaces across North Norfolk and that those within settlement boundaries may be subject to pressure for residential development. The purpose of the policy is to therefore safeguard the large number of open spaces by restricting the types of development which would be allowed.

2.6 A number of these environmental aims and policies in the Core Strategy will be taken forward and updated in a new policy approach in the Local Plan, reflecting the up to date evidence and national planning policy and guidance.

3. National Planning Policy

3.1 The national policy approach to delivering green infrastructure is set out in the National Planning Policy Framework and supporting Planning Practice Guidance.

Green infrastructure: A 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.
National Planning Policy Framework 2018

- 3.2 The National Planning Policy Framework states that strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for conservation and enhancement of the natural, built and historic environment, including landscapes and **green infrastructure**.
- 3.3 Paragraph 020 of the NPPF suggests to assist in planning positively for green infrastructure local planning authorities may wish to **prepare an authority-wide green infrastructure framework or strategy**.
- 3.4 The production of a green infrastructure strategy should be evidence-based by, for example, including an assessment of current green infrastructure provision that identifies gaps in the network and the components and opportunities for improvement. The assessment can inform the role of green infrastructure in local and neighbourhood plans, infrastructure delivery plans and Community Infrastructure Levy (CIL) schedules.
- 3.5 Paragraph 029 states that Local Plans should identify the strategic location of existing and proposed green infrastructure networks. Where appropriate, supplementary planning documents can set out how the planning, design and management components of the green infrastructure strategy for the area will be delivered.
- 3.6 The NPPF references to Green Infrastructure have been considered within the preparing of the draft policies.

4 The Evidence Base

- 4.1 The Green Infrastructure Strategy brings together key findings detailed in the evidence. The evidence base draws together a number of core documents which have been used to identify existing issues related to green infrastructure such as habitat corridors, location of greenspaces, how accessible they are to the community and whether green spaces are important for wildlife.
- 4.2 Key documents in the Council's evidence base include:
- The Norfolk Green Infrastructure Mapping Project 2018
 - North Norfolk State of the Environment Report 2011
 - North Norfolk Ecological Network Mapping
 - Recreational Impacts Study 2017
 - Norfolk Coast Partnership AONB Management Plan and other documents
 - Natural England's Accessible Natural Greenspace Report 2010 and Mapping 2018
 - North Norfolk Open Space and Playing Pitch Strategy (emerging)
 - Norfolk Rights of Way Improvement Plan and Norfolk Access Improvement Plan 2018-2028
 - The Strategic Flood Risk Assessment and Natural Flood Management Opportunities mapping
 - Broadland Rivers Catchment Plan

Landscape Character

- 4.4. The guidelines contained in the 2018 Landscape Character Assessment (LCA) will also inform the green infrastructure strategy and the delivery of green infrastructure proposals. The LCA is intended to provide landscape context for policies and proposals within the emerging Local Plan, inform the determination of planning applications, and inform the management of future change. This character assessment updates the District's previous LCA. The LCA is a tool to identify what makes a place unique, and can serve as a framework for decision making that respects local distinctiveness.

5 Suggested Policy Approach

- 5.1 The **North Norfolk Green Infrastructure Strategy** will be produced and this document will inform the Local Plan policy and the site allocations in relation to what green infrastructure deficits there may be in the area and what specific green infrastructure proposals that a site is expected to deliver.
- 5.2 For the purposes of the upcoming public consultation an *interim* Green Infrastructure Strategy will be produced. The G.I. Strategy will be refined and finalised over the coming 6 months and brought back to Working Party for consideration. It is intended that the strategy will inform future iterations of the policy.
- 5.3 The G.I. Strategy will provide a coordinated approach towards improving the existing green infrastructure network and by ensuring the right types of green spaces and enhancements are provided where they are most needed. The G.I. Strategy will make sure that improvements are made in areas where they will provide the greatest benefit.
- 5.4 The G.I. Strategy will set out a strategic approach to improve the green spaces and the connections between them that will create a well-connected green infrastructure network to benefit communities, wildlife and the wider environment.
- 5.5 The North Norfolk Green Infrastructure Strategy:
- Brings together information from different evidence bases, identifies potential ways to improve existing shortfalls and prioritises areas most in need of improvement.
 - Sets out key principles to ensure the right types of green infrastructure are provided where they are most needed. Considering how green spaces can be included in a proposal early in the design process will improve the overall quality of new development.
 - Identifies gaps in the existing green infrastructure network. This will help the Council, Town and Parish Councils, developers, community groups and external organisations to proactively take advantage of opportunities when they arise to improve the quality and connectivity of the network.
 - Provides a coordinated approach to the planning and delivery of green infrastructure to maximise the long-term benefit for people and wildlife.
- 5.6 To make the Green Infrastructure Strategy easier to interpret, the key findings and areas of enhancement have been set out in two sections setting out information at different scales:
- **District Wide Strategy** which provides a strategic overview of existing green space provision across the District and shows strategic links between ecological habitats including maps and key findings.
 - **Major Growth Town Strategies** provide a greater detailed account of key issues, and measures, that could be considered to improve local green infrastructure in **Cromer, Fakenham and North Walsham**.
- 5.7 The key green infrastructure improvements for the three major growth towns will be illustrated on G.I Strategy 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.
- 5.8 **Draft Local Plan Policy**
- 5.9 The draft policy can be seen in the attached appendix pack and the following will be included as the **supporting text** to provide the context, reasons and justification for the Green Infrastructure:

The purpose of this policy is to safeguard, retain and enhance the network of green infrastructure.

The network of green infrastructure in North Norfolk will be safeguarded, retained and enhanced in line with the North Norfolk Green Infrastructure Strategy. The protection and enhancement of the green infrastructure network will be sought through the development management process in line with the principles, priorities and action plans detailed in the Green Infrastructure Strategy including mitigating towards recreational impacts.

- 5.10 The following policy for Green Infrastructure is proposed:

Policy #

Green Infrastructure

New developments will have regard to the green infrastructure strategy and incorporate green infrastructure principles into proposals, including:

- the delivery of new green infrastructure;
- the mitigation and enhancement of existing green infrastructure;
- improving green infrastructure connectivity;

Through its layout and design, new development should respond to the location of existing green infrastructure and deliver appropriate uses and functions.

Development in Cromer, Fakenham and North Walsham should consider the Green Infrastructure Strategy for each town and incorporate green infrastructure proposals in line with the detailed Action Plans.

Other Environmental Policies

- 5.11 The Local Plan will contain other policies on the Natural Environment and providing for healthy communities. There will be discreet policy areas including but not limited to Biodiversity & Geodiversity, Landscape, Trees and Hedgerows, Open Space and Public Rights of Way.
- 5.12 The green infrastructure policy will provide an overarching policy for the delivery of green infrastructure and the G.I. Strategy will provide detail on where new green infrastructure needs to be provided. However, the broader suite of policies will provide more detail in these areas and will provide a robust environmental policy backbone to the green infrastructure policy and the Local Plan as a whole.

6 Recommendations

Members consider the contents of this report and confirm the approach to Green Infrastructure and the policy to be included within the First Draft Local Plan for consultation.

The final policy wording and content of the consultation document is delegated to the Planning Policy Manager.

7 Legal Implications and Risks

The Council must produce a Local Plan which complies with various regulatory and legal requirements and in determining its preferred policy approaches they must be justified and underpinned by evidence.

8 Financial Implications and Risks

Failure to undertake plan preparation in accordance with national guidance and the regulations is likely to render the plan 'unsound' at examination and result in the need to return to earlier stages. Substantial additional costs would be incurred.

Local Plan Preparation – Renewable Energy

Summary: This report considers the draft policy approach to be taken in the new Local Plan in relation to renewable energy. It recommends a draft policy for public consultation.

Recommendations: **Members consider the contents of this report and confirm the provisional preferred policy approaches to be included within the First Draft Local Plan for consultation.**

The final policy wording and content of the consultation document is delegated to the Planning Policy Manager.

Cabinet Members(s)	Ward(s) Affected
All Members	All Wards
Contact Officer(s), telephone number and email:	
Jodie Rhymes, Senior Planning Officer - 01263 516304 Jodie.Rhymes@north-norfolk.gov.uk	
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1. Introduction

- 1.1 In an effort to mitigate climate change, the UK is committed to reducing its greenhouse gas emissions by 80% by 2050 and sourcing at least 15% of its energy from renewable sources by 2020. In 2013/14 this target was almost met, and wind energy contributed 9% of the UK’s power needs, and at points throughout the year surpassed nuclear energy in its contribution to day to day energy needs.
- 1.2 It is clear that renewable energy will continue to play an important role in enabling the UK to meet its climate change targets and local planning authorities must play their part in promoting renewable energy and facilitating appropriate new development through the planning system. The NPPF promotes the provision of a positive strategy to encourage the use of renewable and low carbon energy.
- 1.3 There are many different types of renewable energy including solar energy, wind, wave and biomass. All of these technologies have a role to play, alongside energy efficiency, in meeting government CO2 reduction targets. The Council supports and encourages the generation of energy from renewable sources as evidenced through the significant number of solar farms across the District. Whilst most recognise and support the benefits of renewable energy it remains the case that individual development proposals are controversial, especially wind turbines which raise concerns in relation to potential impacts including those on landscape character, wildlife conservation and residential amenity. Local planning authorities, whilst

needing to embrace renewable energy must at the same time ensure that new development is of an appropriate scale and location so as not to give rise to unacceptable impacts on local communities and the special character of local areas.

1.4 The Council is in the process of preparing its Local Plan. This will set out the key elements for the planning framework for North Norfolk covering the period 2016 to 2036. The new Local Plan will include a policy on renewable energy. This report seeks to establish the draft policy approach (attached in the appendix pack) which can be included in the forthcoming draft plan consultation.

2. Policy Context

2.1 The existing Core Strategy, adopted in 2008, includes Policy EN7 which is broadly supportive of renewable energy. The Policy seeks to support renewable energy proposals in the context of sustainable development and climate change, taking account of the wide environment, social and economic benefits of renewable energy whilst also ensuring that proposals do not have significant adverse effects on the landscape, townscape, historical features, residential amenity and conservation/ biodiversity considerations.

2.2 The policy does not allow for large scale renewable energy infrastructure in areas of national importance such as the Area of Outstanding Natural Beauty (AONB) unless it can be demonstrated that the objectives of the designation are not compromised.

2.3 Since the adoption of the Core Strategy there has been a shift in the national approach in this policy area.

2.4 On the 18th June 2015 the Secretary of State for Communities and Local Government (Greg Clark) through a Written Ministerial Statement set out new national provisions relating to wind energy development. The Statement set out that local planning authorities should only grant planning permission for proposals for wind energy development if the development site is in an area identified as suitable for wind energy development. It goes on to note that these areas need to be allocated clearly in a Local or Neighbourhood Plan and following consultation can be demonstrated that it has backing of the local community.

2.5 The 2018 National Planning Policy Framework has been amended to reflect these changes, and states that plans should:

- a) provide a positive strategy for energy from these sources, that maximises the potential for suitable development, while ensuring that adverse impacts are addressed satisfactorily (including cumulative landscape and visual impacts);
- b) consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development; and
- c) identify opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.

2.6 The NPPF in paragraph 152 goes on to state that local planning authorities should support community-led initiatives for renewable and low carbon energy, including developments outside areas identified in local plans or other strategic policies that are being taken forward through neighbourhood planning.

- 2.7 Specifically, in relation to dealing with planning applications for one and more wind turbines, the NPPF states that turbines should not be considered acceptable unless it is in an area identified as suitable for wind energy development in the development plan; and, following consultation, it can be demonstrated that the planning impacts identified by the affected local community have been fully addressed and the proposal has their backing.
- 2.8 Due to these changes in national policy a revised approach relating to renewable energy is required in the emerging Local Plan and it is necessary to consider identifying areas within the district that are potentially suitable for renewable energy.
- 2.9 An initial steer was given from the Members at the November 2017 Working Party to what might be considered an appropriate way to manage wind energy development through the emerging Local Plan and exploring the potential policy approaches that the Local Plan could take in identifying suitable areas for wind energy development. The preferred approach was to develop a policy approach based around the identification of high value landscape /designations where there would be policy prohibition of wind turbines in these areas and a criteria based policy to aid in the determination of applications for those outside of the sensitive area. It was also recognised that further evidence would be required to help differentiate between sensitivity of landscape types. Members also requested that a number of former airfields be evaluated in terms of landscape impacts.

3. Landscape Sensitivity Study

- 3.1 The Landscape Sensitivity Study, 2018 (LSS) published in November 2018, provides evidence and context for policies within the emerging Local Plan and has been used to inform the emerging Renewable Energy policy and to assist in the identification of potentially suitable areas for wind turbines. LSS uses the updated 2018 Landscape Character Assessment (LCA) as the basis for identifying the overall sensitivity to different renewable energy developments for each Landscape Character Type (LCT), indicating areas that may be more or less sensitive in the landscape and visual terms.
- 3.2 The study (Figures 5.1 – 5.3) shows the sensitivity for wind energy development of different scales and other types of renewable energy development. And shows that in the case of:
- [Large scale](#) (80m hub, 130m tip) wind turbines; the entire District has high sensitivity
 - [Medium scale](#) (60m hub, 100m tip) wind turbines; the Area of Outstanding Natural Beauty (AONB), Wooded Glacial Ridge and the River Valleys Landscape types have high sensitivity, the remaining areas of the District are classified as Moderate-High sensitivity.
 - [Small scale](#) (30m hub, 45m tip) wind turbines; Parts of the AONB is classed as having high sensitivity, the rest of the AONB, River Valleys and Wooded Glacial Ridge landscape types have moderate – high sensitivity and the remainder of the District has moderate – low sensitivity.

