

## Pollution & Hazard Prevention and Minimisation

**The purpose of this policy** is 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.

The Local Plan plays a key role in determining the location of development that may give rise to pollution, either directly or indirectly, and, as far as possible, in ensuring that other uses and development are not affected by major existing or potential sources of pollution. New development should minimise all types of pollution and where possible seek to reduce emissions and other pollution in order to protect the natural environment.

The policy is intended to restrict polluting development, and not cover general amenity issues around small scale uses such as hot food takeaways that will be covered by planning conditions and Environmental Health regulations.

### Air Quality

Air quality **is important to the environment and human health.** In North Norfolk **air quality** is generally good and monitoring shows that pollutants are within target values. Annual average concentrations of Nitrogen Dioxide in the latest period did not exceed the national objective. The only exception to this was a single peak in Hoveton. However, this was only a single month and the concentration gradually declined (27). To date no Air Quality Management Areas have been declared. The Council will continue to monitor air quality for the foreseeable future, **but it should be noted that air quality requirements are likely to become stricter over the time period of the Plan and that restrictions on particulate matter and Nitrogen Oxide may need reviewing in light of these future changes.**

### Water Quality

Many water courses in North Norfolk **and neighbouring areas, such as The Broads,** have national or international environmental designations and it is particularly important that water quality standards are met. New development must ensure that any effects such as increases in sewage effluent discharges can be achieved without detriment to water quality.

**Developers must be mindful that the pollution of ground water and/or surface water is an offence under the Water Resources Act 1991. As such, proposals should take account of the objectives of the Water Framework Directive (WFD) (28) and the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended), as the maintenance and improvement of the status of water is an important factor in the protection of the designated habitats or species.**

The WFD ~~has an aim of preventing~~ **objectives require no** deterioration in water status and improvement ~~ing in~~ water quality and consequently, developers must ~~strive~~ to achieve the objectives contained within it. **As such, any developments impacting the water environment must carry out a WFD compliance assessment. The Anglian river basin district River Basin Management Plan 2015 (RBMP)\* is the key over-arching source of information on the water environment, including the condition of water bodies and measures to help meet the objectives of the Water Environment Regulations 2017.**

(27) North Norfolk District Council, 2017 Air Quality Annual Status Report; p.i.

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

\* [Anglian RBD Part 1 river basin management plan.pdf \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/424441/Anglian_RBD_Part_1_river_basin_management_plan.pdf)

## Light and Noise Pollution

Light and noise pollution arising from new development can, individually and cumulatively, have a significantly damaging impact on the countryside and settlements in North Norfolk where many places do not have street lights and where the tranquil environment is highly valued.

Paragraph 180 of the NPPF relates to development being appropriate for its location; referring specifically to noise and light pollution, and draws attention to intrinsically dark landscapes and nature conservation. North Norfolk boasts some of the darkest skies in the county and this lack of artificial light helps the area retain its rural character. **Respecting the scenic quality, maintaining an area's distinctive sense of remoteness and nocturnal landscape character as identified through the Landscape Character Assessment SPD 2021 are integral parts of policies ENV1 and ENV2** ~~including The Norfolk Coast Area of Outstanding Natural Beauty Partnership has as part of its 20 year vision that "the area will still be essentially unspoilt with a strong feeling of remoteness, peace and tranquillity, with wide skylscapes, seascapes and dark night skies that show the richness and detail of constellations."~~<sup>(29)</sup>. To date, two locations in North Norfolk (Wiveton Downs and Kelling Heath Holiday Park) have been awarded as Dark Sky Discovery Sites <sup>(30)</sup> and special attention should be given to these areas and the wider AONB. External lighting in new development should be limited to that necessary for security **and** consideration should also be given to ways of minimising light pollution **from using sensitive design details, for example, to avoid large glazed areas.**

The NPPG provides further **detailed** advice on how to consider light within the planning system, in particular setting out the factors to be considered when assessing whether a development proposal might have implications for light pollution <sup>(31)</sup>. This guidance the information set out in the North Norfolk Landscape Character Assessment SPD, **and the North Norfolk Design SPD** will be used to inform decision making.