LCT	Large scale wind		Medium scale wind		Small scale wind		Solar PV		Onshore cable routes		Industrial type dev		Reservoir	
	OUT AONB	IN AONB	OUT AONB	IN AONB	OUT AONB	IN AONB	OUT AONB	IN AONB	OUT AONB	IN AONB	OUT AONB	IN AONB	OUT AONB	IN AONB
Rolling Open Farmland	H	H	MH	H	M	H	MH	H	M	MH	M	H	M	MH
Tributary Farmland	H	H	MH	H	M	H	MH	H	M	MH	M	H	M	MH
Low Plains Farmland	H		MH		M		M		M		M		M	
River Valleys	H	H	H	H	MH	H	H	H	MH	H	MH	H	MH	H
Settled Farmland	H		MH		M		M		M		M		M	
Coastal Plain	H	H	MH	H	M	H	M	H	LM	MH	M	H	M	MH
Coastal Shelf	H	H	H	H	MH	H	MH	H	MH	MH	MH	H	MH	MH
Wooded Ridge	H	H	H	H	MH	H	MH	H	MH	H	MH	H	MH	H
Rolling Heath & Arable		H		H		H		H		MH		H		MH
Drained Coastal Marshes		H		H		H		H		H		H		H
Open Coastal Marshes		H		H		H		H		H		H		H

Figure 1: Sensitivity ratings for typical scales of development by LCT

3.3 The study also shows the sensitivity for wind energy development of different scales and other types of renewable energy development within a range of airfields across the District and shows that in the case of:

- Large scale (80m hub, 130m tip) wind turbines; all airfields have high or moderate-high sensitivity
- Medium scale (60m hub, 100m tip) wind turbines; North Creake (close to the AONB) and Langham (within the AONB) are classified as high sensitivity and Coltishall classified as moderate-high sensitivity. The remaining areas of the District are classified as moderate sensitivity.

- Small scale (30m hub, 45m tip) wind turbines; the majority of the District is classified as having low- moderate sensitivity. Whilst North Creake (close to the AONB) and Langham (within the AONB) classified as moderate-high and Coltishall is moderate. The remaining airfields are classified as low-moderate.

3.4 Airfield sensitivity is typically lower than sensitivity of the Landscape Type in which each site is located, although there is generally less difference in relation to wind turbines, which have a greater impact on surrounding landscapes than the lower height development types.

Airfield (LCT)	Large scale wind	Medium scale wind	Small scale wind	Solar PV	Onshore cable routes	Industrial type dev	Reservoir
West Raynham (ROF)	MH	M	LM	L	L	L	LM
Sculthorpe (ROF)	MH	M	LM	L	L	L	L
North Creake (ROF)	H	H	MH	LM	LM	M	M
Little Snoring (TF)	MH	M	LM	M	LM	M	M
Langham (TF)	H	H	MH	M	M	MH	M
Coltishall (LPF)	MH	MH	M	LM	LM	LM	LM

Figure 2: Sensitivity ratings for typical scales of development by LCT in Airfields

4. Suitable Areas for Wind Energy in North Norfolk

4.1 Identifying areas suitable for renewable energy in plans gives greater certainty as to where such development will be permitted. In the case of wind turbines, a planning application should not be approved unless the proposed development site is an area identified as suitable for wind energy development in a Local or Neighbourhood Plan.

4.2 The proposed preferred approach seeks to identify areas suitable for wind energy development based on the findings of the LCA and LSS as summarised above.

4.3 Wind energy development proposals will be supported in principle where it can be demonstrated that the landscape sensitivity for the proposed scale of turbine does not exceed 'Moderate- High'. This sensitivity classification maintains opportunities for wind energy development of up to 60m hub/100m tip height across the least sensitive parts of the District. Within the area identified as suitable for wind energy development all proposals will be assessed against the landscape evidence base and a comprehensive criteria based policy.

4.4 Wind energy development proposals in airfields will be considered potentially suitable where the sensitivity does not exceed Moderate- High, larger scale wind turbines in

principle will be acceptable in some airfield locations subject to compliance with the Renewable Energy Policy.

- 4.5 The policy does not wish to preclude all wind energy development in the District, but rather retain the option of supporting wind energy development where it is of an appropriate and acceptable scale and is supported by the affected local community. The policy will be subject to Habitats Regulation Assessment and consultation.

5. Draft Policy and Supporting Text

- 5.1 In establishing the preferred policy approach, the Council have sought to develop a balanced and pragmatic approach which can only be enabled where they address all appropriate planning considerations and have community support, whilst continuing to enable appropriate opportunities to come forward; including community-led proposals.

6. Recommendation:

- **Members consider the contents of this report and confirm the provisional preferred policy approach's to be included within the First Draft Local Plan for consultation.**
- **The final policy wording and content of the consultation document is delegated to the Planning Policy Manager.**

7. Legal Implications and Risks

The Council must produce a Plan which complies with various regulatory and legal requirements and in determining its preferred policy approaches they must be justified and underpinned by evidence.

8. Financial Implications and Risks

Failure to undertake plan preparation in accordance with national guidance and the regulations is likely to render the plan 'unsound' at examination and result in the need to return to earlier stages. Substantial additional costs would be incurred.

Appendix Pack Local Plan Working Party January 2019

Approach to the Environment

Policy XX Norfolk Coast Area of Outstanding Natural Beauty and The Broads National Park

The impact of individual proposals, and their cumulative effect, on the identified special qualities of the **Norfolk Coast AONB, The Broads National Park** and their settings, will be carefully assessed.

Development will be supported where it is small scale; meets an identified local need and the natural character and beauty of the area is conserved and where possible enhanced. When assessing development proposals within these designated areas, particular attention will be given to the objectives and principles set out in the Norfolk Coast AONB Management Plan 2014-2019 and the Broads Plan 2017 and any successor documents.

Opportunities for remediation and improvement of damaged landscapes will be taken as they arise.

Proposals for 'major development'¹ in the Area of Outstanding Natural Beauty will be refused except in exceptional circumstances and where it can be demonstrated that they are in the public interest as set out in national policy².

1. 'major development' in this instance is not specifically defined and is a matter for the decision maker, taking into account its nature, scale and setting and whether it could have a significant adverse impact on the purposes for which the area has been designated or defined; NPPF para. 172, footnote 55

2. This does not apply to development sites allocated by the Local Plan because the need for those developments and scope for them to be accommodated elsewhere outside the AONB was assessed during plan preparation.

Preferred Option	Why it is Preferred
Provide a policy to ensure appropriate protection is given to the conservation and enhancement of the special qualities of the Norfolk Coast Area of Outstanding Natural Beauty and The Broads National Park.	This option will accord with the NPPF by providing a positive strategy and ensuring great weight is given to the conservation and enhancement of the District's national landscape designations.
Alternative Option	Why it is not Preferred
Not to provide a policy and to instead rely on National policy and guidance.	This option would not comply with the NPPF requirement for local plans to set out a positive strategy and would not allow for the principles and objectives of the specific areas' management plans to be given appropriate weight in the decision making process.

Policy XX Protection and Enhancement of Landscape and Settlement Character

Proposals for development should be informed by, and be sympathetic to, the distinctive Landscape Types and Character Areas, strategic objectives and considerations identified in the North Norfolk Landscape Character Assessment and Landscape Sensitivity Assessment and features identified in relevant settlement character studies.

Development proposals should, where appropriate, demonstrate that their location, scale, design and materials will protect, conserve and, where possible, enhance:

- the special qualities and local distinctiveness of the area (including its historical, biodiversity and cultural character)
- gaps between settlements, and their landscape settings
- distinctive settlement character
- the pattern of distinctive landscape features, such as watercourses, woodland, trees and field boundaries, and their function as ecological corridors for dispersal of wildlife
- visually sensitive skylines, hillsides, seascapes, valley sides and geological features
- nocturnal character
- the setting of, and views from, **Conservation Areas** and **Historic Parks and Gardens**.
- the defined **Setting of Sheringham Park**, as shown on the Policies Map.

Development should, where possible, be directed to areas where the landscape is either not sensitive to change, or is of a lower landscape sensitivity. Where development is proposed in areas of higher landscape sensitivity, applications will be expected to demonstrate how the impact on the landscape will be minimised by appropriate mitigation. In the case that a development is not able to be made acceptable by mitigation measures, such proposals will be refused.

Proposals should include 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 in accordance with Policies XX & XX.

Preferred Option	Why it is Preferred
To provide a policy to ensure protection of the distinctive landscape character, qualities and sensitivities of the area.	This option will accord with the NPPF requirement that planning policies protect and enhance valued landscapes commensurate with their quality as identified in the development plan.
Alternative Option	Why it is not Preferred
Not to provide a policy and to instead rely on National policy and guidance.	This option does not comply with the NPPF. It would represent a missed opportunity to ensure that development proposals reflect the distinctive character, qualities and sensitivities of the area.

Policy XX Biodiversity and Geology

All development proposals should:

- protect the biodiversity value of land and buildings and minimise fragmentation of habitats;
- maximise opportunities for restoration, enhancement and connection of natural habitats; and
- incorporate beneficial biodiversity conservation features where appropriate.

Biodiversity net gains and contribution to ecological networks should be sought for all development, proportionate to the scale of the proposal and any potential impacts. A development with limited or no impacts on biodiversity should still seek to demonstrate a biodiversity net gain wherever possible.

The highest level of protection will be given to European Sites, with development only permitted where the proposal is in accordance with the requirements of the Conservation of Habitats and Species Regulations 2017 or any successor Regulations. Where 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, to inform the Council's Habitats Regulations Assessment.

Development proposals likely to have a direct or indirect adverse effect to nationally designated sites¹ or other designated areas² or protected species³ will not be permitted unless;

- it can be clearly demonstrated that the benefits of the development outweigh the need to safeguard the special ecological / geological interest of the site and the wider network of natural habitats; and
- it has been demonstrated, where development would result in significant harm, that it cannot be reasonably located on an alternative site that would result in less or no harm, and;
- the remaining harm, after all measures to prevent and adequately mitigate for have been applied, will be adequately compensated for.

Development proposals that would result in **significant detriment** to the nature conservation interests of nationally designated sites will not be permitted.

Development proposals where the principal objective is to conserve or enhance biodiversity or geodiversity interests will be supported in principle.

Where the Council considers that a designated site, protected species, or any species or habitat, particularly where listed as a Priority Habitat or Species under Section 41 of the Natural Environment and Rural Communities Act (2006), of principal importance for conservation may be adversely affected by a development proposal, an Ecological Environmental Impact Assessment (EclA) (or in certain circumstances⁴ a Preliminary Ecological Appraisal (PEA)) will be required to be submitted with the planning application to assess effects on European sites and effects on flora and fauna, commensurate with the scale of the impact and the importance of the species.

1. SSSIs, The Broads, the Norfolk Coast AONB & National Nature Reserves

2. Regionally Important Geological Sites, Local Nature Reserves, County Wildlife Sites, Ancient Woodland and Roadside Nature Reserves.

3. Those identified in the Natural Environment and Rural Communities Act 2006 Section 40 and in the UK and Norfolk Biodiversity Action Plans.

4. Applications may be supported by a Preliminary Ecological Appraisal (PEA) only when the results of the PEA clearly indicate that further survey and assessment is not required; a non-technical summary is provided of the net losses and gains for biodiversity of the development; the PEA has provided clarity and certainty regarding the ecological impacts of the development and the Local Planning Authority has sufficient information in order to make a decision in accordance with BS42020:2013.

Preferred Option	Why it is Preferred
To provide a policy to protect and enhance biodiversity and geodiversity.	This option will accord with the NPPF requirements for the protection and enhancement of biodiversity and geodiversity, will assist the Council in their statutory duty to have regard to the purpose of conserving biodiversity and will align with the Government's stated ambition for development to deliver a biodiversity net gain.
Alternative Option	Why it is not Preferred
Not to provide a policy and to instead rely on National policy and guidance.	This option does not comply with the NPPF and would represent a missed opportunity to embed the principle of environmental net gain into development.

Policy XX Trees and Hedgerows

Development requiring the loss of a protected tree or hedgerow (including preserved trees, protected hedgerows, trees in Conservation Areas, ancient trees, aged and veteran trees and trees classified as being of categories A or B in value (BS5837:2012) will only be permitted where it would allow for a substantially improved overall approach to the design and landscaping of the development where the public benefit would clearly outweigh the loss or deterioration of any tree or hedgerow.

Where the loss of such features is demonstrably unavoidable, adequate replacement provision, preferably by native species will be required. Where the loss of a tree is accepted in these circumstances, developers will be required to ensure that the loss will be suitably compensated for, taking into account the size and condition of the tree.

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.

Preferred Option	Why it is Preferred
To introduce a new policy to provide specific protection for trees and hedgerows.	This option will accord with the NPPF and will ensure that the preference will be for existing natural features to be incorporated into development schemes rather than being lost.
Alternative Option	Why it is not Preferred
Not to introduce a policy and to instead rely on other policies in the local plan, legislation and National policy and guidance.	This option would result in reliance on other policies in the plan and statutory protections to protect these important natural features. This would be a missed opportunity to require developers to demonstrate why a loss of natural features is necessary for their proposal and to set out what the Council consider would be adequate

	replacement provision where loss is demonstrated to be unavoidable.
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Policy XX Protecting and Enhancing the Historic Environment

The Council will protect, conserve and, where possible, enhance heritage assets throughout the District through the special protection afforded to listed buildings, conservation areas, 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).

The Council will protect, conserve and, where possible, enhance the North Norfolk historic environment by:

- (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; and
- (d) increasing opportunities for access, education and appreciation of all aspects of the historic environment, for all sections of the community.

Development proposals, including alterations and extensions, that result in substantial harm to or total loss of significance of a designated heritage asset and / or its setting will only be permitted in exceptional circumstances 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.

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.

In all cases there will be an expectation that any new development will enhance the historic environment or better reveal the significance of the heritage asset, in the first instance, unless there are no identifiable opportunities available. In instances where existing features have a negative impact on the historic environment, as identified through character appraisals, the Council will, as part of any development proposal, seek the removal of the features that undermine the historic environment. 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.

The character and appearance of Conservation Areas will be conserved, and where possible enhanced, and, in consultation with all relevant stakeholders, a further programme of conservation area appraisals and management plans will be undertaken and used in the determination of development proposals.

Preferred Option	Why it is Preferred
To introduce a policy that ensures a positive approach to the conservation and enhancement of the historic environment.	This option complies with the NPPF and will ensure that the Council assesses proposals affecting heritage assets in a manner commensurate with the type of asset involved and the level of harm that would result.
Alternative Option	Why it is not Preferred
Not to provide a policy and to instead rely on National policy and guidance.	This option would not comply with the NPPF and would result in difficulty ensuring conservation and enhancement of the District's historic environment.

Policy XX Pollution and Hazard Prevention and Minimisation

All development proposals should minimise, and where possible reduce, all emissions and other forms of pollution, including light and noise pollution, and ensure no deterioration in water quality. Proposals will only be permitted where, individually or cumulatively, there are no unacceptable impacts on;

- the natural environment and general amenity;
- health and safety of the public;
- nocturnal character;
- air quality;
- surface and groundwater quality;
- land quality and condition; and
- the need for compliance with statutory environmental quality standards

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.

Proposals for development should protect and enhance the tranquillity and dark skies of North Norfolk and the adjoining Authorities' areas.

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.

Development that increases the risk to life or property, except for that which is necessary to the operation of the use causing the hazard, will not be permitted in:

- **Major Hazard Zones**¹; and
- 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 be likely to impose significant restrictions on the activities of the existing use in the future.

1. As identified by the Health and Safety Executive

Preferred Option	Why it is Preferred
To provide a policy to minimise and where possible reduce, all emissions and other forms of pollution including light and noise pollution and ensure no deterioration in water quality.	This option complies with the NPPF and will ensure that all types of pollution are given due weight in the determination of development proposals.
Alternative Option	Why it is not Preferred
Not to provide a policy and to instead rely on National policy and guidance.	This option would not comply with the NPPF and would result in difficulty ensuring that development proposals minimise pollution of the environment.

Approach to Green Infrastructure

The purpose of this policy is to safeguard, retain and enhance the network of green infrastructure.

The network of green infrastructure in North Norfolk will be safeguarded, retained and enhanced in line with the North Norfolk Green Infrastructure Strategy. The protection and enhancement of the green infrastructure network will be sought through the development management process in line with the principles, priorities and action plans detailed in the Green Infrastructure Strategy including mitigating towards recreational impacts.

Policy xx Green Infrastructure

New developments will have regard to the green infrastructure strategy and incorporate green infrastructure principles into proposals, including:

- the delivery of new green infrastructure;
- the mitigation and enhancement of existing green infrastructure;
- improving green infrastructure connectivity;

Through its layout and design, new development should respond to the location of existing green infrastructure and deliver appropriate uses and functions.

Development in Cromer, Fakenham and North Walsham should consider the Green Infrastructure Strategy for each town and incorporate green infrastructure proposals in line with the detailed Action Plans.

Preferred Option	Why it is Preferred
To introduce a policy to protect, provide and enhance green infrastructure. The Policy will be supplemented by a Green Infrastructure Strategy.	This option complies with National Policy. The delivery of a supporting green infrastructure strategy is in line with NPPF paragraph 20
Alternative Option 1	Why it is not Preferred
To introduce a policy to protect, provide and enhance green infrastructure. Rely on other bodies to deliver a green infrastructure strategy and green infrastructure proposals.	This option would represent a missed opportunity to have a local policy that fully reflects the NPPF and Government strategy. This option would not promote the delivery of a green infrastructure strategy or meet National Policy aspirations that Local Plans should identify the strategic location of existing and proposed green infrastructure networks.
Alternative Option 2	Why it is not Preferred
Not to introduce a policy and instead rely on National policy and guidance	This option would represent a missed opportunity to have a local policy that fully reflects the NPPF and Government strategy. This option would not positively provide for green infrastructure in the district and would have a negative impact on the Plan's sustainable development objectives.

Approach to Renewable Energy

Policy xx Renewable energy

Renewable energy proposals will be supported and considered in the context of sustainable development and climate change, taking account of the wide environmental, social and economic benefits of renewable energy gain and their contribution to overcoming energy supply problems in parts of the District.

Proposals for renewable energy technology, associated infrastructure and integration of renewable technology on existing or proposed structures will be permitted where individually, or cumulatively, there are no significant adverse effects on;

- I. the surrounding landscape, townscape and cumulative landscape character and visual impacts; and
- II. the special qualities of all nationally important landscape, heritage assets, including their settings are conserved or enhanced; and
- III. residential amenity (noise, fumes, odour, traffic, broadcast interference); and
- IV. specific highway safety, designated nature conservation, best and most versatile agricultural land or biodiversity considerations.

And in the case of proposals for wind energy development;

- o Turbines will be considered suitable where they lie outside an area classified as having high sensitivity within the LSS, 2018 study and;

There are no significant adverse effects on;

- I. Air traffic safety, radar, reflected light, heritage, cumulative impact and radar and telecommunications have been adequately mitigated; and
- II. residential amenity in terms of shadow flicker, vibration and visual dominance; and
- III. it can be demonstrated that the impact on landscape character is acceptable in accordance with the adopted landscape character evidence base.

When dealing with planning application for wind turbines it should be demonstrated that the planning impacts identified by the affected local community have been fully addressed and the proposal should have their backing.

Community-led initiatives for renewable and low carbon energy will be supported where they are being taken forward through neighbourhood planning.

Preferred Option	Why it is Preferred
Introduce a new policy for renewable energy development.	This option will provide a positive strategy to promote renewable energy, which complies with the NPPF and helps to increase the use and supply of renewable and low carbon energy and heat.
Alternative Option	Why it is not Preferred
Devolve the identification of suitable areas for onshore wind to neighbourhood planning groups	This option would represent a missed opportunity to provide a positive strategy to promote renewable energy to address the District as a whole. There is currently a small take up of neighbourhood plans and

	therefore would provide limited wind energy opportunities.
Remove references to onshore wind development from policy, and assess future wind applications against national policy	This option would represent a missed opportunity to have a local policy that fully reflects the NPPF and Government strategy. This option would not positively provide for renewable energy development across the District.

Draft Local Plan Polices for Consideration

Summary: This report considers the remaining policies that could be included in the new Local Plan. It suggests policies relating to transport, further housing related matters including Gypsy and Traveller Accommodation, Agricultural Workers Dwellings and Replacement dwellings and house extension and Developer Contributions & Viability.

Conclusions: The policies identified in this report are being presented as drafts for public consultation.

Recommendations: **1. Members consider the contents of this report and confirm the provisional preferred policy approaches to be included within the First Draft Local Plan for consultation.**

2. The final policy wording and content of the consultation document is delegated to the Planning Policy Manager.

Cabinet Member(s) Cllr. Karen Ward	Ward(s) affected
All Members	All Wards
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1. Introduction

1.1 This report is intended to address the remaining policy areas that are considered by Officers as necessary to include in the new Local Plan and which have not previously been reported to Members.

2. Transport

2.1 The Transport Impact of New Development.

2.2 It remains a primary planning consideration that development proposals achieve a suitable connection to the highway which is safe for pedestrians, cyclists and occupants of vehicles and that road safety is not jeopardised by allowing proposals that would generate levels of traffic beyond the capacity of the surrounding road network.

2.3 It is therefore proposed that the new Local Plan continues with Core Strategy policy CT5 ‘the transport impact of new development’ (see appendix pack B).

2.4 **Safeguarding Land for Sustainable Transport Uses**

2.5 National policy requires local planning authorities to identify and protect sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development.

2.6 It is therefore proposed that the new Local Plan continues with Core Strategy policy CT7 'safeguarding land for sustainable transport uses' (see appendix pack B). These safeguarded areas are shown on the currently adopted Proposals Map and mainly comprise areas of land at railway stations, rail track beds. The policy introduces a presumption that these sites should not be developed other than for transport related developments.

2.2 **Parking Provision**

2.3 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 National Planning Policy Framework 2018 (NPPF) states at paragraph 103, "...opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan making and decision taking". Given the rural nature of North Norfolk and the limited availability of public transport, it is considered essential that appropriate levels of parking are provided within new developments and that existing public parking provision at present levels is maintained.

2.4 It is recommended that the new Local Plan continues with a policy (see appendix pack B) in relation to parking provision (vehicle, cycle, parking for people with disabilities and sufficient space for parking of mobility aids such as mobility scooters) and the draft proposed policy is a combined and revised version of the Core Strategy policies, EC6 'public car parking provision' and CT 6 'parking provision'.

2.5 For the policy to operate the Council will need to set local parking standards for residential and non-residential developments. Paragraph 105 of the NPPF states that such standards should take into account, the accessibility of the development; the type, mix and use of development, the availability 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. The current standards are based on Norfolk County Council adopted standards and Officers will need to assess and update where necessary, bringing any proposed changes to this Working Party at a future date. It is considered that the standards should be applied flexibly for example, adjusting 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 conservation areas.

2.6 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, where practical, including active and / or passive provision for electric vehicle charging points. A stand-alone policy is recommended in respect of electric vehicle charging provision.

2.7 **Electric Vehicle Charging**

- 2.8 The Government has made clear their intention for all new cars and vans to be effectively zero emission by 2040 which is steering a shift from diesel and petrol fuelled cars and vans towards electric powered ones. As part of this strategy the Government considers that all new homes, where appropriate, should be electric vehicle ready by having a chargepoint available. As such, new development proposals should not only be mindful of this, but should support and enable this transition.¹
- 2.9 The NPPF reflects this strategy by requiring at paragraph 110 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.
- 2.10 It is recommended that the new Local Plan contains a policy, 'electric vehicle charging' (see appendix pack B) to promote and ensure delivery of appropriate electric vehicle (EV) charging infrastructure. This will provide an important delivery mechanism to support the Government's objectives by minimising one of the barriers to EV uptake and to 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. **Housing**

3.1 **Agricultural, Forestry and Other Occupational Dwellings in the Countryside**

- 3.2 The NPPF states that planning policies and decisions should avoid the development of isolated homes in the countryside except within certain specified circumstances (paragraph 79). One of the expressed exceptions is when there is an essential need for a rural worker, including those taking majority control of a farm business, to live permanently at or near their place of work in the countryside.

- 3.3 It is therefore proposed that the new Local Plan continues with Core Strategy policy HO5 'agricultural, forestry and other occupational dwellings in the countryside (see Appendix Pack B).

3.4 **Gypsy & Traveller Accommodation**

- 3.5 As part of the wider provision of housing, planning policies must take into account the needs of Gypsies, Travellers and Travelling Showpeople (paragraph 61). It is recommended that the new Local Plan continues with Core Strategy policy HO4, 'gypsy and traveller accommodation' (see appendix pack B) which is a criteria based policy that supports the development and extension of these types of sites. Given the differing accommodation needs and limited potential for development within built up areas, the policy allows for development of sites within the Countryside where

¹ The Road to Zero, Department for Transport, July 2018.

residential development would not normally be permitted. However, the policy requires that there should still be good access to services and facilities and limited impact on the local character of the area. Very few applications have been made for this type of development and the Gypsy and Traveller Needs Assessment concludes that in the future there is likely to be limited demand in the District and therefore no need to allocate specific sites. The existing policy has proved to be an effective basis for considering such proposals.

3.6 House Extensions, Replacement Dwellings and Residential Annexes

3.7 It is considered that in order to help protect the character of North Norfolk's countryside there is a need to continue with a policy to limit the impact of the extension and replacement of dwellings in the countryside.

3.8 The currently adopted policy on replacement dwellings and house extensions is only applicable in the designated countryside policy area and the policy is silent on the approach to be taken to such proposals within adopted development boundaries. Whilst it is arguably more important to control these types of development in the countryside (given that this area is less built up) there is no strong justification for not including proposals elsewhere within the remit of a policy. It is therefore recommended to extend the revised policy to the entire District.

3.9 The current policy incorporates requirements that replacement dwellings and extensions should not be 'disproportionately' large or result in a 'material' increase in impact and requires the starting point for this assessment to be the original dwelling. Similar tests are already included within the recommended approach to design and will feature in the proposed Design Guide so it could be argued that there is no need for a specific policy in relation to replacement dwellings and extensions as this would amount to repetition of other policy requirements. However, given the large numbers of such proposals in the District it is thought appropriate to include a specific policy dealing with these types of development, albeit with direct links to the Design Policy and associated Guidance. Furthermore, given the increase in proposals for annexed accommodation some policy context to assist with the determination of such proposals, which should normally comprise a form of house extension, is desirable.

3.10 The proposed draft policy in the Appendix Pack B;

- extends the policy to built-up areas - not just the Countryside Policy Area.
- retains the term 'material increase' but links this to prevailing character and lack of harmful impacts rather than the size of the existing dwelling.
- includes a specific link to the wider design policy included elsewhere in the Plan.
- Adds some specific requirements in relation to annex proposals to ensure that such proposals are designed as residential annexes as opposed to separate dwelling units.

4 Developer Obligations & Viability

- 4.1** This section of the report considers the policy approach which could be included in the Draft Local Plan relating to developer contributions and scheme viability.