**To help reduce the impact of noise, appropriate and proportionate mitigating measures will be required where a proposal is likely to result in some adverse impact on the health, well-being and quality of life of future occupiers of the proposed development by increasing their potential exposure to existing sources of noise in the vicinity. In determining individual proposals for noise generating uses or uses which may increase noise exposure, account will need to be taken of the operational needs of a business, the character and function of the area, the levels of neighbourhood noise which might be reasonably expected in the daytime, evening and late at night, the disposition of uses and activities in the vicinity in relation to residential occupation, and the reasonable expectation of residents for a high standard of amenity and a period of quiet enjoyment for at least part of the day. Where uses sensitive to noise are proposed close to an existing source of noise or when development that is likely to generate noise is proposed, the Council will require an acoustic report to accompany the application.**

29 <http://www.norfolkcoastaonb.org.uk/partnership/dark-skies/1120> accessed 05/12/18.

30 <http://www.norfolkcoastaonb.org.uk/partnership/dark-sky-discovery-sites/1160> accessed on 05/12/18.

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

## Contaminated Land

In accordance with the provisions of the NPPF, local authorities must ensure that sites are suitable for development taking account of ground conditions, pollution arising from previous uses and any proposals for land remediation. Contaminated land is also a consideration.

The most frequent cases of contaminated land in North Norfolk are old quarries that have been filled with unknown material, old brickworks, old town gas sites, ochre, previous landfill sites and bio-contamination from animals. Redundant RAF bases are a potential source of contaminated land that may come forward as new uses are considered. Some of these have already been made suitable for use through the planning system, and future development will continue to present opportunities for remediation. It is important that these issues are identified and addressed early in the preparation of proposals for a site. In order to ensure a sufficient and proportionate level of information is provided, a Contaminated Land Assessment will need to be submitted for all new development proposals where contamination is known or suspected (on the site or on adjacent land) and/or where the proposed use would be particularly vulnerable to the presence of contamination, for example for any residential schemes, care homes, holiday lets, allotments, small holdings.

Remediation should remove unacceptable risk and make the site suitable for its new use. As a minimum, after carrying out the development and commencement of the new use, the land should not be capable of being determined as contaminated land under the relevant Regulations (32).

The Environment Agency offers a charged for discretionary planning advice service (33) and the Health and Safety Executive provides advice online via their 'Planning Advice Web App' \* and a more detailed 'Consultancy Package' (34) service to seek to ensure that contaminated land / pollution / hazard issues are resolved before an application is submitted.

(32) Part IIA of the Environmental Protection Act 1990.

(33) <https://www.gov.uk/guidance/developers-get-environmental-advice-on-your-planning-proposals#when-you-can-pay-for-agency-advice> accessed on 05/12/18.

\* [HSE: Land use planning - PADHI+ - HSE's on-line advice](#)

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

## Policy SD 13

### Pollution & Hazard Prevention and Minimisation

All development proposals ~~will protect the quality of the environment and will should avoid, minimise and where possible take every opportunity to, reduce through proportionate mitigation measures, all emissions, contamination and other forms of pollution, including light and noise pollution and ensure no deterioration in water quality.~~ Proposals will only ~~need to comply with statutory environmental quality standards and demonstrate be permitted where, individually or cumulatively, there are no that the development would not give rise to adverse unacceptable impacts on;~~

- ~~1. the natural environment and general amenity;~~
- ~~2. the health and safety of the public;~~
- ~~3. air quality;~~
- ~~4. water quality, including surface water and groundwater quality;~~
- ~~5. light and noise pollution; and~~
- ~~6. 5. land quality and condition. ; and,~~
- ~~6. 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 minimise the impact on tranquillity and dark skies in 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~~ **would result in unacceptable\*** 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:

1. Major Hazard Zones (35) ;
2. in the vicinity of existing developments that require particular conditions for their operation or that are authorised or licensed under pollution control or hazardous substances legislation (including hazardous pipelines) where new development would be likely to impose significant restrictions on the activities of the existing use in the future.