Introduction

The provision of new and improved infrastructure is essential to ensure the growth planned in the District is sustainable. Lack of supporting infrastructure is one of the principle reasons cited by those who do not support development proposals. When planning permission is granted for development, particularly residential proposals those developing sites can be expected to make a reasonable contribution towards addressing any identified infrastructure shortfalls to the extent that improvements are necessary to make the development proposal acceptable. Developers should not be required to address existing shortfalls if their proposals do not place any additional demands on infrastructure. The term 'infrastructure' can include affordable homes, new school provision/ existing school enhancement, open space, road and drainage improvements, health care, flood defences, public paths, including cycle paths and other public services such as community facilities. The Council, has prepared an Infrastructure Position Statement to identify infrastructure needs and priorities across the District.

- 4.2** Where infrastructure improvements are required it is often provided by developers through section 106 planning obligations or the Community Infrastructure Levy. Section 106 planning obligations are bespoke legal agreements made between the Council and the developer where the developer either delivers new infrastructure or contributes money to fund infrastructure to meet the need that development generates. The Community Infrastructure Levy is a standard per sqm charge on most types of new development which the Council pools together to deliver necessary infrastructure. Monies collected this way can go to priority projects identified across the district and are not limited to a particular site. North Norfolk does not currently have a Community Infrastructure Levy.
- 4.3** The NPPF is clear that whilst it is necessary to ensure that supporting infrastructure is provided alongside development proposals the costs of such contributions should not be set at such a level that it risks undermining the delivery of the development strategy as a whole. To assess if this is likely to be the case a district wide viability study has been prepared which models the various types of development included in the draft plan and compares the likely costs of development, including the costs associated with complying with the suggested policies in the plan, with the finished value of the developments. The study concludes that across a range of site types the Plan has a good prospect of being delivered on the basis of the potential costs associated with policy compliance. The Viability Study will be published alongside the draft consultation Plan as supporting evidence.

Recommended Approach

- 4.4** Most needs generated by new development will necessitate improvements to existing infrastructure rather than completely new provision. These requirements are identified in each of the site specific policies included in the

Plan and the Council will seek either direct provision on the development site or funding through S106 agreements to deliver the identified infrastructure at the time of the planning application.

- 4.5 The adopted Core Strategy includes a policy relating to infrastructure which simply states that contributions will be required to those types of infrastructure which are shown to be necessary, but the policy lacks detail and is silent on the issue of development viability.
- 4.6 Given that the viability of development and its ability to fund infrastructure has become a central part of the planning system with often complex and opaque negotiations between Local Authorities, land owners and developers about how the uplift in land value might be shared between the land owner, developer, and the local community in the form of necessary infrastructure contributions it is considered desirable to include a revised policy in the new plan that links developer obligations and scheme viability. In line with the NPPF, the Council should require a greater degree of transparency in the viability process than has hitherto been the case. Applications that accord with the policies of the plan will be assumed to be viable and where applications do not accord with the policy requirements and viability is a factor in determining the application it will be up to the applicant to demonstrate whether particular circumstances justify a departure from policy at the application stage. Such a departure could be based on changes in site circumstances since the plan was adopted and the criteria set out in the Planning Practice Guidance, PPG². For example, acceptable circumstances could be where further on site infrastructure is required or sites costs have risen /fallen significantly.
- 4.7 As outlined above the Council have undertaken a proportionate assessment of plan viability as laid out in the PPG.³ This takes into account relevant policies, local and national standards and feedback from local developers and site promoters. The intention is that this is kept up to date and informs plan making at each stage of the Plan process and the subsequent delivery of growth. The approach is intended to provide added certainty around viability and delivery, by setting clear affordable housing requirements and other infrastructure requirements so that they can be accurately accounted for in the price paid for land. For the avoidance of doubt it is the Council's aim to set affordable housing requirements at the highest viable level in order to increase the delivery of affordable homes.
- 4.8 The Local Plan viability assessment also sets the preferred standard approach to appraisals. Any assessment for specific applications must refer back to the assessment of the plan, be transparent and in all cases be made publically available⁴.
- 4.9 The proposed draft policy in Appendix Pack B:
- Sets out the circumstances where the Council will seek to secure developer contributions;
 - Retains the emphasis on phased delivery with regard to occupation;
 - Adds detail around where Developer contributes will be sought;

² PPG: Paragraph: 007 Reference ID: 10-007-20180724 Revision date: 24 07 2018

³ PPG: Paragraph: 010 - 019 Reference ID: 10-010-20180724 - ID: 10-019-20180724, Revision date: 24 07 2018

⁴ NPPF para 57

- Introduces specific requirements regarding the approach to viability.

5 Recommendation

- 1. Members consider the contents of this report and confirm the provisional preferred policies to be included within the First Draft Local Plan for consultation.**
- 2. The final policy wording and content of the consultation document is delegated to the Planning Policy Manager**

6 Legal Implications and Risks

The Council must produce a Plan which complies with various regulatory and legal requirements and in determining its preferred policy approaches they must be justified and underpinned by evidence.

7 Financial Implications and Risks

Failure to undertake plan preparation in accordance with national guidance and the regulations is likely to render the plan 'unsound' at examination and result in the need to return to earlier stages. Substantial additional costs would be incurred.

Appendix

Appendix Pack B

Local Plan – Identification of provisional housing sites in Mundesley and Hoveton for inclusion within the emerging First Draft Local Plan (consultation version).

Summary: The report presents further information on issues that have been deferred at previous meetings, namely for Mundesley and Hoveton.

- Recommendations:
- **Members consider the contents of this report and confirm the provisional preferred housing sites to be included within the First Draft Local Plan for consultation for Mundesley and Hoveton.**
 - **That the additional smaller parcels of sites outlined in the Cromer section of this report are identified as non-preferred sites.**
 - **The final policy wording and content of the consultation document is delegated to the Planning Policy Manager.**

Cabinet Member(s)	Ward(s) affected
All Members	All Wards
Contact Officer, telephone number and email:	
Stuart Harrison, 01263 516308, stuart.harrison@north-norfolk.gov.uk	
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1. Deferred Sites

- 1.1 The Local Plan will allocate land for housing, employment and mixed use developments over the plan period 2016 to 2036. Work has been undertaken to assess sites in North Walsham, Cromer, Fakenham, Holt, Hoveton, Stalham, Sheringham, Wells, Blakeney, Briston, Ludham and Mundesley for their suitability to be allocated for housing, and recommendations on potential preferred sites were presented at the Working Party meetings between March and June.
- 1.2 These earlier reports included the full site assessment methodology and background information on settlement hierarchy and distribution of growth. This report is not intending to rehearse all of that content and detail. The reports presented to the Working Party previously outlined the growth strategy which concludes that Hoveton and Mundesley are settlements that can accommodate an appropriate level of growth.
- 1.3 This report updates Members on two sites that are recommended as provisional preferred options as a consequence of additional information being received and/or items which have been deferred at previous meetings. And also includes details of three sites in Cromer that are being suggested as non-preferred site options.

2 Mundesley

- 2.1 At the March Working Party members resolved to allocate one site for up to 50 dwellings. MUN04/A, Land at Links Road, was considered to be the preferred option, however, the landowner has considered the matter further and stated that in his view the land is not suitable for development and is no longer available for development.
- 2.2 At the November Working Party site MUN03/A was recommended as the provisional preferred option for allocation in Mundesley. Following representations from the Local Member it was considered appropriate to defer consideration pending a site visit to the alternatives. However, it now transpires that the sites that were suggested should be visited are no longer available.
- 2.3 The majority of the sites in Mundesley that were put forward for development are in the same ownership. The landowner has confirmed that a number of the sites that were previously put forward for consideration are now, on reflection, not available for development during the plan period. This has resulted in very limited choice of sites in Mundesley for consideration. However, the provisional preferred option would have still been the favoured option if all of these sites were still available (as presented at the November Working Party).
- 2.4 In essence there are now only 5 sites available in Mundesley as detailed in the table below. Three of the sites are considered unsuitable for development, for a range of reasons, including highways access and suitability of connecting roads, remoteness from services and one site is designated as public open space.

Site Reference	Site Name	Assessment conclusion
MUN03	Land West of Church Lane	Preferred Site 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. On balance, the site is considered a preferred location for development
MUN04/1	Land Off Links Road	Included with above – as new site MUN03/A
MUN08	Land South Of Hillside	Not Preferred On balance, the site is not considered a preferred location for development as the site is reasonably remote from services and the local road network is considered to be unsuitable. Therefore, the site is considered unsuitable for development. Furthermore there is a more preferable site available in Mundesley that delivers the quantum of development required.
MUN09	Land South of Trunch Road	Not Preferred There are highway concerns with this site. On balance, the site is not considered a preferred location for development as there is a more preferable site available in Mundesley that delivers the quantum of development required.
MUN11	Land at Cromer Road / Tasman Drive	Not Preferred The site is not considered a preferred location for development as the site is reasonably remote from

		<p>services and the land is currently used as public open space and it is considered preferable to maintain this use. Therefore, the site is considered unsuitable for development. Furthermore there is a more preferable site available in Mundesley that delivers the quantum of development required.</p>
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Provisional preferred site for Mundesley

- 2.5 The landowner has put forward further information in relation to MUN03 and suggested that the landscape concerns can be mitigated with a sensitive, landscape led, approach to the development. Given the change in circumstances and further information from the landowner it is appropriate to re-assess site MUN03.
- 2.6 Furthermore, the landowner has submitted a new (combined) site which comprises of MUN03 (land at Cromer Road) and MUN04/1 (Open Land Area at Links Road/Church Lane), together will part of the former railway embankment. This new combined parcel is named MUN03/A.
- 2.7 Following a comprehensive review of all sites in Mundesley - MUN03/A is considered the most suitable provisional preferred site.
- 2.8 MUN03/A, Land at Cromer Road and Church Lane, is located just outside the residential area of Mundesley with the former railway embankment running through the centre of the site. The site has three distinct characteristics: the northern section is an elevated pasture field in a prominent part of the village; the central section is the former railway embankment with scrub and trees, and the southern part of the site is an open pasture field offering views towards the coast and across the village. This part of the site is currently designated as 'Open Land Area'.
- 2.9 The site is well located to the services in the historic village centre (Station Road and the High Street) and those services along Beach Road. Any development on the site will have to be predicated on a robust landscape based approach to the site – taking into account the prominence and topography of the site. Public access improvements will be required through the former railway embankment together with provision of high quality open space.
- 2.10 Development of the site will be subject to:
- development being of an appropriate density and scale with landscaping & provision of amenity greenspace to maintain key views and compliment the setting of the village;
 - the railway embankment will be retained and its biodiversity protected and enhanced with improved public access;
 - 0.7 ha will be provided as high quality public open space including biodiversity improvements and facilities for play & informal recreation. Provision of a Doctors Surgery on this part of the site may be acceptable;
 - the development providing a highway access from Cromer Road and/or Church Lane to serve the residential parcel including improvements to the Cromer Road/Church Lane Junction.
 - A new pedestrian and cycleway route will be provided which links the existing footway on Church Lane/All Saints Way to Links Road with appropriate crossing points and access into the site.

2.11 The site pro forma can be found at Appendix B.

2.12 Recommendations

- **That MUN03/A is identified as the provisional preferred option for Mundesley to provide a residential allocation of up to 45 dwellings.**
- **The final policy wording and content of the consultation document is delegated to the Planning Policy Manager.**

3 Hoveton

3.1 The Hoveton site assessments were brought to the Working Party on the 19th March 2018. This site was further considered at the May 2018 Working Party. It was requested that further investigation be carried out on the recommended preferred site HV01 as this site is next to the Broadlands High School and it was suggested that the allocation of this site may prejudice the future expansion of the school or opportunities to a combined school campus.

3.2 Officers have undertaken further discussions with the developer and landowner of HV01, the Highway Authority and the Education Authority.

3.3 The Education Authority has confirmed that the current plans for expansion of Broadlands High School can be achieved within the bounds of the land currently available. They have indicated that there are no plans for the further extension of the High School or co-location of facilities during the plan period. The education authority, therefore, have confirmed that there is no requirement for land to be allocated for educational purposes on this site. This position has been communicated to the Local Member.

Provisional preferred site for Hoveton

3.4 Taking into account the further work and discussions that have been had, the preferred site option for Hoveton remains as HV01 (the site will be renamed HV01/B – to differentiate the proposal from earlier iterations). It is recommended that this site is allocated for 150 dwellings together with 1ha of land for accommodation for the elderly. The lay-out and design of this land will have to be considered against the impact on the amenity of the footpath/cyclepath and make sure it is integrated with the development.

3.5 Development of the site will be subject to:

- a comprehensive site wide Masterplan will be provided and approved prior to any planning applications being approved.
- provision of highway access on Tunstead Road to provide a through connection for all vehicles to the new Stalham Road roundabout.
- provision of extra pedestrian and cycle connections from the development to the existing footpath and cyclepath which runs through the south west of the site.
- a Landscaping buffer should be provided to the north of the site to soften the boundary between the development and the agricultural land to the north.

3.6 The site pro forma can be found at Appendix B

3.7 Recommendation

- **That HOV01 is identified as the provisional preferred option for Hoveton to provide a residential allocation of up to 150 dwellings and 1ha of land for elderly care accommodation.**
- **The final policy wording and content of the consultation document is delegated to the Planning Policy Manager**

4 Cromer

- 4.1 There are no proposed changes to the Cromer preferred sites, however three sites have not yet been fully considered by Working Party and this report provides details of the assessment of these sites.
- 4.2 The Cromer site assessments were brought to the Working Party on the 21 May 2018 and five further sites including C42/1, C42/2, C43/1, C43/2 were brought to the Working Party on the 12 November 2018. They were suggested as non-preferred site options for Cromer.
- 4.3 These sites have also been put forward as part of larger sites C42 and C43 and C18 and C19/1 considered at May Working Party as a single larger site C44, which is currently subject to a planning application. The separate parcels of this larger site should also be appraised individually.
- 4.4 Sites C42 and C44 off Roughton Road and site C43 off Norwich Road have been assessed for their suitability and are not considered as preferred options for a number of reasons. The sites are detached from the settlement and remote from the services and facilities within Cromer. The sites are highly visible in the landscape, and development would be a pronounced and obvious extension into the countryside. Development in this location would have an adverse impact on the landscape and the townscape and the special qualities of the AONB.
- 4.5 There are highways concerns; Roughton Road is considered unsuitable for further development, and a link road has been unproven in its effectiveness to allow suitable pedestrian and vehicular improvements. Furthermore, a link could only address local issues associated with the delivery of these sites and will not deliver wider benefits to the town centre.
- 4.6 A summary of the site assessment can be found in Appendix B.