\*As informed by advice from the Health and Safety Executive and national guidance.

(35) As identified by the Health and Safety Executive

## Transport

The planning system should actively manage patterns of growth, address the impacts of development on transport networks, promote opportunities to increase walking, cycling and use of public transport, and ensure that patterns of movement, streets, parking and transport considerations are an integral part of designing schemes.

Reducing the reliance on the private car and promoting active lifestyles are mutually beneficial aims that can be achieved by supporting sustainable travel options. Whilst the opportunities to maximise sustainable transport solutions are more challenging in rural areas, this makes it even more important to embrace changing transport technology and usage, as well as focus development in locations that reduce the need to travel by car and by providing a choice of transport modes. This in turn, helps reduce emissions and improves air quality and public health. In addition, changing work practices, including working from home, is higher in North Norfolk at 16% when compared to England at 10% (2011 Census) and the likelihood is that this percentage will increase post-pandemic.

Norfolk's 3rd Local Transport Plan, Connecting Norfolk, sets out the strategy and policy framework for transport up to 2026. It guides transport investment in Norfolk and is considered by other agencies when determining planning or delivery decisions. The strategy is accompanied by an implementation plan, setting out the measures to be delivered over the short term. It envisages "A transport system that allows residents and visitors a range of low carbon options to meet their transport needs and attracts and retains business investment in the county. It sets out six strategic aims, which are: maintaining and managing the highway network; delivering sustainable growth; enhancing strategic connections; reducing emissions; improving road safety; and improving accessibility. The Plan is currently being updated, with the intention of being adopted in April 2021. It aims to respond to a number of challenges, including addressing air quality and carbon reduction, as these remain key priorities.

Norfolk County Council's Cycling and Walking Action Plan (2016) seeks to encourage walking and cycling within the District illustrating the advantages to health and wellbeing, reducing carbon emissions and encouraging tourism. The Plan seeks to identify more opportunities to improve and link cycle and walking networks. The Norfolk Strategic Infrastructure Delivery Plan 2020 details a range of projects for infrastructure improvements across the County. One of the sustainable projects relates to Weaver's Way, which utilises Public Rights of Way and the route of a disused railway line. The project is mainly focused on revitalising the disused railway line between Aylsham and Stalham. Route improvements include new surfacing to ensure year-round accessibility for walkers (including access for impaired users) and cyclists.

The policies in this section are intended to ensure that the transport impacts of new development are properly managed and that opportunities from changing transport technology and usage become a requirement for relevant new development proposals.

### Transport Impact of New Development

**The purpose of this policy** is to ensure that the public highway remains safe and convenient to use for all road users.

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

All new development is required to address the transport implications of that development. Larger schemes are required to prepare **Travel Statements or** Transport Assessments (TA) to illustrate how the amount of trips generated will be accommodated and how accessibility to the site by all modes of transport will be achieved. For ~~non-residential~~ proposals that are likely to have significant transport implications, the Government also requires the submission of Travel Plans, the purpose of which is to promote more sustainable forms of transport in relation to the activities of a particular development (e.g. encouraging reductions in car usage and increased use of public transport, walking and cycling). **The PPG also provides information on the circumstances in which Travel Plans, Transport Assessments and Transport Statements will be required and what they should contain**

The Principal Routes shown on the Policies Maps (36) accord with the **primary and** principal routes of the County Council route hierarchy. Proposals that involve a new direct access onto these roads (where the only access is directly onto the road), will not be permitted in order to assist with traffic flow and reduce risk. Exceptions will only be made where the type of development is such that it requires a principal route location, such as road side service stations. **Transport Statements will be required for residential developments of between 50-100 dwellings. Transport Assessments and Travel Plans will be required for residential developments larger than 100 dwellings. Non-residential development will be considered on a case by case basis.**

#### Policy SD 14

##### Transport Impact of New Development

Development will be **well located and** designed to ~~reduce~~ **minimise** 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:

1. the proposal provides for safe and convenient access on foot **and by** cycle, public and private transport addressing the needs of all, including those with a disability;
2. the proposal is ~~capable of being~~ served by safe **and suitable** access to the highway network without detriment to the amenity or character of the locality;
3. 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;
4. the expected nature and volume of traffic generated by the proposal ~~could~~ **can** be accommodated by the existing road network without detriment to the amenity or character of the surrounding area, ~~or that it would not~~ **cause an unacceptable impact on** highway safety and **that any residual cumulative impacts on the road network would not be severe;**
5. if the proposal would ~~have~~ **generate** significant **amounts of traffic movement** ~~transport implications,~~ it is **supported by a Travel Plan. In the case of larger schemes, the proposal is accompanied by a Transport Statement or Transport Assessment, the coverage and detail of which reflects the scale of development and the extent of the transport implications. , and also, for non-residential schemes, a travel plan.**

Policy SD13/ HRA (link to other policies if thought appropriate)

(36) The existing Principal Routes can be seen on the Core Strategy Proposals Map <https://www.north-norfolk.gov.uk/proposalsmap>

## Parking Provision

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

Government policy seeks to restrict levels of motor vehicle parking associated with new development in order to reduce the use of the private car and to promote more sustainable forms of transport. The provision of parking space can affect the overall appearance of a development and result in an inefficient use of land, therefore careful consideration should be given to how parking provision is incorporated into development proposals. The Framework allows planning authorities to set local parking standards for residential and non-residential development. Local standards should take into account accessibility of the development, type, mix, and use of the development, availability of and opportunities for public transport, local car ownership levels and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles (ULEV).

**The 2011 Census data revealed that travel to work by car in North Norfolk is higher at 61% compared to England at 54% and travel to work by public transport is significantly lower in North Norfolk at 3% when compared to England at 16%.** Given the rural nature of North Norfolk and the limited availability of public transport, it is considered essential that appropriate levels of parking is provided within new developments. Insufficient or poorly designed parking provision associated with new development can lead to problems of inappropriate parking on streets, pavements and verges creating highway safety issues and unsightly environments. Over-provision and poor management can lead to the inefficient use of land and can also discourage greater use of more sustainable modes of transport. Whilst recognising the reliance on the private car within a rural district and the need to provide adequate parking, development proposals should seek to support a transition from diesel and petrol fuelled cars to electric powered cars by including active and / or passive provision for electric vehicle charging points where practicable. In addition, designs should strive for flexibility, due to the likelihood of future technology-led changes to the way in which cars and other vehicles are used. Wherever possible, designs should be adaptable, allowing for features, such as new charging technologies, to be incorporated at a later date or for the conversion of parking areas to green space. However, it remains important to address how parking at the existing rate of private car ownership can be accommodated successfully into design.

In addition, vehicle parking is an important tool for visitor management particularly in relation to tourism across the District. Consequently, the provision of off-street visitor parking, particularly where it applies to tourism and town centre development, will be supported in appropriate locations.

In considering appropriate levels of cycle and car parking **for development proposals,** ~~reference the starting point will be given to the~~ **County Council's** ~~parking provision standards as detailed in 'Appendix 1: Parking Standards' of this document which are based on the standards adopted in the North Norfolk Core Strategy 2008 and the~~ **latest** ~~Parking Standards for Norfolk 2007.~~ Proposals should demonstrate how adequate off-road parking will be provided. However, these standards will be applied flexibly having regard to the circumstances of the site, the highway network, relevant advice on the design and integration of parking provision into development and place-making. For example, the parking requirements may be adjusted to help achieve good design objectives at locations with good walking access to public transport and essential services, and in order to help protect heritage assets and designated Conservation Areas.