4.7 Recommendation

- **That the additional smaller parcels of sites outlined in the Cromer section of this report are identified as non-preferred sites.**

5 Legal Implications and Risks

The Council must produce a Plan which complies with various regulatory and legal requirements and in determining its preferred sites and policies they must be justified and underpinned by evidence.

6 Financial Implications and Risks

Failure to undertake plan preparation in accordance with national guidance and the regulations is likely to render the plan 'unsound' at examination and result in the need to return to earlier stages. Substantial additional costs would be incurred.

Local Plan – Residential Developments outside of Selected Settlements

Summary: This report considers the policies that could be included in the new Local Plan in relation to residential developments outside of the settlements so far selected for growth. The report also considers the merits of including a specific policy relating to Community Led developments.

Conclusions The approaches/policies identified in this report are being presented as drafts for public consultation.

Recommendations: **Members consider the content of this report and the following:**

- 1. That the approach to development outside the defined settlement boundaries be limited to the criteria set out in the revised Settlement Hierarchy Policy within Appendix B.**
- 2. That the revised list of Small Growth Villages set out within the revised Settlement Hierarchy Policy within Appendix B be identified as Small Growth Villages within the settlement hierarchy.**
- 3. That the Community-led development policy and revised Settlement Hierarchy Policy in Appendix B are published for consultation.**
- 4. The final policy wording and content of the consultation document is delegated to the Planning Policy Manager.**

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

1. Purpose

- 1.1. To consider if the Draft Local Plan should include policies relating to residential developments outside of the settlements so far selected for growth and if so to agree policies for consultation. The report also considers the merits of including a specific policy relating to Community Led developments.

2. Background.

- 2.1. At previous Working Parties the main elements of the development strategy in relation to housing developments have been agreed. Initially growth was to be focused on the districts towns and four larger villages where key day to day services are conveniently available. The NPPF published in July 2018 introduced a more supportive national planning policy context for rural growth and stated that opportunities should be found to allow villages to thrive and grow in ways consistent with the overarching principles of sustainability. The Framework also requires that the Plan identifies a quantity of smaller site development opportunities.
- 2.2. In response to this, at the last meeting of the Working Party it was agreed that a Part 2 Plan would be produced to identify opportunities for growth in 25 identified villages and that each of these villages would be defined with a development boundary allowing for infill developments, small residential allocations of between 0-20 dwellings *if* suitable sites could be identified, and the Council would continue to support the delivery of affordable homes in these locations via the application of a rural exceptions policy. The Working Party also requested that further consideration should be given to the merits of an approach which would allow for small developments outside of these defined settlements perhaps in the form of infill developments.

3. Discussion

- 3.1. Outside of the defined development boundaries of the selected settlements the new Local Plan proposes to designate the remainder of the District as Countryside (current Policy SS2.) The Countryside designation is intended to operate as an area of development constraint and although the policies of the plan will allow for residential developments in the countryside in the form of building conversions, dwelling sub divisions, affordable housing proposals and agricultural and other essential dwellings, it would not allow for the erection of market housing.
- 3.2. This presumption that market dwellings should not be built in the Countryside is based on ensuring that the overarching patterns of growth in the District are sustainable and contribute positively towards the delivery of the environmental, social and economic objectives of the plan.
- 3.3. The current Countryside policy operates in a black and white way determined by which side of a development boundary a site lies on - if a site is in the Countryside Policy Area as defined on the Proposals Map planning permission should not normally be granted unless there are material considerations which would justify the departure from policy.
- 3.4. Over recent years a handful of departures have been granted planning permission based on the specific merits of individual cases. For example,

permissions have been granted for residential developments where they have enabled the delivery of community benefits or where they have comprised the redevelopment of brownfield sites where existing uses were seen as harmful to the area. What might be described as infill developments within the gardens of existing properties have been resisted and where challenged via the appeals process these decisions have been generally upheld by the Planning Inspectorate. One option for the new plan would be to continue with the approach which treats proposals as departures from the plan and requires particular justification if permission is to be granted. Alternatively, a specific policy could be included within the plan to identify those circumstances where *exceptionally* permission might be granted for small scale developments outside of selected settlements.

- 3.5. Including a policy in the new plan which simply allowed for what might be described as infill development in any location would be entirely at odds with the justification which has been relied upon to date to support the proposed settlement hierarchy. This is because such an approach has the potential to result in substantial quantities of development in the remoter parts of the district simply on the basis that a proposal was between, or closely related to existing dwellings, and visually might be judged to be un-harmful. If such opportunities were modest in terms of potential numbers of dwellings it might be argued that this would be acceptable but given the characteristics of the District, the large number of rural settlements and the dispersed linear nature of some of these, there would be very significant opportunities for infill in some locations if such an approach were to be introduced. Not only would this growth be distant from services it would clearly run the risk of adverse impacts on the character of places when the long term cumulative impacts of such proposals are considered. For these reasons introducing a blanket policy which would allow for developments in residential gardens and on small areas of hitherto undeveloped land as infill proposals is not recommended.
- 3.6. There are however some types of sites/developments where the case for or against development is less clear. Examples might include:
- The redevelopment of a previously developed site in a built up area.
 - The erection of dwellings to enable the delivery of wider community benefits.
 - The redevelopment of a site to secure the removal of an unneighbourly use.
 - Proposals delivered via Neighbourhood Planning, Community Land Trusts and other similar community led initiatives. (see below)
- 3.7. Where these developments would be outside of selected settlements and perhaps distant from supporting facilities they should be regarded as exceptions rather than the norm and any policies would need to clearly define the circumstances which would be considered sufficiently exceptional to justify the grant of permission. If such a policy were to be introduced it would remain possible for other proposals, not covered by revised policies, to be considered via the departures process.
- 3.8. The Policies Pack in Appendix A includes two draft policies. The first is a redraft of the proposed 'Settlement Hierarchy' policy incorporating the decision of the last Working Party to include an additional selection of named

villages for smaller growth together with some suggested wording which if agreed would allow for some defined forms of development outside of development boundaries. The second deals specifically with Community Led development proposals. These would sit alongside the other policies of the plan which allow for rural exceptions, building conversions and other limited types of residential development in the Countryside Policy Area.

4. Community-led Development

- 4.1. Giving communities greater say and control of their localities is a central theme of Government policy. Community-led schemes are those that are driven by local communities, rather than local authorities or private developers. They can help communities to tackle local issues such as a shortage of affordable homes or jobs, and can generate income to provide financial security and help fund further investment in the local area. Mechanisms for delivering community-led development 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 to help communities become stronger and more independent. The usual starting point for CLTs is the provision of affordable housing but other benefits such as community shops, pubs, allotments, gardens, play areas, orchards, workspace, and renewable energy can also be provided.
- 4.2. Some community-led schemes are likely to be located outside settlement boundaries, where some types of development including market homes would be contrary to policy. Including a new policy in the plan which makes clear the Council's support for community led developments and how they would be assessed is desirable. A draft policy is included in the Policy Pack.
- 4.3. If agreed (for consultation) these two policies would provide for relatively modest opportunities for additional housing and other community led developments outside of the adopted boundaries of settlements. Proposal made under either policy would also need to comply with other aspects of the Local Plan designed to manage the potential harmful impacts of development such as character, amenity and highway safety.

5. Recommendations

- 1. That the approach to development outside the defined settlement boundaries be limited to the criteria set out in the revised Settlement Hierarchy Policy within Appendix B.**
- 2. That the revised list of Small Growth Villages set out within the revised Settlement Hierarchy Policy within Appendix B be identified as Small Growth Villages within the settlement hierarchy.**
- 3. That the Community-led development policy and revised Settlement Hierarchy Policy in Appendix B are published for consultation.**
- 4. The final policy wording and content of the consultation document is delegated to the Planning Policy Manager.**

6. Legal Implications and Risks

6.1. The Council must produce a Plan which complies with various regulatory and legal requirements and in determining its preferred policy approaches must complete Sustainability Appraisal, consider reasonable alternatives, and publish these for consultation before determining its final approach.

7. Financial Implications and Risks

7.1. Failure to undertake plan preparation in accordance with the regulations is likely to render the plan 'unsound' at examination and result in the need to return to earlier stages. Substantial additional costs would be incurred.

Appendix Pack B Local Plan Working Party 30th January 2019

Approach to Transport

Policy XX The Transport Impact of New development

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

- the proposal provides for safe and convenient access on foot, cycle, public and private transport addressing the needs of all, including those with a disability;
- the proposal is capable of being served by safe access to the highway network without detriment to the amenity or character of the locality;
- outside designated settlement boundaries the proposal does not involve direct access on to a Principal Route, unless the type of development requires a Principal Route location.
- the expected nature and volume of traffic generated by the proposal could be accommodated by the existing road network without detriment to the amenity or character of the surrounding area or highway safety; and
- if the proposal would have significant transport implications, it is accompanied by a transport assessment, the coverage and detail of which reflects the scale of development and the extent of the transport implications, and also, for non-residential schemes, a *travel plan*.

Preferred Option	Why it is Preferred
Continue with the existing Core Strategy approach, CT5	This option would not allow for a locally tailored approach and provide clarity and guidance
Alternative Option	Why it is not Preferred
Not to have a policy and rely instead on the NPPF	This option would not allow for a locally tailored approach

Policy XX Safeguarding Land for Sustainable Transport Uses

Former railway trackbeds, and other railway land will be protected from development that would be prejudicial to the re-use of railway, or sustainable transport links and facilities in the following locations:

- Sheringham;
- Fakenham to the District Council boundary (to the south of Great Ryburgh); and
- sites currently in use as, or with potential for, rail freight terminal facilities in the following settlements:
 - Cromer
 - Fakenham

- Great Ryburgh
- North Walsham

Preferred Option	Why it is Preferred
Continues with the existing Core Strategy approach, CT7	This option would not allow for a locally tailored approach and provide clarity and guidance
Alternative Option	Why it is not Preferred
No real alternatives have been identified to the above approaches, other than not to have a policy.	This option would not set out a locally distinctive and positive strategy to the management and safeguarding of Sustainable Transport Routes

Policy XX Parking Provision

Development will be permitted where adequate vehicle parking facilities are provided by the developer to serve the needs of the proposed development. Development proposals should provide sufficient parking spaces to avoid inappropriate on street parking, highway safety problems and to protect living and working conditions locally.

Development proposals should make provision for vehicle and cycle parking in accordance with the Council's parking standards 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. Parking for people with disabilities will also be provided, including sufficient space for parking of mobility aids (such as mobility scooters).

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. Proposals will be expected to have regard to the North Norfolk Design Guide.

In addition, development proposals will provide electric vehicle charging facilities in accordance with Policy **XXX**.

Development proposals that would result in the loss of designated Car Parks identified 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.

Preferred Option	Why it is Preferred
Introduce a policy to ensure the provision of adequate vehicle and cycle parking within new developments and the protection of designated and existing public car parks.	The preferred approach will allow the Council to ensure that the parking needs of a rural district with limited availability of public transport are met in a manner that contributes to overall design quality and

	supports sustainable transport options.
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Alternative Option	Why it is not Preferred
Not to introduce a policy and instead rely on National policy and guidance.	This option could result in insufficient parking provision leading to inappropriate parking on streets and verges and highway safety problems. It would also result in reduced choice of transport options (e.g. a lack of secure facilities for cycle parking would discourage cycle usage) and could have a negative impact on the attractiveness of the district as a tourism destination.

Policy XX Electric Vehicle Charging

Proposals for development should include, where practical, appropriate provision for electric vehicle charging points. Electric vehicle parking spaces should be counted as part of the total parking provision and bays should be clearly marked. The delivery of chargepoints should not exclude parking space provision for people with disabilities. Proposals should specify the type or types of chargepoints to be installed.

Residential developments (excluding use class C1 hotels and C2 residential institutions) require, where private driveways and garages are provided, 1 *active charging point per unit (an external charging point on a driveway or a wall mounted internal charging point in a garage). Where off-plot or communal parking is provided a minimum of 50% of spaces should have **passive charging points.

Non-residential developments, Use Class C2 residential institutions and proposals for stand-alone car parks, should include *active provision for electric vehicle charging points of a minimum 1 charging point or 20% of all new parking spaces, whichever is the greater.

Use Class C1 Hotels should include *active provision for electric vehicle charging points of 30% of all new parking spaces.

For major developments, details of how the required electric vehicle charging points will be allocated, located and managed should, where applicable, be included within the relevant Transport Assessment or Transport Statement. The management of the charging points, including the mechanism/procedure for taking payments, will be the responsibility of the developer/occupier.

In cases where charging points, including infrastructure to enable retrofitting, cannot be provided within the development site, developer contributions may be sought to enable those facilities to be suitably provided in other locations including public car parks or on-street parking spaces.

Large developments with dedicated electricity sub-stations should specify the sub-station to a sufficient capacity to fully cater for all electric vehicle charging requirements.