~~The parking standards may need to be reviewed over time to provide for new initiatives in line with climate change and low carbon objectives. Therefore regard should always be had to the latest version available.~~

The Local Plan seeks to promote sustainable transport but recognises that due to the dispersed rural nature of the District there will be a continued reliance on car based travel, which requires appropriate provision of vehicle parking alongside new developments and in order to maintain the viability and vibrancy of the District's town centres, visitor locations and wider communities. It is considered that retaining public parking provision in the selected settlements at present levels is essential. Development proposals that would result in the loss of public parking provision will not be permitted unless alternative equivalent or better quality provision is made available in a suitable location prior to the commencement of redevelopment.

## Policy SD 15

### Parking Provision

Development will be permitted where adequate **safe and secure** vehicle **and cycle** parking facilities are provided ~~by the developer~~ **within the plot or site curtilage** to serve the needs of the proposed development. ~~Development proposals should provide sufficient parking spaces~~ **and in order** 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 **latest County** 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.

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 comply with the requirements of the North Norfolk Design Guide **(or any successive document)**.

In addition, development proposals will provide electric vehicle charging facilities in accordance with **Policy SD 16 'Electric Vehicle Charging'**.

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

## Electric Vehicle Charging

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

~~The UK Government has announced their intention for all new cars and vans to be effectively zero emission by 2040.~~ Published in July 2018, the Government's Road to Zero (RTZ) strategy sets out the ambition for at least 50%, and as many as 70% of new car sales to be Ultra Low Emission Vehicles (ULEVs) by 2030, alongside up to 40% of new vans. This steers a significant shift away from diesel and petrol fuelled cars and vans towards electric powered vehicles. 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 that include the provision of parking should not only be mindful of this, but should support and will need to actively enable this transition (37).

To support this, the NPPF specifically references 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 Framework 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.

There is the potential that the next version of the County Council Parking Standards will incorporate required levels of EV charging points for different types of development. Any such future standards will be a material consideration and consequently, relevant development schemes will need to accord with either these standards or the details set out in this draft policy, whichever provides the greater level of EV chargepoint provision.

The Automated and Electric Vehicles Act 2018 came into effect on 19th July 2018. It gave the Government new powers to improve air quality and enhance public chargepoint availability, for example, by ensuring that motorway services are upgraded with plenty of points, and improving consumer confidence in charging their vehicles by: making sure that public chargepoints are compatible with all vehicles; standardising how they are paid for; setting standards for reliability.

However, access to overnight charging at home and charging at the workplace will be crucial in promoting the shift towards the use of plug-in hybrids and battery electric vehicles (EV). It is important therefore that new development seeks to encourage continued growth and responds to this essential change. The Government is also keen to ensure that people are not disadvantaged on the basis of having communal parking or by not owning their own home (38).

~~A Plan~~ The Policy requiring the installation of EV charging point infrastructure in new developments will provide an important delivery mechanism to support contribute to the Government's stipulated emissions reduction targets objectives by minimising one of the barriers to EV uptake and will assist in mitigating the impacts of climate change through reducing transport associated carbon emissions. This will also have positive benefits for local air quality.

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

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

The level of provision of electric vehicle charging points should be appropriate to the development size and type, its level of parking provision and its context and location. Development proposals should specify the type or types of chargepoints to be installed. In the case of car parks, upstanding or inset charging points can be integrated into the design, whereas more innovation may be required for on-street charging points which should be integrated into street lighting columns or other smart street furniture items so as to reduce street clutter. There is the potential that the next version of the County Council Parking Standards will incorporate required levels of EV charging points for different types of development. Any such future standards will be a material consideration and consequently, any relevant development schemes will need to accord with either these standards or the details set out in this draft policy, whichever provides the greater level of EV chargepoint provision.