**Active chargepoints are fully wired and connected, ready to use points at parking spaces.*

***Passive provision requires the necessary underlying infrastructure (e.g. capacity in the connection to the local electricity distribution network and electricity distribution board, as well as cabling to parking spaces) to enable simple installation and activation of a chargepoint at a future date.*

Preferred Option	Why it is Preferred
<p>Introduce a policy to require the specific provision of electric vehicle charging infrastructure in new developments.</p>	<p>The NPPF, reflecting Government strategy of steering a shift to new cars and vans being effectively zero emission by 2040, requires at Paragraph 110 that development should "be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations". In addition, Paragraph 105 states that if setting local parking standards then polices should take into account "the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles".</p> <p>The Councils preferred approach is to require specific levels of provision in residential and non-residential developments. This option will provide an important delivery mechanism to support the Government's strategy and will assist in mitigating the impacts of climate change through reducing transport associated carbon emissions.</p>
Alternative Option 1	Why it is not Preferred
<p>Introduce a policy that supports the provision of electric vehicle charging infrastructure.</p> <p>Alternative Policy</p> <p>"Development proposals will, where practical, promote the use of low carbon vehicles, including electric vehicles and other alternative low-carbon fuel technology, to reduce the carbon emissions resulting from the development."</p>	<p>By not requiring a specific level of provision, this option would represent a missed opportunity to have a local policy that fully reflects the NPPF and Government strategy. It would result in piecemeal provision and would have a negative impact on the Plan's sustainable development objectives.</p>
Alternative Option 2	Why it is not Preferred
<p>Not to introduce a policy and instead rely on National policy and guidance.</p>	<p>This option would represent a missed opportunity to have a local policy that fully reflects the NPPF and Government strategy. This option would not promote the shift towards the use of electric vehicles and would have a negative impact on the Plan's sustainable development objectives.</p>

Approach to Housing

Policy XX Agricultural, Forestry and Other Occupational Dwellings in the Countryside

Proposals for development in the Countryside to meet the housing needs of full-time workers in agriculture, forestry and other essential workers connected with that land will be permitted only where they comply with the following criteria:

- there is a demonstrated essential need for one or more full time workers to be readily available at most times for the enterprise to function properly; and
- the functional need could not be met by another existing dwelling on the site of the enterprise or in the immediate vicinity; and
- the enterprise has been established for at least three years and is, and should remain, financially viable; and
- the proposal does not represent a replacement of another dwelling on the site that has been sold on the open market in the last five years; and
- the proposed dwelling is no larger than that required to meet the functional needs of the enterprise, nor would it be unusually expensive to construct in relation to the income that the enterprise could sustain in the long term.

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 can easily be dismantled and removed from the site.

Preferred Option	Why it is Preferred
Continue with the existing Core Strategy approach, HO5	The NPPF states that planning policies and decisions should avoid the development of isolated homes in the countryside except within certain specified circumstances. The policy adds the local distinction to the required national approach
Alternative Option	Why it is not Preferred
Not to have a policy and rarely on the NPPF	The approach would represent a lost opportunity to develop a policy that reflects local circumstances and local needs.

Sites for Gypsies and Travellers, and for Travelling Showpeople

Development to meet the needs of Gypsies and Travellers and of Travelling Showpeople will be permitted provided it is of an appropriate scale and nature and the following criteria are met:

- the intended occupants meet the definition of Gypsies and Travellers or the description of travelling showpeople; and
- development minimises impact on the surrounding landscape; and
- safe vehicular access to the public highway can be provided; and
- the movement of vehicles to and from the site will not cause significant disturbance; and

- there is adequate space for parking, turning and servicing on site; and
- the site is on the outskirts of, or within a reasonable distance of, a settlement which offers local services and community facilities; and
- suitable landscaping and boundary enclosures are provided to give privacy, minimise impact on the surrounding area and provide a safe and acceptable living environment.

Preferred Option	Why it is Preferred
Continue with the existing Core Strategy approach, HO4	The preferred approach will allow the Council meet the needs of Gypsies and Travellers, and Travelling Showpeople in a sustainable way
Alternative Option	Why it is not Preferred
Not to have a policy	The approach would not be a positive approach in order to meet their needs.

House Extensions, Replacement Dwellings and Annexed Accommodation

Proposals to extend or replace existing dwellings will be permitted provided that the proposal:

- would not materially increase the impact of the dwelling on the appearance of the surrounding area and comply with the provisions of Policy X –Design of development.

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 prominence of the site.....

Proposals for annexed accommodation will be supported provided that the proposal:

- is physically attached to, and comprises an extension to, an existing dwelling, or
- is for the sympathetic conversion and restoration of an existing curtilage building, and,
- in both cases provides a scale of accommodation which is subordinate to the existing dwelling and clearly designed for the intended purpose.

Proposals for detached annexes will only be supported where it is clearly shown that an extension or re-use of an existing building is not feasible.

Preferred Option	Why it is Preferred
Minor changes to the existing Core Strategy Policy HO8	This policy seeks to limit the impact of extensions and replacement dwellings within the district in order to protect the character of North Norfolk’s countryside.
Alternative Option	Why it is not Preferred
Not to have a policy and rely upon the NPPF	Having no policy and relying upon the NPPF would not protect the character of North Norfolk’s countryside and could lead to unsustainable development.

Developer Obligations and Viability

Developer Contributions and Viability

To ensure the delivery of infrastructure improvements, to secure sustainable communities, and meet the wider sustainability objectives, the Council will:

- secure site specific developer contributions in order to properly service, manage and mitigate the impact of development, subject to viability which,
 - Directly related to the development, and is necessary to make the development acceptable; and
 - Cannot be secured by planning conditions.

Proposals are required to consider the infrastructure requirements needed to support and service the proposed development. The delivery of development will need to align with the provision of infrastructure and may need to be phased. The timing of provision of infrastructure and facilities will be carefully considered in order to ensure that appropriate provision is in place before development is occupied.

Developer contributions will be required to secure infrastructure which is necessary to ensure:

- Significant infrastructure requirements as identified in the site specific proposals;
- The highest viable level of affordable housing;
- The delivery of community infrastructure, including but not limited to education, healthcare, libraries, community facilities, telecommunications;
- To secure satisfactory access to the development, and pedestrian & highway safety improvements necessary to mitigate any impacts on the wider highway network;
- The delivery and ongoing maintenance of formal and informal open space including sport and recreation, play space, allotments or other facilities (or financial contribution/commuted sums) required directly to serve the development and contribute to local community facilities.
- Sustainable transport
- The delivery of environmental infrastructure including biodiversity management, landscaping, flood defences, SUD's, waste management and, where necessary their maintenance.
- Visitor impact mitigation on European sites from additional pressure on Natura 2000 sites in line with the emerging mitigation and monitoring strategy for recreational impacts on those sensitive sites¹.
- The delivery of any other infrastructure requirements in a made Neighbourhood Plan.

Viability

Proposals seeking to justify a departure from policy on viability grounds:

- Should be supported by a suitable, transparent viability appraisal that accord with the required methodology.
- Should be submitted with relevant proposals at validation stage. In all cases the submitted

¹ The Council through the Norfolk Strategic Framework and Natural England is working collaboratively in order to understand the scale and implications of growth across Norfolk in order to identify and implement new opportunities that will likely reduce immediate pressures on the Natura 2000 sites.

assessment will be made publically available.

- Additional appraisals will be required to support applications that ate material altered post submission.

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.

Preferred Option	Why it is Preferred
Adopt an updated policy approach with amended/updated criteria and guidance that provides more clarity around developer contributions and introduces new guidance on Viability	This option would take the opportunity to review and update the existing approach reflecting current evidence and circumstances and allow for greater transparency regarding decision making process.
Alternative Option	Why it is not Preferred
Rely only on national policy and guidance.	This option would not allow for a locally tailored approach. Relying on national policy would not provide the clarity and guidance needed.

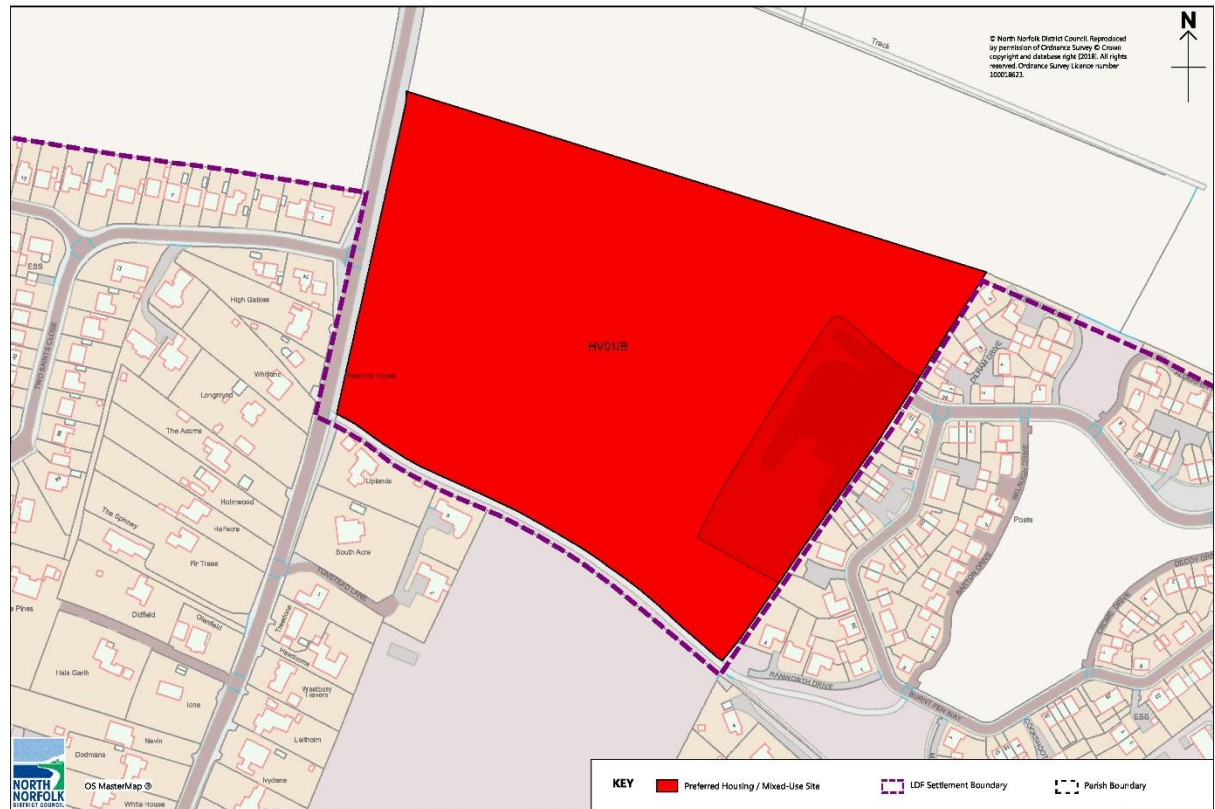
Mundesley and Hoveton

Hoveton

Site Reference	HV01/B
Site Address	Land East of Tunstead Road
Site Area	6.4 hectares (gross)



Proposal
 Considered suitable to be allocated for residential development of approximately 150 dwellings and 1ha of land for accommodation for the elderly.



Mixed Use Allocation: Land East of Tunstead Road

Description

This is a greenfield site which is well related to existing development including the HV03 allocation which is substantially complete. The site is located within walking distance to the key services including the High School and the site is 1.2km 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. The site is within acceptable walking and cycling distance to the rail station.

Part of the site is suitable to be used for elderly care accommodation and no less than 1ha of the site

should be used for this purpose.

The development should provide a road connection from Tunstead Road through to the new roundabout on Stalham Road.

Landscaping along the Tunstead Road frontage should also be provided and the hedge retained to retain a green approach to this part of the town. Landscaping buffer should be provided to soften the impact of development to the agricultural land to the north of the site.

Constraints

There are no known constraints at this time.

Deliverability

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 HV01/B

Land East of Tunstead Road

Land amounting to approximately 6.4 hectares is allocated for residential development of approximately 150 dwellings including appropriate levels of affordable housing and at least 1ha of land for elderly care/accommodation.

- A comprehensive site wide Masterplan will be provided and approved prior to any planning applications being approved.
- Provision of highway access on Tunstead Road to provide a through connection for all vehicles to the new Stalham Road roundabout.
- Provision of extra pedestrian and cycle connections from the development to the existing footpath and cyclepath which runs through the south west of the site.
- A Landscaping buffer should be provided to the north of the site to soften the boundary between the development and the agricultural land to the north.

Sustainability Appraisal Summary

Overall Appraisal Result = **Positive**

Environmental

Scores neutral; edge of settlement, FZ1, low susceptibility GWF, not considered at risk of SWF (CC). Biodiversity impact uncertain; arable, mature hedgerow / trees to majority of boundary. Localised potential to contribute to and / or impact on GI network. Loss of agricultural (1-3) land.

Social

Scores positively; edge of settlement, good access to local healthcare service, education facilities, peak time public transport links, leisure and cultural opportunities.