For major developments, details of how the required electric vehicle charging points will be allocated, located and managed will need to be included within a relevant Transport Assessment or Transport Statement. This information should also include details of any necessary management scheme for the chargepoints, including the mechanism/procedure for taking payments and who will have overall management responsibility.

In determining the appropriate power capability to install at a given parking space the main consideration is how long vehicles would typically be expected to park at that location. Currently there are three levels of charging capability, notably: standard chargers - typically rated at 3kw that can fully charge a vehicle in 6 – 8 hours, and ~~and~~ which are best suited for overnight charging. This being the standard used for residential properties as they can be installed as part of the electricity supply without any additional capacity on a distribution board; fast chargers - typically rated between 7-22kW that can fully recharge some models in 3-4 hours. rapid DC chargers that are typically rated at 50kW and can charge an EV to 80% charge in 30 minutes (depending on battery capacity).

As technology advances there may be changes to these figures, and regard should always be had to the latest and best available information. Given the rapid change in technology and variations in provision, it is likely that Supplementary Planning Guidance will be needed to offer further information in this matter.

## Policy SD 16

### Electric Vehicle Charging

Proposals ~~that incorporate vehicle parking or development should~~ **will** include ~~where practicable~~ 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 **on a layout plan**. The delivery of chargepoints should not exclude parking space provision for people with disabilities. Proposals should specify the type of chargepoints to be installed.

**Proposals for** residential development (excluding use class C1 hotels and C2/C2A residential institutions) where private driveways and garages are provided, **will provide** 1 active\* charging point per unit, **in the form of** (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~~ **will provide active\* chargepoints and the remainder will be passive\*\***. ~~and should~~ **The spaces should** be made available to all residents in accordance with a management agreement.

**Proposals for all** non-residential development, residential institutions (use classes C2/C2A) and proposals for stand-alone car parks, ~~should~~ **will** include active\* provision for electric vehicle charging points of a minimum **of** 1 charging point or 20% of all new parking spaces, whichever is the greater.

**Proposals for hotels** (use class C1) ~~should~~ **will** include active\* provision for electric vehicle charging points of **a minimum 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~~ **including the mechanism/procedure for taking payments**, will be **detailed** ~~included with~~ in 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 - fully wired and connected chargepoints, ready to use points at parking spaces.*

*\*\*Passive - provision of 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.*

## Safeguarding Land for Sustainable Transport

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

The likely availability and use of public transport is a very important element in determining planning policies designed to reduce the need for travel by car. To this end, national policy requires local planning authorities to explore the potential, and identify any proposals, for improving public transport by rail, including the re-opening of rail lines. Such routes could also provide walking and cycle routes as an interim measure prior to the introduction of rail services.

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

~~The current Norfolk Railfreight Strategy promotes the re-use of the former rail corridor linking Fakenham with the Mid-Norfolk Railway at County School in Breckland District and beyond for both rail passenger and rail freight transport use. The route of this corridor insofar as it relates to North Norfolk District is protected from prejudicial development. The Norfolk Rail freight Strategy identifies sites in Cromer, Fakenham, Great Ryburgh, Hoveton and North Walsham where it wishes land to be safeguarded for use as rail freight terminals through planning policy. The sites at Fakenham and Great Ryburgh are dependent on the previously mentioned reinstatement of the railway line between Fakenham and County School. Presently, only the site at North Walsham, operates as a freight terminal.~~

### Policy SD 17

#### Safeguarding Land for Sustainable Transport

Former railway track beds 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:

1. Sheringham;
2. Fakenham to the District Council boundary (to the south of Great Ryburgh); and
3. sites currently in use as, or with potential for, rail freight terminal facilities in the following settlements:
  - a. Cromer
  - b. Fakenham
  - c. Great Ryburgh
  - d. North Walsham
  - e. Hoveton

*Awaiting County Council feedback*