Economic

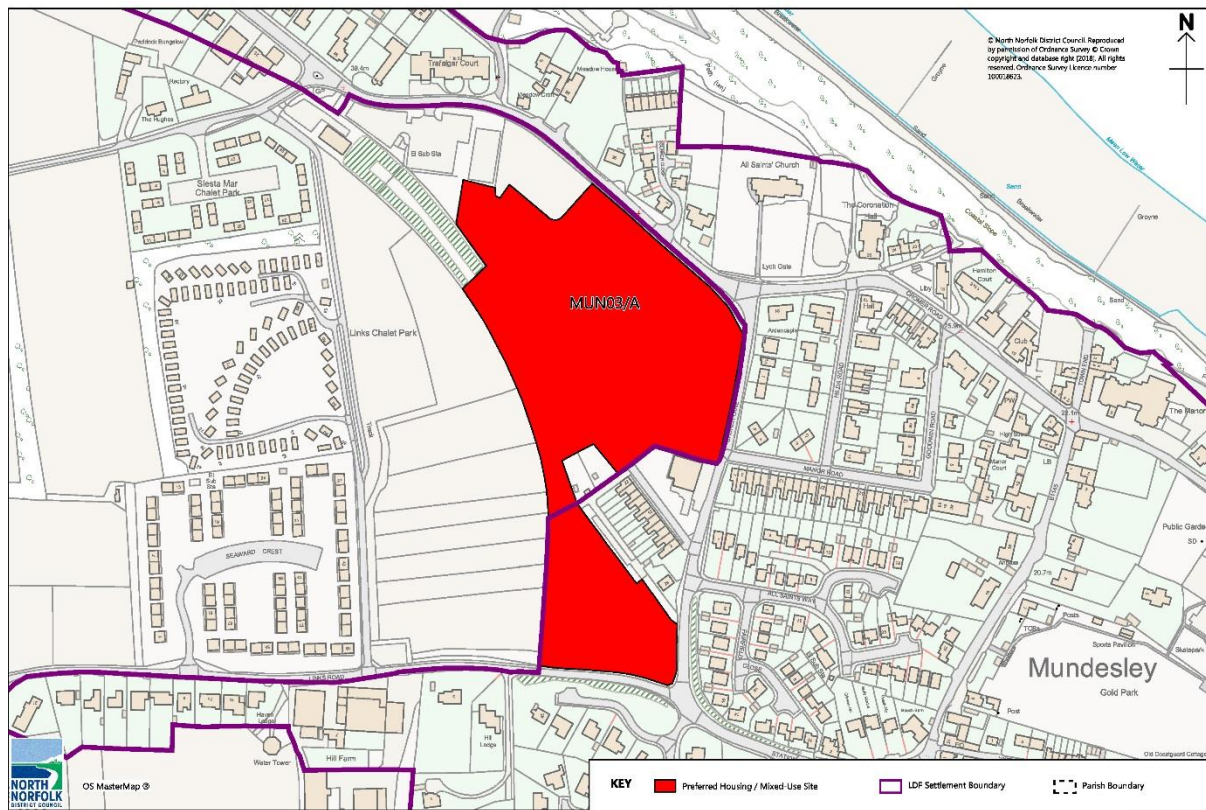
Scores positively; edge of settlement, good access to employment, educational facilities, transport links and services / facilities. High speed broadband in vicinity. Town centre easily accessible from the site.

Mundesley

Site Reference	MUN03/A
Site Address	Land off Cromer Road & Church Lane
Site Area	3.5 hectares (gross)



Proposal
 Considered suitable to be allocated for residential development for approximately 40 to 45 dwellings.



Land off Cromer Road & Church Lane

For the purposes of this assessment sites MUN03 & MUN04/1 have been considered together. The new site reference will be MUN03/A for the combined sites.

Description

The site is located just outside the residential area of Mundesley with the former railway embankment running through the centre of the site.

The site has three distinct characteristics: 1) the northern section is an elevated pasture field in a prominent part of the village; 2) the former railway embankment with scrub and trees, and; 3) the southern part of the site is an open pasture field offering views towards the coast and across the village.

The site is well located to the services in the historic village centre (Station Road and the High Street) and those services along Beach Road.

Part of the site could be used for a doctor's surgery and this use will be assessed in due course as more information and evidence emerges. This may change the policy for MUN03/A.

Constraints

The site is adjacent to the Mundesley Conservation Area with Railway Terrace being the closest properties within the Conservation Area.

Deliverability

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 MUN03/A

Land off Cromer Road and Church Lane

Parcel 1) amounting to 2.2 hectares will be allocated for residential development of up to 45 dwellings including appropriate levels of affordable housing. Development is to be of an appropriate density and scale with landscaping & amenity greenspace to maintain key views and compliment the setting of the village.

Parcel 2) the railway embankment will be retained and its biodiversity protected and enhanced with improved public access;

Parcel 3) 0.7 ha will be provided as high quality public open space including biodiversity improvements and facilities for play & informal recreation;

The development will provide a highway access from Cromer Road and/or Church Lane to serve the residential parcel including improvements to the Cromer Road/Church Lane Junction. A new pedestrian and cycleway route will be provided which links the existing footway on Church Lane/All Saints Way to Links Road with appropriate crossing points and access into the site.

Sustainability Appraisal Summary

Overall Appraisal Result = **negative and positive**

Environmental – Scores mixed; edge of settlement, FZ1, low susceptibility GWF, small area potentially susceptible to SWF (CC). Adjacent CERZ (northern boundary). Potential to affect setting of Grade II Listed Building (Church of All Saints) and CA. Potential for remediation of contamination. Potential negative biodiversity impact; close proximity CWS (Mundesley Cliffs), arable / grazing land, part of boundary comprised of mature hedgerow / trees. Loss of agricultural (1-3) land.

Social – Scores mixed; edge of settlement, good access to peak time public transport links, local healthcare service, education facilities, some leisure and cultural opportunities. Could result in loss of designated open land area.

Economic – Scores positively; edge of settlement, good access to employment and transport links and to some educational facilities and other services / facilities. Access to high speed broadband uncertain. Could support local services.

Additional Provisional Summary Site Assessments- Cromer

Site Ref	Site Name	Site Size (ha) (gross)	Proposed Number of Dwellings	Suitability Conclusion	Recommendation
C42	Roughton Road	15.13	340	<p>Considered unsuitable for development The site consists of sites C42/1 and C42/2.</p> <p>Highway Transport & Access: The site is located off both sides of Roughton Road. Roughton Road is considered to be sub-standard and unsuitable for further development by NCC Highways . No Footway along significant section of Roughton Road. Site within walking distance to schools, but majority of site is not within walking distance to town centre and services. Bus stop close by and walking distance to train station (Roughton Road).</p> <p>Environmental: No environmental designations or constraints. Greenfield site consisting of arable land with Hedgerows along the road frontage and Woodland to the west of the site.</p> <p>Landscape and Townscape: The site falls within the Norfolk Area of Outstanding Natural Beauty. The site is detached and fairly remote from the settlement. The site and surrounding landscape is flat with little change in topography. The site is highly visible in the landscape and prominent in the open countryside. Development would be pronounced and obvious extension into the countryside. Development in this location would have an adverse impact on the landscape and the special qualities of the AONB.</p> <p>Other: No flooding, utilities or contamination issues identified.</p> <p>Sustainability Appraisal Overall Result = Negative</p>	<p>Not Preferred Roughton Road is considered to be sub-standard and unsuitable for further development. The site is detached from the settlement. The site is highly visible in the landscape and development would be a pronounced and obvious extension into the countryside beyond the current confines of the town. Development on this site would have an adverse impact on the landscape and the townscape and the special qualities of the AONB. The site is considered unsuitable for development. Furthermore there are more preferable sites available in Cromer.</p>
C43	Norwich Road	17.11	315	<p>Considered unsuitable for development The site consists of sites C43/1 and C43/2.</p> <p>Highway Transport & Access A large site located on the approach into Cromer, either side of Norwich Road (A149). Access off A149 is considered to be acceptable by NCC Highways, subject to a new footbridge over the railway and potentially access via a roundabout on Norwich Road. A new footbridge could connect to existing footways along Norwich Road providing pedestrian access. Majority of the site is within walking distance to schools, and part is within walking distance to the town centre and services. Bus stops close by and walking distance to train station (Roughton Road).</p> <p>Environmental: Greenfield site consisting of arable land with mature trees/ hedgerows along boundary.</p> <p>Landscape and Townscape: The site falls within the Norfolk Area of Outstanding Natural Beauty. The site is detached and fairly remote from the settlement. The site is located on the approach into Cromer, and is highly visible and prominent in the open countryside. Development would be pronounced and obvious extension into the countryside. Development in this location would have an adverse impact on the landscape and the special qualities of the AONB.</p> <p>Grade II Listed Building adjacent the site.</p> <p>Other: No flooding, contamination or utilities issues identified.</p> <p>Sustainability Appraisal Overall Result = Negative</p>	<p>Not Preferred A large site which is highly visible in the landscape and development would be a pronounced and obvious extension into the countryside beyond the current confines of the town. Development on this site would have an adverse impact on the landscape and the townscape and the special qualities of the AONB. The site is considered unsuitable for development. The site is detached from the settlement and the majority to the site is not within walking distance to the town centre. Furthermore there are more preferable sites available in Cromer.</p>

C44	Roughton Road	14.14	Mixed use scheme including 187 dwellings, 60 bed residential care home and sports pitches and clubhouse	<p>Considered unsuitable for development</p> <p>The site consists of sites C18 and C19/1</p> <p>Highway Transport & Access: The site is located off Roughton Road. The highway network is considered to be unacceptable by NCC Highways. There are no footways along a significant section of Roughton Road and none available along Metton Road. The majority of the site is within walking distance to the infant, junior and high school and to the town centre with a range of services and facilities available. There are some public transport options available from the site. The site is within walking distance to Roughton Road train station. And there is a bus stop is located along Roughton Road with some services available.</p> <p>Environmental: No environmental designations or constraints. The site is greenfield consisting of arable land which is contained, with housing to the north and east. There are mature trees on the western boundary.</p> <p>Landscape and Townscape: The site is within the Area of Outstanding Natural Beauty (AONB). The majority of the site and surrounding landscape is flat with little change in topography, there is some undulation in the western part of the site, which is visually well screened by the surrounding landform and housing along Roughton Road. The section to the east of Roughton Road wraps behind existing housing on Roughton Road and also protrudes beyond them into the open countryside. If developed the site would have an adverse impact on the special qualities of the AONB and landscape.</p> <p>Other: Flood Risk 1. No utilities or contamination issues. Drain running through part of the site.</p> <p>Sustainability Appraisal Overall Result = Positive</p>	<p>Not Preferred</p> <p>Roughton Road is considered to be sub-standard and unsuitable for further development. The site would extend into open countryside beyond the current confines of the town. And would impact on the special qualities of the AONB. The site is considered unsuitable for development. Furthermore there are more preferable sites available in Cromer</p>
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Residential Developments outside of Selected Settlements

Settlement Hierarchy

The majority of new development in North Norfolk will take place in the towns and larger villages, dependent on their local housing and other development needs, their role as employment, retail and service centres and identified environmental and infrastructure constraints. New development sites will be allocated close to the defined selected settlements in accordance with the following hierarchy and the scale and type of growth identified in **Policy 4**:

North Walsham, Fakenham, and Cromer are defined as **Large Growth Towns** where the majority of new commercial, residential and other types of development will take place. Holt, Hoveton, Sheringham, Stalham and Wells-next-the-Sea are defined as **Small Growth Towns** in which a more limited amount of additional development will be accommodated.

The distribution of development will also have regard to the complementary roles played by Cromer, Holt and Sheringham in the central part of North Norfolk.

A lesser amount of new development will be focused in Briston & Melton Constable, Mundesley, Ludham, and Blakeney, recognising their role as local **Service Villages** and to support rural sustainability.

Small scale developments*, brownfield developments, affordable homes, community facilities and services and development provided for in adopted Neighbourhood Plans or by Community led development will be permitted in locations within and well related to the following **Small Growth Villages**:

Aldborough, Bacton, Binham, Bodham, Catfield, Corpusty and Saxthorpe, East Runton, Happisburgh, High Kelling, Horning, Langham, Little Snoring, Overstrand, Potter Heigham, Roughton, Scottow (Badersfield), Sculthorpe, Southrepps, Sutton, Trunch, Walcott, Walsingham, Weybourne, and West Runton

Within the defined development boundaries of the Selected Settlements development proposals which accord with the land use designations shown on the Policies Map and the associated policies will be supported.

The rest of North Norfolk, including all settlements not listed above, will be designated as **Countryside** and development will be restricted to particular types of development in accordance with **Policy 3 - Development in the defined Countryside Policy Area**.

Outside of defined development boundaries in areas designated as Countryside residential developments will be permitted only where they accord with other policies in this plan or:

- The proposal is for small scale development of typically no more than five dwellings, and
- the site comprises of previously developed land, and
- development of the site would result in infilling or rounding off in an otherwise built up area.

* Infill development, allocations of between 0-20 dwellings, and rural exception affordable housing proposals.

Preferred Option	Why it is Preferred
The preferred approach seeks to distribute growth to the most sustainable settlements.	In order to be in conformity with the NPPF and to ensure that development is promoted within the most sustainable locations, the settlement hierarchy seeks to define the most sustainable locations for growth. Development will be concentrated on those settlements which provide more services and facilities for the wider community.
Alternative Option	Why it is not Preferred
To propose more development to those settlements that do not have services and facilities.	This would be contrary to the NPPF and would lead to the increased use of the private car. This approach is not considered to be a preferred option in meeting the overarching principles of sustainable development.

Community-led development

The District Council is supportive of community-led development. This may include schemes involving affordable housing, small business units, renewable energy generation and other appropriate uses.

The non-housing elements of schemes will be assessed against other relevant Local Plan policies. Where housing is proposed the scheme should comprise mainly affordable housing in accordance with Policy X (rural exceptions policy).

Proposal will be supported subject to:

- No significant harm would be caused to the character or setting of the settlement and the surrounding countryside.
- The scale of the scheme is appropriate to the location.
- The District 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 Community Land Trust and (ii) the scheme has general community support as evidenced by meaningful public engagement.
- It can be demonstrated that the scheme will be well managed and financially viable over the long-term and that any benefits provided by the scheme can be retained by the local community in perpetuity; and
- The scheme accords with all other policies of the Local Plan.

An element of open market housing on the site will only be acceptable where:

- It is demonstrated through a financial appraisal that this is essential to enable the delivery of affordable housing or other community benefits on-site; and
- The community benefits of the scheme (such as the level of affordable housing or open space) are significantly greater than would be delivered on an equivalent open market site.

Preferred Option	Why it is Preferred
To provide support to Community-led development within the Local plan.	This approach would ensure that community-led development can come forward through the plan period. It sets out how local communities can help to deliver community benefits and additional housing through neighbourhood plans
Alternative Option	Why it is not Preferred
No Policy.	Whilst there would still be opportunities through neighbourhood plans and community land trusts, it is considered that a lack of policy would lead to a lack of certainty for local communities.

NORTH NORFOLK DESIGN GUIDE - SUPPLEMENTARY PLANNING DOCUMENT FOR INCLUSION ALONGSIDE THE EMERGING FIRST DRAFT LOCAL PLAN (CONSULTATION VERSION)

Summary: This report seeks approval for the draft North Norfolk Design Guide (SPD) to be included alongside the First Draft Plan (Reg.18) which will be subject to public consultation next year. The report provides further information on the design guide and gives Members the opportunity to view the guide in its draft format. This report also seeks approval for the draft design policies to be included within the emerging Local Plan.

- Recommendations:
- 1. Members consider the contents of this report and confirm the provisional preferred policy approaches to be included within the First Draft Local Plan for consultation.**
 - 2. The final policy wording and content of the consultation document is delegated to the Planning Policy Manager.**
 - 3. That the guide be subject to a minimum six-week public consultation period alongside the emerging Local Plan**

Cabinet Members(s)	Ward(s) Affected
All Members	All Wards
<p>Contact Officer(s), telephone number and email:</p> <p>Paul Rhymes, Conservation and Design Officer, 01263 516367, paul.rhymes@north-norfolk.gov.uk</p> <p>James Mann. Senior Planning Policy Officer, 01263 516404, james.mann@north-norfolk.gov.uk</p>	

1. Introduction

- 1.1 This report presents an update on the review of the North Norfolk Design Guide setting out the next stages in the documents production and details the design policies within the emerging Local Plan. The Working Party was updated on the creation and the overarching aims and objectives of the Design Guide at the 21 May 2018 meeting.
- 1.2 Since this meeting, the draft design guide has emerged as a working draft and is programmed for public consultation in early 2019. At the same time the emerging local plan has been progressing towards Regulation 18 consultation. Two overarching design policies have been drafted in order to provide the hooks to the Design Guide, providing more weight through the decision making process. These policies have been produced in accordance with the National Planning Policy Framework (NPPF).

2. National Policy Context

- 2.1 The value of good design is well recognised in national policy. Chapter 12 of the NPPF sets out the approach to 'Achieving well-designed places'. Some of the key themes from Chapter 12 are as follows:
- Good design is a key aspect of sustainable development that creates better places in which to live and work and helps development acceptable to communities;
 - Plan policies should set out a clear design vision and expectations to ensure that applicants have as much certainty as possible about what is likely to be acceptable;
 - Design policies should be developed with local communities so they reflect local aspirations and are grounded in an understanding and evaluation of each area's defining characteristics.
- 2.2 Paragraph 130 of the NPPF states that *"permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents"*.

3. Design Policies within the Local Plan

- 3.1 The emerging Local Plan contains two policies in regards to overarching design policies: High Quality Design and the Protection of Amenity. The overarching purpose of these design policies is to ensure consistency with the National Planning Policy Framework and to give weight to the guidance set out within the North Norfolk Design Guide. The full text of the policies can be found in the Appendix to this report.

Design Policy 1: High Quality Design

3.2 'High Quality Design' seeks to set out the overarching design principles to which all development within the District will need to comply with. The policy provides the hooks for the guidance within the design guide to be given weight in the decision making process. Some of the key aspects of the policy are as follows:

- **Comply with the North Norfolk Design Guide or justify a departure from the guidance.** The current policy simply asks that development proposals 'have regard to the North Norfolk Design Guide'. In line with the importance of design in the national policy agenda it is considered appropriate to strengthen the wording of this to ensure that any departure from the guidance must be justified.
- **Headings** that mirror sections within the North Norfolk Design Guide to provide a simple, easy to follow, hook between the wording of the policy and the guidance.
- **Further links to other policies within the plan.** As with any application all the policies within the plan must be read as a whole. However, it is important with design to note that specific policies will provide further detail and must also be complied with.
- **Increased reference to adaptability and energy efficiency.** In order to reflect the ageing population of the district and the global issue of climate change, greater importance of these issues must be given at the design stage.

Design Policy 2: Protection of Amenity

3.3 'Protection of Amenity' seeks to maintain, protect and promote the amenity of the District's communities in order to ensure that all new development and existing residents benefit from a good standard of amenity. The policy is considered to provide further hooks for the guidance within the design guide to be given weight in the decision making process. There are eight criteria within the policy focusing on the following:

- Provision and protection of useable and secluded private amenity space
- Overlooking
- Overbearing
- Overshadowing and the loss of sunlight
- Forms of nuisance and pollution (noise, air, light etc.)

4. Background to the North Norfolk Design Guide

4.1 The North Norfolk Design Guide was one of the first local authority guides to be produced in the country, with its first edition dating back to 1974. Over the last 44 years, the guide has seen various reviews and incarnations which adapt to changing trends, policy and best practice. This latest version is no exception and incorporates some emerging trends particularly regarding major developments, contemporary design, health and wellbeing and green infrastructure.

- 4.2 The design guide plays a key role in straddling the divide between national policy and regional context and continues to be successful in helping to shape development which responds to North Norfolk's unique environment.
- 4.3 The overarching aim of the guide is to offer advice and support to anyone involved or interested in the design or alteration of the built environment in North Norfolk. This primary objective of raising the quality of design remains as relevant as ever and feeds into the Corporate Plan objective 'A Better Place to Be' (Environment), conservation and landscape.
- 4.4 The guide renews this collective commitment to best practice from all stakeholders. Whether you're a homeowner, developer, housebuilder or built environment professional; the guide challenges the way we consider high quality design and its many benefits.

5. What's Changed?

- 5.1 The existing guide was published in 2008 and since this time there has been significant changes in national policy and guidance through the release and subsequent revision of the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (PPG). It is therefore vital that the guide reacts to these changes in policy and continues to shape development in a way which complies with national and local policy objectives.
- 5.2 The Council continues to balance significant development pressure through the Local Plan process including the allocation of larger sites for residential development and mixed use development. The design guide needs to react to this growth by offering more guidance in relation to placemaking and residential design standards. This ties in closely with the Corporate Plan objective 'A Better Place to Live' (Housing) and 'A Better Place for (Economic Development).
- 5.3 The Local Plan also includes new Development Management policies on Design, Sustainable Development, Amenity, Technical Standards amongst others which need to be backed by guidance and practical means of implementation. The design guide performs this role of supporting Local Plan policies and will be closely linked to the policy objectives within the new plan.
- 5.4 The revised design guide will be based on the principle of 'comply or justify'. In general terms, this means all new development is expected to comply with the principles as set out within the guidance. Where a proposal departs from any of these principles, a thorough explanation will need to be provided to ensure this departure is reasoned and fully justified.

5.5 The design guide review offers the opportunity to provide this important guidance through new forms of media; but more importantly to ensure guidance is more accessible and inclusive. The new web platform gives users the opportunity to search for specific information and chances to create a more interactive and engaging experience through presentation.

6. What happens next?

6.1 Following the consultation exercise, the Council will consider all representations and where necessary amend the document in line with the comments made. A statement will be published, setting out a summary of the main issues raised in the consultation and how these issues have been addressed in the SPD. It is anticipated that the guide will be approved and adopted as an SPD next year. In the meantime, the consultation document will form part of the evidence base to inform policies and proposals in the emerging local plan and when dealing with planning applications.

6.2 Timetable

Milestone	Date
Creation of Draft DG	Sep 2018
Internal Consultation	Dec 2018
External Consultation	Jan - Feb 2019
Review and Amend	May - Jul 2019
Final Adoption	Aug 2019

7. Recommendations:

- 1. Members consider the contents of this report and confirm the provisional preferred policy approaches to be included within the First Draft Local Plan for consultation.**
- 2. The final policy wording and content of the consultation document is delegated to the Planning Policy Manager.**

3. **That the guide be subject to a minimum six-week public consultation period alongside the emerging Local Plan**

8. Legal Implications and Risks

- 8.1 The Council must produce a Local Plan which complies with various regulatory and legal requirements and in determining its preferred policy approaches they must be justified and underpinned by evidence. The Design Guide ensure these policies are underpinned by evidence and practical means of implementation.

9. Financial Implications and Risks

- 7.1 Failure to undertake plan preparation in accordance with the regulations is likely to render the plan 'unsound' at examination and result in the need to return to earlier stages. Substantial additional costs would be incurred.

Attached

Policy options – Appendix C

Appendix C – Draft Design Policies

Approach to Design

Design Policy 1: High Quality Design

Policy xx High Quality Design

All development proposals should seek to make efficient use of land, but reflect the characteristics of the site and local area in their layout, landscaping, density, mix, scale, massing, character, materials, finish and architectural details. All development proposals should respond to current best practice and demonstrate that they are in general conformity with the design principles set out in established urban design guidance, any subsequently produced design Supplementary Planning Document adopted by the Council or other design guidance endorsed by the Council and/or through neighbourhood planning.

The Council will expect proposals for all development and other works to comply with the North Norfolk Design Guide, and successor documents, or provide justification for a departure from the guidance demonstrating a high quality of design that:

Quality of the Public Realm

1. Contributes positively to the public realm and public spaces; creating high quality, sustainably designed places and spaces that maximise uses and activities;

Landscape and Green Infrastructure

2. retains existing important landscaping and natural features, in accordance with Policy x , and includes landscape enhancement schemes that are compatible with the Landscape Character Assessment and ecological network mapping;
3. provides opportunities to enhance the green infrastructure network across the District in accordance with policy x

Movement and Connectivity

4. maximises connectivity, creating a movement hierarchy which is legible, permeable and well connected;
5. incorporates footpaths, cycle paths, green links and networks to the surrounding area, respecting important approach routes;

Character

6. preserves or, where possible, enhances the special character of the historic environment in accordance with Policy X and, where up-to-date, Conservation Area Appraisals;
7. integrates, to a high degree of compatibility with the surrounding area, in terms of:

layout, form, style, massing, scale and density, ensuring that development makes efficient use of land while respecting the distinctive local character;

Safety

- 8. reduces opportunities for crime, terrorism and antisocial behaviour, creating safe, secure and accessible environments;

Amenity

- 9. provides appropriate private amenity space, and, where appropriate, includes facilities for refuse, recycling and servicing, whilst respecting residential amenity of both new dwellings and nearby occupiers in accordance with Policy X;

Adaptability and Efficiency

- 10. ensures that development is designed in accordance with the Council's Optional Technical Housing Standards as set out in Policy x;
- 11. incorporates sustainable construction principles contained within policy X
- 12. maximises the opportunities for the use of Sustainable Drainage Systems (SuDS) as detailed within Policy X;

Public Art

- 13. incorporates public art into schemes; and

Parking

- 14. provides adequate parking provision that is discreet and accessible in line with Policy X.

Preferred Option	Why it is Preferred
<p>Introduce a North Norfolk specific design policy setting out local design standards.</p>	<p>The Council's preferred approach is a North Norfolk specific design policy setting out high quality local design standards that all proposals should have regard to. Further to this, and In line with Paragraph 130 of the NPPF, the Council is currently producing a Design Guide Supplementary Planning Document (SPD). A specific North Norfolk Design Policy allows for reference to be made to the Design Guide. The result of this will be that the Council can ensure that new development is of a high quality design, achieving many of the essential wider aims and objectives under</p>

	the umbrella of achieving sustainable development.
Alternative Option	Why it is not Preferred
Have no policy within the Local Plan	This option would not allow the Council to deliver development that is of a high quality design in line with the NPPF and its vision and expectations. Furthermore, having no policy within the plan reduces the ability to refer to the emerging North Norfolk Design Guide SPD. The result of not having a policy within the plan will lead to the potential that development of poor quality design with no regard to local design standards, character and local community aspirations.

Design Policy 2: Protection of Amenity

Policy xx Protection of Amenity

For all new development, consideration will need to be given to general amenity impact issues, especially living conditions. Development will not be permitted which causes unacceptable effects on the residential amenity of neighbouring occupants, or does not provide for adequate levels of amenity for future occupants. In assessing the impact of development on the living conditions of occupants, regard will be had to the North Norfolk Design Guide and the following considerations:

1. The provision of adequate areas of useable and secluded private amenity space for the occupiers of proposed dwellings, in keeping with the character of the immediate surrounding area;
2. the protection of adequate areas of useable and secluded private amenity space for the occupiers of existing dwellings, in keeping with the character of the immediate surrounding area;
3. overlooking of windows of habitable rooms and private amenity space;
4. overbearing impact/visual dominance;
5. overshadowing of private amenity space;
6. loss of daylight and/or sunlight to existing windows of habitable rooms;
7. odour, noise, vibration or other forms of nuisance such as artificial light pollution, insects and vermin; and
8. other forms of pollution (including, but not limited to: contaminated land, dust, air and light pollution).

Preferred Option	Why it is Preferred
Introduce a new policy to protect amenity for all residents in the District.	The preferred approach seeks to ensure that all residents benefit from a high standard of amenity. This approach will lead to development having greater respect for amenity of existing residents and residents of new development, with positive impacts upon quality of life and well-being.
Alternative Option	Why it is not Preferred
Do not have a policy on the protection of amenity.	This option would not allow the Council to apply high standards in regards to the amenity of residents. This could lead to developments of poor quality design, leading to poorer living conditions for residents of the District, with negative impacts on the quality of life and well-being.